

Pennsylvania-Reading Seashore Lines

The Pennsylvania Railroad EASTERN REGION ATLANTIC DIVISION

Time Table No. 1

In Effect 3.00 A. M., Sunday, Sept. 24, 1933

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

PENNSYLVANIA - READING SEASHORE LINES

J. O. HACKENBERG,
General Manager.

THE PENNSYLVANIA RAILROAD
EASTERN REGION - ATLANTIC DIVISION

W. C. HIGGINBOTTOM,
General Manager.

J. M. SYMES,
Supt. Passenger Transportation.

N. S. MENAUGH,
Supt. Freight Transportation.

PENNSYLVANIA - READING SEASHORE LINES
ATLANTIC DIVISION - PENNSYLVANIA RAILROAD

B. H. HUDSON,
Superintendent.

Roy B. Aris

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2023

410.00

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ATLANTIC DIVISION

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ATLANTIC DIVISION - PENNSYLVANIA RAILROAD

B. H. HUDSON,
Superintendent.

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Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
I			0.3	0.3	CAMDEN			
			0.4	0.7	ALAN			
I		B	0.4	1.1	BROADWAY			
					CENTER			
I		B	0.5	1.6	COOPER			
			0.9	2.5	PAVONIA			
			1.8	4.3	FISH HOUSE			
I		B	0.1	4.4	HATCH			
I		B	0.6	5.0	JERSEY			
			0.6	5.0	DELAIR			
I		B	0.7	5.7	MINSON			
			0.3	6.0	MORRIS			
I		B	0.2		DIVIDE			
			1.9		JORDAN			
			3.0	4.1	COLLINGSWOOD			
			0.7	4.8	CUTHBERT			
			0.7	5.5	WESTMONT			
I		B	0.5	6.0	VERNON			
			0.5	6.5	HADDONFIELD			
			2.1	8.6	WOODCREST			
			0.9	9.5	ASHLAND			
		B	0.7	10.2	OSAGE			
			1.0	11.2	KIRKWOOD			
			1.1	12.3	LINDENWOLD			
			1.2	13.5	LUCASTON			
			1.4	14.9	WEST BERLIN			
			0.9	15.8	REED CROSSING			
			0.5	16.3	BERLIN			
			1.1	17.4	BISHOPS BRIDGE			
		B	1.3	18.7	ATCO			
			1.6	20.3	DUNBARTON			
			0.7	21.0	FISHER			
			0.8	21.8	CHESILHURST			
			0.7	22.5	WATERFORD			
I		B	2.0	24.5	ANCORA			
			2.3	26.8	WINSLOW			
			0.7	27.5	CAPE MAY JCT.			
			3.2	30.0	HAMMONTON			
			2.2	32.2	DA COSTA			
			4.0	36.2	ELWOOD			
		B	4.9	41.1	EGG HARBOR			
			5.2	46.3	POMONA			
			5.5	51.8	ABSECON			
I		B	5.7	57.5	CHANNEL			
I			0.6	58.1	BALTIC			
I		B	0.1	58.2	LEEDS			
			0.2	58.4	ATLANTIC CITY			

I—Interlocking Station and Plant.

P—Interlocking Plant.

B—Block Station.

Note.—Block Stations are open continuously, except—

Divide	Closed	Weekdays	1.00 P.M. to 3.00 P.M.
			8.00 P.M. to 10.00 A.M.
		Sundays	1.00 P.M. to 3.00 P.M.
			7.30 P.M. to 9.30 A.M.
Kirkwood	Closed	Weekdays	11.00 A.M. to 3.00 P.M.
			6.45 P.M. to 6.45 A.M.
		Sundays	Continuously.
Atco	Closed	Weekdays	11.59 A.M. to 6.30 A.M.
		Sundays	Continuously.
Winslow	Closed	Daily	9.30 P.M. to 5.30 A.M.
Egg Harbor	Closed	Weekdays	10.45 A.M. to 1.45 P.M.
			6.00 P.M. to 7.00 A.M.
		Sundays	Continuously.

CAMDEN TO MILLVILLE AND SEA ISLE JCT.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
I			0.3	0.3	CAMDEN			
I			0.4	0.7	ALAN			
I		B	0.4	1.1	BROADWAY			
					CENTER			
I		B		1.6	KAIGHN AVENUE			
			1.2	2.3	HOOK			
I		B	0.2	2.5	SOUTH CAMDEN			
			0.3	2.8	BROWN			
			0.2	3.0	YORKSHIP			
I			0.4	3.4	GRENLOCH JCT.			
			0.5	3.9	NEWTON			
			0.4	4.3	GLOUCESTER			
			0.5	4.8	SOUTH GLOUCESTER			
			0.3	5.1	TIMBER	250	450	
			0.4	5.5	BROOKLAWN			
			0.6	6.1	WESTVILLE			
			0.5	6.6	SOUTH WESTVILLE			
			1.3	7.9	NORTH WOODBURY			
I		B	0.9	8.8	WOODBURY			
			0.3	9.1	REDOAK			
			1.1	10.2	WOODBURY HEIGHTS			
			1.7	11.9	WENONAH			
			1.8	13.7	SEWELL			
I		B	2.6	16.3	PITMAN			
			1.9	18.2	GLASSBORO			
I			0.5	18.7	OWENS			
			0.3	19.0	SOUTH GLASSBORO			
			2.8	21.8	CLAYTON			
			2.7	24.5	FRANKLINVILLE			
			1.2	25.7	IONA			
			2.4	28.1	MALAGA			
		B	2.3	30.4	NEWFIELD			
			1.3	31.7	NORTH VINELAND			
		†B	2.3	34.0	HOME			43
			0.5	34.5	LANDIS			
			0.1	34.6	VINELAND			
		†B	2.8	37.4	SOUTH VINELAND			53
		B	2.8	40.2	SWIFT			
			0.2	40.4	MILLVILLE			
		†B	0.8	41.2	WOOD			
			2.5	43.7	MENANTICO			
		†B	3.1	46.8	MANUMUSKIN			34
		B	6.7	53.5	BELLEPLAIN			27
		†B	3.3	56.8	WOODBINE			31
			1.8	58.6	PINE			
			0.2	58.8	MT. PLEASANT			
I		B	2.5	61.3	SURF			13
				61.3	SEA ISLE JCT.			

NOTE.—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations :

Newfield	Attended	Weekdays	7.15 A.M. to 10.15 A.M. 2.15 P.M. to 7.15 P.M.
† Newfield	Unattended	Weekdays	10.15 A.M. to 2.15 P.M. 7.15 P.M. to 7.15 A.M.
		Sundays	Continuously.
		Controlled by Swift.	
Home	Unattended	Controlled by Newfield; when Newfield is closed, by Swift.	
So. Vineland	Unattended	Controlled by Swift.	
Wood	Unattended	Controlled by Swift.	
Manumuskin	Unattended	Controlled by Swift.	
Belleplain	Attended	Weekdays	6.45 A.M. to 10.45 A.M. 2.00 P.M. to 6.00 P.M.
† Belleplain	Unattended	Weekdays	10.45 A.M. to 2.00 P.M. 6.00 P.M. to 6.45 A.M.
		Sundays	Continuously.
		Controlled by Swift.	
Woodbine	Unattended	Controlled by Belleplain; when Belleplain is closed, by Swift.	
Surf	Attended	Daily	6.00 A.M. to 10.00 P.M.
† Surf	Unattended	Daily	10.00 P.M. to 6.00 A.M.
		Controlled by Burleigh.	

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
I			0.3	0.3	CAMDEN			
			0.4	0.7	ALAN			
I	B		0.4	1.1	BROADWAY			
I	B		1.2	2.3	CENTER			
I	B		0.5	2.8	HOOK			
			0.1	2.9	BROWN			
			1.5	4.4	SHIPYARD			
			0.7	5.1	WEST COLLINGSWOOD		33	
			0.6	5.7	OAKLYN			
			0.5	6.2	AUDUBON			
			0.5	6.2	ORSTON			
	B		0.6	6.8	HADDON HEIGHTS			
			0.8	7.6	BARRINGTON			
			0.6	8.2	LAWNSIDE			
			0.9	9.1	MAGNOLIA			
			1.1	10.2	SOMERDALE	27		
			1.0	11.2	STRATFORD		30	
			0.7	11.9	LAUREL SPRINGS			
			0.5	12.4	GARDEN LAKE			
	B		0.9	13.3	CLEMENTON		35	
			1.4	14.7	PINE VALLEY			
			1.3	16.0	ALBION			
			1.3	17.3	PENBRYN			
I	B		0.8	18.1	WILLIAMSTOWN JCT.	49	19	
			1.5	19.6	FLORENCE			
			1.6	21.2	CEDAR BROOK			
			1.2	22.4	BRADDOCK			
			0.8	23.2	BLUE ANCHOR			
I	B		2.6	25.8	WINSLOW JUNCTION	30	39	
			1.5	27.3	ROSEDALE			
	B		1.5	28.8	HAMMONTON	14	23	
			2.3	31.1	DA COSTA			
			3.9	35.0	ELWOOD	18	23	
	B		4.9	39.9	EGG HARBOR			
			2.8	42.7	COLOGNE			
			2.1	44.8	BRIGANTINE JCT.	59	12	
			4.2	49.0	PLEASANTVILLE TERRACE			
	B		2.8	51.8	PLEASANTVILLE			
			3.5	55.3	PENRED			
I	B		1.2	56.5	CY TOWER			
I	B		0.3	56.8	ATLANTIC CITY			

