



**PENN CENTRAL
TRANSPORTATION COMPANY**

*** * ***

EASTERN REGION

*** * ***

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

*** * ***

TIMETABLE No. 11

**In effect 4.01 A. M., Eastern Standard Time
Sunday, May 19, 1974**

*** * ***

FOR THE GOVERNMENT OF EMPLOYEES ONLY

D. A. SWANSON
General Manager

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Asst. General Manager

K. J. TOMASEVICH
General Superintendent—Transportation

PHILADELPHIA COMMUTER AREA
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**F. H. JONES
F. I. DOEBBER
G. T. DAILEY**

Divisions:

**NEW JERSEY
CHESAPEAKE
HARRISBURG**

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3617	49	3641	65	3618	76	3634	95
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3709	41	3749	63	3716	76	3758	98
3711	43	3753	64	3720	77	3760	99
3713	43	3757	65	3722	78	3762	100
3717	44	3767	67	3724	81	3764	102
3719	45	3785	62	3726	82	3766	103
3721	46	3789	66	3728	85	3770	81
3723	53	4241	38	3730	85	3776	98
3725	49	4243	39	3736	86	4244	78
3727	50	4249	47	3738	87	4250	91
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3813	34	3839	54	3810	71	3834	93
3815	35	3841	56	3812	72	3836	96
3817	37	3843	57	3814	73	3840	99
3819	39	3845	58	3816	75	3842	101
3823	41	3847	59	3818	76	3844	103
3825	45	3849	61	3820	78	3850	99
3827	47	3851	64	3822	79	3858	97
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3833	51	4203	42	3828	88		
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5305	41	5357	45	5300	70	5354	74
5309	50	5365	57	5302	72	5358	79
5313	53	5367	61	5306	73	5362	85
5319	57	5371	67	5314	76	5366	91
5321	58	5381	39	5316	77	5380	73
5325	59	5387	53	5322	86	5384	89
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1107	46	1159	47	1108	75	1156	77
1111	52	1161	49	1110	75	1164	89
1115	55	1185	48	1112	75	1168	97
1117	55	1189	61	1118	79	1170	101
1123	58			1120	83	1182	83
1127	60			1126	91	1190	100
1131	63			1130	100	1192	103

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001	133	339	142	300	148	340	155
301	133	041	142	002	149	042	156
003	133	341	142	302	148	342	156
303	133	043	143	304	149	044	157
005	134	343	143	306	149	344	157
305	134	045	143	308	149	046	157
007	135	345	143	310	149	346	157
307	135	347	144	012	151	048	158
009	135	349	144	312	150	348	157
309	135	351	145	014	151	050	158
011	135	353	145	314	151	350	158
311	135	055	145	316	151	052	159
013	136	355	145	018	151	352	159
313	136	357	146	318	151	054	159
015	137	059	146	020	152	354	159
317	137	359	147	320	152	356	160
019	137	361	147	022	152	058	160
321	137	363	147	322	152	358	160
023	137	365	147	024	153	060	161
323	136	367	147	324	153	360	161
325	136	369	132	026	153	362	161
027	138	371	133	326	153	064	161
327	139	373	133	028	154	364	161
029	139	375	134	328	154	366	162
329	139	377	136	330	154	368	162
031	140	379	139	332	155	370	155
331	140	381	141	334	155	372	148
033	140	383	137	336	155	374	157
333	141	387	142	338	155	376	159
035	141	389	143			382	153
335	141	391	143			386	159
037	141	393	140			398	160
337	141	395	146				
039	141	397	136				
		399	147				

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501	35	527	51	502	71	528	96
503	36	529	55	504	75	530	97
505	36	531	57	506	80	532	97
507	37	533	59	508	83	534	99
509	37	535	61	510	85	536	101
511	37	537	64	512	87	538	102
513	40	539	66	514	88	540	103
515	41	557	48	516	90	542	103
517	43	559	57	518	92	550	81
519	44	563	45	520	93	552	85
521	47			522	95	556	93
523	49			524	95	558	79
525	51			526	96	560	94

PHILADELPHIA-HARRISBURG

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603	134	613	143
605	135	615	145
607	137	617	147
609	138	619	144
		623	133

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602	151	612	159
604	153	614	161
606	154	616	161
608	156	624	162
		630	155

PHILADELPHIA-MANAYUNK

651	140	671	142	650	156	670	158
653	140	673	142	652	156	672	158
655	140	675	142	654	156	674	159
657	140	677	143	656	157	676	159
659	141	679	143	658	157	678	159
661	141	681	143	660	157	680	159
663	141	683	143	662	157	682	159
665	141	685	143	664	157	684	159
667	141	687	141	666	158	686	157
669	142	689	141	668	158	688	157

PHILADELPHIA-MEDIA-WEST CHESTER

0701	164	741	165	700	188	0744	170
701	164	743	166	702	188	746	170
0703	164	0743	166	0704	168	748	170
705	164	0745	166	706	168	750	170
0705	164	745	166	708	168	752	170
707	164	747	166	710	168	754	170
709	164	749	166	712	168	756	170
0709	164	751	166	0714	168	758	170
711	164	753	166	716	168	760	170
713	164	0753	166	718	168	0760	170
715	164	755	166	720	168	762	170
0715	164	757	166	722	169	764	170
717	164	759	167	0722	168	766	171
719	165	0759	167	724	169	768	171
721	165	761	167	726	169	0768	171
0723	165	763	167	0728	169	770	171
725	165	765	167	728	169	0770	171
727	165	0765	167	0730	169	772	171
729	165	767	167	730	169	774	171
731	165	769	167	732	169	776	169
733	165	771	167	734	169	778	168
735	165	773	167	0736	169	780	168
737	165	777	166	738	169	782	169
739	165	779	166	740	169	784	171
0739	165	781	166	742	169	0786	170
		785	167	744	170		

PHILADELPHIA-CHESTNUT HILL

WESTWARD-SOUTHWARD				EASTWARD-NORTHWARD			
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803	132	841	135	802	148	840	151
805	132	843	136	804	148	842	152
807	132	845	136	808	149	844	152
809	133	847	136	810	149	846	152
811	133	849	136	812	149	848	152
813	133	851	137	814	149	850	153
815	133	853	137	816	149	852	153
817	133	855	137	818	149	854	153
819	133	857	137	820	150	856	153
821	134	859	137	822	150	858	153
823	134	861	137	824	150	860	153
825	134	863	137	826	150	862	154
827	134	865	138	828	151	864	154
829	135	867	138	830	151	866	154
831	135	869	138	832	151	868	155
833	135	871	139	834	151	870	148
835	135	873	133	836	151	872	154
837	135	875	138			874	153
		881	139				

PHILADELPHIA-CHESTER-WILMINGTON-NEWARK

901	104	937	113	900	118	938	127
903	105	939	114	902	118	940	127
905	105	941	114	904	119	942	128
907	106	943	115	906	119	944	128
909	107	945	115	908	119	946	130
911	107	947	116	910	119	948	130
913	108	949	117	912	120	950	131
915	108	951	105	914	120	952	118
917	109	953	105	916	120	954	119
919	110	955	117	918	121	956	120
921	110	957	111	920	122	958	121
923	111	959	113	922	123	960	125
925	111	961	115	924	123	962	126
927	112	963	117	926	124	964	127
929	113	971	106	928	125	966	128
931	113	973	109	930	125	968	129
933	113	975	111	934	126	970	122
935	113	991	104	936	126	972	124
		993	105			974	123

NOTE—Applies on Pages 11 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.

MAIN LINE—NEW YORK TO PHILADELPHIA

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From New York	Sidings Assigned Direction. Car Capacity 50 ft. Cars				Note
					West or North	East or South	Both		
X	X	X	HAROLD (L.I.R.R.).....	3.7					
X	X	X-★	F.....	3.0				1	
X	X	X	JO.....	0.1					
X	X	X	C.....	0.1					
			NEW YORK (Penn. Sta.).....	0.0					
X	X		KN.....	0.1					
		X-★	A.....	0.2					
			N.Y.—N.J. STATE LINE.....	1.6					
			WEEHAWKEN SHAFT.....	1.8					
X	X	X-★	PORTAL (Movable Bridge).....	6.0					
X	X	X-★	HUDSON.....	8.6					
			HUDSON.....	*7.1					
X	X	X-★	HARRISON.....	8.5					
			DOCK (Movable Bridge).....	8.8					
			NEWARK.....	9.0					
			SOUTH STREET (Newark).....	10.0					
X	X	X-★	HUNTER.....	10.8					
X	X	X-★	LANE (P & H Branch).....	12.6					
			NORTH ELIZABETH.....	13.4					
			ELIZABETH.....	14.5					
X	X	X-★	ELMORA.....	15.0					
			SOUTH ELIZABETH.....	15.1					
			LINDEN.....	17.7					
			NORTH RAHWAY.....	19.2					
			RAHWAY.....	19.8					
X	X	X-★	UNION (P.A. & W. Branch).....	20.0					
			COLONIA.....	21.9					
			ISELIN.....	23.0					
			METRO PARK.....	23.2					
			METUCHEN.....	26.2					
X	X	X-★	LINCOLN.....	26.4					
X			EDISON..... R-Lincoln	29.3					
			NEW BRUNSWICK.....	31.7					
X	X	X-★	COUNTY.....	32.9					
			JERSEY AVENUE (MAIN).....	33.1					
			JERSEY AVENUE.....	33.4				2	
			MONMOUTH JUNCTION.....	41.4					
X	X	X-★	MIDWAY (Jamesburg Branch).....	41.6					
X	P	P-★	NASSAU (Princeton Branch).....	47.3					
			PRINCETON JCT.....	47.4					
			DIV. POST (Phila. Commuter Area—New Jersey Division).....	54.0					
X	X	X-★	MILLHAM.....	54.9					
X	X	X-★	FAIR (Belvidere Delaware Secondary Track, Bordentown Sec. Track).....	56.8					
			TRENTON.....	57.1					
			PA.—NEW JERSEY STATE LINE.....	57.7					
			MORRISVILLE.....	58.5					
X	X	X-★	MORRIS (Trenton Branch).....	58.6					
			LEVITTOWN-TULLYTOWN.....	63.6					
X	X	X-★	GRUNDY.....	65.6					
			BRISTOL.....	66.8					
			CROYDON.....	69.7					
			EDDINGTON.....	71.3					
			CORNWELLS HEIGHTS.....	72.5					
			ANDALUSIA.....	73.7					
			TORRESDALE.....	74.6					
			HOLMESBURG JCT.....	77.2					
X	X	X-★	HOLMES.....	77.2					
			TACONY.....	78.2					
			WISSINOMING.....	79.3					

*Distance from Jersey City.

MAIN LINE—NEW YORK TO PHILADELPHIA (Continued)

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Jersey City	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
					West or North	East or South	Both	
			BRIDESBURG.....	80.1				
			FRANKFORD.....	80.9				
X			FORD..... R-Shore	81.2				
			FRANKFORD JCT.....	81.8				
			SHORE (Delair Branch).....	82.1				
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 is westward.
Note 1. Block station for movements against the current of traffic only.
Note 2. Located on the Millstone Running track.
Interlocking and Block Stations in service part-time as follows:

Station	Hours in Service
Nassau	7.00 A.M. to 11.00 P.M., Daily

MAIN LINE—PHILADELPHIA TO WASHINGTON

X	X	X-★	ZOO.....	*0.0					
			PENN CENTRAL 30th St.-Phila. (Lower Level).....	*1.5					
X	X	X-★	PENN.....	*1.5					
X	X	X-★	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.....	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.....	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					

*Distance from Zoo.
**Distance from Suburban Station.

MAIN LINE—PHILADELPHIA TO WASHINGTON (Continued)									
Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Suburban Sta., Phila.	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note	
					West or North	East or South	Both		
X			CHARLESTOWN.....	54.0					
X	X	X-★	PRINCIPIO..... R-Perryville	57.3					
X			PERRYVILLE (Movable Bridge) (Port Road Branch).....	59.5					
X			HAVRE DE GRACE..... R-Perryville	60.7					
X			OAK..... R-Perryville	62.9					
X			ABERDEEN.....	65.5					
X			SHORT LANE..... R-Perryville	67.4					
X			PERRYMAN.....	69.0					
X			BUSH (Movable Bridge) R-Edgewood	71.6					
X	X	X-★	EDGEWOOD.....	75.6			139		
X			MAGNOLIA..... R-Edgewood	77.0			139		
X			GUNPOW..... R-Edgewood	79.3					
			CHASE.....	81.0					
X			STEMMER'S RUN.....	87.0					
			RIVER (No. 1 Secondary Track)..... R-Bay	89.3					
X			NORTH POINT..... R-Bay	90.1					
X	X	X-★	BAY (No. 1 Secondary Track).....	91.9					
X			CANTON JUNCTION..... R-Bay	92.9					
X	X	X-★	BIDDLE ST.....	94.3					
			UNION JUNCTION (Northern Central Branch, Western Maryland Secondary Track).....	95.5					
X	X	X-★	BALTIMORE.....	95.7					
X			B. & P. JUNCTION (Northern Central Branch).....	95.9					
			FULTON (Western Maryland Main Track).... R-B. & P. Junction	97.7					
X	X	X-★	EDMONDSON.....	98.3					
			GWYNN.....	99.3					
			FREDERICK ROAD.....	99.9					
X			HALETHORPE.....	103.0					
X			WINANS..... R-Gwynn	103.4					
X	X	X-★	VERN..... R-Odenton	111.4					
			ODENTON.....	113.6					
			ARUNDEL.....	118.2					
X	P	P-★	JERICHO PARK.....	119.4					
			BOWIE (Pope's Creek Secondary Track).....	120.5					
			GLENNDALE.....	123.1					
X			SEABROOK.....	124.7					
			LANHAM..... R-Landover	126.0					
			CAPITAL BELTWAY.....	126.0					
X	X	X-★	LANHAM.....	126.1					
			LANDOVER (Main Line— Landover to 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.									
Interlocking, Block and Block-Limit Stations in service part-time as follows:									
Station			Hours in Service						
Rowie			7.30 A.M., Monday to 3.30 P.M., Saturday except Holidays.						
MAIN LINE—LANDOVER TO SOUTH END									
X	X	X-★	LANDOVER (Main Line, Phila- delphia to Washington).....	*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.).....	139.9					
			R-Richmond	139.9					
The direction from Landover to South End is southward.									
*Distance from Suburban Station, Philadelphia.									

MAIN LINE—PHILADELPHIA TO PITTSBURGH

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Suburban Sta., Phila.	Sidings Assigned Direction. Car Capacity 50 ft. Cars				Note
					West or North	East or South	Both		
X	X	X-★	ZOO (44th St.).....	3.2					
X			52nd STREET.....	3.9					
			VALLEY (Schuylkill Branch).....						
			R-Overbrook.....	4.0					
X	X	X-★	OVERBROOK.....	5.4					
			MERION.....	6.0					
			NARBERTH.....	6.8					
			WYNNEWOOD.....	7.4					
			ARDMORE.....	8.5					
			HAVERFORD.....	9.1					
X	P	P-★	BRYN MAWR.....	10.1					
			ROSEMONT.....	10.9					
			VILLANOVA.....	12.0					
			RADNOR.....	13.0					
			ST. DAVIDS.....	13.7					
			WAYNE.....	14.5					
			STRAFFORD.....	15.4					
			DEVON.....	16.4					
			BERWYN.....	17.5					
			DAYLESFORD.....	18.6					
X	X	X-★	PAOLI.....	19.9					
			MALVERN.....	21.8					
			FRAZER.....	23.7					
X			GLEN..... R-Thorn	25.3					1
			WHITFORD.....	28.2					
X			DOWNS..... R-Thorn	32.1					
			DOWNTOWN.....	32.3					
X	X	X-★	THORN (P. & T. Branch).....	35.0					
			THORNDALE.....	35.0					
X			CALN..... R-Thorn	36.6					
			COATESVILLE.....	38.4					
			POMEROY.....	41.9					
X	X	X-★	PARK (Susquehanna 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 (Strasburg R. R.).....	56.7					
			LEAMAN.....	57.0					
			GORDONVILLE.....	58.1					
			BIRD-IN-HAND.....	61.2					
			LANCASTER.....	68.0					
X	X	X-★	CORK (New Holland Secondary Track, Columbia Branch, Reading Co. Crossing).....	68.1					
X	P		LANDIS (Reading Co. Crossing)	75.2					
			MOUNT JOY.....	80.1					
			FLORIN.....	80.7					
			RHEEMS.....	83.6					
			ELIZABETHTOWN.....	86.8					
			CONEWAGO.....	90.2					
X			ROY (Susquehanna Branch)..... R-State	94.5					
			MIDDLETOWN.....	94.7				155	
			HIGHSPIRE.....	98.9					
			STEELTON.....	99.5					
X	X	X-★	STATE (Cumberland Valley Branch).....	104.6					
			HARRISBURG.....	104.6					
X	X	X-★	HARRIS.....	104.8					
X	X	X-★	ROCKVILLE (Main Line—Harrisburg to 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 Division-Central Region) is westward.

Note 1. Applies on No. 2 and No. 4 tracks 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 Holidays.
Bryn Mawr	6.30 A.M. to 10.30 P.M. Daily except Saturday, Sunday and Holidays.

MAIN LINE—HARRISBURG TO BUFFALO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance From Baltimore	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
						East or North	West or South	Both	
X	X	X-★		ROCKVILLE (Main Line—Philadelphia to Pittsburgh)	90.6			178	
X				HECKS.....R-Rockville	92.2			127	
X				STONEV.....R-Rockville	94.0				
X				EAST FERRY.....R-Kase	99.4			264	
X				WEST FERRY.....R-Kase	102.3				
				L. V. JUNCTION.....	111.9				
				MILLERSBURG.....	112.5				
X				EAST MILLER.....R-Kase	113.3			265	
X				WEST MILLER.....R-Kase	116.1				
				DALMATIA.....	122.3				
X				EAST BOYLES.....R-Kase	127.1			300	
X				WEST BOYLES.....R-Kase	130.3				
				SELINGSGROVE JCT (Selingsgrove Secondary Track)					
X				CREEK.....R-Kase	133.7				
X	X			SF (Reading Co. Crossing)	138.0				
				SUNBURY.....	138.7				
				SUNBURY.....	*287.5				
X	X	X-★		HORN.....	287.3				
				KASE (Dan and Shamokin Secondary Track)	286.4			135	
X				NORTHUMBERLAND.....	285.6			329	
				MOLLY.....R-Kase	282.4				
				MONTANDON JCT.....	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 Erie.

PRINCETON BRANCH

(New Jersey Division)

X	P	P-★		NASSAU.....	*0.0				1
				PRINCETON JCT.....	0.1				
			X	PENNS NECK.....	1.4				
				KS.....K-Nassau	2.7				1
				PRINCETON.....	2.8				

The direction from Nassau to Princeton is northward.

*Distance from Nassau.

Note 1. When Nassau closed controlled by Midway.

Interlocking, Block and Block-Limit Stations
in Service Part-time as follows:

Station	Hours in Service
Nassau	7.00 A.M. to 11.00 P.M. Daily

JAMESBURG BRANCH

(New Jersey Division)

		X		JG.....R{ESSAY MIDWAY}	*5.6				1-2
				DAYTON.....	2.3				
X	X	X-★		MONMOUTH JCT.....	0.2				
				MIDWAY.....	0.0				

The direction from JG to Midway is westward.

*Distance from Midway.

Note 1. Block signal governing eastward movement at JG, remote controlled from Essay.

Note 2. Block signal governing westward movement at JG, remote controlled from Midway.

RIVER LINE									
(New Jersey Division and Zone A)									
Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Weehawken	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note	
					West or North	East or South	Both		
X			CP WALDO (Passaic and Harsimus Branch)	4.7					
X			CP NAVE	4.0					
			HOBOKEN	3.2					
			WILLOW AVE	1.6					
X			WEEHAWKEN CP 03	0.0				60	
			CP 02						
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	20.6					
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 (Wallkill Valley Br. and Catskill Mt. Br.)	89.6				258	
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)						
			Zone A	132.1					
			CP 132	132.5					

The direction from CP Waldo to CP 132 is northward.

PERTH AMBOY AND WOODBRIDGE BRANCH

(New Jersey Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Union	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
					East or North	West or South	Both	
X	X	X-★	UNION.....	0.0				
			AVENEL.....	2.0				
			EDGAR.....	2.7				
			WOODBRIDGE.....	3.5				
X	X	X-★	WOOD (C.R.R.N.J.).....	5.8				
X	X	X-★	PERTH AMBOY.....	5.9				
X	X	X-★	ESSAY (N.Y. & L.B.R.R. and South Amboy Secondary Track).....	8.1				

The direction from Union to Wood is westward.

PASSAIC AND HARSIMUS BRANCH

(New Jersey Division)

X		X-★	CP WALDO (River Line).....	*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				
		X	WA-3.....	8.1				
		X	WA-6.....	9.2				
X	X	X-★	LANE.....	9.3				

The direction from CP Waldo to Lane is westward.

*Distance from CP Waldo.

GREENVILLE BRANCH

(New Jersey Division)

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				

The direction from Bay to WA-3 is westward.

*Distance from Bay.

CATSKILL MOUNTAIN BRANCH

(New Jersey Division)

			KINGSTON POINT.....	*0.0				
			KINGSTON YARD (River Line).....	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 (River Line).....	*0.0				
			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.

BELVIDERE DELAWARE BRANCH											
BELVIDERE DELAWARE SECONDARY TRACKS											
WARREN SECONDARY TRACK											
(New Jersey Division)											
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS		Distance From Fair	Sidings Assigned Direction. Car Capacity 50 ft. Cars				Note
							East or North	West or South	Both		
X	X	X-★		FAIR (Main Line—New York to Phila.)	Belv. Del.	0.3					
X	X	X-★		COALPORT	Sec. Tracks	1.1					
				MG		1.4					
			X	WARREN STREET (Trenton)	Belvidere Delaware Branch	1.6					
				GW K-MG		9.3					
				WASHINGTON CROSSING		9.3					
			X	MOORE K-MG		12.2					
				LAMBERTVILLE		16.1					
				STOCKTON		19.5					
			X	RK K-MG		21.0					
				RAVEN ROCK		22.8					
				FRENCHTOWN		31.7					
			X	MD K-MG		34.9				175	
				MILFORD		35.2				49	
			X	HD K-MG		38.9					
				RIEGELSVILLE		41.9					
				CARPENTERVILLE		45.4					
				LEAD SWITCH, KENT		47.7					
			X	KENT K-MG	Warren Secondary Track	49.0					
				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						
				G (L. & H. R. R.)	63.9						
The direction from Fair to G is northward.											
AMBOY SECONDARY TRACK											
(New Jersey Division)											
X	X	X-★		ESSAY (N.Y. & L.B.R.R. and Perth Amboy and Woodbridge Branch)		*0.0					
				CQ		0.2					
				DEEP CUT		1.8					
				EAST END		4.9					
				BROWN		5.9					
			X	OB K-Essay		7.1					
				OLD BRIDGE		7.2					
				SPOTSWOOD		9.4					
				HELMETTA		11.6					
			X	GO K-Essay		11.7					
				JAMESBURG (Freehold and Hightstown Secondary Tracks)		13.4	170				
		X		JG R {ESSAY MIDWAY}		13.6				1-2-3	
The direction from Essay to JG is westward.											
*Distance from South Amboy Junction.											
Note 1. Block signal governing eastward movement at JG, remote controlled from Essay.											
Note 2. Block signal governing westward movement at JG, remote controlled from Midway.											
Note 3. Block Station only.											

HAROLD-Q-F-R SECONDARY TRACKS (New Jersey Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance From F	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
						East or North	West or South	Both	
X	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 Sunnyside Yard)	1.8				
X	X-★			F (via loop, Sunnyside 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 Sunnyside Yard and Sub. Tracks) is westward.

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..... K-Essay	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 Secondary Track.

FREEHOLD SECONDARY TRACK (New Jersey Division)

				CONN. AMBOY SEC. TRACK	*5.5				
				JAMESBURG.....	5.6				
				ENGLISHTOWN.....	12.4				
		X		NG..... K-Essay	12.5				
				TENNENT.....	13.6				
				FREEHOLD.....	17.1				
		X		HW..... K-Essay	20.0				
				END OF BLOCK.....	24.1				

The direction from Conn. Amboy Sec. Track to the End of Block is eastward.

*Distance from Midway.

PORT ROAD BRANCH
(Chesapeake and Harrisburg Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Perryville	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
					East or North	West or South	Both	
X	X	X-★	PERRYVILLE (Main Line—Philadelphia to Washington).....	0.0				
X			MINNICK.....	2.0				
X			QUARRY } R-Perryville	3.2				
X			TOME R-Cola	4.5				
			PORT DEPOSIT.....	4.7				
X			WEST ROCK..... R-Cola	7.4				
			CONOWINGO.....	10.0				
X			PILOT R-Cola	11.6			130	
X			WEST PILOT..... R-Cola	13.0				
			PA-MARYLAND STATE LINE.....	14.7				
			PEACH BOTTOM.....	17.4				
			FISHING CREEK.....	20.3				
X			MIDWAY..... R-Cola	21.7				
X			HOLTWOOD..... R-Cola	25.0				
			McCALLS FERRY.....	25.7				
X			McCALLS..... R-Cola	26.8				
			PEQUEA.....	29.7				
X			HARBOR..... R-Cola	31.9				
X			WEST HARBOR..... R-Cola	33.2			123	
			DIVISION POST (Harrisburg Div.).....	38.2				
X			CRES..... R-Cola	38.3				
X			PORT (Susquehanna Branch) R-Cola	39.7				

The direction from Perryville to Port is westward.

NORTHERN CENTRAL BRANCH
B. & P. SECONDARY TRACK
NORTHERN CENTRAL SECONDARY TRACK
(Chesapeake and Harrisburg Divisions)

			CALVERT.....	*0.0				
X	X	X-★	HILLEN JUNCTION.....	0.5				
			UNION JUNCTION (Main Line—Philadelphia to Washington).....	0.8				
X	X	X-★	BALTIMORE.....	1.0				
			B.&P. JUNCTION (Main Line—Philadelphia to 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				
			YORK (Frederick Secondary Track and M. & P. R. R.).....	57.2				

The direction from Calvert to York is westward.

*Distance from Calvert.

DELMARVA BRANCH												
SEAFORD SECONDARY TRACK												
POCOMOKE SECONDARY TRACK												
(Chesapeake Division)												
Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS			Distance From Davis	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note		
							East or North	West or South	Both			
X	X	X-★	DAVIS.....			0.0						
			GLASGOW.....			5.0						
			PORTER (New Castle Sec. Track).....			6.3						
			PORTER.....			*14.4						
			CANAL MOVABLE BRIDGE.....			18.3						
			MT. PLEASANT.....			20.6						
			MIDDLETOWN.....			24.8						
			TOWNSEND (Centreville, and Chestertown Secondary Tracks).....			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						
			Delmarva Branch									
X	P	X-★	SEAFORD (Cambridge Secondary Track).....			84.1			125			
			SEAFORD MOVABLE BRIDGE.....			84.2						
			LAUREL MOVABLE BRIDGE.....			90.4						
			LAUREL.....			90.6						
		X	HEARN.....R-Seaford			95.3				1-2		
			Seaford Secondary Track									
Delmar Yard			DELMAR.....			97.3						
			DELAWARE-MARYLAND STATE LINE.....			**0.0				Yard Tracks		
		X	PATTON.....R-Cassatt			2.2				1-3		
			SALISBURY.....			5.9						
			FRUITLAND.....			5.7						
			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						
			Pocomoke Secondary Track									
The direction from Davis to End of Block-BEGIN-Block is southward. *Distance from Bridge. **Distance from Delmar. Note 1. Block Station only. Note 2. Northward movement only. Note 3. Southward movement only.												
Interlocking, Block and Block-Limit Stations in service part-time as follows:												
Station			Hours in Service									
Clayton			Continuously except Sundays 7.00 A.M. to 3.00 P.M.									
Harrington			Continuously except Sundays 7.00 A.M. to 3.00 P.M.									
Seaford			7.00 A.M., Sunday to 11.00 P.M. Saturday.									
Cassatt			11.30 P.M. to 7.30 A.M., Daily except Saturdays.									

SHELLPOT BRANCH

(Chesapeake Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Bridge	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
					East or North	West or South	Both	
X X-O X-O	X	X-★	BRIDGE (Shellpot Secondary)	0.0				
			READ	1.2				
			WARD	1.7				
			RAGAN (Main Line—Philadelphia to Washington)	3.3				
			R-Wilmington					

The direction from Bridge to Ragan is southward.

SHELLPOT SECONDARY TRACKS

(Chesapeake Division)

X	X	X-★	BELL (Main Line—Philadelphia to Washington)	*0.0				
			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 Bell.

NEW CASTLE SECONDARY TRACK

(Chesapeake Division)

X	X	X-★	BRIDGE	*0.0				
			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 (Delmarva Branch)	14.4				

The direction from Bridge to Porter is southward.

* Distance from Bridge.

OXFORD SECONDARY TRACK

(Chesapeake Division)

X	P	P-★	CLAYTON (Delmarva Branch)	*0.0				
			DELAWARE-MARYLAND STATE LINE	13.7				
			GREENSBORO	23.8				
			QUEEN ANNE	32.4				
			CORDOVA	36.1				
			CROSS	44.1				
			EASTON	44.2				

The direction from Clayton to Easton is southward.

*Distance from Clayton.

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

Station	Hours in Service
Clayton	Continuously except Sundays 7.00 A.M. to 3.00 P.M.

CRISFIELD SECONDARY TRACK

(Chesapeake Division)

			KINGS CREEK (Pocomoke Secondary Track)	*0.0				
			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.

CENTREVILLE SECONDARY TRACK
(Chesapeake Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance From Townsend	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
						East or North	West or South	Both	
				TOWNSEND	0.0				
				DELAWARE-MARYLAND STATE LINE	5.2				
				MASSEY (Chestertown Secondary Track)	9.2				
				SUDLERSVILLE	17.9				
				PRICE	26.8				
				CENTREVILLE	34.9				

The direction from Townsend to Centreville is southward.

CHESTERTOWN SECONDARY TRACK
(Chesapeake Division)

				MASSEY	*0.0				
				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.

D.M.&V. SECONDARY TRACK
SNOW HILL SECONDARY TRACK
(Chesapeake Division)

X	P	P-★	HARRINGTON						
			(Delmarva Branch).....			*0.0			
		X	HOUSTON.....K-Harrington			4.3			
		X	MILFORD.....K-Harrington			8.3			
			ELLENDALE.....			15.7			
		X	DALE.....K-Harrington			15.8			
			REDDEN.....			20.2			
		X	COURT.....K-Harrington			23.9			
					D.M.&V.				
					Secondary Track				
		X	COURT.....K-Harrington			**0.0			
		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			
					Snow Hill Secondary Track				

The direction from Harrington to Snow Hill is southward.

*Distance from Harrington.

**Distance from Court.

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

Station	Hours in Service
Harrington	Continuously except Sundays 7.00 A.M. to 3.00 P.M.

POPE'S CREEK SECONDARY TRACK (Chesapeake Division)										
Interlocking Station	P	P-★	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance From Bowie	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
							East or North	West or South	Both	
X	P	P-★			BOWIE (Main Line— Philadelphia to Washington).....	0.0				
					COLLINGTON.....	3.0				
					MULLIKIN.....	6.2				
					HALL.....	7.9				
				X	BORO..... K-Bowie	13.6				
					MARLBORO.....	13.8				12
					CROOME.....	17.4				
					CHELTENHAM.....	22.1				
				X	WINE (Herbert Sec. Track) K-Bowie	24.7				
					BRANDYWINE.....	25.1				
					WALDORF.....	31.1				9
				X	INDIAN HEAD JUNCTION.....	34.1				16
					WHITE..... K-Bowie	34.3				
					LA PLATA.....	38.7				
					COX.....	43.2				
					LOTHAIR.....	45.1				
					WOODZELL (Morgantown Sec. Track).....	45.6				
The direction from Bowie to Woodzell 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 Holidays.					
HERBERT SECONDARY TRACK (Chesapeake Division)										
					WINE (Pope's Creek Sec. Track)	*0.0				
					HERBERT.....	11.4				
The direction from Wine to Herbert is southward. *Distance from Wine.										
MORGANTOWN SECONDARY TRACK (Chesapeake Division)										
					WOODZELL (Pope's Creek Secondary Track).....	*0.0				
					MORGANTOWN.....	5.4				
The direction from Woodzell to Morgantown is southward. *Distance from Woodzell.										
CAMBRIDGE SECONDARY TRACK (Chesapeake Division)										
X	P	P-★			SEAFORD (Delmarva Branch).....	*0.0				
					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.										
Interlocking, Block and Block-Limit Stations in service part-time as follows:										
Station					Hours in Service					
Seaford					7.00 A.M., Sunday to 11.00 P.M., Saturday					

SUSQUEHANNA BRANCH

(Harrisburg Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Park	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
					East or North	West or South	Both	
X	X	X-★	PARK (Main Line—Phila. to Pittsburgh)	0.0				
			DIVISION POST (Hbg. Div.-PCA)	1.1				
		X	GIANT.....R-Park	3.1				1-2
			Q.....	10.8				
			LG-13.....	13.6				
			LG-14.....	16.4				
			SMITH.....	22.2	86			
			LG-21.....	23.3				
X			PORT (Port Road Branch).....R-Cola	33.7				
X			MANOR.....R-Cola	38.5				134
X	X	X-★	COLA (Columbia Branch).....	38.4		62		
X			LAKE.....R-Cola	40.0				134
X			SHOCKS (York Haven Line) ..R-Cola	45.4				250
X			JEB.....	*89.8				
			ROY (Main Line—Philadelphia to Pittsburgh)	98.9				

The direction from Park to Wago Jct. is westward.

*Distance from Suburban Station.

Note 1. Block Station only.

Note 2. Applies on No. 1 track only.

COLUMBIA BRANCH

(Harrisburg Division)

X	X	X-★	CORK (Main Line—Phila. to Pittsburgh)	*68.1				
			MOUNTVILLE.....	75.6				
X	X	X-★	COLA (Susquehanna Branch).....	80.1				

The direction from Cork to Cola is westward.

*Distance from Suburban Station.

YORK HAVEN LINE

(Harrisburg Division)

X			SHOCKS (Susquehanna Branch).....	*45.4				
			WAGO JUNCTION (A. & S. Branch).....	**66.7				
			YORK HAVEN.....	68.5				
X	X	X-★	CLY (Frederick Sec. Track)	69.9				
			NEW CUMBERLAND.....	81.2				
X	X	X-★	LEMO (Cumberland Valley Branch)	83.2				1
X			STELL.....R-Day	84.2				
X	X	X-★	DAY.....	85.8				

The direction from Shocks to Day is westward.

*Distance from Park.

**Distance from Calvert.

Note 1. In service for No. 1 and No. 2 tracks only.

CUMBERLAND VALLEY BRANCH WINCHESTER SECONDARY TRACK (Harrisburg Division)									
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance From Harrisburg	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
						East or North	West or South	Both	
X	X	X-★		STATE (Main Line—Phila. to Pittsburgh).....	0.1				
X	X	X-★		LEMO.....	1.5				
		X		CAMP.....R-Lemo	3.3				1
				LEMOYNE-CAMP HILL.....	4.7				
				MECHANICSBURG.....	8.2				
				DILLSBURG JUNCTION.....	8.9				
				NEW KINGSTON.....	11.8				
				MIDDLESEX.....	14.5				
				WATTS.....	17.1				
				CARLISLE.....	18.3				
				GREASON.....	23.7			34	
			X	SPRING.....K-Pennroad	29.1			130	
				NEWVILLE.....	30.0				
				SHIPPENSBURG.....	40.6				
X	X	X-★		PENNROAD (Connection Reading Co.).....	41.6			196	
		X		WOOD.....R-Pennroad	50.3		272		1
				CHAMBERSBURG.....	51.6				
				SOUTH PENN JUNCTION.....	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			
				Cumberland Valley Branch					
X	X	X-★		HAGERSTOWN.....	74.2			55	
				HAGER—(W. M. Rwy. Crossing, N. & W. R.R.).....	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				
				Winchester Secondary Track					
The direction from State to Winchester is southward. Note 1. Block Station only.									
NEW HOLLAND SECONDARY TRACK (Harrisburg Division)									
				HONEY BROOK.....	*18.1				
				NEW HOLLAND.....	28.1				
				LEOLA.....	33.4				
				GREENFIELD.....	38.0				
X	X	X-★		CORK (Main Line—Philadelphia to Pittsburgh).....	41.0				
The direction from Honey Brook to Cork is westward. *Distance from Downs.									
SELINGSGROVE SECONDARY TRACK (Harrisburg Division)									
				SELINGSGROVE JCT. (Main Line—Harrisburg to 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.									

FREDERICK SECONDARY TRACK (Harrisburg Division)									
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance From Cly	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
						East or North	West or South	Both	
X	X	X		CLY (York Haven Line).....	0.0			175	
				YORK HAVEN.....	1.4				
				WAGO JUNCTION.....	3.2				
				MOUNT WOLF.....	5.2			62	
				EMIGSVILLE.....	8.7				
				LOUCKS.....	11.8				
				YORK (Northern Central Secondary Track).....	13.1				
				WEST YORK.....	14.8			40	
			X	PAL.....K-Cly	16.4				
				GRAYBILL.....	18.1				
				BAIR.....	20.1				
				SPRING GROVE.....	23.2			45	
			X	GROVE.....K-Cly	24.0				
				HANOVER.....	31.7			45	
			X	FISH.....K-Cly	32.1				
				LITTLE.....	38.7				
				LITTLESTOWN.....	38.8			7	
				PENNA.-MARYLAND STATE LINE.....	41.1				
				TANEYTOWN.....	46.5			14	
			X	TANEY.....K-Cly	46.5				
				KEYMAR.....	51.9				
				KEYMAR SIDING.....	52.2			28	
				LEGORE.....	57.3				
				WOOD.....	58.4				
				WOODSBORO.....	58.4			12	
				WALKERSVILLE.....	62.8				
			X	FRED.....K-Cly	68.0				
				FREDERICK.....	68.8				
The direction from Cly to Frederick is southward.									
BUTTON SECONDARY TRACK DAN SECONDARY TRACK (Harrisburg Division)									
				CAREY-BEGIN-END BLOCK (Wilkes-Barre Connecting R.R.).....	*60.5				
				POST.....	59.7				
				BUTTONWOOD.....	59.4				
				LOMIS.....	56.4				
				NANTICOKE.....	55.9				
				RETREAT.....	50.5				
				WAPWALLOPEN.....	41.2				
				BEACH-BEGIN-END BLOCK.....	38.3				
NESCOPECK YARD					35.7	RUNNING TRACKS			
				BROAD-BEGIN-END BLOCK.....	35.6				
X-O				EAST BLOOMSBURG.....	23.3				
				NORCA (Reading Co. Crossing).....	21.2				
				CATAWISSA.....	20.0				
				SOUTH DANVILLE.....	10.9				
X	X	X-★		KASE (Main Line—Harrisburg to Buffalo).....	0.0				
The direction from Carey to Kase is westward. *Distance from Kase.									
SHAMOKIN SECONDARY TRACK (Harrisburg Division)									
X	X	X-★		KASE (Main Line—Hbg.-Buffalo and Dan Secondary Track)....	*0.0				
				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.									

BORDENTOWN BRANCH							
BORDENTOWN SECONDARY TRACK							
(Philadelphia Commuter Area and New Jersey Division)							
Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Division Post (P.R.S.L.)	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
					East or North	West or South	Both
			DIVISION POST (P.R.S.L.)	0.0			
X	X	X-★	COOPER	1.			
			PAVONIA	2.5			
X		X	HATCH	4.3			2
			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 (Philadelphia Commuter Area and New Jersey Divisions)	16.0			
		X	BURLINGTON	17.4			
			MJ	18.3			1
			FLORENCE	22.4			
			ROEBLING	23.2			
			KINKORA	24.1			
		X	IELDSBORO	26.0			1
			BO	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 to Philadelphia, Belvidere-Delaware Secondary Tracks)	33.4			
The direction from Division Post (P.R.S.L.) to Fair is eastward.							
Note 1. Block Station only.							
Note 2. Block Station for Bordentown Secondary Track only.							
TRENTON BRANCH							
(Philadelphia Commuter Area)							
X	X	X-★	MORRIS (Main Line—New York to Philadelphia)	*46.0			
X		X	MY	45.4			
			COPPER	43.1			1
			NICKEL	42.6			
X			MA	41.3			
			LANGHORNE	37.4			
			HEATON	27.5			
			FORT HILL	21.5			
			TB-16	19.4			
			PLYMOUTH MEETING	17.6			
		X-★	NEST	15.7			
			EARNEST	15.7			
			TB-19	15.5			
			TB-20	14.2			
		X	TB-22	12.5			
			KING	11.3			1-2
			HOWELLVILLE	7.7			62
X			DALE (P & T Branch)	0.7			55
X			GLEN (Main Line—Philadelphia to Pittsburgh)	0.0			
The direction from Morris to Glen is westward.							
*Distance from Glen.							
Note 1. Block Station only.							
Note 2. In Service on No. 1 track only.							

PHILADELPHIA AND THORNDALE BRANCH

(Philadelphia Commuter Area)

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Dale	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
					East or North	West or South	Both	
X	.....	.....	DALE (Trenton Branch).....R-Thorn	0.0	.....	.....	.....	.....
X	X	X-★	THORN (Main Line—Philadelphia to Pittsburgh).....	10.4	.....	.....	.....	.....

The direction from Dale to Thorn is westward.

GRAYS FERRY BRANCH

(Philadelphia Commuter Area)

X	X	X-★	ZOO.....	*0.0	.....	.....	.....	.....
X	X	X-★	ARSENAL.....	2.4	.....	.....	.....	.....

The direction from Zoo to Arsenal is southward.

*Distance from Zoo.

DELAIR BRANCH

(Philadelphia Commuter Area)

X	X	X-★	SHORE (Main Line—New York to Phila.).....	*8.2	.....	.....	.....	.....
.....	.....	.....	FRANKFORD JUNCTION.....	8.5	.....	.....	.....	.....
.....	.....	.....	PA.-NEW JERSEY STATE LINE.....	10.5	.....	.....	.....	.....
X	X	X-★	JERSEY (Movable Bridge, Jersey Secondary Track and Connecting Track).....	11.0	.....	.....	.....	.....

The direction from Shore to Jersey is eastward.

*Distance from Suburban Station.

WEST PHILADELPHIA ELEVATED BRANCH

(Philadelphia Commuter Area)

X	X	X-★	ZOO.....	*0.0	.....	.....	.....	.....
X	X	X-★	ARSENAL.....	2.5	.....	.....	.....	.....
X	X	X-★	BRILL.....	4.6	.....	.....	.....	.....

The direction from Zoo to Brill is southward.

*Distance from Zoo.

SUBURBAN LINE							
(Philadelphia Commuter Area)							
Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Suburban Station	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
					East or North	West or South	Both
							Note
X	X	X	SUBURBAN STATION, PHILA.	0.0			
			BROAD	0.4			
X	X	X-★	PENN CENTRAL 30th ST. PHILA. (Upper Level)	0.9			
			ZOO (44th St., Main Line—Phila. to Pitts., Main Line—Phila. to Wash., Zoo Secondary Track, 36th St. Conn., West Phila. Elevated Branch, Grays Ferry Branch)	3.2			
X	X	X-★	ARSENAL (Main Line—Phila. to Wash., West Chester Branch, Delaware Extension, West Phila. Elevated Branch, Grays Ferry Branch)	2.1			
The direction from Suburban Station to Penn Central 30th St. Station (Upper Level) and Zoo (34th and 44th St. OH Bridges) is westward; from 34th St. OH Bridge to connection with No. 1 and No. 4 Main Line via 36th St. Tunnel is eastward; from Penn Central 30th St. Station (Upper Level) to Arsenal is southward.							
36th STREET CONNECTION							
(Philadelphia Commuter Area)							
X	X	X-★	ZOO	*0.0			
X	X	X-★	PENN (Main Line—Phila-delphia to Washington)	0.9			
The direction from Zoo to Penn is eastward.							
*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			
			LANDOWNE	6.3			
			GLADSTONE	6.9			
			CLIFTON-ALDAN	7.5			
			PRIMOS	8.1			
			SECANE	8.8			
			MORTON-RUTLEDGE	9.9			
			SWARTHMORE	11.2			
			WALLINGFORD	12.3			
			MOYLAN-ROSE VALLEY	13.2			
X	X	X	MEDIA	14.0			
			EL WYN	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.							

CHESTNUT HILL BRANCH

(Philadelphia Commuter Area)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance From North Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note
						East or North	West or South	Both	
X	X	X-★		NORTH PHILADELPHIA (Main Line—New York to Philadelphia)					
				WESTMORELAND.....	0.0				
				QUEEN LANE.....	0.8				
				CHELTEN AVENUE.....	2.2				
				TULPEHOCKEN.....	2.8				
				UPSAL.....	3.3				
				CARPENTER.....	3.8				
				ALLEN LANE.....	4.4				
				ST. MARTINS.....	4.8				
				HIGHLAND.....	5.6				
X	P	P-★		CHESTNUT HILL.....	6.1				
					6.6				1

The direction from North Philadelphia to Chestnut Hill is eastward.

Note 1. 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.

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.

DELAWARE EXTENSION

(Philadelphia Commuter Area)

X	X	X-★		ARSENAL (West Phila. Elevated Branch).....	*0.0					
X				PENROSE.....R-Stadium	1.9					
X	X	X-★		STADIUM.....	3.9					
X-O				PAY (B. & O. Crossing).....	5.7					

The direction from Arsenal to Pay is eastward.

*Distance from Arsenal.

SCHUYLKILL BRANCH
SCHUYLKILL SECONDARY TRACK
(Philadelphia Commuter Area)

X				VALLEY (Main Line—Phila. to Pittsburgh).....R-Overbrook	*4.0					
X				JEFF.....R-Overbrook	4.5					
				WYNNEFIELD AVE.....	4.9					
				BALA.....	5.7					
				CYNWYD.....	6.1					
				BARMOUTH.....	6.8					
				MANAYUNK.....	7.8					
X		X		MAN.....R-Overbrook	8.2					1
				CONSHOHOCKEN.....	13.6					
				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				46	
				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. Crossing).....	49.2					
				READING.....	58.3					
			X	ORCHARD.....K-Nest	67.1					
				SHOEMAKERSVILLE.....	71.7				49	
			X	HAMBURG.....K-Nest	76.8				105	
				SCHUYLKILL HAVEN.....	90.5					

The direction from Valley to Schuylkill Haven is westward.

*Distance from Suburban Station, Philadelphia.

Note 1. Block Station only.

HOLLY SECONDARY TRACK PEMBERTON SECONDARY TRACK (Philadelphia Commuter Area)									
Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance From Shore	Sidings Assigned Direction. Car Capacity 50 ft. Cars			Note	
					East or North	West or South	Both		
X			HATCH (Bordentown Secondary Track, Connecting R-Jersey Track).....	11.0					
			DIVIDE (Jersey Secondary Track).....	11.4					
			JORDAN.....	12.9					
			PENNSAUKEN.....	*5.6					
			MAPLE SHADE.....	7.2					
			LENOLA.....	8.3					
			WEST MOORESTOWN.....	9.8					
			MOORESTOWN.....	10.4					
			STANWICK AVENUE.....	11.1					
			MASONVILLE.....	14.4					
			HAINESPORT.....	16.9					
			HAINES.....	18.1					
Mount Holly Yard			MOUNT HOLLY.....	18.7			Yard Tracks		
			BIRM.....	19.0					
			BIRMINGHAM.....	23.4					
			PEMBERTON.....	24.9				25	
The direction from Hatch to Pemberton is south. *Distance from Division Post (P.R.S.L.)									
JERSEY SECONDARY TRACK (Philadelphia Commuter Area)									
X	X	X	JERSEY (Delair Branch).....	*0.0					
			DIVIDE (Holly Secondary Track).....	0.4					
The direction from Jersey to Divide is eastward. *Distance from Jersey.									
ZOO SECONDARY TRACK (Philadelphia Commuter Area)									
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.									
OCTORARO SECONDARY TRACK (Philadelphia Commuter Area)									
			WAWA (West Chester Branch).....	*18.0					
			CONCORDVILLE.....	22.3					
			BRANDYWINE SUMMIT.....	24.1					
X-O			CHADD (Reading Co. 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 Wawa to Colora is southward. *Distance from Suburban Station via West Chester Branch.									
ZONE A—WEST SHORE BRANCH (Mohawk-Hudson Division)									
X			CP 132 (Albany Secondary track, Hudson River Conn. R.R., River Line).....	*11.5					
			Selkirk Yard.....	14.3					
The direction from CP 132 to Selkirk is westward. *Distance from Stuyvesant.									

To All Employees:

Your company, co-operating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Penn Central are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety!

R. F. Lawson
General Manager
Philadelphia Commuter Area

F. H. Jones
F. I. Doebber
G. T. Dailey
Division Superintendents

Approved

D. A. Swanson
General Manager

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	235	◆3811	1101	3813
	Daily	Daily Ex.	Daily	Sat. & Sun.
	A. M.	Sat. & Sun. A. M.	A. M.	Only A. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$12.01	\$12.15	\$12.39	\$ 1.10
KARNY.....	12.13	12.27	12.51	1.22
HUDSON.....				
C.N.J. YARD HARRISON.....				
NEWARK.....	\$12.17	\$12.30	\$12.54	\$ 1.26
SOUTH ST. (Newark).....	12.20	12.33	12.57	1.29
HUNTER.....				
NORTH ELIZABETH.....		\$12.38	\$ 1.02	\$ 1.34
ELIZABETH.....	12.24	12.40	1.04	1.36
ELMORA.....				
SOUTH ELIZABETH.....		\$12.44		\$ 1.40
LINDEN.....				
NORTH RAHWAY.....		\$12.48	\$ 1.10	\$ 1.44
RAHWAY.....				
UNION.....	12.28	12.50		1.46
AVENEL.....	P. A. & W. Br.		MM1.14	
EDGAR.....				
WOODBIDGE.....		MU	\$ 1.17	MU
WOOD.....	N. Y. & L. B. R. R.		1.22	
PERTH AMBOY.....			\$ 1.24	
SOUTH AMBOY.....			\$ 1.28	
COLONIA.....				
METRO PARK.....	\$12.32	\$12.55		\$ 1.51
METUCHEN.....	12.36	\$12.58		\$ 1.54
EDISON.....		\$ 1.01		\$ 1.58
NEW BRUNSWICK.....	\$12.43	\$ 1.04		\$ 2.03
COUNTY.....	12.46	1.07		2.06
JERSEY AVENUE.....				
JERSEY AVE. (MAIN).....		\$ 1.09		\$ 2.08
MONMOUTH JCT.....	12.53	1.16		2.15
PRINCETON JCT.....	\$ 1.01	\$ 1.22		\$ 2.22
MILLHAM.....	1.08	1.30		2.30
TRENTON.....	\$ 1.11	\$ 1.33		\$ 2.33
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....	1.20			
BRISTOL.....				
CROYDON.....				
EDDINGTON.....				
CORNWELLS HEIGHTS.....				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.....	1.30			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....	1.35			
NORTH PHILA.....	D 1.40			
ZOO.....	1.45			
PENN CENTRAL.....	\$ 1.55			
30th ST.-PHILA.....				
SUBURBAN STATION.....				
	A. M.	A. M.	A. M.	A. M.

Will Run
May 27
July 4
Sept. 2
Nov. 28
Dec. 25
Jan. 1
Feb. 17

FIRST CLASS

◆3701	17	11	9	67	▲3815	▲501
Daily Ex. Sat. & Sun.	Mall Daily	Mall Daily Ex. Sun., Mon. & Tue.	Mall Daily Ex. Mon.	Daily	Daily Ex. Sun.	Daily Ex. Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	1.25			3.38		
	E 1.35			\$ 3.45		
\$ 1.20	# 1.45			4.15	\$ 4.50	
		3.30	4.00			
1.32	1.57	3.41	4.14	4.29	5.02	
\$ 1.35				\$ 4.32	\$ 5.05	
1.38	2.05	3.49	4.21	4.35	5.08	
\$ 1.43					\$ 5.12	
1.45	2.09	3.53	4.27	4.39	5.14	
\$ 1.48					\$ 5.18	
\$ 1.52					\$ 5.22	
1.53	2.14	3.58	4.33	4.43	5.24	
MU					MU	MU
\$ 1.58					\$ 5.29	
\$ 2.01	2.19	4.04	4.40	4.49	\$ 5.32	
\$ 2.05						
\$ 2.08	2.25	4.10	4.47	4.55	\$ 5.40	
					5.43	
\$ 2.13						
	2.32	4.18	4.56	5.03	5.52	
	2.39	4.25	5.03	5.10	\$ 5.59	
	2.45	4.32	5.10	5.15	6.07	
					\$ 6.10	
				\$ 5.18		\$ 6.13
	2.55	4.43	5.23	5.27		\$ 6.20
						\$ 6.24
						\$ 6.27
						\$ 6.30
						\$ 6.33
	3.05	4.53	5.33	5.37		\$ 6.38
						\$ 6.39
						\$ 6.40
						\$ 6.41
						\$ 6.43
	3.10	4.58	5.42	5.42		\$ 6.45
						6.46
	3.14	5.03	5.48	\$ 5.51		\$ 6.51
	3.19	5.10	5.55			6.55
	E 3.30			\$ 6.05		\$ 6.58
				# 6.10		\$ 7.02
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
	#503	▲505	◆1103	□
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....			\$ 6.15	\$ 6.30
KARNY.....				
HUDSON.....			6.27	6.40
C.N.J. YARD HARRISON				
NEWARK.....			\$ 6.30	
SOUTH ST. (Newark).....				
HUNTER.....			6.33	6.44
NORTH ELIZABETH.....				
ELIZABETH.....			\$ 6.38	
ELMORA.....			6.39	6.47
SOUTH ELIZABETH.....				
LINDEN.....				
NORTH RAHWAY.....				
RAHWAY.....			\$ 6.44	
UNION.....			6.46	6.51
AVENEL.....	P. A. & W. Br.			
EDGAR.....				
WOODBIDGE.....		MU	MU	\$ 6.52
WOOD.....	N. Y. & L. B. R. R.		6.57	
PERTH AMBOY.....			\$ 6.59	
SOUTH AMBOY.....			\$ 7.03	
COLONIA.....				
METRO PARK.....				C 6.55
METUCHEN.....				7.00
EDISON.....				
NEW BRUNSWICK				
COUNTY.....				7.04
JERSEY AVENUE.....				
JERSEY AVE. (MAIN).....				7.09
MONMOUTH JCT.....				7.12
PRINCETON JCT.....				7.17
MILLHAM.....				
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		
ZOO.....	7.23			7.43
PENN CENTRAL.....	{ Lower Level Upper Level	\$ 7.27	\$ 8.01	
30th ST.-PHILA.....				\$ 7.48
SUBURBAN STATION.....		\$ 7.31	\$ 8.05	
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	◆3703	±507	◆237	±509	▲3817	●61	▲511
	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. Sun. A. M.	Daily A. M.	Daily Ex. Sun. A. M.
						6.28	
	\$ 6.33		\$ 6.35		\$ 6.53	\$ 6.35 7.00	
	6.45		6.49		7.04	7.12	
	\$ 6.48		\$ 6.52		\$ 7.07	\$ 7.15	
	6.51		6.55		7.10	7.18	
	\$ 6.56				\$ 7.15		
	6.57		6.59		7.16	7.22	
	\$ 7.01				\$ 7.20		
	\$ 7.03						
	\$ 7.06				\$ 7.24		
	7.08		7.03		7.25	7.27	
	MU	MU		MU	MU		MU
	\$ 7.13				\$ 7.30		
	\$ 7.16		7.09		\$ 7.33	7.32	
	\$ 7.19						
	\$ 7.23		\$ 7.15		\$ 7.39		
			7.18		7.42	7.38	
	\$ 7.29						
			7.25		7.49	7.45	
			\$ 7.31		\$ 7.55	\$ 7.51	
			7.38		8.01	7.59	
					\$ 8.04		
	\$ 7.35	\$ 7.41	\$ 7.45		\$ 8.02	\$ 8.05	
	\$ 7.42		\$ 7.52			\$ 8.12	
		7.50			8.11		
	\$ 7.46		\$ 7.56			\$ 8.16	
	\$ 7.49		\$ 7.59			\$ 8.19	
	\$ 7.52		\$ 8.02			\$ 8.23	
	\$ 7.56		\$ 8.04			\$ 8.27	
	8.01	8.00	\$ 8.12		8.21	\$ 8.32	
			\$ 8.14			\$ 8.33	
			\$ 8.16				
			\$ 8.18				
			\$ 8.20				
			\$ 8.22				
	8.06	8.05	8.23		8.26	8.37	
	8.10	\$ 8.15	\$ 8.27		\$ 8.33	\$ 8.42	
	8.14	8.19	8.31		8.36	8.46	
	\$ 8.18	\$ 8.25	\$ 8.35			\$ 8.49	
	\$ 8.22		\$ 8.39		\$ 8.48	\$ 8.53	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
	4241	◆3607	□ 103	
	Sunday Only	Daily Ex. Sat. & Sun.	Daily	
	A. M.	A. M.	A. M.	
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$ 7.05	\$ 7.22	\$ 7.30	
KARNY.....				
HUDSON.....	7.17	7.34	7.40	
C.N.J. YARD HARRISON				
NEWARK.....	\$ 7.20	\$ 7.37		
SOUTH ST. (Newark).....				
HUNTER.....	7.23	7.39	7.44	
NORTH ELIZABETH.....		\$ 7.42		
ELIZABETH.....	\$ 7.28	\$ 7.46		
ELMORA.....	7.30	7.48	7.47	
SOUTH ELIZABETH.....				
LINDEN.....	\$ 7.34	\$ 7.52		
NORTH RAHWAY.....		\$ 7.55		
RAHWAY.....	\$ 7.38	\$ 7.58		
UNION.....	7.39	7.59	7.50	
AVENEL.....		\$ 8.02		
EDGAR.....	P. A. &			
WOODBIDGE.....	W. Br.	MU	MU	
WOOD.....		8.10		
PERTH AMBOY.....	N. Y. &	\$ 8.13		
SOUTH AMBOY.....	L. B.			
	R. R.	\$ 8.18		
COLONIA.....				
METRO PARK.....	\$ 7.44		C 7.55	
METUCHEN.....	\$ 7.47		8.00	
EDISON.....	\$ 7.51			
NEW BRUNSWICK.....	\$ 7.54			
COUNTY.....			8.04	
JERSEY AVENUE.....	\$ 7.59	MU		
JERSEY AVE. (MAIN).....				
MONMOUTH JCT.....			8.09	
PRINCETON JCT.....			8.12	
MILLHAM.....			8.17	
TRENTON.....				
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....			8.24	
BRISTOL.....	Will Run			
CROYDON.....	May 27			
EDDINGTON.....	July 4			
CORNWELLS HEIGHTS.....	Sept. 2			
ANDALUSIA.....	Nov. 28			
TORRESDALE.....	Dec. 25			
	Jan. 1			
HOLMESBURG JCT.....			8.31	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....			8.35	
NORTH PHILA.....				
ZOO.....			8.40	
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
	Lower Level		\$ 8.45	
SUBURBAN STATION.....				
	A. M.	A. M.	A. M.	

WESTWARD-SOUTHWARD

39

[illegible]

STATIONS	FIRST CLASS			
	◆3707	□ 105	▲513	C. N. J. 5353
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Saturday Only A. M.
HAROLD (L.I.R.R.)				
NEW YORK	\$ 8.23	\$ 8.30		
KARNY				
HUDSON	8.35	8.40		
C.N.J. YARD HARRISON				8.36
NEWARK	\$ 8.38	C 8.42		\$ 8.51
SOUTH ST. (Newark)				
HUNTER	8.42	8.45		8.54
NORTH ELIZABETH				
ELIZABETH	\$ 8.48			
ELMORA	8.50	8.49		9.00
SOUTH ELIZABETH				
LINDEN	\$ 8.54			
NORTH RAHWAY				
RAHWAY	\$ 8.58			
UNION	9.03	8.53		9.07
AVENEL	P. A. & W. Br.			
EDGAR				
WOODBIDGE		MU	MU	MU
WOOD				9.14
PERTH AMBOY	N. Y. & L. B. R. R.			\$ 9.17
SOUTH AMBOY				\$ 9.21
COLONIA				
METRO PARK	\$ 9.09	C 8.57		
METUCHEN	\$ 9.13	9.03		
EDISON				
NEW BRUNSWICK	\$ 9.19			
COUNTY		9.07		
JERSEY AVENUE	\$ 9.24			
JERSEY AVE. (MAIN)				
MONMOUTH JCT.		9.12		
PRINCETON JCT.		9.15		
MILLHAM		9.20		
TRENTON			\$ 9.25	
LEVITTOWN-TULLYTOWN			\$ 9.31	
GRUNDY		9.27		
BRISTOL			\$ 9.35	
CROYDON			\$ 9.38	
EDDINGTON				Will Run Feb. 17 March 28
CORNWELLS HEIGHTS			\$ 9.41	
ANDALUSIA			W 9.43	
TORRESDALE			\$ 9.46	
HOLMESBURG JCT.		9.34	\$ 9.50	
TACONY			\$ 9.51	
WISSINOMING			\$ 9.52	
BRIDESBURG				
FRANKFORD				
FRANKFORD JCT.			W 9.56	
SHORE		9.38	9.57	
NORTH PHILA.			\$10.02	
ZOO		9.43	10.06	
PENN CENTRAL	Lower Level Upper Level Lower Level		\$10.09	
30th ST.-PHILA.		\$ 9.48		
SUBURBAN STATION			\$10.13	
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	◆3823	205	◆3907	C. N. J. ±5305	▲3709	±515	□ 131
	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	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. Sun. A. M.
							9.17
	\$ 8.40	\$ 9.00	\$ 9.05		\$ 9.25		C 9.24
							9.30
	8.52	9.12	9.17		9.37		9.40
				9.10			
	\$ 8.55	\$ 9.15	\$ 9.20	\$ 9.25	\$ 9.40		
	8.58	9.19	9.23	9.28	9.43		9.44
	\$ 9.02		\$ 9.28		\$ 9.48		
	9.04	10.23	9.29	9.33	9.49		9.47
	\$ 9.08		\$ 9.33		\$ 9.53		
	\$ 9.12	10.27	\$ 9.37		\$ 9.57		
			9.38				
	9.13			9.39	9.59		9.51
	MU		MU		MU	MU	MU
				9.47			
				\$ 9.49			
				\$ 9.54			
	\$ 9.18				\$10.05		
	\$ 9.22				\$10.08		9.55
	\$ 9.29	\$ 9.35			\$10.12		
	9.32				\$10.15		9.59
					\$10.20		
	9.41						10.04
	\$ 9.46						10.07
	9.54	9.57					10.12
	\$ 9.57	\$10.00				\$10.10	\$10.15
		10.12				\$10.15	10.22
						\$10.19	
						\$10.22	
						\$10.25	
						\$10.28	
		10.23				\$10.33	10.29
						\$10.34	
						\$10.35	
						\$10.36	
						\$10.41	
		10.28				10.42	10.32
						\$10.47	
		10.38				10.50	10.36
		\$10.45				\$10.54	\$10.41
						\$10.58	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	□			
	107	◆3911	4203	◆161
	Sunday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Sunday Only A. M.	Daily Ex. Sun. A. M.
HAROLD (L.I.R.R.)				9.33
NEW YORK	\$ 9.30	\$ 9.50	\$ 9.55	\$ 9.40 10.00
KARNY				
HUDSON	9.40	10.02	10.07	10.12
C.N.J. YARD HARRISON				
NEWARK		\$10.05	\$10.10	\$10.15
SOUTH ST. (Newark)				
HUNTER	9.44	10.08	10.13	10.18
NORTH ELIZABETH		\$10.13	\$10.18	
ELIZABETH		10.15	10.20	10.22
ELMORA	9.47			
SOUTH ELIZABETH		\$10.18	\$10.24	
LINDEN		\$10.22	\$10.28	
NORTH RAHWAY		10.24		
RAHWAY			10.29	10.27
UNION	9.51			
AVENEL	P. A. & W. Br.			
EDGAR				
WOODBIDGE		MU	MU	MU
WOOD	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
METRO PARK			\$10.34	
METUCHEN	9.55		\$10.36	10.32
EDISON			\$10.42	
NEW BRUNSWICK			10.45	10.38
COUNTY	9.59			
JERSEY AVENUE				
JERSEY AVE. (MAIN)			10.52	10.45
MONMOUTH JCT.	10.04		\$10.57	10.50
PRINCETON JCT.	10.07		11.02	10.57
MILLHAM	10.12		\$11.05	
TRENTON	\$10.15			\$11.00
LEVITTOWN-TULLYTOWN				
GRUNDY	10.22			11.09
BRISTOL			Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1	
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.	10.29			11.19
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
FRANKFORD JCT.				
SHORE	10.32			11.24
NORTH PHILA.				\$11.27
ZOO	10.36			11.32
PENN CENTRAL	Lower Level Upper Level Lower Level			
30th ST.-PHILA.		\$10.41		\$11.38
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

	161	●81	◆3711	1155	517	□109	▲3713
	Sunday Only	Daily	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily	Daily	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$10.00	\$10.10	\$10.15	\$10.25		\$10.30	\$10.55
	10.12	10.22	10.27	10.37		10.40	11.07
	\$10.15	\$10.26	\$10.30	\$10.40		\$10.42	\$11.10
	10.18	10.29	10.33	10.43		10.45	11.13
	10.22	10.43	\$10.38 10.39	\$10.49 10.50		10.49	\$11.18 11.19
			\$10.43				\$11.23
			\$10.47	\$10.56			\$11.26
	10.27	10.39	10.48	10.58		10.53	11.28
Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17			MU	\$11.03	MU	MU	MU
				11.08			
				\$11.10			
				\$11.14			
	10.32	10.44	\$10.53 \$10.56			10.57	\$11.33 \$11.36
	10.38	10.50	\$11.02			11.01	\$11.43
			\$11.07				\$11.48
	10.45	10.57				11.06	
	10.50	11.02				11.09	
	10.57	11.09				11.14	
	\$11.00	\$11.12			\$11.10		
	11.09	11.20			\$11.16	11.21	
					\$11.20 \$11.23		
				Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17	\$11.26		
	11.19	11.30			\$11.29		
					\$11.34	11.28	
					\$11.35 \$11.36 \$11.37		
	11.24	11.34			11.42	11.32	
	\$11.27				\$11.47		
	11.32	11.40			11.50	11.38	
	\$11.38	\$11.47			\$11.54	\$11.43	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	141	519	3717	□ 111
	Daily	Daily Ex. Sat.	Daily Ex. Sat.	Daily
	A. M.	P. M.	A. M.	A. M.
HAROLD (L.I.R.R.).....	10. 13			
NEW YORK.....	\$10. 20 11. 00		\$11. 23	\$11. 30
KARNY.....				
HUDSON.....	11. 12		11. 35	11. 40
C.N.J. YARD HARRISON.....				
NEWARK.....	\$11. 15		\$11. 38	\$11. 42
SOUTH ST. (Newark).....				
HUNTER.....	11. 18	Will Not Run Feb. 17 March 28	11. 41	11. 45
NORTH ELIZABETH.....			\$11. 46	
ELIZABETH.....	11. 23		11. 47	11. 49
ELMORA.....				
SOUTH ELIZABETH.....			\$11. 51	
LINDEN.....			\$11. 55	
NORTH RAHWAY.....				
RAHWAY.....				
UNION.....	11. 28		11. 56	11. 53
AVENEL.....				
EDGAR.....	P. A. &			
WOODBIDGE.....	W. Br.	MU	MU	MU
WOOD.....				
PERTH AMBOY.....	N. Y. &			
SOUTH AMBOY.....	L. B. &			
	R. R.			
COLONIA.....				
METRO PARK.....			\$12. 01	
METUCHEN.....	11. 33		\$12. 04	11. 57
EDISON.....				
NEW BRUNSWICK.....			\$12. 10	
COUNTY.....	11. 39			12. 01
JERSEY AVENUE.....			\$12. 15	
JERSEY AVE. (MAIN).....				
MONMOUTH JCT.....	11. 46			12. 06
PRINCETON JCT.....	11. 51			12. 09
MILLHAM.....	11. 57			12. 14
TRENTON.....	\$12. 00	\$12. 10		\$12. 17
LEVITTOWN-TULLYTOWN.....		\$12. 15		
GRUNDY.....	12. 09			12. 24
BRISTOL.....		\$12. 19		
CROYDON.....		\$12. 22		
EDDINGTON.....			Will Not Run Feb. 17	
CORNWELLS HEIGHTS.....		\$12. 25		
ANDALUSIA.....				
TORRESDALE.....		\$12. 28		
HOLMESBURG JCT.....	12. 19	\$12. 33		12. 31
TACONY.....		\$12. 34		
WISSINOMING.....		\$12. 35		
BRIDESBURG.....		\$12. 36		
FRANKFORD.....				
FRANKFORD JCT.....		\$12. 40		
SHORE.....	12. 24	12. 41		12. 35
NORTH PHILA.....	\$12. 28	\$12. 47		
ZOO.....	12. 32	12. 51		12. 40
PENN CENTRAL.....	Lower Level	\$12. 40		
30th ST.-PHILA.....	Upper Level	\$12. 54		
	Lower Level			\$12. 45
SUBURBAN STATION.....		\$12. 58		
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							C.N. J.
◆3917	563	◆3719	3825	181	211	5357	
Daily Ex. Sat. & Sun. A. M.	Saturday Only P. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sun. A. M.	Sunday Only NOON	Saturday Only P. M.	
				11.33			
\$11.40		\$11.55	\$11.55	\$11.40	\$12.00		
11.52		12.07	12.07	12.12	12.12		
						12.01	
\$11.55		\$12.10	\$12.10	\$12.15	\$12.15	\$12.15	
11.58	Will Run Feb. 17 March 28	12.13	12.13	12.19	12.19	12.18	
\$12.03		\$12.18	\$12.18				
12.04		12.19	12.19	12.23	12.23	12.24	
\$12.08		\$12.23	\$12.23				
\$12.12		\$12.27	\$12.27				
12.13		12.28	12.28	12.27	12.27	12.30	
MU	MU	MU	MU				
						12.38	
						\$12.41	
						\$12.45	
		\$12.35	\$12.35	\$12.31	\$12.31		
		\$12.38	\$12.38	12.36	12.36		
		\$12.42	\$12.42				
		\$12.46	\$12.46	\$12.42	\$12.42		
			12.49	12.45	12.45		
		\$12.51					
			12.57	12.52	12.52		
			\$ 1.03	\$12.58	\$12.58		
			1.11	1.06	1.06		
		\$ 1.14					
	\$12.35			\$ 1.09	\$ 1.09		
	\$12.40						
				1.18	1.18		
	\$12.44						
	\$12.47						
	\$12.50		Will Run Feb. 17				Will Run Feb. 17 March 28
	\$12.53						
	\$12.58			1.28	1.28		
	\$12.59						
	\$ 1.00						
	\$ 1.01						
	\$ 1.05						
	1.06			1.33	1.33		
	\$ 1.11			D 1.37	D 1.37		
	1.16			1.42	1.42		
				\$ 1.50	\$ 1.50		
	\$ 1.19						
	\$ 1.23						
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

STATIONS	FIRST CLASS			
	◆1107	◆3919	◆3721	□ 113
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$12.05	\$12.15	\$12.25	\$12.30
KARNY.....				
HUDSON.....	12.17	12.27	12.37	12.40
C.N.J. YARD HARRISON.....				
NEWARK.....	\$12.20	\$12.30	\$12.40	
SOUTH ST. (Newark).....				
HUNTER.....	12.23	12.33	12.43	12.44
NORTH ELIZABETH.....				
ELIZABETH.....	\$12.28	\$12.37	\$12.47	
ELMORA.....	12.29	12.39	12.49	12.47
SOUTH ELIZABETH.....				
LINDEN.....		\$12.43		
NORTH RAHWAY.....				
RAHWAY.....		\$12.47	\$12.55	
UNION.....	12.36	12.48		
AVENEL.....			12.57	12.51
EDGAR.....	P. A. &			
WOODBIDGE.....	W. Br.	\$12.40	MU	MU
WOOD.....				
PERTH AMBOY.....	12.44			
SOUTH AMBOY.....	\$12.46			
COLONIA.....	N. Y. &			
METRO PARK.....	L. B.			
METUCHEN.....	R. R.	\$12.50		
EDISON.....				
NEW BRUNSWICK.....				
COUNTY.....				
JERSEY AVENUE.....			\$ 1.04	\$12.55
JERSEY AVE. (MAIN).....				1.00
MONMOUTH JCT.....				
PRINCETON JCT.....				
MILLHAM.....				
TRENTON.....				
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....				
BRISTOL.....				1.24
CROYDON.....				
EDDINGTON.....				
CORNWELLS HEIGHTS.....				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.....				
TACONY.....				1.31
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....				1.35
NORTH PHILA.....				
ZOO.....				1.40
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
SUBURBAN STATION.....	Lower Level			\$ 1.45
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

1159	◆3613	169	‡521	▲3827	4249	151
Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Sunday Only	Daily Ex. Sat.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		12.37				12.51
		\$12.45				\$ 1.00
\$12.32	\$12.50	1.00		\$ 1.05	\$ 1.10	
12.44	1.02	1.12		1.17	1.22	
\$12.47	\$ 1.05	\$ 1.15		\$ 1.20	\$ 1.25	
12.50	1.08	1.19		1.23	1.28	
\$12.55	\$ 1.13			\$ 1.28	\$ 1.33	
12.56	1.14	1.23		1.29	1.34	
	\$ 1.18				\$ 1.38	
\$ 1.00	\$ 1.22			\$ 1.35	\$ 1.42	
1.02	1.23	1.28		1.36	1.43	
	\$ 1.28		MU	MU	MU	
1.09	1.33					
\$ 1.11	\$ 1.36					
\$ 1.15	\$ 1.41					
		1.33		\$ 1.41	\$ 1.48	
				\$ 1.44	\$ 1.51	
		1.38		\$ 1.50	\$ 1.57	
	MU				\$ 2.02	
		1.45		\$ 1.53		
		1.52		2.01		
		1.57		\$ 2.07		
				2.16		
		\$ 2.00	\$ 2.10	\$ 2.19		
		2.08	\$ 2.15			
			\$ 2.19			
			\$ 2.22			
Will Run Feb. 17			\$ 2.25		Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1	
			\$ 2.28			
		2.18	\$ 2.33			
			\$ 2.34			
			\$ 2.35			
			\$ 2.36			
			\$ 2.37			
			\$ 2.40			
		2.22	2.41			
			\$ 2.47			
		2.31	2.51			
			\$ 2.54			
		\$ 2.45				
			\$ 2.58			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	1185	115	557	● 31
	Sunday Only	Daily	Saturday Only	Daily
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$ 1.20	\$ 1.30		\$ 1.45
KARNY.....				
HUDSON.....	1.32	1.40		1.57
C.N.J. YARD HARRISON				
NEWARK.....	\$ 1.35	C 1.42		\$ 2.00
SOUTH ST. (Newark).....				
HUNTER.....	1.38	1.45		2.04
NORTH ELIZABETH.....				
ELIZABETH.....	\$ 1.43			
ELMORA.....	1.45	1.49		2.08
SOUTH ELIZABETH.....				
LINDEN.....				
NORTH RAHWAY.....				
RAHWAY.....	\$ 1.51			
UNION.....	1.52	1.53		2.13
AVENEL.....				
EDGAR.....	P. A. &			
WOODBIDGE.....	W. Br.			
	\$ 1.57	MU	MU	
WOOD.....	2.02			
PERTH AMBOY.....	\$ 2.05			
SOUTH AMBOY.....	N. Y. &			
	L. B. {			
	R. R. {			
	\$ 2.09			
COLONIA.....				
METRO PARK.....				
METUCHEN.....		1.57	Will Run Feb. 17 March 28	2.18
EDISON.....				
NEW BRUNSWICK COUNTY.....		2.01		2.23
JERSEY AVENUE.....				
JERSEY AVE. (MAIN).....				
MONMOUTH JCT.....		2.06		2.30
PRINCETON JCT.....		2.09		2.35
MILLHAM.....		2.14		2.42
TRENTON.....			\$ 2.35	\$ 2.45
LEVITTOWN-TULLYTOWN.....			\$ 2.42	
GRUNDY.....		2.21		2.54
BRISTOL.....	Will Run		\$ 2.46	
CROYDON.....	May 27		\$ 2.49	
EDDINGTON.....	July 4			
CORNWELLS HEIGHTS.....	Sept. 2		\$ 2.52	
ANDALUSIA.....	Nov. 28			
TORRESDALE.....	Dec. 25		\$ 2.55	
	Jan. 1			
HOLMESBURG JCT.....		2.28	\$ 2.58	3.04
TACONY.....			\$ 2.59	
WISSINOMING.....			\$ 3.00	
BRIDESBURG.....			\$ 3.01	
FRANKFORD.....				
FRANKFORD JCT.....			\$ 3.05	
SHORE.....		2.32	3.06	3.08
NORTH PHILA.....			\$ 3.12	\$ 3.13
ZOO.....		2.37	3.16	3.20
PENN CENTRAL.....	Lower Level		\$ 3.19	
30th ST.-PHILA.....	Upper Level			
	Lower Level	\$ 2.42		
SUBURBAN STATION.....			\$ 3.23	
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	◆3725	3831	213	≠523	3617	◆3829	1161
	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.42	\$ 1.42	\$ 2.00			\$ 2.05	\$ 2.20
	1.54	1.54	2.12			2.17	2.32
	\$ 1.57	\$ 1.57	\$ 2.15			\$ 2.20	\$ 2.35
	2.00	2.00	2.19			2.23	2.38
	\$ 2.05	\$ 2.05				\$ 2.28	\$ 2.43
	2.06	2.06	2.23			2.29	2.44
	\$ 2.10	\$ 2.10				\$ 2.33	
	\$ 2.14	\$ 2.14	2.27		\$ 2.20	\$ 2.37	\$ 2.50
	2.15	2.15			2.21	2.38	2.52
					\$ 2.23		
	MU	MU		MU	\$ 2.28	MU	\$ 2.57
					2.31		3.02
					\$ 2.33		\$ 3.04
					\$ 2.38		\$ 3.08
	\$ 2.19	\$ 2.19	\$ 2.31			\$ 2.43	
	\$ 2.22	\$ 2.22	2.36			\$ 2.46	
	\$ 2.28	\$ 2.28	2.42			\$ 2.53	
	\$ 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	
			\$ 3.04	\$ 3.10			
			3.12	\$ 3.15			
				\$ 3.19			
				\$ 3.22			
				\$ 3.25	Will Run Feb. 17		Will Run Feb. 17
				\$ 3.28			
			3.23	\$ 3.33			
				\$ 3.34			
				\$ 3.36			
				\$ 3.41			
			3.28	3.42			
				\$ 3.48			
			\$ 3.34	3.51			
			3.38				
			\$ 3.46				
				\$ 3.54			
				\$ 3.58			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	◆3615	□ 117	◆3727	C. N. J. ‡5309
	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.)				
NEW YORK	\$ 2.20	\$ 2.30	\$ 2.33	
KARNY				
HUDSON	2.32	2.40	2.45	
C.N.J. YARD HARRISON				2.35
NEWARK	\$ 2.35	C 2.42	\$ 2.48	\$ 2.52
SOUTH ST. (Newark)				
HUNTER	2.38	2.45	2.51	2.55
NORTH ELIZABETH				
ELIZABETH	\$ 2.43		\$ 2.56	
ELMORA	2.44	2.49	2.57	3.01
SOUTH ELIZABETH				
LINDEN	\$ 2.48		\$ 3.01	
NORTH RAHWAY				
RAHWAY	\$ 2.52		\$ 3.05	
UNION	2.53	2.53	3.06	3.08
AVENEL	\$ 2.56			
EDGAR	P. A. &			
WOODBIDGE	W. Br.	\$ 3.00	MU	MU
WOOD	3.04			3.14
PERTH AMBOY	N. Y. &	\$ 3.06		\$ 3.16
SOUTH AMBOY	L. B.			
	R. R.	\$ 3.11		\$ 3.21
COLONIA				
METRO PARK				
METUCHEN		2.57	\$ 3.13	
EDISON				
NEW BRUNSWICK			\$ 3.18	
COUNTY		3.01		
JERSEY AVENUE	MU		\$ 3.23	
JERSEY AVE. (MAIN)				
MONMOUTH JCT.		3.06		
PRINCETON JCT.		3.09		
MILLHAM		3.14		
TRENTON				
LEVITTOWN-TULLYTOWN				
GRUNDY		3.21		
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		3.28		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
FRANKFORD JCT.				
SHORE		3.32		
NORTH PHILA.				
ZOO		PN3.35		
		3.37		
PENN CENTRAL	Lower Level			
30th ST.-PHILA.	Upper Level			
	Lower Level	\$ 3.44		
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	●83	●171	◆3729	±525	3835	±527	◆3833
	Daily	Daily	Daily Ex.	Daily Ex.	Saturday	Daily Ex.	Daily Ex.
	P. M.	P. M.	Sat. & Sun.	Sat. & Sun.	Only	Sat. & Sun.	Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		2.23					
		\$ 2.30					
	\$ 2.50	3.00	\$ 3.03		\$ 3.03		\$ 3.25
	3.02	3.12	3.15		3.15		3.37
	C 3.05	\$ 3.15	\$ 3.18		\$ 3.18		\$ 3.40
	3.09	3.18	3.21		3.21		3.43
			\$ 3.26		\$ 3.24		\$ 3.46
	3.13	3.22	3.27		\$ 3.27		\$ 3.49
					3.28		3.51
			\$ 3.31		\$ 3.32		\$ 3.55
			\$ 3.35		\$ 3.36		\$ 3.59
	3.18	3.27	3.36		3.37		4.00
			MU	MU	MU	MU	MU
			\$ 3.41		\$ 3.42		\$ 4.05
	3.23	3.33	\$ 3.44		\$ 3.45		\$ 4.09
			\$ 3.50		\$ 3.52		\$ 4.15
	3.29	3.39	\$ 3.55				4.18
					\$ 3.57		\$ 4.22
	3.36	3.46			4.05		4.30
	3.41	3.51			\$ 4.12		\$ 4.37
	3.48	3.57			4.19		4.46
					\$ 4.22		\$ 4.50
	C 3.52	\$ 4.00		\$ 4.05		\$ 4.25	
				\$ 4.10		\$ 4.30	
	4.01	4.09					
				\$ 4.14		\$ 4.34	
				\$ 4.17		\$ 4.37	
				F 4.19	Will Run Feb. 17		
				\$ 4.22		\$ 4.40	
				\$ 4.25		\$ 4.43	
				\$ 4.29		\$ 4.48	
	4.11	4.19		\$ 4.30		\$ 4.49	
				\$ 4.31		\$ 4.50	
				\$ 4.32		\$ 4.52	
				\$ 4.38		\$ 4.56	
	4.15	4.24		4.39		4.57	
				\$ 4.44		\$ 5.03	
	4.24	4.32		4.47		5.06	
				\$ 4.50		\$ 5.09	
	C 4.30	\$ 4.44		\$ 4.54		\$ 5.13	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	□			
	119	4205	▲1111	●85
	Daily P. M.	Sunday Only P. M.	Daily Ex. Sun. P. M.	Daily P. M.
HAROLD (L.I.R.R.)				
NEW YORK	\$ 3.30	\$ 3.35	\$ 3.45	\$ 3.50
KARNY				
HUDSON	3.40	3.47	3.57	4.02
C.N.J. YARD HARRISON				
NEWARK		\$ 3.50	\$ 4.00	C 4.06
SOUTH ST. (Newark)				
HUNTER	3.43	3.53	4.03	4.09
NORTH ELIZABETH				
ELIZABETH		\$ 3.58	G 4.06	
ELMORA	3.46	3.59	4.07	4.13
SOUTH ELIZABETH				
LINDEN		\$ 4.03		
NORTH RAHWAY				
RAHWAY		\$ 4.07	G 4.12	
UNION	3.50	4.08	4.14	4.18
AVENEL	P. A. & W. Br.			
EDGAR				
WOODBIDGE		MU	MU	
WOOD			4.21	
PERTH AMBOY	N. Y. & L. B. R. R.		\$ 4.24	
SOUTH AMBOY				
			\$ 4.28	
COLONIA				
METRO PARK		\$ 4.13		
METUCHEN	3.54	\$ 4.16		4.23
EDISON				
NEW BRUNSWICK		\$ 4.22		
COUNTY	3.58			4.29
JERSEY AVENUE				
JERSEY AVE. (MAIN)		\$ 4.27		
MONMOUTH JCT.	4.03	4.35		4.35
PRINCETON JCT.	4.06	\$ 4.42		4.42
MILLHAM	4.11	4.49		4.48
TRENTON	\$ 4.14	\$ 4.52		C 4.53
LEVITTOWN-TULLYTOWN				
GRUNDY	4.21			5.02
BRISTOL		Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1		
CROYDON				
EDDINGTON				
CORN WELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.	4.28			5.12
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
FRANKFORD JCT.				
SHORE	4.31			5.16
NORTH PHILA.				
ZOO	4.36			5.24
PENN CENTRAL	Lower Level Upper Level Lower Level			
30th ST.-PHILA.		\$ 4.41		C 5.31
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.