Note.—Block stations are open continuously except—

Haddon Hgts	Closed	Daily	9.30 P.M. to 5.30 A.M.
Clementon	Closed	Weekdays	10.30 A.M. to 2.30 P.M.
			6.45 P.M. to 6.45 A.M.
		Sundays	Continuously.
Williamstown Jct.	Closed	Weekdays	10.00 P.M. to 6.00 A.M.
		Sundays	Continuously.
Hammonton	Closed	Daily	9.50 P.M. to 5.50 A.M.
Egg Harbor	Closed	Weekdays	10.00 P.M. to 6.00 A.M.
		Sundays	10.00 P.M. to 7.00 A.M.
Pleasantville	Closed	Weekdays	10.00 P.M. to 6.00 A.M.
		Sundays	Continuously.
Penred	Closed	Daily	10.00 P.M. to 6.00 A.M.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Camden	STATIONS	Sidings assigned direct. Car capacity 45 ft. cars		
						W	E	Both
I			0.3	0.3	CAMDEN			
I			0.4	0.7	ALAN			
I	B		0.4	1.1	BROADWAY			
I	B		0.5	1.6	CENTER			
			0.4	2.0	COOPER			
			0.5	2.5	STATE STREET			
			1.6	4.1	PAVONIA			
	B		0.6	4.7	WEST MERCHANTVILLE			
			0.9	5.6	MERCHANTVILLE			50
	B		1.6	7.2	PENSAUKEN			
			1.1	8.3	MAPLE SHADE			23
			1.5	9.8	LENOLA			
	B		0.6	10.4	WEST MOORESTOWN			
	†B		0.7	11.1	MOORESTOWN			
			2.0	13.1	STANWICK AVE.			41
	†B		1.3	14.4	HARTFORD			
			2.5	16.9	MASONVILLE			23
	B		1.8	18.7	HAINESPORT			
	B		2.5	21.2	MOUNT HOLLY			25
			0.8	22.0	SMITHVILLE			75
	B		1.4	23.4	EWANSVILLE			
				23.4	BIRMINGHAM			
	†B		1.5	24.9	BIRMINGHAM			
			1.7	26.6	PEMBERTON			74
	†B		0.8	27.4	SHREVE			
				28.5	LEWIS			10
				30.7	JULIUSTOWN			
				33.8	JOBSTOWN			
				35.6	COLUMBUS			
	†B		2.5	38.1	SHARP			
					KINKORA (N. Y. Div.)			
	†B		1.4	24.8	SOUTH PEMBERTON			
			3.2	28.0	NEW LISBON			30
			2.1	30.1	BROWNS MILLS			
	B		3.5	33.6	UPTON			
I			8.3	41.9	WHITINGS			65
			1.7	43.6	KESWICK GROVE			
	†B		2.6	46.2	CROSSLEY			
I			5.1	51.3	TOMS RIVER			30
	†B		0.6	51.9	BEACHWOOD			
			1.4	53.3	PINE BEACH			13
			1.5	54.8	OCEAN GATE			
	†B		1.7	56.5	BARNEGAT PIER			
			1.9	58.4	SEASIDE PARK			38
			1.4	59.8	SEASIDE HEIGHTS			
			2.4	62.2	LAVALLETTE			22
			4.5	66.7	MANTOLOKING			
	†B		2.4	69.1	BAY HEAD			
			0.4	69.5	BAYHEAD JCT.			

State Street remotely controlled from Cooper.

Stanwick Avenue remotely controlled from Moorestown.

Note.—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations :

Merchantville	Closed	Weekdays	9.00 P.M. to 5.00 A.M.
		Sundays	Continuously.
Maple Shade	Closed	Weekdays	10.00 A.M. to 2.00 P.M.
		Sundays	6.45 P.M. to 6.45 A.M.
			Continuously.
Moorestown	Closed	Weekdays	9.20 A.M. to 1.20 P.M.
		Sundays	5.20 P.M. to 5.20 A.M.
			Continuously.
†Stanwick Ave.	Unattended	Weekdays	9.20 A.M. to 1.20 P.M.
		Sundays	5.20 P.M. to 5.20 A.M.
			Continuously.
		Controlled by Mt. Holly; when Mt. Holly is closed, by Birmingham; when Birmingham is closed, by Whitings.	
Masonville	Unattended	Controlled by Mt. Holly; when Mt. Holly is closed by Birmingham; when Birmingham is closed, by Whitings.	

Mt. Holly	Attended	Weekdays 5.00 A.M. to 9.00 P.M.
† Mt. Holly	Unattended	Weekdays 9.00 P.M. to 5.00 A.M.
		Sundays Continuously.
		Controlled by Birmingham; when Birmingham is closed, by Whitings.
Smithville	Attended	Weekdays 5.10 A.M. to 9.45 A.M.
† Smithville	Unattended	1.45 P.M. to 5.10 P.M.
		Weekdays 9.45 A.M. to 1.45 P.M.
		5.10 P.M. to 5.10 A.M.
		Sundays Continuously.
		Controlled by Birmingham; when Birmingham is closed, by Whitings.
Birmingham	Attended	Weekdays 5.00 A.M. to 9.00 P.M.
		Sundays 7.00 A.M. to 10.00 A.M.
		4.30 P.M. to 7.30 P.M.
† Birmingham	Unattended	Weekdays 9.00 P.M. to 5.00 A.M.
		Sundays 10.00 A.M. to 4.30 P.M.
		7.30 P.M. to 7.00 A.M.
		Controlled by Whitings.
Pemberton	Unattended	Controlled by Birmingham; when Birmingham is closed, by Whitings.
Lewis	Unattended	Controlled by Birmingham; when Birmingham is closed, by Whitings.
Kinkora	Unattended	Controlled by Birmingham; when Birmingham is closed, by Whitings.
New Lisbon	Unattended	Controlled by Whitings.
Toms River	Unattended	Controlled by Whitings.
Pine Beach	Unattended	Controlled by Whitings.
Seaside Park	Unattended	Controlled by Whitings.
Bay Head Jct.	Unattended	Controlled by Whitings.

8 WINSLOW JUNCTION TO WILDWOOD AND CAPE MAY

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
I		B	0.5	27.5	WINSLOW JUNCTION			
			0.6	28.1	CAPE MAY JCT.			
			2.3	30.4	BAIRDMORE		25	
			4.1	34.5	FOLSOM			
			2.6	37.1	NEWTONVILLE			
			2.0	39.1	PANCOAST			
			3.8	42.9	RICHLAND			
			2.6	45.5	MILMAY			
			2.3	47.8	DOROTHY			
			6.2	54.4	RISLEY			
I		B	4.3	58.7	TUCKAHOE		21	
			0.7	59.4	WOODBINE JCT.			
			0.2	59.6	PINE			
		B	2.5	62.1	MT. PLEASANT			
			62.1		SURF			
			1.1	63.2	SEA ISLE JUNCTION			13
		B	4.2	67.4	SOUTH SEAVILLE			
			3.2	70.6	SWAIN			23
			2.7	73.3	CAPE MAY COURT HOUSE			30
					RIO GRANDE JCT.			19
I		B	0.6	73.9	BURLEIGH			
			2.4	76.3	GRASSY SOUND			
			0.7	77.0	BEACH CREEK			
			0.7	77.7	ISLAND			
			0.4	78.1	ANGLESEA			
			0.9	79.0	NORTH WILDWOOD			
		B	0.8	79.8	WILDWOOD			
			0.8	80.6	ANDREWS AVENUE			
			0.6	81.2	WILDWOOD CREST			
		B	2.3	83.5	COLD SPRING HARBOR			
					RIO GRANDE JCT.			19
			2.8	76.1	RIO GRANDE			
			2.8	78.9	BENNETT			
			1.1	80.0	HARBOR BRANCH JCT.			
		B	1.7	81.7	CAPE MAY			

Note.—Block stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

Woodbine Jct.	Attended	Daily	6.00 A.M. to 10.00 P.M.
†Woodbine Jct.	Unattended	Daily	10.00 P.M. to 6.00 A.M.
		Controlled by Burleigh.	
Surf	Attended	Daily	6.00 A.M. to 10.00 P.M.
†Surf	Unattended	Daily	10.00 P.M. to 6.00 A.M.
		Controlled by Burleigh.	
Swain	Unattended	Controlled by Burleigh.	
Rio Grande Jct.	Closed	Weekdays	11.00 A.M. to 3.00 P.M.
			6.45 P.M. to 6.45 A.M.
		Sundays	12.00 Noon to 2.30 P.M.
			6.30 P.M. to 8.00 A.M.
Wildwood	Closed	Weekdays	11.30 A.M. to 2.15 P.M.
			7.00 P.M. to 6.30 A.M.
		Sundays	11.45 A.M. to 3.30 P.M.
			6.15 P.M. to 9.00 A.M.
Cold Spring Harbor	Unattended	Controlled by Wildwood; when Wildwood is closed, by Burleigh.	
Rio Grande Jct.	Attended	Weekdays	6.45 A.M. to 11.00 A.M.
			3.00 P.M. to 6.45 P.M.
		Sundays	8.00 A.M. to 12.00 Noon
			2.30 P.M. to 6.30 P.M.
†Rio Grande Jct.	Unattended	Weekdays	11.00 A.M. to 3.00 P.M.
			6.45 P.M. to 6.45 A.M.
		Sundays	12.00 Noon to 2.30 P.M.
			6.30 P.M. to 8.00 A.M.
		Controlled by Burleigh.	
Cape May	Unattended	Controlled by Rio Grande Jct.; when Rio Grande Jct. is closed, by Burleigh.	

WINSLOW JUNCTION TO WILDWOOD AND CAPE MAY

NOTE—Train Order offices other than Block Stations are open as follows:

Richland	Weekdays	7.30 A.M. to 10.30 A.M. 1.00 P.M. to 6.00 P.M.
	Sundays	8.15 A.M. to 10.45 A.M. 4.15 P.M. to 7.00 P.M.
Dorothy	Weekdays	7.30 A.M. to 10.30 A.M. 1.00 P.M. to 6.00 P.M.
	Sundays	Closed.
Cape May Court House	Weekdays	6.45 A.M. to 10.45 A.M. 2.30 P.M. to 6.30 P.M.
	Sundays	9.00 A.M. to 11.30 A.M. 4.00 P.M. to 6.30 P.M.
Cape May	Weekdays	6.30 A.M. to 7.30 P.M.
	Sundays	9.00 A.M. to 11.30 A.M. 3.30 P.M. to 6.00 P.M.

WOODBINE JCT. TO HARBOR BR. JCT. VIA DENNISVILLE

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
I		B	58.7		WOODBINE JCT.			
			3.2	61.9	DENNISVILLE			23
			1.3	63.2	SOUTH DENNIS			
			3.2	66.4	GOSHEN			25
			3.0	69.4	CAPE MAY COURT HOUSE			22
			1.2	70.6	MAYVILLE			
I		B	1.6	72.2	BURLEIGH			
			0.4	72.6	WHITESBORO			
			1.0	73.6	WILDWOOD JCT.			
			1.3	74.9	RIO GRANDE			
			2.3	77.2	BENNETT			
		IB	2.3	79.5	HARBOR BRANCH JCT.			

Note.—Block stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

Woodbine Jct.	Attended Unattended	Daily	6.00 A.M. to 10.00 P.M.
†Woodbine Jct.		Daily	10.00 P.M. to 6.00 A.M.
		Controlled by Burleigh.	
Harbor Branch Junction	Unattended	Controlled by Burleigh.	

GRENLOCH BRANCH

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
		†B	0.7	3.4	GRENLOCH JCT.....			
			0.2	4.1	GLOUCESTER.....			
I		B	0.2	4.3	NEWTON.....			
			0.6	4.9	EAST GLOUCESTER.....			
			0.5	5.4	HIGHLAND PARK.....			
			0.4	5.8	CLOVERDALE.....			
			0.5	6.3	NORTHMONT.....			
			0.4	6.7	MT. EPHRAIM.....			
			1.1	7.8	BELMAWR.....			
			0.7	8.5	PROSPECT.....			
			0.4	8.9	THIRD AVE.....			
			0.3	9.2	RUNNEMEDE.....			
			0.7	9.9	GLENDORA.....			
			0.4	10.3	CHEW'S LANDING.....			
			0.3	10.6	HILLTOP.....			
			1.1	11.7	BLENHEIM.....			
			0.7	12.4	BLACKWOOD.....			
			1.1	13.5	LAKELAND.....			
		B	0.3	13.8	GRENLOCH.....			