[illegible]

STATIONS	FIRST CLASS			
	□			
	121	3839	◆ 219	3621
	Daily Ex. Sat. P. M.	Saturday Only P. M.	Daily Ex. Sat. P. M.	Saturday Only P. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$ 4.30	\$ 4.30	\$ 4.32	
KARNY.....				
HUDSON.....	4.40	4.42	4.44	
C.N.J. YARD HARRISON.....				
NEWARK.....	C 4.42	\$ 4.45	\$ 4.48	
SOUTH ST. (Newark).....				
HUNTER.....	4.45	4.48	4.51	
NORTH ELIZABETH.....		\$ 4.51		
ELIZABETH.....		\$ 4.54		
ELMORA.....	4.49	4.55	4.55	
SOUTH ELIZABETH.....				
LINDEN.....		\$ 4.59		
NORTH RAHWAY.....		\$ 5.03		\$ 5.08
RAHWAY.....				
UNION.....	4.53	5.05	4.59	5.10
AVENEL.....	P. A. & W. Br.			\$ 5.13
EDGAR.....				
WOODBIDGE.....		MU	MU	\$ 5.16
WOOD.....	N. Y. & L. B. R. R.			5.21
PERTH AMBOY.....				\$ 5.23
SOUTH AMBOY.....				\$ 5.28
COLONIA.....				
METRO PARK.....		\$ 5.10		
METUCHEN.....	4.57	\$ 5.13	5.04	
EDISON.....		\$ 5.17		
NEW BRUNSWICK.....		\$ 5.20		
COUNTY.....	5.01	5.23	5.10	
JERSEY AVENUE.....				MU
JERSEY AVE. (MAIN).....		\$ 5.25		
MONMOUTH JCT.....	5.06	5.31	5.16	
PRINCETON JCT.....	5.09	\$ 5.38	\$ 5.24	
MILLHAM.....	5.14	5.45	5.31	
TRENTON.....		\$ 5.48		
LEVITTOWN-TULLYTOWN.....			\$ 5.34	
GRUNDY.....	5.21		5.43	
BRISTOL.....				
CROYDON.....				
EDDINGTON.....		Will Run Feb. 17		Will Run Feb. 17
CORNWELLS HEIGHTS.....				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.....	5.28		5.53	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....	5.32		5.57	
NORTH PHILA.....			D 6.03	
ZOO.....	5.37		6.08	
PENN CENTRAL.....	Lower Level Upper Level Lower Level		\$ 6.13	
30th ST.-PHILA.....				
SUBURBAN STATION.....		\$ 5.42		
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	◆3733	‡529	◆1115	◆3623	◆1117	●41	173
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
							4.28
	\$ 4.40		\$ 4.35	\$ 4.45	\$ 4.48	\$ 4.55	AK 4.35
	4.52		4.47	4.57	5.00	5.07	5.00
							5.12
	\$ 4.56		\$ 4.51	\$ 5.01	\$ 5.04	C 5.10	
	4.59		4.54	5.04	5.07	5.13	5.17
	\$ 5.04			\$ 5.07			
	5.06		4.59	\$ 5.10	5.12	5.17	5.21
				5.12	5.12		
	\$ 5.10			\$ 5.16			
	\$ 5.12			\$ 5.21	\$ 5.18		
	\$ 5.15						
	5.16		5.05	5.22	5.19	5.21	5.25
				\$ 5.25			
	MU	MU		\$ 5.28			
			5.13	5.33	5.27		
				\$ 5.35			
			\$ 5.19	\$ 5.40	\$ 5.34		
	\$ 5.20						
	\$ 5.24						
	\$ 5.29					5.25	5.30
	\$ 5.33						
	\$ 5.36						
	\$ 5.41			MU		5.31	5.36
						5.37	5.42
						5.42	5.48
						5.47	5.54
		\$ 5.35				C 5.50	
		\$ 5.42					
						5.59	6.02
		\$ 5.48					
		\$ 5.53					
		\$ 5.57					
		\$ 6.02					
		\$ 6.07				6.09	6.12
		\$ 6.09					
		\$ 6.11					
		\$ 6.13					
		\$ 6.17					
		6.18				6.14	6.16
		\$ 6.23				C 6.18	
		6.28				6.23	6.24
		\$ 6.31					
							\$ 6.30
		\$ 6.35					
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	153	221	4251	3841
	Daily	Daily Ex. Sat.	Sunday Only	Saturday Only
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.).....	4.48			
NEW YORK.....	\$ 4.57	\$ 5.03	\$ 5.05	\$ 5.05
KARNY.....				
HUDSON.....		5.15	5.18	5.18
C.N.J. YARD HARRISON.....				
NEWARK.....		\$ 5.19	\$ 5.21	\$ 5.21
SOUTH ST. (Newark).....				
HUNTER.....		5.22	5.24	5.24
NORTH ELIZABETH.....				\$ 5.27
ELIZABETH.....			\$ 5.29	\$ 5.29
ELMORA.....		5.27	5.31	5.31
SOUTH ELIZABETH.....				
LINDEN.....			\$ 5.35	\$ 5.35
NORTH RAHWAY.....			\$ 5.39	\$ 5.39
RAHWAY.....				
UNION.....		5.31	5.41	5.41
AVENEL.....	P. A. & W. Br.			
EDGAR.....				
WOODBIDGE.....			MU	MU
WOOD.....				
PERTH AMBOY.....	N. Y. & L. B. R. R.			
SOUTH AMBOY.....				
COLONIA.....				
METRO PARK.....			\$ 5.45	\$ 5.45
METUCHEN.....		5.35	\$ 5.48	\$ 5.48
EDISON.....				
NEW BRUNSWICK.....		R 5.39	\$ 5.54	\$ 5.54
COUNTY.....		5.42		
JERSEY AVENUE.....			\$ 5.59	
JERSEY AVE. (MAIN).....				\$ 5.59
MONMOUTH JCT.....		5.48		6.06
PRINCETON JCT.....		R 5.53		\$ 6.12
MILLHAM.....		5.59		6.20
TRENTON.....		\$ 6.03		\$ 6.23
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....		6.12		
BRISTOL.....			Will Run May 27	
CROYDON.....		Will Not Run May 26	July 4	
EDDINGTON.....		Sept. 1	Sept. 2	
CORNWELLS HEIGHTS.....		Feb. 16	Nov. 28	Will Run Feb. 17
ANDALUSIA.....			Dec. 25	
TORRESDALE.....			Jan. 1	
HOLMESBURG JCT.....		6.22		
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....		6.27		
NORTH PHILA.....		D 6.32		
ZOO.....		6.37		
PENN CENTRAL.....	Lower Level Upper Level Lower Level	\$ 6.45		
30th ST.-PHILA.....				
SUBURBAN STATION.....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
C. N. J.					C. N. J.		
#5319	559	#531	◆3843	5365	43	◆3735	
Daily Ex. Sat. & Sun.	Saturday Only	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.	
			\$ 5.06		\$ 5.10	\$ 5.14	
			5.18		5.22	5.26	
5.06				5.10			
\$ 5.18				\$ 5.25	\$ 5.25	\$ 5.29	
5.21			5.24	5.28	5.28	5.33	
5.27			5.28	5.34	5.32	\$ 5.38 5.41	
			\$ 5.34			\$ 5.47	
5.33			5.35	5.41	5.38	5.49	
	MU	MU	MU			MU	
5.41				5.48			
\$ 5.43				\$ 5.51			
\$ 5.49				\$ 5.55			
	Will Run Feb. 17 March 28		5.40	Will Run Feb. 17 March 28	5.43	\$ 5.56 \$ 6.00 \$ 6.04 \$ 6.08	
			5.46		\$ 5.48 5.52	\$ 6.13	
			5.53		5.58		
			\$ 5.58		\$ 6.03		
			6.04		6.11		
			\$ 6.08				
	\$ 5.50	\$ 6.15			\$ 6.14		
	\$ 5.55	\$ 6.20			6.23		
	\$ 5.59	\$ 6.24					
	\$ 6.02	\$ 6.27					
	\$ 6.05	\$ 6.30					
	\$ 6.08	\$ 6.33					
	\$ 6.13	\$ 6.38			6.33		
	F 6.14	\$ 6.39					
	F 6.16	\$ 6.40					
	F 6.21	\$ 6.46					
	6.22	6.47			6.37		
	\$ 6.28	\$ 6.53			\$ 6.41		
	6.31	6.56			6.46		
	\$ 6.34	\$ 6.59					
	\$ 6.38	\$ 7.03					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

STATIONS	FIRST CLASS			
	C. N. J.			
	‡5321	◆1123	◆3627	◆3845
	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
HAROLD (L.I.R.R.)				
NEW YORK		\$ 5.17	\$ 5.20	\$ 5.24
KARNY				
HUDSON		5.29	5.32	5.36
C.N.J. YARD HARRISON	5.22			
NEWARK	\$ 5.30	\$ 5.33	\$ 5.36	\$ 5.39
SOUTH ST. (Newark)				
HUNTER	5.33	5.36	5.39	5.42
NORTH ELIZABETH			\$ 5.42	
ELIZABETH			\$ 5.45	
ELMORA	5.39	5.41	5.47	5.46
SOUTH ELIZABETH				
LINDEN			\$ 5.52	
NORTH RAHWAY			\$ 5.54	
RAHWAY			\$ 5.57	\$ 5.53
UNION	5.45	5.47	5.58	5.55
AVENEL	P. A. & W. Br.		\$ 6.01	
EDGAR			\$ 6.04	
WOODBIDGE			\$ 6.06	MU
WOOD		5.53	5.58	6.12
PERTH AMBOY	N. Y. & L. B. R. R.		\$ 6.14	
SOUTH AMBOY		\$ 6.04	\$ 6.19	
COLONIA				
METRO PARK				\$ 6.04
METUCHEN				
EDISON				\$ 6.12
NEW BRUNSWICK				
COUNTY				
JERSEY AVENUE			MU	
JERSEY AVE. (MAIN)				\$ 6.17
MONMOUTH JCT.				6.25
PRINCETON JCT.				\$ 6.33
MILLHAM				6.41
TRENTON				\$ 6.44
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
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.

FIRST CLASS							
	□ 123	◆223	♣533	◆3847	◆3737	C. N. J. ♣5325	◆3631
	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
	\$ 5.30	\$ 5.32		\$ 5.34	\$ 5.37		\$ 5.40
	5.40	5.44		5.46	5.49		5.52
						5.43	
		\$ 5.48		\$ 5.49	\$ 5.52	\$ 5.52	\$ 5.55
	5.44	5.51		5.52	5.55	5.56	5.58
				\$ 5.57			\$ 6.02
	5.47	5.56		5.59	6.02	6.01	6.05
							6.06
				\$ 6.03			\$ 6.07
				\$ 6.08			\$ 6.13
	5.51	6.01		6.10	6.07	6.07	6.15
							\$ 6.17
	MU		MU	MU	MU		\$ 6.21
						6.17	6.26
						\$ 6.19	\$ 6.28
						\$ 6.24	\$ 6.33
				\$ 6.16			
	5.55	6.06		\$ 6.18	\$ 6.14		
				\$ 6.22			
	5.59	6.12		\$ 6.26	\$ 6.21		
				6.29			
					\$ 6.26		MU
	6.04	6.18		6.38			
	6.07	\$ 6.25		\$ 6.42			
	6.12	6.34		6.51			
				\$ 6.54			
		\$ 6.38	\$ 6.45				
	6.19	6.47	\$ 6.50				
			\$ 6.54				
			\$ 6.57				
			\$ 7.00				
			\$ 7.03				
	6.26	6.57	\$ 7.09				
			\$ 7.10				
			\$ 7.12				
			\$ 7.16				
	6.30	7.02	7.17				
		D 7.06	\$ 7.22				
	6.35	7.11	7.26				
		\$ 7.15					
			\$ 7.30				
	\$ 6.42						
			\$ 7.34				
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS				
	◆1127	◆3741	167		
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily		
	P. M.	P. M.	P. M.		
HAROLD (L.I.R.R.).....					
NEW YORK.....	\$ 5.50	\$ 5.53	\$ 6.00		
KARNY.....					
HUDSON.....	6.02	6.05	6.12		
C.N.J. YARD HARRISON.....					
NEWARK.....	\$ 6.06	\$ 6.09	\$ 6.15		
SOUTH ST. (Newark).....					
HUNTER.....	6.09	6.12	6.19		
NORTH ELIZABETH.....		\$ 6.15			
ELIZABETH.....		\$ 6.18			
ELMORA.....	6.14	6.20	6.23		
SOUTH ELIZABETH.....					
LINDEN.....		\$ 6.24			
NORTH RAHWAY.....		\$ 6.28			
RAHWAY.....					
UNION.....	6.21	6.30	6.27		
AVENEL.....	P. A. & W. Br.				
EDGAR.....					
WOODBIDGE.....		MU			
WOOD.....		6.30			
PERTH AMBOY.....	N. Y. & L. B. { R. R. }				
SOUTH AMBOY.....		\$ 6.36			
COLONIA.....					
METRO PARK.....		\$ 6.34			
METUCHEN.....		\$ 6.38	6.32		
EDISON.....		\$ 6.42			
NEW BRUNSWICK.....		\$ 6.45	\$ 6.43		
COUNTY.....			6.46		
JERSEY AVENUE.....		\$ 6.50			
JERSEY AVE. (MAIN).....					
MONMOUTH JCT.....			6.53		
PRINCETON JCT.....			\$ 6.58		
MILLHAM.....			7.05		
TRENTON.....			\$ 7.09		
LEVITTOWN-TULLYTOWN.....					
GRUNDY.....			7.18		
BRISTOL.....					
CROYDON.....					
EDDINGTON.....					
CORNWELLS HEIGHTS.....					
ANDALUSIA.....					
TORRESDALE.....					
HOLMESBURG JCT.....			7.27		
TACONY.....					
WISSINOMING.....					
BRIDESBURG.....					
FRANKFORD.....					
FRANKFORD JCT.....					
SHORE.....			7.32		
NORTH PHILA.....			\$ 7.36		
ZOO.....			7.42		
PENN CENTRAL.....	Lower Level Upper Level Lower Level		\$ 7.49		
30th ST.-PHILA.....			# 7.54		
SUBURBAN STATION.....					
	P. M.	P. M.	P. M.		

FIRST CLASS							
	1189	535	◆3849	C. N. J. 5367	◆3635	□ 125	47
	Sunday Only	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Sunday Only
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
							6.08
	\$ 6.05		\$ 6.10		\$ 6.25	\$ 6.30	\$ 6.15
	6.17		6.22		6.37	6.40	6.35
				6.10			6.47
	\$ 6.20		\$ 6.25	\$ 6.25	\$ 6.40		\$ 6.50
	6.23		6.28	6.28	6.43	6.44	6.53
	\$ 6.28		\$ 6.34		\$ 6.48		
	6.30		6.36	6.34	6.50	6.47	6.57
			\$ 6.39		\$ 6.54		
	\$ 6.36		\$ 6.43		\$ 6.56		
					\$ 6.59		
	6.37		6.44	6.40	7.00	6.51	7.01
					\$ 7.03		
		MU	MU		\$ 7.07	MU	
	6.45			6.48	7.12		
	\$ 6.47			\$ 6.51	\$ 7.15		
	\$ 6.51			\$ 6.55	\$ 7.20		
			\$ 6.49			C 6.55	
			\$ 6.52			7.00	7.06
			\$ 7.04				\$ 7.11
						7.04	
					MU		
			\$ 7.09				
			7.16			7.09	7.19
			\$ 7.21			7.12	\$ 7.26
			7.28			7.17	7.34
			\$ 7.31				
			\$ 7.45				\$ 7.37
			\$ 7.50				
			\$ 7.54				
			\$ 7.57				
			\$ 8.00	Will Run Feb. 17 March 28			
			\$ 8.03				
			\$ 8.08			7.31	7.56
			\$ 8.09				
			\$ 8.10				
			WW8.16				
			8.17			7.35	8.00
			\$ 8.22				\$ 8.05
			8.26			7.40	8.10
			\$ 8.29				
			\$ 8.33			\$ 7.46	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	3785	3637	C. N. J. #5329	◆3745
	Sat. & Sun. Only	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.)				
NEW YORK	\$ 6.38			\$ 6.55
KARNY				
HUDSON	6.50			7.07
C.N.J. YARD HARRISON			7.05	
NEWARK	\$ 6.53		\$ 7.13	\$ 7.10
SOUTH ST. (Newark)				
HUNTER	6.56		7.16	7.13
NORTH ELIZABETH	\$ 6.59			\$ 7.16
ELIZABETH	\$ 7.02			\$ 7.19
ELMORA	7.03		7.21	7.20
SOUTH ELIZABETH				
LINDEN	\$ 7.07			\$ 7.24
NORTH RAHWAY				
RAHWAY	\$ 7.11	\$ 7.13		\$ 7.28
UNION	7.12	7.14	7.27	7.30
AVENEL	P. A. & W. Br.	\$ 7.17		
EDGAR				
WOODBIDGE	MU	\$ 7.22		MU
WOOD	N. Y. & L. B. R. R.	7.27	7.35	
PERTH AMBOY		\$ 7.29	\$ 7.37	
SOUTH AMBOY		\$ 7.34	\$ 7.42	
COLONIA				
METRO PARK	\$ 7.18			\$ 7.35
METUCHEN	\$ 7.21			\$ 7.39
EDISON	\$ 7.25			\$ 7.43
NEW BRUNSWICK	\$ 7.28			\$ 7.46
COUNTY				
JERSEY AVENUE	\$ 7.33	MU		\$ 7.51
JERSEY AVE. (MAIN)				
MONMOUTH JCT.				
PRINCETON JCT.				
MILLHAM				
TRENTON				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS	Will Run	Will Run		
ANDALUSIA	May 27	Feb. 17		
TORRESDALE	July 4			
HOLMESBURG JCT.	Sept. 2			
TACONY	Nov. 28			
WISSINOMING	Dec. 25			
BRIDESBURG	Jan. 1			
FRANKFORD	Feb. 17			
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

	177	227	◆ 3749	□ 137	□ 127	▲ 1131	229
	Daily	Daily	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	6.36			7.03			
	\$ 6.43			C 7.10			
	7.00	\$ 7.05	\$ 7.25	7.30	\$ 7.30	\$ 7.55	\$ 8.00
	7.12	7.17	7.37	7.40	7.40	8.07	8.12
		\$ 7.20	\$ 7.40			\$ 8.10	\$ 8.16
	7.18	7.24	7.43	7.44	7.44	8.13	8.19
			\$ 7.49			\$ 8.18	
	7.22	7.28	7.51	7.47	7.47	8.20	8.23
			\$ 7.55				
			\$ 7.59			\$ 8.25	
	7.26	7.32	8.00	7.50	7.50	8.27	8.27
			MU	MU	MU	\$ 8.32	
						8.36	
						\$ 8.39	
						\$ 8.43	
	7.31	7.37	\$ 8.06				
			\$ 8.08	7.54	7.54		8.32
		\$ 7.42	\$ 8.14				
	7.37	7.45		7.58	7.58		8.38
			\$ 8.19				
	7.42	7.52		8.03	8.03		8.43
	7.48	\$ 7.59		8.06	8.06		\$ 8.50
	7.54	8.06		8.11	8.11		8.57
		\$ 8.09					\$ 9.00
	8.03	8.18		8.18	8.18		9.09
	8.13	8.28		8.25	8.25		9.19
	8.17	8.33		8.29	8.29		9.24
		D 8.37					D 9.28
	8.25	8.43		8.34	8.34		9.32
		\$ 8.50					\$ 9.37
	\$ 8.30			\$ 8.39	\$ 8.39		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	3753	3851	C. N. J. 5391	□ 129
	Daily Ex. Sat.	Saturday Only	Sunday Only	Daily Ex. Sat.
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.)				
NEW YORK	\$ 8.05	\$ 8.05		\$ 8.30
KARNY				
HUDSON	8.17	8.17		8.40
C.N.J. YARD HARRISON			8.10	
NEWARK	\$ 8.20	\$ 8.20	\$ 8.25	C 8.42
SOUTH ST. (Newark)				
HUNTER	8.23	8.23	8.28	8.45
NORTH ELIZABETH	\$ 8.26			
ELIZABETH	\$ 8.29	\$ 8.29		
ELMORA	8.30	8.30	8.34	8.48
SOUTH ELIZABETH				
LINDEN	\$ 8.34	\$ 8.34		
NORTH RAHWAY				
RAHWAY	\$ 8.38	\$ 8.38		
UNION	8.39	8.39	8.40	8.52
AVENEL	P. A. & W. Br.			
EDGAR				
WOODBIDGE		MU	MU	MU
WOOD			8.47	
PERTH AMBOY	N. Y. & L. B.		\$ 8.50	
SOUTH AMBOY	R. R.		\$ 8.54	
COLONIA				
METRO PARK	\$ 8.44	\$ 8.43		
METUCHEN	\$ 8.47	\$ 8.46		8.56
EDISON	\$ 8.51			
NEW BRUNSWICK	\$ 8.54	\$ 8.53		
COUNTY				9.00
JERSEY AVENUE	\$ 8.59			
JERSEY AVE. (MAIN)		\$ 8.58		
MONMOUTH JCT		9.05		9.05
PRINCETON JCT		\$ 9.10		9.08
MILLHAM		9.16		9.13
TRENTON		\$ 9.19		
LEVITTOWN-TULLYTOWN				
GRUNDY				9.20
BRISTOL			Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1	
CROYDON				
EDDINGTON	Will Not Run Feb. 17	Will Run Feb. 17		
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT				9.27
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
FRANKFORD JCT				
SHORE				9.30
NORTH PHILA				
ZOO				9.35
PENN CENTRAL	Lower Level Upper Level Lower Level			
30th ST.-PHILA				\$ 9.40
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	#537	179	◆3859	3757	3641	◆3647	133
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		8.43					
		\$ 8.50					
		9.00	\$ 9.05	\$ 9.10		\$ 9.25	\$ 9.45
		9.12	9.17	9.22		9.37	9.55
		\$ 9.15	\$ 9.20	\$ 9.25		\$ 9.40	
		9.18	9.23	9.28		9.43	9.59
				\$ 9.31		\$ 9.46	
			\$ 9.28	\$ 9.34		\$ 9.49	
		9.22	9.29	9.35		9.50	10.02
			\$ 9.33	\$ 9.39		\$ 9.54	
			\$ 9.37	\$ 9.48	\$ 9.49	\$ 9.58	
		9.26	9.38	9.44	9.51	9.59	10.06
					\$ 9.58	\$10.01	
	MU		MU	MU	\$ 9.57	\$10.05	MU
					10.02	10.10	
					\$10.04	\$10.12	
					\$10.11	\$10.18	
			\$ 9.43	\$ 9.49			
		9.31	\$ 9.46	\$ 9.52			10.10
			\$ 9.50	\$ 9.56			
			\$ 9.53	\$ 9.59			
		9.37	9.56				10.14
				\$10.04	MU	MU	
			\$ 9.58				
		9.42	10.05				10.19
		9.48	\$10.10				10.22
		9.54	10.16				10.27
			\$10.19				
	\$ 9.50						
	\$ 9.55						
		10.03					10.34
	\$ 9.59						
	\$10.02			Will Run Feb. 17	Will Run Feb. 17		
	\$10.05						
	\$10.08						
	\$10.13	10.13					10.41
	\$10.14						
	\$10.15						
	\$10.17						
	\$10.21						
	10.22	10.17					10.44
	\$10.27						
	10.31	10.25					10.49
	\$10.34						
		\$10.30					\$10.54
	\$10.38						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	3671	±539	185	◆233
	Sunday Only	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.).....			9.28	
NEW YORK.....	\$ 9.50		\$ 9.35 10.00	\$10.00
KARNY.....				
HUDSON.....	10.02		10.12	10.12
C.N.J. YARD HARRISON				
NEWARK.....	\$10.05		\$10.15	\$10.15
SOUTH ST. (Newark).....				
HUNTER.....	10.08		10.18	10.18
NORTH ELIZABETH				
ELIZABETH.....	\$10.13			
ELMORA.....	10.14		10.22	10.22
SOUTH ELIZABETH				
LINDEN.....	\$10.18			
NORTH RAHWAY.....				
RAHWAY.....	\$10.22			
UNION.....	10.23		10.26	10.26
AVENEL.....	\$10.27		Will Run	
EDGAR.....	P. A. &		May 27	
WOODBIDGE.....	W. Br.	MU	July 4	
WOOD.....	10.36		Sept. 2	
PERTH AMBOY.....	\$10.38		Nov. 28	
SOUTH AMBOY.....	N. Y. &		Dec. 25	
	L. B. {		Jan. 1	
	R. R. {		Feb. 17	
COLONIA.....	\$10.43			
METRO PARK.....				
METUCHEN.....			10.31	10.31
EDISON.....				
NEW BRUNSWICK				
COUNTY.....			10.37	10.37
JERSEY AVENUE.....	MU			
JERSEY AVE. (MAIN)...				
MONMOUTH JCT.....			10.44	10.44
PRINCETON JCT.....			10.50	10.50
MILLHAM.....			10.57	10.57
TRENTON.....				
LEVITTOWN-TULLYTOWN...	\$10.55		\$11.00	\$11.00
GRUNDY.....	\$11.00		11.09	11.09
BRISTOL.....			\$11.04	
CROYDON.....			\$11.07	
EDDINGTON.....			Will Not	Will Run
CORNWELLS HEIGHTS	Will Run		Run	May 26
ANDALUSIA.....	May 27		May 26	Sept. 1
TORRESDALE.....	July 4		Sept. 1	Feb. 16
	Sept. 2		Feb. 16	
HOLMESBURG JCT.....	\$11.10		11.19	11.19
TACONY.....	\$11.18			
WISSINOMING.....	\$11.19			
BRIDESBURG.....	\$11.21			
FRANKFORD.....	\$11.23			
FRANKFORD JCT.....	\$11.26			
SHORE.....	11.27		11.24	11.24
NORTH PHILA.....				
ZOO.....	\$11.32		\$11.28	\$11.28
	11.36		11.33	11.33
PENN CENTRAL.....	\$11.39		\$11.38	\$11.38
30th ST.-PHILA.....			11.43	
SUBURBAN STATION.....	\$11.43			
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	◆1133	C. N. J. 5371	◆3861	183	◆3767	163	◆3649
	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				10.33		11.28	
				\$10.40		\$11.35	
	\$10.10		\$10.15	11.00	\$11.03		\$11.35
	10.22		10.27	11.12	11.16		11.47
		10.20					
	\$10.25	\$10.35	\$10.30	\$11.15	\$11.20		\$11.50
	10.28	10.38	10.33	11.18	11.23	Will Not Run May 26 Sept. 1	11.53
	\$10.34		WW 10.36	\$10.39	\$11.28		\$11.55
	10.36	10.44	10.40	11.22	11.29		\$11.58
							12.00
			\$10.44		\$11.33		\$12.04
	\$10.42		\$10.48		\$11.37		\$12.08
	10.44	10.50	10.50	11.26	11.38		12.09
							\$12.12
	\$10.49		MU		MU		\$12.15
	10.54	10.58					12.20
	\$10.56	\$11.01					\$12.22
	\$11.00	\$11.05					\$12.27
			\$10.55	\$11.30	\$11.43		
			\$10.58	11.35	\$11.46		
			\$11.02				
			\$11.05	\$11.41	\$11.51		
				11.44			
					\$11.56		MU
			\$11.10				
			11.17	11.51			
			\$11.22	\$11.57			
			11.28	12.05			
			\$11.31				
				\$12.08			
				12.17			
		Will Run Feb. 17 March 28				Will Run May 27 July 4 Sept. 2	
				12.27			
				12.32			
				\$12.38			
				12.43			
				\$12.50			
	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	3789	● 3		
	Sat. & Sun. Only	Mail Daily Ex. Sat. & Sun.		
	P. M.	P. M.		
HAROLD (L.I.R.R.)				
NEW YORK	\$11.40	E11.40		
KARNY				
HUDSON	11.52	11.52		
C.N.J. YARD HARRISON				
NEWARK	\$11.55	E11.55		
SOUTH ST. (Newark)		#12.03		
HUNTER	11.58	12.06		
NORTH ELIZABETH	\$12.01			
ELIZABETH	\$12.04			
ELMORA	12.06	12.10		
SOUTH ELIZABETH				
LINDEN	\$12.10			
NORTH RAHWAY				
RAHWAY	\$12.14			
UNION	12.15	12.14		
AVENEL				
EDGAR	P. A. &			
WOODBIDGE	W. Br.			
	MU			
WOOD				
PERTH AMBOY	N. Y. &			
SOUTH AMBOY	L. B. &			
	R. R.			
COLONIA				
METRO PARK	\$12.22			
METUCHEN	\$12.25	12.19		
EDISON	\$12.29			
NEW BRUNSWICK	\$12.33			
COUNTY		12.25		
JERSEY AVENUE	\$12.36			
JERSEY AVE. (MAIN)				
MONMOUTH JCT.		12.32		
PRINCETON JCT.		12.37		
MILLHAM		12.44		
TRENTON				
LEVITTOWN-TULLYTOWN				
GRUNDY		12.53		
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		1.03		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
FRANKFORD JCT.				
SHORE		1.07		
NORTH PHILA.				
ZOO		1.14		
PENN CENTRAL		E 1.19		
30th ST.-PHILA.	Lower Level			
	Upper Level			
	Lower Level	# 1.34		
SUBURBAN STATION				
	A. M.	A. M.		

STATIONS	FIRST CLASS			
	4	66	C. N. J.	
	Mall		±5300	▲3602
	Daily Ex. Sun. & Mon. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.
SUBURBAN STATION.....				
PENN CENTRAL..... { Lower Level	E12.34	\$12.55		
30th ST.-PHILA..... { Upper Level	# 12.55	# 1.00		
ZOO..... { Lower Level	12.59	1.04		
NORTH PHILA.....	1.05	\$ 1.10		
SHORE.....	1.09	1.14		
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....	1.15	1.20		
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....	1.25	1.30		
LEVITTOWN-TULLYTOWN.....				
TRENTON.....		\$ 1.39		
MILLHAM.....	1.38	1.43		
PRINCETON JCT.....	1.45	1.50		
MONMOUTH JCT.....	1.50	1.55		
JERSEY AVENUE.....				MU
COUNTY.....	1.57	2.02		
NEW BRUNSWICK.....				
EDISON.....				
METUCHEN.....	2.03	2.08		
METRO PARK.....				
COLONIA.....				
SOUTH AMBOY..... { N. Y.			\$ 5.30	\$ 5.36
PERTH AMBOY..... { & L. B.			\$ 5.34	\$ 5.40
WOOD..... { R. R.			5.37	5.43
WOODBIDGE..... { P. A. &				\$ 5.48
EDGAR..... { W. Br.				\$ 5.51
AVENEL.....				
UNION.....	2.08	2.13	5.45	5.54
RAHWAY.....				\$ 5.55
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....				
ELMORA.....	2.13	2.18	5.51	
ELIZABETH.....				
NORTH ELIZABETH.....				
HUNTER.....	2.18	2.23	5.57	
SOUTH ST. (Newark).....				
NEWARK.....	E 2.25			
C.N.J. YARD HARRISON.....	# 2.33	\$ 2.27	\$ 6.00	
HUDSON.....	2.36	2.33	6.03	
KARNY.....				
NEW YORK.....	\$ 2.50	\$ 2.45		
HAROLD (L.I.R.R.).....		3.10		
		3.17		
	A. M.	A. M.	A. M.	A. M.

STATIONS		FIRST CLASS			
		3812	C. N. J. $\neq$ 5302	C. N. J. 5350	$\blacklozenge$ 3606
		Saturday Only 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.....					
		\$ 6.00			
MILLHAM.....		6.02			
PRINCETON JCT.....		\$ 6.10			
MONMOUTH JCT.....		6.16			
JERSEY AVENUE.....					MU
COUNTY.....		6.24			
NEW BRUNSWICK.....		\$ 6.27			
EDISON.....		\$ 6.31			
METUCHEN.....		\$ 6.35			
METRO PARK.....		\$ 6.38			
COLONIA.....					
SOUTH AMBOY.....					
PERTH AMBOY.....		N. Y.	\$ 6.17	\$ 6.30	\$ 6.39
WOOD.....		& L. B.	\$ 6.21	\$ 6.34	\$ 6.43
		R. R.	6.24	6.37	6.46
WOODBIDGE.....					
EDGAR.....		P. A. &			\$ 6.51
AVENEL.....		W. Br.			\$ 6.55
UNION.....					
		6.43	6.32	6.45	6.59
RAHWAY.....		\$ 6.45			\$ 7.01
NORTH RAHWAY.....					\$ 7.03
LINDEN.....		\$ 6.50			\$ 7.06
SOUTH ELIZABETH.....					
ELMORA.....		6.54	6.38	6.51	7.10
ELIZABETH.....		\$ 6.56			\$ 7.12
NORTH ELIZABETH.....		\$ 6.59			\$ 7.15
HUNTER.....		7.02	6.44	6.57	7.17
SOUTH ST. (Newark).....					
NEWARK.....					
		\$ 7.05	\$ 6.47	\$ 7.00	\$ 7.19
C.N.J. YARD HARRISON.....			6.50	7.03	
HUDSON.....		7.08			7.22
KARNY.....					
NEW YORK.....		\$ 7.20			\$ 7.34
HAROLD (L.I.R.R.).....					
		A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO NEW YORK

STATIONS		FIRST CLASS			
		◆ 3610	◆ 1106	◆ 3712	C. N. J.
		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				
	Upper Level				
	Lower Level				
30th ST.-PHILA.....					
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.....		MU		\$ 7.16	
COUNTY.....					
NEW BRUNSWICK.....				\$ 7.21	
EDISON.....				\$ 7.25	
METUCHEN.....				\$ 7.29	
METRO PARK.....					
COLONIA.....					
SOUTH AMBOY.....	N. Y.	\$ 7.11	\$ 7.19		\$ 7.29
	& L. B.	\$ 7.15			\$ 7.33
	R. R.	7.18	7.27		7.36
WOODBRIDGE.....	P. A. &	\$ 7.23		MU	
	W. Br.	\$ 7.25			
		\$ 7.27			
EDGAR.....					
AVENEL.....					
UNION.....		7.30	7.35	7.38	7.45
RAHWAY.....		\$ 7.32		\$ 7.40	
NORTH RAHWAY.....		\$ 7.34			
LINDEN.....		\$ 7.37		\$ 7.44	
SOUTH ELIZABETH.....					
ELMORA.....		7.41	7.41		7.50
ELIZABETH.....		\$ 7.43		\$ 7.50	
NORTH ELIZABETH.....				\$ 7.53	
HUNTER.....		7.48	7.48	7.56	7.56
SOUTH ST. (Newark).....					
NEWARK.....		\$ 7.53	7.50	\$ 7.59	\$ 8.00
C.N.J. YARD HARRISON.....					8.03
HUDSON.....		7.56	7.53	8.02	
KARNY.....					
NEW YORK.....		\$ 8.08	\$ 8.05	\$ 8.14	
HAROLD (L.I.R.R.).....					
		A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	◆1108	◆1110	▲3816	◆254	±504	◆1112	◆3904
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
					\$ 6.38		
					\$ 6.41		
				\$ 6.33			
				6.87	6.45		
				\$ 6.43	\$ 6.49		
				6.47	6.52		
					\$ 6.53		
					\$ 6.55		
					\$ 6.56		
					\$ 6.58		
				6.53	\$ 7.02		
					\$ 7.04		
					\$ 7.07		
					\$ 7.09		
					\$ 7.11		
					\$ 7.15		
				7.03			
					\$ 7.20		
					\$ 7.27		
			\$ 6.58	\$ 7.12			
			7.00	7.15			
			\$ 7.08	\$ 7.25			
			7.15	7.32			
			7.24	7.41			
			\$ 7.27	\$ 7.45			
			\$ 7.31				
			\$ 7.36	7.55			
			\$ 7.39				
	7.29	\$ 7.40				\$ 7.51	
	7.37	7.47				7.56	
			MU		MU		MU
	7.46	7.54	7.46	8.01		8.03	7.58
			\$ 7.48				\$ 8.06
			\$ 7.52				\$ 8.08
							\$ 8.12
	7.53	7.59	7.56	8.06		8.08	8.16
			\$ 7.59			\$ 8.10	\$ 8.19
			\$ 8.02				\$ 8.22
	7.58	8.04	8.05	8.10		8.15	8.25
	\$ 8.04	\$ 8.08	\$ 8.11	\$ 8.14		\$ 8.19	\$ 8.28
	8.07	8.11	8.14	8.17		8.22	8.31
	\$ 8.19	\$ 8.24	\$ 8.27	\$ 8.30		\$ 8.35	\$ 8.43
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
		C. N. J.		
	◆3818	‡5314	◆3716	◆3618
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. 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.....	\$ 7.30			
MILLHAM.....	7.32			
PRINCETON JCT.....	\$ 7.40			
MONMOUTH JCT.....				
JERSEY AVENUE.....			\$ 7.52	MU
COUNTY.....				
NEW BRUNSWICK.....			\$ 7.57	
EDISON.....			\$ 8.01	
METUCHEN.....	\$ 8.02		8.05	
METRO PARK.....			\$ 8.08	
COLONIA.....				
SOUTH AMBOY.....	N. Y.			\$ 7.58
PERTH AMBOY.....	& L. B.	\$ 7.59		\$ 8.02
WOOD.....	R. R.	8.02		8.05
WOODBIDGE.....	P. A. &	MU	MU	\$ 8.10
EDGAR.....	W. Br.			\$ 8.14
AVENEL.....				
UNION.....	8.09	8.12	8.14	8.18
RAHWAY.....				\$ 8.20
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....				
ELMORA.....	8.14	8.18	8.18	8.27
ELIZABETH.....				
NORTH ELIZABETH.....				
HUNTER.....	8.19	8.24	8.22	8.32
SOUTH ST. (Newark).....				
NEWARK.....	D 8.23	\$ 8.27	\$ 8.25	\$ 8.37
C.N.J. YARD HARRISON.....		8.30		
HUDSON.....	8.26		8.28	8.40
KARNY.....				
NEW YORK.....	\$ 8.38		\$ 8.40	\$ 8.52
HAROLD (L.I.R.R.).....				
	A. M.	A. M.	A. M.	A. M.

NORTHWARD-EASTWARD

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[illegible]

STATIONS	FIRST CLASS			
	4244	◆3722	◆3820	8
	Sunday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Mall Daily
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....				
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
	Lower Level			
ZOO.....				7.30
NORTH PHILA.....				7.38
SHORE.....				7.47
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....				7.56
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....				8.09
LEVITTOWN-TULLYTOWN.....				
TRENTON.....			\$ 8.15	
MILLHAM.....			8.18	8.18
PRINCETON JCT.....			\$ 8.25	8.25
MONMOUTH JCT.....			8.31	8.32
JERSEY AVENUE.....	\$ 8.10	\$ 8.19		
COUNTY.....			8.38	8.41
NEW BRUNSWICK.....	\$ 8.14	\$ 8.24	\$ 8.41	
EDISON.....				
METUCHEN.....	\$ 8.20	\$ 8.32		8.48
METRO PARK.....	\$ 8.22	\$ 8.35		
COLONIA.....				
SOUTH AMBOY.....				
PERTH AMBOY.....				
WOOD.....				
WOODBRIDGE.....		MU	MU	MU
EDGAR.....				
AVENEL.....				
UNION.....				
	8.28	8.40	8.57	8.55
RAHWAY.....	\$ 8.30	\$ 8.42		
NORTH RAHWAY.....				
LINDEN.....	\$ 8.34			
SOUTH ELIZABETH.....				
ELMORA.....	8.37	8.48	9.01	9.01
ELIZABETH.....	\$ 8.40	\$ 8.50		
NORTH ELIZABETH.....				
HUNTER.....	8.46	8.56	9.05	9.07
SOUTH ST. (Newark).....				
NEWARK.....	\$ 8.50	\$ 9.00	\$ 9.09	
C.N.J. YARD HARRISON.....				
HUDSON.....	8.53	9.08	9.12	9.14
KARNY.....				10.25
NEW YORK.....	\$ 9.05	\$ 9.15	\$ 9.24	
HAROLD (L.I.R.R.).....				
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	3822	◆1118	◆202	558	◆3912	C. N. J.	
	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 8.00			
				\$ 8.03			
			\$ 8.00				\$ 8.05
			8.04	8.06			8.10
			\$ 8.10	\$ 8.09			\$ 8.15
			8.14	8.12			8.19
				\$ 8.15			
			8.20	\$ 8.19			8.25
				\$ 8.23			
				\$ 8.26			
				\$ 8.30			
				\$ 8.34			
			8.30				8.35
				\$ 8.38			
				\$ 8.45			
	\$ 8.15						\$ 8.45
	8.18		8.39				8.48
	\$ 8.26		8.45				\$ 8.55
	8.33		8.51				9.01
	8.41		8.56				9.08
	\$ 8.44						\$ 9.11
	\$ 8.51		9.02	Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1			\$ 9.18
	\$ 8.53						
		\$ 8.56				\$ 9.02	
		9.02				\$ 9.06	
						9.09	
	MU			MU	MU		
	8.57	9.10	9.07		9.08	9.16	9.26
	\$ 8.59				\$ 9.11		
	\$ 9.04				\$ 9.15		
	9.08	9.15	9.11		9.18	9.22	9.30
	\$ 9.10	\$ 9.17			\$ 9.20		
	\$ 9.13				\$ 9.23		
	9.16	9.22	9.15		9.26	9.28	9.34
	\$ 9.20	\$ 9.25	\$ 9.18		\$ 9.29	\$ 9.33	\$ 9.38
						9.36	
	9.23	9.28	9.22		9.32		9.42
	\$ 9.35	\$ 9.40	\$ 9.35		\$ 9.45		\$ 9.55
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	42	4202	±506	● 40
	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Daily
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....			\$ 8.12	
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level		\$ 8.15	
	Lower Level			
ZOO.....	8.05		8.18	8.23
NORTH PHILA.....	\$ 8.15		\$ 8.23	D 8.33
SHORE.....	8.19		8.28	8.37
FRANKFORD JCT.....			\$ 8.27	
FRANKFORD.....			\$ 8.28	
BRIDESBURG.....			\$ 8.29	
WISSINOMING.....			\$ 8.30	
TACONY.....			\$ 8.32	
HOLMESBURG JCT.....	8.25		\$ 8.36	8.42
TORRESDALE.....		Will Run May 27	\$ 8.39	
ANDALUSIA.....		July 4		
CORNWELLS HEIGHTS.....		Sept. 2	\$ 8.42	
EDDINGTON.....		Nov. 28	\$ 8.45	
CROYDON.....		Dec. 25	\$ 8.48	
BRISTOL.....		Jan. 1		
GRUNDY.....	8.35			8.52
LEVITTOWN-TULLYTOWN.....			\$ 8.52	
			\$ 9.00	
TRENTON.....	\$ 8.45	\$ 8.51		D 9.00
MILLHAM.....	8.48	8.54		9.05
PRINCETON JCT.....	\$ 8.55	\$ 9.02		9.11
MONMOUTH JCT.....	9.01	9.08		9.16
JERSEY AVENUE.....				
COUNTY.....	9.08	9.16		9.23
NEW BRUNSWICK.....	\$ 9.11	\$ 9.19		
EDISON.....				
METUCHEN.....	\$ 9.18	\$ 9.26		9.28
METRO PARK.....		\$ 9.28		
COLONIA.....				
SOUTH AMBOY.....	N. Y.			
PERTH AMBOY.....	& L. B.			
WOOD.....	R. R.			
WOODBIDGE.....	P. A. &	MU	MU	
EDGAR.....	W. Br.			
AVENEL.....				
UNION.....	9.26	9.34		9.33
RAHWAY.....		\$ 9.36		
NORTH RAHWAY.....		\$ 9.39		
LINDEN.....				
SOUTH ELIZABETH.....				
ELMORA.....	9.30	9.42		9.38
ELIZABETH.....		\$ 9.44		
NORTH ELIZABETH.....				
HUNTER.....	9.34	9.49		9.42
SOUTH ST. (Newark).....				
NEWARK.....	\$ 9.38	\$ 9.53		D 9.45
C.N.J. YARD HARRISON.....				
HUDSON.....	9.42	9.56		9.48
KARNY.....				
	\$ 9.55	\$10.08		\$10.02
NEW YORK.....				
HAROLD (L.I.R.R.).....	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	◆3724	●84	550	◆3622	□102	3770	◆204
	Daily Ex. Sat. & Sun.	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Saturday Only	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 8.30				
			\$ 8.33				
		D 8.29			\$ 8.45		\$ 9.00
		8.34	8.36		8.47		9.05
			\$ 8.40				\$ 9.10
		8.43	8.43		8.53		9.14
			\$ 8.44				
			\$ 8.46				
			\$ 8.48				
			\$ 8.50				
		8.48	\$ 8.53		8.57		9.20
			\$ 8.56				
			\$ 8.59				
			\$ 9.03			Will Run Feb. 17	
			\$ 9.06				
		8.58			9.04		9.30
			\$ 9.11				
			\$ 9.18				
		D 9.07					\$ 9.40
		9.12			9.12		9.43
		9.20			9.16		\$ 9.51
		9.26			9.20		9.57
	\$ 9.17			MU		\$ 9.34	
		9.33			9.26		10.04
	\$ 9.21					\$ 9.38	\$10.07
	\$ 9.28	9.39	Will Run Feb. 17 March 28		9.29	\$ 9.42	
	\$ 9.31					\$ 9.46	10.14
						\$ 9.49	
				\$ 9.23			
				\$ 9.27			
				9.30			
	MU		MU	\$ 9.35	MU	MU	
				\$ 9.38			
	9.36	9.44		9.41	9.34	9.54	10.19
	\$ 9.38			\$ 9.43		\$ 9.57	
				\$ 9.47		\$10.01	
	9.43	9.50		9.50	9.38	10.04	10.23
				\$ 9.53		\$10.06	
	9.48	9.55		9.59	9.42	10.11	10.27
	\$ 9.54	D10.05		\$10.03	D 9.47	\$10.15	\$10.32
	9.57	10.08		10.06	9.50	10.18	10.35
	\$10.09	\$10.20		\$10.18	\$10.00	\$10.30	\$10.47
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	280	170	16	◆3726
	Sunday Only	Daily	Mall Daily	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.....	\$ 9.00	\$ 9.15	\$ 8.55	
	9.05	9.20	8.59	
NORTH PHILA.....	\$ 9.10		9.05	
SHORE.....	9.14	9.28	9.09	
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....	9.19	9.32	9.13	
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....	9.29	9.42	9.23	
LEVITTOWN-TULLYTOWN.....				
TRENTON.....	\$ 9.40	\$ 9.50		
MILLHAM.....	9.43	9.53	9.33	
PRINCETON JCT.....	\$ 9.51	10.01	9.39	
MONMOUTH JCT.....	9.58	10.07	9.46	
JERSEY AVENUE.....				\$10.06
COUNTY.....		10.14	9.54	
NEW BRUNSWICK.....	\$10.07			\$10.11
EDISON.....				\$10.14
METUCHEN.....	\$10.14	10.18	10.00	\$10.18
METRO PARK.....				\$10.21
COLONIA.....				
SOUTH AMBOY.....	N. Y. & L. B. R. R.	Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17		
PERTH AMBOY.....				
WOOD.....				
WOODBIDGE.....	P. A. & W. Br.			
EDGAR.....				
AVENEL.....				
UNION.....				
	10.19	10.24	10.09	10.27
RAHWAY.....	\$10.21			\$10.29
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....				
ELMORA.....	10.31	10.29	10.14	10.35
ELIZABETH.....	\$10.33			
NORTH ELIZABETH.....				
HUNTER.....	10.38	10.33	10.19	10.40
SOUTH ST. (Newark).....				
NEWARK.....	\$10.41	\$10.38	10.24	\$10.43
C.N.J. YARD HARRISON.....				
HUDSON.....	10.43	10.41	10.27	10.46
KARNY.....				
NEW YORK.....	\$10.56	\$10.53	\$10.38	\$10.58
		11.10	# 10.48	
HAROLD (L.I.R.R.).....		11.17		
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	▲1120	◆3916	3824	±508	□104	◆3918	1182
	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Sunday Only A. M.
				\$ 9.30			
				\$ 9.33			
					\$ 9.44		
				9.36	9.46		
				\$ 9.40			
				9.43	9.52		
				\$ 9.44			
				\$ 9.47			
				\$ 9.49			
				\$ 9.51			
				\$ 9.54	9.56		
				\$ 9.57			
			Will Run Feb. 17	\$10.00			Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1
				\$10.04			
				\$10.07			
					10.03		
				\$10.11			
				\$10.18			
			\$10.16		\$10.11		
			10.18		10.14		
			\$10.25		10.18		
			10.31		10.22		
			10.39		10.28		
			\$10.43				
			\$10.50		10.31		
			\$10.53				
	\$10.19						\$10.47
	\$10.24						\$10.51
	10.27						10.54
	\$10.30	MU	MU	MU	MU	MU	\$10.59
	10.36	10.37	10.58		10.36	10.57	11.04
	\$10.38	\$10.39	\$11.00			\$11.00	\$11.06
		\$10.43	\$11.04			\$11.05	
	10.43	10.47	11.07		10.40	11.08	11.12
	\$10.45	\$10.49	\$11.09			\$11.10	\$11.15
			\$11.12			\$11.13	
	10.49	10.54	11.15		10.44	11.16	11.19
	\$10.52	\$10.57	\$11.18		\$10.46	\$11.20	\$11.23
	10.55	11.00	11.21		10.50	11.23	11.26
	\$11.08	\$11.14	\$11.33		\$11.01	\$11.35	\$11.38
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS				
	46	● 86	◆ 206	□ 106	
	Saturday Only	Daily	Daily	Daily Ex. Sun.	
	A. M.	A. M.	A. M.	A. M.	
SUBURBAN STATION.....					
PENN CENTRAL.....					
30th ST.-PHILA.....	Lower Level				
	Upper Level				
	Lower Level				
ZOO.....	10.10	10.17	10.19	10.47	
NORTH PHILA.....	\$10.17		\$10.25		
SHORE.....		10.25	10.29	10.53	
FRANKFORD JCT.....					
FRANKFORD I.....					
BRIDESBURG.....					
WISSINOMING.....					
TACONY.....					
HOLMESBURG JCT.....	10.23	10.30	10.33	10.57	
TORRESDALE.....					
ANDALUSIA.....					
CORNWELLS HEIGHTS.....					
EDDINGTON.....					
CROYDON.....					
BRISTOL.....					
GRUNDY.....	10.33	10.40	10.44	11.04	
LEVITTOWN-TULLYTOWN.....					
TRENTON.....	\$10.45	D10.49	\$10.54		
MILLHAM.....	10.48	10.52	10.57	11.12	
PRINCETON JCT.....	\$10.55	10.58	11.03	11.16	
MONMOUTH JCT.....		11.03	11.08	11.20	
JERSEY AVENUE.....					
COUNTY.....	11.08	11.09	11.15	11.26	
NEW BRUNSWICK.....	\$11.11		\$11.17		
EDISON.....					
METUCHEN.....	11.18	11.15	11.24	11.29	
METRO PARK.....					
COLONIA.....					
SOUTH AMBOY.....	N. Y. & L. B. R. R.				
PERTH AMBOY.....					
WOOD.....					
WOODBIDGE.....	P. A. & W. Br.			MU	
EDGAR.....					
AVENEL.....					
UNION.....		11.23	11.19	11.29	11.34
RAHWAY.....					
NORTH RAHWAY.....					
LINDEN.....					
SOUTH ELIZABETH.....					
ELMORA.....		11.27	11.23	11.34	11.38
ELIZABETH.....					
NORTH ELIZABETH.....					
HUNTER.....		11.31	11.27	11.39	11.42
SOUTH ST. (Newark).....					
NEWARK.....	\$11.37	D11.30	\$11.43	D11.44	
C.N.J. YARD HARRISON.....					
HUDSON.....		11.42	11.33	11.46	11.49
KARNY.....					
NEW YORK.....	\$11.55 12.10	\$11.45	\$11.58	\$12.02	
HAROLD (L.I.R.R.).....	12.17				
	P. M.	A. M.	A. M.	P. M.	

FIRST CLASS							
	□	◆	±	C. N. J.			
	130	3728	510	5362	172	552	▲ 3730
	Sunday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Saturday Only	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$11.00			\$11.30	
			\$11.03			\$11.33	
	\$10.45				\$11.15		
	10.47		11.06		11.19	11.36	
			\$11.10		11.25	\$11.40	
	10.53		11.13			11.43	
			\$11.14			\$11.44	
			\$11.18			\$11.46	
			\$11.20			\$11.48	
	10.57		\$11.23		11.29	\$11.50	
			\$11.26			\$11.52	
			\$11.29			\$11.55	
			\$11.34	Will Run Feb. 17 March 28		\$11.58	
			\$11.37			\$12.03	
	11.04		\$11.41		11.39	\$12.07	
			\$11.48			\$12.11	
						\$12.18	
	11.12				\$11.51		
	11.16				11.54		
	11.20				12.00		
					12.05		
		\$11.18					\$11.44
	11.26				12.12		
		\$11.22					\$11.48
		\$11.27					
	11.29	\$11.32			12.19		\$11.56
		\$11.36					\$11.58
				\$11.07			
				\$11.11			
				11.14			
	MU	MU	MU			MU	MU
	11.34	11.42		11.22	12.24		12.01
		\$11.44					\$12.03
		\$11.48					\$12.07
	11.38	11.51		11.28	12.28		12.10
		\$11.53					\$12.12
	11.42	11.59		11.34	12.33		12.17
	PA11.44	\$12.02		\$11.38	\$12.36		\$12.20
				11.41			
	11.49	12.05			12.39		12.23
	\$12.02	\$12.17			\$12.51		\$12.35
	12.10				1.10		
	12.17				1.17		
	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO NEW YORK

STATIONS		FIRST CLASS			
		◆3924	□ 108	3736	C. N. J. #5322
		Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.
		P. M.	A. M.	P. M.	P. M.
SUBURBAN STATION.....					
PENN CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level				
	Lower Level		\$11.42		
ZOO.....			11.44		
NORTH PHILA.....					
SHORE.....			11.50		
FRANKFORD JCT.....					
FRANKFORD.....					
BRIDESBURG.....					
WISSINOMING.....					
TACONY.....					
HOLMESBURG JCT.....			11.54		
TORRESDALE.....					
ANDALUSIA.....					
CORNWELLS HEIGHTS.....					
EDDINGTON.....					
CROYDON.....					
BRISTOL.....					
GRUNDY.....			12.01		
LEVITTOWN-TULLYTOWN					
TRENTON.....					
MILLHAM.....			12.09		
PRINCETON JCT.....			12.13		
MONMOUTH JCT.....			12.17		
JERSEY AVENUE.....				\$12.32	
COUNTY.....			12.23		
NEW BRUNSWICK.....				\$12.36	
EDISON.....					
METUCHEN.....			12.26	\$12.43	
METRO PARK.....				\$12.46	
COLONIA.....					
SOUTH AMBOY.....					\$12.59
PERTH AMBOY.....					\$ 1.04
WOOD.....					1.07
WOODBRIDGE.....		MU	MU	MU	
EDGAR.....					
AVENEL.....					
UNION.....		12.29	12.31	12.51	1.15
RAHWAY.....		\$12.31		\$12.53	
NORTH RAHWAY.....					
LINDEN.....		\$12.36		\$12.57	
SOUTH ELIZABETH.....					
ELMORA.....		12.39	12.35	1.00	1.21
ELIZABETH.....		\$12.41		\$ 1.02	
NORTH ELIZABETH.....					
HUNTER.....		12.46	12.39	1.07	1.26
SOUTH ST. (Newark).....					
NEWARK.....		\$12.49	\$12.41	\$ 1.10	\$ 1.29
C.N.J. YARD HARRISON.....					1.32
HUDSON.....		12.52	12.45	1.13	
KARNY.....					
NEW YORK.....		\$ 1.07	\$12.59	\$ 1.25	
HAROLD (L.I.R.R.).....					
		P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	210	3626	▲512	◆3738	□110	150	◆3926
	Daily Ex. Sat.	Saturday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$12.30				
			\$12.33				
	\$12.15				\$12.45		
	12.20		12.36		12.47		
	\$12.25		\$12.40				
	12.29		12.43		12.53		
			\$12.44				
			W12.47				
			\$12.48				
			\$12.50				
	12.33		\$12.53		12.57		
			\$12.56				
		Will Run Feb. 17	\$12.59				
			\$ 1.03				
			\$ 1.06				
	12.43				1.04		
			\$ 1.11				
			\$ 1.18				
	\$12.52						
	12.55				1.12		
	R 1.02				1.16		
	1.08				1.20		
		MU		\$ 1.12			
	1.15			\$ 1.19	1.26		
				\$ 1.26	1.29		
	1.21			\$ 1.29			
		\$ 1.35					
		\$ 1.39					
		1.42					
		\$ 1.47	MU	MU	MU		MU
		\$ 1.50					
	1.26	1.55		1.34	1.34		1.50
		\$ 1.57		\$ 1.36			\$ 1.53
				\$ 1.40			\$ 1.58
	1.30			1.43	1.38		2.01
				\$ 1.45			\$ 2.03
	1.34			1.49	1.42		2.08
	\$ 1.40			\$ 1.53			\$ 2.11
	1.43			1.56	1.47		2.14
	\$ 1.56			\$ 2.08	\$ 1.59		\$ 2.26
						\$ 2.10	
						2.19	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS				
	▲3828	174	±514		
	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.		
	P. M.	P. M.	P. M.		
SUBURBAN STATION.....			\$ 1.30		
PENN CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level		\$ 1.33		
	Lower Level	\$ 1.15			
ZOO.....		1.20	1.36		
NORTH PHILA.....		\$ 1.25	\$ 1.40		
SHORE.....		1.29	1.43		
FRANKFORD JCT.....			\$ 1.44		
FRANKFORD.....					
BRIDESBURG.....			\$ 1.46		
WISSINOMING.....			\$ 1.48		
TACONY.....			\$ 1.50		
HOLMESBURG JCT.....		1.33	\$ 1.53		
TORRESDALE.....			\$ 1.56		
ANDALUSIA.....					
CORNWELLS HEIGHTS.....			\$ 1.59		
EDDINGTON.....					
CROYDON.....			\$ 2.03		
BRISTOL.....			\$ 2.06		
GRUNDY.....		1.43			
LEVITTOWN-TULLYTOWN.....			\$ 2.11		
TRENTON.....			\$ 2.18		
	\$ 1.23	\$ 1.52			
MILLHAM.....	1.25	1.55			
PRINCETON JCT.....	\$ 1.33	2.03			
MONMOUTH JCT.....	1.39	2.10			
JERSEY AVENUE.....					
COUNTY.....	1.47	2.18			
NEW BRUNSWICK.....	\$ 1.50				
EDISON.....	\$ 1.54				
METUCHEN.....	\$ 1.57	2.25			
METRO PARK.....	\$ 1.59				
COLONIA.....					
SOUTH AMBOY.....	N. Y.				
PERTH AMBOY.....	& L. B.				
WOOD.....	R. R.				
WOODBIDGE.....		MU	MU		
EDGAR.....	P. A. &				
AVENEL.....	W. Br.				
UNION.....		2.03	2.30		
RAHWAY.....	\$ 2.04				
NORTH RAHWAY.....					
LINDEN.....	\$ 2.08				
SOUTH ELIZABETH.....					
ELMORA.....	2.12	2.34			
ELIZABETH.....	\$ 2.14				
NORTH ELIZABETH.....					
HUNTER.....	2.19	2.38			
SOUTH ST. (Newark).....					
NEWARK.....	\$ 2.22	\$ 2.40			
C.N.J. YARD HARRISON.....					
HUDSON.....	2.25	2.43			
KARNY.....					
NEW YORK.....	\$ 2.37	\$ 2.55			
		3.10			
HAROLD (L.I.R.R.).....		3.17			
	P. M.	P. M.	P. M.		

NORTHWARD-EASTWARD

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[illegible]

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	3830	□ 114	▲516	◆3744
	Saturday Only	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....			\$ 2.40	
PENN CENTRAL.....	(Lower Level		\$ 2.43	
30th ST.-PHILA.....	Upper Level			
	Lower Level	\$ 2.42		
ZOO.....		2.44	2.46	
NORTH PHILA.....		NP2.49	\$ 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.....			W3.10	
CORNWELLS HEIGHTS	Will Run Feb. 17		\$ 3.12	
EDDINGTON.....				
CROYDON.....			\$ 3.16	
BRISTOL.....			\$ 3.19	
GRUNDY.....		3.04		
LEVITTOWN-TULLYTOWN.....			\$ 3.23	
TRENTON.....			\$ 3.30	
MILLHAM.....	\$ 3.00			
PRINCETON JCT.....	3.02	3.12		
MONMOUTH JCT.....	\$ 3.11	3.16		
JERSEY AVENUE.....	3.18	3.20		
COUNTY.....			\$ 3.11	
NEW BRUNSWICK.....	3.26	3.26		
EDISON.....	\$ 3.29		\$ 3.15	
METUCHEN.....			\$ 3.19	
METRO PARK.....	\$ 3.36	3.29	\$ 3.24	
COLONIA.....	\$ 3.40		\$ 3.27	
SOUTH AMBOY.....	N. Y. & L. B. R. R.			
PERTH AMBOY.....				
WOOD.....				
WOODBIDGE.....	P. A. & W. Br.	MU	MU	MU
EDGAR.....				
AVENEL.....				
UNION.....		3.44	3.34	3.32
RAHWAY.....	\$ 3.45			\$ 3.34
NORTH RAHWAY.....				\$ 3.37
LINDEN.....	\$ 3.49			\$ 3.40
SOUTH ELIZABETH.....				
ELMORA.....	3.52	3.38		3.43
ELIZABETH.....	\$ 3.54			\$ 3.45
NORTH ELIZABETH.....				
HUNTER.....	3.59	3.42		3.51
SOUTH ST. (Newark).....				
NEWARK.....	\$ 4.03	D 3.45		\$ 3.53
C.N.J. YARD HARRISON.....				
HUDSON.....	4.06	3.48		3.56
KARNY.....				
NEW YORK.....	\$ 4.18	\$ 4.03		\$ 4.08
HAROLD (L.I.R.R.).....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							C. N. J
4250	30	◆3746	◆1126	142	◆3748	5366	
Sunday Only	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
				\$ 3.00			
	2.50			3.04			
	\$ 2.57						
	3.01			3.12			
	3.06			3.16			
Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1						Will Run Feb. 17 March 28	
	3.16			3.26			
	\$ 3.27			\$ 3.35			
	3.31			3.38			
	3.37			K 3.45			
	3.43			3.50			
\$ 3.29		\$ 3.35			\$ 4.05		
	3.50			3.57			
\$ 3.33		\$ 3.39			\$ 4.09		
\$ 3.37		\$ 3.43			\$ 4.12		
\$ 3.41	3.56	\$ 3.47		4.03	\$ 4.16		
\$ 3.43		\$ 3.50		\$ 4.07	\$ 4.18		
			\$ 3.34				
			# 3.41				\$ 4.14
			\$ 3.47				\$ 4.18
			3.51				4.21
MU		MU			MU		
3.49	4.01	3.55	3.58	4.13	4.24	4.30	
\$ 3.51		\$ 3.57	\$ 3.59		\$ 4.26		
\$ 3.55		\$ 4.01			\$ 4.30		
3.59	4.06	4.04	4.06	4.18	4.33	4.36	
\$ 4.01		\$ 4.08	\$ 4.08		\$ 4.35		
4.07	4.11	4.11	4.13	4.22	4.40	4.42	
\$ 4.10	D 4.19	\$ 4.14	\$ 4.17	\$ 4.25	\$ 4.43	\$ 4.45	
						4.48	
4.13	4.22	4.17	4.20	4.28	4.46		
\$ 4.25	\$ 4.35	\$ 4.29	\$ 4.32	\$ 4.40	\$ 4.58		
				4.50			
				4.57			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	176	3670	▲3832	±518
	Daily	Sunday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....				\$ 3.20
PENN CENTRAL..... { Lower Level				
30th ST.-PHILA..... { Upper Level				\$ 3.23
{ Lower Level	\$ 3.15			
ZOO.....	3.20			3.26
NORTH PHILA.....	\$ 3.25			\$ 3.30
SHORE.....	3.29			3.33
FRANKFORD JCT.....				\$ 3.34
FRANKFORD.....				\$ 3.36
BRIDESBURG.....				\$ 3.37
WISSINOMING.....				\$ 3.39
TACONY.....				\$ 3.41
HOLMESBURG JCT.....	3.33			\$ 3.44
TORRESDALE.....				\$ 3.47
ANDALUSIA.....		Will Run		
CORNWELLS HEIGHTS.....		May 27		\$ 3.51
EDDINGTON.....		July 4		
CROYDON.....		Sept. 2		\$ 3.55
BRISTOL.....		Nov. 28		\$ 3.58
GRUNDY.....	3.43	Dec. 25		
LEVITTOWN-TULLYTOWN.....		Jan. 1		\$ 4.03
TRENTON.....	\$ 3.52			\$ 4.10
MILLHAM.....	3.55		\$ 4.05	
PRINCETON JCT.....	4.01		4.08	
MONMOUTH JCT.....	4.06		\$ 4.15	
JERSEY AVENUE.....		MU	4.21	
COUNTY.....	4.14		4.30	
NEW BRUNSWICK.....			\$ 4.34	
EDISON.....			\$ 4.38	
METUCHEN.....	4.20		\$ 4.42	
METRO PARK.....			\$ 4.45	
COLONIA.....				
SOUTH AMBOY.....	N. Y. & L. B. R. R.	\$ 4.20		
PERTH AMBOY.....		\$ 4.24		
WOOD.....		4.27		
WOODBIDGE.....	P. A. & W. Br.	\$ 4.32	MU	MU
EDGAR.....		\$ 4.35		
AVENEL.....				
UNION.....	4.25	4.38	4.50	
RAHWAY.....		\$ 4.40	\$ 4.52	
NORTH RAHWAY.....			\$ 4.54	
LINDEN.....		\$ 4.44	\$ 4.57	
SOUTH ELIZABETH.....				
ELMORA.....	4.30	4.48	5.01	
ELIZABETH.....		\$ 4.50	\$ 5.03	
NORTH ELIZABETH.....				
HUNTER.....	4.35	4.55	5.07	
SOUTH ST. (Newark).....				
NEWARK.....	\$ 4.40	\$ 4.59	\$ 5.10	
C.N.J. YARD HARRISON.....				
HUDSON.....	4.43	5.02	5.13	
KARNY.....				
NEW YORK.....	\$ 4.55	\$ 5.15	\$ 5.25	
{ 5.10				
HAROLD (L.I.R.R.).....	5.17			
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	556	□ 116	C. N. J. 5386	◆3630	218	◆3834	‡520
	Saturday Only	Daily	Sunday 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.
	\$ 3.30						\$ 4.16
	\$ 3.33						\$ 4.18
	3.36	3.42			\$ 4.15		
		3.44			4.20		4.22
	\$ 3.40				\$ 4.25		\$ 4.28
	3.43	3.60			4.29		4.31
	\$ 3.44						\$ 4.32
							\$ 4.34
	\$ 3.46						\$ 4.36
	\$ 3.48						\$ 4.38
	\$ 3.50						\$ 4.41
	\$ 3.53	3.54			4.33		\$ 4.45
	\$ 3.56						\$ 4.50
	\$ 3.59		Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1				\$ 4.54
	\$ 4.04						\$ 4.58
	\$ 4.07						\$ 5.02
	\$ 4.11	4.01			4.43		\$ 5.09
	\$ 4.18						\$ 5.20
					\$ 4.52	\$ 5.00	
		4.09			4.55	5.03	
		4.13			5.03	\$ 5.11	
		4.17			5.09	5.17	
				MU			
		4.23			5.16	5.23	
						\$ 5.28	
Will Run Feb. 17 March 28		4.26			5.23	\$ 5.35	
		PA 4.31				\$ 5.37	
			\$ 4.45	\$ 4.46			
			\$ 4.49	\$ 4.50			
			4.52	4.53			
	MU	MU		\$ 4.59		MU	MU
		4.35	5.00	5.06	5.28	5.43	
				\$ 5.09			
				\$ 5.10			
				\$ 5.13			
		4.39	5.06	5.17	5.33	5.48	
				\$ 5.19		\$ 5.50	
		4.43	5.12	5.22	5.37	5.54	
				5.24			
			\$ 5.16	\$ 5.28	\$ 5.40	\$ 5.57	
			5.19				
		4.48		5.31	5.43	6.00	
		\$ 5.00		\$ 5.43	\$ 5.55	\$ 6.12	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	3752	□ 118	162	560
	Daily	Daily Ex. Sat.	Fri. & Sun. Only	Sat. & Sun. Only
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....				\$ 4.45
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			\$ 4.48
	Lower Level	\$ 4.45		
ZOO.....		4.47		4.51
NORTH PHILA.....				\$ 4.55
SHORE.....		4.53		4.58
FRANKFORD JCT.....				G 4.59
FRANKFORD.....				
BRIDESBURG.....				\$ 5.01
WISSINOMING.....				G 5.03
TACONY.....				\$ 5.05
HOLMESBURG JCT.....		4.57		\$ 5.08
TORRESDALE.....				\$ 5.11
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				\$ 5.14
EDDINGTON.....				
CROYDON.....				\$ 5.18
BRISTOL.....				\$ 5.22
GRUNDY.....		5.04		
LEVITTOWN-TULLYTOWN.....				\$ 5.26
TRENTON.....				\$ 5.33
MILLHAM.....		5.12		
PRINCETON JCT.....		5.16		
MONMOUTH JCT.....		5.20		
JERSEY AVENUE.....	\$ 5.32			
COUNTY.....		5.26		
NEW BRUNSWICK.....	\$ 5.36			
EDISON.....	\$ 5.40			
METUCHEN.....	\$ 5.44	5.29		
METRO PARK.....	\$ 5.47			
COLONIA.....				
SOUTH AMBOY.....	N. Y.			
PERTH AMBOY.....	& L. B.			
WOOD.....	R. R.			
WOODBIDGE.....		MU		MU
EDGAR.....	P. A. &			
AVENEL.....	W. Br.			
UNION.....		5.52	5.34	
RAHWAY.....	\$ 5.54			
NORTH RAHWAY.....				
LINDEN.....	\$ 5.58			
SOUTH ELIZABETH.....				
ELMORA.....	6.01	5.38		
ELIZABETH.....	\$ 6.03			
NORTH ELIZABETH.....				
HUNTER.....	6.07	5.42		
SOUTH ST. (Newark).....				
NEWARK.....	\$ 6.10	D 5.44		
C.N.J. YARD HARRISON.....				
HUDSON.....	6.13	5.49		
KARNY.....				
NEW YORK.....	\$ 6.25	\$ 6.01	\$ 6.10	
HAROLD (L.I.R.R.).....			6.17	
	P. M.	P. M.	P. M.	P. M.

Will Run
May 27
July 4
Sept. 2
Nov. 28
Dec. 25
Jan. 1
Feb. 17
March 28

FIRST CLASS							
	#522	152	◆3634	C. N. J. #5328	220	#524	160
	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.
	\$ 4.50					\$ 5.08	
	\$ 4.53				\$ 5.00		\$ 5.15
	4.57				5.04	5.15	5.19
	\$ 5.01				\$ 5.09	5.19	\$ 5.24
	5.05				5.13	5.22	5.28
	\$ 5.06						
	\$ 5.09						
	\$ 5.11						
	\$ 5.13						
	\$ 5.16				5.19	5.26	5.33
	\$ 5.19						
	\$ 5.22					\$ 5.31	
	\$ 5.27					\$ 5.35	
	\$ 5.31					\$ 5.39	
					5.29		5.43
	\$ 5.36					\$ 5.45	
	\$ 5.45					\$ 5.53	
					\$ 5.37		\$ 5.53
					5.40		5.56
					\$ 5.47		6.02
					5.53		6.07
			MU				
					6.00		6.13
					6.06		6.19
			\$ 5.46	\$ 6.00			
			\$ 5.50	\$ 6.04			
			5.53	6.08			
	MU		\$ 5.57			MU	
			\$ 6.00				
			6.03	6.17	6.11		6.24
			\$ 6.05				
			\$ 6.07				
			\$ 6.10				
			6.14	6.23	6.15		6.29
			\$ 6.16				
			\$ 6.19				
			6.22	6.28	6.19		6.34
			\$ 6.25	\$ 6.33	\$ 6.23		\$ 6.40
				6.36			
			6.28		6.26		6.43
			\$ 6.41		\$ 6.38		\$ 6.55
			\$ 6.40				
			6.49				
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	3838	#526	#528	120
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....		\$ 5.16	\$ 5.20	
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level	\$ 5.19	\$ 5.23	
	Lower Level			\$ 5.42
ZOO.....		5.23	5.27	5.44
NORTH PHILA.....		\$ 5.28	\$ 5.32	
SHORE.....		5.32	5.36	5.50
FRANKFORD JCT.....			\$ 5.37	
FRANKFORD.....			\$ 5.39	
BRIDESBURG.....			\$ 5.41	
WISSINOMING.....			\$ 5.43	
TACONY.....			\$ 5.46	
HOLMESBURG JCT.....		\$ 5.39	\$ 5.49	5.54
TORRESDALE.....		\$ 5.44	\$ 5.52	
ANDALUSIA.....			\$ 5.54	
CORNWELLS HEIGHTS.....			\$ 5.57	
EDDINGTON.....				
CROYDON.....			\$ 6.01	
BRISTOL.....		\$ 5.52	\$ 6.04	
GRUNDY.....				6.01
LEVITTOWN-TULLYTOWN.....		\$ 5.57	\$ 6.10	
		\$ 6.05	\$ 6.18	
TRENTON.....	\$ 6.00			\$ 6.09
MILLHAM.....	6.03			6.12
PRINCETON JCT.....	\$ 6.10			6.16
MONMOUTH JCT.....	6.16			6.20
JERSEY AVENUE.....				
COUNTY.....	6.25			6.26
NEW BRUNSWICK.....	\$ 6.28			
EDISON.....	\$ 6.31			
METUCHEN.....	\$ 6.35			6.29
METRO PARK.....	\$ 6.38			6.34
COLONIA.....				
SOUTH AMBOY.....	N. Y.			
PERTH AMBOY.....	& L. B.			
WOOD.....	R. R.			
WOODBIDGE.....	P. A. &	MU	MU	MU
EDGAR.....	W. Br.			
AVENEL.....				
UNION.....		6.43		6.38
RAHWAY.....	\$ 6.45			
NORTH RAHWAY.....				
LINDEN.....	\$ 6.49			
SOUTH ELIZABETH.....				
ELMORA.....	6.52			6.42
ELIZABETH.....	\$ 6.54			
NORTH ELIZABETH.....				
HUNTER.....	6.59			6.46
SOUTH ST. (Newark).....				
NEWARK.....	\$ 7.03			
C.N.J. YARD HARRISON.....				
HUDSON.....	7.06			6.51
KARNY.....				
NEW YORK.....	\$ 7.18			\$ 7.04
HAROLD (L.I.R.R.).....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	1168	▲530	222	◆3858	178	●82	‡532
	Sat. & Sun. Only	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 6.44					\$ 6.20
		\$ 6.47					\$ 6.23
			\$ 6.00		\$ 6.15	D 6.20	
		6.50	6.04		6.19	6.25	6.27
		\$ 6.54	\$ 6.09				\$ 6.31
		6.58	6.13		6.25	6.33	6.34
							\$ 6.35
		\$ 6.01					\$ 6.37
		\$ 6.03					\$ 6.39
		\$ 6.05					\$ 6.41
		\$ 6.07	6.18		6.30	6.38	\$ 6.44
		\$ 6.11					\$ 6.48
		W 6.14	Will Not Run May 26 Sept. 1 Feb. 16				\$ 6.51
		\$ 6.16					\$ 6.55
	Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17	\$ 6.20					\$ 6.58
		\$ 6.24					\$ 7.02
		\$ 6.28	6.28		6.40	6.48	\$ 7.10
		\$ 6.35					\$ 7.10
			\$ 6.37	\$ 6.25		D 6.58	
			6.40	6.28	6.49	7.01	
			\$ 6.50	\$ 6.36	6.55	7.07	
			6.56	6.42	7.00	7.12	
			7.03	6.51	7.06	7.20	
			\$ 7.06	\$ 6.53			
			7.13	\$ 7.00	7.13	7.28	
				\$ 7.03			
	\$ 6.28						
	# 6.34						
	\$ 6.38						
	6.41						
	\$ 6.46	MU		MU			MU
	6.51		7.18	7.07	7.17	7.33	
	\$ 6.53			\$ 7.09			
	G 6.57						
	7.00		7.23	7.15	7.21	7.38	
	\$ 7.02			\$ 7.17			
	7.07		7.27	7.22	7.25	7.44	
	\$ 7.10		\$ 7.31	\$ 7.25	\$ 7.29	D 7.51	
	7.13		7.34	7.28	7.33	7.54	
	\$ 7.25		\$ 7.47	\$ 7.40	\$ 7.45	\$ 8.10	
					7.55		
					8.02		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	☐			
	132	3758	3778	224
	Daily Ex. Sat. P. M.	Daily Ex. Sat. P. M.	Saturday Only P. M.	Daily Ex. Sat. P. M.
SUBURBAN STATION.....				
PENN CENTRAL..... { Lower Level				
30th ST.-PHILA..... { Upper Level	\$ 6.42			\$ 7.00
ZOO..... { Lower Level	6.44			7.04
NORTH PHILA.....				\$ 7.10
SHORE.....	6.50			7.14
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....	6.54			7.19
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....		Will Not Run Feb. 17	Will Run Feb. 17	
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....	7.01			7.29
LEVITTOWN-TULLYTOWN.....				
TRENTON.....				\$ 7.37
MILLHAM.....	7.09			7.40
PRINCETON JCT.....	7.13			\$ 7.47
MONMOUTH JCT.....	7.17			7.54
JERSEY AVENUE.....		\$ 7.25	\$ 7.46	
COUNTY.....	7.23			8.00
NEW BRUNSWICK.....		\$ 7.29	\$ 7.50	\$ 8.03
EDISON.....				
METUCHEN.....	7.26	\$ 7.36	\$ 7.57	8.10
METRO PARK.....	PA7.31	\$ 7.39	\$ 8.00	
COLONIA.....				
SOUTH AMBOY..... { N. Y. & L. B. R. R.				
PERTH AMBOY..... {				
WOOD..... {				
WOODBIDGE..... { P. A. & W. Br.	MU	MU	MU	
EDGAR..... {				
AVENEL..... {				
UNION.....	7.35	7.43	8.05	8.15
RAHWAY.....		\$ 7.45	\$ 8.07	
NORTH RAHWAY.....				
LINDEN.....		\$ 7.49	\$ 8.11	
SOUTH ELIZABETH.....				
ELMORA.....	7.39	7.52	8.15	8.20
ELIZABETH.....		\$ 7.55	\$ 8.17	
NORTH ELIZABETH.....				
HUNTER.....	7.43	8.01	8.22	8.25
SOUTH ST. (Newark).....				
NEWARK.....	PA7.48	\$ 8.03	\$ 8.25	\$ 8.30
C.N.J. YARD HARRISON.....				
HUDSON.....	7.52	8.06	8.28	8.33
KARNY.....				
NEW YORK.....	\$ 8.02 8.17	\$ 8.18	\$ 8.40	\$ 8.45
HAROLD (L.I.R.R.).....	8.24			
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	◆3638	60	186	3760	3850	◆3840	◆534
	Daily Ex. Sat. & Sun.	Daily	Friday Only	Daily Ex. Sat.	Saturday Only	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
		\$ 7.15	\$ 7.25				\$ 7.36
		7.20	7.30				
							\$ 7.40
		7.31	7.41				7.43
							\$ 7.44
							\$ 7.47
		7.36	7.46				\$ 7.50
							\$ 7.53
				Will Not Run Feb. 17	Will Run Feb. 17		\$ 7.56
							\$ 8.00
							\$ 8.03
		7.46	7.56				\$ 8.07
							\$ 8.14
		\$ 7.55	\$ 8.05		\$ 8.02	\$ 8.19	
		7.58	8.08		8.04	8.22	
		8.04	8.14		\$ 8.12	\$ 8.29	
		8.09	8.19		8.17	8.35	
	MU			\$ 8.05			
		8.16	8.26		8.25	8.43	
				\$ 8.09	\$ 8.28	\$ 8.46	
		8.22	8.32	\$ 8.16	\$ 8.35	8.52	
				\$ 8.19	\$ 8.38	\$ 8.53	
	\$ 7.42						
	\$ 7.46						
	7.49						
	\$ 7.54						
	\$ 7.57			MU	MU	MU	MU
	8.00	8.27	8.37	8.23	8.43	8.59	
	\$ 8.02			\$ 8.25	\$ 8.45		
	\$ 8.06			\$ 8.29	\$ 8.49		
	8.09	8.31	8.41	8.32	8.53	9.03	
	\$ 8.12			\$ 8.34	\$ 8.55		
	8.17	8.35	8.45	8.39	9.00	9.07	
	\$ 8.20	\$ 8.40	\$ 8.50	\$ 8.42	\$ 9.04	\$ 9.10	
	8.23	8.43	8.53	8.45	9.07	9.13	
	\$ 8.35	\$ 8.55	\$ 9.05	\$ 8.57	\$ 9.20	\$ 9.25	
		9.10	9.30				
		9.17	9.37				
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO NEW YORK

STATIONS		FIRST CLASS			
		☐			
		124	1190	◆3762	◆1130
		Daily P. M.	Sunday Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN STATION.....					
PENN CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level				
	Lower Level	\$ 7.45			
ZOO.....		7.47			
NORTH PHILA.....					
SHORE.....		7.53			
FRANKFORD JCT.....					
FRANKFORD.....					
BRIDESBURG.....					
WISSINOMING.....					
TACONY.....					
HOLMESBURG JCT.....		7.57			
TORRESDALE.....					
ANDALUSIA.....			Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 26 Jan. 1		
CORNWELLS HEIGHTS.....					
EDDINGTON.....					
CROYDON.....					
BRISTOL.....					
GRUNDY.....		8.04			
LEVITTOWN-TULLYTOWN.....					
TRENTON.....		\$ 8.12			
MILLHAM.....		8.15			
PRINCETON JCT.....		8.19			
MONMOUTH JCT.....		8.23			
JERSEY AVENUE.....				\$ 8.46	
COUNTY.....		8.29			
NEW BRUNSWICK.....				\$ 8.50	
EDISON.....					
METUCHEN.....		8.32		\$ 8.57	
METRO PARK.....				\$ 9.00	
COLONIA.....					
SOUTH AMBOY.....	N. Y. & L. B. R. R.		\$ 8.33		\$ 9.06
PERTH AMBOY.....			# 8.39		# 9.12
WOOD.....			\$ 8.43		\$ 9.16
			8.46		9.19
WOODBIDGE.....	P. A. & W. Br.	MU	\$ 8.51	MU	
EDGAR.....					
AVENEL.....					
UNION.....		8.37	8.56	9.05	9.28
RAHWAY.....			\$ 8.58	\$ 9.07	
NORTH RAHWAY.....				\$ 9.11	
LINDEN.....					
SOUTH ELIZABETH.....					
ELMORA.....		8.41	9.05	9.15	9.34
ELIZABETH.....			\$ 9.07	\$ 9.17	\$ 9.37
NORTH ELIZABETH.....					
HUNTER.....		8.45	9.12	9.22	9.42
SOUTH ST. (Newark).....					
NEWARK.....			\$ 9.15	\$ 9.25	\$ 9.48
C.N.J. YARD HARRISON.....					
HUDSON.....		8.50	9.18	9.28	9.51
KARNY.....					
NEW YORK.....		\$ 9.00	\$ 9.30	\$ 9.40	\$10.03
HAROLD (L.I.R.R.).....					
		P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	536	3842	□ 126	164	1170	□ 128	◆3826
	Daily	Daily	Daily Ex. Sat.	Daily	Saturday Only	Daily Ex. Sat.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.32						
	\$ 8.35						
	8.38		\$ 8.42	\$ 9.15		\$ 9.42	
			8.44	9.19		9.44	
	\$ 8.41			\$ 9.24			
	8.44		8.50	9.28		9.50	
	\$ 8.45						
	MM8.47						
	\$ 8.49						
	\$ 8.51						
	\$ 8.54		8.54	9.32		9.54	
	\$ 8.57						
	\$ 9.00				Will Run Feb. 17		
	\$ 9.04						
	\$ 9.07						
	\$ 9.12		9.01	9.42		10.01	
	\$ 9.19						
		\$ 9.20	\$ 9.09	\$ 9.51			\$10.00
		9.23	9.12	9.54		10.09	10.03
		\$ 9.29	9.16	\$10.01		10.13	\$10.10
		9.35	9.20	10.08		10.17	10.16
		9.42	9.26	10.14		10.23	
		\$ 9.45		\$10.17			\$10.26
		\$ 9.51	9.29	10.24		10.26	\$10.28
		\$ 9.53				\$10.31	\$10.33
							\$10.36
					\$10.20		
					#10.26		
					\$10.30		
					10.33		
	MU	MU	MU		\$10.38	MU	MU
		9.57	9.34	10.30	10.42	10.35	10.40
		\$ 9.59			\$10.44		\$10.42
		\$10.03					\$10.46
		10.07	9.38	10.35	10.50	10.39	10.48
		\$10.09			\$10.52		\$10.51
		10.14	9.42	10.40	10.57	10.43	10.56
		\$10.18	\$ 9.45	\$10.45	\$11.00	\$10.48	\$11.00
		10.21	9.48	10.48	11.03	10.53	11.03
		\$10.33	\$10.00	\$11.00	\$11.15	\$11.04	\$11.15
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO NEW YORK

STATIONS		FIRST CLASS			
		3764	538	◆1132	3860
		Saturday Only	Daily	Daily Ex. Sat. & Sun.	Daily
		P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....			\$ 9.50		
PENN CENTRAL 30th ST.-PHILA. ...	Lower Level				
	Upper Level		\$ 9.53		
	Lower Level				
ZOO.....			9.56		
NORTH PHILA.....			\$10.00		
SHORE.....			10.03		
FRANKFORD JCT.....			\$10.04		
FRANKFORD.....					
BRIDESBURG.....					
WISSINOMING.....			\$10.08		
TACONY.....			\$10.10		
HOLMESBURG JCT.....			\$10.13		
TORRESDALE.....			\$10.16		
ANDALUSIA.....			\$10.18		
CORNWELLS HEIGHTS		Will Run Feb. 17	\$10.21		
EDDINGTON.....					
CROYDON.....			\$10.25		
BRISTOL.....			\$10.28		
GRUNDY.....					
LEVITTOWN-TULLYTOWN.....			\$10.32		
TRENTON.....			\$10.38		
MILLHAM.....				\$10.44	
PRINCETON JCT.....				10.47	
MONMOUTH JCT.....				\$10.54	
JERSEY AVENUE.....		\$10.27		10.59	
COUNTY.....				11.06	
NEW BRUNSWICK.....		\$10.31		\$11.09	
EDISON.....					
METUCHEN.....		\$10.38			
METRO PARK.....		\$10.41		\$11.16	
COLONIA.....					
SOUTH AMBOY } PERTH AMBOY } WOOD.....	N. Y. & L. B. R. R.		\$10.46		
			#10.52		
			\$10.56		
			10.59		
WOODBIDGE.....			MU	\$11.03	MU
EDGAR.....	P. A. & W. Br.				
AVENEL.....					
UNION.....		10.45		11.08	11.20
RAHWAY.....		\$10.47		\$11.10	
NORTH RAHWAY.....					
LINDEN.....		\$10.51			
SOUTH ELIZABETH.....					
ELMORA.....		10.53		11.16	11.26
ELIZABETH.....		\$10.56		\$11.18	
NORTH ELIZABETH.....					
HUNTER.....		11.01		11.22	11.32
SOUTH ST. (Newark).....					
NEWARK.....		\$11.05		\$11.25	\$11.35
C.N.J. YARD HARRISON.....					
HUDSON.....		11.08		11.28	11.38
KARNY.....					
NEW YORK.....		\$11.20		\$11.40	\$11.50
HAROLD (L.I.R.R.).....					
		P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	#540	1192	3766	3844	166	▲542
	Daily Ex. Sat. & Sun.	Sunday Only	Daily	Daily	Sunday Only	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$10.55					\$11.55
	\$10.58				\$11.15	\$11.58
	11.01				11.19	12.02
	\$11.05				\$11.24	\$12.07
	11.08				11.28	12.11
	\$11.09					
	\$11.11					
	\$11.15					\$12.19
	\$11.18				11.33	\$12.21
	\$11.21					\$12.24
	\$11.24	Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1			Will Not Run May 26 Sept. 1 Feb. 16	\$12.29
	\$11.28					\$12.33
	\$11.31				11.43	\$12.37
	\$11.36					\$12.41
	\$11.43					\$12.47
				\$11.45	\$11.52	\$12.55
				11.48	11.55	
				\$11.56	\$12.03	
				12.02	12.09	
			\$11.40			
				12.08	12.16	
			\$11.44	\$12.12	\$12.19	
			\$11.52		12.25	
			\$11.55	\$12.18		
		\$10.56				
		#11.02			Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17	
		\$11.06				
		11.09				
	MU	\$11.14	MU	MU		MU
		11.19	12.00	12.22	12.29	
		\$11.21	\$12.03			
		\$11.25	\$12.07			
		11.29	12.09	12.27	12.33	
		\$11.32	\$12.12			
		11.37	12.17	12.31	12.37	
		\$11.40	\$12.20	\$12.35	\$12.40	
		11.43	12.23	12.38	12.43	
		\$11.55	\$12.35	\$12.50	\$12.55	
	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	901	● 3	±991	405
	Daily Ex. Mon.	Mail Daily Ex. Sun. & Mon.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION...	\$ 1.00		\$ 4.40	
PENN CENTRAL... Lower Level		E 1.19		
30th ST.-PHILA... Upper Level	\$ 1.03		\$ 4.43	
Lower Level		# 1.34		
ARSENAL...	1.06		4.46	
BRILL...	1.09	1.40	4.49	
DARBY...	\$ 1.11			Will Not Run
CURTIS PARK	\$ 1.12			May 27
SHARON HILL	\$ 1.13			July 4
FOLCROFT A.	\$ 1.14			Sept. 2
GLENOLDEN	\$ 1.16			Oct. 14
NORWOOD	\$ 1.17			Oct. 28
MOORE	\$ 1.19			Nov. 28
RIDLEY PARK	\$ 1.21			Dec. 25
CRUM LYNNE	\$ 1.23			Jan. 1
BALDWIN	1.25	1.47	4.56	Feb. 17
EDDYSTONE				
CHESTER	\$ 1.29			
LAMOKIN ST.				
HIGHLAND AVE.	\$ 1.33			
TRAINER				
HOOK	1.36	1.52	5.01	
MARCUS HOOK	\$ 1.37			
NAAMAN				
CLAYMONT	\$ 1.42			
EDGE MOOR				
WILMINGTON	\$ 1.55		\$ 5.10	
WEST YARD		2.02		
DAVIS		2.06		
		2.13		
NEWARK	MU		MU	MU
PERRYVILLE		2.29		
EDGEWOOD		2.44		
BAY	Will Run Feb. 17	2.57		
BALTIMORE		E 3.02		
	Will Not Run	# 3.25		\$ 6.20
EDMONDSON	Run May 28			\$ 6.27
FREDERICK ROAD	July 5			F 6.31
HALETHORPE	Sept. 3			
ODENTON	Nov. 29	3.44		\$ 6.49
JERICHO PARK	Jan. 2			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		\$ 7.25
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	407	67	951	903	905	993	953
	Daily Ex. Sat. & Sun.	Daily	Sat. & Sun. Only	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
		\$ 6.05	\$ 6.23	\$ 6.23	\$ 7.00	\$ 7.13	\$ 7.23
		# 6.10	6.26	6.26	7.03	7.16	7.26
		6.16	6.29	6.29	7.07	7.19	7.29
	Will Not Run		\$ 6.31	\$ 6.31	\$ 7.09		\$ 7.31
	May 27		\$ 6.32	\$ 6.33	\$ 7.11		\$ 7.32
	July 4		\$ 6.33	\$ 6.34	\$ 7.13		\$ 7.33
	Sept. 2		\$ 6.34	\$ 6.35	\$ 7.15		\$ 7.34
	Oct. 14		\$ 6.36	\$ 6.37	\$ 7.17		\$ 7.36
	Oct. 28		\$ 6.37	\$ 6.39	\$ 7.19		\$ 7.37
	Nov. 28		\$ 6.38	\$ 6.41	\$ 7.21		\$ 7.38
	Dec. 25		\$ 6.40	\$ 6.42	\$ 7.24		\$ 7.40
	Jan. 1		\$ 6.41	\$ 6.43	\$ 7.27		\$ 7.41
	Feb. 17		6.42	6.44	7.29	7.26	7.42
		6.23	\$ 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	MU
		7.05					
		7.19					
		7.32					
		\$ 7.40					
	\$ 7.05	# 7.45					
	\$ 7.12		Will Run May 27 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17 March 28				Will Run Feb. 17 March 28
	F 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.

PHILADELPHIA TO WASHINGTON

FIRST CLASS

STATIONS				
	#907	101	440	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.....	Lower Level			
30th ST. PHILA.....	Upper Level \$ 7.33			\$ 8.18
	Lower Level	\$ 7.48		
ARSENAL.....	7.36			8.21
BRILL.....	7.39	7.53		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	7.58	Via Port Road	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.....		8.02		
MARCUS HOOK.....	\$ 8.11			
NAAMAN.....	\$ 8.12		Cres	
CLAYMONT.....	\$ 8.13		7.46 A.M.	
EDGE MOOR.....	\$ 8.20			
	\$ 8.25			
WILMINGTON.....		\$ 8.12		
WEST YARD.....		8.14		
DAVIS.....		8.20		
NEWARK.....	MU	MU		MU
PERRYVILLE.....		8.32	8.51	
EDGEWOOD.....		8.41	9.06	
BAY.....		8.51	9.19	
BALTIMORE.....		\$ 8.58	\$ 9.25	
EDMONDSON.....				Will Run Feb. 17 March 28
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....		9.13	9.43	
JERICHO PARK.....				
BOWIE.....		9.17	9.48	
SEABROOK.....				
LANHAM.....				
CAPITAL BELTWAY.....			9.54	
LANDOVER.....		9.22	9.59	
CHEVERLY.....				
NEW YORK AVE. (W.T.).....		9.30	10.07	
WASHINGTON.....		\$ 9.34	\$10.10	
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

	☐					☐	
#909	103	● 61	911	165	105	15	
Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Mail	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Daily	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 8.15			\$ 9.10				
\$ 8.18			\$ 9.13				
	\$ 8.45	\$ 8.48		\$ 9.43	\$ 9.48	\$ 9.55	
8.21			9.16			9.58	
8.24	8.50	8.55	9.19	9.49	9.53	10.02	
\$ 8.26			\$ 9.21				
\$ 8.27			\$ 9.22				
\$ 8.28			\$ 9.23				
\$ 8.29			\$ 9.24				
\$ 8.31			\$ 9.26				
\$ 8.32			\$ 9.27				
\$ 8.33			\$ 9.28				
\$ 8.35			\$ 9.30				
\$ 8.36			\$ 9.31				
\$ 8.38	8.55	9.02	\$ 9.32	9.56	9.58	10.10	
\$ 8.40							
\$ 8.42			\$ 9.35				
			Q 9.36				
\$ 8.46			\$ 9.39				
	8.59	9.07		10.06	10.02	10.15	
\$ 8.49			\$ 9.42				
\$ 8.52			\$ 9.45				
\$ 9.04			\$ 9.55				
	\$ 9.09	\$ 9.15		\$10.18	\$10.12	10.25	
	9.12	9.18		10.21	10.14	10.28	
	9.18	9.26		10.29	10.20	10.36	
MU	MU		MU		MU		
	9.30	9.43		10.45	10.32	10.53	
	9.39	9.57		10.59	10.41	11.07	
	9.49	10.10		11.11	10.51	11.20	
						\$11.30	
	\$ 9.56	\$10.15		\$11.20	\$10.58		
	10.11	10.32		11.39	11.13		
	10.15	10.37		11.44	11.17		
	\$10.19	\$10.45					
	10.22	10.48		11.51	11.22		
	10.30	10.55		11.57	11.30		
	\$10.34	\$10.59		\$12.00	\$11.34		
A. M.	A. M.	A. M.	A. M.	NOON	A. M.	A. M.	

PHILADELPHIA TO WASHINGTON

STATIONS		FIRST CLASS			
		#913	☐ 131	☐ 107	915
		Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Sunday Only A. M.	Daily A. M.
SUBURBAN STATION.....		\$10. 10			\$11. 10
PENN CENTRAL.....	Lower Level				
	Upper Level	\$10. 13			\$11. 13
	Lower Level		\$10. 41	\$10. 41	
ARSENAL.....		10. 16			11. 16
BRILL.....		10. 19	10. 46	10. 46	11. 19
DARBY.....		\$10. 21			\$11. 21
CURTIS PARK.....		\$10. 22			\$11. 22
SHARON HILL.....		\$10. 23			\$11. 23
FOLCROFT.....		\$10. 24			\$11. 24
GLENOLDEN.....		\$10. 26			\$11. 26
NORWOOD.....		\$10. 27			\$11. 27
MOORE.....		\$10. 28			\$11. 28
RIDLEY PARK.....		\$10. 30			\$11. 30
CRUM LYNNE.....		\$10. 31			\$11. 31
BALDWIN.....		10. 32	10. 51	10. 51	11. 32
EDDYSTONE.....		\$10. 33			\$11. 33
CHESTER.....		\$10. 35			\$11. 35
LAMOKIN ST.....					\$11. 37
HIGHLAND AVE.....		\$10. 39			\$11. 39
TRAINER.....					
HOOK.....			10. 55	10. 55	
MARCUS HOOK.....		\$10. 42			\$11. 42
NAAMAN.....					
CLAYMONT.....		\$10. 45			\$11. 45
EDGE MOOR.....					
WILMINGTON.....		\$10. 55	\$11. 05	\$11. 05	\$11. 55
WEST YARD.....			11. 07	11. 07	
DAVIS.....			11. 13	11. 13	
NEWARK.....		MU	MU	MU	MU
PERRYVILLE.....			11. 25	11. 25	
EDGEWOOD.....			11. 34	11. 34	
BAY.....			11. 44	11. 44	
BALTIMORE.....			\$11. 51	\$11. 51	
EDMONDSON.....					
FREDERICK ROAD.....					Will Not Run Dec. 25
HALETHORPE.....					
ODENTON.....			12. 06	12. 06	
JERICHO PARK.....					
BOWIE.....			12. 11	12. 11	
SEABROOK.....					
LANHAM.....					
CAPITAL BELTWAY.....					
LANDOVER.....			12. 17	12. 17	
CHEVERLY.....					
NEW YORK AVE. (W.T.).....			12. 25	12. 25	
WASHINGTON.....			\$12. 29	\$12. 29	
		A. M.	P. M.	P. M.	A. M.

FIRST CLASS							
	◆161	161	□ 109	●81	973	917	□ 111
	Daily Ex. Sun.	Sunday Only	Daily	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
					\$12.10	\$12.10	
					\$12.13	\$12.13	
	\$11.38	\$11.38	\$11.43	C11.47			\$12.45
					12.16	12.16	
	11.44	11.44	11.48	11.54	12.19	12.19	12.50
					\$12.21	\$12.21	
					\$12.22	\$12.22	
		Will Run May 27			\$12.23	\$12.23	
		July 4			\$12.24	\$12.24	
		Sept. 2			\$12.26	\$12.26	
		Nov. 28			\$12.27	\$12.27	
		Dec. 25			\$12.28	\$12.28	
		Jan. 1			\$12.30	\$12.30	
		Feb. 17			\$12.31	\$12.31	
	11.52	11.52	11.53	12.01	12.32	12.32	12.55
					\$12.33	\$12.33	
					\$12.35	\$12.35	
					12.37	\$12.37	
					\$12.39		
	12.01	12.01	11.57	12.06			12.59
						\$12.42	
						\$12.45	
						\$12.55	
	\$12.12	\$12.12	\$12.07	C12.17			1.10
	12.15	12.15	12.09	12.20			1.12
	12.23	12.23	12.15	12.28			1.18
			MU		MU	MU	MU
	12.40	12.40	12.27	12.45			1.30
	12.54	12.54	12.36	1.00			1.39
	1.07	1.07	12.46	1.14			1.49
	\$ 1.13	\$ 1.13	\$12.53	C 1.20		Will Not Run	\$ 1.56
					Will Run Feb. 17 March 28	May 27 July 4 Sept. 2 Nov. 28 Jan. 1 Feb. 17 March 28	
	1.32	1.32	1.08	1.39			2.11
	1.37	1.37	1.12	1.44			2.15
	1.44	1.44	1.17	1.51			2.20
	1.51	1.51	1.25	2.06			2.25
	\$ 1.55	\$ 1.55	\$ 1.29	C 2.10			\$ 2.29
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	919	□ 113	#921	430
	Daily	Daily	Daily Ex. Sat. & Sun.	Tue., Thu. and Sat. Only
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION...	\$ 1.10		\$ 2.05	
PENN CENTRAL... Lower Level				
30th ST.-PHILA... Upper Level	\$ 1.13		\$ 2.08	
		\$ 1.45		
ARSENAL.....	1.16		2.11	
BRILL.....	1.19	1.50	2.13	
DARBY.....	\$ 1.21		\$ 2.15	
CURTIS PARK.....	\$ 1.22		\$ 2.17	
SHARON HILL.....	\$ 1.23		\$ 2.19	
FOLCROFT.....	\$ 1.24		\$ 2.21	
GLENNOLDEN.....	\$ 1.26		\$ 2.22	
NORWOOD.....	\$ 1.27		\$ 2.25	
MOORE.....	\$ 1.28		\$ 2.27	
RIDLEY PARK.....	\$ 1.30		\$ 2.29	
CRUM LYNNE.....	\$ 1.31		\$ 2.31	
BALDWIN.....	1.32	1.55	2.32	
EDDYSTONE.....	\$ 1.33		\$ 2.34	
CHESTER.....	\$ 1.35		\$ 2.36	
LAMOKIN ST.....	\$ 1.37		\$ 2.38	
HIGHLAND AVE.....	\$ 1.39		\$ 2.40	
TRAINER.....				Via Port Road
HOOK.....		1.59		
MARCUS HOOK.....	\$ 1.42		\$ 2.44	
NAAMAN.....				Cres
CLAYMONT.....	\$ 1.45		\$ 2.46	2.06 P.M.
EDGE MOOR.....				
WILMINGTON.....	\$ 1.55		\$ 2.58	
		\$ 2.09		
WEST YARD.....		2.11		
DAVIS.....		2.17		
NEWARK.....	MU	MU	MU	
PERRYVILLE.....		2.29		3.30
EDGEWOOD.....		2.38		3.45
BAY.....		2.48		3.58
BALTIMORE.....		\$ 2.55		D 4.05
EDMONDSON.....				
FREDERICK ROAD.....	Will Not Run Dec. 25			
HALETHORPE.....				
ODENTON.....		3.10		4.25
JERICHO PARK.....				
BOWIE.....		3.14		4.31
SEABROOK.....				
LANHAM.....				
CAPITAL BELTWAY.....		D 3.18		D 4.35
LANDOVER.....		3.22		4.41
CHEVERLY.....				
NEW YORK AVE. (W.T.).....		3.30		4.51
WASHINGTON.....	\$ 3.34		\$ 4.55	
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	169	975	□ 115	±923	957	±925	□ 117
	Daily P. M.	Saturday Only P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Sat. & Sun. Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. P. M.
		\$ 2.30		\$ 3.05	\$ 3.25	\$ 3.30	
	\$ 2.45	\$ 2.33	\$ 2.42	\$ 3.08	\$ 3.28	\$ 3.33	\$ 3.44
	2.51	2.36	2.47	3.11	3.31	3.37	3.49
		\$ 2.39		\$ 3.14	\$ 3.34	\$ 3.39	
		\$ 2.41		\$ 3.16	\$ 3.36	\$ 3.41	
		\$ 2.42		\$ 3.17	\$ 3.37	\$ 3.42	
		\$ 2.43		\$ 3.18	\$ 3.38	\$ 3.44	
		\$ 2.44		\$ 3.19	\$ 3.39	\$ 3.46	
		\$ 2.46		\$ 3.21	\$ 3.41	\$ 3.48	
		\$ 2.47		\$ 3.22	\$ 3.42	\$ 3.50	
		\$ 2.48		\$ 3.23	\$ 3.43	\$ 3.52	
		\$ 2.50		\$ 3.25	\$ 3.45	\$ 3.54	
		\$ 2.51		\$ 3.26	\$ 3.46	\$ 3.56	
	2.59	2.52	2.52	3.27	3.47	\$ 3.58	3.54
		\$ 2.53		\$ 3.28	\$ 3.48	\$ 4.00	
		\$ 2.55		\$ 3.33	\$ 3.50	\$ 4.03	
		2.57		3.37	\$ 3.52	\$ 4.05	
					\$ 3.54	\$ 4.07	
	3.04		2.56				3.58
					\$ 4.00	\$ 4.12	
					\$ 4.04	\$ 4.16	
						\$ 4.22	
	\$ 3.14		\$ 3.06		\$ 4.14	\$ 4.27	\$ 4.08
	3.17		3.08				4.10
	3.25		3.14				4.16
		MU	MU	MU	MU	MU	MU
	3.41		3.26				4.28
	3.55		3.35				4.37
	4.08		3.45				4.45
	\$ 4.15		\$ 3.52				\$ 4.55
		Will Run Feb. 17 March 28			Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17 March 28		
	4.34		4.08				5.11
	4.39		4.12				5.15
			D 4.16				
	4.46		4.20				5.19
	4.55		4.25				5.25
	\$ 5.00		\$ 4.29				\$ 5.29
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	▲927	●83	□119	●171
	Daily Ex. Sun.	Daily	Daily	Daily
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION...	\$ 4.20			
PENN CENTRAL (Lower Level)				
30th ST.-PHILA. (Upper Level)	\$ 4.23			
(Lower Level)		C 4.30	\$ 4.41	\$ 4.44
ARSENAL.....	4.26	4.33		
BRILL.....	4.29	4.36	4.46	4.50
DARBY.....	\$ 4.31			
CURTIS PARK.....	\$ 4.32			
SHARON HILL.....	\$ 4.34			
FOLCROFT.....	\$ 4.36			
GLENOLDEN.....	\$ 4.38			
NORWOOD.....	\$ 4.40			
MOORE.....	\$ 4.42			
RIDLEY PARK.....	\$ 4.44			
CRUM LYNNE.....	\$ 4.46			
BALDWIN.....	W 4.49	4.43	4.51	4.57
EDDYSTONE.....	\$ 4.51			
CHESTER.....	\$ 4.54			
LAMOKIN ST.....	\$ 4.56			
HIGHLAND AVE.....	\$ 4.58			
TRAINER.....				
HOOK.....		4.48	4.55	5.01
MARCUS HOOK.....	\$ 5.03			
NAAMAN.....				
CLAYMONT.....	\$ 5.06			
EDGE MOOR.....	W 5.11			
WILMINGTON.....	\$ 5.25	C 4.58	\$ 5.05	\$ 5.11
WEST YARD.....	5.28	5.01	5.07	5.14
DAVIS.....	MU	5.09	5.13	5.22
NEWARK.....	W 5.39		MU	
PERRYVILLE.....		5.29	5.25	5.39
EDGEWOOD.....		5.44	5.34	5.54
BAY.....		5.57	5.44	6.07
BALTIMORE.....		C 6.05	\$ 5.51	\$ 6.15
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....		6.24	6.06	6.34
JERICHO PARK.....				
BOWIE.....		6.29	6.10	6.39
SEABROOK.....				
LANHAM.....				
CAPITAL BELTWAY.....			D 6.14	
LANDOVER.....		6.36	6.17	6.46
CHEVERLY.....				
NEW YORK AVE. (W.T.)		6.46	6.25	6.51
WASHINGTON.....		C 6.50	\$ 6.29	\$ 6.55
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	#929	#931	#933	#935	959	#937	●85
	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Sat. & Sun. Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.
	\$ 4.42	\$ 5.00	\$ 5.07	\$ 5.10	\$ 5.28	\$ 5.28	
	\$ 4.45	\$ 5.03	\$ 5.10	\$ 5.13	\$ 5.31	\$ 5.32	C 5.31
	4.50	5.06	5.13	5.17	5.34	5.36	
	4.53	5.09	5.16	5.20	5.37	5.39	5.37
	\$ 4.55	\$ 5.11			\$ 5.39	\$ 5.41	
	\$ 4.57	\$ 5.13			\$ 5.40	\$ 5.42	
	\$ 4.59	\$ 5.15			\$ 5.41	\$ 5.45	
	\$ 5.01			\$ 5.25	\$ 5.42	\$ 5.47	
	\$ 5.03	\$ 5.18		\$ 5.27	\$ 5.44	\$ 5.48	
	\$ 5.05	\$ 5.20		\$ 5.30	\$ 5.45	\$ 5.51	
	\$ 5.07	\$ 5.22		\$ 5.32	\$ 5.46	\$ 5.53	
	\$ 5.09	\$ 5.24		\$ 5.34	\$ 5.48	\$ 5.55	
	\$ 5.11	\$ 5.26			\$ 5.49	\$ 5.57	
	5.14	5.29	5.25	5.36	5.50	5.59	5.44
		\$ 5.31			\$ 5.51	\$ 5.61	
		\$ 5.36	\$ 5.29	\$ 5.40	\$ 5.53	\$ 5.63	
		\$ 5.38			\$ 5.55	\$ 5.65	
		\$ 5.40		\$ 5.44	\$ 5.57	\$ 5.67	
		5.43					5.48
			\$ 5.34		\$ 5.61	\$ 5.71	
			\$ 5.38	\$ 5.52	\$ 5.68	\$ 5.78	
				\$ 5.57			
			\$ 5.49	\$ 5.63	\$ 5.71	\$ 5.81	
							C 5.58
							6.01
							6.12
	MU	MU	MU	MU	MU	MU	
							6.33
							6.48
							7.01
					Will Run		C 7.10
					May 27		
					July 4		
					Sept. 2		
					Nov. 28		
					Jan. 1		7.28
					Feb. 17		
					March 28		7.33
							7.40
							7.46
							C 7.50
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	☐			
	121	±939	173	±941
	Daily Ex. Sat. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN STATION.....		\$ 5.50		\$ 6.25
PENN CENTRAL.....	(Lower Level	\$ 5.53		\$ 6.28
30th ST.-PHILA.....	Upper Level	\$ 6.30		
	Lower Level			
ARSENAL.....		5.56		6.31
BRILL.....	5.47	5.59	6.36	6.34
DARBY.....		\$ 6.01		\$ 6.36
CURTIS PARK.....		\$ 6.02		\$ 6.37
SHARON HILL.....		\$ 6.04		\$ 6.39
FOLCROFT.....		\$ 6.06		\$ 6.41
GLENOLDEN.....		\$ 6.08		\$ 6.43
NORWOOD.....		\$ 6.10		\$ 6.45
MOORE.....		\$ 6.12		\$ 6.47
RIDLEY PARK.....		\$ 6.14		\$ 6.49
CRUM LYNNE.....		\$ 6.16		\$ 6.51
BALDWIN.....	5.52	6.20	6.43	6.53
EDDYSTONE.....		\$ 6.22		\$ 6.55
CHESTER.....		\$ 6.25		\$ 6.57
LAMOKIN ST.....				\$ 6.59
HIGHLAND AVE.....		\$ 6.30		\$ 7.01
TRAINER.....				
HOOK.....	5.56		6.47	
MARCUS HOOK.....		\$ 6.35		\$ 7.05
NAAMAN.....				
CLAYMONT.....		\$ 6.38		\$ 7.08
EDGE MOOR.....				\$ 7.14
WILMINGTON.....				\$ 7.20
	\$ 6.06	\$ 6.48	\$ 6.57	
WEST YARD.....	6.08		7.00	
DAVIS.....	6.14		7.10	
NEWARK.....	MU	MU		MU
PERRYVILLE.....	6.26		7.31	
EDGEWOOD.....	6.36		7.45	
BAY.....	6.46		7.58	
BALTIMORE.....				
	\$ 6.56		\$ 8.05	
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....	7.11		8.24	
JERICHO PARK.....				
BOWIE.....	7.15		8.29	
SEABROOK.....				
LANHAM.....				
CAPITAL BELTWAY.....	D 7.18			
LANDOVER.....	7.21		8.36	
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	7.29		8.42	
WASHINGTON.....	\$ 7.33		\$ 8.45	
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

		961	□ 123	≠943	945	□ 125	167
		Sat. & Sun. Only	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat.	Daily
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 6.27		\$ 6.55	\$ 7.35		\$ 7.49
		\$ 6.30	\$ 6.42	\$ 6.58	\$ 7.38	\$ 7.46	# 7.54
		6.33		7.01	7.41		7.57
		6.36	6.47	7.04	7.44	7.51	8.00
		\$ 6.38		\$ 7.06	\$ 7.46		
		\$ 6.39		\$ 7.07	\$ 7.47		
		\$ 6.40		\$ 7.08	\$ 7.48		
		\$ 6.41		\$ 7.09	\$ 7.49		
		\$ 6.43		\$ 7.11	\$ 7.51		
		\$ 6.44		\$ 7.13	\$ 7.52		
		\$ 6.45		\$ 7.14	\$ 7.53		
		\$ 6.47		\$ 7.16	\$ 7.55		
		\$ 6.48		\$ 7.17	\$ 7.56		
		6.49	6.52	7.18	7.57	7.58	8.07
		\$ 6.50		\$ 7.19	\$ 7.58		
		\$ 6.52		\$ 7.21	\$ 8.00		
		\$ 6.54		7.25	W 8.02		
		\$ 6.56			\$ 8.04		
			6.56			8.00	8.12
		\$ 7.03			\$ 8.08		
		\$ 7.06			\$ 8.12		
		\$ 7.16			\$ 8.24		
			\$ 7.06			\$ 8.12	\$ 8.28
			7.08			8.14	8.31
			7.14			8.20	8.39
		MU	MU	MU	MU	MU	
			7.26			8.32	8.55
			7.35			8.42	9.09
			7.45			8.52	9.22
		Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17 March 28	\$ 7.53		Will Not Run Dec. 25 Feb. 17 March 28	\$ 9.01	\$ 9.29
			8.08			9.17	9.48
			8.13			9.21	9.53
			D 8.17			D 9.26	
			8.22			9.30	10.00
			8.30			9.35	10.06
			\$ 8.33			\$ 9.39	\$10.10
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	177	▲947	□137	□127
	Daily	Daily	Sunday	Daily
	Ex. Sun.	Ex. Sun.	Only	Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....		\$ 8.40		
PENN CENTRAL.....		\$ 8.43		
30th ST.-PHILA.....		\$ 8.39	\$ 8.39	
ARSENAL.....		8.46		
BRILL.....	8.36	8.49	8.44	8.44
DARBY.....		\$ 8.51		
CURTIS PARK.....		\$ 8.52		
SHARON HILL.....		\$ 8.53		
FOLCROFT.....		\$ 8.54		
GLENOLDEN.....		\$ 8.56		
NORWOOD.....		\$ 8.57		
MOORE.....		\$ 8.58		
RIDLEY PARK.....		\$ 9.00		
CRUM LYNNE.....		\$ 9.01		
BALDWIN.....	8.43	9.02	8.49	8.49
EDDYSTONE.....		\$ 9.03		
CHESTER.....		\$ 9.05		
LANOKIN ST.....		\$ 9.07		
HIGHLAND AVE.....		\$ 9.09		
TRAINER.....				
HOOK.....	8.47		8.53	8.53
MARCUS HOOK.....		\$ 9.13		
NAAMAN.....				
CLAYMONT.....		\$ 9.17		
EDGE MOOR.....		\$ 9.25		
WILMINGTON.....	\$ 8.57	\$ 9.30	\$ 9.01	\$ 9.01
WEST YARD.....	9.00		9.03	9.03
DAVIS.....	9.11		9.09	9.09
NEWARK.....		MU	MU	MU
PERRYVILLE.....	9.27		9.21	9.21
EDGEWOOD.....	9.42		9.30	9.30
BAY.....	9.55		9.40	9.40
BALTIMORE.....	\$10.03		\$ 9.49	\$ 9.49
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....	10.23		10.03	10.03
JERICHO PARK.....				
BOWIE.....	10.28		10.07	10.07
SEABROOK.....				
LANHAM.....				
CAPITAL BELTWAY.....	J10.32		D10.12	D10.12
LANDOVER.....	10.35		10.17	10.17
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	10.41		10.25	10.25
WASHINGTON.....	\$10.45		\$10.29	\$10.29
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	□ 129	949	179	□ 133	±963	185	955
	Daily Ex. Sat. P. M.	Daily Ex. Sat. P. M.	Daily P. M.	Sunday Only P. M.	Daily Ex. Sat. & Sun. P. M.	Sunday Only P. M.	Daily P. M.
		\$ 9.45			\$10.31		\$11.45
		\$ 9.48			\$10.34	\$11.38	\$11.48
	\$ 9.40		\$10.30	\$10.54		11.43	
		9.51			10.37		11.51
	9.45	9.54	10.36	10.59	10.40	11.49	11.54
		\$ 9.56			\$10.41		\$11.56
		\$ 9.57			\$10.42		\$11.57
		\$ 9.58			\$10.43	Will Run May 27	\$11.58
		\$10.00			\$10.44	July 4	\$11.59
		\$10.02			\$10.46	Sept. 2	\$12.01
		\$10.04			\$10.47	Nov. 28	\$12.02
		\$10.06			\$10.48	Dec. 25	\$12.03
		\$10.08			\$10.50	Jan. 1	\$12.05
		\$10.10			\$10.51	Feb. 17	\$12.06
	9.50	10.12	10.43	11.04	10.52	11.56	12.07
		\$10.14			\$10.53		\$12.08
		\$10.16			\$10.56	Will Not Run	\$12.10
		\$10.18			10.59	May 26	\$12.12
		\$10.20				Sept. 1	\$12.14
						Feb. 16	
	9.54		10.47	11.08		12.00	
		\$10.24					\$12.17
		\$10.27					\$12.20
		\$10.35					\$12.30
		\$10.40					
	\$10.04		\$10.57	\$11.18		\$12.10	
	10.06		11.00	11.20		12.13	
	10.12		11.08	11.26		12.21	
	MU	MU	MU	MU			MU
	10.24		11.24	11.38		12.38	
	10.33		11.38	11.47		12.52	
	10.43		11.51	11.57		1.04	
	\$10.50		\$12.00	\$12.04		\$ 1.10	
		Will Not Run Feb. 17 March 28					Will Not Run Dec. 25
	11.08		12.19	12.21		1.28	
	11.12		12.24	12.26		1.33	
	D11.16			D12.31		D 1.38	
	11.19		12.31	12.35		1.45	
	11.26		12.37	12.41		1.52	
	\$11.30		\$12.40	\$12.45		\$ 1.55	
	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS			
	14	±900	±902	952
	Mail	Daily Ex.	Daily Ex.	Saturday
	Daily	Sat. & Sun.	Sat. & Sun.	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				Will Run
FREDERICK ROAD				Feb. 17
EDMONDSON				March 28
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

	#904	168	#906	954	#908	□ ◆100	#910
	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				\$ 6.00	
		5.03				6.02	
		5.10				6.07	
		C 5.13				C 6.10	
		5.21				6.15	
		5.26				6.19	
				Will Run Feb. 17 March 28			
		\$ 5.45				\$ 6.36	
		5.51				6.41	
		6.04				6.51	
		6.18				7.00	
	MU		MU	MU	MU	MU	MU
		6.34				7.12	
		6.42				7.18	
	\$ 6.34	\$ 6.45	\$ 7.02	\$ 7.13	7.15	\$ 7.21	7.26
	\$ 6.41						
	\$ 6.47		\$ 7.10	\$ 7.22			
	\$ 6.50		\$ 7.15		\$ 7.27		
		6.54				7.29	
	\$ 6.57				\$ 7.33		
	\$ 6.59						
	\$ 7.02		\$ 7.20	\$ 7.30	\$ 7.38		\$ 7.45
	\$ 7.04			\$ 7.32	\$ 7.40		
	\$ 7.06	6.59	7.23	7.33	\$ 7.42	7.33	7.48
	\$ 7.08			\$ 7.34	7.44		\$ 7.49
	\$ 7.10		\$ 7.25	\$ 7.35			\$ 7.50
	\$ 7.12		\$ 7.27	\$ 7.37			\$ 7.52
	\$ 7.14		\$ 7.29	\$ 7.38			\$ 7.54
	\$ 7.16		\$ 7.31	\$ 7.40			\$ 7.56
	\$ 7.18			\$ 7.42	\$ 7.50		
	\$ 7.20			\$ 7.43	\$ 7.52		
	\$ 7.22			\$ 7.45	\$ 7.54		
	\$ 7.24			\$ 7.46	\$ 7.56		
	7.27	7.06	7.37	7.48	8.00	7.40	8.04
	7.30		7.40	7.51	8.04		8.08
	\$ 7.34		\$ 7.44	\$ 7.54	\$ 8.07		\$ 8.11
		\$ 7.15				\$ 7.45	
	\$ 7.38		\$ 7.48	\$ 7.58	\$ 8.11		\$ 8.15
	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. A. M.	Sat. & Sun. Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	
WASHINGTON.....					
NEW YORK AVE. (W.T.).....					
CHEVERLY.....					
LANDOVER.....					
CAPITAL BELTWAY.....					
LANHAM.....					
SEABROOK.....					
BOWIE.....		Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17 March 28			
JERICHO PARK.....					
ODENTON.....					
HALETHORPE.....					
FREDERICK ROAD.....					
EDMONDSON.....					
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		\$ 8.20	
HOOK.....					
TRAINER.....					
HIGHLAND AVE.....	\$ 7.47	\$ 8.03		\$ 8.23	
LAMOKIN ST.....	\$ 7.49	\$ 8.05			
CHESTER.....	\$ 7.51	\$ 8.07		\$ 8.27	
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				
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

	● 84	□ 102	958	±918	170	● 86	□ 104
	Daily	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily	Daily
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	D 6.15	\$ 7.00			\$ 7.05	D 7.45	\$ 8.00
	6.18	7.02			7.08	7.48	8.02
	6.25	7.07			7.15	7.55	8.07
		C 7.10			XX 7.18		C 8.10
	6.32	7.15			7.22	8.02	8.15
	6.37	7.19			7.27	8.07	8.19
			Will Run Feb. 17 March 28				
	D 6.57	\$ 7.36			\$ 7.46	D 8.38	\$ 8.36
	7.03	7.41			7.52	8.46	8.41
	7.17	7.51			8.05	9.00	8.51
	7.32	8.00			8.19	9.15	9.00
		MU	MU	MU			MU
	7.49	8.12			8.36	9.32	9.12
	7.57	8.18			8.44	9.40	9.18
	D 8.01	\$ 8.21	\$ 8.30	8.40	\$ 8.47	D 9.43	9.20
			\$ 8.39				
				\$ 8.52			
	8.10	8.29			8.57	9.52	9.28
				\$ 8.55			
			\$ 8.47	\$ 8.59			
			\$ 9.01				
	8.15	8.33	8.49		9.02	9.57	9.32
			\$ 8.50	\$ 9.05			
			\$ 8.51	\$ 9.07			
			\$ 8.53	\$ 9.09			
			\$ 8.55	\$ 9.11			
			\$ 8.57	\$ 9.13			
			\$ 8.59	\$ 9.15			
			\$ 9.01	\$ 9.17			
			\$ 9.03	\$ 9.19			
			\$ 9.05	\$ 9.21			
	8.22	8.39	9.07	9.26	9.10	10.04	9.38
			9.10	9.29			
			\$ 9.13	\$ 9.32	\$ 9.15	D 10.12	\$ 9.44
	D 8.29	\$ 8.45	\$ 9.17	\$ 9.36			
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS			
	970	920	□ 106	□ 130
	Saturday Only	Daily Ex. Sat.	Daily Ex. Sun.	Sunday Only
	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.....		Will Not Run	9.19	9.19
ODENTON.....		Dec. 25 Feb. 17 March 28		
HALETHORPE.....	Will Run Feb. 17 March 28			
FREDERICK ROAD.....				
EDMONDSON.....				
BALTIMORE.....			\$ 9.36	\$ 9.36
BAY.....			9.41	9.41
EDGEWOOD.....			9.51	9.51
PERRYVILLE.....			10.00	10.00
NEWARK.....	MU	MU	MU	MU
DAVIS.....			10.12	10.12
WEST YARD.....			10.18	10.18
WILMINGTON.....			\$ 9.25	\$10.21
EDGE MOOR.....			\$ 9.34	
CLAYMONT.....			\$ 9.37	
NAAMAN.....			10.29	10.29
MARCUS HOOK.....				
HOOK.....			\$ 9.40	
TRAINER.....			W 9.42	
HIGHLAND AVE.....	9.37		\$ 9.44	
LAMOKIN ST.....	\$ 9.39			
CHESTER.....				
EDDYSTONE.....			10.33	10.33
BALDWIN.....	9.41	9.46		
CRUM LYNNE.....	\$ 9.42	\$ 9.47		
RIDLEY PARK.....	\$ 9.43	\$ 9.48		
MOORE.....	\$ 9.45	\$ 9.50		
NORWOOD.....	\$ 9.46	\$ 9.51		
GLENOLDEN.....	\$ 9.47	\$ 9.52		
FOLCROFT.....	\$ 9.49	\$ 9.54		
SHARON HILL.....	\$ 9.50	\$ 9.55		
CURTIS PARK.....	\$ 9.51	\$ 9.56		
DARBY.....	\$ 9.52	\$ 9.57		
BRILL.....	9.58	10.01	10.39	10.39
ARSENAL.....	10.00	10.04		
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level	\$10.03	\$10.09	
	Lower Level		\$10.45	\$10.45
SUBURBAN STATION.....	\$10.07	\$10.13		
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
		922	• 172	□ 108	±924	974	□ 110
		Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 9.05	\$10.00			\$11.00
			9.08	10.02			11.02
			9.15	10.07			11.07
							C11.10
			9.22	10.12			11.15
			9.27	10.16			11.19
						Will Run Feb. 17 March 28	
			\$ 9.46	\$10.33			\$11.36
			9.52	10.38			11.41
			10.06	10.48			11.51
			10.20	10.57			12.00
		MU		MU	MU	MU	MU
			10.36	11.09			12.12
			10.44	11.15			12.18
		\$10.25	\$10.47	\$11.18	\$11.25		\$12.21
		\$10.34			\$11.34		
		\$10.37			\$11.37		
			10.57	11.26			12.29
		\$10.40			\$11.40		
		Q10.42				11.55	
		\$10.44			\$11.44	\$11.57	
		\$10.45					
		10.46	11.02	11.30	11.46		12.33
		\$10.47			\$11.47	\$11.59	
		\$10.48			\$11.48	\$12.00	
		\$10.60			\$11.50	\$12.01	
		\$10.51			\$11.51	\$12.03	
		\$10.52			\$11.52	\$12.04	
		\$10.54			\$11.54	\$12.06	
		\$10.55			\$11.55	\$12.07	
		\$10.56					
		\$10.57			\$11.57	\$12.09	
		11.00	11.09	11.36	12.00	12.13	12.39
		11.03			12.03	12.16	
		\$11.06			\$12.06	\$12.19	
			\$11.15	\$11.42			\$12.45
		\$11.10			\$12.10	\$12.23	
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS			
	926	174	□ 112	972
	Daily	Daily	Daily	Saturday Only
	P. M.	A. M.	NOON	P. M.
WASHINGTON		\$11.05	\$12.00	
NEW YORK AVE. (W.T.)		11.08	12.02	
CHEVERLY				
LANDOVER		11.14	12.07	
CAPITAL BELTWAY				
LANHAM				
SEABROOK				
BOWIE		11.21	12.12	
JERICHO PARK				
ODENTON		11.26	12.16	
HALETHORPE	Will Not Run Dec. 25			Will Run Feb. 17 March 28
FREDERICK ROAD				
EDMONDSON				
BALTIMORE		\$11.46	\$12.33	
BAY		11.52	12.38	
EDGEWOOD		12.05	12.48	
PERRYVILLE		12.19	12.57	
NEWARK	MU		MU	MU
DAVIS		12.36	1.09	
WEST YARD		12.44	1.15	
WILMINGTON	\$12.25	\$12.47	\$ 1.18	
EDGE MOOR				
CLAYMONT	\$12.34			
NAAMAN				
MARCUS HOOK	\$12.37			
HOOK		12.57	1.26	
TRAINER				
HIGHLAND AVE.	\$12.40			
LAMOKIN ST.				1.32
CHESTER	\$12.44			\$ 1.34
EDDYSTONE	\$12.45			
BALDWIN	12.46	1.02	1.30	1.36
CRUM LYNNE	\$12.47			\$ 1.37
RIDLEY PARK	\$12.48			\$ 1.38
MOORE	\$12.50			\$ 1.40
NORWOOD	\$12.51			\$ 1.41
GLENOLDEN	\$12.52			\$ 1.42
FOLCROFT	\$12.54			\$ 1.44
SHARON HILL	\$12.55			\$ 1.45
CURTIS PARK	\$12.56			
DARBY	\$12.57			\$ 1.47
BRILL	1.01	1.09	1.36	1.50
ARSENAL	1.05			1.53
PENN CENTRAL (Lower Level)				
30th ST.-PHILA. (Upper Level)	\$ 1.08			\$ 1.56
(Lower Level)		\$ 1.15	\$ 1.42	
SUBURBAN STATION	\$ 1.12			\$ 2.00
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	928	□ 114	930	176	431	□ 116	960
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Mon., Wed. and Fri. Only	Daily	Saturday Only
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 1.00		\$ 1.05	\$ 1.25	\$ 2.00	
		1.02		1.08	1.28	2.02	
		1.07		1.15	1.35	2.07	
					C 1.38		
		1.12		1.22	1.45	2.12	
		1.16		1.27	1.51	2.16	
	Will Not Run		Will Not Run				Will Run
	May 27		Dec. 25				Feb. 17
	July 4						March 28
	Sept. 2						
	Nov. 28						
	Jan. 1						
	Feb. 17						
	March 28	\$ 1.33		\$ 1.45	C 2.10	\$ 2.33	
		1.38		1.51	2.15	2.38	
		1.48		2.04	2.28	2.48	
		1.57		2.18	2.43	2.57	
	MU	MU	MU			MU	MU
		2.09		2.35		3.09	
		2.15		2.43		3.15	
	\$ 1.25	\$ 2.18	\$ 2.25	\$ 2.46		\$ 3.18	
	\$ 1.34		\$ 2.34				
	\$ 1.37		\$ 2.37		Via Port Road		
		2.26		2.56		3.26	
	\$ 1.40		\$ 2.40		Cres 3.57 P.M.		3.57
	\$ 1.44		\$ 2.44				\$ 3.59
			\$ 2.45				
	1.46	2.30	2.46	3.00		3.30	
	\$ 1.47		\$ 2.47				\$ 4.02
	\$ 1.48		\$ 2.48				\$ 4.03
	\$ 1.50		\$ 2.50				\$ 4.05
	\$ 1.51		\$ 2.51				\$ 4.06
	\$ 1.52		\$ 2.52				\$ 4.07
	\$ 1.54		\$ 2.54				\$ 4.09
	\$ 1.55		\$ 2.55				\$ 4.10
			\$ 2.56				\$ 4.11
	\$ 1.57		\$ 2.57				\$ 4.12
	2.00	2.36	3.03	3.07		3.36	4.15
	2.03		3.07				4.18
	\$ 2.06		\$ 3.11				\$ 4.21
		\$ 2.42		\$ 3.15		\$ 3.42	
	\$ 2.10		\$ 3.15				\$ 4.25
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS				
	#934	962	#936	☐ 118	
	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	
	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	
JERICO PARK.....		Will Run May 27 July 4 Sept. 2 Nov. 28 Jan. 1		3.19	
ODENTON.....					
HALETHORPE.....					
FREDERICK ROAD.....					
EDMONDSON.....					
BALTIMORE.....				\$ 3.36	
BAY.....				3.41	
EDGEWOOD.....				3.51	
PERRYVILLE.....				4.00	
NEWARK.....	MU	MU	MU	MU	
DAVIS.....				4.12	
WEST YARD.....				4.18	
WILMINGTON.....	\$ 3.38	\$ 4.00	\$ 4.10	\$ 4.21	
EDGE MOOR.....	\$ 3.43		\$ 4.14		
CLAYMONT.....	\$ 3.50	\$ 4.09	\$ 4.20		
NAAMAN.....					
MARCUS HOOK.....	\$ 3.53	\$ 4.12	\$ 4.24		
HOOK.....				4.29	
TRAINER.....			\$ 4.27		
HIGHLAND AVE.....	\$ 3.57	\$ 4.15	\$ 4.29		
LAMOKIN ST.....	\$ 4.00	\$ 4.17	\$ 4.31		
CHESTER.....	\$ 4.03	\$ 4.19	\$ 4.33		
EDDYSTONE.....	\$ 4.05	\$ 4.20	\$ 4.35		
BALDWIN.....	\$ 4.07	4.21	\$ 4.36	4.33	
CRUM LYNNE.....	\$ 4.09	\$ 4.22	\$ 4.38		
RIDLEY PARK.....	\$ 4.11	\$ 4.23	\$ 4.39		
MOORE.....	\$ 4.13	\$ 4.25	\$ 4.40		
NORWOOD.....	\$ 4.14	\$ 4.26	\$ 4.41		
GLENOLDEN.....	\$ 4.16	\$ 4.27	\$ 4.43		
FOLCROFT.....	\$ 4.17	\$ 4.29	\$ 4.45		
SHARON HILL.....	\$ 4.19	\$ 4.30	\$ 4.47		
CURTIS PARK.....	\$ 4.21	\$ 4.31	\$ 4.49		
DARBY.....	\$ 4.22	\$ 4.32	\$ 4.51		
BRILL.....	4.25	4.35	4.55	4.39	
ARSENAL.....	4.28	4.38	4.58		
PENN CENTRAL.....	{ Lower Level Upper Level Lower Level				
30th ST.-PHILA.....		\$ 4.31	\$ 4.41	\$ 5.01	
				\$ 4.45	
SUBURBAN STATION.....		\$ 4.35	\$ 4.45	\$ 5.05	
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS

	160	±938	964	±940	□ 120	178	● 82
	Daily	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily Ex. Sat. & Sun.	Daily	Daily	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3.05				\$ 4.00	\$ 4.05	D 4.10
	3.08				4.02	4.08	4.13
	3.15				4.07	4.15	4.20
	3.22				4.12	4.22	4.27
	3.27				4.16	4.27	4.32
			Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17 March 28				
	\$ 3.45				\$ 4.33	\$ 4.45	D 4.50
	3.52				4.38	4.51	4.57
	4.05				4.48	5.04	5.10
	4.19				4.57	5.18	5.24
		MU	MU	\$ 5.10	MU		
	4.36			MU	5.09	5.34	5.41
	4.44			5.19	5.15	5.43	5.49
	\$ 4.47	\$ 4.50	\$ 4.55	\$ 5.25	\$ 5.18	\$ 5.46	D 5.52
		\$ 4.55					
		\$ 5.01	\$ 5.04	\$ 5.35			
		\$ 5.05	\$ 5.07	F 5.36			
				\$ 5.38			
	4.56				5.26	5.56	6.01
		F 5.07					
		\$ 5.09	\$ 5.10	\$ 5.41			
		\$ 5.11	G 5.12				
		\$ 5.13	\$ 5.14	\$ 5.45			
		\$ 5.15					
	5.00	\$ 5.17	G 5.16	5.48	5.30	6.00	6.05
		\$ 5.19	\$ 5.18				
		\$ 5.20	\$ 5.20	\$ 5.50			
		\$ 5.21	\$ 5.22				
		\$ 5.22	\$ 5.23				
		\$ 5.25	\$ 5.24				
		\$ 5.27	\$ 5.26				
		\$ 5.29	\$ 5.28				
		\$ 5.31	\$ 5.29				
		\$ 5.33	\$ 5.30				
	5.07	5.35	5.33	5.58	5.36	6.07	6.12
		5.38	5.36	6.01			
	\$ 5.15	\$ 5.41	\$ 5.39	\$ 6.04	\$ 5.42	\$ 6.15	D 6.20
		\$ 5.45	\$ 5.43	\$ 6.08			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS				
	441	±942	□ 132	966	
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Sunday Only	
	P. M.	P. M.	P. M.	P. M.	
WASHINGTON.....	\$ 4.35		\$ 5.00		
NEW YORK AVE. (W.T.)	4.38		5.02		
CHEVERLY.....					
LANDOVER.....	4.45		5.07		
CAPITAL BELTWAY.....	C 4.48				
LANHAM.....					
SEABROOK.....					
BOWIE.....	4.54		5.12		
JERICHO PARK.....					
ODENTON.....	5.00		5.16		
HALETHORPE.....					
FREDERICK ROAD.....					
EDMONDSON.....					
BALTIMORE.....	C 5.20		\$ 5.33		
BAY.....	5.25		5.38		
EDGEWOOD.....	5.38		5.48		
PERRYVILLE.....	5.53		5.57		
NEWARK.....		MU	MU	MU	
DAVIS.....	Via		6.09		
WEST YARD.....	Port Road		6.15		
WILMINGTON.....			\$ 6.18	\$ 6.25	
EDGE MOOR.....					
CLAYMONT.....				\$ 6.34	
NAAMAN.....					
MARCUS HOOK.....				\$ 6.36	
HOOK.....		5.50	6.26		
TRAINER.....					
HIGHLAND AVE.....				\$ 6.40	
LAMOKIN ST.....				\$ 6.42	
CHESTER.....		\$ 5.55	6.30	\$ 6.44	
EDDYSTONE.....				\$ 6.45	
BALDWIN.....		5.58		6.46	
CRUM LYNNE.....	Cres	\$ 6.00		\$ 6.47	
RIDLEY PARK.....	7.12 PM	\$ 6.02		\$ 6.48	
MOORE.....		\$ 6.04		\$ 6.50	
NORWOOD.....		\$ 6.06		\$ 6.51	
GLENOLDEN.....		\$ 6.08		\$ 6.52	
FOLCROFT.....		\$ 6.10		\$ 6.54	
SHARON HILL.....		\$ 6.12		\$ 6.55	
CURTIS PARK.....		\$ 6.14			
DARBY.....		\$ 6.16		\$ 6.57	
BRILL.....		6.22	6.36	7.00	
ARSENAL.....		6.25		7.03	
PENN CENTRAL.....	Lower Level				
30th ST. PHILA.....	Upper Level	\$ 6.29		\$ 7.07	
	Lower Level		\$ 6.42		
SUBURBAN STATION.....		\$ 6.33		\$ 7.11	
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS

	±944	968	● 60	186	414	□ 124	400
	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Friday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 5.05	\$ 5.10	\$ 5.25	\$ 6.00	\$ 6.05
			5.08	5.13	5.28	6.02	6.08
					\$ 5.35		
			5.15	5.20	F 5.37	6.07	6.15
			C 5.18	C 5.23		C 6.10	
					\$ 5.41		
					\$ 5.44		F 6.19
			5.23	5.28	\$ 5.49	6.15	F 6.23
			5.28	5.33	F 5.52		
					\$ 5.58	6.19	\$ 6.31
		Will Run Feb. 17 March 28			F 6.12		
					F 6.15		
					\$ 6.19		\$ 6.49
					\$ 6.26		\$ 6.57
			\$ 5.49	\$ 5.55		\$ 6.36	
			5.54	6.00		6.41	
			6.07	6.13		6.51	
			6.22	6.28		7.00	
	MU	MU			MU	MU	MU
			6.38	6.46		7.12	
			6.46	6.54		7.18	
	\$ 6.25	\$ 6.30	\$ 6.49	\$ 6.57		\$ 7.21	
	\$ 6.35	\$ 6.40			Will Not Run May 27 July 4 Sept. 2 Oct. 14 Oct. 28 Nov. 28 Dec. 25 Jan. 1 Feb. 17		Will Not Run May 27 July 4 Sept. 2 Oct. 14 Oct. 28 Nov. 28 Dec. 25 Jan. 1 Feb. 17
	\$ 6.38	\$ 6.43					
			6.58	7.06		7.29	
	\$ 6.43	\$ 6.48					
	\$ 6.45	\$ 6.50					
	\$ 6.47	\$ 6.52					
	\$ 6.50	\$ 6.55	7.02	7.10		7.33	
	\$ 6.52	\$ 6.57					
	\$ 6.54	\$ 6.59					
	\$ 6.56	\$ 7.01					
	\$ 6.57	\$ 7.02					
	\$ 6.59	\$ 7.04					
	\$ 7.01	\$ 7.06					
	\$ 7.03	\$ 7.08					
	\$ 7.06	\$ 7.11					
	7.09	7.14	7.09	7.17		7.39	
	7.12	7.17					
	\$ 7.16	\$ 7.21					
	\$ 7.20	\$ 7.25	\$ 7.15	\$ 7.25		\$ 7.45	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	#946	□ 126	948	164
	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily	Daily
	P. M.	P. M.	P. M.	P. M.
WASHINGTON		\$ 7.00		\$ 7.05
NEW YORK AVE. (W.T.)		7.02		7.08
CHEVERLY				
LANDOVER		7.07		7.14
CAPITAL BELTWAY				C 7.18
LANHAM				
SEABROOK				
BOWIE		7.12		7.23
JERICO PARK				
ODENTON		7.16		7.28
HALETHORPE				
FREDERICK ROAD				
EDMONDSON				
BALTIMORE		\$ 7.33		\$ 7.49
BAY		7.38		7.54
EDGEWOOD		7.48		8.07
PERRYVILLE		7.57		8.22
NEWARK	MU	MU	MU	
DAVIS		8.09		8.38
WEST YARD		8.15		8.46
WILMINGTON		\$ 8.18	\$ 8.35	\$ 8.49
EDGE MOOR				
CLAYMONT			\$ 8.44	
NAAMAN			\$ 8.47	
MARCUS HOOK				
HOOK		8.26		8.58
TRAINER			\$ 8.50	
HIGHLAND AVE.				
LAMOKIN ST.	7.43			
CHESTER	\$ 7.45		\$ 8.54	
EDDYSTONE	\$ 7.47		\$ 8.55	
BALDWIN	7.48	8.30	8.56	9.02
CRUM LYNNE	\$ 7.49		\$ 8.57	
RIDLEY PARK	\$ 7.50		\$ 8.58	
MOORE	\$ 7.52		\$ 9.00	
NORWOOD	\$ 7.53		\$ 9.01	
GLENOLDEN	\$ 7.54		\$ 9.02	
FOLCROFT	\$ 7.56		\$ 9.04	
SHARON HILL	\$ 7.57		\$ 9.05	
CURTIS PARK	\$ 7.58			
DARBY	\$ 7.59		\$ 9.07	
BRILL	8.02	8.36	9.10	9.09
ARSENAL	8.05		9.13	
PENN CENTRAL	(Lower Level Upper Level)	\$ 8.09	\$ 9.16	
30th ST.-PHILA		\$ 8.42		\$ 9.15
SUBURBAN STATION		\$ 8.13	\$ 9.20	
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS						
	□					
	128	166	950	4	66	
	Daily Ex. Sat.	Sunday Only	Daily	Mall Daily Ex. Sat. & Sun.	Daily	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$ 8.00	\$ 9.00		\$10.00	\$10.30	
	8.02	9.03		10.03	10.33	
	8.07	9.10		10.10	10.40	
		C 9.13			C10.43	
	8.12	9.20		10.17	10.50	
	8.16	9.25		10.22	10.55	
				E10.40	\$11.15	
	\$ 8.33	\$ 9.45		#11.00	#11.20	
	8.38	9.51		11.06	11.26	
	8.48	10.04		11.19	11.39	
	8.57	10.18		11.33	11.53	
	MU		MU			
	9.09	10.35		11.50	12.10	
	9.15	10.43		11.58	12.18	
	\$ 9.18	\$10.46	\$11.10	12.00	\$12.25	
			\$11.19			
			\$11.22			
	9.26	10.55		12.12	12.35	
		Will Not Run	\$11.25			
		May 26	W11.27			
		Sept. 1	\$11.31			
		Feb. 16	\$11.33			
	9.30	11.00	11.34	12.17	12.40	
			\$11.35			
			\$11.37			
		Will Run	\$11.39			
		May 27	\$11.40			
		July 4	\$11.41			
		Sept. 2	\$11.43			
		Nov. 28	\$11.45			
		Dec. 25	F11.47			
		Jan. 1	\$11.49			
		Feb. 17	11.52	12.29	12.47	
	9.36	11.07	11.55			
				E12.34	\$12.55	
			\$11.58	#12.55	# 1.00	
	\$ 9.42	\$11.15	\$12.02			
	P. M.	P. M.	A. M.	A. M.	A. M.	

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	369	11	▲601	9
	Daily	Mail	Daily Ex. Sat. & Sun.	Mail Daily
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 1.00		\$ 5.45	
PENN CENTRAL (Upper Level 30th ST.-PHILA. (Lower Level	\$ 1.03		\$ 5.48	
ZOO.....	1.06	5.10	5.51	6.55
FIFTY-SECOND ST.....	1.08		\$ 5.53	
OVERBROOK.....	\$ 1.11	5.45	\$ 5.56	6.30
MERION.....	\$ 1.13		\$ 5.57	
NARBERTH.....	\$ 1.15		\$ 5.58	
WYNNEWOOD.....	\$ 1.17			
ARDMORE.....	\$ 1.19		\$ 6.01	
HAVERFORD.....	\$ 1.21			
BRYN MAWR.....	\$ 1.23	5.52	\$ 6.03	6.38
ROSEMONT.....	\$ 1.25		\$ 6.05	
VILLANOVA.....	\$ 1.27			
RADNOR.....	\$ 1.29			
ST. DAVIDS.....	\$ 1.31			
WAYNE.....	\$ 1.33	Daily Except Sun., Mon. and Tue.	\$ 6.10	
STRAFFORD.....	\$ 1.35			
DEVON.....	\$ 1.37			Leave 44th St. 6.20 A. M.
BERWYN.....	\$ 1.39		\$ 6.14	
DAYLESFORD.....	\$ 1.41			
PAOLI.....	\$ 1.45			
MALVERN.....		6.03	\$ 6.20	6.49
WHITFORD.....	Will Not Run Dec. 26			
DOWNTOWN.....			\$ 6.33	
THORN.....		6.17	6.36	7.03
COATESVILLE.....			\$ 6.39	
PARKESBURG.....		6.28	\$ 6.45	7.13
LANCASTER.....		6.50	\$ 7.06	7.38
MOUNT JOY.....			\$ 7.18	
ELIZABETHTOWN.....			\$ 7.25	
MIDDLETOWN.....		7.13	\$ 7.33	8.00
CRES. ROY.....	MU		MU	
HARRISBURG.....		E 7.35 # 8.00	\$ 7.45	E 8.15 8.40
ROCKVILLE.....		8.10		8.50
BANKS.....		8.15		8.55
	A. M.	A. M.	A. M.	A. M.

Note—No. 9 originates at Penn Coach Yard on Mondays Only.

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.

FIRST CLASS

	#001	#301	▲623	371	#003	373	#303
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.30	\$ 7.00	\$ 7.11	\$ 7.15	\$ 7.20	\$ 7.42	\$ 7.42
	\$ 6.33	\$ 7.03	\$ 7.14	\$ 7.18	\$ 7.23	\$ 7.45	\$ 7.45
	6.36	7.07	7.17	7.21	7.26	7.48	7.49
	\$ 6.38	\$ 7.10		\$ 7.23	\$ 7.29	\$ 7.50	\$ 7.52
	\$ 6.42	\$ 7.13	7.21	\$ 7.26	\$ 7.32	\$ 7.53	\$ 7.55
	\$ 6.44	\$ 7.15		\$ 7.27	\$ 7.34	\$ 7.54	\$ 7.57
	\$ 6.46	\$ 7.17		\$ 7.29	\$ 7.36	\$ 7.56	\$ 8.00
	\$ 6.48	\$ 7.19		\$ 7.30	\$ 7.38	\$ 7.57	\$ 8.02
	\$ 6.50	\$ 7.22	\$ 7.25	\$ 7.32	\$ 7.40	\$ 7.59	\$ 8.05
	\$ 6.52	\$ 7.24		\$ 7.34	\$ 7.42	\$ 8.01	\$ 8.07
	\$ 6.55	\$ 7.27	7.29	\$ 7.37	7.46	\$ 8.04	\$ 8.09
		\$ 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
			\$ 7.38				
			\$ 7.49	Will Run May 27		Will Run Feb. 17	
			7.52	July 4		March 28	
			\$ 7.55	Sept. 2			
			8.00	Nov. 28			
				Dec. 25			
			\$ 8.21	Jan. 1			
				Feb. 17			
			\$ 8.37	March 28			
			\$ 8.45				
	MU	MU	MU	MU	MU	MU	MU
			\$ 8.55				
	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	\$ 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.

Note—All Regular Trains will operate with MU Equipment.
No. 809 Will Not Run Dec. 25.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	▲603	±005	±305	375
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 8.00	\$ 8.07	\$ 8.20	\$ 8.30
PENN CENTRAL / Upper Level	\$ 8.03	\$ 8.10	\$ 8.23	\$ 8.33
30th ST.-PHILA. { Lower Level				
ZOO.....	8.06	8.13	8.26	8.36
FIFTY-SECOND ST.....		\$ 8.15	\$ 8.28	\$ 8.38
OVERBROOK.....	8.10	\$ 8.18	\$ 8.31	\$ 8.41
MERION.....		\$ 8.19	\$ 8.33	\$ 8.42
NARBERTH.....		\$ 8.21	\$ 8.35	\$ 8.44
WYNNEWOOD.....		\$ 8.22	\$ 8.37	\$ 8.46
ARDMORE.....	\$ 8.13	\$ 8.24	\$ 8.39	\$ 8.47
HAVERFORD.....		\$ 8.26	\$ 8.41	\$ 8.49
BRYN MAWR.....	8.16	\$ 8.29	\$ 8.43	\$ 8.52
ROSEMONT.....			\$ 8.46	\$ 8.54
VILLANOVA.....			\$ 8.48	\$ 8.56
RADNOR.....			\$ 8.51	\$ 8.58
ST. DAVIDS.....			\$ 8.53	\$ 9.00
WAYNE.....			\$ 8.55	\$ 9.01
STRAFFORD.....			\$ 8.57	\$ 9.03
DEVON.....			\$ 8.59	\$ 9.05
BERWYN.....			\$ 9.01	\$ 9.07
DAYLESFORD.....			\$ 9.03	\$ 9.09
PAOLI.....	\$ 8.27		\$ 9.15	\$ 9.11
MALVERN.....				
WHITFORD.....				Will Run Feb. 17
DOWNTOWN.....	\$ 8.39			March 28
THORN.....	8.42			
COATESVILLE.....	\$ 8.45			
PARKESBURG.....	8.50			
LANCASTER.....	\$ 9.11			
MOUNT JOY.....				
ELIZABETHTOWN.....	\$ 9.27			
MIDDLETOWN.....	9.35			
CRES.....				
ROY.....	MU	MU	MU	MU
HARRISBURG.....	\$ 9.45			
ROCKVILLE.....				
BANKS.....				
	A. M.	A. M.	A. M.	A. M.

CHESTNUT HILL TO SUBURBAN

STATIONS	FIRST CLASS			
	821	▲823	▲825	▲827
	Daily	Daily	Daily	Daily
	A. M.	Ex. Sun.	Ex. Sun.	Ex. Sun.
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.....		\$10.26		
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.

WESTWARD

135

FIRST CLASS

	#007	307	#009	309	#011	311	605
	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.30	\$ 8.45	\$ 9.00	\$ 9.15	\$ 9.30	\$ 9.45	\$10.00
	\$ 8.33	\$ 8.48	\$ 9.03	\$ 9.18	\$ 9.33	\$ 9.48	\$10.03
	8.36	8.52	9.06	9.21	9.36	9.51	10.06
	\$ 8.38	\$ 8.55	\$ 9.08	\$ 9.23	9.38	9.53	
	\$ 8.41	\$ 8.58	\$ 9.11	\$ 9.26	\$ 9.40	\$ 9.56	10.10
	\$ 8.42	\$ 8.59	\$ 9.12	\$ 9.27	\$ 9.41	\$ 9.58	
	\$ 8.44	\$ 9.01	\$ 9.14	\$ 9.29	\$ 9.43	\$10.00	
	\$ 8.45	\$ 9.02	\$ 9.15	\$ 9.30	\$ 9.44	\$10.02	
	\$ 8.47	\$ 9.04	\$ 9.17	\$ 9.32	\$ 9.46	\$10.04	WW 10.13
	\$ 8.49	\$ 9.06	\$ 9.19	\$ 9.34	\$ 9.48	\$10.06	
	\$ 8.52	\$ 9.09	\$ 9.22	\$ 9.37	\$ 9.51	\$10.08	10.16
		\$ 9.11		\$ 9.39		\$10.10	
		\$ 9.13		\$ 9.41		\$10.12	
		\$ 9.15		\$ 9.43		\$10.14	
		\$ 9.16		\$ 9.45		\$10.16	
		\$ 9.18		\$ 9.46		\$10.18	
		\$ 9.20		\$ 9.48		\$10.20	
		\$ 9.22		\$ 9.50		\$10.22	
		\$ 9.24		\$ 9.52		\$10.24	
		\$ 9.26		\$ 9.54		\$10.26	
		\$ 9.29		\$ 9.56		\$10.30	
							\$10.26
		Will Not Run Dec. 25 Feb. 17 March 28		Will Not Run May 27 July 4 Sept. 2 Nov. 28 Jan. 1		Will Not Run Dec. 25	\$10.38
							10.41
							\$10.44
							\$10.50
							\$11.11
							\$11.27
							\$11.35
	MU	MU	MU	MU	MU	MU	MU
							\$11.45
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

WESTWARD

FIRST CLASS

	829	831	▲833	835	▲837	▲839	841
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$11.43	\$12.13	\$12.43	\$ 1.13	\$ 1.43	\$ 2.13	\$ 2.43
	\$11.44	\$12.14	\$12.44	\$ 1.14	\$ 1.44	\$ 2.14	\$ 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.

Note—All Regular Trains will operate with MU Equipment.
 No. 831 Will Not Run May 27, July 4, Sept. 2, Nov. 28, Jan. 1.
 Nos. 829, 835, 841 Will Not Run Dec. 25.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	377	#013	▲313	397
	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Sunday Only
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$10.00	\$10.05	\$10.30	\$10.45
PENN CENTRAL } Upper Level	\$10.03	\$10.08	\$10.33	\$10.48
30th ST.-PHILA. } Lower Level				
ZOO.....	10.06	10.11	10.36	10.51
FIFTY-SECOND ST.....	10.08	10.13	10.38	10.53
OVERBROOK.....	\$10.10	\$10.15	\$10.40	\$10.55
MERION.....	\$10.11	\$10.16	\$10.41	\$10.56
NARBERTH.....	\$10.13	\$10.18	\$10.43	\$10.58
WYNNEWOOD.....	\$10.14	\$10.19	\$10.44	\$10.59
ARDMORE.....	\$10.16	\$10.21	\$10.46	\$11.01
HAVERFORD.....	\$10.18	\$10.23	\$10.48	\$11.03
BRYN MAWR.....	\$10.21	\$10.26	\$10.51	\$11.06
ROSEMONT.....	\$10.23		\$10.53	\$11.03
VILLANOVA.....	\$10.25		\$10.55	\$11.10
RADNOR.....	\$10.27		\$10.57	\$11.12
ST. DAVIDS.....	\$10.29		\$10.59	\$11.14
WAYNE.....	\$10.30		\$11.00	\$11.15
STRAFFORD.....	\$10.32		\$11.02	\$11.17
DEVON.....	\$10.34		\$11.04	\$11.19
BERWYN.....	\$10.36		\$11.06	\$11.21
DAYLESFORD.....			\$11.08	\$11.23
PAOLI.....	\$10.40		\$11.10	\$11.25
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				Will Run
THORN.....				May 27
COATESVILLE.....				July 4
PARKESBURG.....				Sept. 2
				Nov. 28
				Jan. 1
LANCASTER.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CRES.....				
ROY.....	MU	MU	MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	A. M.	A. M.	A. M.	A. M.

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.....	F 3.14	F 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		W 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.....UL	\$ 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. 847 Will Not Run Dec. 25.

No. 843 Will Not Run May 27, July 4, Sept. 2, Nov. 28, Jan. 1.

FIRST CLASS							
	▲315	317	±383	607	319	▲321	±023
	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$11.15	\$11.45	\$12.15	\$12.35	\$12.45	\$ 1.15	\$ 1.30
	\$11.18	\$11.48	\$12.18	\$12.38	\$12.48	\$ 1.18	\$ 1.33
	11.21	11.51	12.21	12.41	12.51	1.21	1.36
	11.23	11.53	12.23		12.53	1.23	1.38
	\$11.25	\$11.55	\$12.25	12.45	\$12.55	\$ 1.25	\$ 1.40
	\$11.26	\$11.56	\$12.26		\$12.56	\$ 1.26	\$ 1.41
	\$11.28	\$11.58	\$12.28		\$12.58	\$ 1.28	\$ 1.43
	\$11.29	\$11.59	\$12.29		\$12.59	\$ 1.29	\$ 1.44
	\$11.31	\$12.01	\$12.31		\$ 1.01	\$ 1.31	\$ 1.46
	\$11.33	\$12.03	\$12.33		\$ 1.03	\$ 1.33	\$ 1.48
	\$11.36	\$12.06	\$12.36	12.51	\$ 1.06	\$ 1.36	\$ 1.51
	\$11.38	\$12.08	\$12.38		\$ 1.08	\$ 1.38	
	\$11.40	\$12.10	\$12.40		\$ 1.10	\$ 1.40	
	\$11.42	\$12.12	\$12.42		\$ 1.12	\$ 1.42	
	\$11.44	\$12.14	\$12.44		\$ 1.14	\$ 1.44	
	\$11.45	\$12.15	\$12.45		\$ 1.15	\$ 1.45	
	\$11.47	\$12.17	\$12.47		\$ 1.17	\$ 1.47	
	\$11.49	\$12.19	\$12.49		\$ 1.19	\$ 1.49	
	\$11.51	\$12.21	\$12.51		\$ 1.21	\$ 1.51	
	F11.53	Q12.23	\$12.53		Q 1.23	\$ 1.53	
	\$11.55	\$12.25	\$12.55		\$ 1.25	\$ 1.55	
				\$ 1.00			
					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.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WESTWARD

FIRST CLASS

	±851	±853	▲ 855	857	859	±861	863
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.02	\$ 5.24	\$ 5.42	\$ 6.01	\$ 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	7.58
	\$ 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.

Note—All Regular Trains will operate with MU Equipment.

No. 857 Will Not Run Dec. 25, Feb. 17, March 28.

No. 859 Will Not Run May 27, July 4, Sept. 2, Nov. 28, Jan. 1.

No. 863 Will Not Run Dec. 25.

No. 855 Will Not Run Nov. 22, Dec. 25, Jan. 1.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	323	▲ 609	▲ 325	±027
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 1.45	\$ 2.05	\$ 2.15	\$ 2.30
PENN CENTRAL (Upper Level)	\$ 1.48	\$ 2.08	\$ 2.18	\$ 2.33
30th ST.-PHILA. (Lower Level)				
ZOO.....	1.51	2.11	2.21	2.36
FIFTY-SECOND ST.....	1.53		2.23	2.38
OVERBROOK.....	\$ 1.55	2.16	\$ 2.25	\$ 2.40
MERION.....	\$ 1.56		\$ 2.26	\$ 2.41
NARBERTH.....	\$ 1.58		\$ 2.28	\$ 2.43
WYNNEWOOD.....	\$ 1.59		\$ 2.29	\$ 2.44
ARDMORE.....	\$ 2.01		\$ 2.31	\$ 2.46
HAVERFORD.....	\$ 2.03		\$ 2.33	\$ 2.48
BRYN MAWR.....	\$ 2.06	2.21	\$ 2.36	\$ 2.51
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.....				
DOWNINGTOWN.....		\$ 2.42		
THORN.....		2.45		
COATESVILLE.....		\$ 2.48		
PARKESBURG.....		2.53		
LANCASTER.....		\$ 3.14		
MOUNT JOY.....				
ELIZABETHTOWN.....		3.36		
MIDDLETOWN.....				
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.
No. 867 Will Not Run Feb. 17, March 28.

FIRST CLASS

	#327	379	#029	431	● 31	▲ 329	611
	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily Ex. Sat. & Sun.	Mon., Wed. and Fri. Only	Daily	Daily Ex. Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.45	\$ 2.45	\$ 3.00			\$ 3.15	\$ 3.25
	\$ 2.48	\$ 2.48	\$ 3.03			\$ 3.18	\$ 3.28
	2.51	2.51	3.07		3.20	3.22	3.31
		2.53	\$ 3.10			3.25	
	\$ 2.56	\$ 2.56	\$ 3.13		3.26	G 3.27	3.35
	\$ 2.58	\$ 2.58	\$ 3.14	Via		G 3.28	
	\$ 3.00	\$ 2.58	\$ 3.16	Port Road		G 3.29	
	\$ 3.03	\$ 2.59	\$ 3.17			G 3.30	
	\$ 3.05	\$ 3.01	\$ 3.19			\$ 3.33	
	\$ 3.08	\$ 3.03	\$ 3.21			\$ 3.35	
	\$ 3.11	\$ 3.06	\$ 3.24		3.31	\$ 3.37	3.40
	\$ 3.13	\$ 3.08				\$ 3.40	
	\$ 3.15	\$ 3.10				\$ 3.42	
	\$ 3.18	\$ 3.12		Perryville		\$ 3.44	
	\$ 3.21	\$ 3.14		2.43 P. M.		\$ 3.46	
	\$ 3.23	\$ 3.15				\$ 3.48	
	\$ 3.25	\$ 3.17				\$ 3.51	
	\$ 3.28	\$ 3.19				\$ 3.53	
	\$ 3.30	\$ 3.21				\$ 3.55	
	\$ 3.32	\$ 3.23				\$ 3.57	
	\$ 3.37	\$ 3.25				\$ 4.00	
					\$ 3.42		\$ 3.50
							\$ 3.53
							\$ 3.59
		Will Run May 27 July 4 Sept. 2 Nov. 28 Jan. 1 Feb. 17 March 28			3.57		\$ 4.04
							4.07
					4.04		\$ 4.10
							\$ 4.16
					\$ 4.27		\$ 4.37
							\$ 4.53
					4.51		5.00
				3.57			
				4.32		MU	MU
				\$ 4.50	\$ 5.01		\$ 5.10
					+ 5.18		
					5.28		
					5.33		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WESTWARD

FIRST CLASS

	#871	881					
	Daily Ex. Sat. & Sun.	Sat. & Sun. Only					
	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.					

Note—All Regular Trains will operate with MU Equipment.

No. 881 Will Run May 27, July 4, Sept. 2, Nov. 28, Dec. 25, Jan. 1, Feb. 17, March 28.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#031	393	#331	#033
	Daily Ex. Sat. & Sun.	Sat. & Sun. (Only)	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 3.30	\$ 3.45	\$ 3.45	\$ 4.00
PENN CENTRAL (Upper Level)	\$ 3.33	\$ 3.48	\$ 3.48	\$ 4.03
30th ST.-PHILA. (Lower Level)				
ZOO.....	3.36	3.51	3.52	4.06
FIFTY-SECOND ST.....				4.08
OVERBROOK.....	\$ 3.41	\$ 3.55	\$ 3.58	\$ 4.11
MERION.....	\$ 3.43	\$ 3.56	\$ 4.00	\$ 4.13
NARBERTH.....	\$ 3.45	\$ 3.58	\$ 4.02	\$ 4.15
WYNNEWOOD.....	\$ 3.47	\$ 3.59	\$ 4.04	\$ 4.17
ARDMORE.....	\$ 3.49	\$ 4.01	\$ 4.07	\$ 4.19
HAVERFORD.....	\$ 3.51	\$ 4.03	\$ 4.09	\$ 4.21
BRYN MAWR.....	\$ 3.55	\$ 4.06	\$ 4.12	\$ 4.25
ROSEMONT.....		\$ 4.08	\$ 4.14	
VILLANOVA.....		\$ 4.10	\$ 4.16	
RADNOR.....		\$ 4.12	\$ 4.19	
ST. DAVIDS.....		\$ 4.14	\$ 4.21	
WAYNE.....		\$ 4.15	\$ 4.24	
STRAFFORD.....		\$ 4.17	\$ 4.26	
DEVON.....		\$ 4.19	\$ 4.28	
BERWYN.....		\$ 4.21	\$ 4.30	
DAYLESFORD.....		\$ 4.23	\$ 4.32	
PAOLI.....		\$ 4.25	\$ 4.37	
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
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			
	#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.