Note.—Block stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

Grenloch Jct.	Unattended	Controlled by Newton; when Newton is closed, by Brown.
Newton	Closed	9.00 P.M. to 5.00 A.M.
Grenloch	Closed	Weekdays Ex. Sat. 10.30 A.M. to 2.30 P.M. 6.45 P.M. to 7.00 A.M. Saturdays 3.00 P.M. to 7.00 A.M. Sundays Continuously.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
I		B	0.3	8.8	WOODBURY.....			
			0.6	9.1	REDOAK.....			
			1.9	9.7	WEST END.....			
			2.7	11.6	THOROUGHFARE.....			
		†B	2.0	14.3	PAULSBORO.....			44
			2.0	16.3	GREENS.....			
		†B	0.8	17.1	GIBBSTOWN.....			58
			1.5	18.6	REPAUPO.....			
			2.4	21.0	BRIDGEPORT.....			22
			1.0	22.0	PROSPECT.....			
			1.4	23.4	CENTRE SQUARE.....			
			0.8	24.2	JUMBO.....			
		†B	0.8	25.0	PEDRICKTOWN.....			61
			1.1	26.1	OLDMAN.....			
			1.0	27.1	PERKINTOWN.....			
			1.3	28.4	FRIENDSHIP.....			
		†B	0.7	29.1	PENNS GROVE.....			

Note.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations :

Paulsboro	Unattended	Controlled by Redoak.
Gibbstown	Unattended	Controlled by Redoak.
Pedricktown	Unattended	Controlled by Redoak.
Penns Grove	Unattended	Controlled by Redoak.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
I		B	0.3	8.8	WOODBURY			
			0.3	9.1	REDOAK			
			2.3	11.4	PARKVILLE			
			1.3	12.7	MOUNT ROYAL			
		†B	1.0	13.7	CLARKSBORO			23
			1.1	14.8	MICKLETON			
			1.1	15.9	WOLFERT			
			0.7	16.6	TOMLIN			
			0.8	17.4	ASBURY			
			0.9	18.3	RULON ROAD			
		†B	1.2	19.5	SWEDESBORO			39
			3.8	23.3	HARRISONVILLE			
			3.1	26.4	WOODSTOWN			57
			0.7	27.1	SOUTH WOODSTOWN			
			1.5	28.6	FENWICK			
		†B	3.5	32.1	ALLOWAY JUNCTION			13
			1.6	33.7	PENTON			
			3.2	36.9	MANNINGTON			26
		†B	0.6	37.5	SALEM			

Note.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations:

Clarksboro	Unattended	Controlled by Redoak.
Swedesboro	Unattended	Controlled by Redoak.
Alloway Jct.	Unattended	Controlled by Redoak.
Salem	Unattended	Controlled by Redoak.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
I		B	18.2		GLASSBORO			
			0.5	18.7	LIBBY			
			1.9	20.6	AURA			
			3.1	23.7	MONROEVILLE			34
		†B	2.6	26.3	ELMER			50
			2.8	29.1	PALATINE			
			1.9	31.0	HUSTED			19
			3.5	34.5	FINLEY			
		†B	1.8	36.3	COHAN			
			1.3	37.6	IRVING AVENUE			
			0.6	38.2	COMMERCE STREET			
		†B	0.7	38.9	BRIDGETON			

Note.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations:

Elmer	Unattended	Controlled by Glassboro.
Cohan	Unattended	Controlled by Glassboro.
Bridgeton	Unattended	Controlled by Glassboro.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
—	—	B	2.3	30.4	NEWFIELD	—	—	100
—	—	†B	0.4	30.8	GALE	—	—	—
—	—	—	2.9	33.3	FOREST GROVE	—	—	—
I	—	B	1.6	34.9	MINOTOLA	—	—	40
—	—	—	1.2	36.1	BUENA	—	—	—
—	—	†B	3.4	39.5	RICHLAND	—	—	40
—	—	—	1.8	41.3	MIZPAH	—	—	—
—	—	†B	6.1	47.4	MAYS LANDING	—	—	125
—	—	—	4.0	51.4	REEGA	—	—	—
—	—	†B	2.5	53.9	McKEE CITY	—	—	40
—	—	—	1.9	55.8	CARDIFF	—	—	—
—	—	—	2.0	57.8	MOUNT CALVARY	—	—	—
—	—	—	1.0	58.8	PLEASANTVILLE Cemetery	—	—	—
—	—	†B	0.4	59.2	PLEASANTVILLE	—	—	100
I	—	B	3.6	62.8	PENRED	—	—	—
I	—	B	1.1	63.9	CHANNEL	—	—	—
I	—	—	0.6	64.5	BALTIC	—	—	—
I	—	B	0.1	64.6	LEEDS	—	—	—
—	—	—	0.2	64.8	ATLANTIC CITY	—	—	—

Note.—Block Stations are open continuously, except—
Also unattended Block Stations controlled by open Block Stations.

Newfield	Attended	Weekdays	7.15 A.M. to 10.15 A.M. 2.15 P.M. to 7.15 P.M.
† Newfield	Unattended	Weekdays	10.15 A.M. to 2.15 P.M. 7.15 P.M. to 7.15 A.M.
		Sundays	Continuously.
		Controlled by Swift.	
Gale	Unattended	Controlled by Newfield; when Newfield is closed, by Minotola; when Minotola is closed, by Channel.	
Minotola	Closed	Daily	10.45 P.M. to 6.45 A.M.
Richland	Unattended	Controlled by Minotola; when Minotola is closed, by Channel.	
Mays Landing	Unattended	Controlled by Minotola; when Minotola is closed, by Channel.	
McKee City	Unattended	Controlled by Minotola; when Minotola is closed, by Channel.	
Pleasantville	Unattended	Controlled by Minotola; when Minotola is closed, by Channel.	
Penred	Closed	Daily	10.00 P.M. to 6.00 A.M.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
I	B	.....	54.4	TUCKAHOE.....	.....	.....	39
.....	1.7	56.1	MIDDLETOWN.....	.....	.....	.....
.....	1.5	57.6	PETERSBURG.....	.....	.....	16
.....	B	3.1	60.7	PALERMO.....	.....	.....	23
.....	B	2.4	63.1	51st ST.—Ocean City.....	.....	.....	17
.....	‡ B	1.8	64.9	34th ST.—Ocean City.....	.....	.....	.....
.....	2.1	67.0	14th ST.—Ocean City.....	.....	.....	.....
.....	B	0.5	67.5	OCEAN CITY—10th ST.....	.....	.....	.....
.....	‡ B	0.6	68.1	4th ST.—Ocean City.....	.....	.....	26
.....	0.5	68.6	OCEAN CITY GARDENS.....	.....	.....	.....

Note.—Block stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations.

Palermo	Closed	Weekdays	11.00 A.M. to 2.30 P.M. 6.30 P.M. to 7.00 A.M.
		Sundays	Closed.
51st Street Ocean City	Closed	Weekdays	11.00 A.M. to 2.30 P.M. 6.30 P.M. to 7.00 A.M.
		Sundays	11.30 A.M. to 3.30 P.M. 6.30 P.M. to 8.30 A.M.
34th Street Ocean City	Unattended	Controlled by 51st Street; when 51st Street is closed, by Tuckahoe.	
Ocean City 10th Street	Closed	Daily	8.00 P.M. to 6.00 A.M.
4th Street Ocean City	Unattended	Controlled by Ocean City; when Ocean City is closed, by Tuckahoe.	

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Ocean City	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
		†B			OCEAN CITY—8th ST.			
			0.6	0.6	14th ST.—Ocean City			
			1.7	2.3	30th ST.—Ocean City			
			0.4	2.7	34th ST.—Ocean City			
			1.8	4.5	51st ST.—Ocean City			
		†B	0.5	5.0	55th ST.—Ocean City			20
			2.1	7.1	STRATHMERE			17
			1.5	8.6	CENTRAL AVE.			
			1.3	9.9	PROSPECT ST.			
		B	0.9	10.8	SEA ISLE CITY			
			0.6	11.4	LORETTO AVENUE			
		†B	1.8	13.2	TOWNSEND INLET			17

Note.—Block stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

Also unattended Block Stations controlled by open Block Stations.

Ocean City 8th Street	Unattended	Controlled by Sea Isle City; when Sea Isle City is closed, by Surf.
55th Street Ocean City	Unattended	Controlled by Sea Isle City; when Sea Isle City is closed, by Surf.
Sea Isle City	Attended	Weekdays 6.40 A.M. to 11.00 A.M. 3.00 P.M. to 6.40 P.M.
† Sea Isle City	Unattended	Weekdays 11.00 A.M. to 3.00 P.M. 6.40 P.M. to 6.40 A.M. Sundays continuously. Controlled by Surf; when attended, flag and lamp signals will govern.
Townsend Inlet	Unattended	Controlled by Sea Isle City; when Sea Isle City is closed, by Surf.

When Sea Isle City and Surf Block Stations are unattended, Signalman at Burleigh has control of the block on Sea Isle City Branch.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
---	---	†B	0.0	73.6	WILDWOOD JUNCTION.....	---	---	---
---	---	---	0.5	74.1	WILDWOOD GARDENS.....	---	---	---
---	---	---	2.7	76.8	WEST WILDWOOD.....	---	---	---
---	---	1.0	77.8	WILDWOOD.....	---	---	---

Note.—Block stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

Wildwood Jct.	Unattended	Controlled by Burleigh.
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18 PHILADELPHIA TO ATLANTIC CITY VIA VERNON

STATIONS	FIRST CLASS			
	2550	2552	2554	
	‡ DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
PHILA. (Broad Street)				
PENNA. STATION				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N. Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 5.20	\$ 6.00	\$ 7.25	
CAMDEN	\$ 5.28	\$ 6.08	\$ 7.33	
BROADWAY	\$ 5.31	\$ 6.11	\$ 7.36	
CENTER	5.32	6.12	7.37	
COOPER	5.34	6.14	7.39	
HATCH	5.38	6.20	7.44	
JERSEY				
MINSON	5.40	6.23	7.47	
DIVIDE				
JORDAN				
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON				
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD				
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO				
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW				
CAPE MAY JCT.				
HAMMONTON				
DA COSTA				
ELWOOD	Will not run		Will not run	
EGG HARBOR	Nov. 30		Nov. 30	
POMONA	Dec. 25		Dec. 25	
ABSECON	Jan. 1		Jan. 1	
CHANNEL	Feb. 22		Feb. 22	
ATLANTIC CITY				
Arrive	A. M.	A. M.	A. M.	
	2550	2552	2554	