[illegible]

WESTWARD

[illegible]

**Note—All Regular Trains will operate with MU Equipment.
Nos. 687, 689 Will Run Feb. 17, March 28.**

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	#339	#041	387	#341	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	
SUBURBAN.....	\$ 5.05	\$ 5.10	\$ 5.15	\$ 5.15	
PENN CENTRAL.....		\$ 5.13	\$ 5.18	\$ 5.18	
30th ST.-PHILA.....					
ZOO.....	5.11	5.17	5.21	5.21	
FIFTY-SECOND ST.....	5.13	5.19	5.23	5.23	
OVERBROOK.....	\$ 5.16	\$ 5.23	5.25	5.27	
MERION.....		\$ 5.25			
NARBERTH.....		\$ 5.27			
WYNNEWOOD.....	\$ 5.20	\$ 5.29			
ARDMORE.....	\$ 5.23	\$ 5.32	\$ 5.28		
HAVERFORD.....	\$ 5.25	\$ 5.34			
BRYN MAWR.....	\$ 5.28	\$ 5.37	\$ 5.31	5.34	
ROSEMONT.....	\$ 5.30		\$ 5.33	\$ 5.36	
VILLANOVA.....			\$ 5.35	\$ 5.38	
RADNOR.....			\$ 5.37	\$ 5.41	
ST. DAVIDS.....			\$ 5.39	\$ 5.43	
WAYNE.....	\$ 5.35		\$ 5.40	\$ 5.46	
STRAFFORD.....	\$ 5.37		\$ 5.42	\$ 5.48	
DEVON.....	\$ 5.40		\$ 5.44	\$ 5.50	
BERWYN.....	\$ 5.43		\$ 5.46	\$ 5.52	
DAYLESFORD.....			\$ 5.48	\$ 5.54	
PAOLI.....	\$ 5.49		\$ 5.50	\$ 5.59	
MALVERN.....					
WHITFORD.....			Will Run Feb. 17 March 28		
DOWNTOWN.....					
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.....	\$ 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.

FIRST CLASS							
	#043	▲613	389	#343	#045	391	#345
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.24	\$ 5.28	\$ 5.30	\$ 5.33	\$ 5.36	\$ 5.48	\$ 5.54
	\$ 5.27	\$ 5.31	\$ 5.33	\$ 5.36	\$ 5.39	\$ 5.51	\$ 5.57
	5.31	5.34	5.36	5.39	5.43	5.54	6.00
	5.33		5.38		5.46	5.56	6.02
	\$ 5.37	5.39	\$ 5.40	5.43	\$ 5.49	\$ 5.58	6.04
	\$ 5.39		\$ 5.41		\$ 5.51	\$ 5.59	
	\$ 5.41		\$ 5.43		\$ 5.54	\$ 6.01	
	\$ 5.43		\$ 5.44		\$ 5.56	\$ 6.02	
	\$ 5.45		\$ 5.46		\$ 5.58	\$ 6.04	
	\$ 5.47		\$ 5.48		\$ 6.00	\$ 6.06	
	\$ 5.51	5.44	\$ 5.51	5.48	\$ 6.04	\$ 6.09	\$ 6.11
			\$ 5.53	\$ 5.50		\$ 6.11	\$ 6.13
			\$ 5.55	\$ 5.53		\$ 6.13	\$ 6.15
			\$ 5.57	\$ 5.56		\$ 6.15	\$ 6.17
			\$ 5.59	\$ 5.59		\$ 6.17	\$ 6.19
			\$ 6.00	\$ 6.01		\$ 6.18	\$ 6.21
			\$ 6.02	\$ 6.03		\$ 6.20	\$ 6.23
			\$ 6.04	\$ 6.05		\$ 6.22	\$ 6.25
			\$ 6.07	\$ 6.08		\$ 6.25	\$ 6.27
			\$ 6.08	\$ 6.11		\$ 6.27	\$ 6.29
			\$ 6.11	\$ 6.16		\$ 6.28	\$ 6.33
		C 5.54					
		\$ 5.59	Will Run			Will Run	
		\$ 6.06	Feb. 17			May 27	
		\$ 6.12	March 28			July 4	
		6.15				Sept. 2	
		\$ 6.18				Nov. 28	
		\$ 6.24				Jan. 1	
						Feb. 17	
		\$ 6.45				March 28	
		\$ 7.01					
		7.09					
	MU	MU	MU	MU	MU	MU	MU
		\$ 7.18					
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WESTWARD

FIRST CLASS

	▲677	▲679	#681	▲683	▲685		
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
	P. M.	P. M.	P. M.	P. M.	P. M.		
	\$ 5.46	\$ 6.45	\$ 8.05	\$ 9.20	\$11.15		
	\$ 5.49	\$ 6.48	\$ 8.08	\$ 9.23	\$11.18		
	5.53	6.51	8.12	9.27	11.22		
	5.56	6.55	8.15	9.29	11.24		
	\$ 5.58	\$ 6.57	\$ 8.17	\$ 9.31	\$11.26		
	\$ 6.00	\$ 6.59	\$ 8.19	\$ 9.32	\$11.27		
	\$ 6.02	\$ 7.00	\$ 8.20	\$ 9.33	\$11.28		
	\$ 6.04	\$ 7.01	\$ 8.21	\$ 9.34	\$11.29		
	\$ 6.07	\$ 7.03	\$ 8.23	\$ 9.36	\$11.31		
	P. M.	P. M.	P. M.	P. M.	P. M.		

Note—All Regular Trains will operate with MU Equipment.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	619	±347	±349	441	
	Sat. & Sun. Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	
	P. M.	P. M.	P. M.	P. M.	
SUBURBAN.....	\$ 5.55	\$ 5.57	\$ 6.10		
PENN CENTRAL {Upper Level	\$ 5.58	\$ 6.00	\$ 6.13		
30th ST.-PHILA. {Lower Level					
ZOO.....	6.01	6.04	6.17		
FIFTY-SECOND ST.....		6.06	6.19		
OVERBROOK.....	6.05	\$ 6.10	\$ 6.22		
MERION.....		\$ 6.12	\$ 6.24	Via	
NARBERTH.....		\$ 6.14	\$ 6.26	Port Road	
WYNNEWOOD.....		\$ 6.17	\$ 6.28		
ARDMORE.....		\$ 6.19	\$ 6.30		
HAVERFORD.....		\$ 6.22	\$ 6.32		
BRYN MAWR.....	6.10	\$ 6.25	\$ 6.35		
ROSEMONT.....			\$ 6.37		
VILLANOVA.....			\$ 6.39		
RADNOR.....	Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1		\$ 6.41	Perryville	
ST. DAVIDS.....			\$ 6.43	5.53 P.M.	
WAYNE.....			\$ 6.45		
STRAFFORD.....		\$ 6.33	\$ 6.47		
DEVON.....		\$ 6.35	\$ 6.49		
BERWYN.....		\$ 6.37	\$ 6.51		
DAYLESFORD.....		\$ 6.39	\$ 6.53		
		\$ 6.42	\$ 6.57		
PAOLI.....	\$ 6.20				
MALVERN.....					
WHITFORD.....	\$ 6.28				
DOWNINGTOWN.....	\$ 6.32				
THORN.....	6.35				
COATESVILLE.....	\$ 6.38				
PARKESBURG.....	6.43				
LANCASTER.....	\$ 7.05				
MOUNT JOY.....					
ELIZABETHTOWN.....	\$ 7.21				
MIDDLETOWN.....	\$ 7.28				
CRES.....				7.12	
ROY.....	MU	MU	MU	7.47	
HARRISBURG.....	\$ 7.38			\$ 8.00	
ROCKVILLE.....					
BANKS.....					
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS							
	●41	351	▲615	43	353	±055	355
	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 6.25	\$ 6.28		\$ 6.50	\$ 7.15	\$ 7.30
		\$ 6.28	\$ 6.31		\$ 6.53	\$ 7.18	\$ 7.33
	6.23	6.32	6.34	6.46	6.56	7.21	7.36
		6.34			6.58	7.23	7.38
	6.29	\$ 6.37	6.38	6.52	\$ 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
	6.35	\$ 6.50	6.43	6.58	\$ 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 6.48		C 6.53	\$ 7.10			
			\$ 6.56				
			\$ 7.03				
	7.08	Will Not Run May 27	\$ 7.08	7.24	Will Not Run Dec. 25 Feb. 17 March 28		Will Not Run Dec. 25
	7.12	July 4 Sept. 2 Nov. 28 Jan. 1	\$ 7.14	\$ 7.27			
			\$ 7.20	7.33			
	C 7.35		\$ 7.41	\$ 7.58			
			\$ 7.57				
	7.55		8.03	8.18			
		MU	MU		MU	MU	MU
	\$ 8.08		\$ 8.13	\$ 8.30			
	# 8.28						
	8.37						
	8.42						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	‡357	47	‡059	395	
	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	
	P. M.	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	8.10	8.31	8.31	
FIFTY-SECOND ST.....					
OVERBROOK.....	\$ 8.10	8.16	\$ 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	8.22	\$ 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.....		\$ 8.35			
WHITFORD.....					
DOWNINGTOWN.....					
THORN.....		8.49			
COATESVILLE.....		\$ 8.52			
PARKESBURG.....		8.59			
LANCASTER.....		\$ 9.22			
MOUNT JOY.....					
ELIZABETHTOWN.....					
MIDDLETOWN.....		9.42			
CRES.....					
ROY.....	MU		MU	MU	
HARRISBURG.....		\$ 9.55			
ROCKVILLE.....					
BANKS.....					
	P. M.	P. M.	P. M.	P. M.	

Will Run
May 27
July 4
Sept. 2
Nov. 28
Jan. 1
Feb. 17
March 28

FIRST CLASS							
	359	361	617	363	365	399	#367
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily	Sat. & Sun. Only	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.50	\$ 9.30	\$10.00	\$10.10	\$11.00	\$11.59	\$11.59
	\$ 8.53	\$ 9.33	\$10.03	\$10.13	\$11.03	\$12.02	\$12.02
	8.56	9.36	10.06	10.16	11.06	12.05	12.05
	\$ 9.00	\$ 9.41	10.10	\$10.20	\$11.11	\$12.09	\$12.11
	\$ 9.01	\$ 9.43		\$10.21	\$11.13	\$12.10	\$12.13
	\$ 9.03	\$ 9.45		\$10.23	\$11.15	\$12.12	\$12.15
	\$ 9.04	\$ 9.47		\$10.24	\$11.17	\$12.13	\$12.17
	\$ 9.06	\$ 9.49		\$10.26	\$11.19	\$12.15	\$12.19
	\$ 9.08	\$ 9.51		\$10.28	\$11.21	\$12.17	\$12.21
	\$ 9.11	\$ 9.53	10.15	\$10.31	\$11.23	\$12.20	\$12.23
	\$ 9.13	\$ 9.55		\$10.33	\$11.25	\$12.22	\$12.25
	\$ 9.15	\$ 9.57		\$10.35	\$11.27	\$12.24	\$12.27
	\$ 9.17	\$ 9.59		\$10.37	\$11.29	\$12.26	\$12.29
	\$ 9.19	\$10.01		\$10.39	\$11.31	\$12.28	\$12.31
	\$ 9.20	\$10.03		\$10.40	\$11.33	\$12.29	\$12.33
	\$ 9.22	\$10.05		\$10.42	\$11.35	\$12.31	\$12.35
	\$ 9.24	\$10.07		\$10.44	\$11.37	\$12.33	\$12.37
	\$ 9.26	\$10.09		\$10.46	\$11.39	\$12.35	\$12.39
	\$ 9.28	\$10.11		\$10.48	\$11.41	\$12.37	\$12.41
	\$ 9.30	\$10.15		\$10.50	\$11.45	\$12.39	\$12.44
			\$10.25				
	Will Not Run May 27 July 4 Sept. 2 Nov. 28 Jan. 1 Feb. 17 March 28	Will Not Run Dec. 25	MM10.27 \$10.34 \$10.39 10.42 \$10.45 F10.51	Will Not Run Dec. 25	Will Not Run Dec. 25	Will Run May 27 July 4 Sept. 2 Nov. 28 Dec. 25 Jan. 1 Feb. 17 March 28	
			\$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.	A. M.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	10	±300	372	±302
	Mall	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			
ELIZABETH TOWN.....				
MOUNT JOY.....				
LANCASTER.....	2.53			
PARKESBURG.....	3.18			
COATESVILLE.....				
THORN.....	3.28			
DOWNTOWN.....			Will Run Dec. 25 Feb. 17 March 28	
WHITFORD.....				
MALVERN.....				
PAOLI.....	3.42	\$ 5.45	\$ 6.16	\$ 6.28
DAYLESFORD.....		\$ 5.47	F 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.....	\$12.30	\$ 6.51	\$ 7.05	\$ 7.23
PC 30th ST.-PHILA. UL	\$12.33	\$ 6.54	\$ 7.08	\$ 7.26
ZOO.....	15.37	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
TULPEHOCKEN.....	\$12.48	\$ 7.09	\$ 7.23	\$ 7.41
UPSAL.....	\$12.49	\$ 7.10	\$ 7.24	\$ 7.42
CARPENTER.....	\$12.50	\$ 7.11	\$ 7.25	\$ 7.43
ALLEN LANE.....	\$12.51	\$ 7.12	\$ 7.26	\$ 7.44
ST. MARTINS.....	\$12.53	\$ 7.14	\$ 7.28	\$ 7.46
HIGHLAND.....	F12.54	F 7.15	F 7.29	F 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.
No. 870 Will Not Run Dec. 26.

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			
			Will Not Run Dec. 25	\$ 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		\$ 7.15		\$ 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	7.15	\$ 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	WWB. 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	\$ 9.02	\$ 9.32	\$10.02	\$10.32
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains will operate with MU Equipment.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	#312	42	● 40	● 440
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily
	A. M.	A. M.	A. M.	A. M.
BANKS.....			6.07	
ROCKVILLE.....			6.12	
HARRISBURG.....		\$ 6.21	\$ 6.22 6.40	\$ 6.50
ROY.....	MU			7.03
CRES.....				7.46
MIDDLETOWN.....		6.31	6.50	
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANCASTER.....		\$ 6.53	D 7.12	
PARKESBURG.....		7.15	7.36	
COATESVILLE.....		\$ 7.22		
THORN.....		7.25	7.44	
DOWNTOWN.....				Via
WHITFORD.....				Port Road
MALVERN.....				
PAOLI.....	\$ 7.35	\$ 7.40	D 7.59	
DAYLESFORD.....	\$ 7.37			
BERWYN.....	\$ 7.39			Perryville
DEVON.....	\$ 7.41			8.51 A. M.
STRAFFORD.....	\$ 7.43			
WAYNE.....	\$ 7.45			
ST. DAVIDS.....	\$ 7.47			
RADNOR.....	\$ 7.49			
VILLANOVA.....	\$ 7.52			
ROSEMONT.....	\$ 7.55			
BRYN MAWR.....	7.58	7.51	8.11	
HAVERFORD.....				
ARDMORE.....				
WYNNEWOOD.....				
NARBERTH.....				
MERION.....				
OVERBROOK.....	8.03	7.57	8.17	
FIFTY-SECOND ST.....				
ZOO.....	8.07	8.05	8.23	
PENN CENTRAL (Lower Level				
30th ST.-PHILA. (Upper Level	\$ 8.11			
SUBURBAN.....	\$ 8.15			
	A. M.	A. M.	A. M.	A. M.

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	\$11.34	\$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.....				F12.18
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.....	F10.58	F11.28	F11.58	F12.28
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.

No. 820 Will Not Run Dec. 25.

No. 824 Will Not Run May 27, July 4, Sept. 2, Nov. 28, Jan. 1.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	320	±020	▲322	±022
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
ROY.....				
CRES.....	MU	MU	MU	MU
MIDDLETOWN.....				
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANCASTER.....				
PARKESBURG.....				
COATESVILLE.....				
THORN.....				
DOWNTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 8.15		\$ 8.30	
DAYLESFORD.....	\$ 8.17		\$ 8.32	
BERWYN.....	\$ 8.19		\$ 8.34	
DEVON.....	\$ 8.21		\$ 8.36	
STRAFFORD.....	\$ 8.23		\$ 8.38	
WAYNE.....	\$ 8.25		\$ 8.40	
ST. DAVIDS.....	\$ 8.27		\$ 8.42	
RADNOR.....	\$ 8.29		\$ 8.44	
VILLANOVA.....	\$ 8.31		\$ 8.46	
ROSEMONT.....	\$ 8.33		\$ 8.48	
BRYN MAWR.....	\$ 8.36	\$ 8.43	\$ 8.50	\$ 9.00
HAVERFORD.....	Q 8.37	\$ 8.46	G 8.52	\$ 9.02
ARDMORE.....	Q 8.38	\$ 8.48	G 8.54	\$ 9.03
WYNNEWOOD.....	Q 8.39	\$ 8.50	G 8.56	\$ 9.05
NARBERTH.....	Q 8.40	\$ 8.52	G 8.57	\$ 9.06
MERION.....	Q 8.42	\$ 8.54	G 8.58	\$ 9.08
OVERBROOK.....	Q 8.43	\$ 8.56	G 8.59	\$ 9.09
FIFTY-SECOND ST.....	8.45	8.58	9.01	9.11
ZOO.....	8.47	9.00	9.03	9.13
PENN CENTRAL/Lower Level 30th ST.-PHILA. {Upper Level	\$ 8.51	\$ 9.04	\$ 9.07	\$ 9.17
SUBURBAN.....	\$ 8.55	\$ 9.08	\$ 9.11	\$ 9.21
	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.....	F 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.....	F 4.20	F 4.49	F 5.14	F 5.31
CHESTNUT HILL.....	\$ 4.24	\$ 4.54	\$ 5.18	\$ 5.35
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	328	±028	330	606
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat.
	A. M.	A. M.	A. M.	A. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				\$ 9.15
ROY.....	MU	MU	MU	MU
CRES.....				9.25
MIDDLETOWN.....				\$ 9.31
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANCASTER.....				\$ 9.48
PARKESBURG.....			Will Not Run	10.09
COATESVILLE.....			May 27	\$10.14
THORN.....			July 4	10.17
DOWNINGTOWN.....	Will Not Run		Sept. 2	\$10.20
WHITFORD.....	Dec. 25		Nov. 28	
MALVERN.....			Jan. 1	
PAOLI.....	\$10.00		\$10.30	\$10.32
DAYLESFORD.....	\$10.02		\$10.32	
BERWYN.....	\$10.04		\$10.34	
DEVON.....	\$10.06		\$10.36	
STRAFFORD.....	\$10.08		\$10.38	
WAYNE.....	\$10.10		\$10.40	
S.T. DAVIDS.....	\$10.11		\$10.41	
RADNOR.....	\$10.13		\$10.43	
VILLANOVA.....	\$10.15		\$10.45	
ROSEMONT.....	\$10.17		\$10.47	
BRYN MAWR.....	\$10.19	\$10.35	\$10.49	10.42
HAVERFORD.....	\$10.21	\$10.37	\$10.51	
ARDMORE.....	\$10.22	\$10.38	\$10.52	
WYNNEWOOD.....	\$10.24	\$10.40	\$10.54	
NARBERTH.....	\$10.26	\$10.41	\$10.55	
MERION.....	\$10.27	\$10.43	\$10.57	
OVERBROOK.....	\$10.28	\$10.44	\$10.58	10.48
FIFTY-SECOND ST.....	10.30	10.46	11.00	
ZOO.....	10.32	10.48	11.02	10.54
PENN CENTRAL {Lower Level				
30th ST.-PHILA. {Upper Level	\$10.36	\$10.52	\$11.06	\$10.57
SUBURBAN.....	\$10.40	\$10.56	\$11.10	\$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	\$10.35
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
CHELLEN AVENUE.....	\$ 8.47	\$ 9.17	\$10.00	\$10.52
TULPEHOCKEN.....	\$ 8.48	\$ 9.18	\$10.01	\$10.53
UPSAL.....	\$ 8.49	\$ 9.19	\$10.02	\$10.54
CARPENTER.....	\$ 8.50	\$ 9.20	\$10.03	\$10.55
ALLEN LANE.....	\$ 8.51	\$ 9.21	\$10.04	\$10.56
ST. MARTINS.....	\$ 8.53	\$ 9.23	\$10.06	\$10.58
HIGHLAND.....	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.

No. 862 Will Not Run Feb. 17, March 28.

EASTWARD							
FIRST CLASS							
868							
Daily							
P. M.							
\$11.15							
\$11.18							
11.22							
\$11.27							
\$11.31							
\$11.32							
\$11.33							
\$11.34							
\$11.35							
\$11.36							
\$11.38							
F11.39							
\$11.43							
P. M.							

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	▲608	±042	342	●30
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily
	P. M.	P. M.	P. M.	P. M.
BANKS.....				12.35
ROCKVILLE.....				12.40
HARRISBURG.....	\$12.25			\$12.50 + 1.05
ROY.....	MU	MU	MU	
CRES.....				
MIDDLETOWN.....	12.35			1.14
ELIZABETHTOWN.....	\$12.41			
MOUNT JOY.....				
LANCASTER.....	\$12.58			\$ 1.37
PARKEsburg.....	1.19			2.01
COATESVILLE.....	\$ 1.24			
THORN.....	1.27			2.08
DOWNINGTOWN.....	\$ 1.30		Will Not Run Dec. 25	
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 1.42		\$ 2.00	\$ 2.27
DAYLESFORD.....			R 2.02	
BERWYN.....			\$ 2.04	
DEVON.....			\$ 2.06	
STRAFFORD.....			\$ 2.08	
WAYNE.....			\$ 2.10	
ST. DAVIDS.....			\$ 2.11	
RADNOR.....			\$ 2.13	
VILLANOVA.....			\$ 2.15	
ROSEMONT.....			\$ 2.17	
BRYN MAWR.....	1.52	\$ 2.05	\$ 2.19	2.38
HAVERFORD.....		\$ 2.07	\$ 2.21	
ARDMORE.....		\$ 2.08	\$ 2.22	
WYNNEWOOD.....		\$ 2.10	\$ 2.24	
NARBERTH.....		\$ 2.11	\$ 2.25	
MERION.....		\$ 2.13	\$ 2.27	
OVERBROOK.....	1.59	\$ 2.14	\$ 2.28	2.44
FIFTY-SECOND ST.....		2.16	2.30	
ZOO.....	2.04	2.18	2.32	2.50
PENN CENTRAL (Lower Level 30th ST.-PHILA. (Upper Level	\$ 2.08	\$ 2.22	\$ 2.36	
SUBURBAN.....	\$ 2.12	\$ 2.26	\$ 2.40	
	P. M.	P. M.	P. M.	P. M.

MANAYUNK TO SUBURBAN

STATIONS	FIRST CLASS		
	±650	▲652	±654
	Daily Ex. Sat. & Sun.	Daily Ex. 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.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	#048	350	610	#050
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	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.....		Will Not Run Dec. 25	4.02	
DOWNINGTOWN.....			\$ 4.05	
WHITFORD.....				
MALVERN.....				
PAOLI.....		\$ 4.00	\$ 4.17	
DAYLESFORD.....		\$ 4.02		
BERWYN.....		\$ 4.04		
DEVON.....		\$ 4.06		
STRAFFORD.....		\$ 4.08		
WAYNE.....		\$ 4.10		
ST. DAVIDS.....		\$ 4.12		
RADNOR.....		\$ 4.14		
VILLANOVA.....		\$ 4.16		
ROSEMONT.....		\$ 4.18		
BRYN MAWR.....	\$ 4.00	\$ 4.20	4.27	\$ 4.34
HAVERFORD.....	\$ 4.02	Q 4.21		\$ 4.36
ARDMORE.....	\$ 4.04	Q 4.22	D 4.29	\$ 4.38
WYNNEWOOD.....	\$ 4.06	Q 4.23		\$ 4.40
NARBERTH.....	\$ 4.08	Q 4.24		\$ 4.42
MERION.....	\$ 4.10	Q 4.26		\$ 4.44
OVERBROOK.....	\$ 4.12	Q 4.27	4.34	\$ 4.46
FIFTY-SECOND ST.....	\$ 4.14	W 4.30		\$ 4.49
ZOO.....	4.17	4.33	4.38	4.52
PENN CENTRAL..... Lower Level				
30th ST.-PHILA..... Upper Level	\$ 4.21	\$ 4.37	\$ 4.41	\$ 4.56
SUBURBAN.....	\$ 4.25	\$ 4.41	\$ 4.45	\$ 5.00
	P. M.	P. M.	P. M.	P. M.

MANAYUNK TO SUBURBAN

STATIONS	FIRST CLASS			
	▲666	▲668	▲670	▲672
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
MANAYUNK.....	\$ 1.42	\$ 3.12	\$ 4.15	\$ 5.10
BARMOUTH.....	\$ 1.44	\$ 3.14		\$ 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.

EASTWARD

Note—All Regular Trains will operate with MU Equipment.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS				
	#356	#058	398	▲ 358	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sun.	
	P. M.	P. M.	P. M.	P. M.	
BANKS.....					
ROCKVILLE.....					
HARRISBURG.....					
ROY.....	MU	MU	MU	MU	
CRES.....					
MIDDLETOWN.....					
ELIZABETHTOWN.....					
MOUNT JOY.....					
LANCASTER.....					
PARKESBURG.....					
COATESVILLE.....					
THORN.....					
DOWNTOWN.....					
WHITFORD.....					
MALVERN.....					
PAOLI.....	\$ 5.50		\$ 6.00	\$ 6.20	
DAYLESFORD.....	\$ 5.52		\$ 6.02	\$ 6.22	
BERWYN.....	\$ 5.54		\$ 6.04	\$ 6.24	
DEVON.....	\$ 5.56		\$ 6.06	\$ 6.26	
STRAFFORD.....	\$ 5.58		\$ 6.08	\$ 6.28	
WAYNE.....	\$ 6.00		\$ 6.10	\$ 6.30	
ST. DAVIDS.....	\$ 6.02		\$ 6.11	\$ 6.32	
RADNOR.....	\$ 6.04		\$ 6.13	\$ 6.34	
VILLANOVA.....	\$ 6.06		\$ 6.15	\$ 6.36	
ROSEMONT.....	\$ 6.08		\$ 6.17	\$ 6.38	
BRYN MAWR.....	\$ 6.10	\$ 6.17	\$ 6.19	\$ 6.40	
HAVERFORD.....		\$ 6.19	\$ 6.21	\$ 6.42	
ARDMORE.....		\$ 6.21	\$ 6.22	\$ 6.44	
WYNNEWOOD.....		\$ 6.28	\$ 6.24	\$ 6.46	
NARBERTH.....		\$ 6.25	\$ 6.26	\$ 6.48	
MERION.....		\$ 6.27	\$ 6.27	\$ 6.50	
OVERBROOK.....	6.16	\$ 6.29	\$ 6.28	\$ 6.52	
FIFTY-SECOND ST.....	\$ 6.19	\$ 6.32	6.30	6.54	
ZOO.....	6.22	6.35	6.32	6.56	
PENN CENTRAL (Lower Level)					
30th ST.-PHILA. (Upper Level)	\$ 6.26	\$ 6.39	\$ 6.36	\$ 7.00	
SUBURBAN.....	\$ 6.30	\$ 6.43	\$ 6.40	\$ 7.04	
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS							
	▲614	360	±060	362	±064	616	364
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.25					\$ 7.55	
	MU	MU	MU	MU	MU	MU	MU
	\$ 5.38					8.05	
	\$ 5.46					G 8.11	
	\$ 5.53						
	\$ 6.05					\$ 8.27	
	\$ 6.26					8.48	
	\$ 6.32					\$ 8.53	
	6.35					8.56	
	\$ 6.38	Will Not Run Dec. 25				\$ 8.59	Will Not Run Dec. 25
	\$ 6.50	\$ 7.00		\$ 7.55		\$ 9.11	\$ 9.15
		W 7.02		F 7.57			F 9.17
		\$ 7.04		\$ 7.59			\$ 9.19
		\$ 7.06		\$ 8.01			\$ 9.21
		\$ 7.08		\$ 8.03			\$ 9.23
		\$ 7.10		\$ 8.05			\$ 9.25
		\$ 7.11		\$ 8.07			\$ 9.26
		\$ 7.13		\$ 8.09			\$ 9.28
		\$ 7.15		\$ 8.11			\$ 9.30
		\$ 7.17		\$ 8.13			\$ 9.32
	7.00	\$ 7.19	\$ 7.45	\$ 8.15	\$ 8.55	9.21	\$ 9.34
		\$ 7.21	\$ 7.47	\$ 8.17	\$ 8.57		\$ 9.36
	\$ 7.02	\$ 7.22	\$ 7.48	\$ 8.19	\$ 8.58		\$ 9.37
		\$ 7.24	\$ 7.50	\$ 8.21	\$ 9.00		\$ 9.39
		\$ 7.25	\$ 7.51	\$ 8.23	\$ 9.01		\$ 9.40
		\$ 7.27	\$ 7.53	\$ 8.25	\$ 9.03		\$ 9.42
	7.06	\$ 7.28	\$ 7.54	\$ 8.27	\$ 9.04	9.26	\$ 9.43
		W 7.30					
	7.10	7.32	7.58	8.31	9.08	9.30	9.47
	\$ 7.13	\$ 7.36	\$ 8.02	\$ 8.35	\$ 9.12	\$ 9.34	\$ 9.51
	\$ 7.17	\$ 7.40	\$ 8.06	\$ 8.39	\$ 9.16	\$ 9.38	\$ 9.55
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS				
	624	366	368		
	Sunday Only	Daily	Daily		
	P. M.	P. M.	P. M.		
BANKS					
ROCKVILLE					
HARRISBURG	\$ 9.10				
ROY	MU	MU	MU		
CRES.					
MIDDLETOWN	9.20				
ELIZABETHTOWN					
MOUNT JOY					
LANCASTER	\$ 9.41				
PARKESBURG	10.02				
COATESVILLE	\$10.07				
THORN	10.10				
DOWNTOWN	\$10.13		Will Not Run Dec. 25		
WHITFORD					
MALVERN					
PAOLI	\$10.25	\$10.30	\$11.40		
DAYLESFORD		\$10.32	\$11.42		
BERWYN	Will Run	\$10.34	\$11.44		
DEVON	May 27	\$10.36	\$11.46		
STRAFFORD	July 4	\$10.38	\$11.48		
WAYNE	Sept. 2	\$10.40	\$11.50		
ST. DAVIDS	Nov. 28	\$10.41	\$11.52		
RADNOR	Dec. 25	\$10.43	\$11.54		
VILLANOVA	Jan. 1	\$10.45	\$11.56		
ROSEMONT		\$10.47	\$11.58		
BRYN MAWR	10.36	\$10.49	\$12.00		
HAVERFORD		\$10.51	\$12.02		
ARDMORE	Will Not	\$10.52	\$12.04		
WYNNEWOOD	Run	\$10.54	\$12.06		
NARBERTH	May 26	\$10.56	\$12.08		
MERION	Sept. 1	\$10.57	\$12.10		
OVERBROOK	10.42	\$10.58	\$12.12		
FIFTY-SECOND ST.					
ZOO	10.46	11.02	12.16		
PENN CENTRAL	{ Lower Level Upper Level				
30th ST.-PHILA...		\$10.51	\$11.06	\$12.20	
SUBURBAN		\$10.55	\$11.10	\$12.24	
	P. M.	P. M.	A. M.		

[illegible]

SUBURBAN TO WEST CHESTER—SOUTHWARD

FIRST CLASS

STATIONS	701	#0701	#0703	0705	#0705	#0707	#0709	#0709	711	#713	#715	#715	717
	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.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily A. M.
SUBURBAN	\$12.55		\$6.00	\$7.00	\$7.00	\$7.20	\$7.55		\$8.10	\$8.28	\$8.55	\$9.25	\$9.55
PC 30th ST.-PHILA. UL	\$12.58		\$6.03	\$7.03	\$7.03	\$7.23	\$7.58		\$8.13	\$8.31	\$8.58	\$9.28	\$9.58
ARSENAL	1.00		6.05	7.05	7.05	7.25	8.00		8.15	8.33	9.00	9.30	10.00
FORTY-NINTH ST.			\$6.07	\$7.07	\$7.07	\$7.27	\$8.02		\$8.17	\$8.35	\$9.02	\$9.32	\$10.02
ANGORA	\$1.04		\$6.09	\$7.09	\$7.09	\$7.29	\$8.04		\$8.19	\$8.37	\$9.04	\$9.34	\$10.04
FERNWOOD-YEADON	\$1.08		\$6.11	\$7.11	\$7.11	\$7.31	\$8.06		\$8.21	\$8.39	\$9.06	\$9.36	\$10.06
LANDSDOWNE	\$1.08		\$6.13	\$7.13	\$7.13	\$7.33	\$8.08		\$8.23	\$8.41	\$9.08	\$9.38	\$10.08
GLADSTONE	\$1.09								MMB.24		\$9.09	\$9.39	\$10.09
CLIFTON-ALDAN	\$1.11		\$6.16	\$7.16	\$7.16	\$7.36	\$8.12		\$8.26	\$8.44	\$9.11	\$9.41	\$10.11
PRIMOS	\$1.13		\$6.18	\$7.18	\$7.18	\$7.38	\$8.14		\$8.28	\$8.46	\$9.13	\$9.43	\$10.13
SECANE	\$1.15		\$6.20	\$7.20	\$7.20	\$7.40	\$8.16		\$8.30	\$8.48	\$9.15	\$9.45	\$10.15
MORTON-RUTLEDGE	\$1.17		\$6.22	\$7.22	\$7.22	\$7.42	\$8.18		\$8.32	\$8.50	\$9.17	\$9.47	\$10.17
SWARTHMORE	\$1.19		\$6.24	\$7.24	\$7.24	\$7.44	\$8.20		\$8.34	\$8.52	\$9.19	\$9.49	\$10.19
WALLINGFORD	\$1.21					\$7.46			\$8.36	\$8.54	\$9.21	\$9.51	\$10.21
MOYLAN-ROSE VALLEY	\$1.23			\$7.27	\$7.27	\$7.48	\$8.25		\$8.38	\$8.56	\$9.23	\$9.53	\$10.23
MEDIA	\$1.30	\$5.20	\$6.31	\$7.32	\$7.32	\$7.52	\$8.28	\$8.29	\$8.45	\$9.03	\$9.27	\$9.57	\$10.27
ELWYN				Will Run								F 9.59	Will Not
WILLIAMSON SCHOOL				Feb. 17								F10.01	Run
GLEN RIDDLE			F 6.35	March 28				F 8.33				F10.03	Dec. 25
LENNI				F 7.39				F 8.35				F10.05	
WAWA			F 6.38	F 7.41				F 8.37				F10.07	
DARLINGTON													
GLEN MILLS			F 6.42	F 7.45				F 8.41				F10.09	
LOCKSLEY												F10.12	
CHEYNEY			F 6.46	F 7.50				F 8.46				F10.16	
WESTTOWN			F 6.48	F 7.52				F 8.49				F10.18	
NIELDS ST.			F 6.54	F 7.57				F 8.56				F10.23	
WEST CHESTER		\$5.50	\$6.58	\$8.00				\$8.59				\$10.25	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment

SUBURBAN TO WEST CHESTER—SOUTHWARD

STATIONS	FIRST CLASS													
	▲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	\$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	\$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	4.00	
FORTY-NINTH ST.....	\$11.02		\$12.02	\$12.02		\$1.02		\$2.02		\$3.02				
ANGORA.....	\$11.04		\$12.04	\$12.04		\$1.04		\$2.04		\$3.04			\$4.02	
FERNGOOD-YEADON.....	\$10.36	\$11.06	\$11.36	\$12.06	\$12.36	\$1.06	\$1.36	\$2.06	\$2.36	\$3.06	\$3.36		\$4.04	
LANDSDOWNE.....	\$10.38	\$11.08	\$11.38	\$12.08	\$12.38	\$1.08	\$1.38	\$2.08	\$2.38	\$3.08	\$3.38		\$4.06	
GLADSTONE.....	\$10.39	\$11.09	\$11.39	\$12.09	\$12.39	\$1.09	\$1.39	\$2.09	\$2.39	\$3.09	\$3.39		\$4.09	
CLIFTON-ALDAN.....	\$10.41	\$11.11	\$11.41	\$12.11	\$12.41	\$1.11	\$1.41	\$2.11	\$2.41	\$3.11	\$3.41		\$4.11	
PRIMOS.....	\$10.43	\$11.13	\$11.43	\$12.13	\$12.43	\$1.13	\$1.43	\$2.13	\$2.43	\$3.13	\$3.43		\$4.13	
SECANE.....	\$10.45	\$11.15	\$11.45	\$12.15	\$12.45	\$1.15	\$1.45	\$2.15	\$2.45	\$3.15	\$3.45		\$4.15	
MORTON-RUTLEDGE.....	\$10.47	\$11.17	\$11.47	\$12.17	\$12.47	\$1.17	\$1.47	\$2.17	\$2.47	\$3.17	\$3.47		\$4.17	
SWARTHMORE.....	\$10.49	\$11.19	\$11.49	\$12.19	\$12.49	\$1.19	\$1.49	\$2.19	\$2.49	\$3.19	\$3.49		\$4.19	
WALLINGFORD.....	\$10.51	\$11.21	\$11.51	\$12.21	\$12.51	\$1.21	\$1.51	\$2.21	\$2.51	\$3.21	\$3.51		\$4.21	
MOYLAN-ROSE VALLEY.....	\$10.53	\$11.23	\$11.53	\$12.23	\$12.53	\$1.23	\$1.53	\$2.23	\$2.53	\$3.23	\$3.53		\$4.23	
MEDIA.....	\$10.57	\$11.27	\$11.57	\$12.27	\$12.57	\$1.27	\$1.57	\$2.27	\$3.00	\$3.30	\$4.00	\$4.02	\$4.30	
ELWYN.....				Will Not Run		Will Not Run				Will Not Run		\$4.04		
WILLIAMSON SCHOOL.....			\$12.08									\$4.05		
GLEN RIDDLE.....			\$12.08									\$4.07		
LENNI.....			\$12.10									\$4.09		
WAWA.....												\$4.10		
DARLINGTON.....														
GLEN MILLS.....			\$12.14									\$4.12		
LOCKLEY.....												\$4.16		
CHEYNEY.....			\$12.19									\$4.19		
WESTTOWN.....			\$12.21									\$4.21		
NIELDS ST.....			\$12.26									\$4.24		
WEST CHESTER.....			\$12.28									\$4.31		
	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.

SUBURBAN TO WEST CHESTER—SOUTHWARD

FIRST CLASS

STATIONS	743	0743	#777	779	#745	#0745	#747	#749	781	#751	#753	#0753	755	#757
	Daily Ex. Sat. P. M.	Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only 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.	Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN	\$ 4.24	\$ 4.25	\$ 4.40	\$ 4.45	\$ 4.56		\$ 5.03	\$ 5.15	\$ 5.18	\$ 5.19	\$ 5.35		\$ 5.45	\$ 6.05
PC 30th ST.-PHILA.....UL	\$ 4.27	\$ 4.28	\$ 4.43	\$ 4.48	\$ 4.58		\$ 5.06	\$ 5.18	\$ 5.21	\$ 5.22	\$ 5.38		\$ 5.48	\$ 6.08
ARSENAL.....	\$ 4.30	\$ 4.30	\$ 4.46	\$ 4.50	\$ 5.01		\$ 5.09	\$ 5.21	\$ 5.25	\$ 5.26	\$ 5.41		\$ 5.51	\$ 6.11
FORTY-NINTH ST.....	\$ 4.33	\$ 4.33		\$ 4.52					\$ 5.27	\$ 5.29			\$ 5.55	\$ 6.13
ANGORA.....	\$ 4.36	\$ 4.35		\$ 4.54	\$ 5.06				\$ 5.29	\$ 5.31			\$ 5.57	\$ 6.18
FERNWOOD-YEADON.....	\$ 4.38	\$ 4.37		\$ 4.56	\$ 5.08				\$ 5.31	\$ 5.34			\$ 5.59	\$ 6.18
LANDSDOWNE.....	\$ 4.41	\$ 4.39		\$ 4.58			\$ 5.17		\$ 5.33	\$ 5.36	\$ 5.47		\$ 6.01	\$ 6.20
GLADSTONE.....	\$ 4.43	\$ 4.40		\$ 4.59			\$ 5.20		\$ 5.35	\$ 5.38			\$ 6.03	\$ 6.22
CLIFTON-ALDAN.....	\$ 4.45	\$ 4.42		\$ 5.01			\$ 5.22		\$ 5.37	\$ 5.41			\$ 6.05	\$ 6.24
PRIMOS.....	\$ 4.47	\$ 4.44		\$ 5.03			\$ 5.25		\$ 5.39	\$ 5.44			\$ 6.07	\$ 6.26
SECANE.....	\$ 4.50	\$ 4.46	\$ 4.58	\$ 5.05	\$ 5.14		\$ 5.28	\$ 5.33	\$ 5.41		\$ 5.54		\$ 6.09	\$ 6.28
MORTON-RUTLEDGE.....	\$ 4.53	\$ 4.48	\$ 5.01	\$ 5.07	\$ 5.17			\$ 5.36	\$ 5.43		\$ 5.57		\$ 6.11	\$ 6.30
SWARTHMORE.....	\$ 4.56	\$ 4.50	\$ 5.04	\$ 5.09	\$ 5.20			\$ 5.39	\$ 5.45		\$ 6.00		\$ 6.14	\$ 6.33
WALLINGFORD.....	\$ 4.58	\$ 4.52	\$ 5.07	\$ 5.11	\$ 5.23			\$ 5.42	\$ 5.47		\$ 6.03		\$ 6.16	\$ 6.38
MOYLAN-ROSE VALLEY.....	\$ 5.01	\$ 4.54	\$ 5.10	\$ 5.13	\$ 5.26			\$ 5.45	\$ 5.49		\$ 6.06		\$ 6.18	\$ 6.40
MEDIA.....	\$ 5.05	\$ 4.59	\$ 5.16	\$ 5.20	\$ 5.30		\$ 5.40	\$ 5.50	\$ 5.53	\$ 5.58	\$ 6.10		\$ 6.25	\$ 6.44
ELWYN.....	Will Not Run	F 5.02		Will Run Dec. 25					Will Run Feb. 17				Will Not Run Dec. 25	
WILLIAMSON SCHOOL.....	Dec. 25	F 5.05		Feb. 17					March 28					
GLEN RIDDLE.....	Feb. 17	F 5.07		March 28										
LENNI.....	March 28	F 5.08												
WAWA.....														
DARLINGTON.....		F 5.10												
GLEN MILLS.....		F 5.13												
LOCKSLEY.....														
CHEYNEY.....														
WESTTOWN.....		F 5.16												
WESTTOWN.....		F 5.18												
NIELDS ST.....		F 5.23												
WEST CHESTER.....		\$ 5.28												
	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. 17 and March 28.

SUBURBAN TO WEST CHESTER—SOUTHWARD

FIRST CLASS

STATIONS	#759	#761	#763	765	#0765	#767	769	771	785	#773	
	Sat. & Sun. Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Sat. & Sun. Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Sat. & Sun. Only P. M.	Daily Ex. Sat. & Sun. P. M.	
SUBURBAN	\$ 6.30	\$ 7.04	\$ 7.25	\$ 7.55	\$ 7.55	\$ 9.15	\$10.00	\$11.00	\$11.20	\$11.55	
PC 30th ST.-PHILA.....UL	\$ 6.33	\$ 7.07	\$ 7.28	\$ 7.58	\$ 7.58	\$ 9.18	\$10.03	\$11.03	\$11.23	\$11.58	
ARSENAL	\$ 6.36	\$ 7.10	\$ 7.30	\$ 8.01	\$ 8.01	\$ 9.20	\$10.05	\$11.05	\$11.25	\$12.00	
FORTY-NINTH ST.			\$ 7.32					\$11.07			
ANGORA	\$ 6.41	\$ 7.14	\$ 7.34	\$ 8.04	\$ 8.04	\$ 9.24	\$10.09	\$11.09	\$11.29	\$12.04	
FERNWOOD-YEADON	\$ 6.43	\$ 7.16	\$ 7.36	\$ 8.06	\$ 8.06	\$ 9.26	\$10.11	\$11.11	\$11.31	\$12.06	
LANSDOWNE	\$ 6.45	\$ 7.18	\$ 7.38	\$ 8.08	\$ 8.08	\$ 9.28	\$10.13	\$11.13	\$11.33	\$12.08	
GLADSTONE	\$ 6.47	\$ 7.20	\$ 7.39	\$ 8.09	\$ 8.09	\$ 9.29	\$10.14	\$11.14	\$11.34	\$12.09	
CLINTON-ALDAN	\$ 6.49	\$ 7.22	\$ 7.41	\$ 8.11	\$ 8.11	\$ 9.31	\$10.16	\$11.16	\$11.36	\$12.11	
PRIMOS	\$ 6.51	\$ 7.24	\$ 7.43	\$ 8.13	\$ 8.13	\$ 9.33	\$10.18	\$11.18	\$11.38	\$12.13	
SECANE	\$ 6.53	\$ 7.26	\$ 7.45	\$ 8.15	\$ 8.15	\$ 9.35	\$10.20	\$11.20	\$11.40	\$12.15	
MORTON-RUTLEDGE	\$ 6.55	\$ 7.28	\$ 7.47	\$ 8.17	\$ 8.17	\$ 9.37	\$10.22	\$11.22	\$11.42	\$12.17	
SWARTHMORE	\$ 6.57	\$ 7.30	\$ 7.49	\$ 8.19	\$ 8.19	\$ 9.39	\$10.24	\$11.24	\$11.44	\$12.19	
WALLINGFORD	\$ 6.59	\$ 7.32	\$ 7.51	\$ 8.21	\$ 8.21	\$ 9.41	\$10.26	\$11.26	\$11.46	\$12.21	
MOYLAN-ROSE VALLEY	\$ 7.01	\$ 7.34	\$ 7.53	\$ 8.23	\$ 8.23	\$ 9.43	\$10.28	\$11.28	\$11.48	\$12.23	
MEDIA	\$ 7.05	\$ 7.39	\$ 8.00	\$ 8.29	\$ 8.29	\$ 9.50	\$10.35	\$11.35	\$11.52	\$12.30	
ELWYN	\$ 7.07										
WILLIAMSON SCHOOL	\$ 7.09										
GLEN RIDDLE	\$ 7.13										
LENNI	\$ 7.15										
WAWA	\$ 7.19										
DARLINGTON	\$ 7.20										
GLEN MILLS	\$ 7.24										
LOCKESLEY	\$ 7.28										
CHEYNEY	\$ 7.31										
WESTTOWN	\$ 7.33										
NIELDS ST	\$ 7.38										
WEST CHESTER	\$ 7.41										
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
	Will Run May 27	Will Run May 27	Will Run May 27	Will Run May 27	Will Run May 27	Will Run May 27	Will Not Run Dec. 25	Will Not Run May 27	Will Run May 27	Will Run May 27	
	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	
	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	
	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	
	Feb. 17	Feb. 17	Feb. 17	Feb. 17	Feb. 17	Feb. 17	Feb. 17	Feb. 17	Feb. 17	Feb. 17	
	March 28	March 28	March 28	March 28	March 28	March 28	March 28	March 28	March 28	March 28	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

Note—All Regular Trains Will Operate With MU Equipment.

WEST CHESTER TO SUBURBAN—NORTHWARD

FIRST CLASS

STATIONS	700	▲ 702	#0704	776	#706	#708	778	#710	#712	#0714	#716	780	#718	#720	#0722
	Daily A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Sat. & Sun. Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
WEST CHESTER.....			\$ 6.00							\$ 7.05				\$ 7.45	\$ 7.45
NIELDS ST.....			F 6.01				Will Run		F 7.06	F 7.06				F 7.46	F 7.46
WESTTOWN.....			F 6.04				May 27		F 7.13	F 7.13				F 7.53	F 7.53
CHEYNEY.....			F 6.09				July 4		F 7.16	F 7.16				F 7.58	F 7.58
LOCKSLEY.....			F 6.10				Sept. 2		F 7.18	F 7.18				F 8.01	F 8.01
GLEN MILLS.....			F 6.14				Nov. 28		F 7.21	F 7.21				F 8.05	F 8.05
DARLINGTON.....							Dec. 25		F 7.25	F 7.25				F 8.06	F 8.06
WAWA.....			F 6.16				Jan. 1		F 7.26	F 7.26		Will Run		F 8.08	F 8.08
LENNI.....			F 6.18				Feb. 17		F 7.28	F 7.28		March 28		F 8.10	F 8.10
GLEN RIDGLE.....			F 6.20				March 28		F 7.32	F 7.32				F 8.12	F 8.12
WILLIAMSON SCHOOL.....									F 7.33	F 7.33				F 8.13	F 8.13
ELWYN.....															
MEDIA.....	\$12.10	\$ 5.55	\$ 6.30	\$ 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	\$ 5.57	\$ 6.32	\$ 6.47	\$ 7.00	\$ 7.14	\$ 7.18	\$ 7.29	\$ 7.31			\$ 7.47	\$ 7.52		
WALLINGFORD.....	\$12.14	\$ 5.59	\$ 6.34	\$ 6.49	\$ 7.02	\$ 7.17	\$ 7.20					\$ 7.49	\$ 7.55		
SWARTHMORE.....	\$12.16	\$ 6.01	\$ 6.37	\$ 6.51	\$ 7.05	\$ 7.19	\$ 7.22	\$ 7.34	\$ 7.37			\$ 7.51	\$ 7.57		
MORTON-RUTLEDGE.....	\$12.18	\$ 6.03	\$ 6.39	\$ 6.53	\$ 7.07	\$ 7.21	\$ 7.24	\$ 7.36	\$ 7.40			\$ 7.53	\$ 7.59	\$ 8.12	
SECANE.....	\$12.20	\$ 6.05	\$ 6.41	\$ 6.55	\$ 7.10	\$ 7.24	\$ 7.28	\$ 7.39		\$ 7.52	\$ 7.55	\$ 7.57	\$ 8.02	\$ 8.16	
PRIMOS.....	\$12.22	\$ 6.07	\$ 6.43	\$ 6.57	\$ 7.12	\$ 7.26	\$ 7.30	\$ 7.41		\$ 7.54	\$ 7.57	\$ 7.59	\$ 8.14	\$ 8.26	
CLIFTON-ALDAN.....	\$12.24	\$ 6.09	\$ 6.45	\$ 6.59	\$ 7.14	\$ 7.28	\$ 7.32	\$ 7.43		\$ 7.56	\$ 7.59		\$ 8.18	\$ 8.30	
GLADSTONE.....	\$12.26	\$ 6.11	\$ 6.47	\$ 7.01	\$ 7.15	\$ 7.29	\$ 7.33	\$ 7.44		\$ 7.58	\$ 8.01	\$ 8.03	\$ 8.18	\$ 8.30	
LANSDOWNE.....	\$12.27	\$ 6.13	\$ 6.49	\$ 7.03	\$ 7.17	\$ 7.31	\$ 7.35	\$ 7.46		\$ 7.60	\$ 8.03	\$ 8.05	\$ 8.20	\$ 8.32	
FERNWOOD-YEADON.....	\$12.29	\$ 6.15	\$ 6.51	\$ 7.05	\$ 7.19	\$ 7.33	\$ 7.37	\$ 7.48		\$ 7.62	\$ 8.05	\$ 8.07	\$ 8.22	\$ 8.34	
ANGORA.....	\$12.31	\$ 6.17	\$ 6.53	\$ 7.07	\$ 7.21	\$ 7.35	\$ 7.39	\$ 7.50		\$ 7.64	\$ 8.07	\$ 8.09	\$ 8.24	\$ 8.36	
FORTY-NINTH ST.....	\$12.33	\$ 6.19	\$ 6.55	\$ 7.09	\$ 7.23	\$ 7.37	\$ 7.41	\$ 7.53		\$ 7.66	\$ 8.11	\$ 8.13	\$ 8.26	\$ 8.38	
ARSENAL.....	\$12.35	\$ 6.22	\$ 6.59	\$ 7.12	\$ 7.27	\$ 7.41	\$ 7.45	\$ 7.58		\$ 7.69	\$ 8.14	\$ 8.16	\$ 8.30	\$ 8.42	
PC 30th ST.-PHILA.....	\$12.37	\$ 6.24	\$ 7.02	\$ 7.16	\$ 7.31	\$ 7.45	\$ 7.49	\$ 7.61		\$ 7.72	\$ 8.17	\$ 8.20	\$ 8.33	\$ 8.45	
UL.....	\$12.38	\$ 6.26	\$ 7.06	\$ 7.20	\$ 7.35	\$ 7.49	\$ 7.53	\$ 7.65		\$ 7.76	\$ 8.21	\$ 8.24	\$ 8.37	\$ 8.49	
SUBURBAN.....	\$12.42	\$ 6.30													
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

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.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
WEST CHESTER				\$ 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			
LOCKSLEY											F10.55			
GLEN MILLS											F10.58			
DARLINGTON				F 8.38		F 9.26					F11.02			
WAWA				F 8.40		F 9.30					F11.03			
LENNI		Will Not Run Feb. 17		F 8.42	Will Not Run Feb. 17	F 9.31				Will Not Run Dec. 25	F11.04			Will Not Run Dec. 25
GLEN RIDDLE		March 28		F 8.44	March 28	F 9.33					F11.06			
WILLIAMSON SCHOOL				F 8.46		F 9.35					F11.08			
ELWYN						F 9.37					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	\$ 9.47	\$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	\$ 9.49	\$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	\$ 9.51	\$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	\$ 9.53	\$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	\$ 9.55	\$10.25	\$10.55	\$11.25	\$11.55	\$12.25	\$12.55
PRIMOS		\$ 8.31	\$ 8.52	\$ 9.07	\$ 9.07		\$ 9.32	\$ 9.57	\$10.27	\$10.57	\$11.27	\$11.57	\$12.27	\$12.57
CLIFTON-ALDAN		\$ 8.33	\$ 8.54	\$ 9.09	\$ 9.09		\$ 9.34	\$ 9.59	\$10.29	\$10.59	\$11.29	\$11.59	\$12.29	\$12.59
GLADSTONE		\$ 8.35	\$ 8.56	\$ 9.11	\$ 9.11		\$ 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	\$10.02	\$10.32	\$11.02	\$11.32	\$12.02	\$12.32	\$ 1.02
FERNDOWNE-YEADON		\$ 8.39	\$ 9.00	\$ 9.15	\$ 9.15		\$ 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			\$10.06		\$11.06		\$12.06		\$ 1.06
FORTY-NINTH ST.				\$ 9.17	WW9.19			\$10.08		MM11.08		\$12.08		\$ 1.08
ARSENAL	8.43	8.45	9.06	9.21	9.21		9.45	10.10	10.40	11.10	11.40	12.10	12.40	1.10
PC 30th ST.-PHILA.	\$ 8.46	\$ 8.51	\$ 9.09	\$ 9.26	\$ 9.26		\$ 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	\$10.17	\$10.47	\$11.17	\$11.47	\$12.17	\$12.47	\$ 1.17
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.
No. 0726 Will Run Feb. 17 and March 28.

WEST CHESTER TO SUBURBAN—NORTHWARD

STATIONS	FIRST CLASS													
	#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									F 4.43			F 5.36	
WESTTOWN	F12.51									F 4.50			F 5.41	
CHEYNEY	F12.56									F 4.53			F 5.44	
LOCKSLEY					Will Not Run					F 4.58		Will Not Run		
GLEN MILLS					May 27					F 5.02		May 27		
DARLINGTON	F 1.01				Sept. 2					F 5.03		Sept. 2		
WAWA	F 1.04				Nov. 23					F 5.05		Nov. 23		
LENNI	F 1.06		Will Not Run		Jan. 1				Will Not Run	F 5.07		Jan. 1		
GLEN RIDDLER	F 1.07		March 28						Dec. 25	F 5.10		March 28		
WILLIAMSON SCHOOL														
ELWYN														
MEDIA	\$ 1.16	\$ 1.15	\$ 1.45	\$ 2.15	\$ 2.45	\$ 3.15	\$ 3.45	\$ 4.15	\$ 4.45	\$ 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	\$ 4.47	\$ 5.17	\$ 5.19	\$ 5.42	\$ 6.07	\$ 6.22
WALLINGFORD	\$ 1.19	\$ 1.19	\$ 1.49	\$ 2.19	\$ 2.49	\$ 3.19	\$ 3.49	\$ 4.19	\$ 4.49	\$ 5.19	\$ 5.42	\$ 6.09	\$ 6.24	\$ 6.39
SWARTHMORE	\$ 1.21	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51	\$ 3.21	\$ 3.51	\$ 4.21	\$ 4.51	\$ 5.21	\$ 5.44	\$ 6.11	\$ 6.26	\$ 6.41
MORTON-ROUTLEDGE	\$ 1.23	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53	\$ 3.23	\$ 3.53	\$ 4.23	\$ 4.53	\$ 5.23	\$ 5.46	\$ 6.13	\$ 6.28	\$ 6.43
SECANE	\$ 1.25	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55	\$ 3.25	\$ 3.55	\$ 4.25	\$ 4.55	\$ 5.25	\$ 5.48	\$ 6.15	\$ 6.30	\$ 6.45
PRIMOS	\$ 1.27	\$ 1.27	\$ 1.57	\$ 2.27	\$ 2.57	\$ 3.27	\$ 3.57	\$ 4.27	\$ 4.57	\$ 5.27	\$ 5.50	\$ 6.17	\$ 6.32	\$ 6.47
CLIFTON-ALDAN	\$ 1.29	\$ 1.29	\$ 1.59	\$ 2.29	\$ 2.59	\$ 3.29	\$ 3.59	\$ 4.29	\$ 4.59	\$ 5.29	\$ 5.52	\$ 6.19	\$ 6.34	\$ 6.49
GLADSTONE	\$ 1.30	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.30	\$ 4.00	\$ 4.30	\$ 5.00	\$ 5.30	\$ 5.30	\$ 6.00	\$ 6.36	\$ 6.51
LANSDOWNE	\$ 1.32	\$ 1.32	\$ 2.02	\$ 2.32	\$ 3.02	\$ 3.32	\$ 4.02	\$ 4.32	\$ 5.02	\$ 5.32	\$ 5.32	\$ 6.02	\$ 6.38	\$ 6.53
FERNWOOD-YEADON	\$ 1.34	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.34	\$ 4.04	\$ 4.34	\$ 5.04	\$ 5.34	\$ 5.34	\$ 6.04	\$ 6.40	\$ 6.55
ANGORA	\$ 1.36	\$ 1.36	\$ 2.06	\$ 2.36	\$ 3.06	\$ 3.36	\$ 4.06	\$ 4.36	\$ 5.06	\$ 5.36	\$ 5.36	\$ 6.06	\$ 6.42	\$ 6.57
FORTY-NINTH ST.			WW2.08		\$ 3.08	\$ 3.38	\$ 4.08	\$ 4.38	\$ 5.08		\$ 5.38	\$ 6.02		
ARSENAL	1.40	1.40	2.10	2.40	3.10	3.40	4.10	4.41	5.12		5.40	6.05	6.30	6.46
PC 30th ST.-PHILA.	\$ 1.43	\$ 1.43	\$ 2.13	\$ 2.43	\$ 3.13	\$ 3.43	\$ 4.13	\$ 4.43	\$ 5.13		\$ 5.46	\$ 6.08	\$ 6.33	\$ 6.48
SUBURBAN	\$ 1.47	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.20	\$ 4.50	\$ 5.20		\$ 5.50	\$ 6.12	\$ 6.37	\$ 6.53
	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. 0786 Will Run Feb. 17 and March 28.

Note—All Regular Trains Will Operate With MU Equipment.

No. 0786 Will Run Feb. 17 and March 28.

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.	Sunday Only P. M.	Daily Ex. Sat. & Sun. P. M.		
WEST CHESTER		\$ 7.56			\$ 9.30		Will Run May 27			
NIELDS ST.		F 7.57			F 9.31		Will Run July 4			
WESTTOWN		F 8.04			F 9.38		Sept. 2			
CHEYNEY		F 8.07			F 9.41		Nov. 28			
LOCKSLEY							Jan. 1			
GLEN MILLS		F 8.11			F 9.45					
DARLINGTON										
WAWA		F 8.14			F 9.47					
Lenni	Will Not Run Dec. 25		Will Run Feb. 17		F 9.49	Will Run Feb. 17				
GLEN RIDDLE			March 28			March				
WILLIAMSON SCHOOL										
ELWYN										
MEDIA	\$ 7.10	\$ 8.28	\$ 8.10	\$ 8.50	\$10.00	\$10.00	\$10.40	\$11.00		
MOYLAN-ROSE VALLEY	\$ 7.12	\$ 8.30	\$ 8.12	\$ 8.52	\$10.02	\$10.02	\$10.42	\$11.02		
WALLINGFORD	\$ 7.14	\$ 8.32	\$ 8.14	\$ 8.54	\$10.04	\$10.04	\$10.44	\$11.04		
SWARTHMORE	\$ 7.16	\$ 8.34	\$ 8.16	\$ 8.56	\$10.06	\$10.06	\$10.46	\$11.06		
MORTON-ROUTLEDGE	\$ 7.18	\$ 8.36	\$ 8.18	\$ 8.58	\$10.08	\$10.08	\$10.48	\$11.08		
SECANE	\$ 7.20	\$ 8.38	\$ 8.20	\$ 9.00	\$10.10	\$10.10	\$10.50	\$11.10		
PRIMOS	\$ 7.22	\$ 8.40	\$ 8.22	\$ 9.02	\$10.12	\$10.12	\$10.52	\$11.12		
CLIFTON-ALDAN	\$ 7.24	\$ 8.42	\$ 8.24	\$ 9.04	\$10.14	\$10.14	\$10.54	\$11.14		
GLADSTONE	F 7.25	\$ 8.43	\$ 8.25	L 9.06	\$10.15		\$11.15			
LANDSTONE	\$ 7.27	\$ 8.45	\$ 8.27	\$ 9.07	\$10.17	\$10.17	\$10.57	\$11.17		
FERNWOOD-YEADON	\$ 7.29	\$ 8.47	\$ 8.29	\$ 9.09	\$10.19	\$10.19	\$10.59	\$11.19		
ANGORA	\$ 7.31	\$ 8.49	\$ 8.31	\$ 9.11	\$10.21	\$10.21	\$11.01	\$11.21		
FORTY-NINTH ST.	\$ 7.33				\$10.23					
ARSENAL	7.35	\$ 8.53	\$ 8.35	\$ 9.15	10.25	10.25	11.04	11.25		
PC 30th ST-PHILA...UL	\$ 7.38	\$ 8.56	\$ 8.38	\$ 9.18	\$10.28	\$10.28	\$11.06	\$11.28		
SUBURBAN	\$ 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.		

Note—All Regular Trains Will Operate With MU Equipment.

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

FIRST CLASS

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.
#5401	5501	5551	#5801	5553	5503	#5403	#5903	#5445	5505	#5405	5507	#5407
Daily Ex.	Saturday	Sunday	Daily Ex.	Sunday	Saturday	Daily Ex.	Daily Ex.	Daily Ex.	Saturday	Daily Ex.	Saturday	Daily Ex.
Sat. & Sun.	Only	Only	Sat. & Sun.	Only	Only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Only	Sat. & Sun.	Only	Sat. & Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$12.58	\$12.58	\$12.58	\$6.18	\$6.30	\$6.40	\$6.37	\$7.03	\$7.24	\$7.40	\$8.13	\$8.30	\$8.50
1.01	1.01	1.01	6.21	6.33	6.43	6.41	7.07	7.28	7.43	8.17	8.33	8.50
1.04	1.04	1.04	6.24	6.36	6.46	6.44	7.10	7.32	7.46	8.20	8.36	8.50
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.
HARRISON C.N.J. YD.												
NEWARK												
HUNTER												
NK-L.V.R.R.												

FIRST CLASS

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.
5509	5559	#5411	5511	5513	#5413	5561	#5415	5515	5563	5517	#5419	5519
Saturday	Sunday	Daily Ex.	Saturday	Saturday	Daily Ex.	Sunday	Daily Ex.	Saturday	Sunday	Saturday	Daily Ex.	Saturday
Only	Only	Sat. & Sun.	Only	Only	Sat. & Sun.	Only	Sat. & Sun.	Only	Only	Only	Sat. & Sun.	Only
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
9.37	9.52	10.45	10.45	11.40	11.30	12.20	12.45	1.10	1.35	2.22	3.30	3.24
\$9.52	10.18	10.48	10.48	11.43	11.48	12.23	12.48	1.13	1.38	2.25	3.33	3.27
9.55	10.18	10.48	10.51	11.46	11.51	12.26	12.51	1.16	1.41	2.28	3.36	3.30
9.58	10.21	10.51	10.51	11.46	11.51	12.26	12.51	1.16	1.41	2.28	3.36	3.30
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HARRISON C.N.J. YD.												
NEWARK												
HUNTER												
NK-L.V.R.R.												

Train Nos. 5551, 5553, 5555, 5557, 5559, 5561, 5563 Will Run May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.
 Train Nos. 5501, 5503, 5505, 5507, 5509, 5511, 5513, 5515, 5517, 5519 Will Run Feb. 17, March 28.

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.	
	#5440	#5576	5536	#5402	5502	5552	5504	#5404	#5406	5554	#5448	#5708	#5802	#5408	
	Daily Ex. Sun. & Mon.	Monday Only	Sunday Only	Daily Ex. Sat. & Sun.	Saturday Only	Sunday Only	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	12.04	12.04	12.17	6.07	6.09	6.09	6.50	6.51	7.11	7.04	7.39	7.43	7.47	7.52	7.56
	12.07	12.07	12.21	6.10	6.12	6.12	6.54	6.54	7.14	7.07	7.43	7.47	7.51	7.56	8.03
	\$12.10	\$12.10	\$12.25	\$ 6.14	\$ 6.15	\$ 6.15	\$ 6.57	\$ 6.58	\$ 7.18	\$ 7.10	\$ 7.46	\$ 7.50	\$ 7.55	\$ 8.00	\$ 8.06
															\$ 8.10
		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.
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.	
	#5910	#5600	#5712	5556	#5412	5508	#5602	#5414	5558	5510	#5416	5560	5512	#5418	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only	Saturday Only	Daily Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	8.09	8.13	8.26	8.37	8.40	9.06	9.15	9.18	9.29	10.04	10.18	11.07	11.08	11.09	12.05
	8.12	8.16	8.29	8.40	8.43	9.09	9.21	9.21	9.32	10.07	10.21	11.10	11.11	11.12	12.08
	\$ 8.16	\$ 8.19	\$ 8.33	\$ 8.43	\$ 8.47	\$ 9.12	\$ 9.21	\$ 9.25	\$ 9.35	\$10.10	\$10.25	\$11.13	\$11.14	\$11.15	\$12.11
	8.19	8.22	8.36	8.52	8.52	9.15	9.24	9.28	9.38	9.38	9.38	9.38	9.38	9.38	9.38
		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.
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.	
	#5910	#5600	#5712	5556	#5412	5508	#5602	#5414	5558	5510	#5416	5560	5512	#5418	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only	Saturday Only	Daily Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	8.09	8.13	8.26	8.37	8.40	9.06	9.15	9.18	9.29	10.04	10.18	11.07	11.08	11.09	12.05
	8.12	8.16	8.29	8.40	8.43	9.09	9.21	9.21	9.32	10.07	10.21	11.10	11.11	11.12	12.08
	\$ 8.16	\$ 8.19	\$ 8.33	\$ 8.43	\$ 8.47	\$ 9.12	\$ 9.21	\$ 9.25	\$ 9.35	\$10.10	\$10.25	\$11.13	\$11.14	\$11.15	\$12.11
	8.19	8.22	8.36	8.52	8.52	9.15	9.24	9.28	9.38	9.38	9.38	9.38	9.38	9.38	9.38
		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.
Train Nos. 5536, 5552, 5554, 5556, 5558, 5560 Will Run May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.															
Train Nos. 5502, 5504, 5506, 5510, 5512, 5514 Will Run Feb. 17, March 28.															

Train Nos. 5536, 5552, 5554, 5556, 5558, 5560 Will Run May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.
 Train Nos. 5502, 5504, 5506, 5508, 5510, 5512, 5514 Will Run Feb. 17, March 28.

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.
	#5420	#5422	#5424	#5426	#5428	#5430	#5432	#5434	#5436	#5438	#5440	#5442	#5444	#5446
NK-L.V.R.R.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	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.
HUNTER	12.09	12.59	1.23	1.24	2.33	2.37	3.09	3.36	3.41	4.38	4.47	5.26	5.51	5.52
NEWARK	12.12	1.02	1.28	1.27	2.38	2.40	3.12	3.39	3.44	4.41	4.50	5.29	5.54	5.55
HARRISON C.N.J. YD.	12.15	1.05	1.29	1.30	2.39	2.44	3.15	3.42	3.48	4.44	4.53	5.34	5.57	5.58
	12.18	1.08	1.32	1.32	2.42	2.44	3.15	3.42	3.51	4.44	4.53	5.34	5.57	5.58
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS													
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#5430	#5432	#5434	#5436	#5438	#5440	#5442	#5444	#5446	#5448	#5450	#5452	#5454	#5456
NK-L.V.R.R.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	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.
HUNTER	6.08	6.33	6.39	6.39	7.44	7.47	7.59	8.52	9.04	9.51	10.46	10.34	10.37	10.58
NEWARK	6.11	6.37	6.42	6.43	7.47	7.50	8.02	8.55	9.07	9.54	10.49	10.37	10.37	11.01
HARRISON C.N.J. YD.	6.15	6.41	6.45	6.47	7.50	7.53	8.06	8.58	9.10	9.57	10.52	10.40	10.43	11.07
	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.

Train Nos. 5562, 5564, 5566, 5570, 5572, 5574 Will Run May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.
 Train Nos. 5516, 5518, 5520, 5522, 5524, 5526, 5528, 5530, 5532, 5534 Will Run Feb. 17, March 28.

FIRST CLASS

STATIONS												
◆4133	▲4135	▲4137	▲4139	4141	4101	4261	4143	▲4145	▲4149	▲4151	4263	▲4153
Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Saturday Only	Sunday Only	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.
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.
\$ 7.15	\$ 7.40	\$ 8.15	\$ 8.45	\$ 9.35	\$10.15	\$10.45	\$12.45	\$ 1.20	\$ 1.55	\$ 3.00	\$ 3.35	\$ 4.05
\$ 7.20	\$ 7.45	\$ 8.20	\$ 8.50	\$ 9.40	\$10.20	\$10.50	\$12.50	\$ 1.25	\$ 2.00	\$ 3.05	\$ 3.40	\$ 4.10
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.
PRINCETON												
PRINCETON JCT.												

FIRST CLASS

[illegible]

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

Nos. 4155, 4161 Will Not Run Feb. 17.

Nos. 4101, 4105, 4107, 4109 Will Run Feb. 17.

No. 4261 Will Run May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.

PRINCETON BRANCH—NORTHWARD

		FIRST CLASS											
STATIONS	4182	◆4134	▲4136	▲4138	▲4140	4142	4102	4262	4144	▲4146	▲4150	▲4152	4264
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Saturday Only	Sunday Only	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. 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.
	\$12.08	\$7.27	\$8.00	\$8.30	\$9.10	\$9.57	\$10.30	\$11.00	\$1.07	\$1.38	\$2.12	\$3.15	\$3.50
PRINCETON JCT.	4182	◆4134	▲4136	▲4138	▲4140	4142	4102	4262	4144	▲4146	▲4150	▲4152	4264
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Saturday Only	Sunday Only	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. 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.
	\$12.13	\$7.32	\$8.05	\$8.35	\$9.15	\$10.02	\$10.35	\$11.05	\$1.12	\$1.43	\$2.17	\$3.20	\$3.55
		FIRST CLASS											
STATIONS	4154	4158	◆4160	4108	◆4162	4164	◆4166	4168	4172	◆4184	4178	4180	
	Daily Ex. Sun.	Daily	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$4.20	\$4.54	\$5.28	\$5.43	\$6.00	\$6.18	\$6.35	\$7.02	\$8.03	\$10.15	\$11.00	\$11.35	
PRINCETON JCT.	4154	4158	◆4160	4108	◆4162	4164	◆4166	4168	4172	◆4184	4178	4180	
	Daily Ex. Sun.	Daily	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$4.25	\$4.59	\$5.33	\$5.48	\$6.05	\$6.23	\$6.40	\$7.07	\$8.08	\$10.20	\$11.05	\$11.40	

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

Nos. 4102, 4108 Will Run Feb. 17.

No. 4262 Will Run May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.

WASHINGTON TO SOUTH END—SOUTHWARD

FIRST CLASS

STATIONS	SOU.	SOU.	R.F. & P.	C. & O.	R.F. & P.	SOU.	R.F. & P.							
	405	407	81	51	83	401	85							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.							
WASHINGTON	\$ 9.45	\$11.45	\$ 2.45	\$ 5.50	\$ 7.15	\$ 7.20	\$ 8.15							
VIRGINIA	9.50	11.50	2.50	5.55	7.20	7.25	8.20							
SOUTH END	9.58	11.58	2.58	6.01	7.26	7.31	8.26							
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.							

SOUTH END TO WASHINGTON—NORTHWARD

FIRST CLASS

STATIONS	R.F. & P.	R.F. & P.	SOU.	C. & O.	SOU.	R.F. & P.	SOU.							
	84	86	402	50	408	82	406							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.							
SOUTH END	5.35	7.05	8.00	12.30	2.14	3.20	10.00							
VIRGINIA	5.42	7.12	8.07	12.37	2.22	3.27	10.08							
WASHINGTON	\$ 5.50	\$ 7.20	\$ 8.15	\$12.45	\$ 2.30	\$ 3.35	\$10.15							
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.							

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	6.00 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	6.15 AM to 5.00 PM	8.30 AM to 4.30 PM	Closed
Woodbridge	6.30 AM to 8.15 AM	Closed	Closed
Metro Park	6.00 AM to 7.00 PM 7.30 PM to 10.30 PM	6.00 AM to 7.00 PM 7.30 PM to 10.30 PM	7.30 AM to 7.00 PM 7.30 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	12.00 NOON to 8.00 PM
Jersey Avenue	6.45 AM to 10.15 AM	Closed	Closed
Princeton Jct.	6.15 AM to 11.15 AM 12.15 PM to 2.45 PM	7.00 AM to 11.00 AM 12.00 NOON to 3.30 PM	Closed
Princeton	7.00 AM to 10.00 AM	Closed	Closed

CHESAPEAKE DIVISION

Newark, Del.	7.00 AM to 8.00 AM	Closed	Closed
Baltimore	6.10 AM to 10.45 PM	6.10 AM to 10.45 PM	6.10 AM to 10.45 PM
Capital Beltway	5.30 AM to 8.30 PM	5.30 AM to 8.30 PM	5.30 AM to 8.30 PM
Washington	Continuously	Continuously	Continuously

HARRISBURG DIVISION

Lancaster	6.00 AM to 5.00 PM 6.00 PM to 8.00 PM	6.00 AM to 5.00 PM 6.00 PM to 8.00 PM	6.00 AM to 5.00 PM 6.00 PM to 8.00 PM
Elizabethtown	7.00 AM to 8.30 AM	Closed	Closed
Harrisburg	Continuously	Continuously	Continuously

PHILADELPHIA COMMUTER AREA

Station	Monday to Friday	Saturday	Sunday and Holidays
Trenton	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM
Levittown-Tullytown	6.00 AM to 9.30 AM	Closed	Closed
Bristol	6.45 AM to 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
Overbrook	7.00 AM to 12.20 PM 1.20 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
Radnor	6.45 AM to 11.45 AM 1.00 PM to 3.30 PM	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 11.50 AM 1.00 PM to 3.50 PM	Closed	Closed
Strafford	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	6.10 AM to 4.40 PM 5.00 PM to 7.15 PM	6.30 AM to 4.40 PM 5.00 PM to 7.15 PM	6.30 AM to 4.40 PM 5.00 PM 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 2.45 PM	Closed	Closed
Chestnut Hill	6.15 AM to 10.20 PM	6.15 AM to 2.15 PM 3.00 PM to 10.20 PM	6.15 AM to 2.15 PM 3.00 PM to 9.05 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

PHILADELPHIA COMMUTER AREA (CONTINUED)

Station	Monday to Friday	Saturday	Sunday and Holidays
Clifton-Aldan	6.35 AM to 11.00 AM 12.00 Noon to 3.00 PM	Closed	Closed
Primos	6.15 AM to 8.45 AM	Closed	Closed
Secane	6.30 AM to 11.30 AM 12.30 PM to 3.00 PM	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	6.30 AM to 11.45 AM 1.00 PM to 3.10 PM	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 3.30 PM	Closed	Closed
Wynnesfield 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
Darby	7.00 AM to 9.30 AM	Closed	Closed
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	6.20 AM to 2.40 PM 3.40 PM to 6.00 PM	Closed (Note 1)	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 10.30 PM	6.10 AM to 10.30 PM	6.10 AM to 10.30 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

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
3844	County Block Station.....	Employees
3861	County Block Station.....	Employees

Chesapeake Division

414	Ivy City Enginehouse, on Signal.....	Employees

Philadelphia Commuter Area

Train No.	Stop At	For
601	Paoli Shops.....	Employees
☒908-935-910	Lamokin Street	Employees
☐951	Wilmington Shop Overhead Bridge.....	Employees
953		
903		
905		
904		
907		
912		
919		
925		
934		
936		
938		
949		
952		
950		
▲955		
506	Eddington.....	Employees
550		
510		
552		
514		
516		
509		
555		
557		
523		
529		
559		
539		

▲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 Ex. Sat.
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

AT RAHWAY

Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
3704	A.M. 6.01	3602	A.M. 5.55	3621	P.M. 5.08	3839	P.M. 5.03
3804	6.01	3602	5.55	3637	7.13	3785	7.11
3611	8.40	3819	8.37	3641	9.49	3757	9.43
1117	P.M. 5.18	3733	P.M. 5.15				

AT PRINCETON JUNCTION

254	A.M. 7.25	4133	A.M. 7.20	4182	A.M. 12.08	166	A.M. 12.03
234	7.50	4135	7.45	4134	7.27	254	7.25
200	7.52	4135	7.45	4136	8.00	3817	7.55
3820	8.25	4137	8.20	4138	8.30	3820	8.25
42	8.55	4139	8.50	4138	8.30	3822	8.26
256	8.55	4139	8.50	4140	9.10	3819	9.07
3824	10.25	4101	10.20	4142	9.57	280	9.51
				4102	10.30	3824	10.25
				4262	11.00	4203	10.57
3827	P.M. 2.07	4149	P.M. 2.00				
3835	4.12	4153	4.10		P.M.		P.M.
3832	4.15	4153	4.10	4144	1.07	210	1.02
3839	5.38	4107	5.33	4144	1.07	3825	1.03
3845	6.33	4165	6.31	4146	1.38	3828	1.33
3859	10.10	4183	10.05	4150	2.12	3827	2.07
3860	10.54	4177	10.49	4152	3.15	3830	3.11
3861	11.22	4179	11.18	4152	3.15	3829	3.12
				4264	3.50	142	3.45
				4154	4.20	3832	4.15
				4158	4.54	217	4.50
				4160	5.28	219	5.24
				4108	5.43	3839	5.38
				4162	6.00	3843	5.58
				4168	7.02	167	6.58
				4172	8.03	227	7.59
				4184	10.15	3859	10.10
				4184	10.15	3826	10.10
				4178	11.00	3860	10.54
				4182	A.M. 12.08	3844	P.M. 11.56
				4182	12.08	183	11.57

TRAINS WAIT FOR CONNECTIONS **PHILADELPHIA COMMUTER AREA**

AT 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	A.M. 6.13	3815	A.M. 6.10	4202	A.M. 8.51	558	A.M. 8.45
513	9.25	3819	9.18				
515	10.10	205	10.00		P.M.		P.M.
517	11.10	161	11.00	3828	1.23	512	1.18
517	11.10	4203	11.05	3832	4.05	176	3.52
				3834	5.00	218	4.52
				3838	6.00	524	5.53
519	P.M. 12.10	141	NOON 12.00	3838	6.00	160	5.53
				3858	6.25	528	6.18
				3840	8.19	534	8.14
521	P.M. 2.10	169	P.M. 2.00	3842	9.20	536	9.19
523	3.10	213	3.04	3826	10.00	164	9.51
525	4.05	171	4.00	3860	10.44	538	10.38
529	5.35	219	5.34	3844	11.45	540	11.43
559	5.50	3839	5.48				
531	6.15	3843	6.08				
531	6.15	43	6.14				
533	6.45	223	6.38				
535	7.45	3849	7.31				

AT NORTH PHILADELPHIA

Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
870	A.M. 12.42	183	A.M. 12.38

AT PENN CENTRAL 30th ST. STATION-PHILADELPHIA

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Pgsr.
905	7.00 AM	3	501	6.58 AM	

AT MEDIA

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

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

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

SPECIAL INSTRUCTIONS

GENERAL RULES

100A-A1. TIMETABLES—Trainmen assigned to yard service and their assignment does not contemplate entering or using Main or Secondary tracks, will not be required to carry their timetables with them while in such service provided that they have them on their person when reporting for duty, so they can be posted, and keep them within easy access.

100C-A. PHYSICAL EXAMINATIONS—In the application of Rule C, the following employees are required to have Periodic Physical Examinations as prescribed by this Special Instruction.

Train and Engine Service Employees (Road and Yard.)
 Assistant Chief Dispatchers.
 Movement Directors.
 Train Dispatchers.
 Assistant Movement Directors.
 Operators.
 Operator Clerks.
 Assistant Agent Operators.
 Chauffeurs.
 Truck Drivers.
 Employees who operate self-propelled on track vehicles.

For the above employees under fifty years of age, Periodic Physical Examinations are required once every two years; fifty years of age and over once each year.

Employees required to take Periodic Physical Examination (biennial or annual), or Special Periodic, are personally responsible to obtain a Form MD-40 (Request for Medical Service) from the Trainmaster or other immediate supervisor and arrange for an appointment by contacting the medical office where regularly examined or with any other conveniently located Medical Officer as indicated in Timetable Special Instruction **100R-A2**.

Examinations must be completed in the month of employees' birth date, or as may be directed for a Special Periodic Examination.

Special Periodic Examinations must be taken as prescribed by the Medical Department.

Employees, who are required to have a Timetable, must record the prescribed information as to physical examinations on the Employee Qualification-Physical page.