FIRST CLASS

	107	373	1005	305	2702
	# DAILY EX. SUN.	SEE NOTE	DAILY	# DAILY EX. SUN.	SUN. ONLY
	A. M.	A. M.	A. M.	A. M.	A. M.
	Will not run Nov. 30 Dec. 25 Jan. 1		\$ 8.40		
			\$ 8.44		
			\$ 8.54		
			\$ 8.59		
	Feb. 22				
	\$ 7.30	\$ 7.45		\$ 9.00	\$ 9.05
	\$ 7.38	\$ 7.53		\$ 9.10	\$ 9.13
	\$ 7.41			\$ 9.13	\$ 9.16
	7.42	7.57		9.14	9.17
					9.19
					9.23
			9.04		
					9.26
	\$ 7.48				
	F 7.50				
	F 7.52				
	F 7.54	8.03	9.11	9.20	
	\$ 7.56			A 9.21	
	F 7.59				
	\$ 8.02				
	F 8.03				
	F 8.06	8.08	9.16	9.28	
	F 8.09				
	F 8.12				
	\$ 8.15				
	F 8.17				
	\$ 8.19				
	F 8.21				
	\$ 8.25	8.15	9.28	9.35	
	F 8.28				
	F 8.30				
	F 8.32				
	\$ 8.35				
	F 8.38				
	F 8.42	8.22	9.30	9.42	
		8.24		9.44	
	\$ 8.49		9.33		
	\$ 8.58	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1		Will not run Nov. 30 Dec. 25 Jan. 1	
	\$ 9.06		9.42		
	\$ 9.14				
	\$ 9.22		9.51		
	9.32		9.57		
	\$ 9.35		\$ 10.00		
	A. M.	A. M.	A. M.	A. M.	A. M.
	107	373	1005	305	2702

20 PHILADELPHIA TO ATLANTIC CITY VIA VERNON

STATIONS	FIRST CLASS			
	375	1007	1073	
	SEE NOTE	DAILY	DAILY	
	A. M.	A. M.	A. M.	
PHILA. (Broad Street) P. T. Div.		\$ 10.13		
PENNA. STATION		\$ 10.17		
NORTH PHILA.		\$ 10.27		
FRANKFORD JCT.		V 10.32		
NEW YORK (N.Y. Div.)			\$ 10.15	
PHILA. (Mkt. St. Wharf)	\$ 9.30			
CAMDEN	\$ 9.38			
BROADWAY	\$ 9.41			
CENTER	9.42			
COOPER				
HATCH				
JERSEY		10.38		
MINSON			12.12	
DIVIDE			12.14	
JORDAN				
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	9.48	10.45	12.21	
HADDONFIELD	A 9.49			
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	9.56	10.50	12.26	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	10.03	10.57	12.33	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	10.10	11.04	12.40	
CAPE MAY JCT.	10.12			
HAMMONTON		11.07	12.43	
DA COSTA	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1			
ELWOOD				
EGG HARBOR		11.16	12.53	
POMONA				
ABSECON		B 11.26	B 1.03	
CHANNEL		11.35	1.12	
ATLANTIC CITY		\$ 11.38	\$ 1.15	
Arrive	A. M.	A. M.	P. M.	
	375	1007	1073	

FIRST CLASS

●1013	●2560	311	●2592	●651	2562
DAILY	SAT. ONLY	SAT. ONLY	SAT. ONLY	SAT. ONLY	SAT. ONLY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.15			\$ 12.47		
\$ 12.19			\$ 12.51		
\$ 12.29			\$ 1.00		
G 12.34					
	\$ 12.26	\$ 12.45		\$ 1.00	\$ 1.35
	\$ 12.35	\$ 12.53		\$ 1.10	\$ 1.45
	\$ 12.38	\$ 12.56		\$ 1.13	\$ 1.48
	12.39	12.57		1.14	1.49
	12.41				1.51
	12.46				1.56
12.39			1.11		
	12.49		1.14		1.59
				\$ 1.20	
				\$ 1.22	
				\$ 1.24	
12.46		1.03		\$ 1.26	
				\$ 1.28	
				F 1.32	
				\$ 1.35	
12.51		1.08		F 1.37	
				\$ 1.40	
				\$ 1.43	
				\$ 1.47	
				\$ 1.51	
				F 1.53	
				\$ 1.56	
				F 1.58	
12.58		1.15		\$ 2.02	
				F 2.06	
				F 2.08	
				F 2.10	
				\$ 2.13	
				F 2.16	
1.05		1.22		2.20	
		1.24			
1.08				\$ 2.25	
1.17					
1.26					
1.32					
\$ 1.35					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1013	2560	311	2592	651	2562

22 PHILADELPHIA TO ATLANTIC CITY VIA VERNON

STATIONS	FIRST CLASS			
	1015	2564	1075	
	DAILY	DAILY EX. SAT. & SUN.	SAT. ONLY	
	P. M.	P. M.	P. M.	
PHILA. (Broad Street) <small>Leave</small>	\$ 1.55			
PENNA. STATION <small>1.15</small>	\$ 1.59			
NORTH PHILA. <small>1.00</small>	\$ 2.09			
FRANKFORD JCT. <small>1.15</small>	K 2.14			
NEW YORK (N.Y. Div.)			\$ 1.15	
PHILA. (Mkt.St. Wharf)		\$ 2.20		
CAMDEN		\$ 2.28		
BROADWAY		\$ 2.31		
CENTER		2.32		
COOPER		2.34		
HATCH		2.38		
JERSEY	2.19			
MINSON		2.41	3.14	
DIVIDE			3.15	
JORDAN				
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	2.26		3.22	
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	2.31		3.27	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	2.38		3.34	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	2.45		3.41	
CAPE MAY JCT.				
HAMMONTON	2.48		3.44	
DA COSTA				
ELWOOD				
EGG HARBOR	2.57		3.53	
POMONA				
ABSECON	3.06		4.03	
CHANNEL	3.12		4.12	
ATLANTIC CITY	\$ 3.15		\$ 4.15	
<small>Arrive</small>	P. M.	P. M.	P. M.	
	1015	2564	1075	

FIRST CLASS

655	2510	2534	1021	2566	315
‡ DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY	DAILY	‡ DAILY EX. SUN.	DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 4.16		
			\$ 4.20		
			\$ 4.30		
			A 4.35		
\$ 3.10	\$ 3.50	\$ 3.50		\$ 4.30	\$ 4.40
\$ 3.18	\$ 3.58	\$ 3.58		\$ 4.40	\$ 4.48
\$ 3.21	\$ 4.01	\$ 4.01		\$ 4.43	
3.22	4.02	4.02		4.44	4.51
	4.04	4.04		4.46	
	4.09	4.09		4.50	
			4.42		
	4.12	4.12		4.52	
\$ 3.27					
F 3.29					
F 3.31					
F 3.33			4.49		4.57
\$ 3.35					
F 3.39					
\$ 3.42					
F 3.43					
\$ 3.46			4.54		5.02
F 3.49					
\$ 3.52					
\$ 3.56					
F 3.58					
\$ 4.01					
F 4.03					
\$ 4.07			5.01		5.09
F 4.11					
F 4.13					
F 4.15					
\$ 4.18					
F 4.25			5.08		5.16
					5.18
\$ 4.30			5.11		
Will not run Nov. 30 Dec. 25 Jan. 1			5.20	Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	
			5.29		
			5.35		
			\$ 5.38		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
655	2510	2534	1021	2566	315

24 PHILADELPHIA TO ATLANTIC CITY VIA VERNON

STATIONS	FIRST CLASS			
	●657	1077	●2568	●659
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.	P. M.
PHILA. (Broad Street) P. T. Div.				
PENNA. STATION				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N.Y.Div.)		\$ 3.15		
PHILA. (Mkt. St. Wharf)	\$ 4.45		\$ 4.55	\$ 5.00
CAMDEN	\$ 4.53		\$ 5.03	\$ 5.10
BROADWAY	\$ 4.56		\$ 5.06	\$ 5.13
CENTER	4.57		5.07	5.14
COOPER			5.09	
HATCH			5.14	
JERSEY				
MINSON		5.12	5.17	
DIVIDE		5.14		
JORDAN				
COLLINGSWOOD	\$ 5.02			\$ 5.19
CUTHBERT	\$ 5.04			\$ 5.21
WESTMONT	F 5.06			
VERNON	F 5.08	5.21		5.24
HADDONFIELD	\$ 5.10			\$ 5.26
WOODCREST	F 5.14			
ASHLAND	\$ 5.17			
OSAGE				
KIRKWOOD		5.26		\$ 5.33
LINDENWOLD				\$ 5.36
LUCASTON				
WEST BERLIN				\$ 5.40
REED CROSSING				
BERLIN		Q 5.31		\$ 5.43
BISHOPS BRIDGE				
ATCO		5.34		\$ 5.48
DUNBARTON				\$ 5.52
FISHER				\$ 5.54
CHESILHURST				\$ 5.56
WATERFORD				\$ 5.58
ANCORA				
WINSLOW		5.41		6.04
CAPE MAY JCT.				
HAMMONTON		5.44		\$ 6.08
DA COSTA	Will not run		Will not run	Will not run
ELWOOD	Nov. 30		Nov. 30	Jan. 1
EGG HARBOR	Dec. 25	5.53	Dec. 25	Nov. 30
POMONA	Jan. 1		Jan. 1	Dec. 25
ABSECON	Feb. 22	B 6.03	Feb. 22	Feb. 22
CHANNEL		6.12		
ATLANTIC CITY		\$ 6.15		
Arrive	P. M.	P. M.	P. M.	P. M.
	657	1077	2568	659

FIRST CLASS

	●2594	●661	●1025	●663	●2570
	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.13		\$ 5.18		
	\$ 5.17		\$ 5.22		
	\$ 5.26		\$ 5.32		
			A 5.37		
		\$ 5.15		\$ 5.30	\$ 5.30
		\$ 5.24		\$ 5.39	\$ 5.40
		\$ 5.27		\$ 5.42	\$ 5.43
		5.28		5.43	5.44
					5.46
					5.50
	5.37		5.43		
	5.40				5.52
		\$ 5.33		\$ 5.48	
		\$ 5.35		\$ 5.50	
		\$ 5.37		\$ 5.53	
		\$ 5.39	5.50	\$ 5.55	
		\$ 5.41		\$ 5.57	
		\$ 5.44		\$ 6.01	
		\$ 5.46		\$ 6.09	
		\$ 5.48		\$ 6.12	
		\$ 5.56	5.56	\$ 6.20	
		\$ 6.00		\$ 6.24	
		\$ 6.03		\$ 6.27	
		\$ 6.06		\$ 6.31	
		\$ 6.08		\$ 6.33	
		\$ 6.15		\$ 6.36	
		\$ 6.19		F 6.38	
		\$ 6.23	6.03	\$ 6.42	
		F 6.27		F 6.46	
		F 6.29		F 6.48	
		F 6.31		F 6.50	
		\$ 6.34		\$ 6.53	
				F 6.56	
		6.40	6.10	F 6.59	
		\$ 6.45	6.13	\$ 7.05	
	Will not run Nov. 30 Dec. 25 Jan. 1	Will not run Nov. 30 Dec. 25 Jan. 1	6.22 6.31 6.37	Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	
			\$ 6.40		
	P. M.	P. M.	P. M.	P. M.	P. M.
	2594	661	1025	663	2570

STATIONS	FIRST CLASS			
	1065	171	●2572	●665
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.
Leave				
PHILA. (Broad Street) ⁷	\$ 5.35			
PENNA. STATION	\$ 5.39			
NORTH PHILA.	\$ 5.48			
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 5.50	\$ 5.50	\$ 6.15
CAMDEN		\$ 5.58	\$ 6.00	\$ 6.23
BROADWAY		\$ 6.01	\$ 6.03	\$ 6.26
CENTER		6.02	6.04	6.27
COOPER			6.06	
HATCH			6.11	
JERSEY	5.59			
MINSON			6.14	
DIVIDE				
JORDAN				
COLLINGSWOOD		\$ 6.06		\$ 6.33
CUTHBERT		F 6.08		\$ 6.35
WESTMONT				\$ 6.37
VERNON	6.06	F 6.11		\$ 6.39
HADDONFIELD		\$ 6.13		\$ 6.41
WOODCREST				\$ 6.45
ASHLAND	6.09			\$ 6.48
OSAGE				\$ 6.50
KIRKWOOD	6.11	6.20		\$ 6.53
LINDENWOLD				\$ 6.56
LUCASTON				\$ 7.00
WEST BERLIN		\$ 6.24		F 7.04
REED CROSSING				F 7.06
BERLIN	6.15	\$ 6.27		F 7.08
BISHOPS BRIDGE				F 7.10
ATCO	6.17	\$ 6.32		\$ 7.14
DUNBARTON				F 7.17
FISHER				F 7.19
CHESILHURST				F 7.21
WATERFORD		\$ 6.39		\$ 7.24
ANCORA				F 7.27
WINSLOW	6.24	6.45		7.30
CAPE MAY JCT.	6.26			
HAMMONTON		\$ 6.49		\$ 7.35
DA COSTA			Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	
ELWOOD				
EGG HARBOR		\$ 7.00		
POMONA				
ABSECON		\$ 7.11		
CHANNEL		7.20		
ATLANTIC CITY		\$ 7.23		
Arrive	P. M.	P. M.	P. M.	P. M.
	1065	171	2572	665

FIRST CLASS

2574 DAILY EX. SUN.	●1085 FRI. ONLY	1029 DAILY	●2714 SUN. ONLY	2582 DAILY EX. SUN.	1033 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 7.45			\$ 11.45
		\$ 7.49			\$ 11.49
		\$ 7.59			\$ 11.59
	\$ 5.50				
\$ 7.10			\$ 8.30	\$ 9.20	
\$ 7.18			\$ 8.38	\$ 9.28	
\$ 7.21			\$ 8.41	\$ 9.31	
7.22			8.42	9.32	
7.24			8.44	9.34	
7.29			8.48	9.39	
		8.09			12.09
7.32	7.42		8.50	9.42	
	7.44				
	7.51	8.16			12.16
	7.56	8.21			12.21
	8.03	8.28			12.26
	8.11	8.35			12.85
	8.14	8.38			F 12.89
	8.24	8.47			B 12.50
	8.33	8.56			1.00
	8.40	9.02			1.07
\$ 8.43	\$ 9.05				\$ 1.10
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
2574	1085	1029	2714	2582	1033

28 ATLANTIC CITY TO PHILADELPHIA VIA VERNON

STATIONS	FIRST CLASS			
	●650	2551	●652	
Arrive	A. M.	A. M.	A. M.	
PHILA. (Broad Street) P. T. Div.				
PENNA. STATION				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 6.15	\$ 6.20	\$ 7.00	
CAMDEN	\$ 6.07	\$ 6.12	\$ 6.52	
BROADWAY	\$ 6.04	\$ 6.09	\$ 6.49	
CENTER	6.03	6.08	6.48	
COOPER		6.06		
HATCH		6.01		
JERSEY				
MINSON		5.58		
DIVIDE				
JORDAN				
COLLINGSWOOD	\$ 5.57		\$ 6.42	
CUTHBERT	\$ 5.54		\$ 6.39	
WESTMONT	\$ 5.52		\$ 6.37	
VERNON	F 5.50		\$ 6.35	
HADDONFIELD	\$ 5.48		\$ 6.33	
WOODCREST	\$ 5.42		\$ 6.27	
ASHLAND	\$ 5.40		\$ 6.25	
OSAGE	\$ 5.37		\$ 6.22	
KIRKWOOD	\$ 5.35		\$ 6.20	
LINDENWOLD	\$ 5.32		\$ 6.17	
LUCASTON	\$ 5.29		\$ 6.14	
WEST BERLIN	\$ 5.25		\$ 6.10	
REED CROSSING	F 5.23		F 6.08	
BERLIN	\$ 5.22		\$ 6.07	
BISHOPS BRIDGE	\$ 5.19		\$ 6.04	
ATCO	\$ 5.16		\$ 6.01	
DUNBARTON	\$ 5.11		\$ 5.56	
FISHER	\$ 5.09		\$ 5.54	
CHESILHURST	\$ 5.07		\$ 5.52	
WATERFORD	\$ 5.05		\$ 5.50	
ANCORA			F 5.47	
WINSLOW	F 5.00		5.45	
CAPE MAY JCT.				
HAMMONTON	\$ 4.55		\$ 5.40	
DA COSTA			Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	
ELWOOD				
EGG HARBOR				
POMONA				
ABSECON				
CHANNEL				
ATLANTIC CITY				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SUN.	
	650	2551	652	

FIRST CLASS

●2553	●654	●2557	●656	2559	●1002
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
					\$ 8.10
					\$ 8.06
					\$ 7.56
					B 7.51
\$ 7.15	\$ 7.35	\$ 7.40	\$ 7.55	\$ 8.05	
\$ 7.06	\$ 7.27	\$ 7.32	\$ 7.47	\$ 7.57	
\$ 7.03	\$ 7.24	\$ 7.29	\$ 7.44	\$ 7.54	
7.02	7.23	7.28	7.43	7.53	
7.00		7.26		7.51	
6.53		7.21		7.46	
					7.46
6.51		7.18		7.43	
	\$ 7.17		\$ 7.37		
	F 7.14		F 7.34		
	F 7.12		F 7.32		
	\$ 7.10		\$ 7.30		7.39
	\$ 7.08		\$ 7.28		
	\$ 7.02		F 7.22		
	\$ 7.00		\$ 7.20		
	F 6.57		F 7.18		
	\$ 6.55		\$ 7.16		7.34
	\$ 6.52		\$ 7.12		
	\$ 6.49		\$ 7.09		
	\$ 6.45		\$ 7.05		
	F 6.43		F 7.03		
	\$ 6.42		\$ 7.02		
	\$ 6.39		\$ 6.59		
	\$ 6.36		\$ 6.56		7.27
	F 6.31		F 6.51		
	F 6.29		F 6.49		Will not run
	F 6.27		F 6.47		Nov. 30
	\$ 6.25		\$ 6.45		Dec. 25
					Jan. 1
	6.20		6.40		7.20
	\$ 6.15		\$ 6.35		7.17
Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 30 Dec. 25 Jan. 1		Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	7.08
					6.59
					6.53
					\$ 6.50
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
‡ DAILY EX. SAT. & SUN. 2553	‡ DAILY EX. SUN. 654	DAILY EX. SUN. 2557	‡ DAILY EX. SUN. 656	‡ DAILY EX. SUN. 2559	‡ DAILY EX. SUN. 1002

30 ATLANTIC CITY TO PHILADELPHIA VIA VERNON

STATIONS	FIRST CLASS			
	●2591	658	108	
	A.M.	A. M.	A. M.	
Arrive				
PHILA. (Broad Street) T. Div.	\$ 8.20			
PENNA. STATION	\$ 3.16			
NORTH PHILA.	\$ 8.06			
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 8.25	\$ 8.30	
CAMDEN		\$ 8.17	\$ 8.21	
BROADWAY		\$ 8.14	\$ 8.18	
CENTER		8.13	8.17	
COOPER				
HATCH				
JERSEY	7.56			
MINSON	7.53			
DIVIDE				
JORDAN				
COLLINGSWOOD		\$ 8.07	\$ 8.12	
CUTHBERT		\$ 8.06		
WESTMONT		\$ 8.03		
VERNON		\$ 8.01	8.08	
HADDONFIELD		\$ 7.59	\$ 8.07	
WOODCREST		\$ 7.54		
ASHLAND		\$ 7.52		
OSAGE		\$ 7.49		
KIRKWOOD		\$ 7.47	F 8.00	
LINDENWOLD		\$ 7.44	F 7.57	
LUCASTON		\$ 7.41		
WEST BERLIN		\$ 7.37	\$ 7.53	
REED CROSSING		\$ 7.35		
BERLIN		\$ 7.34	\$ 7.50	
BISHOPS BRIDGE		\$ 7.31		
ATCO		\$ 7.27	\$ 7.45	
DUNBARTON		F 7.17		
FISHER		F 7.15		
CHESILHURST		F 7.13		
WATERFORD		\$ 7.11		
ANCORA				
WINSLOW		F 7.05	7.37	
CAPE MAY JCT.				
HAMMONTON		\$ 7.00	\$ 7.33	
DA COSTA				
ELWOOD				
EGG HARBOR	Will not run Nov. 30 Dec. 25 Jan. 1	Will not run Nov. 30 Dec. 25 Jan. 1	\$ 7.21	
POMONA			\$ 7.10	
ABSECON			7.03	
CHANNEL				
ATLANTIC CITY			\$ 7.00	
Leave	A. M.	A. M.	A. M.	
	⊕ DAILY EX. SUN.	⊕ DAILY EX. SUN.	DAILY EX. SUN.	
	2591	658	108	

FIRST CLASS

	●2561	302	●660	1006	2501
	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 9.07	
				\$ 9.03	
				\$ 8.53	
				\$ 8.48	
	\$ 8.35	\$ 8.40	\$ 8.45		\$ 9.45
	\$ 8.28	\$ 8.31	\$ 8.38		\$ 9.37
	\$ 8.25		\$ 8.35		\$ 9.34
	8.24	8.27	8.34		9.33
	8.22				9.31
	8.18				9.26
				8.42	
	8.16				9.22
			\$ 8.29		
			F 8.27		
			F 8.25		
		8.22	F 8.23	8.35	
		8.21	\$ 8.21		
			F 8.12		
			\$ 8.10		
		8.17		8.30	
		8.10		8.23	
				Will not run Nov. 30 Dec. 25 Jan. 1	
		8.03		8.16	
		8.01			
				8.13	
			Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	8.04	
				7.54	
				7.48	
				\$ 7.45	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	DAILY EX. SUN.
	2561	302	660	1006	2501

32 ATLANTIC CITY TO PHILADELPHIA VIA VERNON

STATIONS	FIRST CLASS			
	●1008	1070	1058	
	A. M.	P. M.	A. M.	
Arrive				
PHILA. (Broad Street) v	\$ 10.05		\$ 10.55	
PENNA. STATION	\$ 10.01		\$ 10.51	
NORTH PHILA.	\$ 9.50		\$ 10.42	
FRANKFORD JCT.	\$ 9.44			
NEW YORK (N. Y. Div.)		\$ 12.30		
PHILA. (Mkt. St. Wharf)				
CAMDEN				
BROADWAY				
CENTER				
COOPER				
HATCH				
JERSEY	9.38		10.31	
MINSON		10.22		
DIVIDE		10.20		
JORDAN				
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	9.31	10.13	10.24	
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	9.26	10.08	10.19	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	9.19	10.01	10.13	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	9.12	9.54	10.06	
CAPE MAY JCT.			10.04	
HAMMONTON	9.09	9.51		
DA COSTA				
ELWOOD				
EGG HARBOR	8.59	9.41		
POMONA				
ABSECON	8.50	9.30		
CHANNEL	8.43	9.23		
ATLANTIC CITY	\$ 8.40	\$ 9.20		
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	1008	1070	1058	