100J-1-A1. UNIFORMS—Designated uniformed employees 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 striped shirt and AMTRAK matching tie, or a clean, plain white broadcloth shirt with either long or short elbow length sleeves and either red or blue four-in-hand AMTRAK 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.

100L-A1. USE OF SNOW MELTING OIL—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.

100L-B1. TUNNEL ALARM SYSTEM—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.

100L-B2. TUNNEL FLOOD GATES—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.

100L-B3. FIRE IN TUNNELS—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.

100L-B4. TUNNEL EMERGENCY EXITS—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

100L-B5. TUNNEL TELEPHONE SYSTEM—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:

RED—Power Director GREEN—Train Director "A"

WHITE—Exchange Line (PBX Operator) Train Director "A" 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.

100L-C1. B. & P. TUNNEL—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.

100M-A1. SAFETY RULE BOOK S7-A—Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, which is printed on pages 432 and 433. 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.

100 O-A1. EMPLOYES PERMITTED TO RIDE ON ENGINES, ETC.—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.
M. of E. General Foreman and Assistants in the discharge of their duties.

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.

100 O-A2. EMPLOYES PERMITTED TO RIDE ON METROLINERS—Under no circumstances are more than four men including engineman 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.

100 Q-A1. FEDERAL HOURS OF SERVICE ACT—Employees subject to Public Law 91-169 (Federal Hours of Service Act) must not exceed the hours of service without authority of the Division Superintendent or Train Dispatcher.

100R-A1. PERSONAL INJURIES—Injuries to persons must be reported immediately to the Division Superintendent and General Manager Philadelphia Commuter Area 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, M.D. 720 Main Avenue Bayhead, N. J.	892-2255
Bayonne, N. J.	•Salvatore J. La Pilusa, M.D. 858 Avenue "C"	339-2283

Location	Name and Address	Telephone Number
Bristol, Pa.	•Thomas F. Fannin, M.D. 725 Radcliffe Street	788-3837
Cambridge, Md.	§John Mace, Jr., M.D. 604 Church Street	228-4545
Cape Charles, Va.	•T. B. Hardman, M.D. §J. B. Freeman, M.D.	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. §J. K. Van Kirk, 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.	876-6510
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, M.D. 145 Mansion Street	731-8359
Delmar, Del.	§E. M. Larmore, M.D. 100 Grove Street	846-8521
Dover, Del.	§J. Stites McDaniel, M.D. Professional Building	734-5838
Dumont, N. J.	§S. Siegel, M.D. 167 Washington Avenue	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
Harrisburg, Pa.	§Divisional Medical Office Passenger Station •G. A. Berkheimer, M.D. 325 N. Front Street •Edwin O. Daue, M.D. 2800 Green Street •Champe C. Pool, M.D. 2800 Green Street C. B. Fager, M.D. (Oculist) 126 Walnut Street Lee Weinstein, M.D. (Oculist) 1104 N. 2nd Street	232-4141 Ext. 327 or 328 238-4759 234-6749 232-1335 232-1924 232-7102
Haverstraw, N. Y.	§H. Karlan, M.D. 55 New Main Street	429-2222
Havre de Grace, Md.	§Wallace H. Sadowsky, M.D. 504 Lewis Street M. D. Ramos, M.D. (Medical Officer— Company Surgeon) 504 Lewis St. Alberto Barretto, M.D. (Medical Officer— Company Surgeon) 504 Lewis St.	939-0700 939-0700 939-0700
Hoboken, N. J.	•Charles E. Woltmann, M.D. 805 Garden Street	659-6532
Jersey City, N. J.	•Geo. J. Brick, M.D. 43 Cottage Street •R. G. Rohner, M.D. Christ Hospital	653-4138 653-1220
Kingston, N. Y.	§J. Mahdavian, M.D. 211 Hurley Avenue	338-9488
Lancaster, Pa.	•J. L. Farmer, M.D. 571 West Lemon Street §R. M. Landis, M.D. 653 W. Chestnut Street	397-6257 394-8263

Location	Name and Address	Telephone Number
Lebanon, Pa.	§•Charles G. Menges, M.D. South 3rd and Oak Streets	272-4081
Levittown- Tullytown, Pa.	§•Frederick E. Stiepan, M.D. 44 Sweetbriar Lane	946-1333
Lewes, Del.	•James Beebe, M.D. Office: •James Beebe, Jr., M.D. Res.: Office: Res.:	645-6218 Rehoboth 2051 645-6218 Rehoboth 8587
Long Island City, N. Y.	•James Morrissey, M.D. 28-19 Dittmars Boulevard Astoria, Long Island	274-8855 274-2149
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 •Hossein Eslami, M.D. 62 Jefferson Street	622-2020 643-2332
New Brunswick, N. J.	§Wm. George Kuhn, M.D. 251 Powers Street	249-1300
Newburgh, N. Y.	J. W. Overton, M.D. (Oculist) 229 Liberty Street §•E. H. Douglass, Jr., M.D. 286 Liberty Street §•D. R. Shapiro, M.D. 27 West Street	561-3260 562-0626 562-5450
New York, N. Y.	§A. R. Copely, M.D. Divisional Medical Officer Penn Station	484-2451 Extension 2451
Norfolk, Va.	§•Southgate Leigh, Jr., M.D. 300 Colonial Avenue §•Richard D. Bowles, M.D. Mathews Court House Mathews, Va.	622-6924 Office: 725-2044 Res: 725-2055
Norristown, Pa.	§•Robert A. Buyers, M.D. 1308 DeKalb Street	279-8686
North Bergen, N. J.	F. R. Arndt, M.D. (Oculist) 7500 Bergenline Avenue	863-6601
Ocean Grove, N. J.	§Theo. Schlossbach, M.D. 94 S. Main Street	775-7657
Oneonta, N. Y.	§•A. F. Carson, M.D. 26 Watkins Avenue	432-2110
Oxford, Pa.	§•G. T. Holcombe, M.D. N. 4th Street	932-8141
Paoli, Pa.	•Andrew J. Lots, M.D. 147 W. Lancaster Avenue §•Joseph S. Bennett, M.D. 22 State Road	644-2525 644-6116
Pennsauken, N. J.	Paul M. Mecray, M.D. Cooper River and Parkway West	663-3501
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 382-2211 382-4200 662-8121 545-5900
Pottsville, Pa.	§•Gabriel M. Lisak, M.D. 415 W. Market Street	622-7803
Rahway, N. J.	•Richard Newman, M.D. 104 W. Milton Avenue	388-6484

Location	Name and Address	Telephone Number
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	629-7037
Shamokin, Pa.	§J. R. Vastine, M.D. Medical Officer 305 E. Sunbury St.	648-4663
Spring Lake, N. J.	•Wm. J. D'Elia, M.D. 57 Pitney Road	449-5881
Sunbury, Pa.	•G. A. Deitrich, Jr., M.D. 28 N. 3rd St. •J. H. Landau, M.D. 70 Fairmount Ave. R. M. Johnston, M.D. (Oculist) 12 North Front St.	286-6201 286-2503 286-5934
Trenton, N. J.	•R. B. Ernest, M.D. 834 Riverside Avenue John A. Sakson, M.D. 667 Chambers Street	393-4009 396-8036
Union City, N. J.	§J. D. Napoli, M.D. 2815 Summit Avenue	863-1015
Washington, D. C.	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.	393-4300 Extension 514 544-3747 654-4481 544-3747 269-7537 683-1852
Wilkes-Barre, Pa.	§C. A. Miller, M.D. Res., 17 West Union St. Office, 17 West Union St.	823-1027 823-8767
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. Bernatine, 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.

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.	Mersey Hospital	727-5400
	301 St. Paul Place	
	Central Medical Centre	288-2555
	Eastpoint Shopping Centre	
	Baltimore City Hospital	342-5400
	4940 Eastern Avenue	
Bristol, Pa.	Lower Bucks County Bath Road, Bristol Township	788-7801
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	964-6600
	West Jersey	
	Mt. Ephraim and Atlantic Aves.	963-8830
	Our Lady of Lourdes	
	1600 Haddon Avenue	963-4300
Camp Hill, Pa.	Holy Spirit Hospital North 21st Street	761-0202
Carlisle, Pa.	Carlisle Hospital 224 Parker Street	249-1212
Chambersburg, Pa.	Chambersburg Hospital Lincoln Way East	264-5171
Chester, Pa.	Crozer-Chester Hospital 15th Street and Upland Avenue	874-8611
Chestnut Hill, Pa.	Chestnut Hill Hospital 8835 Germantown Avenue	247-4600
Coatesville, Pa.	Coatesville Hospital 300 Strode Avenue	384-9000
Columbia, Pa.	Columbia Hospital Seventh and Popular Streets	684-2841
Cornwall, N.Y.	Cornwall Laurel Avenue	534-3240
Crisfield, Md.	Edw. W. McCready Memorial Hospital	75
Dover, Del.	Kent General Hospital	734-4701
Easton, Md.	Memorial Hospital	822-1000
Elisabeth, N.J.	Elizabeth General 925 East Jersey Street	289-8600
Elkton, Md.	Union Hospital	398-4000
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
Harriburg, Pa.	Harriburg Hospital	782-3131
	Front and Mulberry Streets	
	Harriburg Polyclinic Hospital	782-4141
	3rd and Polyclinic Avenue	
Havre de Grace, Md.	Harford Memorial Hospital	939-2400
Hoboken, N.J.	St. Mary's 4th and Willow Avenue	792-3300
Jersey City, N.J.	Medical Center	
	Baldwin Avenue	434-1058
	St. Francis	
	East Hamilton Place	653-1050
	Christ Hospital	
	176 Palisade Avenue	653-1220
Kingston, N.Y.	City of Kingston 396 Broadway	331-3131
Lakewood, N.J.	Paul Kimball River Avenue	526-1600

Location	Name and Address	Telephone Number
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	422-4561
Mount Holly, N. J.	Burlington County Madison Avenue	267-0700
Nassawadox, Va.	Northampton-Accomac Memorial Hospital	442-2021
Newark, N.J.	Beth-Israel 201 Lyons Avenue St. James 142 Jefferson Avenue	923-6000 643-1300
New Brunswick, N. J.	Middlesex General Somerset Street St. Peters Easton Avenue	555-8200 555-8000
Norfolk, Va.	Norfolk General Hospital De Paul Hospital	625-1481 625-3251
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	564-5000 382-4800 382-4600 465-2500 336-3300 465-1000 923-1100 546-4500 787-5581 769-2100 426-8000 425-7600 533-9400 564-3850
Phillipsburg, N. J.	Warren Roseberry Street Easton 20th and Lehigh Streets (Easton, Pa.)	454-3551 258-6221
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

Location	Name and Address	Telephone Number
Reading, Pa.	Community General 135 North Sixth Street	376-4881
	Reading Hospital Sixth Avenue and Spruce Streets	376-6868
	West Reading St. Joseph's Hospital	376-4901
	Walnut and Birch Streets	
Riverside, N. J.	Zurbrugg Memorial Franklin Street	461-0510
Roxborough, Pa.	Memorial Hospital Ridge Avenue and Rector Street	483-4550
Salisbury, Md.	Peninsula General Hospital	749-3161
Seaford, Del.	Nanticoke Memorial Hospital	629-9103
Shamokin, Pa.	State Uniontown	648-4621
South Amboy, N.J.	South Amboy Bordentown Avenue	751-1000
Sunbury, Pa.	Sunbury Community N. 11th Street	282-3671
Teaneck, N.J.	Holy Name 718 Teaneck Road	837-3070
Trenton, N. J.	St. Francis Hamilton Ave. and Chambers St.	396-7676
	Helene Fuld Memorial	396-6575
	Brunswick Avenue	
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	696-7700
West Grove, Pa.	Community Memorial Hospital	869-2431
Wilkes-Barre, Pa.	Wyoming Valley 149 Dana Street	824-4621
Willingboro, N. J.	Rancocas Valley Hospital Sunset Road	877-6000
Wilmington, Del.	Delaware Division Hospital	654-5111
	Memorial Division Hospital	656-3351
Winchester, Va.	Winchester Memorial Hospital Stewart and Cork Streets	662-4121
York, Pa.	York Hospital S. George Street & Rathton Road	854-1511

100R-A4. LOCATION OF FIRST-AID BOXES AND STRETCHERS—

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

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 178 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 May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, Feb. 17, March 28, 1975.
- #**—Train may leave at scheduled arriving time when station work is completed.
- ##**—Train may leave 4 minutes in advance of scheduled leaving time when station work is completed.

1004-B1.

- ◆**—Will not run on May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, Feb. 17, 1975.
- ▲**—Will not run on May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.
- +**—Trains may leave 5 minutes in advance of schedule leaving time if traffic is received and station work completed.
- P**—Regular stop to receive or discharge passengers to or from south of Washington.
- Q**—Regular stop Saturday, Sunday and July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, Feb. 17, March 28, 1975.
- R**—Regular stop Sunday and May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.
- W**—Regular stop Monday to Friday, inclusive.
- Y**—Regular stop except Saturdays and May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974 and Jan. 1, 1975.
- AK**—Stops to discharge passengers from points east of New York and receive passengers for south of Philadelphia.
- DD**—Regular stop to discharge passengers Monday to Friday and regular stop to receive and discharge passengers Saturdays and Feb. 17, March 28, 1975.
- DP**—Stops to discharge passengers and to receive passengers for south of Washington.
- MM**—Regular stop daily except Saturday, Sunday and May 27, July 4, Sept. 2, Dec. 25, 1974; Jan. 1, 1975.
- MU**—Multiple Unit operation.
- NN**—Regular stop to discharge passengers except Sunday and May 27, July 4, Sept. 2, Dec. 25, 1974; Jan. 1, 1975.

LETTERS AND CHARACTERS (Continued)

- NP**—Stops only to discharge passengers for No. 31.
PA—Stops to discharge passengers and receive passengers for east of New York.
PN—Stops only to receive passengers from No. 30.
PP—Stops to discharge passengers transferring to Train No. 103 and receive passengers.
WW—Regular stop daily except Sunday and May 27, July 4, Sept. 2, Nov. 28, Dec. 25, 1974; Jan. 1, 1975.
XX—Regular stop Saturday and Sunday to receive passengers only.
X—Regular stop Saturday and Sunday only.
☐—Metroliner.
☒—Schedule based on a maximum speed of 100 M.P.H.

1004-F1. EASTERN REGION EMPLOYES—Timetable Special Instructions of the Mohawk-Hudson Division for the territory of the River Line between Region Post and CP 132; and the West Shore Branch between CP 132 and Selkirk and associated tracks hereinafter referred to as Zone A are duplicated in this Timetable; and may be used as authority for the movement of trains in Zone A, under the jurisdiction of the General Manager—Northeastern Region.

1004-F2. NORTHEASTERN REGION EMPLOYES—Schedules and Timetable Special Instructions of the New Jersey Division for the Main Line—New York to Philadelphia between Harold and A; and the Harold-Q-F-R Secondary tracks and associated tracks are duplicated and referred to as Zone A in the Northeastern Region Timetable; and may be used as authority for the movement of trains in Zone A, under the jurisdiction of the General Manager—Eastern Region.

1004-F3. LONG ISLAND RAILROAD EMPLOYES—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.

1010-A1. COLOR SIGNALS.

ZONE A

POWER SWITCHES—SELKIRK YARD—Power operated switches at east end of Receiving Yard at Selkirk are equipped with switch targets which will display the following indications:

- Lunar white—lined for straight track or lead
- Yellow—lined for diverging route
- Red—Stop

When red light is displayed, movement must stop immediately and member of crew notify yardmaster at east end or yardmaster at hump for instructions. Switch is not to be operated over until switch is properly secured.

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:

CHESAPEAKE DIVISION

All interlocking or block stations except Iron Hill, North East, Magnolia, Read, Clayton, Seaford, Cassatt and All Interlockings on Port Road Branch.

HARRISBURG DIVISION

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

PHILADELPHIA COMMUTER AREA

All attended interlocking stations except Brooke, Broad and Penn.

1013-E1. PHILADELPHIA COMMUTER AREA

Sound: o o — INDICATION: Call for car inspector.

1013-E2. EMERGENCY SIGNALS—Whistle or Horn at the following non-interlocked locations. The requirements of **Rule 13** must be observed.

Yard Masters' Office.....Greenwich
Block Station.....Nest

ENGINE WHISTLE OR HORN SIGNALS

1014(d)-A1. Rule 14(d) (— — — —) will apply:

NEW JERSEY DIVISION

Track	Between	And
A	Union	Elmora

CHESAPEAKE DIVISION

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

PHILADELPHIA COMMUTER AREA

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

1014(e)-A1. Rule 14(e) (— — — —) will apply:

NEW JERSEY DIVISION

Track	Between	And
B	Elmora	Union

CHESAPEAKE DIVISION

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

PHILADELPHIA COMMUTER AREA

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

1014(l)-A1. 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
Catskill Mountain Branch
Arsenal Track
Millstone Track
Rocky Hill Track
Freehold Secondary Track
Wallkill Valley Branch
River Line
Running Tracks between
Millham and Coalport
Robbinsville Running Track
Belvidere—Delaware Branch

Belvidere—Delaware Secondary Tracks
Warren Secondary Track
Hamilton Avenue Running Track
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 Jet.
Shellpot Branch
Port Road Branch
Holly Secondary Track

1014(l)-D1. Referring to **Rule 14(l)**; engine whistle will not be used to sound crossing alarm within the limits of the following Borough, except in emergency:

Borough	Alarm to be sounded by
Hanover Shippensburg	Engine bell

1014(l)-D2. **Rule 14(l)** will not apply at the following locations, except in emergency:

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.

1014(l)-E1. SCHUYLKILL SECONDARY TRACK **Rule 14(l)** 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(m)-A1. STATE OF NEW JERSEY—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.

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. 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. 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.

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-A4. In the application of **Rule 19**, authorized reflector discs may be used as markers in territory listed below:

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

1019-B1. PENNSYLVANIA STATION—Night signals must be displayed by day as well as by night in New York Pennsylvania Station Area.

1026-C1. BALTIMORE STATION—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 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-B1. NEW JERSEY DIVISION—Ring 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, movable 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-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	6
Engine in Helper Service	6	6
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

ALL DIVISIONS AND PHILADELPHIA COMMUTER AREA

1072-A1. A delayed regular train is superior by direction to an opposing regular train that is to be run by the same crew and equipment.

NEW JERSEY DIVISION

1072-B1. Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction except on the Catskill Mountain Branch, westward trains are superior by direction to trains of the same class in the opposite direction.

CHESAPEAKE DIVISION

1072-C1. Northward and Westward trains are superior by direction to trains of the same class in the opposite direction.

HARRISBURG DIVISION

1072-D1. Westward and Southward trains are superior by direction to trains of the same class in the opposite direction.

PHILADELPHIA COMMUTER AREA

1072-E1. Westward and Southward trains are superior by direction to trains of the same class in the opposite direction.

GENERAL ORDERS—BULLETIN ORDERS— BULLETIN BOARDS—EMPLOYEES' REGISTER— STANDARD CLOCKS

1075-A1. Location of Bulletin Boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Locations of Employees' Registers and Standard Clocks of this Region.

General Orders will be issued by authority and over the signature of the General Manager Eastern Region.

Bulletin Orders will be issued by authority and over the signature of the Division Superintendent and General Manager Philadelphia Commuter Area.

General Notices will be issued by authority and over the signature of the Division Superintendent and General Manager Philadelphia Commuter Area.

Bulletin Orders issued and in effect during the period of a calendar month will expire at 12:01 A.M. on the first day of each month, all of which must be removed from Bulletin Boards.

Effective at 12:01 A.M. on the first day of each month, a new Bulletin Order will be issued repeating all Bulletin paragraphs continuing in effect.

NOTE—X indicates in service.

Bulletin Board and Bulletin Book	Employees' Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes

ALL DIVISIONS AND PHILADELPHIA COMMUTER AREA

X	X	Block and Interlocking Stations, Control Stations	1
X	X	Train Dispatchers Offices	1

Note 1. Bulletin Board Only.

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

Bulletin Board and Bulletin Book	Employee's Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes
CHESAPEAKE DIVISION					
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	Harrisburg	
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, North End		
X	X		Baltimore—Bay View, South End Yard Office	P. C. A.-N.J.- Hbg.	
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.	
X	X		Washington—Ivy City Team Track	Wash. Term. Co. Potomac Yard	
X	X	X	Washington—Union Station Crew Dispatcher— DC Office Trailer	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	Harrisburg	
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		
X			W. M. Ry— Port Covington—Yardmaster's Office Union Bridge—Station Hagerstown—Caller's Office		

Bulletin Board and Bulletin Book	Employees' Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes

HARRISBURG DIVISION

X	X	X	Lancaster—Enginehouse	Reading Co. P. C. A.	
X	X	X	Enola—East End Yard Office		
X	X	X	Enola—Brick Office	Central Reg. Zones A & B Pittsburgh Reading Co. Potomac Yard P. C. A.- Chesa.-N.J. Allegheny	
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 Street Yard Office	Reading Co. Central Reg. P. C. A. Allegheny Zones A & B Pittsburgh Chesapeake New Jersey	
X	X	X	Lemoyne—Camp Hill Yard Office		
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	Delaware and Hudson Railroad Co. Hudson Yard Office		

PHILADELPHIA COMMUTER AREA

X	X	X	Trenton—Crew Dispatcher's Office, Passenger Station	New Jersey 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)	Chesapeake New Jersey Wash. Term. Harrisburg	
X	X	X	Suburban Station	New Jersey Chesapeake Harrisburg	
X	X	X	Media—Passenger Station	Chesapeake	
X	X	X	Paoli—Trainman's Room	Harrisburg	
X	X	X	Wilmington—Station Master's Office	Chesapeake Harrisburg	
X	X		West Yard—Yard Office	Chesapeake Harrisburg	
X	X		Tacony		
X	X	X	Frankford Junction—Yardmaster's Office		

Bulletin Board and Bulletin Book	Employees' Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes

PHILADELPHIA COMMUTER AREA (CONTINUED)

X	X		C Street		
X	X		Margie Street Yard		
X	X		Midvale		
X	X		Shackamaxon—Yard Office		
X	X		Tidewater Yard		
X	X	X	Yard Office—South Philadelphia Ore Yard	Harrisburg Chesapeake New Jersey	
X	X		South Phila.—Pay Yard		
X	X		Gray's Ferry Yard Office		
X	X	X	44th Street—Yard Office		
X	X	X	Phoenixville—Agent's Office		
X	X	X	Pottstown—Yard Office		
X	X	X	Reading—Yard Office		
X	X	X	Earnest—Yard Office	Harrisburg New Jersey	
X	X	X	Thorndale—Yard Office		
X	X	X	Pavonia—Yardmaster's Office, 27th St.	P.R.S.L. Chesa.-N.J.- Pot. Yard	
X	X	X	Pavonia—Enginehouse Car Shop Foreman's Office	P.R.S.L. Chesa.-N.J.- Harrisburg Pot. Yard	
X	X	X	Delair		
X	X	X	Eddystone—Yard Office	Chesapeake	
X	X	X	ThurLOW Yard—Yard Office	Chesapeake Harrisburg Potomac Yard	
X	X	X	Stony Creek—Yard Office	Chesapeake Harrisburg	

ZONE A

X	X	X	Selkirk—Engine and Crew Dispatcher's Office	Northeastern Region Mohawk- Hudson Div. Eastern Reg. New Jersey Division	

QUALIFICATIONS

1075-A2. STATE OF NEW JERSEY—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 reexamined and qualified by the proper officer.

A fireman must not operate an engine in the State of New Jersey unless he 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).

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 employee does not qualify or reports at a point where a bulletin board supervisor is not on duty, the employee 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.

1075-A3. 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 or the General Manager Philadelphia Commuter Area 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.

PASSENGER CREWS REPORTING AND REGISTERING FOR DUTY

1075-A4. 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:

Location	Service	Note	Number of minutes required to report prior to leaving time		
			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.....	3	30	40	20
	Northeastern Region.....	3	10	.....	.....
Rahway New Brunswick County Princeton South Amboy Bay Head Junction	.....	.....	10	.....	.....
	.....	.....	10	.....	.....
	.....	.....	30	.....	35
	.....	.....	30	.....	30
	.....	.....	30	50	30
	.....	.....	25	50	.....
Trenton	.....	.....	20	.....	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., Mail platform and adjacent points.....	.....	35	.....	.....
	Trains from North Phila., Zoo and Suburban Station.....	.....	60	.....	.....
Paoli Chestnut Hill Media West Chester	MU Trains.....	.....	25	.....	25
	MU Trains.....	.....	20	.....	20
	MU Trains.....	.....	25	.....	25
	MU Trains.....	.....	25	.....	25
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 arriving time.....	.....	.....	75	.....
	.....	4	.....	60	.....
Wash.	Trains from Union Sta.....	1	30	50	30
	Trains from 10 H Yd. or 50 Track from Potomac Yd.....	2	75	75	.....
	.....	2	30	75	.....
Balto.— Orangeville Penn Central Station	Trains from Penn Central Sta.....	1	.....	75	.....
	Trains from Penn Central Sta.....	1	25	60	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.

1075-A5. CREWS RELIEVED, NO REGISTER—Conductor of crew relieving a crew at point where there is no employes' register will be responsible for the engine and train crew when starting work, but all employes must personally register at the first opportunity after going on duty.

1075-A6. DEADHEADING—When deadheading is necessary in connection with all classes of service, it will be combined with service (4-E-1), unless otherwise notified.

1075-A7. EMPLOYES' REGISTER (C.T. 876 R-3)—The Employes' 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.

1075-B1. GENERAL ORDER AND BULLETIN ORDER ZONES—In the application of **Rule 75**, General Order and Bulletin Order Zones on the New Jersey Division are as follows:

Zone A—Main Line—New York to Philadelphia between Harold and A; and Harold-Q-F-R Secondary Tracks.

Zone B—All other territory of the New Jersey Division.

NOTE—Each zone also includes connecting yards in its respective territory.

1075-C1. UNION STATION—Crews of all Chesapeake Division trains will be governed by the following instructions before leaving Washington.

Conductors of departing trains, when registering at trailer office, Union Station, Washington, will inquire of Crew Dispatcher 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.

1078-A1. TRAIN INSPECTION SIGNALS

Hot Box Detectors and Recorders which measure and record the heat of passing journal boxes are in service at various locations.

At all installations, arrangements must be made to stop trains as soon as possible when the hot box detector so indicates by the recorder.

Train or engine crews, upon contacting dispatcher or operator, will be advised as to which side of car and which journal has the defective condition.

If on observation no exception is taken to the reported defective car, crew members will be responsible for observing journal condition of the two cars ahead and two cars behind the reported car, opening journal box lids, if so equipped, for thorough observation.

Block Operator will advise train crew of the suspected car(s) counting from the head end.

1078-A2. TRAIN INSPECTION DETECTORS AND SIGNALS

**NEW JERSEY DIVISION
MAIN LINE—NEW YORK TO PHILADELPHIA**

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Dragging Equipment	4.4	Eastward	1 and 2		3
Dragging Equipment	4.5	Westward	1 and 2		3
Dragging Equipment	5.8	Westward	1 and 2		
Dragging Equipment	8.6	Eastward	1 and 2		
Dragging Equipment	12.0	Eastward	2 and 3		4
Dragging Equipment	12.2	Eastward	1		4
Dragging Equipment	12.7	Westward	2, 3 and 4		
Dragging Equipment	16.1	Westward	2, 3, 4 and B		
Dragging Equipment	17.9	Eastward	A, 1, 2 and 3		
Dragging Equipment	20.7	Westward	2 and 3		
Dragging Equipment	22.2	Westward	4		
Dragging Equipment	24.6	Eastward	1, 2 and 3		
Dragging Equipment	28.7	Westward	2, 3 and 4		
Dragging Equipment	30.2	Eastward	3		
Dragging Equipment	36.2	Eastward	1, 2 and 3		
Dragging Equipment	37.9	Westward	2, 3 and 4		
Dragging Equipment	43.7	Westward	2, 3 and 4		2
Dragging Equipment	44.4	Eastward	1, 2 and 3		
Dragging Equipment	49.6	Westward	2, 3 and 4		
Dragging Equipment	51.5	Eastward	1, 2 and 3		2
Dragging Equipment	52.0	Westward	2, 3 and 4		

RIVER LINE

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Hot Box	28.4	Northward and Southward	Single	New York-River Line Train Dispatcher	
Hot Box	61.0	Northward and Southward	Single	New York-River Line Train Dispatcher	
Hot Box	97.6	Northward and Southward	Single	New York-River Line Train Dispatcher	

TRENTON BRANCH

Dragging Equipment	42.3	Westward	Single		
Hot Box	44.6	Westward	Single	Morris	
Dragging Equipment	45.1	Eastward and Westward	Single		

JAMESBURG BRANCH

Dragging Equipment	30.3	Westward	Single		

CHESAPEAKE DIVISION

MAIN LINE—PHILADELPHIA TO WASHINGTON

Dragging Equipment	32.5	Northward and Southward	2 and 3		
Dragging Equipment	33.2	Southward	3		
Dragging Equipment	35.6	Southward	4		
Dragging Equipment	41.4	Northward	1, 2 and 3		
Hot Box	45.0	Northward and Southward	2 and 3	Davis	
Dragging Equipment	45.2	Northward	2		
Dragging Equipment	48.2	Southward	3 and 4		
Dragging Equipment	53.2	Southward	2 and 3		
Hot Box	53.3	Northward and Southward	2 and 3	Perryville	
Dragging Equipment	55.7	Northward and Southward Northward	2 3		
Dragging Equipment	57.3	Southward	3 and 4		
Dragging Equipment	62.7	Northward	1, 2 and 3		
Dragging Equipment	63.8	Southward	3 and 4		
Dragging Equipment	66.7	Northward	2 and 3		

CHESAPEAKE DIVISION
MAIN LINE—PHILADELPHIA TO WASHINGTON (Cont'd)

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Dragging Equipment	68.1	Southward	2, 3 and 4		
Hot Box	69.6	Northward and Southward	2 and 3	Perryville	
Dragging Equipment	71.1	Northward	3		
Dragging Equipment	72.4	Southward	2 and 3		
Dragging Equipment	75.1	Northward and Southward	2 and 3		
Dragging Equipment	79.2	Northward	2 and 3		
Hot Box	79.4	Southward	3 and 4	Bay	
Height	79.7	Southward	3 and 4	Bay	
Dragging Equipment	83.7	Southward	3 and 4		
Dragging Equipment	84.7	Northward	1 and 2		
Dragging Equipment	89.9	Southward	3 and 4		
Height	91.9	Southward	Bay View Yard	Bay	
Dragging Equipment	94.3	Northward	1 and 2		
Dragging Equipment	96.3	Southward	3		
Dragging Equipment	103.3	Northward	1, 2 and 3		
Dragging Equipment	106.9	Northward	2		
Dragging Equipment	107.8	Southward	3 and 4		
Hot Box	107.8	Northward and Southward Northward and Southward	2 3	Gwynn Odenton and Gwynn	
Dragging Equipment	117.4	Northward Northward and Southward Southward	1 2 3		
Dragging Equipment	124.6	Northward Northward and Southward	1 2 and 3		1
Dragging Equipment	132.4	Northward and Southward	2 and 3		

MAIN LINE—LANDOVER TO SOUTH END

Dragging Equipment	131.2	Southward	3		
Dragging Equipment	131.5	Northward	2		
Dragging Equipment	132.5	Southward	B&O Single		
Height	134.5	Southward	B&O Single	Anacostia	
Height	138.9	Northward	RF&P Yard	Virginia	

PORT ROAD BRANCH

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Dragging Equipment	1.8	Eastward	1 and 2		
Hot Box	9.6	Eastward and Westward	Single	Perryville	
Dragging Equipment	17.2	Eastward and Westward	Single		
Dragging Equipment	30.4	Eastward	Single		
Dragging Equipment	33.4	Westward	Single		
Hot Box	33.6	Eastward and Westward	Single	Columbia (Proposed)	

SHELLPOT BRANCH

Dragging Equipment	1.2	Northward and Southward	2		

DELMARVA BRANCH

Dragging Equipment	14.8	Northward and Southward	Single		
Dragging Equipment	22.6	Northward and Southward	Single		
Dragging Equipment	80.1	Northward and Southward	Single		

SEAFORD SECONDARY TRACK

Dragging Equipment	86.3	Southward	Secondary		5
Dragging Equipment	88.1	Northward and Southward	Secondary		
Dragging Equipment	94.9	Northward	Secondary		

POCOMOKE SECONDARY TRACK

Dragging Equipment	26.4	Northward and Southward	Secondary		
Dragging Equipment	33.5	Northward and Southward	Secondary		

HARRISBURG DIVISION
MAIN LINE—PHILADELPHIA TO PITTSBURGH

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Hot Box	48.2	Eastward and Westward	1	Thorn	
Dragging Equipment	48.3	Eastward	1		
Hot Box	61.4	Eastward and Westward	4	Cork	
Dragging Equipment	62.1	Westward	4		
Dragging Equipment	71.5	Westward	2	Landis	1
Dragging Equipment	73.3	Eastward	1		
Hot Box	73.6	Eastward and Westward	1	Cork	
Dragging Equipment	79.4	Eastward	1	Landis	1
Dragging Equipment	90.1	Westward	2		
Dragging Equipment	98.0	Eastward	1		
Dragging Equipment	98.9	Eastward and Westward	3		
Dragging Equipment	99.8	Westward	2		
Dragging Equipment	107.3	Westward	2		
Dragging Equipment	107.8	Eastward	1		
Dragging Equipment	111.5	Westward	4, D and G		
Hot Box and Wheel Checker	113.2	Eastward	3	Enola	

MAIN LINE—HARRISBURG TO BUFFALO

Dragging Equipment	96.0	Eastward	Single		
Dragging Equipment	97.8	Westward	Single		
Dragging Equipment	107.5	Eastward and Westward	Single		
Dragging Equipment	120.5	Eastward and Westward	Single		
Hot Box	121.8	Eastward and Westward	Single	Kase	
Dragging Equipment	133.8	Eastward	Single		
Dragging Equipment	134.5	Westward	Single		
Dragging Equipment	280.0	Eastward	Single		

SUSQUEHANNA BRANCH

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Dragging Equipment	3.3	Eastward	1		
Hot Box	3.7	Eastward	1	Thorn	
Dragging Equipment	30.5	Eastward	1		
Dragging Equipment	30.9	Westward	2		
Dragging Equipment	34.0	Westward	2		
Hot Box	34.1	Eastward and Westward	2	Cola	
Dragging Equipment	42.0	Westward	2		
Dragging Equipment	42.7	Eastward	1		
Hot Box	44.1	Eastward and Westward	1	Cola	
Dragging Equipment	94.5	Eastward and Westward	Single		

YORK HAVEN LINE

Dragging Equipment	49.6	Eastward	1		
Dragging Equipment	50.3	Westward	2		
Dragging Equipment	73.5	Eastward	1 and 3		
Dragging Equipment	79.1	Westward	2		
Dragging Equipment	81.4	Westward	4		
Dragging Equipment	85.3	Eastward	1 and 2		

COLUMBIA BRANCH

Dragging Equipment	73.4	Eastward	1		
Dragging Equipment	77.7	Westward	2		

CUMBERLAND VALLEY BRANCH

Dragging Equipment	7.3	Northward	Single		
Dragging Equipment	45.3	Northward	Single		
Hot Box	46.5	Northward and Southward	Single	Town (Proposed)	
Dragging Equipment	69.1	Southward	Single		

FREDERICK SECONDARY TRACK

Dragging Equipment	4.0	Northward	Secondary		

DAN SECONDARY TRACK

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Dragging Equipment	5.0	Westward	Secondary		

PHILADELPHIA COMMUTER AREA MAIN LINE—NEW YORK TO PHILADELPHIA

Dragging Equipment	56.2	Eastward	1, 2 and 3		
Dragging Equipment	61.3	Westward	3 and 4		
Dragging Equipment	63.7	Eastward	1 and 2		
Hot Box	68.5	Eastward and Westward	2	Grundy	
Dragging Equipment	68.6	Eastward	1 and 2		
Hot Box	73.5	Eastward and Westward	3	Holmes	
Dragging Equipment	74.1	Westward	3 and 4		
Dragging Equipment	78.0	Westward	3 and 4		
Dragging Equipment	80.6	Eastward	1 and 2		
Dragging Equipment	82.5	Westward	3 and 4		
Dragging Equipment	84.4	Eastward	1 and 2		
Dragging Equipment	85.4	Westward	3 and 4		
Dragging Equipment	87.2	Eastward	1 and 2		

MAIN LINE—PHILADELPHIA TO WASHINGTON

Dragging Equipment	7.5	Northward and Southward	1, 2, 3 and 4		
Dragging Equipment	11.7	Northward and Southward	3 and 4		
Hot Box	11.8	Southward	3	Hook	
Dragging Equipment	14.1	Northward and Southward	1 and 2		
Hot Box	17.0	Northward	2	Baldwin	
Dragging Equipment	20.3	Northward and Southward	1, 2 and 3		
Dragging Equipment	22.8	Northward and Southward	3		
Dragging Equipment	25.1	Northward and Southward	2		

MAIN LINE—PHILADELPHIA TO PITTSBURGH

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Dragging Equipment	7.0	Westward	3 and 4		
Dragging Equipment	8.4	Eastward	1, 2 and 3		
Dragging Equipment	13.3	Eastward	1, 2 and 3		
Dragging Equipment	16.3	Westward	3 and 4		
Hot Box	16.3	Eastward and Westward	3	Paoli	
Dragging Equipment	21.3	Westward	3 and 4		
Dragging Equipment	23.3	Eastward	1 and 2		
Hot Box	23.9	Eastward and Westward	1	Paoli	
Dragging Equipment	27.3	Westward	2 and 4		
Hot Box	27.3	Eastward and Westward	2	Paoli and Thorn	
Dragging Equipment	29.6	Eastward	2		
Hot Box	39.0	Eastward and Westward	3 and 4	Thorn	
Dragging Equipment	39.9	Westward	3 and 4		
Dragging Equipment	40.3	Eastward	1 and 2		

TRENTON BRANCH

Dragging Equipment	4.6	Westward	2		
Dragging Equipment	7.2	Eastward	1		
Hot Box	10.8	Eastward	1	Nest	
Dragging Equipment	12.3	Eastward	1		
Dragging Equipment	19.8	Westward	2		
Hot Box	19.8	Westward	2	Nest	
Dragging Equipment	38.0	Eastward	1		

PHILADELPHIA AND THORNDALÉ BRANCH

Dragging Equipment	4.8	Eastward and Westward	Single		

WEST PHILADELPHIA ELEVATED BRANCH

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal or Recorder Location	Notes
Dragging Equipment	1.8	Northward and Southward	2		
Dragging Equipment	4.1	Northward and Southward	2 3		

Note 1. 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.

Note 2. When Dragging Equipment Detector is actuated causing the home signal at Nassau to display Stop and Proceed Indication while Nassau is closed, trains must stop at home signal and communicate with Operator, Midway via radio or telephone. At all other times must communicate with Operator, Nassau.

Note 3. 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

Note 4. 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.

Note 5. LAUREL MOVABLE BRIDGE—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 push button, which will restore signal to proceed indication.

1079-A. CLEARANCE AUTHORITY—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.

MOVEMENT OF TRAINS

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

1083-B1. Trains must not leave the following stations without authority as specified:

Station	Authority
Nassau (Via Princeton Branch)	Operator Nassau—When Nassau closed Operator Midway

TRAIN READY INDICATORS

CHESAPEAKE DIVISION

1084-C1. BALTIMORE STATION—Train-starting indicator consisting of a yellow and green light suspended from shelter shed 20 feet south of Charles Street Bridge, governing departure of southward and westward trains on Station Tracks No. 2, No. 3, No. 4 and No. 5. Push buttons located at convenient points on shelter posts on island platforms, No. 1 and No. 2, marked "Start" and "Track Number."

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

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

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

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

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

HARRISBURG DIVISION

1084-D1. 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 engine-man to proceed unless otherwise instructed.

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

PHILADELPHIA COMMUTER AREA

1084-E1. 30TH STREET STATION—Penn Central 30th St. Station, Phila., Upper Level. When occupied passenger trains en-route 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 engine-man, 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.

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.

The following applies for Metroliners—

Conductors will ascertain that attendant's amber light is lit prior to departure, unless instructed by Station Master or his representative.

1084-E2. NORTH PHILADELPHIA 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 pushbutton. 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-E3. WILMINGTON STATION—Conductors of trains using No. 1 track will, prior to leaving time, or when ready to proceed. Tap out by displaying the red light in the Train Starting Tap Signal System, located at the elevator adjacent to No. 1 track. Light to be extinguished by the Operator after train has departed.

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	Kington Point	Bloomville	1
Wallkill Valley	Kington	Montgomery	1

NOTE 1—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	Kington Point	Bloomville
Wallkill Valley Branch	Kington	Montgomery
Belvidere Delaware Branch	MP15 MP47 MP2.4	MP19 MP49 MG
Warren Secondary	MP49	MP52.9
Bordentown Secondary	MP16	MP25

CHESAPEAKE DIVISION

Track	Between	And
Delmarva Branch	Davis MP28.8 MP42 MP62	MP15 MP37.5 MP51.5 MP66.3
New Castle Secondary	MP0.3	Porter
Seaford Secondary	MP94.9	Hearn
Pocomoke Secondary	Patton	MP11
Oxford Secondary	Clayton	MP0.7
D.M. & V. Secondary	Harrington	MP1.1
Cambridge Secondary	Seaford	MP2.3
Pope's Creek Secondary	Bowie	MP0.8

HARRISBURG DIVISION

Cumberland Valley Branch	Camp MP16.9 MP49.5 MP71.4	MP10 MP21 MP54.7 Town
Winchester Secondary	Town MP89.4 MP108	MP75.5 MP95 Winchester
Frederick Secondary	MP10.6 MP22.4 MP30.7	MP16.6 MP24 MP33.3
North Central Secondary	York	MP54.5
Button Secondary	Carey	MP56.3

PHILADELPHIA COMMUTER AREA

West Chester Branch	Media	Darlington
Bordentown Secondary	Hatch MP12.5	MP6.7 MP14
Schuylkill Secondary	MP14.5 MP27.5 MP55.9	MP18.8 MP42.3 MP67.1

1093-A2. STATE OF NEW JERSEY—Application of **Rule 93** in the State of New Jersey.



Reflectorized Background

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

1093-E1. 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.

1097-A1. AUTHORITY TO PROCEED AS AN EXTRA—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 outbound 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. B. Bridge.	None	None	It must be known the crossing is clear before using.	

CHESAPEAKE DIVISION

Berlin	Stop Sign	Stop	Trains and engines on Snow Hill 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 Snow Hill 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.	4

CHESAPEAKE DIVISION (CONTINUED)

Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
Hasel Dell: New Castle Secondary track with Reading Co. track.	By Day: Gate Target By Night: Red Light	Stop	Must approach crossing prepared to stop and stop, unless crossing is seen, or known, to be clear and gate in proper position.	1
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.	2
New Castle Battery track with New Castle Secondary track.	Stop Signs	Stop	All movements must be made under flag protection.	
Union Crossing: President Street Yard track and Bear Creek track and Canton R.R.	Stop Sign with Red Light	Stop	All trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and PC arrive at the crossing at approximately the same time, trains of the PC will have prior right to crossing.	
Madison Yard: W. M. Ry. with PC at Monument Street.	None	None	Stop clear of crossing and then proceed over grade crossing under flag protection.	
Canton: Canton R. R. with PC South of 16th Street.	Stop Signs with Red Lights	Stop	All trains using this crossing must stop clear of stop signs at clearance points and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and the PC arrive at the crossing at approximately the same time, trains of the PC will have prior right to crossing.	
Canton: PC with B. & O. R.R. and Canton R.R.	Stop boards with Red Lights on Canton R. R. Semaphore signals on B. & O. R.R., PC	Stop (Signals north and south of crossing)	Fixed signals protecting PC and B. & O. R.R. trains at this crossing will display aspects Rule 292, Figure C and Rule 281, Figure C; and will govern movements over the crossing only. The normal indications displayed on these signals will be clear for the movement of PC trains and stop against the movements of B. & O. R.R. trains. B. & O. R.R. and Canton R.R. crews will contact Yardmaster, Head of the Yard, Canton, for permission to use crossing, then manipulate levers as indicated on instructions posted at this location. When movement is completed, restore levers to normal and report movement clear to Yardmaster, Head of Yard, Canton. Northward PC trains approaching this point and finding the signals in stop position will stop clear of Boston Street grade crossing.	
Canton: PC crossing to Ore Pier and across Canton R.R. on Newgate Ave.	Stop Signs with Red Lights	Horizontal	It must be known that crossing is clear before using.	3

NOTES:

1. Normally set for Penn Central Trains.
2. 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.

NOTES: (Continued)

3. 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.
4. 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.

HARRISBURG DIVISION

Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
PC-Reading Co.: Lebanon	Stop Signs	Stop	See Note	1
PC-Reading Co.: Cornwall	Stop Signs	Stop	See Note	2
Hanover W. M. Ry. with PC 3450 feet south of Mile Post 31.	Stop Signs	Stop	Stop before crossing and then proceed under flag protection.	

NOTES:

1. 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.
2. 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.

PHILADELPHIA COMMUTER AREA

PC-B. & O. R.R.: Delaware Ave. and Vandalia St.	None	None	All Penn Central movements must stop and provide flag protection against B.&O.R.R. movements. All switches are hand operated.	3
PC-Reading Co.: 60th St. Track	Stop Sign	Stop	See Notes	1-2
PC-Red Arrow R.R.: West Chester Pike at Llanerch, Pa.	Stop Sign	Stop	See Notes	2-3
PC-Reading Co.: East of Downs-Cornog Track	Stop Sign	Stop	See Notes	2-4
PC-Reading Co.: BradfordHillsQuarryTrack, 600 feet east of Main Track Switch	Stop Sign	Stop	See Note	5

NOTES:

1. Movements must stop at Stop Signs and shall not proceed over Reading Railroad until crossing is clear.
2. Each railroad movement will approach this crossing at grade prepared to stop and before moving over this crossing a member of train crew equipped with a red flag by day and a red light by night must precede each movement.
3. Cars must not be left standing within confines of crossing
4. PC movements must stop at Stop sign governing their movement and provide flag protection against Reading Company movements before proceeding over crossing.
Reading Company movements will stop at Stop sign governing their movement (255 feet on either side of crossing) then proceed over crossing if crossing is clear.
In the event PC and Reading Company movements arrive at Stop signs governing their particular movements at approximately the same time, the Reading Company will have prior right to the crossing.
5. 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.

MOVABLE BRIDGE—NOT PART OF AN INTERLOCKING

1098-A2. GRAYS FERRY—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-B1. 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 timetable 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-A1. 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.”

1099-A2. STATE OF MARYLAND—Pursuant to Court Order, employes 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 employes 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 employes 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.

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	
RIVER LINE: Hoboken	Ferry St.	P. & F. Co. Yard track	X					
	Patterson Plank Rd.	Main		X	X	X		14
	Ravine Rd.	Main		X		X		14
	Hoboken Ave.	Main		X		X		14
North Bergen	69th St.	Main		X	X	X		2-14
Little Ferry	Bergen Tnkp.	Main		X		X		14
Ridgefield Pk.	Mt. Vernon Ave.	Main		X		X		14
W. Englewood	New Bridge Rd.	Main, Siding		X		X		2-14
Bergenfield	Clinton Ave.	Main, Siding		X		X		2-14
	Main St.	Main, Siding		X		X		2-14
	Church St.	Main, Siding		X		X		2-14
	Central Ave.	Main, Siding		X		X		2-14
Dumont	Maple Avenue	Main, Siding		X		X		2-14
	Madison Ave.	Main, Siding		X		X		2-14
	New Milford Ave.	Main				X		14

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
RIVER LINE: (CONTINUED)									
Haworth	Haworth Ave.	Main				X			14
Harrington Park	Old Hook Rd.	Main				X			14
	La Roche Ave.	Main				X			14
	Harriot Ave.	Main				X			14
W. Norwood	Blanch Ave.	Main				X			14
	Broadway	Main				X			14
Northvale	Clinton Ave.	Main				X			14
Tappan	Andre Ave.	Main				X			14
	Tappan Rd.	Main				X			14
Orangeburgh	Orangeburgh Rd.	Main, Yard				X			8-14
Valley Cottage	Main Rd.	Main, Yard				X			16
Congers	Waringhouse Rd.	Main, Yard				X			16
	Gilechrist Road	Main				X			16
Haverstraw	Short Clove Rd.	Main				X			16
	New Main St.	Main				X			16
	West Side Ave.	Main				X			16
W. Haverstraw	Railroad Ave.	Main, Siding (2)		X		X	X		2-14
	Dunnigan's	Main, Siding							6
	Gagan and Grassy Point Road	Orange and Rockland Utilities Inc. Industrial	X						
Tompkins Cove	Shipyards Rd.	Main, Siding							2
Cornwall	Hudson St.	Main				X			14
Newburgh	Shipyards	Main, Siding		X		X			2-14
	Renwick St.	Main				X			14
	Washington St.	Main				X			14
Roseton	Central Hudson	Main, Siding		X					2
Cedarcliff	Central Hudson	Main, Siding		X					2
Highland	New Palts 724	Main				X			14
	New Palts 725	Main, Siding		X		X	X		2-14
Port Ewin	Salem St.	Main				X			14
Kingston	Smith Ave.	Main, Siding		X	X	X			1-2-14
	Ten Broeck Ave.	Main, Siding		X		X			2-14
	Foxhall Ave.	Main, Siding		X	X	X			1-2-14
	Gage St.	Main, Siding		X		X			2-14
	Cemetery Rd.	Main, Siding		X		X			2-14
	Flatbush Ave.	Main, Siding		X	X	X			1-2-14
	Boices Lane	Main				X	X		14
Lake Katrine	Leggs Mill Rd.	Main				X			14
Mount Marion	Glasco T'pike	Side			X				
Saugerties	Ulster Ave.	Main, Side		X		X	X		2-14

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
RIVER LINE: (CONTINUED) Alsen	Marquette Cement	Siding, Side (2)	X	X		X			2
	Saugerties Rd.	Main, Siding	X						
West Athens	Schoharie T'pike	Side	X	X		X			2
Coxsackie	Bronx Flats Rd.	Main	X	X					2
	Bailey St.	Main, Siding	X						
Ravena	Atlantic Cement								
	North Crossing	Siding							2
	South Crossing	Siding							2
MAIN LINE— NEW YORK TO PHILADELPHIA: Linden	Lower road to Rahway	Industrial	X						
Rahway	New Brunswick Ave.	Fertl-Soll Co.	X						
Millham	Ward Ave.	East State St. Extension	X						
		U. S. Plywood Co.	X						
Lawrence Township	White Rd.	Enterprise	X						
	Hutchinson Mills Rd.		X						
Trenton	Connecting road between Route 26 Extension and New York Ave.		X						
Morrisville	Pennsylvania Ave.	Old Line Tracks	X						21
	Washington St.		X						21
	All Crossings	Delmorr Ave. Industrial	X						22
CATSKILL MT. BRANCH: Kingston Point to Bloomville	All Automatic Protected Crossings					X			8
Kingston	State Route 209	Main							4-7
	Upper Hasbrouck Ave.	Main	X						7
	Prince St.	Main	X						7
	Grand St.	Main	X						7
	Cornell St.	Main	X						7
	O'Nell St.	Main	X						7
Phoenixia	West of Station	Main							3-7
Big Indian	Route 28	Main	X						7
Grand Hotel Station	Grand Hotel Rd.	Main, Siding							3-7
Austin's Bridge	1.2 miles West of Arkville	Main	X						
Roxbury	Preston's Rd.	Main, Siding							3-7
Hobart	Railroad Ave.	Main, Siding							3-7
Stamford	Extension of Prospect St.	Main	X						
WALLKILL VALLEY BRANCH: Kingston to Montgomery	All Automatic Protected Crossings	Main				X			7

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
PERTH AMBOY WOODBIDGE BRANCH: Woodbridge	Green St.	Industrial	X						
	Pollion St.		X						
	Main St.		X						
	Factory Lane (Berry's Crossing)		X						
Genasco	Amboy Ave.	Hampton Cutter	X						
AMBOY SECONDARY TRACK: South Amboy Jct.	Washington Rd.	Siding	X						
Parlin	Cheesequake Rd.	Secondary		X					
Sayreville	Brown Hill Rd.	Secondary		X					
Old Bridge	Emerson	Secondary		X					
	Matawan			X					
	Owens	Siding	X						
	Main Street		X						
	County Road		X						
East Spotswood	Bordentown Ave.	Secondary		X					
Spotswood	Summerhill Rd.	Secondary		X					
	Violet St.			X					
	Snow Hill Rd.			X					
Helmetta	Lake Avenue	Secondary		X					
	High Street			X					
	Maple Street	Secondary, Siding		X				X	13
	Brookside Ave.			X				X	13
	Willow	Secondary		X					
JAMESBURG BRANCH: Dayton	New Brunswick Turnpike	Industrial		X	X				
	Friendship Rd.	Industrial		X				X	
	Culver Rd.	IBM		X					
	Stultz Road	Main	X				X		
PRINCETON BRANCH: Princeton	Faculty Road	Main							3
PASSAIC AND HARSIMUS BRANCH: CP Waldo—3300 feet west of	Newark Ave.	Main	X						
Hack—West of	Public Road crossing	No. 1 Track	X						

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
HIGHTSTOWN SECONDARY TRACK: Prospect Plains	Stultz Corner	Secondary		X					10
Cranbury	Crosse Road	Siding	X						10
Hightstown	Monmouth St.	Secondary, Siding		X					10
	Rogers Avenue	Secondary		X					10
	Academy St.			X					10
	Summit Street	Secondary, Siding		X				X	10
FREEHOLD SECONDARY TRACK: Jamesburg	Buckalew Ave.			X					10
	Gatzmer Ave	Secondary	X						
	Church St.		X						
Englishtown	Conover St.	Secondary		X					10
		Industrial						X	10
	Main St.	Secondary		X					10
		Industrial						X	10
Tennant	Tennant Rd.	Secondary		X					10
		Industrial						X	10
Freehold	Main and Throckmorton Sts.			X					10
	South St.			X					10
	Bowne Ave.	Secondary	X						
	Monmouth Ave.		X						
	Broad St.		X						
	Hudson St.		X						
Howell	Halls Mill Rd.			X					7-10
	Okerson Rd.			X					7-10
	Howell Rd.	Secondary		X					10
	Fairfield Rd.			X					10
	Yellowbrook Rd.			X					10
Farmingdale	Freehold Rd.	Secondary		X					10
End of Block	Jones Rd.		X						
	Edingers Rd.	Secondary	X						
	Howells Rd.		X						
	Fairfield Rd.		X						
BELVIDERE-DELAWARE SECONDARY TRACKS: Trenton	E. State Street	Secondary		X					15-23
	Perry Street						X		

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
BELVIDERE-DELAWARE BRANCH: Trenton	N. Broad St.	Main		X					
	Warren Street			X					
	Willow Street			X					
	Fowler Street			X					
	Hermitage Ave.			X					
	Painters Road			X					
Wilburtha	Wilburtha Road	Main						X	16
	Upper Ferry Rd.							X	16
	Scudder Falls Rd.			X					
Washington Crossing	Bridge Street	Main		X					
Titusville	Grand Street	Main		X					
	Church Street			X					
	Roberts Road				X				
Lambertsville	Bridge Street			X					
	Coryell			X					
	River Road	Siding	X						
Stockton	Bridge Street	Main		X					
Raven Rock	Public Road	Main		X					
Bryan	Kugglers Road	Main		X					
Frenchtown	Bridge Street	Main		X					
Milford	Bridge Street	Main		X					
Holland	N.J. Power & Light Co.	Main		X					
Reigelsville	New River Road	Main		X					
	Finesville Road			X					
200 feet north of switch 1 at HD.	New Jersey Power and Light Co.	Main							18
Carpenterville	Edingers Road	Main		X					
Martins Creek	Broad Street	Main		X				X	
WARREN SECONDARY TRACK: Phillipsburg	Union Square	All Tracks	X						17-25
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	6	
BORDENTOWN SECONDARY TRACK: Trenton	Hamilton Ave.	Secondary		X					15
		Siding					X		15
	South Broad St.	Secondary		X					15
		Siding					X		15
		Lead						X	9-15
	Cass St.	Secondary		X					15
		Siding					X		15-19
	Lalor St.	Secondary		X					15
		Siding					X		15
Fieldsboro	American Salvage	Secondary		X					
Roebing	Knickerbocker Rd.	Secondary		X			X		
Florence	Columbus Rd.	Secondary		X			X		
	Olive Street	Florence Delivery	X						
	Pine Street		X						
	Broad Street		X						
Stevens Station	Neck Road	Secondary		X			X		
Burlington	Jones Street	Secondary		X			X		
	Tatum Street			X			X		
	High Street			X					
	Route 130							X	
	Keim Blvd.			X					
	Sluice Road			X		X	X		
	Duggan Drive	Industrial	X						
ROBBINSVILLE RUNNING TRACK: Robbinsville Running	All crossings with automatic protection	All Tracks		X					20
Windsor	Edinburg Rd.	Robbinsville Running	X						
Bordentown	Park St.	Wye	X						
Yardville	Trenton Rd.	Storage		X					20
Yardville- Robbinsville	Kuser Road	Robbinsville Running	X						24
HAMILTON AVE. RUNNING TRACK: Trenton	East State St.	Running							15-23

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
OTHER TRACKS: Jersey City	Washington St.	Track leading to Washington St. Yard	X						
Marion Interchange Jersey City	St. Paul's Ave.	Interchange	X						
Harrison	Fourth St.	Center St. Industrial		X				X	
		Public Service Elec. & Gas Co.	X						11
	First St.	Center St. Industrial	X						
	Second St.		X						
	First & Essex Sts.		X						
Newark	Alpine St. and Clinton Ave.	Hunter—18th Ave.							9
	Elizabeth Ave. and Peddie St.								9-12
	Waverly Ave.								9
	Bigelow Ave.								9
	Avon Ave.								9
	Frelinghuysen Ave.							X	9
	All street crossings not protected by crossing watchmen		X						
Monmouth Jct.	U.S. Route 1			X				X	8
Jersey Ave. County— East Millstone	Jiggerson Construction Co.	Industrial Siding	X	X					8
Franklin Twp.	Rt. 27		X	X					8
Arsenal Industrial Track	Fieldcrest Road	Industrial	X						
Bonhamtown	Woodbridge Avenue	Industrial						X	
Edison Twp.	U.S. Route 1			X					
Trenton	Mulberry St.	Industrial		X			X		15
	New York Ave.	Enterprise					X		15
East End	Browns Hill Rd.	No. 1 Running		X					
Industrial	C.R.R. of N.J. Private Crossing	400 feet west of Rigid Frog Crossing with PATH					X		

NOTES:

1. 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.
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."

NOTES: (Continued)

5. Trains or engines must stop before moving over crossing.
6. Switching movements over crossing must be protected by a member of the crew.
7. 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.
8. Trains or engines using other than main tracks will approach crossing prepared to stop.
9. A member of the train crew must station himself on the crossing to insure full protection until the movement is completed.
10. 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.
11. Track can only be used between the hours of 3:00 A.M. and 6:00 A.M.
12. Train must stop clear of crossing and movement must not be made until traffic light for Elizabeth Avenue indicates stop.
13. 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.
14. Push buttons are provided at the crossing for trainmen to raise gates to facilitate highway traffic.
15. 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.
16. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
17. Trains and engines in either direction must approach crossing prepared to stop.
18. 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.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. Mondays to Fridays 12.00 Mid. to 7.00 A.M.; 11.00 P.M. to 12.00 Mid.; Saturdays and Sundays.

CHESAPEAKE DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
MAIN LINE— PHILADELPHIA TO WASHINGTON: Newark	Ruthby Rd.	No. 4	.....	X	.....	.....	.....	.....	5
	So. Chapel St.	No. 1 Extension	.....	X	.....	X	.....	.....	.....
		No. 2 and No. 3	.....	X	.....	.....	.....	.....	2
Iron Hill	Iron Hill Rd.	No. 2	.....	X	.....	.....	.....	.....	2
Aberdeen	Belair Ave.	No. 2, 3, 4	.....	X	.....	.....	.....	.....	5
Perryman	Michaelville and Bush River Neck Rds.	No. 4	.....	X	X	.....	.....	.....	3
Chase	Ebeneser Rd.	No. 1	.....	X	.....	.....	.....	.....	25
River	Patapsco Ave.	No. 1	.....	X	.....	.....	.....	.....	4
Mile Post 101—2175 feet south of	Knecht Ave.	Industrial	.....	X	.....	X	.....	.....	.....
		No. 4	.....	X	.....	.....	.....	.....	24
Seabrook	Seabrook Rd.	Industrial	.....	X	.....	X	.....	.....	.....
NORTHERN CENTRAL BRANCH: Calvert Station	Monument St.	All Tracks	.....	.....	.....	.....	.....	.....	31
	Madison St.		.....	.....	.....	.....	.....	.....	31
B. & P. SECONDARY TRACK: Woodberry	Union Ave.	Secondary	.....	X	.....	.....	.....	.....	5
Lutherville	Seminary Ave.	Lutherville Freight House	.....	X	.....	X	.....	.....	.....
		Secondary	.....	X	.....	.....	.....	.....	6
Timonium	Timonium Rd.	Secondary	.....	X	.....	.....	.....	.....	7
Texas	Church La.	Texas Ind.	.....	X	.....	X	.....	.....	.....
		Secondary	.....	X	.....	.....	.....	.....	8
Cockeysville	Beaver Dam Rd.	Public Delivery	.....	X	.....	X	.....	.....	32
		Secondary and Siding	.....	X	.....	.....	.....	.....	9
NORTHERN CENTRAL SECONDARY TRACK:	Sparks	Secondary	.....	.....	.....	X	.....	.....	37
	Glencoe	Secondary	.....	.....	.....	X	.....	.....	37
	Corbett	Secondary	.....	.....	.....	X	.....	.....	37
	Monkton	Public Delivery	.....	X	.....	X	.....	.....	37
	White Hall	Hunters Road	.....	.....	.....	X	.....	.....	37
		White Hall Road	.....	.....	.....	X	.....	.....	37
		Parkers and McCulloughs Rd.	.....	X	.....	X	.....	.....	10-37
	Walker	Secondary	.....	.....	.....	X	.....	.....	37
	Bentley Springs	Secondary	.....	.....	.....	X	.....	.....	37
	Freeland	Secondary	.....	.....	.....	X	.....	.....	37

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
DELMARVA BRANCH:									
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		11
		Main			X				13
Townsend					X				
Clayton	Main St.	Switching and Siding		X			X		36
	Smyrna Ave.			X			X		36
	Jlmtown Rd.			X			X		
		Main			X				14
Cheswold—Dover	Walker Road—2827 feet south of Mile Post 46	Main			X				
		Switching					X		
Dover	Division St.	Switching		X			X		
		Main			X				15
	Forest St.	Switching		X			X		
		Main			X				15
	North St.	Switching		X			X		
		Main			X				15
Felton	Main St.	Main			X				11
Harrington	Center St.	Main and Siding		X	X				16
	Liberty St.			X	X				16
	Clark St.	Main and Siding		X	X				16
	Route 316	Main		X					39
		Northward Siding		X			X		
		Southward Siding		X			X		
		Switching		X			X		
Greenwood	Market St.	Main			X				17
Bridgeville					X				18
SEAFORD SECONDARY TRACK:									
Seaford	River Rd.	Secondary			X				13
Laurel	Market St.	Secondary			X				19
		Switching to Secondary		X			X		19-33
	Sixth St.	Secondary			X				19
		Switching		X			X		6-19
	Seventh St.	Secondary							19
	Eighth St.	Secondary			X				19
	Tenth St.	Secondary			X				19
Delmar	State Rd.	Secondary and Switching	X				X		
		Siding		X					
	State St.	Siding		X			X		
	Chestnut St.	Siding		X			X		

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
POCOMOKE SECONDARY TRACK: Salisbury	Naylor St.	Switching	X				X		
	Kendall St.	Secondary					X		
	College Ave.	Switching	X				X		
	Bateman St.						X		
Fruitland	Main St.	Secondary			X				11-13
Princess Anne	Academy St.	Switching		X			X		
	Antioch St.			X			X		
	Hampden St.			X			X		
Pocomoke	Clark St.	Switching		X			X		
	Second St.			X			X		
Parksley	Adelaide St.	Siding		X			X		
		Secondary and Siding			X				20
	Bennett St.	Siding		X			X		
		Secondary and Siding			X				20
NEW CASTLE SECONDARY TRACK: Wilmington	Christina St.	Secondary	X						
	South St.					X			
New Castle	Washington St.	Deemers Steel Casting	X						
New Castle	9th St.	Secondary	X						
Porter	County Rd. 383	Running					X		
		Secondary			X				13
CENTREVILLE SECONDARY TRACK: Millington	Route 213	Secondary	X						
	Barclay		X						
	Mile Post 32—1130 feet south of	Route 301	X						27
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						27
Lynch	Route 561		X						
Worton	Route 297		X						

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
OXFORD SECONDARY TRACK: Clayton	Smyrna Ave.	Switching		X			X		36
	Main St.			X			X		29
Marydel	Route 454	Secondary	X						28
Queen Anne	State Route 309	Secondary and Connecting		X			X		35
Easton	Brookletts Ave.	Secondary	X						
D. M. & V. SECONDARY TRACK: Harrington	U.S. Route 13	Secondary		X	X		X		34
	Lake Ave.	Station							
		Secondary		X			X		
SNOW HILL SECONDARY TRACK: Dagsboro	Walnut St.					X			
					X				22
	Main St.	Station		X			X		1
Frankford		Secondary		X	X				
	Main St.	Station		X			X		1
		Secondary		X		X			
Cambridge	Carey St.			X		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				23
Cambridge	Gypsy Hill Road		X						
CRISFIELD SECONDARY TRACK: Mile Post 2—637 feet west of	Route 13	Secondary	X						
Marion	Route 357		X						
Crisfield	Route 413		X						
POPE'S CREEK SECONDARY TRACK: Hall	State Route 214	Secondary			X				17
N. & D. C. RUNNING TRACK: Corbit—north of	State Road 70	Running	X						
	U.S. Route 13						X		
				X			X		
Reybold	State Route 9			X			X		

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
DENTON RUNNING TRACK: Queenstown—12,480 feet east of	Bloomingsdale	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						27
	King's Hwy.		X						
OTHER TRACKS: 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						30
	Church St.	Team Track Lead	X						30
Newark Center	Delaware and Cleveland Aves.	Industrial	X						
	Main and Chapel Sts.		X						
Newark	South Chapel St.	Davis Wye	X						
Elkton— 2588 feet west of Main Track Switch	Route 279	Triumph Ind. track	X					X	27
	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 Sts.	President	X						26
Canton	Newkirk St.	Bear Creek	X						
	Boston St.	Bear Creek 1 and 2		X	X				38
		Yard Tracks		X	X				38
Brandywine	Route 38	South Ave.	X						
1220 feet south of Main Track Switch	New York Ave.	United Clay Products Co.	X						27
Washington	18th, "V" and 31st Sts., N.E., Adams Pl., N.E.	Industrial	X						
	Virginia Ave., S.E.	U.S. Capitol Power Plant	X						
	All crossings between Jersey Yard and End of Track	Buzzard Point	X						

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
OTHER TRACKS: (CONTINUED) 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						
Millaboro	Route 331	Dela. Power and Light Co.	X						27
Berlin	U.S. Route 113	Ocean City	X						28
Nassau	Route 14	Side	X						27
Hurlock	State Road No. 392	Vienna	X						
Cambridge	Washington St.	Cambridge	X						
	Maryland Ave.		X						
Salisbury	Naylor St.	West No. 1 and 2 Terminal Warehouse	X						
	North Division St.	Mardella	X						
	West Main St.		X						
	Route 13		X						
	Isabella St.		X						
	Chestnut Street		X						
	Truit St.	Willard	X						
Salisbury—4.3 miles east of	Route 50		X						
Salisbury—8.2 miles east of			X						
Salisbury	Intersection of Delaware Ave., West Rd. and Isabella Street	Cypress Street	X						33
Pocomoke	Clark St.	Exchange 1, 2, 3 and 4	X						
	Second St.	Lead to Team Track	X						
Capes—4553 feet south of	New U.S. Route 13	Kiptopeke	X						
CAPES 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				6-21
Cape Charles— north of	Fertilizer 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 Lock Joint Pipe Co. track is reversed. Cars must not be left standing between Bush River Neck Road and signal 695.

NOTES: (Continued)

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 sidings is reversed.
6. Cars must not be left standing between crossing and insulated joints 600 feet west thereof.
7. Cars must not be left standing between crossing and insulated joints 700 feet east thereof unless switch leading to Timonium Yard, switch leading to Massey Ferguson Company track, or switch leading to Phillips Petroleum Company is reversed.
8. Cars must not be left standing between crossing and switch leading to Texas Industrial track 2275 feet west thereof.
9. Cars must not be left standing between crossing and insulated joints 800 feet east thereof.
10. Cars must not be left standing between crossing and insulated joints 300 feet east thereof.
11. Cars must not be left standing between crossing and insulated joints 800 feet south thereof.
12. Cars must not be left standing between crossing and insulated joints 600 feet north thereof, crossing and insulated joints 735 feet south thereof, insulated joints 2030 feet south of crossing and switch leading to Newark and Delaware City running track unless switch is reversed.
13. Cars must not be left standing between crossing and insulated joints 800 feet north thereof.
14. Northward trains on main track with more than 33 cars, performing work, must detach engine before passing "CC" sign 600 feet south of crossing. Southward block signal will not display proceed indication for trains performing work until engine whistle is sounded.
15. Cars must not be left standing between "CC" signs 2200 feet south of and 1269 feet north of Dover Freight Station.
16. Northward trains with more than 11 cars performing work must stop south of home signals. Northward home signals at Liberty St. and southward home signals at Clark St. on main track will display stop indication for train making station stop, until engine bell is sounded. Southward trains on main track with more than 12 cars performing work must stop north of "CC" sign 840 feet north of Center Street.
17. Cars must not be left standing between crossing and insulated joints 400 feet south thereof.
18. Cars must not be left standing between crossing and insulated joints 800 feet from the crossing. Northward movement from freight station track will approach crossing prepared to stop and not move over crossing until automatic protection is operating.
19. Cars must not be left standing on main track between Sixth St. and Tenth St. Cars must not be left standing on switching track between Sixth St. and insulated joints 660 feet south of Tenth St. Movements on switching track consuming more than 45 seconds between Tenth and Eighth Sts. will cause gates to raise. Movements must then occupy short track circuit south of Eighth St. before gates will lower. Movements on switching track consuming more than 45 seconds between Market and Sixth Sts. will cause gates to raise. Movements must then occupy track circuits extending 70 feet from the crossing before gates will lower.
20. Cars must not be left standing on secondary track or siding between Adelaide St. and CC sign 600 feet north thereof.
21. 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.
22. Cars must not be left standing between crossing and insulated joints 300 feet from the crossing.
23. 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.
24. Cars must not be left standing between crossing and "CC" sign located 800 feet north of Knecht Avenue crossing.
25. Cars must not be left standing between crossing and "CC" sign located 800 feet south of Ebenexer Road crossing.
26. 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.
27. 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.
28. 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.

NOTES: (Continued)

29. 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.
30. 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.
31. 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.
32. Operating circuits extend about 800 feet east and about 60 feet west from crossing.
33. Operating circuits extend about 709 feet south from crossing.
34. Operating circuits extend about 1300 feet south of crossing.
35. Operating circuits extend about 335 feet west and about 660 feet east of crossing.
36. Operating circuits extend about 130 feet south and north from crossing.
37. 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.
38. 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 163**. 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.
39. Cars must not be left standing between crossing and a point 2310 feet south thereof.

HARRISBURG DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
NORTHERN CENTRAL SECONDARY TRACK: New Freedom	High Street	Industrial	...	X	...	...	X	...	23
		Secondary	...	...	X	...	...	...	4-23
	Main Street	Industrial	...	X	...	...	X	...	23
		Secondary	...	...	X	...	...	...	4-23
	Franklin Street	Industrial	...	X	...	...	X	...	23
		Secondary	...	...	X	...	...	...	3-23
Glen Rock	Valley Street	Secondary	...	...	X	...	...	...	7-23
	Main Street	Secondary	...	...	X	...	...	...	7-23
	Water Street	Secondary	...	...	X	...	...	...	7-23
York	Grantley Road	Secondary and Industrial	X	...	...	...	...	...	...
	Kings Mill Road	Secondary	X	...	...	...	...	...	...
	W. Princess Street	Secondary and Industrial	X	...	...	...	...	...	...
	W. King Street	Secondary	X	...	...	...	...	...	...
	W. Market Street	Secondary	...	...	X	...	...	...	25
	W. Philadelphia St.	Secondary	...	...	X	...	...	...	25
	No. Beaver Street	Shed	...	X	...	...	...	...	...
		Secondary	...	...	X	...	...	...	8
	North Street	Shed	...	X	...	...	...	...	...
		Secondary	...	...	X	...	...	...	...
	No. George Street	Shed	...	X	...	...	...	...	...
		Secondary & Industr.	...	...	X	...	...	...	...
	No. Queen Street	M & P Interchange	...	X	...	...	X	...	...
	MAIN LINE— HARRISBURG TO BUFFALO: Rockville	Roberts Valley Road	Single	...	...	X	...	...	...
		Wye	...	...	X	...	...	...	...
East Boyles	Rice Street	Main	...	...	X	...	...	...	...
	Market Street		...	...	X	...	...	...	...
	Armstrong Street		...	...	X	...	...	...	...
Herndon	Pottville St.	Sliding	...	X	...	...	...	...	...
Sunbury	Spruce Street	Main	...	...	X	...	...	...	...
	Linden Street		...	...	X	...	...	...	...
	Walnut Street		...	...	X	...	...	...	...
	Church Street		...	...	X	...	...	...	...
	Market Street		...	...	...	X	...	...	15
	Arch Street		...	...	...	X	...	...	15
	Race Street		...	...	...	X	...	...	15
	Packer Street	Main	...	...	...	...	...	...	24
		Sliding	...	X	...	...	...	...	...
Northumberland	King Street	E-L RR Interchange	X	...	...	...	...	...	19

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	Secondary	X						
New Holland	Custer Avenue		X						
	Railroad Avenue		X						
	Brimmer Avenue		X						
West of Leola	Newport Road		X						
Mile Post 33— 4610 feet west of Mile Post 33	Skyline Homes		X						
Mile Post 34— 4500 feet west of	Horseshoe Road Route 148		X						
COLUMBIA BRANCH: Rohrerstown	E. Petersburg Road	Main			X				5
Mountville	Manor Street	Main & Industrial				X			2
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		
	Market Street	Main			X				
	Brandy Lane	Lead to Ralston Purina	X						
	Salem Church		X						
1404 Feet South of MP9	Mulberry Drive	All							22
Carlisle	At Passenger Station	Main			X				6
Shippensburg	King Street	Main							11
	Fayette Street	Main							11
		Industrial		X					
So. of Greencastle	U. S. Route 11	Greencastle Old Line		X		X			3
Greencastle Old Line— South of Green- castle									11
WINCHESTER SECONDARY TRACK: Martinsburg	King Street	Secondary	X						
	John Street	Secondary							11
		Industrial		X		X			2
580 ft. south of Mile Post 95	Route 45	Secondary							11
South of Bunkerhill	Route 11								11

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
WINCHESTER SECONDARY TRACK: (CONTINUED) Clear Brook	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							11
	Amherst and Water Streets	Industrial	X						
WILKES-BARRE INDUSTRIAL TRACK: Wilkes-Barre	Division Street		X						19
	South Franklin St.	All	X						19
	South Main Street		X						19
	Hasle	Yard		X					
	Dana	No. 1 Yard		X			X		
		Yard			X				17
	Barney	No. 1 Yard		X					18
		Yard			X				16
	Horton Street	No. 1 Yard		X					18
		Yard			X				16
	Carey Street	Yard		X					
	Fellows Street	Industrial					X		
BUTTON SECONDARY TRACK: Nanticoke	Public Road	Industrial Lead	X						19
	Broadway	Susquehanna Lumber Co., east leg of Wye	X						
		Gibbs Milling Co.	X						19
	Warsaw, Saba and Allan Streets	West Nanticoke	X						19
NESCOPECK RUNNING TRACK: Nescopeck	Third Street	No. 2 Running		X					
		Industrial	X						19
DAN SECONDARY TRACK: Catawissa	Second Street	Catawissa	X						19
	Main Street	Secondary			X				
South Danville	Mill Street			X	X				
DILLSBURG INDUSTRIAL TRACK: Between Dillsburg Jct. and Dillsburg	All	Secondary	X						
Dillsburg	U. S. Route 15			X			X		1
MERCERSBURG INDUSTRIAL TRACK: South of Marion	Route 11	Secondary	X						

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
LEBANON RUNNING TRACK: Lebanon	All tracks within city limits except South 8th Street	Secondary							11
	Township Highway		X						
	Mount Vernon St.								11
	Beverly Street								11
	8th Street								12
Lebanon-Cornwall	State Route 38016 located 4500 feet from switch in Lebanon Secondary Track (810 feet east of Mile Post 18)	Alcoa Corpn.		X			X		
FREDERICK SECONDARY TRACK: Mt. Wolf	Maple Street	Siding & Ind.		X			X		
York	Windsor Street	Secondary							
		York Siding		X					11
		Industrial		X					
		Agway		X					
		Yard		X					
	N. Newberry Street	Secondary			X				9-10
	Roosevelt Avenue				X				9-10
	N. Hartley Street				X				9-10
	Manchester Street				X				9-10
	W. Market St.				X				9-10
	N. Belvidere Avenue				X				9-10
	Carlisle Avenue				X				9-10
	N. Richland Avenue				X				9-10
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					13
Frederick	Patrick, E. Church, E. Second, E. Third, & E. Fourth Streets			X					
SELINGSGROVE SECONDARY TRACK: Kreamer	Routes 25 & 522	Secondary							20
Selinsgrove	Walnut Street								20
	Pine Street				X				20
	Market St.								20

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
SHAMOKIN SECONDARY TRACK: Between Kase and Mt. Carmel	All protected by Automatic crossing Protection	Secondary							11
Paxinos	Elysburg Road	Secondary		X					16-20
	Schlagel Road			X					16-20
Weigh Scales	Legislative Route 49036	Secondary					X		20
Scott	Ranshaw Road	Secondary	X						20
Shamokin	Sixth Street Market Street		X						19-20
	Eighth, Liberty Washington, Rock & Franklin Streets		X						19
	Ninth Street Orange Street		X						19
	Shamokin St.								20
Sagon	U.S. Route No. 122	Richards	X						19
		Green Ridge	X						19
	Route No. 54		X						19
Mt. Carmel	Maple Street	Montelius Industrial							19
	Hickory Street								19
	Market Street								19
	Chestnut Street								19
	Walnut Street								19
	Locust Street								19
	Spruce Street								19
MONTANDON INDUSTRIAL TRACK: Lewisburg	State Highway Route 15	Industrial	X						19
OTHER TRACKS: Lancaster	Prince & Walnut Sts.	Yard	X						
	Manheim Avenue	Industrial	X						
	Dillerville Road	Industrial	X						21
Middletown	Route 230	Freuhauf Co.		X		X	X		
Mount Joy	Route 230	Industrial	X						
Columbia	Union & Perry Sts. (Shifting Movements)	Columbia	X						
Mountville	Fridy Street	Industrial	X						
3000 ft. south of Mile Post 10	Memory Lane	North York Industrial	X						
York	North Queen Street	Crane	X						14
	North George Street	P.A.&S. Small Co.	X						
	North Street	Smyser Royer Co.	X						14

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
OTHER TRACKS: (CONTINUED)									
Lancaster	All within city limits	Industrial	X						
South of Lancaster	Route 222	Industrial	X						
Between New Providence and West Willow (Seners Road) Inclusive	All	Industrial	X						
Quarryville	State Street		X						
4367 feet south of MP7	Route 272	Industrial	X						11
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 between crossing and insulated joints 350 feet east of crossing unless switch leading to Keystone Color Works is reversed.
9. 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.
10. 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.
11. 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.
12. Track circuits which operate automatic highway crossing protection at south 8th Street, Lobanon, Pa., extend a distance of 70 feet on each side of the crossing and trains and engines must stop on track circuit but clear of crossing and allow flashing light signals and short arm gates to operate a minimum of 20 seconds before proceeding over the crossing.
In the event automatic highway crossing protection is not operating a member of the crew must protect the crossing in advance of each movement over the crossing.

NOTES (Continued)

13. 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.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. 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.
20. 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.
21. Pushbutton is located in box on each side of crossing for manual start of automatic crossing protection.
22. 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.
23. 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.
24. Cars must not be left standing between Horn and "CC" sign, 1027 feet west of crossing.
25. Cars must not be left standing on secondary track between Grantley Rd. 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.

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
MAIN LINE— NEW YORK TO PHILADELPHIA: Tullytown	Philadelphia and Bristol Turnpike	Naught Track Warner Company	X	...	...	...	...	...	6
Edgely	North Radcliffe St.	Patterson Parchment Paper Co.	X	...	...	...	...	...	6
Grundy	Beaver Dam Rd.	M. & M. Co. Inc.	...	X	...	...	...	...	7
	Route 13		X	...	...	...	...	...	5
Bristol	All street crossings	Old Line Tracks	X	...	...	...	...	...	6
Cornwells Heights	State Rd.	Penn-Salt Chemical Co.	X	...	...	...	...	...	6
Andalusia		Edgecomb Steel Co.	X	...	...	...	...	...	6
Torresdale		Filtration	X	...	...	...	X	...	33
OCTORARO SECONDARY TRACK: Kennett Square	Broad St.	Secondary	X	...	...	...	...	...	.....
Avondale	Route 41	Secondary	...	...	X	X	...	...	35
	State St.		...	...	X	...	...	...	35
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	...	...	...	...	...	.....