FIRST CLASS

2531	1010	2565	●2573	306	1016
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	\$ 11.15				\$ 3.15
	\$ 11.11				\$ 3.11
	\$ 11.01				\$ 3.01
\$ 10.45		\$ 11.30	\$ 1.20	\$ 1.35	
\$ 10.37		\$ 11.22	\$ 1.12	\$ 1.27	
\$ 10.34		\$ 11.19	\$ 1.09		
10.33		11.18	1.08	1.23	
10.31		11.16	1.06		
10.27		11.12	1.01		
	10.50				2.50
10.25		11.09	12.58		
	10.43			1.17	2.43
	10.38			1.12	2.38
	10.32			1.04	2.31
	10.25			12.56	2.23
				12.54	
	10.22				2.20
	10.13				2.10
	10.04				2.00
	9.58				1.53
	\$ 9.55				\$ 1.50
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
SUN. ONLY	DAILY	DAILY EX. SUN.	SAT. ONLY	SAT. ONLY	DAILY
2531	1010	2565	2573	306	1016

34 ATLANTIC CITY TO PHILADELPHIA VIA VERNON

STATIONS	FIRST CLASS			
	1072	2571	◇1082	148
Arrive	P. M.	P. M.	P. M.	P. M.
PHILA. (Broad Street) [†]			Will run	Will not
PENNA. STATION.....			Sundays	run
NORTH PHILA.....			Except	Nov. 30
FRANKFORD JCT.....			Dec. 24	Dec. 25
			Dec. 31	Jan. 1
NEW YORK (N.Y. Div.)	\$ 5.40		\$ 7.00	Feb. 22
PHILA. (Mkt. St. Wharf)		\$ 4.35		\$ 5.45
CAMDEN.....		\$ 4.27	Will run	\$ 5.37
BROADWAY.....		\$ 4.24	Dec. 25	\$ 5.34
CENTER.....		4.23	Jan. 1	5.33
COOPER.....		4.21		
HATCH.....		4.17		
JERSEY.....				
MINSON.....	3.36	4.15	5.08	
DIVIDE.....	3.34		5.06	
JORDAN.....				
COLLINGSWOOD.....				\$ 5.27
CUTHBERT.....				F 5.24
WESTMONT.....				F 5.22
VERNON.....	3.27		4.59	F 5.20
HADDONFIELD.....				\$ 5.18
WOODCREST.....				F 5.12
ASHLAND.....				\$ 5.10
OSAGE.....				F 5.07
KIRKWOOD.....	3.22		4.54	F 5.05
LINDENWOLD.....				F 5.02
LUCASTON.....				F 4.59
WEST BERLIN.....				F 4.56
REED CROSSING.....				F 4.54
BERLIN.....			A 4.48	\$ 4.53
BISHOPS BRIDGE.....				F 4.50
ATCO.....	3.16		4.45	\$ 4.48
DUNBARTON.....				F 4.43
FISHER.....				F 4.41
CHESILHURST.....				F 4.39
WATERFORD.....				\$ 4.37
ANCORA.....				F 4.33
WINSLOW.....	3.09		4.38	F 4.30
CAPE MAY JCT.....				
HAMMONTON.....	3.06		4.35	\$ 4.25
DA COSTA.....				
ELWOOD.....		Will not		F 4.17
EGG HARBOR.....	2.56	run	4.26	\$ 4.10
POMONA.....		Nov. 30		F 4.03
ABSECON.....	A 2.45	Dec. 25	A 4.15	\$ 3.55
CHANNEL.....	2.38	Jan. 1	4.08	3.48
		Feb. 22		
ATLANTIC CITY.....	\$ 2.36		\$ 4.05	\$ 3.45
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	† DAILY	SEE	† DAILY
	1072	EX. SUN.	NOTE	EX. SUN.
		2571	1082	148

FIRST CLASS

370	1020	2575	*310	●2711	2577
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.12				
	\$ 6.08				
	\$ 5.57				
	\$ 5.51				
\$ 5.50		\$ 6.05	\$ 6.05	\$ 6.35	\$ 6.40
\$ 5.42		\$ 5.55	\$ 5.57	\$ 6.27	\$ 6.32
\$ 5.39		\$ 5.52	\$ 5.54	\$ 6.24	\$ 6.29
5.38		5.51	5.53	6.23	6.28
		5.49		6.21	6.26
		5.44		6.14	6.19
	5.46				
		5.41		6.10	6.16
5.32	5.39		5.46		
B 5.31			B 5.45		
5.25	5.34		5.39		
5.19	5.27		5.32		
5.12	5.20		5.24		
5.10			5.22		
	5.17				
Will run Sundays and on Nov. 30 Dec. 25 Jan. 1	5.07 A 4.55 4.48	Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 30 Dec. 25 Jan. 1		Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22
	\$ 4.45				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SEE NOTE	DAILY	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	SUN. ONLY	‡ DAILY EX. SAT. & SUN.
370	1020	2575	310	2711	2577

36 ATLANTIC CITY TO PHILADELPHIA VIA VERNON

STATIONS	FIRST CLASS			
	●1022	2581	374	
	P. M.	P. M.	P. M.	
Arrive				
PHILA. (Broad Street) ⁷	\$ 7.11			
PENNA. STATION ⁷	\$ 7.07			
NORTH PHILA. ⁷	\$ 6.57			
FRANKFORD JCT. ⁷	K 6.51			
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 7.40	\$ 7.50	
CAMDEN		\$ 7.32	\$ 7.42	
BROADWAY		\$ 7.29		
CENTER		7.28	7.38	
COOPER		7.26		
HATCH		7.21		
JERSEY	6.46			
MINSON		7.18		
DIVIDE				
JORDAN				
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	6.39		7.32	
HADDONFIELD			B 7.31	
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	6.34		7.25	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	6.27		7.19	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	6.20		7.12	
CAPE MAY JCT.			7.10	
HAMMONTON	6.17			
DA COSTA				
ELWOOD				
EGG HARBOR	6.08			
POMONA				
ABSECON	5.59			
CHANNEL	5.53			
ATLANTIC CITY	\$ 5.50			
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY EX. SUN.	SEE NOTE	
	1022	2581	374	

FIRST CLASS

	●1026	●1078	1032	●2713	●1036
	P. M.	P. M.	P. M.	P. M.	A. M.
	\$ 8.10		\$ 10.25		\$ 12.18
	\$ 8.06		\$ 10.21		\$ 12.14
	\$ 7.55		\$ 10.09		\$ 12.04
			K 10.03		B 11.58
	Will run	\$ 10.40			Will run
	Sundays			\$ 10.25	Sundays
	and on Nov. 30 Dec. 25 Jan. 1	First Trip Feb. 4		\$ 10.17 \$ 10.14 10.13	and on Nov. 30 Dec. 25 Jan. 1
				10.11	
				10.06	
	7.45		9.57		11.53
		8.42		10.02	
		8.40			
	7.38	8.33	9.49		11.46
	7.33	8.28	9.44		11.41
	7.26	8.21	9.37		11.34
	7.18	8.14	9.29		11.27
	7.15	8.11	9.26		11.24
	7.05	8.01	9.16		11.14
	6.55 A	7.50	9.05		11.04
	6.48	7.43	8.58		10.58
	\$ 6.45	\$ 7.40	\$ 8.55		\$ 10.55
	P. M.	P. M.	P. M.	P. M.	P. M.
	SEE NOTE	SUN. ONLY	DAILY	SUN. ONLY	SEE NOTE
	1026	1078	1032	2713	1036

38 PHILADELPHIA TO MILLVILLE AND SEA ISLE JCT.

STATIONS	FIRST CLASS			
	301	101	751	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PHILA. (Market St. Whf.)	\$ 4.40	\$ 5.10	\$ 6.10	
CAMDEN.....	\$ 4.52	\$ 5.20	\$ 6.19	
BROADWAY.....	\$ 4.55		\$ 6.22	
CENTER.....	4.56	5.24		
KAIGHN AVENUE.....			F 6.26	
HOOK.....	4 59	5.27	6.27	
SOUTH CAMDEN.....			F 6.28	
BROWN.....	5.00	5.28	6.29	
YORKSHIP.....			F 6.30	
GRENLOCH JCT.				
GLOUCESTER.....	\$ 5.04		\$ 6.33	
SOUTH GLOUCESTER.....			F 6.34	
TIMBER.....			6.35	
BROOKLAWN.....			F 6.36	
WESTVILLE.....	\$ 5.09		\$ 6.37	
SOUTH WESTVILLE.....			F 6.38	
NORTH WOODBURY.....	F 5.14		\$ 6.40	
WOODBURY.....	\$ 5.19		\$ 6.42	
REDOAK.....	5.26		6.43	
WOODBURY HEIGHTS.....	F 5.30		F 6.45	
WENONAH.....	\$ 5.35		\$ 6.48	
SEWELL.....	\$ 5.39		\$ 6.51	
PITMAN.....	\$ 5.47		\$ 6.56	
GLASSBORO.....	\$ 5 55		\$ 7.00	
SOUTH GLASSBORO.....	F 5.57		F 7.02	
CLAYTON.....	\$ 6.03		\$ 7.07	
FRANKLINVILLE.....	\$ 6 09		F 7.11	
IONA.....	F 6.12		F 7.13	
MALAGA.....	\$ 6.17		F 7.16	
NEWFIELD.....	\$ 6.23		\$ 7.23	
NORTH VINELAND.....	F 6.26		F 7.26	
HOME.....	6.31		7.30	
VINELAND.....	\$ 6.37		\$ 7.32	
SOUTH VINELAND.....	F 6.43		F 7.37	
MILLVILLE.....	\$ 6.55		\$ 7.43	
MENANTICO.....	F 7.03			
MANUMUSKIN.....	F 7.08		MU	
BELLEPLAIN.....	\$ 7.19			
WOODBINE.....	\$ 7.27		Note	
PINE.....	7.30			
MT. PLEASANT.....	F 7.31			
SEA ISLE JCT.	\$ 7.36			
Arrive	A. M.	A. M.	A. M.	
	301	101	751	

NOTE—No. 751 is superior by direction to Nos. 758 and 760.