PHILADELPHIA COMMUTER AREA (CONTINUED)

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 Tioga St.)							X	10
Tacony St. 140 feet west of Tacony Freight Station	State Rd.	Kensington and Tacony					X		7-11
543 feet west of Tacony Freight Station	Wissinoming St.						X		7
	Tacony St.						X		7
	Aramingo Ave. between Castor Ave. and Butler St.	Frankford St.	X						10
	At Roxborough St.		X						10
	At Church St.		X						10
	At Orthodox St.		X						10
	Margaret St.						X		
	Bermuda St.		X						
	Butler St.		X						
	Wheatsheaf La.		X						
	State Rd.	Frankford Arsenal					X		11
	All public crossings (State Rd.)	Tacony					X		9
		Bleigh St.					X		9
	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						10
	49th St. Crossings	Gray's Ferry Yard	X						
	All public crossings	60th St. Running	X						11
	60th Street Lindbergh Blvd.	60th St. Running					X		32
	63rd St. and Passyunk Ave.	60th St. Running					X		31
	All public crossings between 24th St. and Delaware Ave.	Washington Ave. (All tracks)	X						12-13
	Private Rd.	Girard Point	X						13
	All public crossings	Swanson St.	X						
		Delaware Ave.	X						
	Darien St. Greenwich Yard	Merchants Warehouse Co.	X						
	Pattison Ave. Greenwich Yard	Merchants Warehouse Co.	X						14
		U.S. Cold Storage Co.	X						14
52nd. Street	Flexi-Van	No. 14 Running		X					
		No. 15 Running		X					
		Eastward Belt (830 Feet East of 52nd. Street Undergrade Bridge 4.06 leading to Flexi-Van Terminal Facilities)						X	

PHILADELPHIA COMMUTER AREA (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						7
HADDONFIELD INDUSTRIAL TRACK: Haddonfield	Udca Ave.	Secondary			X				7-9
SCHUYLKILL SECONDARY TRACK: Spring Mill	Righter St.	Storage	X						
Conshohocken	Cherry St.	Secondary	X	X					17-18
	Harry St.			X					17-18
Earnest	Conshohocken Hgwy.	Norris	X						11
Norristown	Ford St.	Secondary	X						13
		No. 1 Running	X						13
	Mill St.	Freight House	X						
Oaks	Synthane Corp. Rd.	Sliding	X			X			
		Synthane Corp.	X			X			
Spring City	Bridge St.	Storage				X			
Fricks Lock	Fricks Lock Rd.	Eastern Warehouse Track No. 2	X						
Pottstown	Kelm St.	Yard	X						
		Lock Sliding	X			X			
	Water St.	Sliding	X						15
	Hanover St.	Secondary		X					
Stowe	Grosstown Rd.	Pottstown Metal Products Co.	X						13
189 feet west of M.P. 42	Old Reading Pike	Doehler Jarvis Co.	X						
West of Monocacy	State Hwy. Rt. 724	Hoppell Ind.	X	X	X				7
Reading	Pump House Rd., Exeter St. and all Carpenter Steel Co. pedestrian crossings	East Reading, North Reading, Carpenter Steel and Team	X						
	Bern St.	North Reading and Carpenter Steel	X						
	Penn, Chestnut and Spruce Sts.	Court St.	X						
Tracks leading to Prizer-Painter and Orr & Sembower Companies east of Reading	U.S. Route No. 10	Industrial	X						
3789 feet west of junction with Secondary track	U.S. Route No. 61	North Reading				X			20
Temple	Tuckerton Rd.	Storage and Freight House	X						
Leesport	Wall St.	Storage	X						
Shoemakersville	U.S. Route No. 61	Glen Gery Shale Brick Corp.	X						13

PHILADELPHIA COMMUTER AREA (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
SCHUYLKILL SECONDARY TRACK: (CONTINUED) 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					
TB-22	Henderson Rd.	No. 1 and No. 2		X					19
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						22
	Suckle Hwy.		X						
Palmyra	Crossing west of Arch St. Station	Industrial							21
BORDENTOWN SECONDARY TRACK: Riverton	Thomas Ave.	Industrial		X			X		
		Secondary			X				
	Main St.	Secondary			X				
	Cedar St.	Industrial			X				
	Bannard St.	Whitsell, Inc.	X						13
Cambridge	Front St.	Gadley, Inc.	X						
Riverside	Chester Ave.	Secondary and Ind.			X				
		Secondary			X				23
	Fairview Ave.	Secondary and Ind.			X				
	Pavilion	Secondary and Ind.			X				
		Secondary			X				24
Delanco	Coopertown Rd.	Industrial					X		
2900 feet east of MP13	Burlington Ave.	Kaiser Gypsum Co.						X	

PHILADELPHIA COMMUTER AREA (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
BORDENTOWN SECONDARY TRACK: (CONTINUED) 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	...						21
MERCHANTVILLE INDUSTRIAL TRACK: Merchantville	Park Ave.	Industrial	...	X	...	X	...	...	16
	Cove Rd.	Industrial	...	X	...	X	...	...	16
HOLLY SECONDARY TRACK: Divide	Burlington Pike	Industrial	...	X	...				10
		Secondary	...	X	...				16-29
Pennsauken	Union Avenue	Secondary	...						16
	Haddonfield Road	Secondary	...						16
Maple Shade	Park Avenue	Secondary	...	X	...				...
	Coles Avenue	Secondary	...						16
	Fork Landing Road	Secondary	...						16
	Stiles Avenue	Secondary	...						16
Lenola	Lenola Road	Secondary	...						16
	New Albany Road	Secondary	...						16
West Moorestown	Church Street	Secondary	...						...
	New Albany Rd.	International Pulverizing	X	...					...
	Flynn Ave.	Secondary	...		X	...			16-18
	Locust St.	Industrial	X	...					16
South of Moorestown	Chestnut St.	Secondary	...		X	...			16-26
Moorestown	Mill St.	Industrial	X	...					16
	Chester Ave.	Secondary	...		X	...			16-28
	Washington Street		...						16
	Zelley Avenue		...						16
Stanwick Avenue	Stanwick Avenue	Secondary	...						16
	Borton Landing Road		...						16
MP11	RCA No. 1	Secondary	...						16
MP12	RCA No. 2	Secondary	...						16
MP13—MP14 1789 feet south of MP13	Hartford Road	Secondary	...						16
Masonville	Masonville Road	Secondary	...						16
Hainesport	Mt. Laurel Road	Secondary	...						16
	Lumberton Road	Secondary	...						16

PHILADELPHIA COMMUTER AREA (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
MT. HOLLY YARD TRACK: Mt. Holly	Madison Ave.	Yard	.....	X	.....	.....	.....	.....	8-16
	Pine St.	Yard	X	.....	.....	.....	.....	.....	7-16
	Maple Ave.		X	.....	.....	.....	.....	.....	16
PEMBERTON SECONDARY TRACK: MP21—MP22	Church St.	Secondary	.....	.....	.....	.....	.....	.....	16
Birmingham	Budtown Road	Secondary	.....	.....	.....	.....	.....	.....	16
MEDFORD RUNNING TRACK: Lamberton	Main St.	Running	X	.....	.....	.....	.....	.....	.....
Medford	N. J. Route 70		X	.....	.....	.....	.....	.....	26
	Pointville Rd.		X	.....	.....	.....	.....	.....	.....
Mt. Holly	N.J. Route 38	Running	X	.....	.....	.....	.....	.....	26
	East Landing St. and Eyrestown Rd. (Bella Bridge Rd.) (4th and 6th grade crossings south of Mt. Holly)		X	.....	.....	.....	.....	.....	.....
DIX RUNNING TRACK: Lewis	Pemberton— Wrightstown Rd.	Running	X	.....	.....	.....	.....	.....	.....
Pemberton	Pointville Road		.....	.....	.....	.....	.....	.....	16
CHESTER AND PHILADELPHIA RUNNING TRACK: Essington	Second Street	Running	.....	.....	.....	.....	X	.....	30
OTHER TRACKS:	Red Lion Road	Industrial	.....	.....	.....	.....	X	.....	.....
West of Northeast Airport	Grant Ave.		.....	.....	.....	.....	X	.....	.....
Petty Island	Petty Island Br.	Industrial	.....	X	.....	.....	.....	.....	27
E. Downingtown	Lancaster Ave.	Cornog	X	.....	.....	.....	.....	.....	.....
	Washington Ave.		X	.....	.....	.....	.....	.....	.....
	To Reading Co. Sta.		X	.....	.....	.....	.....	.....	.....
	Creek Rd.		X	.....	.....	.....	.....	.....	.....
5th grade crossing west of Downs	Ludwig Rd.		X	.....	.....	.....	.....	.....	.....
West of Whitford	Route 104	Bradford Hills Quarry, Inc.	X	.....	.....	.....	.....	.....	.....
1st grade crossing south of Main track switch	Church Rd.	Henderson Ind.	X	.....	.....	.....	.....	.....	.....
2nd grade crossing south of Main track switch	Shoemaker Rd.		X	.....	.....	.....	.....	.....	.....
1st grade crossing south of Main track switch	Church Rd.	Swedeland Industrial	X	.....	.....	.....	.....	.....	.....
Upper Darby	Garrett Rd.	Newtown Square	.....	X	.....	.....	.....	.....	.....

PHILADELPHIA COMMUTER AREA (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
OTHER TRACKS: (CONTINUED)									
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	.....	.....	.....	.....	.....	10
Grassland	Eagle Rd.		X	.....	.....	.....	.....	.....	.....
Delaware Co., Pa.	All public crossings	Cardington	X	.....	.....	.....	.....	.....	.....
West Chester	Market St.	Industrial	X	.....	.....	.....	.....	.....	.....
	Biddle St.		X	.....	.....	.....	.....	.....	.....
Wilmer	Bridge and Pothouse Rds.	Devault Running	X	.....	.....	.....	.....	.....	.....
	Charlestown		X	.....	.....	.....	.....	.....	22
Roebling	Knickerbocker Rd.	All Yard	.....	X	.....	.....	.....	X	.....
Camden	Haddon Ave.	Pine St.	X	.....	.....	.....	.....	.....	.....
	Mt. Ephraim		X	.....	.....	.....	.....	.....	.....
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	.....	.....	.....	.....	.....	.....	34
Between Thurlow and Lamokin	All highway crossings	Valley	X	.....	.....	.....	.....	.....	.....
Chester	Morton Ave.	Chester and Phila.	X	.....	.....	.....	.....	.....	.....
	Second, Third and Tilgman 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	.....	.....	.....	.....	.....	.....

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.
5. 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.

NOTES (Continued)

6. 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.
7. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
8. 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.
9. 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 travelling public of the approach of a train, car or engine. Trains or engines must stop on short track circuit in advance of crossing.
10. Traffic light signals governing movement of highway and other traffic, in service.
Before obstructing highway or other crossings, rail movements will be governed as follows:
Stop before obstructing crossing. Crossing must not be obstructed while traffic light signals indicate **Proceed** for highway or other traffic to proceed. Conductor, engineman or a member of the crew must operate switch located in control box on either side of crossings, which will cause traffic light signals to indicate **Red** for highway traffic.
Highway or other traffic signals must remain **Red** for highway or other traffic while any part of rail movement is obstructing crossing.
In addition, a member of the crew must precede each rail movement over the crossing to warn public of approaching rail movement.
In the event traffic light signals governing highway or other traffic fail to indicate **Red** for highway or other traffic a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.
When rail movement is clear of crossing, conductor, engineman or a member of the crew must operate switch in control box to release traffic light signals for normal operation.
Control boxes must be locked after being used.
11. 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.
12. 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.
13. 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.
14. 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.
15. A member of the train crew must station himself on the crossing to insure full protection until movement is completed.
16. 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.

NOTES (Continued)

17. 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.
18. Attention is directed to second paragraph **Rule 4103-A**.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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.
26. 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.
27. 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 Pavia 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.
28. 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.
29. Shifting movements on Main Track in vicinity of Burlington Pike (Westfield Ave.) north of Jordan must be prepared to stop before passing over crossing and may move over crossing only after automatic protection has been re-established or proper protection has been provided by a member of the crew.
30. 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.
31. Member of crew must insert and turn switch key in receptacle located on the Northwest flasher mast at 63rd St., or the Southeast flasher mast at Passyunk Ave. Both flashers operate simultaneous.

NOTES (Continued)

32. Trains and engines must stop before passing over Lindbergh Blvd. Member of crew must insert switch key in receptacle located on northwest mast and southeast mast, to manually control highway traffic signals in red or stop position. Remove switch key after train or engine has passed over crossing. Member of crew must check traffic signals to insure they are red before passing over crossing.
33. A member of the train crew must station himself on the crossing to insure full protection until the movement is completed.
34. Operating circuits extend 440 feet from crossing.
35. Cars must not be left standing between crossing and insulated joints 600 feet west thereof.

1103-A2. 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.

PHILADELPHIA COMMUTER AREA

1103-E1. 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.

1104-A1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS.

NEW JERSEY DIVISION

Switch Located at	Connecting	With	Normal Position Is for Movement	Note
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. Running Track	Bordentown Track	Hamilton Ave. Running Track	

CHESAPEAKE DIVISION

River	Secondary Track No. 1	Sparrow 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	
Woodzell	Pope's Creek Secondary Track	Morgantown Secondary Track	To Morgantown Secondary Track	

CHESAPEAKE DIVISION (CONTINUED)

Switch Located at	Connecting	With	Normal Position Is for Movement	Note
Hearn	Seaford Secondary Track	Delmar Siding	To Seaford Secondary Track	
Patton	Pocomoke Secondary Track	Delmar Siding	To Pocomoke Secondary Track	

HARRISBURG DIVISION

Harrisburg Yard	Westward Running Track	Ramp and Westbound Receiving Yard	To Ramp and Westbound Receiving Yard	1
Carnation Industrial	Carnation Industrial Track	Camp Running Track	To Carnation Industrial Track	
York	Frederick Secondary Track	Northern Central Secondary Track	To Frederick Secondary Track	

NOTE 1—Trains will stop clear of all switches at this point and ask yardmaster Reily 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	
Penn Coach Yard	Car Washing Track	Run Down and No. 37 Track	Through on Car Washing Track	
3170 feet south of MP89	Winchester Secondary Track	Cumbo Secondary Track	To Cumbo Secondary Track	
Shore Interlocking	G.E. Track	No. 5 Track	Through on No. 5 Track	
1110 feet west 52nd St. Psgr. Sta.	No. 4 Yard Track Lead	B Yard Ladder	Through to Derrail on No. 4 Yard Track Lead	
150 feet east of 52nd St. U. G. Bridge	Eastward Belt 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	
Divide	Holly Secondary Track	Divide Industrial Track	To Holly Secondary Track	
Jordan	Holly Secondary Track	Haddonfield Industrial Track	To Holly Secondary Track	
Pennsauken	Holly Secondary Track	Merchantville Industrial Track	To Holly Secondary Track	

1104-B1. SWITCH TENDERS ARE STATIONED AT AND HAVE CHARGE OF MAIN TRACK SWITCHES AS INDICATED.

NEW JERSEY DIVISION

Location	Switches	Note
WA-5	All Switches	

1104-B2. 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	

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
MAIN LINE— New York to Philadelphia: 3400 feet west of Lincoln	Switch in No. 0 Track leading to Wye Track	Lincoln	1
MAIN LINE— New York to Philadelphia: 4100 feet west of Lincoln	Switch in No. 0 Track leading to No. 5, 6, 7, 8 and 9 Yard Tracks	Lincoln	1
MAIN LINE— New York to Philadelphia: 8150 feet west of Lincoln	Switch in No. 0 Track leading to No. 5, 6, 7, 8 and 9 Yard Tracks	Lincoln	1
MAIN LINE— New York to Philadelphia: 8843 feet west of Lincoln	Switch in No. 0 Track leading to U.S. Envelope Co. Siding	Lincoln	1
Greenwich Branch: 900 feet east of CY	Switch in No. 1 Track, Greenville Branch, leading to New Garden Yard	CY	1

NEW JERSEY DIVISION (CONTINUED)

Location	Switch	Controlled by	Notes
Morris—MA 2000 feet east of MP44	Switch in No. 1 Running Track leading to Coal Storage Yard	Wayne Jct. (Rdg. Co.)	4
Morris—MA 3000 feet east of MP44	Switch in outbound Fairless Spur Track to Warner Co. Track	Wayne Jct. (Rdg. Co.)	3
Morris—MA 2400 feet east of MA	Switch in No. 1 Running Track leading to Strick Trailer Co. Track	Wayne Jct. (Rdg. Co.)	3
Morris—MA 2100 feet east of MA	Switch in No. 1 Running Track leading to Reading Co. Track	Reading Co. Operator at Wind	2

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

NOTE 2—Release of electric lock can be obtained from Reading Company Operator at Wind. When lock has released it will be indicated by a green light. When communications fail release padlock and wait 14½ minutes after which green light will appear and switch can be operated.

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.

CHESAPEAKE DIVISION

Location	Switch	Controlled by	Notes
Port Road Branch: Tome	Wiley Equipment Co. Industrial Track	Cola	
Port Road Branch: Port Deposit	Port Deposit Quarries Co. Industrial Track	Cola	
Port Road Branch: 3672 feet east of MP7	Crippled Car Track	Cola	
Port Road Branch: Conowingo	Public Delivery Track	Cola	
Port Road Branch: Pilot	Public Delivery Track	Cola	
Port Road Branch: Peach Bottom	Public Delivery Track	Cola	
Port Road Branch: Fishing Creek	Public Delivery Track	Cola	
Port Road Branch: McCalls Ferry	Public Delivery Track Penna. Water & Power Co. Track	Cola	
Port Road Branch: Peques	Crippled Car Track	Cola	
Port Road Branch: West Harbor	Safe Harbor Water Power Co. —Interchange Track	Cola	
MAIN LINE— Philadelphia to Washington: Charlestown	Mason Dixon Sand and Gravel Co.	Perryville	
MAIN LINE— Philadelphia to Washington: Aberdeen	C. B. Osborne Industrial Track Industrial Track	Perryville	
MAIN LINE— Philadelphia to Washington: Edgewood	Arsenal Industrial Track	Edgewood	
MAIN LINE— Philadelphia to Washington: Magnolia	Public Delivery Track	Edgewood	

CHESAPEAKE DIVISION (CONTINUED)

Location	Switch	Controlled by	Notes
MAIN LINE— Philadelphia to Washington; Canton Jct.	Industrial Track (Loney's Lane)	Bay	
MAIN LINE— Philadelphia to Washington; Baltimore	Morgan Millwork Track	B.&P. Jct.	
	Waverly Press Co. Track	Union Jct.	
MAIN LINE— Washington	United Clay Products Co.	Landover	
	International Business Machine Co. Industrial Track		
	Industrial Track leading from No. 3 Track at Bladensburg Road		
	U. S. Capitol Power Plant (Electric locks on switch and on derail)	Virginia	
B. & P. SECONDARY TRACK: Mt. Vernon	Main Track to B.&P. Yard	B.&P. Jct.	
	Main Track to Mt. Vernon Running Track		
DELMARVA BRANCH: Clayton	No. 1 Storage	Clayton	
SEAFORD SECONDARY TRACK: Seaford	Cambridge Secondary Track	Seaford	
	River Track		

HARRISBURG DIVISION

MAIN LINE— Philadelphia to Pittsburgh; Lancaster	All hand-operated switches within Interlocking	Cork	
MAIN LINE— Philadelphia to Pittsburgh; Harrisburg	6C track to Industrial track	Harris	
MAIN LINE— Harrisburg to Buffalo; Sunbury	Main Track to Central Builders MP286	Kase	1
	Haas lead crossing Main Line	SF	
YORK HAVEN LINE: Day	Track G to Stock Yard	Day	
SUSQUEHANNA BRANCH: Columbia	No. 2 track to Columbia siding (west end)	Cola	
COLUMBIA BRANCH: Columbia	No. 2 track to Reading Co.		
CUMBERLAND VALLEY BRANCH: Lemoyne	East leg of Wye to Little Yard	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.

PHILADELPHIA COMMUTER AREA

Location	Switch	Controlled by	Notes
MAIN LINE— New York to Philadelphia: No. 4 track, Holmes	Prison	Holmes	
MAIN LINE— Philadelphia to Pittsburgh: Westward from 42nd St. Overhead Bridge, Phila. Zoo Interlocking	Hand-operated crossover be- tween No. 2 Main and De- parture track	Zoo	
MAIN LINE— Philadelphia to Pittsburgh: 52nd St. (West of)	No. 2 track to 53rd St. yard	Overbrook	
MAIN LINE— Philadelphia to Pittsburgh: 52nd St. (East of)	No. 2 track to B-20 (Departure) yard track		
MAIN LINE— Philadelphia to Pittsburgh: Rosemont	Mehl and Latta	Bryn Mawr	
MAIN LINE— Philadelphia to Pittsburgh: Downingtown	No. 4 to Chester Valley Yard No. 4 to Cornog track		
MAIN LINE— Philadelphia to Pittsburgh: Thorndale	All hand-operated switches in No. 5 and No. 6 tracks between Thorn and Caln connected to Thorndale Yard tracks	Thorn	
MAIN LINE— Philadelphia to Pittsburgh: Coatesville	Philadelphia Electric Co. Coatesville Yard Scully		
MAIN LINE— Philadelphia to Pittsburgh: Pomeroy	No. 1 track to Pomeroy yard		
MAIN LINE— Philadelphia to Pittsburgh: Parkesburg	No. 4 track to Wood's Nu-Pak Co.	Park	
MAIN LINE— Philadelphia to Washington: Philadelphia, North of 71st St. Overhead Bridge Philadelphia, South of 71st St. Overhead Bridge Darby, North of	General Electric Co. Keystone Coal Co. Woolford Co.	Brill	
MAIN LINE— Philadelphia to Washington: Baldwin	No. 4 Track to Pittsburgh Mill Steel Co. Indus. track	Baldwin	
WEST CHESTER BRANCH: Arsenal Interlocking	Breyer Co.	Arsenal	
DELAWARE EXTENSION: Arsenal Interlocking	Philadelphia Electric Co.		
DELAIR BRANCH: Frankford Jct.	Crossover between No. 2 and No. 1 tracks	Shore	

PHILADELPHIA COMMUTER AREA (CONTINUED)

Location	Switch	Controlled by	Notes
OTHER TRACK: Philadelphia, Grays Ferry Ave.	Barrett Co.	Grays Ferry— Movable Bridge Operator	
SCHUYLKILL SECONDARY TRACK: East end, Brooke	Birdsboro Steel Foundry & Machine Co. No. 2	Brooke	
Connecting Jersey—Hatch	Weyerhaeuser Container Co. 2 switches	Jersey	

1104-D2. THE FOLLOWING SWITCHES ARE EQUIPPED WITH ELECTRIC LOCK, NOT CONTROLLED BY OPERATOR:

NEW JERSEY DIVISION

Location	Switch	Note
PERTH AMBOY AND WOODBRIDGE BRANCH: 1768 feet east of Wood	Switch in No. 1 Track leading to Calso Oil Co. Track.	1
JAMESBURG BRANCH: 2300 feet west of Dayton	Facing switch for westward move- ment in Main Track leading to International Business Machine Company track.	1
JAMESBURG BRANCH: 4080 feet west of Dayton	Facing switch for eastward move- ment in Main Track leading to International Business Machine Company track.	1
BORDENTOWN SECONDARY: 450 feet east of Broad Street, Trenton	Facing switch for westward move- ment on Secondary track leading to Connecting track.	1

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

CHESAPEAKE DIVISION

Location	Switch	Note
SHELLPOT BRANCH: Read	No. 2 Track to Fibre Processing Co. Track	1
MAIN LINE— Philadelphia to Washington Fulton- Edmondson	No. 4 to No. 5 Tracks 760 feet south of M.P. 98 (Electric lock on center lever)	1
MAIN LINE— Philadelphia to Washington Seabrook	No. 3 Track to Public Delivery Track	1
MAIN LINE— Philadelphia to Washington Washington	Bladensburg Road Crossover between No. 2 and No. 3 Tracks	1
	Union Market Yard	
MAIN LINE— Philadelphia to Washington 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
MAIN LINE— Philadelphia to Pittsburgh: Leaman	Trailing hand-operated cross-over between No. 1 and No. 4 track.	1
MAIN LINE— Philadelphia to Pittsburgh: Between Roy and State on No. 3 track	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
SUSQUEHANNA BRANCH: Smith	Facing hand-operated crossover be- tween No. 1 track and No. 2 track. Trailing hand-operated switch from No. 1 track to Siding	1
MAIN LINE— Harrisburg to Buffalo: Halifax	Facing switch for westward move- ment leading to Station Track	2
MAIN LINE— Harrisburg to Buffalo: L. V. Jct.	Facing switch for westward move- ment leading to Industrial track	2
	Facing switch for eastward move- ment leading to L. V. Jct. Yard	2
MAIN LINE— Harrisburg to Buffalo: Dalmatia	Trailing switch for westward move- ment from single track, 1288 feet west of MP122, equipped with hand-operated derail to Dalmatia delivery track	2
MAIN LINE— Harrisburg to Buffalo: East Boyles	Facing switch for eastward move- ment from single track to Hern- don delivery track	2
MAIN LINE— Harrisburg to Buffalo: Selinsgrove Jct.	Facing switch for eastward move- ment from single track to Selins- grove secondary track	2
MAIN LINE— Harrisburg to Buffalo: East end Creek Storage	Trailing switch for eastward move- ment from single track to east end Creek storage track	2
MAIN LINE— Harrisburg to Buffalo: Northumberland	Facing switch for eastward move- ment in single track to E-LRR Interchange	2
	Facing crossover for eastward move- ment in single track west of station	2
	Facing crossover for westward move- ment in single track to No. 1 Thoroughfare Track	2
MAIN LINE— Harrisburg to Buffalo: Montandon	Facing switch for westward move- ment leading to Montandon Industrial Track	2

NOTE 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.

NOTE 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.

PHILADELPHIA COMMUTER AREA

Location	Switch	Note
Chestnut Hill Branch: 1375 feet east of Allen Lane Passenger Station	Center thrown locking device on crossover between No. 1 and No. 2 tracks.	
Chestnut Hill Branch: 1535 feet east of Allen Lane Passenger Station	Facing hand-operated switch in No. 1 track leading to Fort Washing- ton running track.	
West Chester Branch: Between Secane and Morton	Facing hand-operated switch, No. 2 track leading to Lansdowne Iron and Steel Company.	
Schuylkill Branch: Pencoyd	Switch leading to Pencoyd track.	1
Trenton Branch: 4710 feet west of MY	Facing switch in Main track lead- ing to east leg of Wye track.	3
Trenton Branch: 25 feet east of MY	Facing hand-operated switch for eastward movement in Main track leading to Old Line.	2
Trenton Branch: 1045 feet west of MY	Facing hand-operated switch for eastward movement in Main track leading to Rednor-Klein.	2
Trenton Branch: 2325 feet west of MY	Facing hand-operated switch for eastward movement in Main track leading to M. of W. Yard.	2
Trenton Branch: 3055 feet west of MY	Facing hand-operated switch for eastward movement in Main track leading to Scrap Yard.	2
Trenton Branch: 3776 feet west of MY	Center thrown locking device on facing hand-operated crossover for eastward movement in Main track to Middle Secondary track.	2
Trenton Branch: 4725 feet west of MY	Facing hand-operated switch for westward movement in Main track leading to east leg of Wye track.	2
Trenton Branch: 730 feet west of Copper	Center thrown locking device on facing hand-operated crossover for eastward movement in Main track to Middle Secondary track.	2
Trenton Branch: 2500 feet east of MA	Center thrown locking device on facing hand-operated crossover for eastward movement in Main track to Middle Secondary track.	2
Trenton Branch: Glen	Facing hand-operated switch for eastward movement in single track leading to Dale Siding, 19 feet east of Glen.	
Schuylkill Secondary Track: Spring Mill	Hand-operated switch in Second- ary track leading to eastward end Cherry Street storage track.	
Schuylkill Secondary Track: Creek	B. F. Goodrich Co. track. Alan Wood Steel Co. track.	5
Delaware Extension: Between Arsenal and Penrose	Trailing hand-operated switch in No. 2 track, 2500 feet east of east end of Arsenal bridge, lead- ing to Killhower Industrial track.	
	Hand-operated switch in No. 2 track, 1100 feet west Penrose Interlocking, leading to U. S. Quartermaster track.	
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.	3

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—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.

NOTE 3—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 4—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.

NOTE 5—See instructions posted in Shelter Box.

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	
CQ —Connecting yard to Amboy Secondary Track	Secondary Track	Westward movements from yard	1
CQ —Connecting Amboy 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—Connecting No. 2 Running Track to Amboy Secondary	Secondary Track	Westward movement from No. 2 running track to secondary track	
East End—Connecting No. 1 Running Track to Amboy Secondary	Secondary Track	Eastward movement from No. 1 running track to secondary track	
OB —Connecting Amboy 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 **CQ** 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

Cumbo Secondary Track Cumbo Pull-Out Track	Cumbo Secondary Track	Northward movements from Pull-Out Track to Secondary Track	

PHILADELPHIA COMMUTER AREA

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

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.

1105-E1. CHESTNUT HILL—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-A1. 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.

1130-B1. PENNSYLVANIA STATION—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.

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.
- Penn Central Station—Harrisburg.

TRACK ASSIGNMENTS

1151-A1. SINGLE TRACK

NEW JERSEY DIVISION

Track	Between	And
River 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	Kent

CHESAPEAKE DIVISION

Track	Between	And
Northern Central Branch	Calvert	Mount Vernon
Delmarva Branch	Davis	Seaford
Port Road Branch	Quarry	Tome
	West Rock	Midway
	McCalla	Division Post (Hbg. Div.)

HARRISBURG DIVISION

Main Line: Harrisburg-Buffalo	Rockville	Division Post (Allegheny Div.)
Susquehanna Branch	Shocks	Roy
Cumberland Valley Branch	State	Town
Port Road Branch	Division Post (Chesapeake Div.)	Cres

PHILADELPHIA COMMUTER AREA

West Chester Branch	Media	End of Block Sign, West Chester
Grays Ferry Branch	Zoo	Arsenal
Trenton Branch	Dale	Glen
	Morris	MA
Bordentown Branch	Cooper	Division Post (P.R.S.L.)
Philadelphia and Thorndale Branch	Dale	Thorn
Connecting Track	Jersey	Hatch

1151-B1. TWO OR MORE TRACKS

Current of Traffic or TCS as follows:

NEW JERSEY DIVISION

Main Line— New York to Philadelphia 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		
Branches: Passaic and Harsimus CP Waldo and Lane.....				West'd	East'd		
Greenville Bay and WA3.....				West'd	East'd		
Perth Amboy & Woodbridge Union and Wood.....				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

CHESAPEAKE DIVISION

Main Line—Philadelphia to Washington Between:	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 Principlo.....		Southward	Northward	
Principlo and Perryville.....	Southward	Southward	Northward	Northward
Perryville and Havre de Grace.....		Southward	Northward	
Havre de Grace and Oak.....	Southward	Southward	Northward	Northward
Oak and Bush.....	Southward	Southward	Northward	
Bush and Gunpow.....		Southward	Northward	
Gunpow and River.....	Southward	Southward	Northward	Northward
River and Bay.....	Southward	Southward	Northward	
Bay and Union Jct.....	Southward	Southward	Northward	Northward
B. & P. Jct. and Fulton.....		Southward	Northward	
Fulton and Winans.....	Southward	Southward	Northward	Northward
Winans and Vern.....	Southward	Southward	Northward	
Vern and Landover.....		Southward	Northward	Northward
Landover and Division Post (W.T.)....		Southward	Northward	
Main Line—Landover to South End Landover and Division Post (R.F.&P.)		Southward	Northward	

CHESAPEAKE DIVISION (CONTINUED)

	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Branches:				
Port Road Perryville and Quarry.....			Westward	Eastward
Tome and West Rock.....			Westward	Eastward
Midway and McCall.....			Westward	Eastward
Shellpot Ragan and Bridge.....			Southward	Northward

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

HARRISBURG DIVISION

Main Line—Philadelphia to Pittsburgh Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (Philadelphia Commuter Area) and Cork.....		West'd			East'd
Cork and Roy.....				West'd	East'd
Roy and State.....			West'd	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				
Branches:					
Susquehanna					
Park and Shocks.....				West'd	East'd
Port Road					
Cress and Port.....				West'd	East'd
Columbia					
Cork and Cola.....				West'd	East'd
York Haven Line					
Shocks and Stell.....				West'd	East'd
Cly 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.

PHILADELPHIA COMMUTER AREA

Main Line—New York to Philadelphia Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (New Jersey Division) and Zoo.....	Westward	Westward	Eastward	Eastward
Main Line—Philadelphia to Washington				
Arsenal and Brill.....	Southward			Northward
Brill and Bell.....	Southward	Southward	Northward	Northward
Bell and West Yard.....		Southward	Northward	

PHILADELPHIA COMMUTER AREA (CONTINUED)

	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Main Line—Philadelphia to Pittsburgh				
Between: 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
Park and Division Post (Harrisburg Division).....	Westward			Eastward
Branches:				
Chestnut Hill			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 and Media.....			Southward	Northward
Schuylkill			Westward	Eastward
36th Street Connection Zoo (38th Street—connection with Suburban Line) and Penn (Main Line).....	Westward			Eastward
Delair				
Shore and Jersey.....			Westward	Eastward
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

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.

Within Wilmington Interlocking tracks are designated: Nos. 1, 2 and 3.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC WITHOUT TRAIN ORDERS

1151-B2. 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
	Karny	Switch 1258 feet east of Karny	Operator at Hack	1
	Switch 2000 feet west of Hack	Hack	Operator at Hack	1

PHILADELPHIA COMMUTER AREA

Track	From	To	When authorized by Train Dispatcher on Verbal Permission from	Note
Trenton Branch No. 1	Nest	TB-19	Operator, Nest	1

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	1-6
Loop Track No. 1	F	R	Eastward	R	1-6
Loop Track No. 2	F	R	Eastward	R	1-6
Sub Track No. 1	Q	F	Westward	Q	2-6
Sub Track No. 2	Q	F	Westward	Q	2-6
Sub Track No. 3	Q	F	Westward	Q	2-6
Sub Track No. 4	Q	F	Westward	Q	2-6
Center St. Track	Hudson	Karny	Eastward	Hudson	3-6
Engine Track	Hudson	Karny	Eastward	Hudson	3-6
No. 0 Track	Hudson	Karny	Eastward	Hudson	3-6
Track A	WA-6	WA-3	Eastward	WA-6	4-6
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.
- Rule 110 applies.

CHESAPEAKE DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
Shellpot No. 1	Bridge	Bell	Northward	Yard Master; Edge Moor	1-5
Shellpot No. 2	Bell	Bridge	Southward	Yard Master; Edge Moor	1-5
New Castle No. 4	Bridge Virginia	Porter Fourteenth St. Virginia	Southward	Bridge Virginia	2
No. 1	Fourteenth St.	Virginia	Southward	Virginia	4-5
			Northward	Virginia	4-5

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 radio or 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.

NOTE 5—Rule 110 applies.

PHILADELPHIA COMMUTER AREA

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.

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	3-5-6-9
Oak Island	(W)	CY	WA-2	WA-5	1-5-6-9
Hightstown	(W)	Conn. Amboy	End of Block	Essay	5-6
		Sec. Trk.			
Amboy	(W)	Essay	JC	Essay	1-5-6-7
Set-Off	(W)	WA-3	WA-6	WA-6	4-5-6-9
Freehold	(E)	Conn. Amboy	End of Block	Essay	5-6
		Sec. Trk.			
Bordentown	(E)	MP16	Fair	Fair	1-6-8
Naught	(W)	Millham	Fair	Fair	1-6-9
No. 5	(W)	Millham	Fair	Fair	1-6-9
Middle	(W)	Morris	MA	Yardmaster	1-6-9
				A-Yard	
				Morrisville	
Warren	(W)	G	Kent	MC	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—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 Essay.

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

NOTE 8—Block signal indication at MJ and BO is authority to operate via Bordentown Secondary track.

NOTE 9—Rule 110 applies.

CHESAPEAKE DIVISION

Track		Between	And	Controlled by	Note
No. 0	(N)	Landlith	Edge Moor	Wilmington	1-2
Meat House	(S)	Wilmington	West Yard	Wilmington	1-3
No. 1		Bay	River	Bay	1-3
Western		Eager St.			
Maryland	(W)	(Overhead Bridge)	Hillen Jct.	Union Jct.	1-6
Pope's Creek	(S)	Bowie	Woodzell	Bowie	1-5-7
Herbert	(S)	Wine	Herbert	Bowie	1-4-5
Morgantown	(S)	Woodzell	Morgantown	Bowie	1-4-5
No. 1	(N)	Anacostia	Landover	Yard Master, Benning	1-3
No. 4	(S)	Deanwood	Anacostia	Yard Master, Benning	1-3
Chestertown	(S)	Mass	Chestertown	Clayton	1-9
Centreville	(S)	Townsend	Centreville	Clayton	1-9
Oxford	(S)	Clayton	Cross	Clayton	1-9
D M & V	(S)	Harrington	Court	Harrington	1-3
Snow Hill	(S)	Court	Snow Hill	Harrington	1
Cambridge	(S)	Seaford	Tank	Seaford	1
Crisfield	(S)	Kings Creek	Field	Cassatt	1-8-10
Seaford	(S)	Seaford	Hearn	Seaford	1-3-11
Pocomoke	(S)	Patton	End of Block	Cassatt	1-3-8
B. & P.	(W)	Mount Vernon	Cockeysville	B. & P.	1-3
Northern			Division Post	Junction	
Central	(W)	Cockeysville	(Harrisburg Division)	B. & P. Junction	1

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

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

NOTE 2—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—Fixed Signal indication in lieu of verbal permission will be used at Wilmington, West Yard, River Bay, Anacostia, Cassatt, Harrington, Seaford and Mount Vernon.

NOTES—(Continued)

NOTE 4—Rule 110 applies.

NOTE 5—Controlled by Odenton when Bowie is not in service.

NOTE 6—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 7—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 8—Crisfield and Pocomoke Secondary tracks controlled by Seaford when Cassatt is closed.

NOTE 9—Controlled by Harrington when Clayton is not in service.

NOTE 10—Controlled by Seaford when Cassatt is not in service.

NOTE 11—Controlled by Cassatt when Seaford is not in service.

HARRISBURG DIVISION

Track	Between	And	Controlled by	Note
Northern (W) Central	Division Post (Harrisburg Division)	York	Cly	1
Frederick (S)	Cly	Frederick	Cly	1-3
Lemoyne (S)	Lemo	Camp	Lemo	1-2
Winchester (S)	Town	Winchester	Hager	1-3
Cumby (S)	Gard	Cumby Yard	Hager	1-2-4
New Holland (W)	Honey Brook	Cork	Cork	1-2
Shamokin (E)	Kase	Mt. Carmel	Kase	1-2
Selinsgrove (W)	Selinsgrove Jct.	End of Track	Kase	1-2
Button (W)	Carey	Beach-End- Begin Block	Kase	1
Dan (W)	Broad-End- Begin Block	Kase	Kase	1-3

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

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

NOTE 2—Rule 110 applies.

NOTE 3—Fixed signal indication in lieu of verbal permission will be used at Hager, Cly and Kase.

NOTE 4—The arrival of southward movements at Cumby must be reported promptly to operator Hager.

PHILADELPHIA COMMUTER AREA

Track	Between	And	Controlled by	Note
B (N)	Landlith	Bell	Bell	1
Naught (W)	Morris	Grundy	Grundy	2-3-5
Schuylkill (W)	Man	Schuylkill	Nest	2-4
Bordentown (E)	Hatch	MP16	Jersey	2-4
Pemberton (S)	Birm	Pemberton	Jersey	2-3
Holly (S)	Hatch	Hains	Jersey	2-3-4
Jersey (N)	Jersey	Divide	Jersey	2-3-4
Octoraro (S)	Wawa Passenger Station	Colora	Lamokin	2-3

(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.

NOTE 2—Authority for the movement of passenger extras must be in writing.

NOTE 3—Rule 110 applies.

NOTE 4—Fixed signal indication in lieu of verbal permission will be used at Man, Jersey and Hatch.

NOTE 5—Where fixed signal governs movement, it will be the authority to occupy this track.

1151-E1. EMPLOYES IN CHARGE OF SIDINGS OF ASSIGNED DIRECTION

Siding	Employee in charge	Note
NEW JERSEY DIVISION		
Jamesburg—Eastward	Operator Essay	
Siding between Switch 2 and Switch 5, Phillipsburg—Northward	Operator MG	
CHESAPEAKE DIVISION		
Woodberry—Eastward	Yard Master Mt. Vernon	
Timonium—Eastward	Operator B & P Jet.	
Harrington—Southward —Northward	Operator Harrington	
HARRISBURG DIVISION		
Wood—Southward	Pennroad	
Town—Northward	Town	1

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

1151-F1. EMPLOYES IN CHARGE OF SIDINGS OF NO ASSIGNED DIRECTION

Siding	Employee in charge	Note
CHESAPEAKE DIVISION		
Delmar	Seaford	2
HARRISBURG DIVISION		
Cly	Cly	1
Mount Wolf and New Freedom	Cly	
Carlisle	Lemo	
Spring	Pennroad	
Pennroad	Pennroad	1
Greencastle	Town	
Hagerstown	Hager	1
PHILADELPHIA COMMUTER AREA		
Oaks, Spring City, Look, Cromby, Shoemakersville, Hamburg	Nest	
Dale	Thorn	
Perkins	Jersey	
Riverside		

Sidings listed will not be used without permission from designated employee.
NOTE 1—Fixed signal will be used in lieu of verbal permission.
NOTE 2—Cassatt when Seaford is closed.

1151-G1. RUNNING TRACKS OF ASSIGNED DIRECTION HARRISBURG DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
Eastward	Rockville	Maclay St.	Eastward	Yard Master Reily Street	1-3
Westward	Maclay St.	Rockville	Westward	Yard Master Reily Street	1-3
No. 11	Maclay St.	Harris	Eastward	Harris	1
No. 12	Harris	Maclay St.	Westward	Harris	1
G	Day	New Ramp Switch	Westward	Yard Master West Hump Enola	2-3
	New Ramp Switch	Banks	Westward	Yard Master at West End Enola	3-4
F	Day	Westbound Hump Enola	Westward	Yard Master West Hump Enola	1-3
H	Day	Westbound Hump Enola	Westward	Yard Master West Hump Enola	1-3
K	Day	Westbound Hump Enola	Westward	Yard Master West Hump Enola	1-3
No. 44	Electric Pit	East End Yard Office	Eastward	Yard Master East Hump Enola	1-5
Westward	Eastbound Hump	23-B	Westward	Yard Master East Hump Enola	1-5
	23-B	West End Enola	Westward	Yard Master West End Enola	1-5
Eastward	111-B	23-B	Eastward	Switch Tender 111-B	1-5
High Line	23-B	W-11	Westward	Yard Master West Hump Enola	1-5
No. 2 West-bound Receiving Yard	4-B	W-11	Westward	Yard Master W. B. Hump Enola	1-5
No. 1 & No. 2 Eastbound Receiving Yard	111-B	Brick Office	Eastward	Yard Master East Hump Enola	1-5
C	West End Enola	Connection with G Running track	Westward	Yard Master West End Enola	1-5
D	West End Enola	(PF-2) East End, Marysville	Westward	Yard Master West End Enola	1-5
B	Rockville	111-B	Eastward	Yard Master East Hump Enola	1-5
No. 4	Rockville	Banks	Westward	Banks	1-3-5
A	Rockville	111-B	Eastward	Yard Master East Hump Enola	1-5

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** Running tracks with Running track **G** at ramp opposite westbound hump yard office and must not move west of these switches without permission from Yard Master West Hump Enola.
- (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) Westward trains will not be required to report clear of New Ramp Switch on **G** Running track. Yard Master west end will report this to Yard Master west hump.
- (5) Authority to make a reverse movement must be obtained from employee controlling track.

PHILADELPHIA COMMUTER AREA

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

(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.

1151-G2. PENROSE TO 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
No. 5 (W)	Hunter	Lane	Operator Hunter	
Naught (W)	Elmora	Linden Park Yard	Operator Elmora	1
No. 5 (W)	Baldwin St. Yard	County	Operator County	1
Millstone (W)	County	East Middlebush	Operator County	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	1-4
Float Running	Greenville Yard	Connection No. 11	Yard Master Harsimus Cove	1-4
No. 1—Green-ville (E)	Bay	Track Departure Yard Greenville	Yard Master Harsimus Cove	1-4
Departure Yd. Lead	Greenville Yd.		Yard Master Harsimus Cove	1-4
Southwest Lead	Greenville Yd.		Yard Master Harsimus Cove	1-4
No. 12 (E) South Amboy	Connection to Secondary Track	Yard Office	Yard Master South Amboy	1
No. 1 Running (E)	OB	East End	Operator Essay	1
No. 2 Running (N)	CQ	Deep Cut	Operator Essay	1
Eastward (W)	Millham	East End of Coalport Yard	Operator Millham	3
Westward (W)	Old Cabin E	East End of Coalport Yard	Operator Millham	3
Grape Lead (W)	Hack	West Conn. Naught track		1
No. 1 Ice-House (W)	Grape Lead	Produce Yard Lead	Yardmaster South Kearny	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.	3
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 Hump	3
W-4 (E)	West End "B" Yard	East End "B" Yard		
Eastward Running (E)	East End East- ward Receiving Yard	East End "A" Yard		
No. 1 Running (E)	MA	Morris		3-5
Running (W)	Coalport	Hamilton Avenue	Operator MG	3
Naught (E)	Coalport	East Trenton		3
Flemington (N)	Lambertville	U. G. Bridge 0.71		2-3
Lead (S)	Phillipsburg Yard	Lead Switch Kent	Yard Master Phillipsburg	3
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		
Robbinsville (E)	BO	End of track 4500 feet east of Windsor	Fair	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 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 3—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.

Note 4—Except controlled by Yardmaster Greenville 7.00 A.M. to 3.00 P.M. Monday through Friday.

Note 5—Eastward trains must stop at Nickel and be governed by instructions of the Yardmaster.

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. Yard- master, South End Edge Moor	3
Inbound (S)	12th St. Edge Moor	Cabin track	Asst. Yard- master, South End Edge Moor	3
Bear Creek (S)	Canton Jct.	End of Track	Yardmaster, Canton	
No. 1 (E)	Hillen Jct.	Madison St.	Union Jct.	5
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
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
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	Seaford	
Cambridge (S)	Tank	Cambridge		
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	4

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

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

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

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

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

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

NOTE 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 4.—Yardmaster at Cape Charles will clear track with Cassatt (Seaford when Cassatt is closed).

NOTE 5.—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.

HARRISBURG DIVISION

Track	From	To	Controlled by	Note
Lebanon (E)	Conewago	9th Street Lebanon	State	1
Camp (S)	Crossover 1200 feet north Mile Post 6	Connection with Main Track 2513 feet south of MP9	Yardmaster, Lemoyne-Camp Hill	1-2
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
Nescopeck No. 1 (W)	Beach-End Begin Block	Broad-End Begin Block	Kase	
Nescopeck No. 2 (W)	Beach-End Begin Block	Broad-End Begin Block	Kase	

(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—Controlled by operator at Lemo from 11.00 P.M., Saturday until 7.00 A.M., Sunday.

PHILADELPHIA COMMUTER AREA

Track	From	To	Controlled by	Note
Station (West Chester) (S)	End of Block Sign	End of track	Media	1-2
Chester and Phila. (S)	Center of Island Rd.	Market St. Chester	Yardmaster Thurlow	3
Naught (N)	Hook	Trainer		4
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	1-8-9
No. 14 (E)	Overbrook	44th St. Over- head Bridge No. 3.23		1-7
Eastward Jersey (E)	42nd St. Over- head Bridge 3.03	41st St. Over- head Bridge		1
Belmont (N)	Zoo (Conne- ction with West Phila. Elev. Branch)	Belmont (Reading Co.)	Train Director at Zoo	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
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	1-5
Chester and Phila. (S)	Connection with 60th St. track south of Fort Mifflin	Center of Island Road	Brill	1-3
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

PHILADELPHIA COMMUTER AREA (CONTINUED)

Track	From	To	Controlled by	Note
Westward Engine (W)	Greenwich Hump	South Phila. Engine House	Yardmaster Greenwich Hump	1
Norris (E)	Norris	Earnest including Wye tracks	Yardmaster at Earnest	1-11
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		1
Dix (S)	Pemberton	Camp	Jersey	1
Medford (S)	Mt. Holly	Medford		1
Haddonfield (N)	Jordan	Division Post (P.R.S.L.)		1
No. 0 Running (E)	200 feet east of MP3	3300 feet east of MP3	Cooper	1
No. 1 Running (E)	Cooper	Hatch	Yardmaster 27th Street, Pavonia	1-10
No. 2 Running (W)	Hatch	3000 feet west of MP3		
No. 10 Running (W)	485 feet east of Cooper	305 feet west of Pavonia		

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

Note 3—Bell Telephone located in "T" box at Island Road.

Note 4—When yardmaster cannot be contacted promptly, northbound movements may report clear to operator Hook who will advise yardmaster as soon as practicable.

Note 5—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 6—Operator at North Philadelphia must not admit a train to this track without authority of the train dispatcher.

Note 7—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 8—Proceed signal indication at Overbrook is authority for eastward movement on No. 15 Running track to signal located at 52nd Street.

Note 9—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 10—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 11—Controlled by operator at Nest from 11.00 P.M. to 7.00 A.M., Saturdays and Sundays.

1152-A1. MOVEMENT OF TRAINS—APPLICATION OF RULE 152—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 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

ALL DIVISIONS

1154-A1. LOCATION OF ENGINEMAN—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-A2. PASSENGER TRAINS THAT DEVELOP EQUIPMENT DEFECTS ENROUTE—Passenger trains that develop equipment defects enroute, should, if safety to the train will permit, proceed to a point where M. of E. forces and repair equipment are available, so as not to delay following trains.

1154-A3. BRAKING AT SPEEDS IN EXCESS OF 100 MPH—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.

1154-A4. TRAIN ANNOUNCEMENTS—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.

1154-A5. STATION STOP MARKERS—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
Capital Beltway

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.

1154-A6. Employees may be carried on trains composed of express, mail or deadhead cars if suitable car is provided.

1154-A7. TOILET ROOM DOORS—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.

1154-A8. BLOWING OR DRAINING STEAM LINES—Blowing or draining steam heat lines on trains is prohibited while passing station platforms, street crossings or sidewalks and streets paralleling the railroad.

1154-A9. PREPARATION AND USE OF FORMS—Amtrak Form 1000-A and/or Form MP217-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-A 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-A10. TO CUT OFF CARS OR LOCOMOTIVES FROM PASSENGER TRAINS—In the application of paragraph 16-a of the Brake and Train Air Signal Instructions, EC-99, the following additional provisions will apply:

To cut off cars or locomotives from passenger train, proceed as follows:

First —Make a service brake application with no less than 35 pounds brake pipe reduction.

Second—After signal is received from engineman that brake application is completed, close both angle cocks where cut is to be made.

NEW JERSEY DIVISION

1154-B1. SUNNYSIDE, TESTING AIR BRAKES—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-B2. SUNNYSIDE—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.

CHESAPEAKE DIVISION

1154-C1. BALTIMORE—Back-up hose must be used when shifting cars at Baltimore Passenger Station.

1154-C2. LANHAM—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.

PHILADELPHIA COMMUTER AREA

1154-E1. TRAIN ANNOUNCEMENTS—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.

1154-E2. LOST ARTICLES—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.

1154-E3. Conductor making interchange of passenger cars at North Philadelphia will leave duplicate car reports at office of yardmaster at Margie Street Yard.

1154-E4. POWELTON AVE.—TESTING AIR BRAKES—Powelton Ave. Train and engine crews making eastward movement of MU cars from Powelton Avenue Yard to Suburban Station, will comply with the requirements of Brake and Train Air Signal Instructions (**EC-99, Rule 11-B**) and will make a running test of brakes in the following manner:

After receiving proper notification to proceed and fixed signal governing eastward movement from Powelton Avenue Yard is less restricting than Stop, engineman will apply minimum power necessary to move MU draft at least one (1) car length then make a service reduction of brake pipe pressure to apply train brakes with sufficient force to bring movement to a complete stop before shutting off power.

Trainmen must be in position at locations other than leading end of first car. If movement does not stop within a car length after brake application, engineman will comply with (**Note to Rule 14**) a continuous blast of engine whistle is an emergency signal for trainmen to apply air and hand brakes on train.

1154-E5. WILMINGTON—Back-up hose must be used when shifting cars at Wilmington Passenger Station.

FREIGHT TRAIN OPERATION

ALL DIVISIONS AND PHILADELPHIA COMMUTER AREA

1155-A1. PREPARATION AND HANDLING OF FREIGHT TRAINS ON GRADES—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 automobile, container or trailer carrying 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.

1155-A2. STARTING TRAINS WITH ELECTRIC OR DIESEL ENGINES ON REAR—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.

1155-A3. STARTING FREIGHT TRAINS ON DESCENDING GRADES—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.

1155-A4. 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.

1155-A5. STATE OF PENNSYLVANIA—PUSHER ENGINES
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.

1155-A6. FREIGHT CREWS RELIEVED—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.

1155-A7. In the application of **Rules 16-d** and **18-i** of the Brake and Train Air Signal Instructions **EC99**:

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-A8. 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.

1155-A9. STATE OF NEW JERSEY—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.

NEW JERSEY DIVISION

1155-B1. 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.

1155-B2. 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.

1155-B3. 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.

1155-B4. 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-B5. INITIAL INSPECTION—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-B6. ROLL BY INSPECTIONS—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.

CHESAPEAKE DIVISION

1155-C1. LANDOVER—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-C2. B & P TUNNEL—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-C3. READ—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-C4. DAVIS—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-C5. CAPITAL BELTWAY GAUNTLET TRACK—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.

1155-C6. B & P TUNNEL GAUNTLET TRACK—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-C7. INITIAL INSPECTION—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-C8. ROLL BY INSPECTIONS—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-C9. TPIX (TROPICANA) CARS—Trains consisting of TPIX (Tropicana) cars will be limited to 65 cars on the Chesapeake Division. No rear end helpers permitted.

HARRISBURG DIVISION

1155-D1. SHIFTING MOVEMENTS ON GRADES—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:

J. W. Myers track, Hagerstown.
Baker Driveway, Hagerstown.

1155-D2. DAY—Account ascending grade, when block signal N-831 indicates Approach or Stop-and-proceed, westward trains on No. 4 track with more than 45 cars will stop at signal and contact the Operator for instructions.

1155-D3. LG-21—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 from Operator at Cola.

1155-D4. SHOCKS—Account ascending grade, when eastward Home signal indicates Stop, eastward freight trains with 90 or more cars, or with 80% or more of its engine rating, will stop at telephone one-half mile west of this signal and contact operator Cola for instructions.

1155-D5. LV JCT. INDUSTRIAL TRACK—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 on the LV Junction Industrial track is shown below:

	Loaded Trains
Westward—4700 feet east of MP9 to L.V. Jct.	20%

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

1155-D6. MOUNT CARMEL—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 on all connecting track Mt. Carmel to weight scales.

1155-D7. NORTHUMBERLAND—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-D8. ROLL BY INSPECTIONS—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 and Rockville.
3. While standing by members of the crew at Lemo.

1155-D9. YORK—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 Cly block and interlocking station. After clearing the Penn Central tracks, report clear to operator at Cly 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.

1155-D10. NORTHUMBERLAND—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.

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.

1155-D11. EAST MILLER—When visibility is not restricted, and Home signal at East Miller indicates Stop (**Rule 292**), eastward trains must stop approximately one-quarter mile west of East Miller.

PHILADELPHIA COMMUTER AREA

1155-E1. OVERBROOK—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-E2. BLOCKING STATION PLATFORMS, HOLMES—NORTH PHILADELPHIA—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-E3. ROLL BY INSPECTIONS—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-E4. DEVAULT RUNNING TRACK—A running test of the air brakes must be made before descending grades on Devault running track.

1155-E5. SHIFTING MOVEMENTS ON GRADES—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, Mldvale.

Allied Chemical Corporation, Grays Ferry.

Purex Corp., Darby

Lachmen's track, Phoenixville.

1155-E6. 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-E7. FRANKFORD ARSENAL—Before entering Frankford Arsenal from Naught track, or K and T track, movements must stop and obtain permission from guard stationed at gate.

Movements must not be made over firing range while red flag at the range target is displayed or the red blinker lights are operating at range target or Proof House.

1155-E8. STADIUM—West end coal yard ladders (tracks 1 to 6, inc.). Switching movements must not foul ladders until permission is obtained from Operator Stadium to do so.

When switching is completed and ladders are clear, the conductor must report clear to Operator Stadium. Operator Stadium will not permit road movement to proceed on coal yard leads until all switching movements are reported clear.

1155-E9. MJ—Eastward freight trains receiving Approach aspect (**Rule 285**) or Caution aspect (**Rule 285a**) on approach signal, No. Y-172, 5120 feet west of MJ must stop at this signal and a member of the crew must call Operator at Jersey and ask for instructions.

FREIGHT AND PASSENGER TRAIN OPERATION

ALL DIVISIONS AND PHILADELPHIA COMMUTER AREA

1156-A. DIESEL EQUIPMENT.

A. Movement of Diesel Units.

1. Road Freight and Road Switch Type Units.

When hauling train, a maximum of twelve (12) Road Freight and Road Switch type units may be coupled together in multiple, including units dead or idling.

The number of traction motors operating is not to exceed twenty-four (24).

When running light or with caboose only, the total number of units may not exceed fifteen (15).

2. Yard Switch Type Units.

Only one Yard Switch type unit, dead or idling, may be handled next to locomotive consist on head end of train. Additional switch type units must be placed in train in accordance with **Rule 4161-A**.

3. Backing Trains With Road Switch And/Or Yard Switch Type Units Hauling Or In Tow.

To minimize the possibility of jack-knifing units when necessary to back or push a train consisting of more than fifty (50) cars, and there are any Road Switch units in the locomotive consist, the engineman will be governed by the following maximum amperage ratings, unless all units are equipped with alignment control couplers or coupler stops:

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

1156-A1. TEMPILSTIK—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-A2. 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-A3. STEAM CONNECTORS—Cars equipped with steam connectors must not be moved in freight trains unless the steam connectors are removed.

1156-A4. 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.

1156-A5. R.D.C. (BUDD CAR) OPERATION—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.

Enginemen of rail motor cars and signal 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-A6. RAILROAD CROSSING AT GRADE—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-A7. 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-A8. 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.

NEW JERSEY DIVISION

1156-B1. KS—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.

1156-B2. 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.

1156-B3. When approaching interlocking signal where engine or cars are to be attached to head end, engineman must stop at location that will permit head end of train to be in the rear of interlocking signal after coupling.

1156-B4. 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.

CHESAPEAKE DIVISION

1156-C1. Brakes must not be applied while passing over Seaford, Laurel, Cassatt and Canal movable bridges, except in case of emergency.

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

1156-C2. LANDOVER—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.

1156-C3. NORTH AVENUE CROSSING—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 derailling position.

1156-C4. B&P JUNCTION—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.

1156-C5. BALTIMORE YARD TERRITORY—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.

PHILADELPHIA COMMUTER AREA

1156-E1. 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 (I).

1156-E2. 52nd STREET—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.

1156-E3. GRUNDY-MORRIS—Naught track must not be blocked with cars between switch leading to Morrisville Freight House and Morris.

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 Philadelphia: 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

CHESAPEAKE DIVISION

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

HARRISBURG DIVISION

Between	Location
Main Line—Philadelphia to Pittsburgh: Mile Post 100 and Mile Post 101 Mile Post 108 and Mile Post 109	East of State West of Harris
Main Line—Harrisburg 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	West of Stoney West of West Ferry West of Dalmatia West of Molly
Cumberland Valley Branch: Mile Post 13 and Mile Post 14 Mile Post 66 and Mile Post 67	South of New Kingston South of Greencastle
York Haven Line: White Markers near Mile Post 73 and Mile Post 74	West of Cly
Winchester Secondary Track: Mile Post 88 and Mile Post 89	South of CV-87

PHILADELPHIA COMMUTER AREA

Between	Location
Main Line—New York to Philadelphia: Mile Post 63 and Mile Post 64 Mile Post 73 and Mile Post 74	East of Grundy East of Torresdale
Main Line—Philadelphia to Pittsburgh: Mile Post 14 and Mile Post 15 Mile Post 24 and Mile Post 25 Mile Post 41 and Mile Post 42	West of St. Davids West of Fraser West of Coatesville
Main Line—Philadelphia to Washington: Mile Post 8 and Mile Post 9 Mile Post 20 and Mile Post 21	South of Folcroft North of Holly Oak
Trenton Branch: Mile Post 3 and Mile Post 4 Mile Post 28 and Mile Post 29 Mile Post 38 and Mile Post 39	East of Dale East of Heaton East of Langhorne

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— New York to Philadelphia Between:	Miles per Hour									
Harold and East River Tunnels	50	20	50	20	50	20	50	20	.....	.....
Through East River Tunnels Except as follows:	50	20	50	20	50	20	50	20	.....	.....
Trains hauled with electric engines between Signals 3E02 and 3E14	.....	.....	40	.....	.....	.....	.....	.....	.....	.....
Trains hauled with electric engines Signals 3E04 to 6th Ave. Portal.	40	.....	.....	15	.....	.....	.....	.....	.....	.....
6th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Signal Bridge 580 feet east of 10th Ave. Portal and 150 feet west of 10th Ave. Portal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westward Trains—all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Eastward Trains—all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Through North River Tunnels	.....	.....	.....	.....	50	20	50	20	.....	.....
North River Tunnels and eastern limits of Hudson Interlocking	.....	.....	.....	.....	75	50	75	50	.....	.....
Eastern Limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking	.....	.....	60	20	60	20	60	20	.....	.....
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge	.....	.....	45	20	45	20	45	20	.....	.....
West end of Passaic River Bridge and C.N.J. overhead bridge	35	20	35	20	35	20	35	20	.....	.....
Tracks A and No. 5 Dock Interlocking	.....	.....	.....	.....	.....	.....	.....	.....	35	20
C.N.J. overhead bridge and Signal Bridge 96-97	65	20	65	20	65	20	65	20	.....	.....
Signal Bridge 96-97 and Hunter	70	40	70	40	70	40	70	40	.....	.....
Hunter and Union	75	50	80	50	80	50	75	50	.....	.....
Tracks A and B Elmora and Union	.....	.....	.....	.....	.....	.....	.....	.....	60	60
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	.....	.....

NEW JERSEY DIVISION (CONTINUED)

	No. 2 Track		No. 1 Track		Single Track	
	P. Sgr.	E. T.	P. Sgr.	E. T.	P. Sgr.	E. T.
BRANCHES:						
River Line—						
Between:						
	Miles per Hour					
CP Waldo and CP Nave	.....	.....	.....	.....	15	15
CP Nave and CP 03	.....	.....	.....	.....	20	20
CP 03 and CP 02	.....	.....	.....	.....	15	15
CP 02 and CP 1	.....	.....	.....	.....	20	20
CP 1 and Division Post (Mohawk Division)	.....	.....	.....	.....	40	40
Catskill Mountain						
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
Kingston and MP1.0	.....	.....	.....	.....	20	20
MP1.0 and Montgomery	.....	.....	.....	.....	25	25
Passaic and Harsimus						
Between:						
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-6 and WA-3	30	30	30	30	.....	.....
Greenville	30	30	30	30	.....	.....
Perth Amboy and Woodbridge	65	30	65	30	.....	.....
Princeton	.....	.....	.....	.....	35	30
Jamesburg						
Between:						
JG and MP2	.....	.....	.....	.....	10	10
MP2 and Midway	.....	.....	.....	.....	30	30
Belvidere Delaware						
Between:						
MG and first overhead bridge north of MG (Calhoun St.)	.....	.....	.....	.....	20	20
First overhead bridge north of MG (Calhoun St.) and Kent	.....	.....	.....	.....	30	30

CHESAPEAKE DIVISION

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Per	Tr.	Per	Tr.	Per	Tr.	Per	Tr.	Per	Tr.
Main Line— Philadelphia to Washington 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	30	20	.....	.....
Fulton and Frederick Road	.....	.....	50	40	75	50	75	50	50	40
Frederick Road and Winans	.....	.....	80	50	80	50	80	50	50	40
Winans and Vern	.....	.....	80	50	80	50	80	50	.....	.....
Vern and Landover	.....	.....	.....	.....	80	50	80	50	50	50
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	.....	.....
BRANCHES: Northern Central Between:	Single Track		.....	.....	.....	.....	.....	.....	.....	.....
B.&P. Jct. and Mount Vernon	40	40	.....	.....	.....	.....	.....	.....	.....	.....
Port Road Between: Perryville and Quarry	.....	.....	.....	.....	.....	.....	40	40	40	40
Quarry and Tome	40	40	.....	.....	.....	.....	.....	.....	.....	.....
Tome and West Rock	.....	.....	.....	.....	.....	.....	40	40	40	40
West Rock and West Pilot	40	40	.....	.....	.....	.....	.....	.....	.....	.....
West Pilot and Midway	35	35	.....	.....	.....	.....	.....	.....	.....	.....
Midway and Holtwood	.....	.....	.....	.....	.....	.....	30	30	30	30
Holtwood and McCall	.....	.....	.....	.....	.....	.....	35	35	35	35
McCall and Division Post (Hbg. Div.)	35	35	.....	.....	.....	.....	.....	.....	.....	.....
Shellpot Between: Bridge and Ward Ward and Ragan	.....	.....	.....	.....	.....	.....	30	15	30	15
	.....	.....	.....	.....	.....	.....	30	30	30	30
Delmarva Between: Davis and Mile Post 15	15	15	.....	.....	.....	.....	.....	.....	.....	.....
Mile Post 15 and Seaford	45	45	.....	.....	.....	.....	.....	.....	.....	.....

*Freight trains prohibited.

HARRISBURG DIVISION

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Main Line— Philadelphia to Pittsburgh Between:	Miles per Hour									
Division Post (Philadelphia Commuter Area) and Cork Eastward Interlocking limits			75	50					75	50
Through Cork Interlocking							75	50	75	50
Westward Station	30	30								
Eastward Station	30	30								
Cork Westward Interlocking Limits and Roy							75	50	75	50
Roy and State					35	35	75	50	75	50
Harris and Division Post (Allegheny Division)							75	50	75	50
Banks and Division Post (Allegheny Division)			50	50	50	50				
Banks and Rockville	No. 5 Track									
	35	35								
Main Line— Harrisburg to Buffalo Between:	Single									
Rockville and MP 138	40	40								
MP 138 and Horn	20	20								
Horn and Northumberland	30	30								
Northumberland and MP 278.0	40	40								
BRANCHES:										
Susquehanna										
Between:										
Park and M. P. 1							45	45	45	45
M. P. 1 and M. P. 15							50	50	50	50
M. P. 15 and Smith							40	40	50	50
Smith and Shocks							40	40	40	40
Shocks and Roy	Single									
	35	35								
Columbia										
Between:										
Cork and Cola							35	35	35	35
Port Road										
Between:										
Division Post (Chesapeake Division) and Cres	Single									
Cres and Port	35	35					30	30	30	30
York Haven Line										
Between:										
Shocks and Lemo							40	40	40	40
Cly and Stell			40	40	40	40				
Lemo and Stell					25	25	25	25	25	25
Stell and Day					25	25	25	25	25	25
Cumberland Valley										
Between:										
State and Lemo	Single									
Lemo and Mile Post 9	30	30								
Mile Post 9 and Watts	20	20								
Watts and Pennroad	35	35								
Pennroad and Town	40	40								
	35	35								
Norfolk and Western Rwy.										
Between:										
Hager and Vardo (Shomo Yard)	Other									
	20	20								

PHILADELPHIA COMMUTER AREA

Main Line	Other Tracks								
Between:									
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	10	10							

PHILADELPHIA COMMUTER AREA (CONTINUED)

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.
Main Line (Continued) Between:	Miles per Hour									
East end Delaware River Bridge and Shore			80	80	80	80	80	80	80	80
Shore Interlocking Station and Eastward Limits North Phila. Interlocking			70	45	70	45	70	45	70	45
Through N. Phila. Interlocking Westward Station	50	40	50	40	50	40	50	40	50	40
Eastward Station	50	40								
Westward Limits North Phila. Interlocking and Girard Ave. UG Br.			70	45	70	45	70	45	70	45
Girard Ave. UG Br. and Zoo Interlocking Station			30	15	15	15	30	20	30	20
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway Westward Track	35	35								
Westward Track (East. Movement)	15	15								
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
Park and Division Post (Harrisburg Division)			75	75					75	75
Zoo Interlocking Station and Southward Home Signal located 1035 ft. south of Spring Garden St. OH Br. All Routes Northward Freight.			60	30					60	30
										20
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 Northward Freight.			60	30					60	30
										20
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	80	50	80	50	80	50
Bell and Landlith					80	50	80	50		
Landlith and West Yard					60	50	50	50		
Suburban Line Between:										
44th St. OH Br. and 34th St. OH Br. (Zoo Interlocking)			50	20			30	20	50	20
34th St. OH Br. and Suburban Station			30	10	30	10	30	10	30	10
Conn. with No. 1 and No. 4 Main Line and 34th St. OH Br. (Zoo Interlocking)					30	15	30	15		
30th St. Station Upper Level (Broad Interlocking) and North End Market St. Tunnel (Arsenal Interlocking): 1M	30									
4M	15	15								

PHILADELPHIA COMMUTER AREA (CONTINUED)

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pag.	Frt.	Pag.	Frt.	Pag.	Frt.	Pag.	Frt.	Pag.	Frt.
Suburban Line (Continued)										
Between:	Miles per Hour									
North End Market St. Tunnel and Sig. Br. Southward from Market St. Tunnel (Arsenal Interlocking)	30	20								
Sig. Br. southward from Market St. Tunnel and Arsenal Interlocking Sta.	40	20								
36th Street Connection Between:										
Zoo (38th St.—Conn. with Suburban Line) and Penn (Conn. with Main Line)			30	15					30	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								
BRANCHES:										
Delair Between:										
Shore and Jersey							20	20	30	20
West Philadelphia Elevated Between:										
Conn. with No. 2 Main Line and 34th St. OH Br.							15	15		
34th St. OH Br. and North end Arsenal Interlocking					30	30	20	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		
Grays Ferry 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 Between:										
Morris and MA	30	30					40	40	40	40
MA and Dale										
Dale and Glen	30	30								
Phila. and Thorndale Between:										
Dale and Thorn	40	40								
Bordentown Between:										
Division Post (P.R.S.L.) and westward limits Cooper Interlocking	15	15								
Connecting Between:										
Jersey and Hatch	15	15								

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 with 6 digit numbers) 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.	Former PRR 4800-4999 Incl.
EL 2111-2121 Incl.	Former PRR 5200-5399 Incl.
EL 10,000-10,089 Incl.	Former PRR 6800-6999 Incl.
CBQ 8600-8700-8800 series	Former PRR 9400-9999 Incl.
ATSF 4100-4200-4300-9700 series	CRDX—1002-1025 Incl.
B&O 1850-1887 Incl. and 468230	CRDX—6600-6899 Incl.
REX—1002-1025 Incl.	CRDX—8200-8299 Incl.
REX—3401-3423 Incl.	PRR 5400-5539 Incl.
REX—6600-6899 Incl.	PC 31234 Thru 31238
REX—8200-8299 Incl.	PC 33440 Thru 33450
MILW 1600 series	PC 37700 Thru 37729
GN 2500 series	PC 40007 Thru 40010
Former NYC 9200-9499 Incl.	PRR 491403 and 491404
Former PRR 1800-2499 Incl.	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.

Metroliner equipment being operated with GG-1 engines in revenue service must comply with speeds indicated, but not to exceed 90 MPH unless otherwise restricted.

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— New York to Philadelphia Between:	Train:	A				
	Track:	4	3	2	1	Other
		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						15
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 Elmora		75	100	100	75	.....
Elmora and Colonia		80	105	105	80	.....
Tracks A and B, Elmora and Union						60
Colonia and Lincoln		80	100	100	80	.....
Lincoln and County		80	105	105	80	.....
No. 0 Track Edison and Lincoln						30
County and Nassau		80	105	105	100	.....
Nassau and (Div. Post Phila. Commuter Area)		80	105	105	80	.....

CHESAPEAKE DIVISION

Main Line— Philadelphia to Washington Between:	Train:	A				
	Track:	4	3	2	1	Other
		Miles per Hour				
West Yard and Ragan		105	105			
Ragan and Davis	70	105	105			
Davis and Iron Hill	70	105	105	35		
Iron Hill and North East	70	105	105			
North East and Principio		105	105			
Principio and Perryville	65	105	105	65		
Perryville and Havre de Grace		70	70			
Havre de Grace and Oak	105	80	80	105		
Oak and Bush	105	80	105			
Bush and Gunpow		105	105			
Gunpow and River	105	65	105	50		
River and North Point	105	65	105			
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	105	105	50		
Winans and Vern	80	105	105			
Vern and Bowie		105	105	50		
Gauntlet Track (Capital Beltway)		30	30			
Bowie and Landover		105	105	50		
Landover and MP133		105	105			
MP133 and Division Post (W.T.)		100	100			

HARRISBURG DIVISION

Main Line— Philadelphia to Pittsburgh Between:	Train:	A				
	Track:	4	3	2	1	Other
		Miles per Hour				
Division Post (Philadelphia Commuter Area) and Cork Eastward Interlocking Limits	75				75	
Through Cork Interlocking Westward Station Eastward Station				75	75	30 30
Cork Westward Interlocking Limits and Roy				75	75	
Roy and State		35	75	75		

PHILADELPHIA COMMUTER AREA

Main Line— New York to Philadelphia Between:	Trains	A				
	Tracks:	4	3	2	1	Other
		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	105	105	90	.....
Grundy and MP76		80	105	105	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
Main Line— Philadelphia to Washington 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 Baldwin		90	100	100	90	.....
Baldwin and Hook		90	90	90	90	.....
Hook and Bell		105	50	50	105	.....
Bell and Landlith			105	105	.....	.....
Landlith and West Yard, except No. 2 track within interlocking limits at Wilmington			80	80	.....	.....
Wilmington, within interlocking limits				30	.....	.....
Main Line— Philadelphia to Pittsburgh 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	.....
Park and Division Post (Harrisburg Division)		75	.....	.....	75	.....

1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise specified.		Miles per Hour	
		Psg	Frt
NEW JERSEY DIVISION			
Main Line		50	40
Perth Amboy and Woodbridge Branch.....		50	30
CHESAPEAKE DIVISION			
Main Lines		50	40
Shellpot Branch		30	30
HARRISBURG DIVISION			
Main Line.....		50	40
Susquehanna Branch		40	40
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
Trenton Branch		40	40

**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	Wreck & Work	
		Boom Trailing	Boom Forward
Main Line—New York to Philadelphia.....	50	30††	20†
River Line—CP Waldo to Weehawken			20
Weehawken to Division Post (Mohawk-Hudson Division)			30†††
Catskill Mountain Branch			20
Wallkill Valley Branch			20
Belvidere-Delaware Branch.....		30	20
Belvidere-Delaware Secondary Track		30	30
Warren Secondary Track.....		30	20
All Other Branches	30	30	20

† Wreck trains may operate at 40 MPH, unless otherwise specified.
 †† Wreck trains may operate at 50 MPH, unless otherwise specified.
 ††† Wreck trains may operate at 35 MPH, unless otherwise specified.

CHESAPEAKE DIVISION	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
Main Line—Philadelphia to Washington.....	50	30	30†
Main Line—Landover to South End.....	30	30††	30
Branches and Secondary Tracks			
Northern Central Branch	40	30	30†
Port Road Branch.....	40	30†	30
Shellpot Branch.....	30	30	30
Delmarva Branch			
Davis and Mile Post 15	15	15	15
Mile Post 15 and Seaford.....	40	30†	30
New Castle Secondary Track			
Bridge and Tasker.....	15	15	15
Tasker-Porter.....	30	30	30
Seaford Secondary Track.....	....	30†	30
Pocomoke Secondary Track			
Patton and Cassatt.....	....	30	30
Cassatt and End of Block .....	....	30	20
Pope's Creek Secondary Track			
Bowie and La Plata.....	....	30	30
La Plata and Lothair.....	....	15	15
Centreville Secondary Track.....	....	30	20
Chestertown Secondary Track.....	....	30	20
Oxford Secondary Track.....	....	30	20
D. M. & V. Secondary Track.....	....	30	20
Snow Hill Secondary Track.....	....	30	30
Cambridge Secondary Track			
Seaford and Coke.....	....	15	15
Coke and Tank.....	....	30	20
B. & P. Secondary Track.....	....	30	30
Northern Central Secondary Track.....	....	30	30
Crisfield Secondary Track.....	....	30	20
HARRISBURG DIVISION			
Main Line—Philadelphia to Pittsburgh			
Between:			
Park and Banks.....	50 †††	50 †††	40 †††
Main Line—Harrisburg to Buffalo			
Rockville to MP278.0.....		25*	25*
Shamokin Secondary Track		15	15
Button Secondary Track		30	25
Dan Secondary Track		30	25
Selinsgrove Secondary Track			
Between:			
Selinsgrove Jct. and MP42.....		10	10
MP42 and End of Block.....		15	15
Susquehanna Branch	35	35	30
Port Road Branch	30	30	30
Columbia Branch	35	35	30
Northern Central Secondary Track		30	30

† Wreck trains may operate at 40 MPH, unless otherwise specified.

†† Wreck trains may operate at 50 MPH, unless otherwise specified.

††† No. 3 track between Roy and State, Wire, Wreck and Work Train with Boom Trailing 35 MPH; with Boom Forward 30 MPH.

* Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

On Curves—20 MPH.

NOTE—Where speed of freight trains is slower than speeds shown in this instruction, the freight train speed must not be exceeded.

HARRISBURG DIVISION—(Continued)	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
York Haven Line			
Between:			
Shocks and Lemo.....	35	35	30
Lemo and Day.....	25	25	25
Cumberland Valley Branch.....		35	30
Winchester Secondary Track.....		30	25
Frederick Secondary Track.....		30	30
New Holland Secondary Track, Lebanon Running Track; and Dillsburg and Mercersburg Industrial Tracks.....		15	10
PHILADELPHIA COMMUTER AREA			
Main Line—New York to Philadelphia			
Between:			
Division Post (New Jersey Div.) and Zoo.....	50	50	40
Main Line—Philadelphia to Pittsburgh			
Zoo and Paoli.....	50	50	40
Paoli and Division Post (Harrisburg Division).....	40	40	30
Main Line—Philadelphia to Washington			
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
Octoraro Secondary Track			
Wawa and Ox.....	....	30	30
Ox and Colara.....	....	15	15
Delair Branch.....	30	30	20
West Philadelphia Elevated Branch.....	30	30	20
Grays Ferry Branch.....	20	20	20
Schuylkill Secondary Track.....		30	25
Delaware Extension.....	20	20	20
Trenton Branch.....	35	35	30
Schuylkill Branch.....	30	30	25
Holly Secondary Track			
Hatch and Divide.....		15	15
Divide and Port.....		30	20
Jersey Secondary.....		30	15
Pemberton Secondary Track.....		30	20
Bordentown Secondary Track.....		30	20
Hatch and Minson.....		20	20

	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 CP Nave (New Jersey Division) to Division Post (Mohawk-Hudson Division) —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 coal, ore, stone, sand 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-C7. 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

	Miles per Hour
1157-C11. TPIX (TROPICANA) CARS —Northward trains consisting of only loaded TPIX cars between Glenddale and MP106.....	40
1157-C12. TrailVan trains when handling cars (except cabooses) equipped with friction bearings.....	60
1157-C13. PHILADELPHIA COMMUTER AREA —Speed over grade crossings when protected by a member of the crew.....	6
Other Tracks	
1157-C14. BORDENTOWN SECONDARY TRACK — 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 $\frac{1}{2}$ mile west of Mile Post 7 and $\frac{1}{2}$ mile east of Mile Post 9).....	35
1157-C15. 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 Aliceanna St. and on Guilford Ave., Baltimore...	4
New Freedom Westward storage track.....	4
1157-C16. Engines moving over turntables.....	4
1157-C17. Trains handling Speno Ballast cleaning equipment	30
1157-C18. Trains handling cars loaded with welded rail...	40
1157-C19. Trains with snow loader and snow melter units not in service.....	30
Note: Loader and melter units to be coupled and moved in train with loaded unit trailing.	
1157-C20. Trains with scale test cars or Jordan Spreader	25
1157-C21. 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.	

TURNOUTS
1157-D1. MAXIMUM SPEED
NEW JERSEY DIVISION

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
OB —Connecting No. 1 Running and Amboy secondary track	Trailing—Springing Switch through turnout.....	30
East End—Connecting No. 1 Running and Amboy secondary track	Trailing—Springing Switch through turnout.....	15
Deep Cut—Connecting No. 2 Running and Amboy secondary track	Trailing—Springing Switch through turnout.....	15
CQ —Connecting No. 2 Running and Amboy secondary track	Trailing—Springing Switch through turnout.....	15
CQ —Connection—yard to Amboy secondary track	Trailing—Springing Switch through turnout.....	15
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
Midway—Switch to Yard.

PASSAIC AND HARSIMUS BRANCH:

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

AMBOY SECONDARY TRACK:

Essay—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.

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
Class GG-1 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.....	10
	{ 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.....	
Cooper—	All crossovers and turnouts.....	10
Non-interlocked crossovers and turnouts—diverging movements.....		10
All hand-operated crossovers and turnouts.....		10
NOTE—This applies to all hand-operated Crossovers and Turn- outs and the following interlocked crossovers and turnouts:		
Lemo	—Switch to east leg of Wye.	
Hager	{ Crossover between secondary track and No. 2 yard track.	

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

Location	Miles per Hour
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
CHESAPEAKE DIVISION	
Main Line—Landover to South End:	
Anacostia.....	20
Chester and Philadelphia Track:	
Darby Creek.....	15
Shellpot Branch:	
Ward.....	20
Bridge.....	20
Lewes Beach Track:	
Lewes.....	6
Denton Track:	
Denton.....	6
PHILADELPHIA COMMUTER AREA	
Delair Branch:	
Jersey (against current of traffic).....	15
Bordentown Branch:	
West Yard Lead:	
Cooper.....	6

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speed

NEW JERSEY DIVISION

Main Line—New York to Philadelphia:	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
River Line:	
Baldwin Ave. Private Crossing MP0.9.....	10
Bridge 8 Little Ferry MP5.8-MP5.9.....	30
Haverstraw Tunnel MP29.8-MP30.1.....	30
MP51 to MP52.....	30
Peggs Point curves MP65.0.....	30
Kingston Viaduct MP87.7.....	30
Catskill Viaduct MP110.3-MP110.6.....	30
Ravena Siding—Between a point 110 feet north and 110 feet south of Atlantic Cement Co. crossing.....	5
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
MP7 and MP10.....	5
MP11 and MP14.....	10
MP19 and MP20.....	5
MP40 and MP41.....	10
Arkville Main Street Crossing MP48.3.....	5
Rice Clark Crossing MP67.1.....	5
Stamford Village Limits MP73.3.....	20
Wallkill Valley Branch:	
MP1 and MP3.....	10
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
MP8 and MP11.....	10
Rosendale reverse curves MP8-MP8.3.....	10
MP12.5 and MP17.....	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
MP25 and MP25.4.....	10
MP32 and MP33.....	10
Bridge W-4 MP29.1.....	10
Factory Street Crossing, West of Montgomery MP32.4....	5
Passaic and Harsimus Branch:	
Bridge 6.16 at Karry MP6.2.....	15
Karry Movable Bridge MP4.21.....	15
P. A. & W. Branch:	
Curve west of Union MP0.0.....	30
Curve between Wood 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
Warren Secondary Track:	
Between MP52.6-MP52.7 (Marble Hill)	15
Between MP53.1-MP53.4 (Iron Mountain).....	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 connection with Amboy Secondary Track and fourth public highway crossing at grade (Buckalew Avenue) MP25.6 and 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 Borden- town 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
Hamilton Avenue 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.

CHESAPEAKE DIVISION

Main Line—Philadelphia to Washington:	Miles per Hour
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
Main Line—Landover to South End:	
Over Anacostia Movable Bridge No. 2 and No. 3 tracks.....	20
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.....	10
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
Port Road Branch:	
North and south legs of Wye, Perryville	15
Reverse Curve	30
Reverse Curve between Mile Post 29 and Pequea.....	30
Seaford Secondary Track:	
Seaford movable bridge.....	30
Pocomoke Secondary Track:	
Sallsbury—Church Street Crossing.....	20
Corporate limit Sallsbury, 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.....	5
State Road Crossing, Waldorf.....	15

CHESAPEAKE DIVISION (CONTINUED)	Miles per Hour
Centreville Secondary Track:	
Curve at station at Townsend.....	20
Curve at station at Massey.....	20
Between whistle posts for Blue Star Memorial Highway, 1130 feet south of Mile Post 32.....	15
Chestertown Secondary Track:	
Between whistle posts for Blue Star Memorial Highway, 2280 feet south of Mile Post 1	15
Curve at station at Massey.....	25
Between Mile Post 16 and 4718 feet north of Chestertown	20
Lynch—Over State Route 561.....	5
Wharton—Over State Route 297	5
Oxford Secondary Track:	
Curve at Clayton.....	15
Goldsboro—Over State Route 313—1510 feet north of Mile Post 20.....	15
Easton—All grade crossings.....	5
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
Snow Hill Secondary Track:	
Berlin—Crossing at grade to connection leading to Ocean City track.....	15
Berlin—Main Street Crossing.....	5
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.....	5
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.....	5
Lewes movable bridge.....	5
Milton Track:	
Curve at Ellendale.....	10
Denton Track:	
Denton bridge.....	5
Hillsboro, first and second road crossings west of.....	5
Bloomingdale road crossing.....	5
Track connecting Denton track with Oxford Secondary track.....	5
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.....	5
Berlin, State road crossings.....	5

HARRISBURG DIVISION

Main Line—Philadelphia to Pittsburgh:	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
Curve from No. 1 track to Cumberland Valley Branch....	5
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
Main Line—Harrisburg to Buffalo:	
Horn and 300 feet west of Northumberland station.....	30
Columbia Branch:	
No. 1 track over Union, Perry and Mill Sts., Columbia....	20
No. 2 track over Mill, Perry and Union Sts., Columbia....	15
Curve 4000 feet west of Block Signal C-721.....	30
Curve 6002 feet west of Block Signal C-721.....	30
Susquehanna Branch:	
No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....	20
Northern Central Secondary Track:	
Between King Street and Beaver Street.....	4
Between Beaver St. and York.....	15
York Haven Line:	
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
Button Secondary Track:	
First curve east of MP59.....	15
Dan Secondary Track:	
Norca Automatic Interlocking.....	20
Between MP10 and MP11.....	20
Cumberland Valley Branch:	
Bridge 41.14 North of Pennroad	Yard tracks between connection to Cumberland Valley Branch and connection to Reading Co. tracks to Rutherford.
Bridge 41.25 North of Pennroad	
Bridge 41.36 North of Pennroad	
	20

HARRISBURG DIVISION (CONTINUED)		Miles per Hour
Lebanon Running Track:		
Bridge 0.63 Lebanon.....		10
Frederick Secondary Track:		
Windsor Street Crossing, York		5
Between Grant Street and West Market Street, West York.....		5
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.....		5
Curve at Bridge 68.92, Frederick.....		10
Shamokin Secondary Track:		
Curve at Mile Post 14.....		20
First curve west of Mile Post 14.....		20
First curve east of Mile Post 16.....		15
MP24 and MP25		10
L. V. Junction Industrial Track:		
L. V. Junction to a point 1000 feet east.....		10
North York Industrial Track:		
Between Mile Post 12 and York.....		10
Speed Ordinances:		
Mechanicsburg		20
Carlisle		20
Shippensburg		5
Hagerstown		10
Martinsburg		10
Winchester		10

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.

Main Line—New York to Philadelphia:	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
Curves at the east and west ends of the platforms at North Philadelphia Nos. 3 and 4 tracks.....	40
Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track.....	60

**PHILADELPHIA COMMUTER AREA
(CONTINUED)**

Miles
per Hour

Main Line—Philadelphia to Pittsburgh:

Curve eastward from Powelton Avenue Signal Bridge and 30th Street Station No. 1 and No. 2 tracks.....	20
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
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

Main Line—Philadelphia to Washington:

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 Interlocking 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
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40

Suburban Line:

Curve eastward from Powelton Ave. Signal Bridge and 30th Street Station No. 1 and No. 2 tracks	20

Chestnut Hill Branch:

Curve at North Phila. station.....	15
Curve between Queen Lane and Cheltenham Ave.....	40
Curve between Cheltenham Ave. passenger station and undergrade Br. 3.10.....	25
First curve eastward from Allen Lane.....	40
Curve between westward limits Chestnut Hill Interlocking 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 running tracks.....	6
West Chester, Nields Street Crossing.....	5
West Chester, Union Street Crossing.....	5

PHILADELPHIA COMMUTER AREA (CONTINUED)	Miles per Hour
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 switch, 1070 feet west of MP5.....	20
Schuylkill Secondary Track:	
Curve eastward from Conshohocken.....	20
Conshohocken Street Crossings.....	20
Curve 390 feet west of Mile Post 15.....	15
Curve 3025 feet west of Mile Post 17.....	15
Between MP15 and MP19.....	20
Between 1000 feet west of Hanover Street and Kelm Street Grade Crossing, Pottstown.....	15
Crossing, Reading Co. Brooke	15
Octoraro Secondary Track:	
Chadd Automatic Interlocking.....	15
Over Woodland Avenue Crossing, south of West Grove	5
Between Oxford freight station and slow board 200 feet south of South Street crossing, Oxford.....	20
Over State Road crossing south of Grove.....	5
Krauss Road crossing, 1500 feet south of Mile Post 58 ...	5
Chester and Philadelphia Track:	
Eddystone, between "CC" signs located 440 feet north and south of Philadelphia Electric Co. Crossing.....	10
Trenton Branch:	
Over Bridge 21.82 on Nos. 1 and 2 Tracks.....	30
Bordentown Branch:	
Bridge 1.50 Cooper River Movable Bridge	15
Petty Island Industrial Track:	
Bridge 3.26 Petty Island Movable Bridge	10
Bordentown Secondary Track:	
Delanco Movable Bridge.....	20
Holly Secondary Track:	
Over hand-operated switch at Jordan	15
Between Locust Street 1250 feet north West Moores- town and Stanwick Ave.....	25
Pemberton Secondary Track:	
Curve at Birmingham.....	15
Dix Running Track:	
Lewis—Over the following highway crossings: Juliustown Road on U. T. Co. R. R.....	5
Speed Ordinance:	
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....	10

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.

Metroliner equipment being operated with GG-1 engines in revenue service must comply with speeds indicated but not to exceed 90 MPH unless otherwise restricted.

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
Main Line—New York to Philadelphia:		Miles per hour
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
Third curve west of Lincoln.....		100
CHESAPEAKE DIVISION		
Main Line—Philadelphia to Washington:		
Curve at Mile Post 50, north of North East.....		90
Curve at North East, 1000 feet south of MP51 and 4400 feet south of MP51, No. 2 and No. 3 tracks.....		80
Curve at Mile Post 57, north of Principio.....		95
Curve at Mile Post 78, north of Gunpow.....		100
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 at Winans.....		100
Curve south of Mile Post 106, south of Winans.....		90
First curve north of Odenton.....		100
Curve at Mile Post 117, south of Odenton.....		90
First curves north and south of Mile Post 118, south of Odenton.....		100
Curve at Landover.....		100
Curve at Division Post (W.T.), No. 2 and No. 3 tracks.....		30

Train:	A
	Miles per Hour
HARRISBURG DIVISION	
Main Line—Philadelphia to Pittsburgh:	
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
PHILADELPHIA COMMUTER AREA	
Main Line—New York to Philadelphia:	
First curve west of Trenton, No. 1 and No. 4 tracks...	65
First curve west of Trenton, No. 2 and No. 3 tracks...	80
First curve west of Morris	100
Curve west of Croydon.....	100
Reverse curves between MP74 and MP75:	
No. 2 and No. 3 tracks.....	90
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
Curves at the east and west ends of the platforms at North Philadelphia Nos. 3 and 4 tracks.....	40
Main Line—Philadelphia to Washington:	
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
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40
Main Line—Philadelphia to Pittsburgh:	
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

1157-G. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED

NOTE: Foreign line units will operate at speed of corresponding class while on Penn Central.

Loco. No.	Class	H.P.	Fuel Cap'y Gal.	Miles Per Hour	
				Multiple Light	With Train
1482-1879	EF-15	1500	1200	60	65
2010-2014	ERS-20	2000	1800/2600	60	70
2021-2044	AF-20	2000	1800/2600	60	70
2050-2059	AF-30	3000	3600	60	70
2100-2112	EF-20	2000	2350	60	65
2188-2249	EF-22	2250	2600	60	70
2250-2399	EF-25	2500	2500	60	70
2400-2414	AF-24	2400	2400	60	70
2415	AF-24a	2400	2400	60	70
2416-2459	AF-25	2500	2000/2900	60	70
2500-2685	GF-25	2500	2650/2900	60	70
2700-2749	GF-22	2250	3250	60	70
2822-2823	GF-28	2800	2900	60	70
2830-2889	GF-30	3000	3250	60	70
2890-2970	GF-33	3300	3250	60	70
3000-3274	EF-30	3000	3600	60	70
3437-3547 (C)	EF-15	1500	1200	60	65
3800-3839 (C)	EF-17	1750	1700	60	65
4003	EP-22	2250	1200	60	80
4006-4019	EP-20	2000	1200	60	80
4020	EP-22	2250	1200	60	80
4021-4035	EP-20	2000	1200	60	80
4036-4095	EP-22	2250	1200	60	80
4104-4111 (C)	EP-20	2000	1200	60	80
4153 & 4156 (C)	EF-15	1500	1200	60	75
4201-4244	EP-20	2000	1200	60	80
4246-4319	EP-22	2250	1200	60	80
4332-4370	EF-15	1500	1200	60	75
5223-5596	ARS-16;s	1600	800/1600	60	65
5600-5959	ERS-15;s	1500	800/1800	60	65
6000-6039	EF-25a	2500	3000	60	70
6040-6104	EF-30a	3000	4000	60	70
6105-6239	EF-36	3600	4000	60	70
6240-6284	EF-30a	3000	4000	60	70
6300-6314	AF-27	2750	4000	60	70
6315-6329	AF-30a	3000	4000	60	70
6330-6344	AF-36	3600	5000	60	70
6500-6519	GF-25a	2500	3500	60	70
6520-6534	GF-28a	2800	4000	60	70
6535-6539	GF-30a	3000	4000	60	70
6540-6563	GF-33a	3300	4000	60	70
6700-6718	GRS-22	2250	4000	60	70
6800-6805	ARS-16a	1600	1300	60	65
6809	ARS-24s	2400	1350	60	75
6811-6816	ARS-24	2400	2000	60	65
6855-6879	ARS-18a	1800	2000	60	65
6900-6924	ERS-17a	1750	2400	60	65
6925-6959	ERS-20a	2000	4000	60	65
6998 & 6999	ERS-15ax	1500	2400	30	55
7000-7559	ERS-17;s	1750	800/1700	60	65
7600-7639	ARS-18	1800	1800	60	65
7640-7644	ARS-20	2000	1800	60	65
7645-7647	ARS-18	1800	1800	60	65
7648	ARS-20	2000	1800	60	65
7649-7674	ARS-18;s	1800	1200/1800	60	65
7675-8153	ERS-20	2000	2600	60	65
8263-8297	BS-10;m	1000	650	45	60
8300-8303	BRS-10sx	1000	900	45	60
8304-8307	BRS-12sx	1200	900/1900	45	60
8308-8344	BS-12;m	1200	1200	45	60
8350-8380	BS-6	600	650	30	45
8398-8399	LRS-12as	1200	800	45	60
8400-8599	ES-6;m	600	600/900	45	45
8600-8627	ES-8	800	600	30	45
8628-8646	ES-9	900	900	30	45
8648-8834	ES-10;m	1000	1000	45	60
8835-9199	ES-12;m	1200	600/930	45	60
9200-9227	ES-15;m	1500	1500	45	60
9310-9491	AS-6;m	600	650	45	60
9500-9559	ES-15;m	1500	1100	45	45
9600-9842	AS-10;m	1000	635	45	60
9844-9849	AS-10a	1000	635	30	60
9850-9859	AS-10	1000	635	30	60
9901-9946	ARS-10;s;sx	1000	800/1600	60	60

(C)—B Units	Miles per Hour
Single Units—Light:	
Rail Detector Cars	50
All classes except EP-20, EP-22	30
EP-20, EP-22	50

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.

Small letters indicate:

- a—Changed in original design.
 m—Multiple unit equipped.
 s—Steam generator equipped.
 x—Not equipped with multiple unit control (Road-Switcher).

ENGINES

1157-G1. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED

NOTE: Foreign line units will operate at speed of corresponding class while on Penn Central.

CLASS	Miles per Hour		
	Single Unit Light	Multiple Light	With Train
Electric Units:			
B-1.....	25	—	25
GG-1.....	50	60	90
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.	105
MA1D, Nos. 294 to 299, incl.	75*
MP85, Nos. T-1, T-2, T-3, T-4	105*
MA1A, Nos. 100 to 106, incl., and 108 to 134, incl.	100*
Rail Detector Cars.....	50

*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 follow:

Number of Units	Maximum Permissible Speed
5	50 MPH unless otherwise restricted
6	35 MPH unless otherwise restricted
Over 6	Prohibited

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

Secondary Tracks

Track	Between	And	Miles per Hour
Amboy.....	Essay.....	JG.....	30
Freehold.....	Conn. Amboy Secondary Track.....	End of Block.....	30
Belvidere- Delaware No. 1 and No. 2 Tracks.....	Fair.....	MG.....	20
Warren.....	Kent.....	G.....	30
Bordentown.....	Fair.....	Hamilton Ave.....	20
	Hamilton Ave.....	Signal M-273.....	30
	Signal M-273.....	BO.....	20
	BO.....	MP16.....	30
All Other Secondary Tracks			15

Running Tracks

Robbinsville.....	BO.....	End of Track.....	20
All Other Running Tracks.....			15

Sidings

All Sidings in New Jersey			5
All Other Sidings.....			15

CHESAPEAKE DIVISION

Secondary Tracks

New Castle.....	Bridge.....	Tasker.....	15
	Tasker.....	Porter.....	30
B & P.....	Mount Vernon.....	Cockeysville	30
Pope's Creek.....	Bowie.....	Wine.....	30
	Wine.....	Woodzell.....	15
Chestertown.....	Massey.....	Chestertown.....	30
Centreville.....	Townsend.....	Centreville.....	30
Oxford.....	Clayton.....	Cross.....	30
	Cross.....	Easton Jct.....	20
DM&V.....	Harrington.....	Court.....	30
Snow Hill.....	Court.....	Snow Hill.....	30
Cambridge.....	Seaford.....	Coke.....	15
	Coke.....	Tank.....	30
Crisfield.....	King Creek.....	Field.....	30
Seaford.....	Seaford.....	Hearn.....	40
Pocomoke.....	Patton.....	End of Block.....	30
Herbert.....	Wine-North Leg of Wye.....	Mile Post 0	15
	Mile Post 0	Herbert.....	30
Morgantown.....	Woodzell.....	Morgantown.....	20
All Other Secondary Tracks.....			15

CHESAPEAKE DIVISION (CONTINUED)

Running Tracks

Track	Between	And	Miles per Hour
All Running Tracks.....			15

Sidings

Edgewood.....	Edgewood.....	Magnolia.....	30
Magnolia.....	Magnolia.....	Edgewood.....	30
All Other Sidings.....			15

HARRISBURG DIVISION

Secondary Tracks

Frederick.....	Cly.....	Frederick.....	30
Lemoyne.....	Lemo.....	Camp.....	15
Winchester.....	Town.....	Hager.....	15
	Hager.....	Winchester.....	30
Button.....	Carey.....	Beach.....	30
Dan.....	Broad.....	Kase.....	30
Cumbo.....	Gard.....	Cumbo Yard.....	15
Selinsgrove.....	Selinsgrove Junction.....	MP42.....	10
	MP42.....	End of Track.....	15
Shamokin.....	Kase.....	MP0.6.....	20
	MP0.6.....	MP18.....	30
	MP18.....	Luke.....	20
	Luke.....	MP25.....	30
Northern Central.....	Division Post (Harrisburg Div.).....	MP54.....	30
	MP54.....	York.....	15

Running Tracks

G	Day.....	Banks.....	*20
A	Rockville.....	111-B.....	35
D	West End.....	(PF-2).....	
	Enola.....	East End Marysville Yard.....	*20
No. 4.....	Rockville.....	Banks.....	*35
All Other Running Tracks.....			15

Sidings

Ferry.....	East Ferry.....	West Ferry.....	30
Miller.....	East Miller.....	West Miller.....	30
Boyles.....	East Boyles.....	West Boyles.....	30
Kase.....	Horn.....	Northumberland.....	20
Northumberland.....	Northumberland.....	Molly.....	30
All Other Sidings.....			15

*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 (PF-2) East End of Marysville, and over semi-automatic switch in **G** Running track at West End of **C** Running track, 890 feet west of MP89.

PHILADELPHIA COMMUTER AREA

Secondary Tracks

Track	Between	And	Miles per Hour
B.....	Landlith.....	Bell.....	30
Zoo.....	Zoo.....	North Philadelphia.....	30
Schuylkill.....	Man.....	End of Track.....	30
Jersey.....	Jersey.....	Divide.....	30
Holly.....	Hatch.....	Divide.....	15
	Divide.....	Haines.....	30
Bordentown.....	Hatch.....	Minson.....	20
	Minson.....	MP16.....	40
Pemberton.....	Birm.....	Pemberton.....	30
Octoraro.....	Wawa.....	Square.....	20
	Square.....	Colora.....	10

Running Tracks

All Running Tracks.....			15

Sidings

All Sidings in New Jersey.....			5
All Other Sidings.....			15

1157-J1. 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.

NEW JERSEY DIVISION

Track	Between	And	Miles per Hour
Enterprise Track..	Coalport.....	End of Track.....	10

CHESAPEAKE DIVISION

Buzzard Point.....	Jersey Yard.....	Buzzard Point....	6

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. 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.

1157-K. 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.

ENGINE AND SPECIAL LOAD RESTRICTIONS

NEW JERSEY DIVISION

1160-A1b. Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

Z—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
LOCATION	AS-6, BS-6, 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 AF-25, ARS-18X, ARS-16, ARS-16S, ERS-15, ERS-15S, EF-17, ER-17, ERS-17, EF-16, EF-16A, EF-22, EFP-15, 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-16AX, ERS-17A, GF-28A, GF-28A, GF-33A, GF-33A, GRS-20A, GRS-22 GG-1, E-44, E-44A, E-33, P2, T1, T3, S2									
MAIN LINE—NEW YORK TO PHILADELPHIA:										
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
SUNNYSIDE TO WEST PORTAL NORTH RIVER TUNNELS.....	X	X	X	X	X		X	X	X	X
Pennsylvania Station, New York:										
Slipswitch west end No. 39.....	X	X	X	X	X	X	X	X	X	X
Crossover at KN.....	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
MAIN LINE—NEW YORK TO PHILADELPHIA: (CONTINUED)										
HUDSON TO LANE (b)				X						X
Newark:										
Bridge 9.65, east end South St.....							40	35	30	X
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 Station.....							70	50	X	
Bridge 14.05, C.R.R. of N.J. Elizabeth Station.....								50	50	X
Bridge 14.59, 430 feet east of Elmora.....	55	55	55	55	55	55	50	50	X	
Bridge 14.71, east end South Elizabeth.....							50	50	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
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
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
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
HARSIMUS COVE										
Flour Dock Track.....						X	X	X	X	X
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
Meadows—Federal Ship.....			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
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 8.16.....	15	15	15	15	15	15	15	15	10	X
Movable Bridge.....	15	15	15	15	15	15	15	15	10	X
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	X
Plank Road Public Delivery Track (a).....	X	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
CENTER STREET TRACK										
Karny-Hudson.....										X
Hudson-End of Track.....			X	X	X	X	X	X		X
HARRISON TRACK (a)	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
MAIN LINE—NEW YORK TO PHILADELPHIA: (CONTINUED)										
HUNTER—18TH STREET (a).....		X	X	X	X		X	X	X	
GG1 permitted on lead from L.V.R.R. connections, 5 mph.										
P.A. & W. BRANCH										X
Railway:										
Freight House Yard (a).....		X	X	X	X	X	X	X	X	X
Fertl-Soil Co. (a).....		X	X	X	X	X	X	X	X	X
McMullins Track (a).....		X	X	X	X	X	X	X	X	X
New Jersey Reformatory (a).....		X	X	X	X	X	X	X	X	X
Philadelphia Quarts Co. (a).....		X	X	X	X	X	X	X	X	X
Woodbridge:										
Barry's Track (a).....		X	X	X	X	X	X	X	X	X
Genasco:										
Valentine Track (a).....		X	X	X	X	X	X	X	X	X
Hampton Cutter (a).....		X	X	X	X	X	X	X	X	X
Witco Chemical Co. (a).....		X	X	X	X	X	X	X	X	X
Bird Roofing Co.			X	X	X	X	X	X	X	X
DuPont—Upper Track (a).....		X	X	X	X	X	X	X	X	X
LINCOLN—RARITAN ARSENAL						X				X
COUNTY—EAST MILLSTONE			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
Sintex Inc. Track (a).....		X	X	X	X	X	X	X	X	X
U.S. Atomic Energy Commission (a).....		X	X	X	X	X	X	X	X	X
Jersey Paper Co. (a).....		X	X	X	X	X	X	X	X	X
COUNTY YARD:										
East and West leg of WYE.....						X		X	X	
MIDWAY—ROCKY HILL			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
Old Bridge:										
Anheuser-Busch Track.....			X	X	X	X	X	X	X	X
Quigley Co. Track.....										
Spotswood:										
Freight House Track.....			X	X	X	X	X	X	X	X
HIGHTSTOWN SECONDARY TRACK						X				X
Hightstown:										
Coal Trestle.....			X	X	X	X	X	X	X	X
FREEHOLD SECONDARY TRACK			20			X				X
Bridge 6.45 ½ mile east of Jamesburg.....								30		X
BORDENTOWN SECONDARY TRACK										X
Trenton:										
Hutchison and Hawk Co. Track.....	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
Roebings—(Front Entrance).....			X	X	X	X	X	X	X	X
Trenton Pottery Co.			X	X	X	X	X	X	X	X
Bordentown:										
Bridge 0.14 Park St.....								30		X
Bridge 0.49, Crosswick Creek.....						15		15		X
East leg of WYE.....						X				X
BURLINGTON YARD TRACKS (e)										
BELVIDERE-DELAWARE SECONDARY TRACK—TRENTON TO MG						X				X
Electric engines permitted to operate on electrified track.										
Trenton:										
Barracks Yard Wye:										
South Plug Track.....						X		5	X	X
Bel-Del Connection.....						X			X	X
Bank Track.....						X			X	X
Coalport Yard:								5		
Industrial tracks leading to Trenton Potteries Company Muirhead Ave. plant (c).....		X	X	X	X	X	X	X	X	X
Eastward Running Track										
Hamilton Ave. Coalport.....						X		5	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BELVIDERE-DELAWARE BRANCH										
MG TO BELVIDERE.....						X				X
Bridge 2.40 over Canal Feeder.....							25	15		X
Bridge 3.06 over Park Tunnel.....								20		X
Lambertville:										
Kingston Trap Rock Co. No. 3 (c) (d).....		X	X	X	X	X	X	X	X	X
Stockton:										
J. W. Smith's Sons (c).....		X	X	X	X	X	X	X	X	X
Milford:										
Chemical Industrial Track (c).....		X	X	X	X	X	X	X	X	X
Tirral Bros. (c).....		X	X	X	X	X	X	X	X	X
WARREN SECONDARY TRACK										
Phillipsburg										
Phillipsburg Grocery Co. Track (c).....		X	X	X	X	X	X	X	X	X
Baker Chemical Track (c).....		X	X	X	X	X	X	X	X	X
National Biscuit Co. Track (c).....		X	X	X	X	X	X	X	X	X
ENTERPRISE TRACK (c).....		X	X	X	X	X				X
Trenton-Lehigh Coal Co.....	X	X	X	X	X	X	X	X	X	X
Stengel Pottery.....	X	X	X	X	X	X	X	X	X	X
MARTINS CREEK SPUR.....						X				X
ROBBINSVILLE RUNNING TRACK.....						X				X
Bordentown:										
Reeder's Coal Track.....			X	X	X	X	X	X	X	X
Yardville										
Martin Brothers.....			X	X	X	X	X	X	X	X
Smith Coal Co.....			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, and ES-10 engines permitted.
 - (b) Class EP-20 and EP-22 engines may be operated on Main Tracks.
 - (c) Class AS-10, AS-10A, ARS-10, ARS-10SX, ARS-10S, AS-10M, BS-10, BS-10M, BRS-10SX, and ES-10 engines permitted.
 - (d) Class ARS-16A, ARS-18 and ERS-17 engines are permitted on track of Kingston Trap Rock Co. No. 3.
 - (e) ERS-17 prohibited.

CHESAPEAKE DIVISION

1160-A1c. Engines and special loads are restricted at locations 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 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.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
	AS6, BS6, ES6	AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BRS12, BRS12S, BRS12SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M	AF25, ARS10, ARS10S, ARS10X, EF15, EF15A, EF22, EF25, ERS15, ERS15S, ERS17, GF25, ERS-20, ES-15M	ARS24, ARS18, EP20, EP22	AF27, AF30, AF-36 ARS16A, ARS24S, EF25A, GRS22, EF30A, EF36, ERS15AX, ERS17A, GF25A, GF28A, GF33A, ERS-20A	GG1, E44, E44A, E33, P2, T1, T3, S2					
MAIN LINE— PHILADELPHIA TO WASHINGTON:											
WILMINGTON SHOPS:											
Passenger Car Shop.....						X	X	X	X	X	
Locomotive Shop; Store- house Back track; "O" track, Oil House Spur; Store House Spur; No. 6; No. 8 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	
RAGAN:											
No. 1 Industrial track Ra- gan to Lincoln Fibre Com- pany; Hollingsworth and DuPont Company tracks.....				X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE— PHILADELPHIA TO WASHINGTON: (CONTINUED)										
BRIDGE 32.00: 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. (e) (f)						X		X	X	X
Continental Fibre Co.; North End Frt. House track; Curtis Paper Co. and National Fibre Co.....						X	X	X	X	X
Chrysler Corporation In- 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	35	35	35	35	35			25	15
BRIDGE 72.14: Bush River.....									35	30
BRIDGE 78.86: Gunpow.....									35	30
BENGIES: G. S. A. track.....			X	X	X	X	X	X	X	X
BRIDGE 3.22: Philadelphia Road, fourth bridge North of Canton Jct.....							35	25	10	10
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:										
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
National Lumber Company Philadelphia Road.....			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

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE—										
PHILADELPHIA TO WASHINGTON:										
(CONTINUED)										
BALTIMORE:										
(CONTINUED)										
Fifth Ave. Yard										
No. 11 track			X	X	X	X		X	X	X
No. 8 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	X
Eager St. Yard			X	X	X	X	X	X	X	X
Baltimore Station—										
Tracks No. 1, No. 2, No. 5 and No. 6							X			
A track, High Line to Calvert						X	X	X	X	X
B track, High Line to Northbound freight								X	X	X
Post Office			X	X	X	X	X	X	X	X
Morgan Millwork Conn.—B. & P. Jct.						X	X	X	X	X
B. & P. Jct.—Fulton:										
Light Engines	30	30	30	30	30	30	30	30	30	30
Mt. Vernon Yard			X	X	X			X	X	X
Bolton Yard			X	X	X	X	X	X	X	X
Mt. Vernon Auto Delivery			X	X	X	X	X	X	X	X
Gwynns Run—										
Bowen Co. (Fulton)			X	X	X	X	X	X	X	X
Reliable Liquors track (Fulton)						X		X	X	X
American Brake Shoe						X	X	X	X	X
W.M. Ry. Connection						X		X	X	X
American Stores track								X	X	X
A.&P. Co.						X	X	X	X	X
National Biscuit Co.						X	X	X	X	X
Barrett Tarvia & Abattoir 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 Pistoris Co.						X	X	X	X	X
General Electric Co.										X
Misty Harbor										X
ODENTON:										
Exxon Chemical of America						X	X	X	X	X
BRIDGE 118.09:										
North of Arundel, all tracks							40	30	20	10
WASHINGTON:										
Between Washington Terminal and Virginia										
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

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE—LANDOVER TO SOUTH END:										
WASHINGTON:										
No. 2 and 3 Loop tracks, Jersey Yard.....						X	X	X	X	X
No. 1 and 2 tracks; "Over the Hill," Jersey Yard.....						X	X	X	X	X
No. 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
Ris Paper Co. track.....			X	X	X	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
No. 6, 7, 8, 9, 11, 12, 13 and 14 tracks; Jersey Yard.....			X	X	X	X	X	X	X	X
Terminal Storage Warehouse track.....			X	X	X	X	X	X	X	X
All tracks; 6th St. Yard.....			X	X	X	X	X	X	X	X
Government Fuel tracks.....						X	X	X	X	X
BRIDGE 130.67:										
No. 1 track.....									30	20
BRIDGE 132.11.....									35	35
BRIDGE 132.19:										
No. 1 track.....							40	30	15	10
BRIDGE 138.45:										
Potomac River:										
Against current of traffic over Movable Bridge.....	20	20	20	20	20	20	20	20	20	20
With current of traffic over Movable Bridge.....										20
NORTHERN CENTRAL BR.										
Between B. & P. Jct. and Mount Vernon.....						X				X
Bridge No. 1.39 west of B. & P. Jct.....							20		10	10
B. & P. SECONDARY:										
Between Mt. Vernon and Cockeysville.....						X				X
Woodberry—										
Delivery track.....						X	X	X	X	X
Sears.....			X	X	X	X	X	X	X	X
Balmar track.....			X	X	X	X	X	X	X	X
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
NORTHERN CENTRAL SECONDARY:										
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

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
SHELLPOT BRANCH:										
Eastern Malleable Iron Co.			X	X	X	X	X	X	X	X
Morheat Coal and Fuel Co.			X	X	X	X	X	X	X	X
Artillery Fuse track.....			X	X	X	X	X	X	X	X
Bridge No. 3.....	10	10	10c	10	10	10	10	10	X	X
Bridge No. 4.....	10	10	10c	10	10	10	10	10	X	X
PORT ROAD 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										
All tracks to industries on this track.....			X	X	X	X				
Darlington to Eddystone (Loop Track).....			X	X	X	X	X	X	X	X
				(1)	(1)	X				
SO. CHESTER TRACK (o)					(m)					
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 (m) (o)										
All tracks to industries.....			X	X	X	X	X	X	X	X
CHESTER CREEK SECONDARY TRACK (m)										
(n) (o).....						X				X
Runaround track along leg of Wye.....			X	X	X	X	X	X	X	X
EDGE MOOR YARD										
E. I. DuPont-Nemours Co.....					X	X	X	X	X	X
Artic Roofing.....			X	X	X	X	X	X	X	X
Elec. Hose & Rubber Co.....			X	X	X	X	X	X	X	X
Freight Car Repair Yards—All tracks.....						X	X	X	X	X
BRANDYWINE INDUSTRIAL TRACK (e) (f)										
All other tracks.....			X	X	X	X	X	X	X	X
NEWARK AND DELAWARE CITY TRACK:										
Porter to Delaware City.....						X				
NEW CASTLE SECONDARY TRACK (g)						X				
Pyrites, Lobdell & Wilmington 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 (c) (f)										
J. M. Huber Co.....						X		X	X	X
J. M. Huber Co. (New).....			X	X	X	X	X	X	X	X
PRESIDENT ST. YARD TRACK										
Crossover southbound trk. to Trappe Rd. trk.....						X				
Weiskittel track.....			X	X	X	X	X	X	X	X
Highland Yard.....						X	X	X	X	X
PRESIDENT ST. TRACK:										
Bayview to President Station (e) (f).....			X	X	X	X				
President St. Yard.....			X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BEAR CREEK TRACK:										
Bridge 3.17:										
Phila. Pike					(d)					
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
Emkay			X	X	X	X	X	X	X	X
Bridge 0.12:										
Colgate Creek.....					10	X				15
Federal Yeast.....			X	X	X	X	X	X	X	X
Reid Avery.....			X	X	X	X	X	X	X	X
Inco Co.....			X	X	X	X	X	X	X	X
City Warehouse.....			X	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.....			X	X	X	X	X	X	X	X
CLAREMONT										
TRACK: (e) (f)										
Bridge 0.60:										
Wilkins Avenue.....	10	10	10	10	10	X	X	X	X	X
North leg of Wye.....			X	X	X	X	X	X	X	X
South leg of Wye.....			X	X	X	X	X	X	X	X
Bloedes tracks, 1 and 2.....			X	X	X	X	X	X	X	X
FORT MEADE RUNNING TRACK:										
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 (e) (g) (i)										
						X		X	X	X
BOWIE:										
Wye track						X		X	X	X
ROSSLYN TRACK										
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; Eliason'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: (p)										
Between:						X				
Davis and Porter								X	X	X
Porter and Seaford.....										
COOCH:										
Dayetts 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:.....			45c	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 (e) (f).....						X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
DOVER:										
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
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
SEAFORD SECONDARY TRACK (q).....								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: (r)										
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 SECOND- ARY TRACK (e) (f) (j)						X		X	X	X
CHESTERTOWN SECOND- ARY TRACK (e) (f) (j)						X		X	X	X
CHESTERTOWN:										
Kibler's track.....			X	X	X	X	X	X	X	X
OXFORD SECONDARY TRACK (e) (f) (k)						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 (e)						X		X	X	X
SNOW HILL SECONDARY TRACK (e)						X		X	X	X
CAMBRIDGE SECOND- ARY TRACK (e) (f) (j)						X		X	X	X
CRISFIELD SECONDARY TRACK (e) (f) (j)						X		X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
CRISFIELD:										
Potomac & Handy track.....						X	X	X	X	X
LEWES:										
Beach track.....						X	X	X	X	
MILTON TRACK (e) (f) (j)						X		X	X	X
VIENNA TRACK (e) (f)						X	X	X	X	X
DENTON TRACK (e) (f)			X	X	X	X	X	X	X	X
MARDELA TRACK (e) (f)						X	X	X	X	X
SALISBURY:										
Mill Street track.....						X	X	X	X	X
Conn. bet. Secondary track and West No. 1.....						X	X	X	X	X
Farmers & Planters track.....			X	X	X	X	X	X	X	X
Ruarks track.....			X	X	X	X	X	X	X	X
Nock Coal Co. track.....			X	X	X	X	X	X	X	X
Salisbury Milling Co. track.....			X	X	X	X	X	X	X	X
Pocohontas track.....			X	X	X	X	X	X	X	X
West End River track—Mill Street.....			X	X	X	X	X	X	X	X
WILLARD TRACK (f)						X	X	X	X	X
OCEAN CITY TRACK (e) (f)						X		X	X	X
FARNHURST:										
No. 2 track.....						X		X	X	X
Airport track.....						X	X	X	X	X

(a)—Restricted at South End.

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

(c)—Speed shown for Column 2 Engines over movable bridges will be applicable to Rail Motor Cars.

(d)—Class ERS-15AX engine prohibited.

(e)—Class AF-24a and AF-30 engines restricted to 15 m.p.h.

(f)—Class GF-33a, AF-36, EF-25 and GF-28A engines restricted to 10 m.p.h.

(g)—Class EF-25 engines restricted to 30 m.p.h.

(h)—Class EF-25 and GF-25 engines prohibited and GF-28A engines restricted to 10 m.p.h. on Cedar Point Industrial tracks.

(i)—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

(j)—Class GF-33a and AF-36 diesel engines are restricted to 10 m.p.h.

(k)—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

(l)—EP-20 and EP-22 prohibited.

(m)—GF-28A prohibited.

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

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

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

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

(r)—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, ES6, B1 AF24, AF24A, ARS10, ARS103, ARS103X, ARS18, AS10, AS10A, BRS12, BRS12S, BRS12SX, BS10, BS10M, BS10B, BS12, BS12M, EF25, ES10, ES12, ES12M AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EFPI5, ERS15, ERS15S, ERS17, GF25, ERS-20, ES-15M ARS24, EP20, EP22, L6 AF27, AF30A, AF34, ARS16A, ARS24S, EF25A, EF30A, EF34, GRS-22, ERS16AX, ERS17A, GF25A, GF28A, GF30A, GF32A, ERS-20A GG1, E44, E44A, E33, P2, T1, T3, S2										
MAIN LINE—PHILADELPHIA TO PITTSBURGH:											
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 (c).....						X		X	X	X	---

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE—PHILADELPHIA TO PITTSBURGH: (CONTINUED)										
LANCASTER:										
Bridge 67.54.....								40	25	X
Industrial track.....						X	X	X	X	
R. C. A. track.....						X	X	X	X	
Armstrong Cork track.....										
Bearings Co. track.....										
Malleable Casting track.....										
Hay Siding track.....										
D. Knight Coal Co. track.....			X	X	X	X	X	X	X	
Rost Tobacco Co. track.....										
Hubley Mfg. Co. track.....										
Bogar Lumber Co. track.....										
Burnham Coal Co. track.....				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	
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	
All tracks, Eshelmans Feed Co.....				X	X	X	X	X	X	
Paint Company track.....										
No. 2 track.....		X	X	X	X	X	X	X	X	
Lancaster Co. Tobacco Growers trk.....	X	X	X	X	X	X	X	X	X	
Betts Coal Co. track (c).....			X	X	X	X	X	X	X	
Cotton Mill track.....				X	X	X	X	X	X	
Gas Co. track.....										
Miller Junk Co. track.....			X	X	X	X	X	X	X	
Lancaster Iron Co. track.....										
Penna. Power & Light Co. track.....			X	X	X	X	X	X	X	
Ice Plant track.....										
LANDIS, WEST OF:										
Interchange track.....										
Warehouse track.....				X	X	X	X	X	X	
Nisley track.....										
Heintand Co. track.....										
FLORIN:										
Bachman Chocolate Co. track.....						X	X	X	X	
Foundry track.....										
Stock track.....				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	
Klein Chocolate Co. track.....										
Warehouse track.....										
Grubb and Brannemans track.....										
Hoffer Bros. track.....						X	X	X	X	
Stock track.....										
Muth Bros. track (a).....										
Farmers Ferts. Works track.....				X	X	X	X	X	X	
Masonic Home track (c).....										
MIDDLETOWN:										
New Siding.....			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	
Metropolitan Edison Co. track.....										
Wincroft Stove Co. track.....						X	X	X	X	
Industrial track, north side.....										
Aviation track (a) (d).....										
Br. 94.98, West of Middletown.....								30	X	
HIGHSPIRE:										
Bridge 97.04 east of Highspire.....								40	X	
Beth. Steel Co. Boiler Works track.....										
Yard tracks 1, 2, 3.....						X	X	X	X	
Wheatons Corp. track.....										
Hosiery Mill track.....										
HARRISBURG:										
Freight House Yard tracks No. 3 & 4 to Pass. Sta.....						X	X	X	X	
Other tracks, Freight House.....			X	X	X	X	X	X	X	
Cedar St. tracks.....										
Paxton St. Yard:										
All tracks.....			X	X	X	X	X	X	X	
Air Reduction.....		X	X	X	X	X	X	X	X	
Market St. Yard:										
No. 2 track.....				X	X	X	X	X	X	
All other tracks.....		X	X	X	X	X	X	X	X	
Bridge 105.22.....								40	30	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE—PHILADELPHIA TO PITTSBURGH: (CONTINUED)										
HARRISBURG: (CONTINUED)										
Pipe Bending track:										
Abrams.....			X	X	X	X	X	X	X	X
Building Units.....										
Farm Show.....										
All others.....				X	X	X	X	X	X	X
North St. Yard:										
Tracks 3 & 4.....						X	X	X	X	X
Tracks 5 & 6.....				X	X	X	X	X	X	X
Swift Co.....						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
Macley 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 (d).....					X	X	X	X	X	X
Stock Yard Siding (d).....					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	
SUSQUEHANNA BRANCH:										
Bridge 6.36.....								35	X	
Bridge 13.64, 2nd bridge west of Block								25	X	
Signal L-125.....										
BILLMYER:										
All tracks except track adjacent to main track.....				X	X	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	
No. 2 track to west end.....					X	X		X	X	
M.W. tracks 1, 2, 3 (d).....					X	X				
No. 3 Yard, 1, 2, 3, Scale House and Hill tracks (d).....					X	X				
MARIETTA TRACK: (d)										
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.....										
YORK HAVEN LINE:										
J. E. Baker Quarry track, LG-54.....					(a)	X	X	X	X	X
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.....										
							60	30	X	
MARSH RUN:										
U. S. Depot track.....						X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
LEMO:										
Curve to C. V. Bridge.....						X	X	X	X	
West leg of "Y" (i).....						X	X	X	X	
NEW HOLLAND SECONDARY (d) (j).....						X	X	X	X	
O. A. Smith Co. Track.....		X	X	X	X	X	X	X	X	X
QUARRYVILLE INDUSTRIAL (d) (j).....				X	X	X	X	X	X	
EAST PETERSBURG INDUSTRIAL (d).....				X	X	X	X	X	X	
LEBANON RUNNING (d) (j).....						X			X	
Bridge 16.29 west of Cornwall (e).....						X			X	
CUMBERLAND VALLEY (f) (k)										
BRANCH:										
CAMP:										
Summit Corp. track.....										
Spangler Flour Mill track.....										
General Foods Corp. track.....				X	X	X	X	X	X	
Pennsy Supply Co. track.....										
Moore's Wholesale Co. track.....										
SHIREMANSTOWN:										
Kinney Shoe Co. track.....										
Quaker Oats track.....										
Ralston-Purina Co. track.....				X	X	X	X	X	X	
Paul Eberly track.....										
U. S. Steel Homes track.....										
Hainden Industrial track.....										
MECHANICSBURG:										
D. Wilcox track.....				X	X	X	X	X	X	
CARLISLE:										
Ettinger & Sons track.....						X	X	X	X	
Beetlem side track (a).....										
SHIPPENSBURG:										
Bridge 27.85 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 (c).....										
Connection with W. M. at Engineering Company.....				X	X	X	X	X	X	
Tracks at Reclamation Plant Yard and No. 8 track along erecting shop.....										
Slyder track.....										
Speer Co. track.....										
Delivery tracks west of Freight Station.....										
GREENCASTLE:										
Milk track.....						X	X	X	X	
Omwake and Oliver.....				X	X	X	X	X	X	
WINCHESTER SECONDARY: (g)										
HAGERSTOWN:										
North ladder No. 1 yard.....						X	X	X	X	
Storage and transfer track No. 1 Yard No. 1 west, No. 1, 2 east transfer tracks.....										
Other transfer tracks.....				X	X	X	X	X	X	
Merchant Wholesale Grocery Co. track.....										
J. W. Myers Co. track.....										
Back Stockyard track.....										
BRIDGE 82.13 Potomac River.....										X
CV-87:										
DuPont tracks.....						X	X	X	X	
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	
City Water Works track.....	X	X	X	X	X	X	X	X	X	
Other yard and industrial tracks.....				X	X	X	X	X	X	
Bridge 106.55 south of Ridgeway.....						X	30	20	X	
DILLSBURG INDUSTRIAL: (d) (j).....						X	X	X	X	
MERCERSBURG INDUSTRIAL:										
(d) (h) (j).....					X					
Bridge 61.37—Hothor (e).....										
Bridge 70.20—west of Lehmasters (e).....					X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
NORTHERN CENTRAL SECONDARY										
New Freedom—										
Summer's Canning Co.....						X	X	X	X	X
Glen Rock—										
Station track.....						X	X	X	X	X
YORK:										
Certain-teed 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
No. 1 track; King St. Yd.....						X	X	X	X	X
Andrews Paper track.....			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
Incline at George Street.....			X	X	X	X	X	X	X	X
Smyser-Royer Co.....			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
Standard Register Co. track.....			X	X	X	X	X	X	X	X
Sears track.....			X	X	X	X	X	X	X	X
Ettline Grocery Company tracks.....						X	X	X	X	X
FREDERICK SECONDARY TRACK:(d)										
(i)										
York to Frederick (b) (h).....						X		X	X	X
Crossover to Small's track.....			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. 8 and 12.....			X	X	X	X	X	X	X	X
Crossover in Jail St. Crossing, track 5 to track 6.....						X				
No. 1 Running track.....						X	X	X	X	X
New Shop track.....			X	X	X	X	X	X	X	X
Foundry track.....			X	X	X	X	X	X	X	X
Koppers Company tracks										
Tracks No. 1 and 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
National Gypsum Co.—										
All switches in Yard.....			X	X	X	X				
Emigsville—American Acme Co.....						X	X	X	X	X
Palmer 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
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 (d).....			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										
INDUSTRIAL TRACK:(d)										
MP1 to End of Track 4700 feet east of MP9.....					X		X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
SELINGSGROVE										
SECONDARY TRACK: (d)										
Sellinggrove Jet. to Sellinggrove.....					X		10	X	X	X
Sellinggrove to End of Block.....				X	X			X	X	X
Bridge 44.04, Susquebanna River.....	10	10	10	10	10		10	X	X	X
Bridge 44.40, Susquebanna River.....	10	10	10	10	10		10	X	X	X
SHAMOKIN SECONDARY TRACK:(d)										
CROWL:										
West of Bridge 10.63.....					X				15	
EAST SUNBURY—EAST OF:										
Bridge 2.85.....					X				20	
Bridge 1.47.....					X				15	
EAST SUNBURY:										
All Industrial Tracks between Horn and										
East Sunbury			X	X	X					
Bridge 0.63.....									15	
Bridge 0.48.....									16	
MT. CARMEL:										
Montelius Track.....				X	X					
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.....				X	X					
All Industrial Tracks.....				X	X					
GLENBURN:										
Empty Car Track.....				X	X					
WILKES-BARRE INDUSTRIAL										
TRACK: (d)										
WILKES-BARRE:										
Freight Station and Industrial Tracks...	X	X	X	X	X					
Hasard Wire Rope.....	X	X	X	X	X					
HART—WEST OF:										
Spur Tracks leading off Vulcan Iron	X	X	X	X	X					
Works Track.....	X	X	X	X	X					
BUTTON SECONDARY TRACK:										
BUTTONWOOD:										
All Industrial Tracks.....			X	X	X					
NESCOPECK RUNNING TRACKS:										
NESCOPECK:										
Lumber Co. Track.....				X	X					
Station Tracks.....				X	X					
Storage Tracks 2 and 3.....				X	X					
Other Industrial Tracks.....				X	X					
DAN SECONDARY TRACK:										
CATAWISSA:										
Station Tracks.....				X	X					
SOUTH DANVILLE:										
Ammonia tracks Nos. 1 and 2 and Power										
House track.....				X	X					
MONTANDON INDUSTRIAL TRACK										
(d)										
1000 feet west of Montandon to MP11.6				X	X		X	X	X	X

NOTES:

- (a) Engines must not use track beyond point designated.
- (b) 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.
- (c) Engine must not be used on bridge or trestle.
- (d) 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 and GF-33A are restricted.

NOTES: (Continued)

- (e) Diesel engines, except Class ARS-16A, may operate double headed over the following bridges:

Bridge 16.20—West of Cornwall
 Bridge 61.37—Hothor
 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.

- (f) GG-1 engines must not use east leg of Wye at State leading from Cumberland Valley Branch to No. 1 track Main Line—Philadelphia to Pittsburgh.
- (g) 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, and GF-33A are restricted on Winchester secondary track between Gard and Winchester.
- (h) AF-24a, restricted to 15 MPH.
- (i) Class AF-30, AF-36, GF-33A, EF-36, GRS-22 and EF-30A diesel engines are prohibited on west leg of Wye.
- (j) EF-25 restricted to 10 MPH.
- (k) Class ERS-20 engines are restricted to 30 MPH between Lemo and Pennroad.

PHILADELPHIA COMMUTER AREA

1160-A1e. 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 Philadelphia Commuter Area unless authorized by General Manager, Philadelphia Commuter Area.

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
AS6, BS6, ES6	AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BS10, BS10M, BS10S, BRST12, BRST2S, BS12, BS12M, EF25, ES10, ES12, ES12M, LERS-12	AF25, ARS16, ARS16S, ARS16X, ARS24, EF15, EF15A, EF22, EFP16, ERS16, ERS16S, ERS17, GF25, ERS-20, ES-15M	ARS18A, ARS24, EF22, EP20, EP22	AF27, AF30, AF36, ARS16A, ARS24S, EF25A, EF36, GRS-22, ERS15AX, ERS17A, GF25A, GF28A, GF33A, ERS-20A	GG1, E44, E44A, E33, P2, T1, T3, S2					
LOCATION										
MAIN LINE—NEW YORK TO PHILADELPHIA:										
MILLHAM—EAST TRENTON SWITCHES										X
TRENTON										
Bridge 57.54, second bridge east of Delaware River.....								60	45	X
FAIR TO MORRIS.....										X
Morrisville:										
Bridge 58.03, east of.....								50	45	X
Bridge 58.16, west of (i).....								50	45	X
MORRIS TO HOLMES										X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE—NEW YORK TO PHILADELPHIA: (CONTINUED)										
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
Eddington:										
Penn-Salmon Feed Co. (w)		X	X	X	X	X	X	X	X	X
Cornwells Heights:										
Badenhausen Track (w)		X	X	X	X	X	X	X	X	X
Shutte & Koerting Co. (w)		X	X	X	X	X	X	X	X	X
F. A. Simmons, Nos. 1 and 2 (w)		X	X	X	X	X	X	X	X	X
Andalusia:										
Brown Oils Co. (w)		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
Between Mile Post 76 and Zoo (k) (l) ..										
Industry Tracks Holmesburg			X	X	X	X	X	X	X	X
Br. 77.68—Princeton St. (d)										
Br. 78.29—Magee St.				70	70		45	45	20	X
Br. 80.71—Tacony St.				60	60		45	45	45	X
Br. 81.53—Castor Ave.							45	45	40	X
Br. 83.93—Allegheny Ave.							45	45	35	X
Br. 84.16—Germantown Ave.							40	40	25	X
Br. 84.30—12th St.										
Stiftown track (p) (q) (r) (s)										
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										
MAIN LINE—PHILADELPHIA TO PITTSBURGH:										
ZOO-OVERBROOK: (m)										
Curves at west end of Tracks 3 to 12.										
Mantua Yard						X	X	X	X	X
Tracks 13 to 19 inc. Mantua Yard (g) ..								X	X	X
Curves at west end of Track 20.										
Mantua Yard (g)					X	X	X	X	X	X
No. 3 West Phila. Elevated at Junction with N. Y. & P. Sub.—Zoo								X		X
No. 1 Main track under 42nd Street Bridge										
South Side Yard, Tracks 1, 2 and 3					X	X	X	X	X	X
Industrial Tracks				X	X	X	X	X	X	X
Oil House Lead Track										
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
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	X	X	X
Br. 14.54							55	35	X	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 (j)						5	X	X	X	X
DOWNTOWN:										
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	X
THORNDALE:										
Public delivery track				X	X	X	X	X	X	X
Bridge 35.27; No. 6 Track							20	10	X	X
Bridge 36.63; West of Caln								35	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE—PHILADELPHIA TO PITTSBURGH: (CONTINUED)										
COATESVILLE:										
Yard tracks 4, 5, 6, 7, and Strade Ave.....				X	X	X	X	X	X	
Senseniga track.....					X	X	X	X	X	
W. & N. Junction (c).....										
PARKESBURG:										
Coal track off electric light track.....					X	X	X	X	X	
Bridge 44.15.....								40	30	X
Bridge 44.70, West of Parkesburg.....								40	30	X
MAIN LINE—PHILADELPHIA TO WASHINGTON:										
ZOO AND ARSENAL (j).....										
BETWEEN ARSENAL AND DARBY:										
All main tracks (k).....										
General Electric Co. tracks (portion of).....				X	X	X	X	X	X	
Purex Corp. (Wreck derricks must not use trestle (v).....)				X	X	X	X	X	X	
Other industry tracks.....			X	X	X	X	X	X	X	
CURTIS PARK:										
General Electric Company.....						X				
GLENOLDEN:										
Mitchell Lumber Co.....				X		X	X	X	X	
BRIDGE 8.64:										
South of Glenolden:								40	30	20
No. 2 & No. 3 tracks.....								40	30	20
No. 1 & No. 4 tracks.....	X	(y)	(x)		(x)			40	30	20
BRIDGE 9.56: (z)										
South of Moore.....							40	25	15	10
CRUM LYNNE:										
Polymer Dispersion Inc.....			X	X	X	X	X	X	X	
BRIDGE 12.28:										
North of Eddystone								40	25	15
All tracks.....								40	25	15
All bridges between Bridge 12.28, North of Eddystone to Bridge 14.02, Lamokin St., Inc.....								40	25	15
EDDYSTONE:										
Belmont Iron Works.....			X	X	X	X	X	X	X	
CHESTER:										
Morton Ave. Yd. and Frt. Sta.....			X	X	X	X	X	X	X	
Sixth & Welsh St. tracks.....			X	X	X	X	X	X	X	
Parker St. tracks.....			X	X	X	X	X	X	X	
Lamokin—										
Rees & Maloy Coal Co.....			X	X	X	X	X	X	X	
Ulrich St. track.....			X	X	X	X	X	X	X	
Balcht Anchor & Chain Corp.....			X	X	X	X	X	X	X	
MU Yd. No. 2 & 3 tracks.....			X	X	X	X	X	X	X	
Atlantic Steel Casting Co.....			X	X	X	X	X	X	X	
Valley track.....			X				X	X	X	
Highland Ave.—										
Reading Co. 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	
MARCUS HOOK:										
New Process track (Viscose Co.).....						X	X	X	X	
Shipping Track (Viscose Co.).....	X	X		X	X	X	X	X	X	
Congoleum-Nalrn Co.....			X	X	X	X	X	X	X	
Sun Oil Co., No. 10 Plant.....			X	X	X	X	X	X	X	
NAAMAN:										
Naaman Yard.....						X	X	X	X	
Phoenix Steel Co.....						X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE—PHILADELPHIA TO WASHINGTON: (CONTINUED) All bridges between 24.69, south of Edgemoor Station and Bridge 27.85, West Yard, incl.....								30	30	30
WILMINGTON:										
South leg Landlith Wye.....										
Third St. Yard—										
Nos. 1, 2, 3, 4 & 5 tracks.....						X		X	X	X
Nos. 6, 7, 8, 9 and Benj. Shaw Co. track.....			X	X	X	X	X	X	X	X
Hajoca, Church St. and Allied Kid tracks.....			X	X	X	X	X	X	X	X
Fifth St. Yard—										
Auto Unloading tracks and Delaware Coal Co. track.....			X	X	X	X	X	X	X	X
Fourth St. Yard—										
Nos. 1 and 2 Yard tracks and Lead track to Seventh St.			X	X	X	X	X	X	X	X
Fourth St. Yard—										
American Car & Foundry; Phillips Thompson Coal Co.; and Pusey & Jones tracks.....			X	X	X	X	X	X	X	X
Justison St. Yard—										
Nos. 1, 2, 3 & 4 & 5 trks.....			X	X	X	X	X	X	X	X
West Yard—										
Nos. 2, 3, 4 & 5 trks.....						X		X	X	X
Nos. 6, 7, 8, 13 & 16 trks.....						X		X	X	X
Nos. 9 and 11 tracks.....						X	X	X	X	X
WY-B.&O. Interchange.....						X		X	X	X
Surface tracks—										
WY to Wilmington Sta.....			X	X	X	X	X	X	X	X
Wilmington Provision Co. (Read. Co. track).....			X	X	X	X	X	X	X	X
No. 12 track to Dravo Corp.....			X	X	X	X	X	X	X	X
Sub-Station track.....						X		X	X	X
SUBURBAN LINE:										
ZOO—BROAD—ARSENAL:										
East End No. 3 Track Powelton Ave. Yard.....						X	X	X	X	X
East of Schuylkill River bridge (j).....										
Diesel engines must not enter subway east of 20th St. unless instructed by General Manager, Philadelphia Commuter Area.....										
PASSENGER REPAIR YARD, Phila.:										
Scrap dock Track.....										
Curve at west end No. 1 and 2 Shops										
Oil House Track.....				X	X	X	X	X	X	X
Leads to Steam Heat Plant and Storehouse.....										
CHESTNUT HILL BRANCH: (h)										
North Philadelphia Interlocking (p).....						X		X	X	
Between—										
North Phila. and Main								X	X	X
Allen Lane and Track								X	X	X
Allen Lane and Chestnut Hill						X	X	X	X	X
Electric Storage Battery Co. (Straight Track only).....					X	X	X	X	X	X
(Curve).....		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... (t).....										
Lead to Chelton Ave. Yard.....										
Br. 3.47—Pamona St.....				50	50	20	20	X	X	X
Br. 5.44—Cresheim Valley (f).....	10	5	X	X	X	X	X	X	X	X
Keystone Coal Co. (b).....			X	X	X	X	X	X	X	X
Peter Lumber Co.....			X	X	X	X	X	X	X	X
WEST CHESTER BRANCH: (e) (n) (q) (r) (o)										
GG1 engine single unit only may be operated between Arsenal and West Chester.										
Two Col. 5 engines must not be operated beyond Angora unless spaced by two cars.										
Br. 4.79—Angora.....	35	35	25	25	25	25	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
WEST CHESTER BRANCH: (CONTINUED)										
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.....	X	X	X	X	X	X	X	X	X	X
Trestle—C. C. Hipple No. 2.....										
Trestle—J. L. Haggerty.....										
SCHUYLKILL BRANCH: (u) (h)										
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	
Pencoyd Track.....				X	X	X	X	X	X	X
OCTORARO SECONDARY TRACK (q) (r) (z):										
Between: Wawa and Rising Sun.....			(aa)	(aa)	(aa)	X	X	X	X	X
Between: Rising Sun and Coloma.....						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
Pennock track.....			X	X	X	X	X	X	X	X
Lock Joint Pipe Co.....			X	X	X	X	X	X	X	X
American Viscose.....			X	X	X	X	X	X	X	X
Fibre Specialty Co.			X	X	X	X	X	X	X	X
TOUGHKENAMON:										
Penn.-Dela. Supply Co.			X	X	X	X	X	X	X	X
AVONDALE:										
Passmore Supply Co. (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 Dalry.....			X	X	X	X	X	X	X	X
NOTTINGHAM:										
Coal Trestle 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
BUSTLETON TRACK..... 0.81 trestle.....		10	X 10	X 10	X X	X X	X X	X X	X X	X X
FORD TO KENSINGTON: All bridges and viaducts (bb).....		15	15	15	15	15	15	15	X	X
K. & T. TRACK.....				X	X	X	X	X	X	X
FRANKFORD JCT. (cc)										
FRANKFORD STREET TRACK.....			(†)	X	X	X				X
TIOGA STREET TRACK			(†)							
WESTMORELAND STREET TRACK.....			(†)							
C. STREET YARD: Tracks 7 to 12, inc.....			X	X	X	X	X	X	X	X
FAIRHILL YARD LEADS..... Fairhill District Industry tracks.....			(†)	X	X	X	X	X	X	X
OXFORD ROAD TRACK (d)..... Br. 1.53 (Tacony Creek) (dd).....		15	X	X	X	X	X	X	X	X
ENGLESDALE: Yard except No. 1 Track and 1 Spur..... No. 1 Track and No. 1 Spur.....			X	X	X	X	X	X	X	X
MALVERN: Atlantic Refining Co. track..... J. V. Nolan track (a).....				X	X	X	X	X	X	X
DELAIR BRANCH: Between Shore and westward end via- duct..... Between westward end viaduct and Jersey Int. Sta..... Engines coupled restricted to speed indicated.....		15	15	15	15	15	15	10	X	X
FORT WASHINGTON (d) RUNNING TRACK (q) (s)			(†)				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..... All Other Tracks.....				X		X	X	X	X	X
WEST PHILA. ELEVATED BRANCH.....								20	20	X
BELMONT RUNNING TRACK (d)								X	X	X
GRAYS FERRY MOVABLE BRIDGE.....		15	15	15	15	X	X	X	X	X
60th STREET, CHESTER and PHILADELPHIA, track (q) (s)..... Haenn Lumber Co.....				X	X	X	X	X	X	X
GRAYS FERRY BRANCH.....								X	X	X
DELAWARE EXTENSION: Arsenal Movable Bridge..... Industrial Leads—Arsenal to Penrose..... Lead to Phila. Electric Co.....		15	15	15	15	15	15	15	15	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
PENROSE YARD (ee).....											
GIRARD POINT:											
Mud Yard—Storage Yard.....						X		X	X	X	
New Yard—Old Yard.....											
SWANSON STREET.....				X	X	X	X	X	X	X	
GREENWICH:											
East End Tidewater Yard.....				X	X	X	X	X	X	X	
West End Tidewater Yard.....											
Produce Terminal Leads.....											
Long Curve Running Track to Pay Yard.....					X	X	X	X	X	X	
Short Curve Running Track to Pay Yard.....											
Lead to Swanson St. Track at Pay Yard.....				X	X	X	X	X	X	X	
Under Ore Loading Hoppers on loop tracks.....	X	X	X	X	X	X	X	X	X	X	
DELAWARE AVENUE:											
Between Greenwich and Junction with Port Richmond Running Trk. (ff).....					X	X	X	X	X	X	
Buildings of Twin Packing Co. plant, Vandalia and Oregon Aves.....	X	X	X	X	X	X					
WASHINGTON AVE. (q) (s) (t).....											
CANAL STREET:											
Commerce St.....											
Washington Ave. to South St.....		X	X	X	X	X	X	X	X	X	
NEWTOWN SQUARE											
RUNNING TRACK. (d).....						X	X	X	X	X	
Wm. Roberts Coal Co.....	X	X	X	X	X	X	X	X	X	X	
Washington Lumber Co.....											
CARDINGTON TRACK.....			X	X	X	X	X	X	X	X	
Phila. & Western Ry. Co.....	X	X	X	X	X	X	X	X	X	X	
Millbourne Mills.....											
J. E. Kunkel Coal and Fuel Co.....	X	X	X	X	X	X	X	X	X	X	
SCHUYLKILL SECONDARY TRACK:											
MANAYUNK: (d).....											
Hendren Coal Track.....				X	X	X	X	X	X	X	
Robinson Steel Co. Track.....											
MIQUON:											
Industrial Track.....				X	X	X	X	X	X	X	
SPRING MILL:											
Lee Tire and Rubber Co.....				X	X	X	X	X	X	X	
Quaker Oil Products Co.....											
CONSHOHOCKEN:											
Back Track at Freight Station.....				X	X	X	X	X	X	X	
F. & J. H. Davis, Geo. J. McFadden Tracks.....		X	X	X	X	X	X	X	X	X	
Van Horne Metz Co. Track.....					X	X	X	X	X	X	
IVY ROCK:											
Industrial Tracks.....					X	X	X	X	X	X	
EARNEST:											
Resco Mfg. Co.....	X	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	X	
V. Arena & Sons.....				X	X	X	X	X	X	X	
HAWS AVENUE:											
Sanford Products Track.....			X	X	X	X	X	X	X	X	
Other Industrial and Yard Tracks.....					X	X	X	X	X	X	
Br. 18.10—Haws Ave.....							30	30	30	X	
BETZWOOD:											
Taylor Track.....						X	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.....										
SPRING CITY:										
Canal Track.....										
Dust Mill.....										
Tracks south of Freight Station.....				X	X	X	X	X	X	X
Royersford Track.....										
Royersford Spring Bed.....		X	X	X	X	X	X	X	X	X
Diamond Glass Co., No. 2.....										
State School, West Spring City.....				X	X	X	X	X	X	X
Keystone Drawn Steel Company (gg).....										
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.....						X	X	X	X	X
Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14 (†).....										
Bethlehem Steel Co.....										
Mayer-Pollock Co.....				X	X	X	X	X	X	X
Stowe-Extension.....										
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.....										
Freight House Track.....					X	X	X	X	X	X
Birdsboro Steel Foundry & Machine Co.....						X		X	X	X
READING:										
East Reading Yard.....						X		X	X	X
Water St. Track.....					X	X	X	X	X	X
Court Street Track.....										
North Reading Track.....										
Carpenter Steel Co.....										
Track to Wm. 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	X	X	X
Trestle Station Track.....										
LEESPORT:										
All Industrial Tracks.....						X		X	X	X
HAMBURG:										
Spiedel Elevator Corp.....					X	X	X	X	X	X
Hahn Motor Truck Co.....				X	X	X	X	X	X	X
Penn Electric Steel Casting Company.....				X	X	X	X	X	X	X
Boiler Works.....						X	X	X	X	X
Allen Sherman Hoff Co.....						X		X	X	X
Coal Trestle.....						X	X	X	X	X
Other Industrial Tracks.....						X		X	X	X
SCHUYLKILL HAVEN:										
Team Track.....					X	X	X	X	X	X
Trestle at Freight Station.....		X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
TRENTON BRANCH: (hh)										
Street Road:										
Wheeling Corrugating Co., track (ii)			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 (ii)			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 (ii)			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								20	X	
Bridge 21.31								25	X	
POMEROY INDUSTRIAL (d) (r)					X	X	X	X	X	X
Busk Run: General Paper Co. track (a)				X	X	X	X	X	X	X
WEYERHAEUSER CO. No. 2 BLDG.	X	X	X	X	X	X	X			
JERSEY SECONDARY TRACK										
BRIDGE 2.74:										
South of Jersey							25	X	X	X
HADDONFIELD INDUSTRIAL TRACK										
BRIDGE 4.34:										
North of Jordan							25	X	X	X
BORDENTOWN BRANCH:			(ji)							
BRIDGE 1.50:										
West of Cooper	15	15	15	15	15	15	15	15	10	X
CONNECTING TRACK										
JERSEY West of:										
Georgia Pacific										
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				
BORDENTOWN SEC. TRACK:			(ji)							
HATCH, WEST										
Lead to Ford Co.						X				
PALMYRA:										
Trap Rock, Inc.						X				
H. L. Williams Co.—(Beyond Sign)	X	X	X	X	X	X				
RIVERTON:										
Whitwell 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
MERCHANTVILLE INDUSTRIAL TK.										
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

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
HOLLY SECONDARY TRACK										
HATCH TO DIVIDE							X	X	X	
North connecting track:—Jersey, units heavier than those shown in Column 5 prohibited except Class Electric GG1 may be operated in detour										
Between Pennsauken and Birmingham			(jj)			(kk)	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	
Collins Bros.						X	X	X	X	
BRIDGE 1238:										
South of Stanwick Ave.						X	X	X	X	
MASONVILLE, South of:										
Whitehead Bros.						X	X	X	X	
PEMBERTON SECONDARY TRACK										
BIRMINGHAM:										
Permutt						X	X	X	X	
Between Birmingham and Camp							20	X	X	
MEDFORD RUNNING TRACK:(d)										
Mount Holly to Medford						X	X	X	X	
PAVONIA YARD:										
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				
Campbell Soup Co.										
Laundry repair tracks No. 6 to No. 10			X	X	X	X				
New Jersey Water Co.			X	X	X	X	X	X	X	
Eastern Tire Co.			X	X	X	X				
Clorox Co.			X	X	X	X				
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				
Harley Chem. Co.			X	X	X	X				
COOPER, East of:										
Elmer Stevens						X				
PINE ST. TRACK			(†)							

NOTES:

- Engines must not use track beyond point designated.
- 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.
- EF-25 restricted to 30 M.P.H.
- Two engines, except MU engines, must not be coupled together crossing the bridge over Creshelm Valley; at least one empty car must be placed between any two engines operating over the bridge.
- GG-1 engines are prohibited on No. 19 and No. 20 tracks.
- Classes ARS-18A, 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.
- E-44 and E-33 Engines are restricted to 30 MPH on Nos. 3 and 4 tracks.
- 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.
- ES-12 restricted on Main Line between Baltimore-Philadelphia and New York.

NOTES: (Continued)

- (l) 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.
- (m) 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.).
- (n) E-33 and E-44 engines prohibited.
- (o) Class ARS-16 engines may use Industrial tracks between Arsenal and West Chester.
- (p) Class GG-1 engines may operate not exceeding 5 MPH.
- (q) GF-28A prohibited.
- (r) AF-30 and EF-36 restricted to 15 MPH.
- (s) AF-30 and EF-36 prohibited.
- (t) ERS-17 prohibited.
- (u) E44 and E33 engines are prohibited on No. 1 track between Jeff and Valley.
- (v) Six-axle engines are prohibited over side tracks serving the General Electric Company plant, 69th Street and Elmwood Avenue, south of Brill.
- (w) Class AS-10, AS10A, ARS-10, ARS-10SK, ARS-10S, ARS-10M, BS-10, BS-10M BRS-10SX, and ES-10 engines permitted.
- (x) ES-6, ES-10, ES-12, ES-12M, ERS-15, ERS-15AX, ERS-15S and ERS-17, prohibited.
- (y) ES-15M prohibited.
- (z) AF-24a, restricted to 15 MPH.
- (aa) Bridges 26.92, 34.34, 37.73, 39.19—10 M.P.H.
- (bb) ES-6, ES-10, ES-12, ES-12M, ERS-15, ERS-15S, ERS-17, EF-22 restricted on undergrade bridge 81.90 P&TRR over Reading Company to Port Richmond.
- (cc) 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, 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).
- (dd) 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 160,000 lbs. each. Reading Co. 2400 HP diesel engines class RS-4 and RS-4B prohibited.
- (ee) 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, 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.
- (ff) 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.
- (gg) Class ERS-20 type engines prohibited.
- (hh) 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.
- (ii) Operation of engines coupled prohibited.
- (jj) Class GF-25 diesel units, 15 MPH.
- (kk) Class AF-30, AF-36, GF-33A, EF-36, GRS-22 and EF-30A diesel engines are prohibited on west leg of Wye.

OTHER ENGINE, LOAD AND EQUIPMENT RESTRICTIONS

ALL DIVISIONS.

1160-A2. DIESEL UNITS—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	

ARR-18 (Units 7617-7664 only) ERS-17S (Units 7530-7559 only)

Note 1

ARS-18A

ARS-20

ARS-24

ERS-17 (Units 7050-7239 only)

Note 2

Note 2

ERS-20

ERS-20A

GRS-22

NOTES:

1. Units 7660-7674, couplers have tightlock feature in addition to alignment control.
2. 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-17 Units 7300-7475

ERS-17S Units 7500-7517

ERS-15 Units 5600-5827

ERS-15S Units 5903-5923

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-A3. 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-A4. CLASS ES-15M—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-A5. CLASS AS-10a—Class AS-10a engines are restricted in all tunnels unless engine awnings are in closed position.

1160-A6. RDC (BUDD) CARS—The handling of freight cars by RDC (Budd) cars is prohibited.

1160-A7. AMTRAK LUNCH COUNTER CARS—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-A8. 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 3
220,000-263,000	48'-0"	Same as Column 4

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-A1b, A1c, A1d, A1e, as follows:

Two or more loaded coupled cars—Column 1, special load restrictions.

Due to excessive weight of class FD2, FW1 and F40 flat cars, both loaded and empty, this equipment must be handled with care at restricted speed on other than Main and Secondary tracks.

Cars in this class are:

Class	Number	Lightweight
FD2	PC 766163	500,400 lbs.
FW1	PC 768162	410,600 lbs.
F40	PC 768151	246,000 lbs.

1160-A9. MULTIPLE LOADS—A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

1160-A10. 250 TON DERRICKS—250 ton derricks are restricted except: Main Line—between Paoli and Banks and Rockville to Montandon Jct.

Branches—Trenton, Phila. and Thorndale, Susquehanna, Columbia, York Haven Line and Cumberland Valley.

Secondary tracks—Shamokin, Button and Dan.

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-A11. MAXIMUM WEIGHT—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:

Branches:

West Chester

Secondary Tracks:

New Holland
Octoraro

Tracks:

Fort Washington
Kensington and Tacony
Midvale
Bustleton
Fairhill
Stifftown
Washington Avenue
60th Street
Devault
Over Bridge 32.55—
Spring City Siding

Claymont
South Chester
Chester and Philadelphia
Quarryville Industrial
North York Industrial
Pomeroy
Dillsburg
Mercersburg
Royersford

Cars exceeding a maximum weight (car and lading) of 200,000 pounds, must not be accepted for movement over the following tracks:

Secondary Tracks:

Chestertown
Centreville
Oxford
Cambridge
Crisfield
Snow Hill—
Dagsboro to Snow Hill
Selinsgrove

Tracks:

Brandywine
Claremont
Havre de Grace
Bear Creek
Rehoboth
Lewes Beach
Vienna
Denton
Mardella
Willard
Ocean City
Cedar Point
Montandon

Cars exceeding a maximum weight (car and lading) of 200,000 pounds must not be accepted for movement on the Float Bridges and Barges at Norfolk and Cape Charles except if proceeded and followed by an empty spacer car coupled to any car in the above weight classification.

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.

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 a maximum weight (car and lading) of 180,000 pounds must not be moved over Mill Street Tracks (Mardela Track).

Cars exceeding maximum weight (car and lading) of 169,000 pounds must not be accepted for movement on Oxford Road track.

1160-A12. 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.

1160-A13. CUSHION UNDERFRAME CARS—On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instructions **1160-A1b, A1c, A1d, A1e**, Cushion Underframe cars 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".

NEW JERSEY DIVISION

1160-B1. NORTH RIVER TUNNELS AND PENNSYLVANIA STATION Class E-33 will not clear through North River Tunnel and Pennsylvania Station, N. Y. Maximum speed from West Portal over Hudson bridges 7.80 and 7.96, 10MPH.

Class E-44. Maximum speed over Hudson bridges 7.80 and 7.96, 10 MPH.

1160-B2. 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.			

1160-B3. PENNSYLVANIA STATION—Amtrak Bar-Lounge car No. 3253 (former N&W 150—City of Cleveland) is restricted into Pennsylvania Station, New York.

1160-B4. COALPORT—Cars exceeding 52 feet 6 inches in length are restricted on Interchange track with the Reading Co. and on the Industrial tracks leading to Trenton Potteries Company Muirhead Avenue plant at Coalport yard.

1160-B5. CATSKILL MOUNTAIN BRANCH—Wreck derricks over 160 ton capacity are restricted on entire Branch.

Wreck derricks of 160 ton capacity or less may be handled when separated from engine or cars by at least one car weighing not more than 64,000 lbs. Wreck derricks must not lift loads while standing on bridges without special permission or wheels are supported by timber bents.

Between Kingston and Kingston Point, wreck derricks of 160 ton capacity or less 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

All other bridges not to exceed 20 miles per hour.

1160-B6. WALLKILL VALLEY BRANCH—Wreck derricks over 160 ton capacity are restricted on entire Branch.

Wreck derricks of 160 ton capacity or less 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 wreck derrick.

Speed over bridges as follows:

W-51.....	Whiteport	5 MPH
W-43.....	Rosendale.....	6 MPH
W-4.....	Walden.....	10 MPH

1160-B7. 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 PC 50084 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.

Wreck derrick PC 50089 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. TRENTON—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-B9. EAST AND NORTH RIVER TUNNELS—The following applies to the movement of passenger and freight equipment through the East and North River Tunnels.

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 exceeding dimensions shown in General Notice No. 207-C.

3. Operating limitations which must be observed:

(a) Passenger trains must not exceed 30 cars.

(b) Freight trains or trains of mixed freight and passenger equipment must not exceed 30 cars or 1800 tons.

(c) Car lighting equipment other than electricity is prohibited.

(d) 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.

(e) 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 Commanders and request that ranges be drained and gasoline ready to be removed from train before arrival at above points, to prevent undue delay. Conductor must see that the engineman is instructed and must advise 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-B10. NEWARK—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-B11. NEWARK—The movement of any car containing car load shipment of gasoline or explosives is prohibited between South Street (Newark, N.J.) and Hudson.

1160-B12. EAST AND NORTH RIVER TUNNELS—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-B13. 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.

1160-B14. ROBBINSVILLE RUNNING TRACK—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.

1160-B15. RIVER LINE—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.

CP Waldo—Weehawken

NYCX 31955 to 31993 (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)

Class ES-15M engines are restricted on overhead S.L.-1 and track 172, Weehawken.

1160-B16. 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 31993 (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.

1160-B17. 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.

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 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.

CHESAPEAKE DIVISION

1160-C1. SHELLPOT BRANCH—Shellpot Branch: Bridge 3 and Bridge 4:

When a train is moving over Bridge 3 and Bridge 4, no trains shall be permitted on the adjacent track.

Not more than three (3) diesel engine units listed in columns 4 and 5 of Special Instruction 1160-A1c, may be operated coupled over these bridges.

Not more than two (2) electric engines, except E-44, may be operated coupled over these bridges.

1160-C2. 250 TON DERRICKS—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.

1160-C3. DENTON TRACK—Wrecking derricks exceeding a maximum weight of 100 tons must not be moved over the Denton track.

1160-C4. POPE'S CREEK SECONDARY TRACK—Cars with weight exceeding 220,000 pounds (car and lading) to a maximum of 263,000 pounds (car and lading) may be handled on the Pope's Creek Secondary track (Brandywine to Woodzell) and on the Oxford, Cambridge, Chestertown and Centreville Secondary tracks, not exceeding 10 MPH.

1160-C5. CEDAR POINT INDUSTRIAL TRACK—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.

HARRISBURG DIVISION

1160-D1. NORTHUMBERLAND—All engines with six wheel trucks (AF-27, EF-25a, GF-25a, etc.) are prohibited on Circle track, Northumberland Yard.

1160-D2. QUARRYVILLE INDUSTRIAL TRACK—Class GG-1 engines restricted on the track connecting the Susquehanna Branch with the Quarryville Industrial Track.

1160-D3. 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				
		1	2	3	1	2	3		
LOCATION:	Column:								
SELINGSGROVE SECONDARY TRACK:									
Curve at Selingsgrove Jct.....		X	X		X	X			
WILKES-BARRE INDUSTRIAL TRACK:									
WILKES-BARRE:									
Hazard Nos. 2 and 3 tracks.....		X	X		X	X			

1160-D4. FREDERICK SECONDARY TRACK—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 Frederick, account light rail.

PHILADELPHIA COMMUTER AREA

1160-E1. CHESTNUT HILL BRANCH, CRESHEIM VALLEY BRIDGE—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.

1160-E2. WEST CHESTER BRANCH—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-E3. DELAIR MOVABLE BRIDGE—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.

Not more than three (3) electric engines coupled together Class GG-1, E-33 or E-44 may operate over Delair Bridge 2.07 between Approach Viaduct and Jersey Interlocking Station.

The Train Dispatcher and Block Operators at Shore and Jersey must not permit any train on adjacent track while the movement of coupled engines referred to above is being made.

Additional engines of any class must be spaced from any of the coupled engines listed above with at least ten (10) cars between them.

1160-E4. ARSENAL MOVABLE BRIDGE—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-E5. DIX RUNNING TRACK—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-E6. DELAIR—Cars in excess of 70 feet in length are prohibited on lead to Nos. 1 and 2 tracks at Ford Motor Company, Delair.

1160-E7. WRECK DERRICKS—On account of weight wreck derricks must not be moved over the following bridge:

Bridge No. 1.50 Kensington and Tacony Track

1160-E8. GREENWICH—Ladings and cars exceeding 13 feet 6 inches from top of rail are prohibited from passing under Ore Loading Hoppers on Loop Tracks.

1160-E9. SHORE AND JERSEY—Cars having a maximum weight of 263,000 pounds (car and lading) with a minimum coupled length of 48 feet may be operated over Delair 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.

ALL DIVISIONS

1163-A1. CLOSE CLEARANCE—ALL DIVISIONS—Close clearance exists at various locations. Employees must use care and take precautions necessary to protect against injuries.

1163-A2. 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-A3. 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.

CHESAPEAKE DIVISION

1163-C1. BALTIMORE—Minimum clearance for foreign wires running across and over tracks:

A man riding on top of side or end ladder of a high box car giving an overhead signal will make contact with such wires if he gives signal while passing under them, thereby exposing himself to serious danger. Employees are warned against this danger at the following locations where traffic signals or traffic signal wires cross the tracks:

CLEARANCE 15 FEET ABOVE TOP OF RAIL.

Baltimore	{	Guilford Ave. and Madison Ave. Central Ave. and Orleans St. Boston St. and O'Donnell St.	}	Traffic Signals

CLEARANCE 20 FEET ABOVE TOP OF RAIL

Baltimore	{	Guilford Ave. and Monument St. Central Ave. and Pratt St. Central Ave. and Eastern Ave. Ann St. and Aliceanna St. Aliceanna St. and Wolfe St. Central Ave. and Gough St. Guilford Ave. and Centre St. Central Ave. and Fayette St. Central Ave. and Baltimore St. Central Ave. and Lombard St. Aliceanna St. and Broadway Washington St. and Fleet St. Boston St. and Clinton St. Caroline St. and Eastern Ave. Broadway and Fleet Sts. Boston St. and S. Chester St. Monument St. and Greenmount Ave. Fleet St. and Wolfe St.	}	Traffic Signal Wires

1163-C2. DIESEL ENGINES—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-C3. FULTON AND GWYNN—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.

HARRISBURG DIVISION

1163-D1. DALMATIA—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-D2. HARRISBURG—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.

PHILADELPHIA COMMUTER AREA

1163-E1. CHESTNUT HILL BRANCH—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-E2. WEST CHESTER BRANCH—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-E3. CHESTNUT HILL BRANCH—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-E4. WILMINGTON—The movement of P-85-BR type lightweight passenger coaches and lightweight Pullman cars are prohibited on crossover from No. 3 track to Meat House secondary track account close clearance.

1163-E5. BUSTLETON TRACK—Cars, loads or other equipment higher than 16 feet from top of rail are prohibited under Willets Road overhead bridge 2.62 on Bustleton track (2.62 miles east of Holmes).

1163-E6. PENCYD TRACK—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.

1163-E7. ZOO SECONDARY TRACK—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-E8. GRAYS FERRY—Employees are warned of close clearance between No. 2 track and catenary pole located on east side of No. 2 track, 250 feet north of Grays Ferry Overhead Bridge 89.57 and will not clear a man on side of car.

1163-E. NORTH PHILADELPHIA—Movements on lead from No. 5 track to Newton Bruner Wholesale Coal Co. track (first switch east of North Philadelphia interlocking), with diesel-type engine or with cars longer than 41 feet, will not clear passing trains on No. 4 track. Movements to and from this track must not be made without first obtaining permission from operator at North Philadelphia and movements on No. 4 track protected as prescribed by **Rule 99**. Movements on lead from No. 0 track to S. L. Allen Co. track (957 feet east of Mile Post 84) will not clear passing trains on No. 1 track. Movements to and from this track must not be made without first obtaining permission from operator at North Philadelphia and movements on No. 1 track protected as prescribed by **Rule 99**.

1163-E10. CHESTER—Clearance 16 Feet Above Top of Rail: Chester..... Chester-Jensen Co. Track.

EXPLOSIVES AND OTHER DANGEROUS ARTICLES

ALL DIVISIONS

1165-A1. CARS PLACARDED EXPLOSIVES—Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

NEW JERSEY DIVISION

1165-B1. EXPLOSIVES, PLACARDED TANK CARS—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 or 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.

PHILADELPHIA COMMUTER AREA

1165-E1. 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.