FIRST CLASS

	*801 DAILY EX. SUN.	753 ‡ DAILY EX. SAT. & SUN.	*111 DAILY EX. SUN.	113 SUN. ONLY	●*701 ‡ DAILY EX. SAT. & SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.20	\$ 7.25	\$ 7.50	\$ 8.00	
	\$ 6.28	\$ 7.33	\$ 7.59	\$ 8.08	
	\$ 6.31	\$ 7.36	\$ 8.02		
	6.32		8.03	8.12	
		F 7.40			
	6.35	7.41	8.06	8.15	
	F 6.36	\$ 7.42	F 8.07		
	6.37	7.43	8.08	8.16	
	\$ 6.38	F 7.44			
	6.40				
		\$ 7.47			
		F 7.48			
		7.49			
		F 7.50			
		\$ 7.51			
		\$ 7.52			
		\$ 7.54			
		\$ 7.57			\$ 8.08
		25, Jan. 1, Feb. 22			8.09
		F 8.00			\$ 8.11
		\$ 8.04			\$ 8.15
		\$ 8.07			\$ 8.19
		\$ 8.12			\$ 8.25
		\$ 8.16			\$ 8.30
		F 8.18			
		\$ 8.23			
		\$ 8.28			
		F 8.30			
		\$ 8.33			
		\$ 8.38			
		F 8.41			Will not
		8.45			run
		\$ 8.49			Nov. 30
		F 8.54			Dec. 25
		\$ 9.00			Jan. 1
					Feb. 22
		MU			
		Note			
	A. M.	A. M.	A. M.	A. M.	A. M.
	801	753	111	113	701

NOTE—No. 753 is superior by direction to No. 762.

STATIONS	FIRST CLASS			
	117	755	123	
	DAILY	SUN. ONLY	SUN. ONLY	
Leave	A. M.	A. M.	A. M.	
PHILA. (Market St. Whf.)	\$ 9.00	\$ 9.30	\$ 10.00	
CAMDEN—Steam Term.	\$ 9.08	\$ 9.39	\$ 10.08	
BROADWAY		\$ 9.42		
CENTER	9.12		10.12	
KAIGHN AVENUE		F 9.46		
HOOK	9.15	9.47	10.15	
SOUTH CAMDEN		F 9.48		
BROWN	9.16	9.49	10.16	
YORKSHIP		F 9.50		
GRENLOCH JCT.				
GLOUCESTER		\$ 9.53		
SOUTH GLOUCESTER		F 9.54		
TIMBER		9.55		
BROOKLAWN		F 9.56		
WESTVILLE		\$ 9.57		
SOUTH WESTVILLE		F 9.58		
NORTH WOODBURY		F 10.00		
WOODBURY		\$ 10.03		
REDOAK		10.04		
WOODBURY HEIGHTS.		F 10.06		
WENONAH		\$ 10.10		
SEWELL		\$ 10.13		
PITMAN		\$ 10.18		
GLASSBORO		\$ 10.21		
SOUTH GLASSBORO		F 10.23		
CLAYTON		\$ 10.28		
FRANKLINVILLE		\$ 10.33		
IONA		F 10.35		
MALAGA		F 10.38		
NEWFIELD		\$ 10.44		
NORTH VINELAND		F 10.47		
HOME		10.51		
VINELAND		\$ 10.54		
SOUTH VINELAND		F 11.00		
MILLVILLE		\$ 11.05		
MENANTICO				
MANUMUSKIN		MU		
BELLEPLAIN				
WOODBINE				
PINE				
MT. PLEASANT				
SEA ISLE JCT				
Arrive	A. M.	A. M.	A. M.	
	117	755	123	

FIRST CLASS

	757 DAILY EX. SUN.	603 DAILY EX. SAT. & SUN.	129 SUN. ONLY	131 DAILY EX. SUN.	135 SUN. ONLY
	A. M.	A. M.	A. M.	A. M.	NOON
	\$ 10.35	\$ 10.40	\$ 11.00	\$ 11.20	\$ 12.00
	\$ 10.44	\$ 10.48	\$ 11.08	\$ 11.28	\$ 12.08
	\$ 10.47	\$ 10.51			
		10.52	11.12	11.32	12.12
	F 10.51				
	10.52	10.55	11.15	11.35	12.15
	F 10.53	\$ 10.56			
	10.54	10.57	11.16	11.36	12.16
	F 10.55				
	\$ 10.58				
	F 10.59				
	11.00				
	F 11.01				
	\$ 11.02				
	F 11.03				
	F 11.06				
	\$ 11.09				
	11.10				
	F 11.12				
	\$ 11.16				
	\$ 11.20				
	\$ 11.25				
	\$ 11.29				
	F 11.31	Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22			
	\$ 11.36				
	\$ 11.41				
	F 11.43				
	\$ 11.47				
	\$ 11.52				
	F 11.55				
	11.59				
	\$ 12.03				
	F 12.09				
	\$ 12.15				
	MU				
	Note				
	P. M.	A. M.	A. M.	A. M.	P. M.
	757	603	129	131	135,

NOTE—No. 757 is superior by direction to No. 764.

42 PHILADELPHIA TO MILLVILLE AND SEA ISLE JCT.

STATIONS	FIRST CLASS			
	●759	879	●605	
	SAT. ONLY	SEE NOTE	SAT. ONLY	
Leave	P. M.	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 12.25	\$ 12.35	\$ 12.40	
CAMDEN.....	\$ 12.33	\$ 12.43	\$ 12.48	
BROADWAY.....	\$ 12.36	\$ 12.46	\$ 12.51	
CENTER.....		12 47	12.52	
KAIGHN AVENUE.....	F 12.40			
HOOK.....	12 41	12.50	12.55	
SOUTH CAMDEN.....	F 12.42		F 12.56	
BROWN.....	12.43	12.51	12.57	
YORKSHIP.....	F 12.44			
GRENLOCH JCT.....				
GLOUCESTER.....	\$ 12.47			
SOUTH GLOUCESTER.....	F 12.48			
TIMBER.....	12.49	12.55		
BROOKLAWN.....	F 12.50			
WESTVILLE.....	\$ 12.51			
SOUTH WESTVILLE.....	\$ 12.52			
NORTH WOODBURY.....	\$ 12.54			
WOODBURY.....	\$ 12.57	\$ 1.00		
REDOAK.....	12.58	1.01		
WOODBURY HEIGHTS.....	\$ 1.00	\$ 1.03		
WENONAH.....	\$ 1.04	\$ 1.07		
SEWELL.....	\$ 1.08	\$ 1.11		
PITMAN.....	\$ 1.18	\$ 1.17		
GLASSBORO.....	\$ 1.17	\$ 1.21		
SOUTH GLASSBORO.....	F 1.19			
CLAYTON.....	\$ 1.24			
FRANKLINVILLE.....	\$ 1.29			
IONA.....	F 1.31			
MALAGA.....	\$ 1.34			
NEWFIELD.....	\$ 1.39			
NORTH VINELAND.....	F 1.42	Will run Saturdays and on Nov. 30 Dec. 25 Jan. 1		
HOME.....	1.46			
VINELAND.....	\$ 1.49			
SOUTH VINELAND.....	\$ 1.54			
MILLVILLE.....	\$ 2.00			
MENANTICO.....	MU	Feb. 22		
MANUMUSKIN.....				
BELLEPLAIN.....				
WOODBINE.....				
PINE.....				
MT. PLEASANT.....				
SEA ISLE JCT.....				
Arrive	P. M.	P. M.	P. M.	
	759	879	605	

FIRST CLASS

	851 SAT. ONLY	141 SAT. ONLY	803 SAT. ONLY	761 + DAILY EX. SUN.	607 SAT. ONLY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 12.50	\$ 1.00	\$ 1.06	\$ 1.10	\$ 1.30
	\$ 12.58	\$ 1.08	\$ 1.13	\$ 1.19	\$ 1.38
	\$ 1.01		\$ 1.16	\$ 1.22	\$ 1.41
	1.02	1.12	1.17		1.42
				F 1.26	
	1.05	1.15	1.20	1.27	1.45
			F 1.21	F 1.28	F 1.46
	1.06	1.16	1.22	1.29	1.47
			F 1.23	F 1.30	
			1.25		
	\$ 1.09			F 1.32	
				F 1.33	
	1.12			1.34	
	1.13			F 1.35	
	1.15			F Feb. 22	
	1.17			F 1.36	
	1.21			F Jan. 1	
	1.24			F 1.37	
	1.25			F 1.39	
				S 1.43	
				S 1.44	
				F Dec. 25	
				F 1.46	
				F 1.50	
				F 1.53	
				S Nov. 30	
				S 1.58	
				S 2.03	
				F run	
				F 2.04	
				F 2.09	
				F not run	
				F 2.13	
				F 2.16	
				F 2.19	
				S 2.24	
				F 2.27	
				2.31	
				S 2.34	
				F 2.39	
				S 2.45	
				MU	
	P. M.	P. M.	P. M.	P. M.	P. M.
	851	141	803	761	607

44 PHILADELPHIA TO MILLVILLE AND SEA ISLE JCT.

STATIONS	FIRST CLASS			
	●763	827	147	
	SAT. ONLY	SAT. ONLY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 1.45	\$ 1.55	\$ 2.00	
CAMDEN.....	\$ 1.54	\$ 2.03	\$ 2.08	
BROADWAY.....	\$ 1.57	\$ 2.06		
CENTER.....		2.07	2.12	
KAIGHN AVENUE.....	F 2.01			
HOOK.....	2.02	2.10	2.15	
SOUTH CAMDEN.....	F 2.03			
BROWN.....	2.04	2.11	2.16	
YORKSHIP.....	F 2.05			
GRENLOCH JCT.....				
GLOUCESTER.....	\$ 2.08			
SOUTH GLOUCESTER.....	F 2.09			
TIMBER.....	2.10	2.15		
BROOKLAWN.....	F 2.11			
WESTVILLE.....	\$ 2.12			
SOUTH WESTVILLE.....	\$ 2.13			
NORTH WOODBURY.....	\$ 2.15			
WOODBURY.....	\$ 2.18	\$ 2.20		
REDOAK.....	2.19	2.21		
WOODBURY HEIGHTS.....	\$ 2.21			
WENONAH.....	\$ 2.25			
SEWELL.....	\$ 2.28			
PITMAN.....	\$ 2.33			
GLASSBORO.....	\$ 2.37			
SOUTH GLASSBORO.....	F 2.38			
CLAYTON.....	\$ 2.43			
FRANKLINVILLE.....	\$ 2.48			
IONA.....	F 2.50			
MALAGA.....	\$ 2.54			
NEWFIELD.....	\$ 2.59			
NORTH VINELAND.....	F 3.02			
HOME.....	3.06			
VINELAND.....	\$ 3.09			
SOUTH VINELAND.....	\$ 3.14			
MILLVILLE.....	\$ 3.20			
MENANTICO.....				
MANUMUSKIN.....	MU			
BELLEPLAIN.....				
WOODBINE.....				
PINE.....				
MT. PLEASANT.....				
SEA ISLE JCT.....				
Arrive	P. M.	P. M.	P. M.	
	763	827	147	