ELECTRICAL OPERATION

ALL DIVISIONS AND PHILADELPHIA COMMUTER AREA

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

The following tracks equipped for AC Electrical Operation, Power controlled by the Power Director, New York, New York.

MAIN LINE	BETWEEN	AND
New York to Philadelphia	Harold	MP76
BRANCHES	BETWEEN	AND
Passaic and Harsimus	CP Waldo	Lane
Greenville	Bay	WA-3
Jamesburg	JG	Midway
Perth Amboy and Woodbridge	Union	Essay
Princeton	Nassau	Princeton, including siding at KS.
Trenton	Morris	MP41
SECONDARY TRACKS	BETWEEN	AND
Connecting	Q	Harold
Loops 1 and 2	F	R
Subs 1, 2, 3 and 4	Q	F
Engine Track	Hudson	Karny
No. 0	Hudson	Karny
Government Lead	Karny	Produce Yard Lead
Set Off	WA-6	WA-3
Set Off	WA-3	WA-5
Track A	WA-6	WA-3
Amboy	Essay	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.
Middle	Morris	MA, including all crossovers to Main track.
No. 5	Millham	Fair
Naught	Millham	Fair
Naught	Morris	Grundy
Bordentown	Fair	180 feet west of western limits Fair Interlocking.

RUNNING TRACKS	BETWEEN	AND
No. 5, 6, 10 and 11	At Hudson	
No. 5	Hunter	Lane
Morris	East End of Cabin Track	Karny
Naught	Karny	East Connection Grape Lead
Grape Lead	Hack	West Connection Naught Track
No. 1 Ice House	Grape Lead	Produce Yard Lead
Produce Yard Lead	No. 1 Ale House Lead	Government Lead
No. 1 Greenville	Bay	Track Departure Yard Greenville
Naught	Elmora	To 3155 Feet West
No. 5	County	Baldwin Street Yard
Millstone	County	To 1700 Feet West
No. 1	OB	East End
No. 2	CQ	Deep Cut
No. 1	MA	Morris
New York Bay Line Railroad	WA-5	WA-2

YARD AND OTHER TRACKS

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Harold	Eastward	From Lines 1 and 3 to New York Connecting R.R. tracks Long Island local track to Gosman Ave. Long Island tracks from Loral Hill Ave. and including all crossovers leading to Line 2 and 4 Entire Entire Harold to 825 feet west of F
	Eastward	
Harold	Westward	From 785 feet east to 410 feet west of F, including crossovers between Sub 1 and Long Island westward passenger and freight tracks. Entire Q to Sunnyside Engine House
	Engine F Interlocking Long Island Westward Passenger Westward Freight Yard	
Harold	Loop A at R Interlocking Eastward and Westward engine	
Meadows	Tracks A and B West End Truck—Train Storage Yard	235 feet east end
	Track A East End Truck—Train Storage Yard	245 feet west end
Meadows	Track B East End Truck—Train Storage Yard	165 feet west end
	Display Yard Ladder	Government Lead to Naught Track 775 feet west
Meadows	East End No. 1 Display Yard	Entire
	Nos. 2, 3 and 4 Engine Storage Yard	Karny to Engine Storage Track
Meadows	Engine	Entire, including ladders at both ends
	Nos. 6, 7, 9, 10 and 11 Eastward Receiving Tracks	

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Meadows (Cont'd)	Nos. 12 and 19 Eastward Storage Nos. 1 to 15, inclusive Westward Classification Yard West End Nos. 17 to 22, inclusive Westward Classification Yard Running 1, 2 and 3 Flat 1, 2 and 3 Berwind Ladder East End Eastward Class Yard Cabin and No. 1 Lead	Entire, including ladders at both ends Entire, including ladders at west end 133 feet east Entire Entire Entire Entire Entire
Hudson	Nos. 11, 13, 14, 15 and 16	Entire
Hunter St. Yard	Drill and Naught	Entire
Waverly	Speedway, Naught and Running No. 1 No. 8 East End Yard Bay Line Spur Nos. 1, 2, 3 and 13 East- ward Receiving Yard West End Nos. 5 to 12 inclusive Eastward Receiving Yard East End Nos. 9 to 12 inclusive Eastward Receiving Yard WA-6 Spur Track Old Westward WA-6 No. 1 Westward Empty Yard Nos. 2 to 12 inclusive Westward Empty Yard Empty Yard Stub Nos. 5 to 11 inclusive West- ward Preference Yard	WA-5 to WA-6 WA-5 to WA-4 Entire Entire 300 feet east 400 feet west Entire Entire 250 feet east end 300 feet east end Entire 300 feet east end
Durant Yard	A and B East End	400 feet west
Rahway	Tail Track West End	510 feet east
Monmouth Jct.	Set-Off on Jamesburg Branch	Entire
Princeton	5	3230 feet east of Princeton Junction
Sunnyside Yard	Nos. 1 to 23 and 25 to 35 inclusive Nos. 2 to 6 Leads inclusive Nos. 1 to 4 Leads inclusive R and Q Interlocking Enginehouse and Shop Delivery, Boiler House, In- cinerator and Sand House	Entire Entire Entire Entire Entire including Ladder track leading from No. 4 Lead, R Interlocking and Ladder track leading from No. 6 Lead, R Interlocking Entire
Harsimus Cove	Nos. 3, 4 and 6 Nos. 2, 3, 4 and 10	Between facing hand-oper- ated switch for westward movement from west end of elevation to Yardmaster's office at east end of eleva- tion From Yardmaster's office eastward to end of track
Greenville	Nos. 1 and 2 Departure Yard No. 3 Departure Yard No. 4 Departure Yard Nos. 5 and 6 Departure Yard No. 7 Departure Yard No. 8 Departure Yard No. 9 Departure Yard No. 10 Departure Yard No. 11 Departure Yard No. 3 and No. 4 Hump Southwest Lead Nos. 1 and 2 Float	475 feet west end 525 feet west end 600 feet west end 675 feet west end 638 feet west end 563 feet west end 525 feet west end 475 feet west end 1400 feet west end 1190 feet east of connection to No. 4 track Entire including Lead

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
New Garden	No. 3 West End Nos. 4, 5, and 6 Oak Island Interchange CY Interlocking	Entire 700 feet east For 1200 feet east of connection to No. 1 Greenville Branch Entire
Linden Stiles Street	No. 1 Nos. 2, 3 and 4 No. 2	Entire 950 feet east end 600 feet west end
Lincoln	Nos. 5, 6, 7 and 8	To point of connection with No. 0 track, 8150 feet west of Lincoln
County, Baldwin Street Yard	Nos. 1, 2 and 3 MU Yard Spur Track Nos. 1 and 2 Naught	Entire Entire 350 feet west end 275 feet
South Amboy	Nos. 1 and 2 Receiving West end Ladder Receiving Yard West end Nos. 1, 2, 3 and 4 E-12C Yard Loop, Sand Bridge Locomotive Cleaning Platforms Nos. 1, 2, 3, 4 and 5 MU Yard	Entire Entire Entire Entire Entire
Brown Yard	No. 1 Empty Car Yard West End Nos. 2 to 7 inclusive Empty Car Yard East End Nos. 1 to 18 inclusive Empty Car Yard	Entire 500 feet east 500 feet west end, including Car Yard Ladder
Adams Station	Okonite Company	From connection in No. 1 track to 400 feet west.
Trenton	No. 7 Spur and South Lead Wall Hamilton Ave. Industrial Switches Nos. 1 and 2 Barracks East Side Nos. 1 to 14 inclusive, Barracks West Side No. 7	Entire Entire including crossover at Chestnut Avenue 325 feet west of Fair From No. 4 track to No. 2 track Belvidere-Delaware Secondary track and 110 feet of that track Entire Entire Olden Avenue to No. 5 Running
Grundy	No. 5	552 feet
Torresdale	Public Delivery	For 1900 feet
Morrisville	West End Nos. 1 and 2 Make up East End No. 2 Make up E1, E2, E3 and E4 Ladder and Fly Crossovers East End E-5 to E-9 inclusive Ladder West End E-5 to E-9 inclusive. Crossovers East End Nos. 19 to 22, inclusive A Yard Crossover West End Nos. 1 and 2 A Yard	400 feet east 1400 feet west Entire, including connection to Main track at Nickel Entire Between E1 Lead, North Hump Lead and Middle Secondary track west of Morrisville Scale. 530 feet west From E-5 to No. 1 Running 200 feet east Connecting west end of E-4 and E-5 1220 feet west Middle Secondary to A Yard Lead 1335 feet east

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Morrisville (Cont'd)	Electric engine track West End No. 1 Repair Crossovers	Entire 860 feet east Between connecting and Middle Secondary for westward movement 3929 feet west of MY and connecting track to west end of A Yard
Bristol	East End Nos. 1, 2 and 3	788 feet west

The following tracks equipped for AC Electrical Operation, Power controlled by the Power Director, Baltimore, Maryland.

MAIN LINE	BETWEEN	AND
Philadelphia to Washington—All Main Line Tracks	West Yard Sub-Station	Region Post Washington Terminal, including Edgewood and Magnolia Siding and the Gauntlet tracks B&P Tunnel and No. 2 and No. 3 Gauntlet tracks Lanham Interlocking; except crossover north of MP134, Bladensburg Road.
Landover to South End—All Main Line Tracks	Landover	South End, including all Main track crossovers, except crossover north of MP131.
BRANCHES	BETWEEN	AND
Port Road	Perryville	Cres and interlocked crossovers including Pilot and Harbor sidings; north and south legs of Wye, No. 1 and No. 5 tracks Perryville.
Northern Central	B&P Junction	Mt. Vernon
SECONDARY TRACKS	BETWEEN	AND
No. 1	Bay	River
No. 1	Anacostia	Deanwood, 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.
No. 4	Deanwood	Anacostia
No. 1	14th Street	Virginia
No. 4	Virginia	14th Street
B&P	Mount Vernon	A point 1154 feet west of Cedar Avenue bridge.
RUNNING TRACKS	BETWEEN	AND
Mt. Vernon	B&P Junction	Connection with Main track 1835 feet west of MP2 including non-interlocked crossover at Cedar Avenue bridge
No. 3	B&P Junction	Connection with Main track
No. 4	B&P Junction	A point 1000 feet west of B&O Railroad bridge, including facing crossover to No. 3 Running track

YARD AND OTHER TRACKS

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Elkton	Red Mill	500 feet of stub end with switch connection in No. 2 track
Havre de Grace	Old Line	From connection with No. 1 at Oak and extending 380 feet north of low home signal
Stanton	Station and Delaware Park	Entire, only energized by authority of General Order, Bulletin Order or Train Order
Davis	North end Naught Chrysler Yard No. 1 Extension No. 7 Crossover	1403 feet south Entire Entire
Perryville Yard	Westward No. 1 Minnick	Entire from Junction with Minnick-Principio track From Junction with Port Road Branch to 1800 feet east, including crossover to westward track
Bay	South track, Highland Yard Trappe Road	From connection with Orangeville Engine Yard Lead to connection with Trappe Road track 450 feet south of Bay From connection with South track to 650 feet south
Bay View	North end of North and South Lead No. 4 North Point Receiving No. 2 South Yard Inbound Nos. 23, 25, 27 and 29 Inbound Receiving Southward Running North end No. 31 Outbound Classification Yard North end No. 33 Outbound Classification Yard North end Nos. 35 and 37 Outbound Classification Yard Incline Outbound Departure Yard Crossovers South end No. 22	775 feet south to connection with Yard Departure track Entire Entire from connection at River Entire From connection with Nos. 23, 25, 27 and 29 tracks Inbound Receiving Yard to connection with north end of No. 2 Yard track at Bay 735 feet south from connection with No. 35 Advance track 675 feet south from connection with No. 35 Advance track 500 feet south of junction of north end of Nos. 35 and 37 Advance tracks From South Running track to No. 1 Secondary track Entire from junction of north end Nos. 35 and 37 tracks Between Inbound and Outbound tracks 370 feet south of River Between connection with Southward Running to 390 feet north
Orangeville Yard	No. 2 No. 1 Ash Nos. 1, 2, 3 and 4 Engine Storage	From connection with Orangeville Lead to connection with south end of South Running track including interlocked crossovers to No. 1 track Entire Entire
B&P Junction—Mt. Royal Yard	Interlocked Crossovers	All

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Gwynn	No. 0	From connection of interlocked switch with No. 1 track at Gwynn to connection with No. 1 track non-interlocked switch 900 feet south of Edmondson Station
	No. 1 Northbound Spur	From connection with No. 0 to 405 feet south
	No. 2 Northbound Spur	From connection with No. 0 to 629 feet south
	No. 5	From connection of interlocked crossover on No. 4 track at Gwynn to connection with No. 4 track at non-interlocked crossover 650 feet south of MP98
	No. 6	From connection with No. 5 to 385 feet north
	No. 7 and No. 8	From connection with No. 5 to 275 feet north
Winans	Industrial	350 feet north end
Loudon Park	Pick-Up	550 feet north end
Bennings	2B Non-Interlocked Switch	Entire From connection with No. 4 track at south end of yard to 450 feet north
	Crossover	Between No. 1 Secondary and No. 2 track 84 feet north of Yardmaster's Office
	No. 3	600 feet north end
	No. 4	330 feet north end
	No. 5	240 feet north end
	No. 6	390 feet north end
	No. 7	320 feet north end
	No. 8	300 feet north end
Potomac Yard	Southward Freight Running Nos. 1 and 2 Southward Freight Running Crossovers	Entire Entire 800 feet north of the north end of the Southward Receiving Yard
	Nos. 3 to 9 inclusive Southward Receiving Yard Electric Locomotive Incline Thoroughfare	Entire From connection with south end of No. 1 Electric Locomotive Storage Yard to 512 feet south
	Leads	From south end of Freight Running tracks Nos. 1 and 2 to Southward Receiving Yard tracks Nos. 3 to 9 inclusive including crossovers at the Hump to connection with Electric Locomotive Incline track
	Inbound Engine Running	From north end of No. 9 South Receiving Yard to connection with Outbound Engine Running track
	Nos. 1, 2 and 3 Electric Locomotive Storage Outbound Engine Running	Entire From junction of north end of Electric Locomotive Storage Yard to connection with No. 3 Advance track at Four Mile Run

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Potomac Yard (Cont'd)	Nos. 3, 4 and 5 Advance Yard	Entire, including crossovers between electrified tracks from Four Mile Run Yard Office to north end of northward classification yard tracks 31 to 39, inclusive 595 feet north end
	No. 20 Northward Classification	340 feet north end
	No. 21 Northward Classification	425 feet north end
	No. 22 Northward Classification	520 feet north end
	No. 23 Northward Classification	560 feet north end
	No. 24 Northward Classification	450 feet north end
	No. 25 Northward Classification	380 feet north end
	No. 26 Northward Classification	310 feet north end
	No. 27 Northward Classification	215 feet north end
	No. 28 Northward Classification	120 feet north end
	No. 29 Northward Classification	750 feet north end
	No. 30 Northward Classification	259 feet north end
	No. 31 Northward Classification	259 feet north end
	No. 32 Northward Classification	409 feet north end
	No. 33 Northward Classification	560 feet north end
	No. 34 Northward Classification	560 feet north end
	No. 35 Northward Classification	359 feet north end
	No. 36 Northward Classification	359 feet north end
	No. 37 Northward Classification	459 feet north end
	No. 38 Northward Classification	410 feet north end
	No. 39 Northward Classification	Between No. 23 and No. 24 tracks and crossovers be- tween electrified tracks and No. 31 to 39 tracks From connection with north end of northward Advance Yard tracks to South End From north end of northward Advance Yard tracks to connection with No. 4 Northward Freight Running Track at Roach's Run 57 feet south from connec- tion with Relay Yard Lead 780 feet north end 570 feet north end 700 feet north end From north end of Relay Yard to connection with Outbound Engine track
	Crossovers Northward Classification Yard	
	No. 4 Northward Freight Running	
	Nos. 5 and 6 Northward Running	
	No. 4 Relay Yard	From north end of Relay Yard to connection with Outbound Engine track
	No. 5 Relay Yard	
	No. 6 Relay Yard	
	No. 7 Relay Yard Relay Yard Lead	

The following tracks equipped for AC Electrical Operation, Power controlled by the Power Director, Harrisburg, Pennsylvania.

MAIN LINE	BETWEEN	AND
Main Line—Philadelphia to Pittsburgh	MP21	2207 feet west of Harris, including hand-operated crossovers at Leaman, Florin, Elizabethtown and Cone-wago; and Middletown siding
BRANCHES	BETWEEN	AND
Trenton	MP41	Glen, including hand-operated crossovers at Heaton, TB-20 and King; and Dale siding
Philadelphia and Thorndale	Dale	Thorn
Susquehanna	Park	Roy, including hand-operated crossovers at Q, LG-14, Smith and LG-21; and sidings at Smith, Manor, Lake, Columbia and Shocks
York Haven Line	Shocks	Day
Columbia	Cork	Cola
Port Road	Cres	Port
Cumberland Valley	State	300 feet south of Lemo to AC Motor Stop sign
RUNNING TRACKS	BETWEEN	AND
No. 5	Thorn	Calm
No. 11 and No. 12	Harris	Maclay Street, including all connections and crossovers between No. 11 and No. 12 at Maclay Street
No. 44	Electric Pit	East End Yard Office
High Line	W-11	23-B
F, H and K	Day	Westbound Hump Enola
G	Day	Westbound Hump Enola to AC Motor Stop sign
No. 2	4-B	W-11
Eastward	Maclay Street	AC Motor Stop sign

YARD AND OTHER TRACKS

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Earnest	East Middle West Middle No. 1, No. 2 and No. 3 Eastbound Yard Pit Track Ladder between No. 1 and No. 2 No. 1 and No. 2 West-bound Yard	Entire West End to AC Motor Stop sign East End to AC Motor Stop sign Entire Entire Entire
Howellville	Middle Track	West End to AC Motor Stop sign, East End to AC Motor Stop sign

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Dale	Storage Track	To AC Motor Stop sign
Lancaster	No. 0, Mail and Express, Eastward and Westward Station No. 1 and No. 2 Dillerville Yard Old Eastward— Dillerville Yard	Entire Entire Connection with No. 1 track Columbia Branch to AC Motor Stop sign
Long Park Yard	No. 1 and No. 2	West End to AC Motor Stop sign
Columbia	Manor Set-Off Tracks New No. 6 East End No. 3 West End No. 3 Ladder at West End of Yard	To AC Motor Stop signs Entire, including hand-oper- ated crossover between new No. 6 and No. 3 track To AC Motor Stop sign To AC Motor Stop sign To AC Motor Stop sign
Lemo	East leg of Wye	Entire
Lemoyne	No. 1 and No. 2	To AC Motor Stop sign
Thorndale	No. 6 Yard Storage West End of A, B, C and D East End of A, B, C and D	Entire To AC Motor Stop signs To AC Motor Stop signs
Enola	Westbound lead from Day to Westbound Receiving Yard, 4-B Westbound Receiving Yard No. 3 to No. 16, inclu- sive Ramp track at West Hump Eastbound Relay Yard, No. 6 to No. 10, inclusive Eastbound Classification Yard, No. 11 to No. 18, inclusive and No. 20 to No. 40, inclusive Electric Engine from 23-B to Inspection Pit E2, E3, E4 and E5	Entire Entire Entire East end to AC Motor Stop signs East end to AC Motor Stop signs Entire Entire
Harrisburg Station	Nos. 4, 5, 6, 7, 8 and 10	Entire
State	8X, 9X, 10X, 9Y, 7C, 8C No. 17 and No. 15 Spur East leg of Wye leading to Cumberland Valley Branch No. 0	Entire Entire State to AC Motor Stop sign
Harris	No. 36 and No. 37 Pit, 1X, 2X, 3D, 4C, 5C, 6C and 32 No. 24 Spur	Entire West end to AC Motor Stop sign
Harrisburg	No. 4P and No. 5P Yard No. 8 to No. 13 inclusive No. 1 Class Yard Nos. 5, 6, 7 and Eastward and No. 3 Relay Yard No. 13 to No. 18 inclusive No. 4 Receiving Yard 4E Inward Engine 5E and 6E Electric Inspection Pit	From Harris to Reilly Street Yard Office, including cross- overs east of Reilly Street leading to these tracks East end to AC Motor Stop sign East end from Maclay Street to AC Motor Stop sign Entire To AC Motor Stop sign East end to AC Motor Stop sign

**The following tracks equipped for AC Electrical Operation,
Power controlled by Power Director, Philadelphia, Pennsylvania.**

MAIN LINE	BETWEEN	AND
New York to Philadelphia	MP76	Zoo
Philadelphia to Washington	Zoo	West Yard Substation, including all station tracks 30th Street Station
Philadelphia to Pittsburgh	Zoo	MP21
BRANCHES	BETWEEN	AND
Delair	Shore	Jersey, 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 30th St. Sta. to Suburban Station including Run Down, Car Wash track, all Suburban Station tracks and shifting track Arsenal to South St.
36th St. Connection	Zoo	Connection with Penn Interlocking
Grays Ferry	Zoo	Arsenal
West Chester	Arsenal	West Chester, including hand-operated crossovers 700 feet south Fernwood; 317 feet south of MP11; 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)
Connecting	Jersey	Hatch
SECONDARY TRACKS	BETWEEN	AND
Zoo	Zoo	North Phila.
Shellpot	Bell	Bridge
B	Bell	Landlith
No. 0	Landlith	Edge Moor
Meat House	Wilmington	West Yard

RUNNING TRACKS	BETWEEN	AND
No. 5	Penn Interlocking	Arsenal (connection with shifting track)
No. 11	Penn Interlocking	South end Mail House
Shifting	Arsenal Interlocking	South St.
Port Richmond	Connection with Delair Br.	300 feet west of connection Westward Running Track
Eastward Jersey	Zoo	44th Street
Westward	Zoo	42nd Street Overhead Bridge 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 Street Overhead Bridge	7900 feet east including cross-over 7525 feet east of Bridge
Westward Engine	Greenwich Hump	Stadium
No. 1	Hatch	To AC Motor Stop sign
No. 0	Highland Avenue	Hook
No. 2	Hatch	AC Motor stop 50 feet east of 27th St. O. H. Bridge
No. 0	Connecting with No. 2 Running track 3750 feet east of MP3	Connecting with No. 2 Running track 200 feet east of MP3

YARD AND OTHER TRACKS

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Frankford Jct. yard	No. 0	From its junction, with westward track to a point 30 feet east from Frankford passenger Station
	Eastward	From No. 0 track to its connection with Port Richmond Running track 300 feet east of Venango St.
	Westward	From connection with No. 0 track to connection 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	No. 0	Entire
North Philadelphia Interlocking and Margie yard	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

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Mantua yard Zoo to 44th Street	No. 19 and No. 20 Cut Departure Crossovers	375 feet from east end of tracks Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. Overhead bridge) Between connection with No. 2 track Zoo Interlocking and Cut track All connections between energized tracks
44th Street	C-1 A-26	200 feet, east end 250 feet, east end
44th Street to 52nd Street	7 Overflow Overflow ladder A-12 B-20 Departure Crossovers	325 feet, west end Between connections with No. 14 Running track and Eastward Belt 160 feet, west end 280 feet, west end 315 feet, west end All connections between energized tracks
52nd St. to Overbrook and Jeff	No. 1 PSV No. 8 No. 7 Nos. 3, 4, 5, 6 Ladder, West end Crossovers	Between connection with No. 15 Running track and Jeff 775 feet, west end 700 feet, west end Entire Entire All connections between energized tracks
Bryn Mawr	Passenger car track, MU storage, south side	381 feet
Paoli Coach yard	Pit Nos. 0 to 8, inc. Hill Connecting	Entire Entire Entire Entire
Paoli West yard	Running Storage Nos. 3 and 4 Duck Under	Entire Entire Entire Entire
Paoli Shop	Nos. 1 to 5, inc.	Leading to Shop Building (East and West side)
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 No. 10	Between Arsenal Interlocking and No. 0 track, 49th Street 300 feet on north and south ends
Penrose yard	Run-around Nos. 11 and 12	Between connection with No. 1 Main track and AC Motor Stop sign Entire
Stadium	Crossovers	Connections between energized yard tracks

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Greenwich yard	North and south leads Crossovers Westward enging running connecting inward engine No. 8 departure No. 7 departure E Yard lead Nos. 5 and 6 departure Nos. 11 and 12 inbound receiving yard Nos. 13 and 14 inbound receiving yard Crossovers Ladder No. 3 departure No. 4 departure No. 2 departure	Entire Connection between North Lead and E yard lead Trailing crossover for east- ward movement 2170 feet, west end 2030 feet, west end 830 feet, west end 700 feet, west end Entire including connection to inward engine track Entire Connecting ladder track (east end inbound receiving yard) and engine track Between east end inbound re- ceiving yard and a point 80 feet west of Greenwich switch cabin 465 feet from west end 1135 feet from west end 460 feet eastward from con- nection with No. 3 departure
Greenwich coal yard (Receiving)	North ladder South ladder No. 7 Nos. 9 and 10 Ladder	Entire 390 feet eastward from con- nection with north ladder 180 feet, west end Entire Between Nos. 7 and 10 tracks (east end of Hump)
South Phila. Enginehouse facilities	Engine running Inward engine Pit Engine storage Cabin	Entire 1425 feet eastward from con- nection with engine running track Entire 1000 feet, west end 300 feet, west end
West end of Ore yard	No. 14 No. 15 No. 16 No. 18 No. 19 No. 20 Ladder	840 feet from west end 595 feet from west end 1075 feet from west end 740 feet from west end 580 feet from west end 615 feet from west end Between west ends No. 14 and No. 20
Pavonia	No. 1 Cramer Engine Storage East end Ladder No. 15 No. 16 No. 17	Entire From 300 feet east of 27th Street O. H. Bridge to con- nection with Support Yard ladder 1600 feet east of 27th Street O. H. Bridge From east end of Support Yard to connection with No. 2 Running track 625 feet to AC Motor Stop sign 650 feet to AC Motor Stop sign 750 feet to AC Motor Stop sign
Lamokin	MU coach yard No. 0	Entire Entire

YARD AND OTHER TRACKS (CONTINUED)

LOCATION	TRACK	PORTION EQUIPPED FOR AC ELECTRICAL OPERATION
Highland Ave.	No. 5 Electric Engine storage and ladder connection to No. 5 No. 1 yard	Highland Ave., to Hook Entire North end to AC motor stop sign
Trainer	Ladder from No. 5 to No. 8, inc. Nos. 6, 7 and 8 yard tracks	Entire South end to AC motor stop sign
Edge Moor	No. 11 Advance South end Nos. 1 and 2 Nos. 2, 3 and 11 Northward Receiving Yard Nos. 1 and 2 Receiving South end No. 3 Receiving Nos. 1 and 2 Receiving South end No. 3 Receiving North end Nos. 2 and 3 Advance North end Nos. 4 and 5 Advance Wilmington Nos. 16 and 17	From a point 225 feet south of Ladder Switching Lead to No. 10 Advance 300 feet north Entire Entire 300 feet north Entire 300 feet north 270 feet south 570 feet south From function with Second- ary track to transfer table in Wilmington Shop Entire, including Lead to Wilmington track
Landlith	South and North leg of Wye Inward and Outward Enginehouse Caboose	Entire Entire Entire
Wilmington	Hill	Entire
Wilmington Shops	Nos. 1, 2, 3, 4 and 5 Engine Storage and Pit A Nos. 1, 2, 3, 4, 5, 6 and Boiler House Spur Loco- motive Erecting Shop Nos. 12 and 13 north of Car Erecting Shop Heavy Repair Shops	Entire From connection of No. 1 to No. 5 pit including Locomo- tive Shop Lead Entire Entire Entire
West Yard	MU Coach Yard	Entire

1167-A6. MULTIPLE UNIT CARS, HIGH WIRE TERRITORY—C. T. 290 Electrical Operating Instructions.

Locations to be considered high wire territory, insofar as operation of multiple unit cars is concerned:

CHESAPEAKE DIVISION

Engine Storage Track in Highland Avenue.

Edge Moor Yard.

Wilmington Shop Yard.

Shellpot Branch.

Port Road 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.

PHILADELPHIA COMMUTER AREA

Philadelphia and Thorndale Branch.

Trenton Branch.

West Philadelphia Elevated Branch—Zoo to Arsenal.

Delaware Extension.

South Philadelphia Yard.

Delair Branch.

1167-A7. PHASE BREAKS

NEW JERSEY DIVISION

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
Main Line— New York to Philadelphia:	No. 1 and No. 2	W3.44	200 feet east of and 200 feet west of catenary pole W3.44

CHESAPEAKE DIVISION

Main Line— Philadelphia to Washington: Perryville	1 & 2 3 & 4	Cat. Br. 58.68	200 feet Northward and Southward

PHILADELPHIA COMMUTER AREA

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
Main Line— Philadelphia to Pittsburgh: Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 33.78 Cat. Br. 33.71	360 Ft. Eastward 360 Ft. Westward
Philadelphia and Thorndale Branch: Thorndale Sub-Station	Single	Cat. Br. P-33.21 Cat. Br. P-33.16	285 Ft. Eastward 285 Ft. Westward

1167-A8. POSITION LIGHT PHASE BREAK INDICATORS NEW JERSEY DIVISION

Location	Tracks	Location of Indicator	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
Main Line— New York to Philadelphia: East of Portal	No. 1 (Eastward) No. 2 (Eastward)	Signal Bridge W38	1500 feet
	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

CHESAPEAKE DIVISION

Main Line— Philadelphia to Washington: Perryville	No. 1, 2 & 3 No. 2, 3 & 4	Sig. Br. 590 Coudon's Rd. Br. 58.34	1500 feet Southward from Signal Br. 590 1600 feet Northward from Overhead Bridge 58.34

PHILADELPHIA COMMUTER AREA

Main Line— Philadelphia to Pittsburgh: 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
Philadelphia and Thorndale Branch: Thorndale Sub-station	Single	Cat. Br. 34.14 Cat. Br. P-32.84	4190 Ft. East of Thorn 8235 Ft. East of Thorn

1167-A9. POWER REMOVAL—When necessary to have the power removed for the purpose of going to the roof of multiple unit equipment or electric engines, the engineman must personally arrange to have the power removed and to have the power restored; unless a Class "A" employe is in charge.

1167-A10. REMOVAL OR APPLICATION OF CONTROL JUMPERS—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.

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 employees to make pantograph shoe inspection. Engineman must not raise pantographs until after the inspection has been made and so advised.

1167-A11. SLEET INSTRUCTIONS.

During sleet storms pantographs of electric engines in passenger service and multiple unit cars will be examined on trains making schedule stop at Trenton.

PHILADELPHIA COMMUTER AREA

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 employee to make pantograph inspection. Engineman must not raise pantographs until after inspection is completed and has been so advised by the qualified employee 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 employees 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.

POSITION OF PANTOGRAPHS—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.

EXAMINATION OF PANTOGRAPHS—FREIGHT SERVICE

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

Susquehanna Branch—

Westward—Westward home signal bridge east of Cola.

Eastward—Eastward home signal bridge west of Cola.

1167-A12. LOWERING AND RAISING PANTOGRAPHS

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:

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 procedures:

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.

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.

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.

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.

1167-A13. DISPLAY OF HEAT NUMERALS—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.

1167-A14. DETOUR OF TRAINS HAULED BY ELECTRIC ENGINES—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-A15. ELECTRICAL OPERATING INSTRUCTIONS (CT-290) FOR METROLINERS—

1. Pantograph

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

2. Dead in Tow Movement

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

3. Train Consist

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

NEW JERSEY DIVISION

1167-B1. EAST RIVER TUNNELS—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-B2. NORTH RIVER TUNNEL—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" 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 16 of CT-290.

1167-B3. PULL TRAINS, NEWARK TO SUNNYSIDE—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.

1167-B4. DC ELECTRICAL OPERATION—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:

Eastward Engine Track between Q and Sunnyside Engine House.
Pennsylvania Station, New York.

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.

PHILADELPHIA COMMUTER AREA

1167-E1. OPERATION OF (1) MULTIPLE UNIT CAR—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.

1167-E2. WEST CHESTER BRANCH PB SIGNS—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.

1167-E3. BLOWERS, MULTIPLE UNIT EQUIPMENT—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.

1167-E4. OPERATION OF STEAM HEAT BOILERS UNDER CATENARY AT SUBURBAN AND 30th STREET STATIONS—At Suburban Station and U.S. Post Office facilities at Penn Central-30th Street, steam generator must be shut down.

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.

1167-E5. 52nd STREET DISTRICT—HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks.

1167-E6. 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.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

New York

(New Jersey Division)

Main Line:

A to Millham

Harold to A—In charge of Train Director at A

Branches:

Passaic and Harsimus
Greenville
Perth Amboy and Woodbridge
Jamesburg
Princeton
Catskill Mountain
River Line
Wallkill Valley
Belvidere-Delaware

Secondary Tracks:

Amboy
Freehold
Ilighthstown
Belvidere-Delaware
Bordentown—BO to Fair
Warren

(Philadelphia Commuter Area)

Branch:

Trenton—Morris to MA

Baltimore

(Chesapeake Division)

Main Line:

West Yard to New York Avenue

Landover to South End

Branches:

Delmarva
Port Road—Perryville to Cres
Shellpot
Northern Central

Secondary Tracks:

New Castle
Pope's Creek
Centreville
Chestertown
Oxford
Cambridge
Crisfield
D.M. & V.
Snow Hill
Seaford
Pocomoke
B & P
Northern Central—
Cockeysville to
Division Post
(Harrisburg Division)

(Philadelphia Commuter Area)

Secondary Track:

Octoraro

Harrisburg

(Harrisburg Division)

Main Line:

Park to Banks

Rockville to Molly

Branches:

Susquehanna
Columbia
York Haven Line
Cumberland Valley
Port Road—Cres to Port

Secondary Tracks:

Winchester
Frederick
Northern Central—
York to Division Post
(Chesapeake Division)
Dan
Button

Harrisburg (Continued)**(Philadelphia Commuter Area)****Branches:**

Delair
 Grays Ferry
 West Philadelphia Elevated
 Delaware Extension
 Trenton—**MA** to Glen
 Philadelphia to Thorndale
 Bordentown

Secondary Tracks:

Zoo
 Schuylkill
 Bordentown—Hatch to MP16
 Pemberton
 Holly
 Jersey

Connecting Track:

Jersey to Hatch

(New Jersey Division)**Secondary Track:**

Bordentown—MP16 to **BO**

Philadelphia**(Philadelphia Commuter Area)****Main Line:**

Millham to Park
 Zoo to West Yard

Branches:

Chestnut Hill
 Suburban Line
 West Chester
 Schuylkill

Secondary Track:

B

Altoona**(Allegheny Division)**

Train Dispatchers in charge as follows:

Main Line:

Region Post MP278 (Central Region) to Molly

NOTE—Train orders will be issued over the signature of Division Superintendent of the Allegheny Division (Central Region).

ZONE A**Utica****(Mohawk-Hudson Division)****Branches:**

West Shore

1201-E1. PHILADELPHIA COMMUTER AREA—In the application of **Rule 201** Train Orders will be issued by and over the signature of the General Manager, Philadelphia Commuter Area.

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— NEW YORK TO PHILADEL- PHIA											
Harold	F	1, 2, 3 and 4	X						X	X	C		2
F	JO or C	1, 2, 3 and 4	X				A		X		C		1
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		3
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		

NEW JERSEY DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Union	Division Post (Philadelphia Commuter Area)	MAIN LINE— NEW YORK TO PHILADEL- PHIA: (CON'T)											
		2 and 3											
Union	Lincoln	1	X				A		X	X	C		
Lincoln	Edison	1	X						X	X	C		
Edison	Morris	1	X				A		X		C		
Lincoln	Edison	No. 0	X						X	X	C		
CP Waldo	Division Post (Mohawk- Hudson Division)	RIVER LINE											
		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				4
WA-3	WA-5	1 and 2					A						
WA3	WA6	1 and 2					A						4
Bay	WA2	GREENVILLE BRANCH:											
		1 and 2					A		X				
WA-2	WA-3	1 and 2					A						
Union	Wood	PERTH AMBOY & WOOD- BRIDGE BRANCH:											
		1 and 2	X				A		X		C		
Midway	JG	JAMESBURG BRANCH:	X				A						
Nassau	KS	PRINCETON BRANCH:					A						
Conn. Amboy Secondary Track	End of Block	FREEHOLD SECONDARY:			X	A							
Essay	CQ	AMBOY SECONDARY:			X				X				
CQ	JG				X	A							
Conn. Amboy Secondary Track	End of Block	HIGHTS- TOWN SECONDARY:			X	A							
MQ	Kent	BELVIDERE DELAWARE BRANCH:					A						
Fair	MQ	BELVIDERE DELAWARE SECONDARY: 1 and 2			X		P		X				
Kent	G	WARREN SECONDARY:			X	A							
Fair	MP16	BORDEN- TOWN SECONDARY:			X	P							5

NOTE 1—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 west-

NOTES—(Continued)

ward trains also at JO and C to indicate condition of the block on No. 2 and No. 4 tracks for eastward trains.

NOTE 2—Cab signals with the current of traffic Rules 550 and 582 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 3—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 4—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 5—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.

CHESAPEAKE DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE— PHILADEL- PHIA TO WASHINGTON:											
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	Prinelplo	2 and 3	...	X	...	...	...	...	X	X	C	C	.....
Prinelplo	Perryville	1 and 4	X	...	...	...	A	...	X	...	C	...	.....
Prinelplo	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	.....
Edgewood	Magnolia	S'wd Sdg.	...	...	...	...	...	...	X	...	C	...	.....
Magnolia	Edgewood	N'wd Sdg.	...	...	...	...	...	...	X	...	C	...	.....
Gunpow	River	1, 2, 3 and 4	X	...	...	...	A	...	X	...	C	...	.....
River	Union Jct.	2, 3 and 4	X	...	...	...	A	...	X	...	C	...	.....
Bay	Union Jct.	1	...	X	...	...	...	...	X	X	C	C	1

CHESAPEAKE DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE— PHILADEL- PHIA TO WASHINGTON: (CONTINUED)											
Biddle St.	Union Jct.	3										C	3
Union Jct.	B. & P. Jct.	A, B, and F										C	3
B. & P. Jct.	Fulton	2, 3, Gauntlet	X						X	X	C	C	2
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	
		MAIN LINE— LANDOVER TO SOUTH END:											
Landover	Virginia	2 and 3					A		X		C		
Virginia	South End	2 and 3	X						X	X			
		PORT ROAD 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	
McCall's	Division Post (Hbg. Div.)	Single	X						X		C		
Bridge	Porter	NEW CASTLE SECONDARY:		X	P								
Davis	Seaford	DELMARVA BRANCH:			P								
Seaford	Hearn	SEAFORD SECONDARY:		X	P								
B. & P. Jct.	Mt. Vernon	NORTHERN CENTRAL BRANCH:	X						X				
Mt. Vernon	Cockeysville	B. & P. SECONDARY:		X	A				X				
Cockeysville	Division Post (Harrisburg Division)	NORTHERN CENTRAL SECONDARY:		X	A								
Bowie	Woodzell	POPE'S CREEK SECONDARY:	X	P									

CHESAPEAKE DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		SHELLPOT BRANCH:											
Bridge	Signal S25-26	1 and 2					A		X				4
Signal S25-26	Ragan	1 and 2					A		X		C		4
Eager Street (Overhead Bridge)	Hillen Jct.	WESTERN MARYLAND:			X	A							
Kings Creek	Field	CRISFIELD SECONDARY:			X	A							
Seaford	Tank	CAMBRIDGE SECONDARY:			X	A							
Harrington	Court	D.M. & V. SECONDARY:			X	P							
Court	Mill				X	P							
Mill	Snow Hill	SNOW HILL SECONDARY:			X	A							
Clayton	Cross	OXFORD SECONDARY:			X	A							
Mass	Chestertown	CHESTER- TOWN SECONDARY:			X	A							
Townsend	Centreville	CENTREVILLE SECONDARY:			X	A							
Patton	End of Block	POCOMOKE SECONDARY:			X	P							

NOTE 1—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 2—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 3—Cab Signals Within Interlocking Limits.

Southward:

Track F between southward home signal 155 feet north of South Portal of Union Tunnel to facing switch located 285 feet south of B. & P. Junction Block and Interlocking Station.

Northward:

Track A between northward home signal 175 feet north of North Portal of B. & P. Tunnel and northward home signals at South Portal of Union Tunnel.

Track B between northward home signal 175 feet north of North Portal of B. & P. Tunnel and home signal governing northward movement, 660 feet south of Union Junction Block and Interlocking Station.

No. 3 track, between northward home signal 300 feet south of South Portal of Union Tunnel and northward home signal 25 feet north of North Portal of Union Tunnel.

NOTE 4—When movements are made against the current of traffic, the limits of the Manual Block are between Bridge and Ragan.

HARRISBURG DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Division Post (Philadelphia Commuter Area)		MAIN LINE— PHILADELPHIA TO PITTSBURGH:											
	Cork	1 and 4	X				P		X		C		
	Cork	Roy	1 and 2	X			P		X		C		1
	Roy	State	3	X					X		C		
	Roy	State	1 and 2	X			P		X		C		
	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 6 running						X		C		
	Block Signal 1130	Rockville	No. 5				P		X				
		MAIN LINE— HARRISBURG TO BUFFALO:											
Rockville	Montandon Jet.	Single	X						X				
		SUSQUEHANNA BRANCH: 1 and 2					P		X		C		
Park	Port	1 and 2	X				P		X		C		
Port	Cola	1	X						X	X	C	C	
Cola	Lake	Sliding	X						X		C		
Cola	Lake	2	X						X	X	C	C	
Lake	Shocks	1	X				P		X		C		
Shocks	Roy	Single	X						X		C		
		PORT ROAD BRANCH:											
Cres	Port	1 and 2	X				P		X		C		
Division Post (Chesapeake Division)	Cres	Single	X						X		C		
		COLUMBIA BRANCH: 1 and 2					P		X		C		
Cork	Cola	YORK HAVEN LINE: 1 and 2					P		X		C		
Shocks	Lemo	3 and 4					P		X		C		
Cly	Stell	1 and 2	X						X	X	C	C	
Lemo	Stell	1, 2 and 3	X						X	X	C	C	
		CUMBERLAND VALLEY BRANCH:											
State	Lemo	Single							X				
Lemo	Camp	Single	X						X				
Camp	Town	Single				P							

HARRISBURG DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Hager	Gard	WINCHESTER SECONDARY:			X	P							
Gard	Winchester				X	A							
Div. Post (Chess Div.)	York	NORTHERN CENTRAL SECONDARY:			X	A							
Cly	Frederick	FREDERICK SECONDARY:			X	A							
Carey-End Begin Block	Beach-End Begin Block	BUTTON SECONDARY:			X	A							
Broad-End Begin Block	Kase	DAN SECONDARY:			X	A							

NOTE 1—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: Conductor will reach full understanding with engineman, provide full protection against trains on the Reading Company after which train may pass Stop signal and proceed over the crossing.

PHILADELPHIA COMMUTER AREA

		MAIN LINE— NEW YORK TO PHILADEL- PHIA:											
Division Post (New Jersey Div.)	Morris	2 and 3		X					X	X	C	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	C	
		MAIN LINE— PHILADEL- PHIA TO PITTSBURGH:											
New York & Pgh. Subway	Zoo Inter- locking	Westward									C	C	
Zoo (44th St.)	Overbrook	4	X				A		X		C		
Zoo (44th St.)	Overbrook	1		X					X	X	C		
Zoo (44th St.)	Overbrook	2		X					X	X	C		
Overbrook	Paoli	1, 2 and 4	X				A		X	X	C		
Overbrook	Paoli	3		X					X	X	C	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		
Park	Division Post (Harrisburg Division)	1 and 4	X				P		X		C		
		MAIN LINE— PHILADEL- PHIA TO WASHINGTON											
Zoo	Arsenal	1 and 4									C		
Arsenal	Brill	1 and 4		X					X	X	C	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	C	
Eastward Limit Zoo Interlocking	Broad	SUBURBAN LINE: 1, 2, 3 and 4		X					X	X			
44th St.	34th St.	1 and 4									C		
38th St	34th St.	4										C	
44th St.	Conn. with West Phila. Elevated Br. (Zoo Int.)	2									C	C	

PHILADELPHIA COMMUTER AREA (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
North Phila.	Chestnut Hill	CHESTNUT HILL BRANCH: 1 and 2	X				A		X				
N. Phila. Inter.		2										C	
Arsenal	Media	WEST CHESTER BRANCH: 1 and 2	X				A		X				
Media	West Chester	Single				A						1	
Valley	Man	SCHUYLKILL BRANCH: 1 and 2		X					X	X			
38th St.	Penn	36TH 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
Thorn	Cain	5 RUNNING:							X		C		4
Arsenal	Stadium	DELAWARE EXTENSION: 1 and 2		X					X	X	C	C	
Morris MA	MA Dale	TRENTON BRANCH: Single 1 and 2		X				P	X		C		
Dale	Glen	Single		X					X		C		
Dale	Thorn	PHILADELPHIA AND THORNDALE BRANCH: Single		X					X		C		
Zoo	N. Phila. (Eastward)	ZOO SECONDARY:							X				
N. Phila.	Zoo (Westward)			X		A							3
Shore	Jersey	DELAIR BRANCH: 1		X					X	X	C		
		2				A			X		C		
Zoo (Conn. with N.Y.&P. Subway Trks)	Southward Limits Zoo Interlocking	WEST PHILA. ELEVATED BRANCH: 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 BRANCH:		X					X				
Man	Orchard	SCHUYLKILL SECONDARY:			X	P							2
Orchard	End of Track 2633 feet west of Mile Post 90				X	A							
Divn. Post (P.R.S.L.)	Cooper	BORDENTOWN BRANCH: Single		X					X				
Hatch	MP16	BORDENTOWN SECONDARY:			X	P							
Jersey	Hatch	CONNECTING:		X					X		C		

NOTE 1—End of Block sign located on west side of Main track, 3155 feet north of West Chester passenger station, marking end of Main track, in service

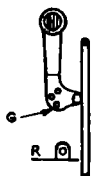
Southward trains must not proceed south of end of Block sign without permission from operator Media. Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester. Northward trains must not proceed north of end of Block sign without permission from operator at Media.

NOTE 2—Trains routed to Birdsboro track east end Brooke Interlocking, must report clear of interlocking.

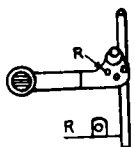
NOTE 3—At North Philadelphia signal indication and verbal information or hand signal indicating condition of the block will be authority for westward movements to use this track.

NOTE 4—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.



INDICATION—Stop.
NAME—Stop-Signal.

SMASH BOARD SIGNALS

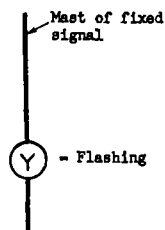
Vertical—Movable Bridge set for traffic.

Horizontal—Movable Bridge not set for traffic.

(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)

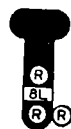
1280-A TO 1297-A2.

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



INDICATION—Orders.
NAME—Train-order.

1280-A TO 1297-A3. MAIN LINE—HAROLD TO A



INDICATION—Stop.
NAME—Stop-Signal.

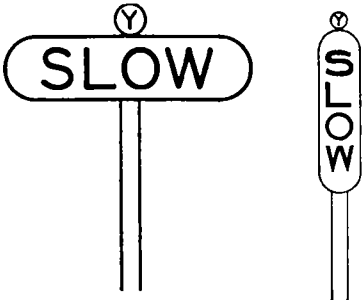
In service between the western limits of A and KN Interlockings and the eastern limits of C and JO Interlockings.

NOTE—Signals W-04 on tracks 1X and 2X are Automatic Signals with most restrictive indication Stop and Proceed.

1280-A TO 1297-A4.

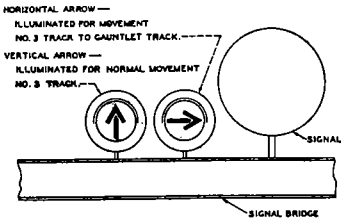
INDICATION
APPROACH
NEXT SIGNAL
PREPARED TO
STOP

Rule 285



APPROACH ASPECT
NOTE—Y indicates yellow.

1280-A TO 1297-A5. MAIN LINE—PHILADELPHIA TO WASHINGTON



In service at Fulton, B. & P. Junction and Lanham.

1280-A TO 1297-A6. MAIN LINE—HARRISBURG TO BUFFALO

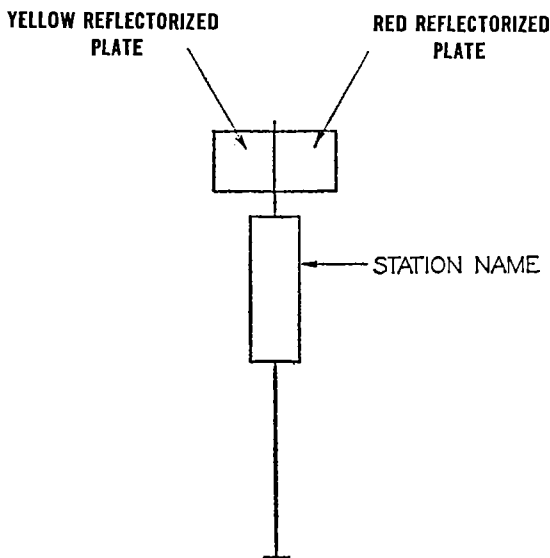
Position Color-Light Type Signals not in conformity with the typical aspects between Molly and Stoney, in service.

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

NOTE—R indicates red.

1280-A TO 1297-A7. Block-Limit Signal aspect not in conformity with the typical aspect.



INDICATIONS—Limit of the Block.

NAME—Block-Limit.

NOTE—Yellow plate to be placed next to track governed.

1280-A TO 1297-A8. EAST RIVER TUNNEL—Duplicate Signals are located on left side of track at:

Signal 4E11 Track 4 East River Tunnel

Signal 4E25 Track 4 East River Tunnel

Signal 2E21 Track 2 East River Tunnel

1280-A TO 1297-A9. MAIN LINE—HAROLD TO A—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 proceed position.

After passing signals 2E-05 and 38L displaying Approach-medium indication, the cab signal will change to Approach indication within ten seconds.

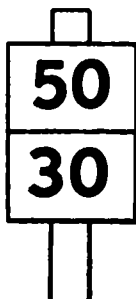
1280-A TO 1297-A10. PASSAIC AND HARSIMUS BRANCH—When Signal P-80 on Passaic and Harsimus Branch indicates "Stop then Proceed at Restricted Speed," train will contact Karny before proceeding.

1292-A1. BRYN MAWR—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.

1294-A1. Temporary Speed signs displayed for Temporary Speed Restrictions, in service.

Where one set of speed numerals is shown it will apply to all trains.

Where two sets of speed numerals are shown, the higher speed numerals apply to passenger trains and the lower speed numerals apply to freight trains.



1296-A1. SLIDE PROTECTION—The letters SP on a signal mast indicates the signal is connected with a Slide Detector and the most restrictive indication on such signal may be caused by a slide.

Employees finding such signals displaying the most restrictive indication, caused by a slide, must promptly report to Train Dispatcher.

1296-B1. SLIDE DETECTORS—RIVER LINE

TARGET HILL—When track conditions are not safe for normal speed at Target Hill land-slide area, home signals at CP 35 and CP 53 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.

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, Rose-ton, 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.

1296-C1. SLIDE DETECTORS—Slide detector in service: Port Road 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-D1. 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 to Buffalo	
Between:	
MP 98—MP 99	Signal SP 977 East of East Ferry
MP 98—MP 99	Eastward Home Signals at East Ferry
Susquehanna 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.

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

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

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
West Chester Branch: Media	Southward	Single	Block Station and MP15
Brooke	Eastward	Secondary	Block Station and MP47

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.

1400N-1a1. 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 hand-written 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 as in paragraph 3 above and Form CT-2569 must be prepared. Attach Form 2569 to train record.

5. PICK UP BLOCKS—All cars picked up enroute 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. Subsequent 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. Turn-around locals turning 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 CARDS 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 "A" 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.....	X
Passenger.....	PX
Box.....	B
Flat.....	F
Tank.....	T
Work or wreck equipment.....	MT
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. Merchandise 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 or 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.

1400N-2a1. 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:

HARRISBURG DIVISION

Track	Location	Switch
MAIN LINE— Harrisburg to Buffalo:	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
SUSQUEHANNA BRANCH: Roy-Jeb	4990 feet east of MP 98	Metropolitan Edison Company

PHILADELPHIA COMMUTER AREA

SCHUYLKILL BRANCH:	No. 1 track at Mile Post 8.	Public Delivery.
	No. 2 track, 1070 feet west of Mile Post 5.	Frantz Equipment Co.

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:
CHESAPEAKE DIVISION		
4100 feet north of MP66	No. 2 No. 3	Perryville
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 to Buffalo MP284	Siding	Kase

PHILADELPHIA COMMUTER AREA

Delaware Extension Between: Arsenal and Penrose Penrose and Arsenal	No. 1 Eastward No. 2 Eastward No. 2 Westward	Stadium

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:

NEW JERSEY DIVISION

CQ—Amboy Secondary Track

Between 1100 feet west of Essay 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 Industrial 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.

CHESAPEAKE DIVISION

Delmarva Branch—

On Delmarva Branch track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

PHILADELPHIA COMMUTER AREA

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 Station 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.

1550-A3. CONTROL PLUG—When necessary for the engineer 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-B1. WOOD 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 between Wood and Hudson.

1550-C1. 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-C2. UNION JUNCTION INTERLOCKING—Northward trains operating under signal aspects **Rule 288, Fig. A2,** on signals located 300 feet south of south portal Union Tunnel, governing northward movements on No. 3 track Union Tunnel will receive approach cab signal, and will be governed by cab signal indication.

Northward trains operating under signal aspects **Rule 288, Fig. A,** on signals located 20 feet south of south portal Union Tunnel governing northward movements on No. 1 and No. 2 tracks Union Tunnel will receive approach cab signal.

Exceptions Authorized (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. CAB SIGNAL, EXCEPTION AUTHORIZED, PHILADELPHIA COMMUTER AREA—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-A2. STATE OF NEW JERSEY—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 Wood,
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 Minnick
- (o) Road Engines moving backwards between:
Bell and Ragan
River and Gwynn
Landover and Virginia
Landover and Division Post (W. T.)

1555-B1. LONG ISLAND RAILROAD TRAINS—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. CENTRAL OF NEW JERSEY ENGINES—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.

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.

1637-A1. INTERLOCKED RAILROAD CROSSING AT GRADE—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.

INTERLOCKINGS—TRACK CIRCUITS WHICH MAY NOT SHUNT

1638-A1. RUSTY RAILS, STATE OF NEW JERSEY—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.

1663-A1. INTERLOCKINGS OPERATED AUTOMATICALLY

Automatic interlockings in service at the following locations:

CHESAPEAKE DIVISION

Location	Interlocking	Railroad Crossing	Location of Instructions
Shellpot Branch	Read	Reading Co.	Shelter box
Shellpot Branch	Ward	Reading Co.	Shelter box

HARRISBURG DIVISION

Dan Secondary track	Norca	Reading Co.	Shelter box

PHILADELPHIA COMMUTER AREA

Schuylkill Secondary track	Creek	Reading Co.	Shelter box
South Phila. Swanson St. tracks	Pay	B&O RR	Shelter box
Octoraro Secondary track	Chadd	Reading Co.	Penn Central Telephone Box on north side of crossing

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.

NON-INTERLOCKED SWITCHES AND SIGNALS

1697-D1. ENOLA—When necessary to pass a non-interlocked signal when signal cannot be cleared, permission must be obtained from the Yardmaster or his representative.

1697-E1. SUBURBAN STATION—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.

1697-E2. 52nd STREET—When necessary to pass a non-interlocked signal when signal cannot be cleared, permission must be obtained from the Operator at Overbrook.

RADIO AND TELEPHONE SYSTEMS

1703-A1. USING RADIOS—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-A2. USE OF TELEPHONES**NEW JERSEY DIVISION**

	Company Telephone		Commercial Telephone
	Exchange	Extension	
New York:			
Movement Bureau	Penn Station	2214	
Power Directors-			
New York District	Penn Station	2021	
Power Directors-			
New Jersey			
District	Penn Station	2878	

NEW JERSEY DIVISION (CONTINUED)
Interlocking Stations, Block Stations
and Train Order Offices.

	Company Telephone		Commercial Telephone
	Exchange	Extension	
A	Penn Station	3100	
Bay	Newark	741	
C	Penn Station	3106	
County	Newark	258	
	Trenton	381	
Dock	Newark	234	
Elmora	Newark	391	
Essay	Newark	239	
F	Penn Station	3112	
Hack	Newark	771	
Hudson	Newark	240	
Hunter	Newark	398	
JO	Penn Station	3171	
Karny	Newark	773	
KN	Penn Station	3108	
Lane	Newark	271	
Lincoln	Newark	247	
MG	Trenton	318	
Midway	Trenton	281	
Morris	Trenton	326	
Nassau	Trenton	376	
Portal	Penn Station	3075	
Q	Penn Station	3183	
R	Penn Station	3196	
Union	Newark	280	
WA-5	Newark	269	
WA-6	Newark	285	

CHESAPEAKE DIVISION

Baltimore:			
Movement			
Director	Baltimore	331	301-685-4828
Ass't Movement			
Director, Freight	Baltimore	332	
Ass't Movement			
Director, Passenger	Baltimore	333	
Power Director	Baltimore	225	301-685-4827
Crew Dispatcher	Baltimore	321	301-327-8843
Landlith:			
Crew Dispatcher	Wilmington	341	302-654-3507

Interlocking Stations, Block Stations
and Train Order Offices.

Anacostia	Washington	787	
Bay	Baltimore	295	
B&P Junction	Baltimore	296	
Bowie	Washington	785	301-464-8048
Bridge	Wilmington	208	
Cassatt	Delmar	48	301-957-3555
Clayton			302-653-7260
Davis	Wilmington	201	
Edgewood	Baltimore	424	
Gwynn	Baltimore	392	
Harrington	Delmar	24	302-398-8375
Landover	Washington	786	
Odenton	Baltimore	427	
Perryville	Wilmington	219	301-642-6401
Seaford			302-629-9008
Union Junction	Baltimore	305	
Virginia	Washington	634	

HARRISBURG DIVISION

	Company Telephone		Commercial Telephone
	Exchange	Extension	
Harrisburg: Movement Director Power Director	Harrisburg Harrisburg	344 333, 335	717-238-4291

Interlocking Stations, Block Stations and Train Order Offices.

Banks	Harrisburg	283	
Cly	Harrisburg	406	717-266-3902
Cola	Lancaster	37	717-684-2413
Cork	Lancaster	20	717-393-3880
Day	Enola	578	
Hager	Hagerstown	32	301-731-0404
Harris	Harrisburg	369	
Kase	Sunbury	241	717-286-2711
Lemo	Harrisburg	472	717-236-0365
Pennroad	Hagerstown	40	717-532-7610
Rockville	Harrisburg	260	
State	Harrisburg	343	717-232-4141
Town	Hagerstown	30	301-731-0400

PHILADELPHIA COMMUTER AREA

Philadelphia: Movement Direc tor—Passenger Movement Direc tor—Freight Detention Report Clerk Crew Dispatchers Passenger Trainmen Yard Trainmen Enginemen Power Director	Philadelphia Philadelphia Philadelphia Philadelphia Philadelphia Philadelphia Philadelphia Philadelphia Philadelphia	1291 3431 3455 3355 3351 3355 3441, 3443	

Interlocking Stations, Block Stations and Train Order Offices.

Arsenal	Philadelphia	2119	
Baldwin	Wilmington	318	
Bell	Wilmington	217	
Brill	Philadelphia	2159	
Broad	Philadelphia	2127	
Bryn Mawr	Philadelphia	1821	
Chestnut Hill	Philadelphia	2120	
Cooper	Pavonia	437	
Fair	Trenton	239	
Grundy	Trenton	372	
Holmes	Philadelphia	2147	
Hook	Wilmington	317	
Jersey	Pavonia	439	609-662-8201
Lamokin	Wilmington	218	
Media	Philadelphia	2377	
Millham	Trenton	317	
Morris	Trenton	326	
Nest	Philadelphia	1857	215-275-6777
Stadium	Philadelphia	2207	

PHILADELPHIA COMMUTER AREA (CONTINUED)

Interlocking Stations, Block Stations and Train Order Offices (Continued).

	Company Telephone		Commercial Telephone
	Exchange	Extension	
North			
Philadelphia	Philadelphia	2051	
Overbrook	Philadelphia	2181	
Paoli	Philadelphia	1842	
Park	Philadelphia	1880	
Penn	Philadelphia	3401	
Shore	Philadelphia	2024	
Thorn	Philadelphia	1805	
Wilmington	Wilmington	358	
Zoo	Philadelphia	2110	

1703-B1. "K" TOWER, WASHINGTON—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.

PORTABLE RADIOS INVENTORY CONTROL

1704-A. Portable two-way radios (WABCO or Motorola) powered by lantern batteries, will be controlled by Form C&S-92.

Each employe having one of these radios in his possession must have a copy of Form C&S-92 certifying that such radio has been properly assigned to him.

A new C&S-92 form must be prepared in triplicate each time one of these radios is:

1. Originally issued or reissued.
2. Returned for repairs or other reason.
3. Stolen, lost or missing.

Forms must be signed by both the employe receiving the radio and by the employe giving it up. The three copies will be distributed as follows:

1. To Director—Operating Rules & Practices, Philadelphia, Pa., to update record of radio assignment.
2. To employe giving up the radio—as receipt for giving up same.
3. To new holder of the radio—to certify that radio has been properly assigned to him.

If any of the above radios become defective, its holder must turn it in to the Trainmaster's office or other designated location. Forms C&S-92 will be prepared in triplicate to cover such return and copies distributed as prescribed. Forms C&S-92 will also be prepared to cover any replacement radio issued.

If radio is stolen, lost or missing, report must immediately be made to the Trainmaster or other officer in charge, who in turn must report same with serial number to the Railroad Police. Forms C&S-92 must be prepared to record change in status.

Employes presently in possession of WABCO or Motorola radios should bring same to Trainmaster's office, or other designated location, so that Forms C&S-92 can be prepared to certify that such radio has been properly assigned to him.

F.C.C. Rules & Regulations require that a frequency check be made on these radios at least once each year. Each radio unit has sticker attached indicating the date on or before which the radio is due for shop check.

An employe having a radio in his possession must present same to a Penn Central or Syntonic repair shop as directed by the Trainmaster, for shop check prior to the date shown on the sticker.

When employe leaves service for any reason, or when requested by officer in charge, radio will be returned and Forms C&S-92 prepared to record same.

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
CHESAPEAKE DIVISION	
Washington—"K" Tower	Road-1
Delmar—Yard Masters Office	Road-1
Edge Moor Tower	Road 2
HARRISBURG DIVISION	
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
Hudson—D & H Yard Office	Road-1
Harrisburg—Movement Office	Road-1
PHILADELPHIA COMMUTER AREA	
Philadelphia—Movement Office	Road-2
Race Street Engine Terminal	{ Road-2 Yard-1
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
Thurlo w Yard Office	Yard-3
ZONE A	
Train Dispatcher—Utica	Road-1
Crew Dispatcher—Selkirk	Road-1
East End Yardmaster—Selkirk	Road-1
Hump Office—Selkirk	Road-1

1719-B1. EAST AND NORTH RIVER TUNNELS—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.

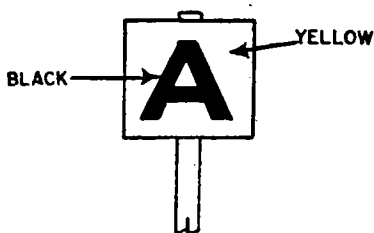
The following order will be used:

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.

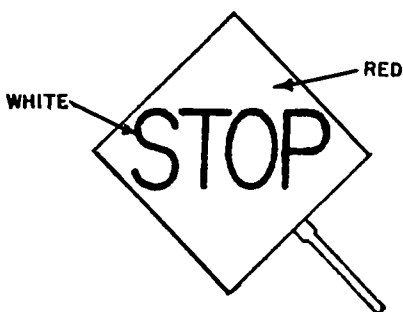
On two or more tracks where TCS, ABS or MBS rules are in effect, and where M of W equipment having exclusive use of one track will foul an adjacent track, such restricted area will be designated by Train Order or Bulletin Order and protected by Approach Speed, Stop and Resume Speed signs on that adjacent 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



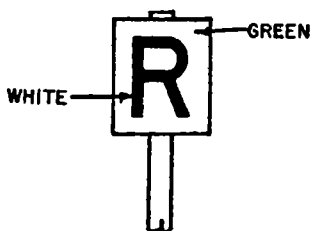
APPROACH SPEED SIGN
FIG. E-1

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.

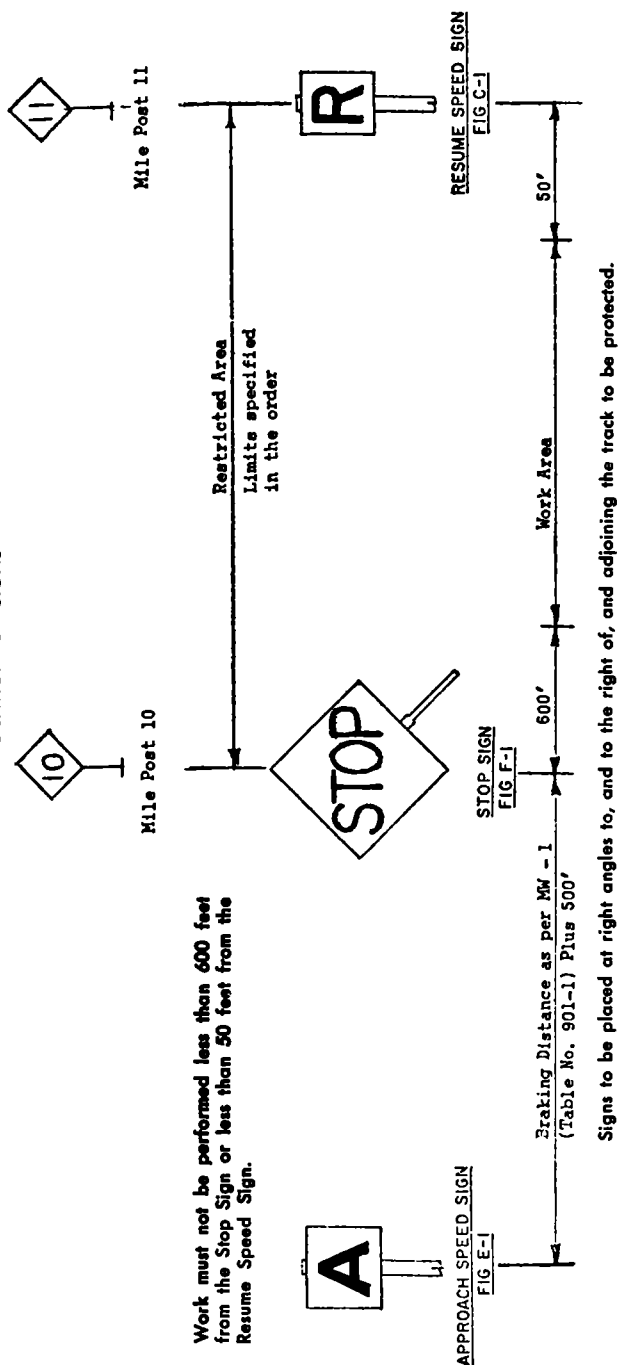
The Stop Sign, FIG. F-1, at the entrance to the restricted area may be removed, in clear view of the Engineman, for the passage of a train only by an M. of W. employe and only after:

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.

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(c)	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(h)	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)	1217	1052(j)	1224	1176(b)	1214
30	1219	....	1105(d)	1211(b)	1203(a)	1156(a)
31	1214	....	1006	....	1107	....

SAFETY CALENDAR

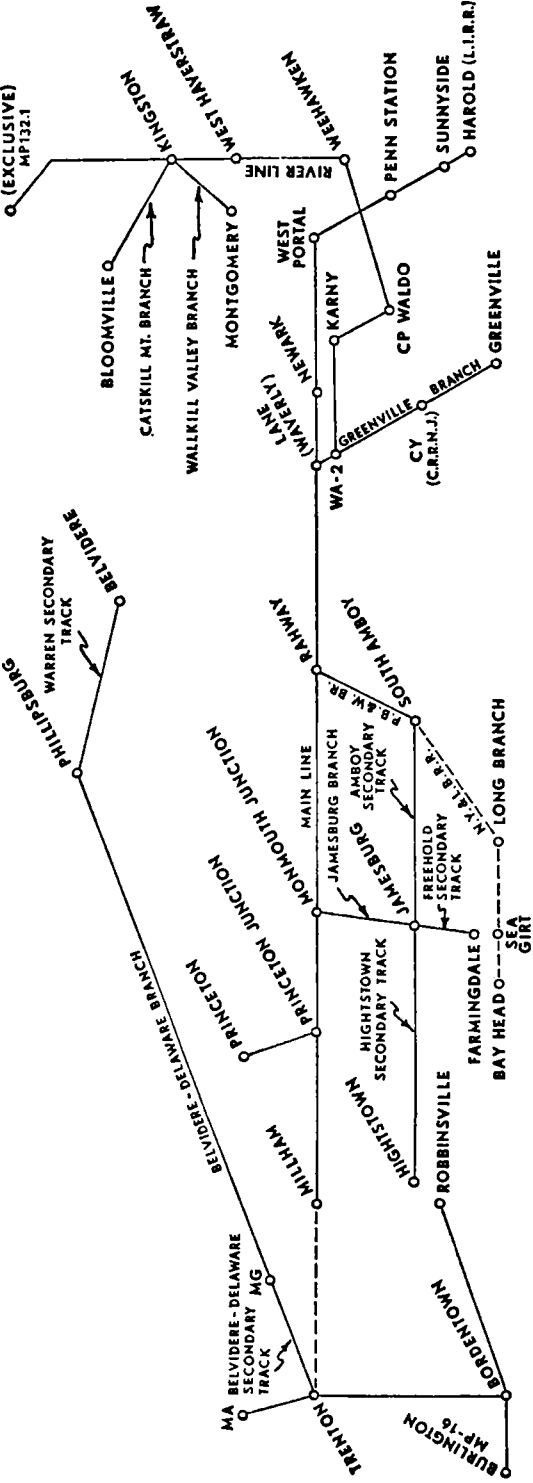
Train, Locomotive and Other Transportation Employees

A Safe day is a Pay day.

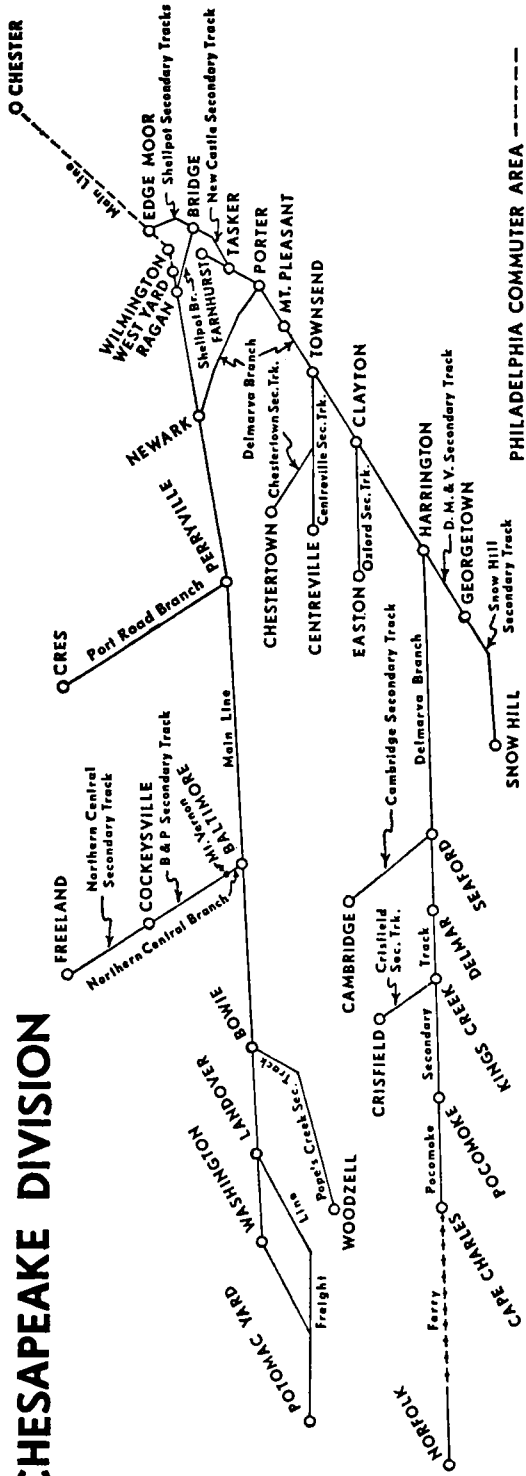
Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

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(c)	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)

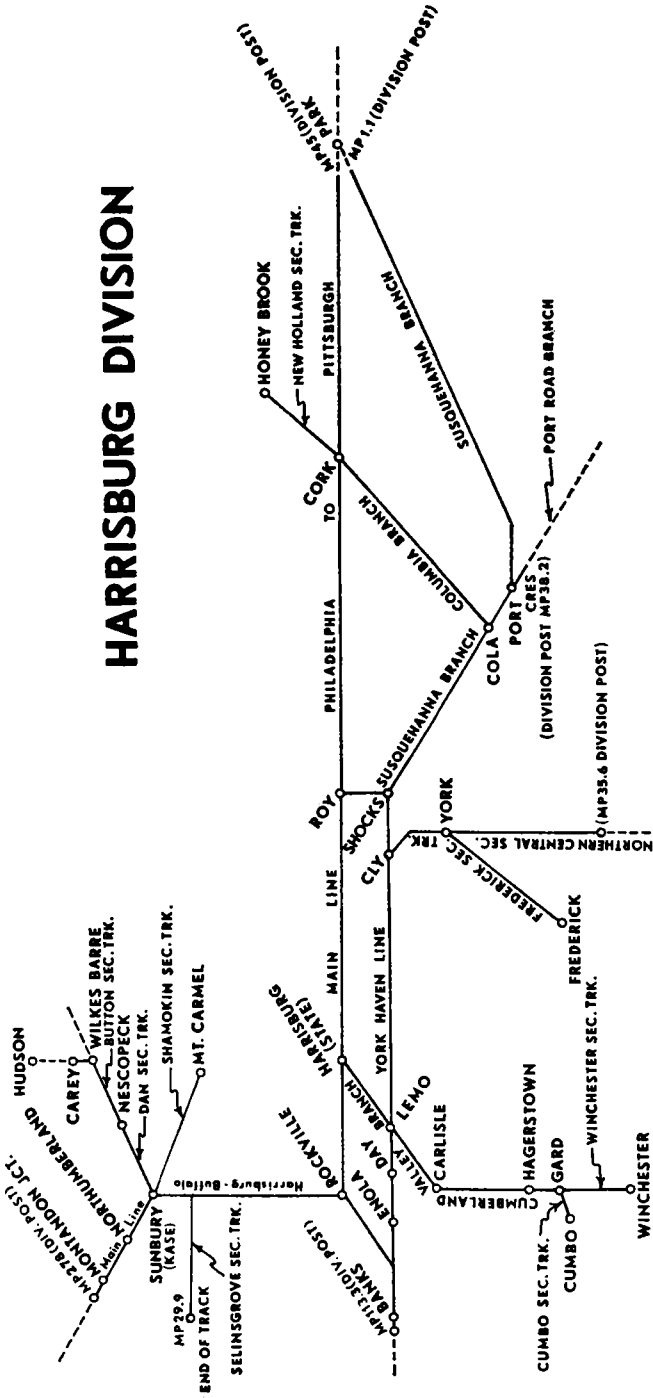
NEW JERSEY DIVISION



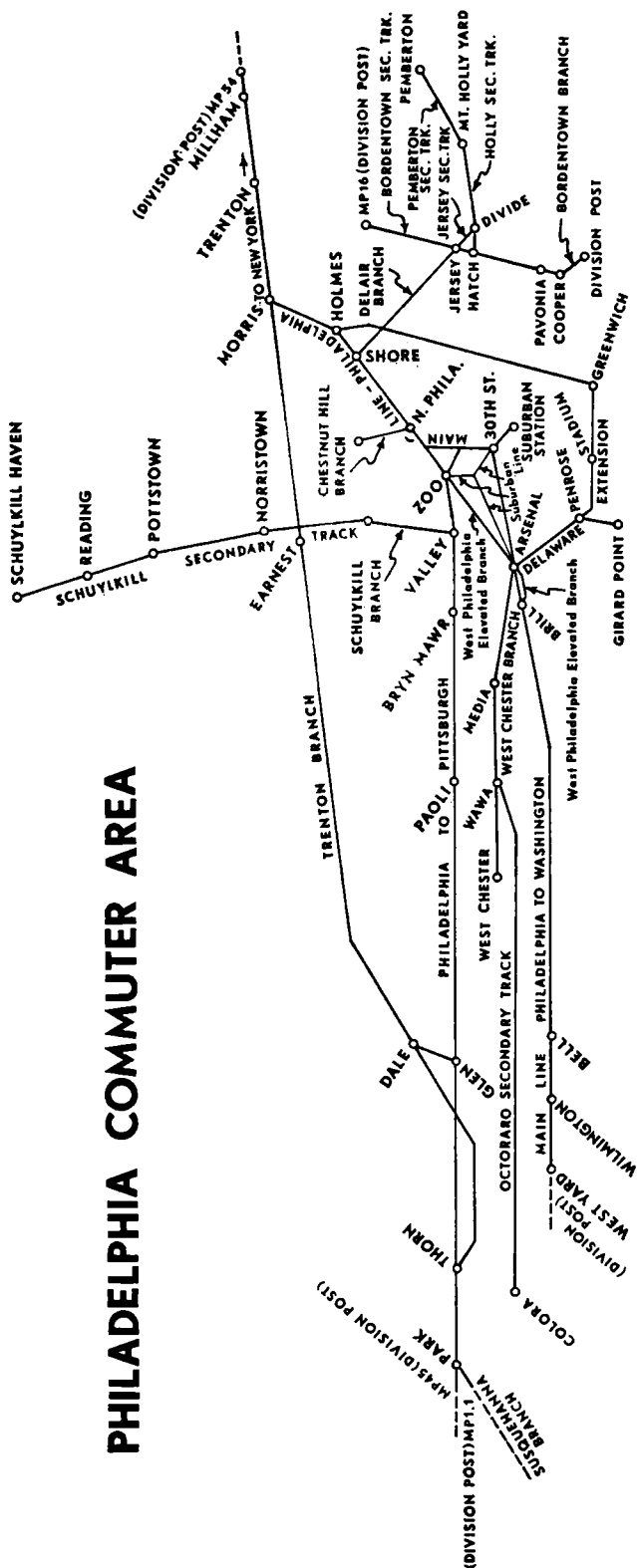
CHESAPEAKE DIVISION



HARRISBURG DIVISION



PHILADELPHIA COMMUTER AREA



**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., May 1, 1974

GENERAL ORDER No. 1101

Effective 4.01 A.M., Sunday, May 19, 1974

Applies in All Divisions and Philadelphia Commuter Area

- (a) Timetable No. 11 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. 1014 all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 11 to see that their copy is complete, pages properly lined up, and note changes.

General Orders will be numbered consecutively regardless of division on which they apply.

(b) **TIMETABLE AUTHORITY**

Timetable Special Instructions of the Mohawk-Hudson Division for the territory of the River Line between Region Post and CP 132; and the West Shore Branch between CP 132 and Selkirk and associated tracks hereinafter referred to as Zone A are duplicated in this Timetable; and may be used as authority for the movement of trains in Zone A, under the jurisdiction of the General Manager—Northeastern Region.

(c) **TIMETABLE AUTHORITY**

Schedules and Timetable Special Instructions of the New Jersey Division for the Main Line—New York to Philadelphia between Harold and A; and the Harold—Q-F-R Secondary tracks and associated tracks are duplicated and referred to as Zone A in the Northeastern Region Timetable; and may be used as authority for the movement of trains in Zone A, under the jurisdiction of the General Manager—Eastern Region.

(d) **RULES FOR CONDUCTING TRANSPORTATION C.T. 400**

Rules for Conducting Transportation, effective April 28, 1968, revised in part as follows:

Revision of March 22, 1971—

Note to **Rule 513**, annulled.

Revision of April 1, 1971—

Track car permit, Form M (C.T. 264 R-2)

Revision of April 7, 1972—

2nd Paragraph of **Rule E**, changed.

Revision of December 26, 1972—

Rule Q, changed.

Revision of July 4, 1973—

2nd Paragraph of **Rule S**, added.

Revision of January 1, 1974—

Signature on Page iii.

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

Special Instructions Governing Operation of Signals and Interlockings, revised in part as follows:

Revision of January 1, 1974—

Signature on Page 1.

(f) **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 October 31, 1971—

Paragraph 4 of Section 10-f, page 35, changed.

Revision of January 1, 1974—

Signature on Notice page.

(g) **ELECTRICAL OPERATING INSTRUCTIONS C.T. 290**

Electrical Operating Instructions revised in part as follows:

Revision of January 1, 1974—

Signature on Notice page.

(h) **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

- (i) RIVER LINE
TOMPKINS COVE

Pipe-connected derail connected to hand-operated switches at North and South end of Tompkins Cove Industrial siding leading to Single track changed to hand-operated type.

Applies in Chesapeake Division

- (j) NORTHERN CENTRAL SECONDARY TRACK
COCKEYSVILLE—DIVISION POST (Harrisburg Division)
Northern Central Secondary track between Cockeysville and Division Post (Harrisburg Division), temporarily out of service.

- (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.

Applies in Harrisburg Division

- (l) LEBANON RUNNING TRACK
MP1—CORNWALL
Lebanon Running track between MP1 and Cornwall, temporarily out of service.

- (m) QUARRYVILLE INDUSTRIAL TRACK
MP1.8—MP13.3
Quarryville Industrial track between MP1.8 and MP13.3, temporarily out of service.

- (n) NORTHERN CENTRAL SECONDARY TRACK
DIVISION POST (Harrisburg Division)—MP54
Northern Central Secondary track between Division Post (Harrisburg Division) and MP54, temporarily out of service.

- (o) FREDERICK SECONDARY TRACK
MP65—MP66
Frederick Secondary track between MP65 and MP66, temporarily out of service.

Applies in Philadelphia Commuter Area

- (p) OCTORARO SECONDARY TRACK
WAWA—COLORA—END OF TRACK
Octoraro Secondary track between Wawa and Colora—End of Track, temporarily out of service.

- (q) 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.

- (r) MAIN LINE—NEW YORK TO PHILADELPHIA
TORRESDALE—ANDALUSIA
Trailing hand-operated switch for eastward movement in No. 1 track, 1949 feet east of MP74, equipped with independently thrown derail, leading to Edgcomb Steel Co., in service.

- (s) BORDENTOWN SECONDARY TRACK
MINSON—RIVERTON
Facing hand-operated switch for eastward movement in Secondary track, 1315 feet east of Minson, leading to Pioneer Warehouse, capacity 7 cars, in service.

This General Order is printed in Timetable No. 11 and will not be issued in insert form.

D. A. SWANSON,
General Manager