FIRST CLASS

	765 DAILY EX. SUN.	767 SUN. ONLY	●703 SAT. ONLY	●769 ‡ DAILY EX. SAT. & SUN.	159 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.40	\$ 3.00	\$ 3.30	\$ 3.45	\$ 4.00
	\$ 2.49	\$ 3.09	\$ 3.39	\$ 3.54	\$ 4.08
	\$ 2.52	\$ 3.12	\$ 3.42	\$ 3.57	4.12
	F 2.56	F 3.16	F 3.46	F 4.01	
	2.57	3.17	3.47	4.02	4.15
	F 2.58	F 3.18	F 3.48	F 4.03	
	2.59	3.19	3.49	4.04	4.16
	F 3.00	F 3.20	F 3.50	F 4.05	
	\$ 3.03	F 3.23	\$ 3.53	\$ 4.08	
	F 3.04	F 3.24	F 3.54	F 4.09	
	3.05	3.25	3.55	4.10	
	F 3.06	F 3.26	F 3.56	F 4.11	
	\$ 3.07	\$ 3.27	\$ 3.57	\$ 4.12	
	F 3.08	F 3.28	\$ 3.58	F 4.13	
	\$ 3.10	\$ 3.30	\$ 4.00	\$ 4.15	
	\$ 3.14	\$ 3.33	\$ 4.03	\$ 4.18	
	3.15	3.34	4.04	4.19	
	F 3.17	F 3.36	F 4.06	F 4.21	
	\$ 3.21	\$ 3.40	\$ 4.10	\$ 4.24	
	\$ 3.25	\$ 3.43	\$ 4.14	\$ 4.27	
	\$ 3.30	\$ 3.48	\$ 4.19	\$ 4.32	
	\$ 3.37	\$ 3.52	\$ 4.23	\$ 4.36	
	F 3.39	F 3.54		F 4.37	
	\$ 3.44	\$ 3.59		\$ 4.42	
	F 3.49	F 4.03		F 4.46	
	F 3.52	F 4.05		F 4.48	
	F 3.55	F 4.08		F 4.51	
	\$ 4.00	\$ 4.13		\$ 4.56	
	F 4.03	F 4.16		F 4.59	
	4.07	4.20		5.03	
	\$ 4.09	\$ 4.23		\$ 5.06	
	\$ 4.15	\$ 4.29		\$ 5.11	
	\$ 4.20	\$ 4.35		\$ 5.17	
	MU	MU	MU	MU	
	Note			Note	
	P. M.	P. M.	P. M.	P. M.	P. M.
	765	767	703	769	159

NOTE—No. 765 is superior by direction to No. 770.

NOTE—No. 769 is superior by direction to No. 308.

46 PHILADELPHIA TO MILLVILLE AND SEA ISLE JCT.

STATIONS	FIRST CLASS			
	●609	●705	853	
	DAILY EX. SUN.	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SAT. & SUN.	
Leave	P. M	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 4 30	\$ 4.30	\$ 4.40	
CAMDEN	\$ 4.38	\$ 4.39	\$ 4.50	
BROADWAY	\$ 4.41	\$ 4.42	\$ 4.53	
CENTER	4 42		4.54	
KAIGHN AVENUE		F 4.46		
HOOK	4 45	4.47	4.57	
SOUTH CAMDEN	F 4.46	\$ 4.48		
BROWN	4.47	4.49	4.58	
YORKSHIP		F 4.50		
GRENLOCH JCT.				
GLOUCESTER		\$ 4.53		
SOUTH GLOUCESTER		F 4.54		
TIMBER		4.55	5.02	
BROOKLAWN		F 4.56	F 5.03	
WESTVILLE		\$ 4.57	\$ 5.04	
SOUTH WESTVILLE		\$ 4.58		
NORTH WOODBURY		\$ 5.00	\$ 5.08	
WOODBURY		\$ 5.03	\$ 5.11	
REDOAK		5.04	5.12	
WOODBURY HEIGHTS.		\$ 5.06		
WENONAH		\$ 5.10		
SEWELL		\$ 5.14		
PITMAN		\$ 5.19		
GLASSBORO		\$ 5.23		
SOUTH GLASSBORO				
CLAYTON		Will not run	Will not run	
FRANKLINVILLE		Nov. 30	Nov. 30	
IONA		Dec. 25	Dec. 25	
MALAGA		Jan. 1	Jan. 1	
NEWFIELD		Feb. 22	Feb. 22	
NORTH VINELAND				
HOME				
VINELAND				
SOUTH VINELAND				
MILLVILLE				
MENANTICO				
MANUMUSKIN		MU		
BELLEPLAIN				
WOODBINE				
PINE				
MT. PLEASANT				
SEA ISLE JCT.				
Arrive	P. M.	P. M.	P. M.	
	609	705	853	

FIRST CLASS

	●771 ‡ DAILY EX. SUN. P. M.	●707 DAILY EX. SUN. P. M.	165 DAILY P. M.	167 DAILY EX. SAT. & SUN. P. M.	773 DAILY EX. SUN. P. M.
	\$ 4.55	\$ 4.55	\$ 5.00	\$ 5.05	\$ 5.10
	\$ 5.03	\$ 5.04	\$ 5.08	\$ 5.13	\$ 5.18
	\$ 5.06	\$ 5.07	5.12	5.17	\$ 5.21
		F 5.11			
	5.09	5.12	5.15	5.20	5.24
		F 5.13		F 5.21	
	5.10	5.14	5.16	5.22	5.25
		F 5.15			
		\$ 5.18			
		F 5.19			
	5.14	5.20			5.29
		F 5.21			
		\$ 5.22			
		F 5.23			
		\$ 5.25			
		\$ 5.27			
	5.19	5.28			5.34
		F 5.30			\$ 5.35
		\$ 5.33			
		\$ 5.37			
		\$ 5.42			\$ 5.45
	5.29	\$ 5.46			\$ 5.49
	Will not run Nov.			Will not run Nov. 30 Dec. 25 Jan. 1	F 5.50
					\$ 5.55
					\$ 6.00
					F 6.02
					\$ 6.05
	\$ 5.45				\$ 6.10
					F 6.13
	5.50				6.17
	\$ 5.52				\$ 6.20
	5.56				\$ 6.25
	\$ 6.00				\$ 6.30
	MU	MU			MU
	P. M.	P. M.	P. M.	P. M.	P. M.
	771	707	165	167	773

48 PHILADELPHIA TO MILLVILLE AND SEA ISLE JCT.

STATIONS	FIRST CLASS			
	883	●611	●709	
	‡ DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	‡ DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 5.15	\$ 5.20	\$ 5.20	
CAMDEN	\$ 5.23	\$ 5.28	\$ 5.29	
BROADWAY	\$ 5.26	\$ 5.31	\$ 5.32	
CENTER	5.27	5.32		
KAIGHN AVENUE			F 5.36	
HOOK	5.30	5.35	5.37	
SOUTH CAMDEN			\$ 5.38	
BROWN	5.31	5.36	5.39	
YORKSHIP			F 5.40	
GRENLOCH JCT.				
GLOUCESTER			\$ 5.43	
SOUTH GLOUCESTER			F 5.44	
TIMBER	5.35		5.45	
BROOKLAWN			F 5.46	
WESTVILLE			\$ 5.47	
SOUTH WESTVILLE			\$ 5.48	
NORTH WOODBURY			\$ 5.50	
WOODBURY	\$ 5.40		\$ 5.53	
REDOAK	5.41		5.54	
WOODBURY HEIGHTS			\$ 5.58	
WENONAH	\$ 5.45		\$ 6.00	
SEWELL	\$ 5.49		\$ 6.04	
PITMAN	\$ 5.54		\$ 6.09	
GLASSBORO	\$ 5.58		\$ 6.13	
SOUTH GLASSBORO			F 6.14	
CLAYTON			\$ 6.20	
FRANKLINVILLE	Will not run between Camden and Glassboro			
IONA				
MALAGA				
NEWFIELD				
NORTH VINELAND	Nov. 30		Will not run Nov. 30 Dec. 25 Jan. 1	
HOME	Dec. 25			
VINELAND	Jan. 1			
SOUTH VINELAND	Feb. 22			
MILLVILLE				
MENANTICO			MU	
MANUMUSKIN				
BELLEPLAIN				
WOODBINE				
PINE				
MT. PLEASANT				
SEA ISLE JCT.				
Arrive	P. M.	P. M.	P. M.	
	883	611	709	

FIRST CLASS

✚805	●711	●613	●775	173	831
DAILY EX. SAT. & SUN.	✚ DAILY EX. SUN.	✚ DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.30	\$ 5.30	\$ 5.40	\$ 5.50	\$ 6.00	\$ 6.00
\$ 5.38	\$ 5.39	\$ 5.48	\$ 6.00	\$ 6.08	\$ 6.10
\$ 5.41	\$ 5.42	\$ 5.51	\$ 6.03		\$ 6.13
5.42		5.52		6.12	6.14
	F 5.46				
5.45	5.47	5.55	6.07	6.15	6.17
F 5.46	\$ 5.48				\$ 6.18
5.47	5.49	5.56	6.08	6.16	6.19
F 5.48	F 5.50				F 6.20
5.50					
	\$ 5.53				\$ 6.23
	F 5.54				F 6.25
	5.55		6.12		6.26
	F 5.56				F 6.27
	\$ 5.57				\$ 6.29
	\$ 5.58				F 6.31
	\$ 6.01				\$ 6.35
	\$ 6.03		\$ 6.17		\$ 6.38
	6.04		6.18		6.39
	\$ 6.06		\$ 6.20		
	\$ 6.10		\$ 6.24		
	\$ 6.14		\$ 6.28		
	\$ 6.19		\$ 6.33		
	\$ 6.23		\$ 6.37		
			F 6.38		
			\$ 6.43		
			\$ 6.48		
			F 6.50		
			\$ 6.54		
			\$ 6.59		
	Will not run Nov. 30 Dec. 25 Jan. 1	Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	F 7.02		
			7.06		
			\$ 7.09		
			\$ 7.14		
			\$ 7.20		
	MU		MU		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
805	711	613	775	173	831

50 PHILADELPHIA TO MILLVILLE AND SEA ISLE JCT.

STATIONS	FIRST CLASS			
	●777 SUM. ONLY	●615 DAILY EX. SUN.	779 DAILY EX. SUN.	
	P. M.	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 6.15	\$ 6.20	\$ 6.50	
CAMDEN.....	\$ 6.24	\$ 6.28	\$ 6.59	
BROADWAY.....	\$ 6.27	\$ 6.31	\$ 7.02	
CENTER.....		6.32		
KAIGHN AVENUE.....	F 6.31		F 7.06	
HOOK.....	6.32	6.35	7.07	
SOUTH CAMDEN.....	F 6.33	F 6.36	F 7.08	
BROWN.....	6.34	6.37	7.09	
YORKSHIP.....	F 6.35		F 7.10	
GRENOLOCH JCT.....				
GLOUCESTER.....	F 6.38		\$ 7.13	
SOUTH GLOUCESTER.....	F 6.39		F 7.14	
TIMBER.....	6.40		7.15	
BROOKLAWN.....	F 6.41		F 7.16	
WESTVILLE.....	F 6.42		\$ 7.17	
SOUTH WESTVILLE.....	F 6.43		F 7.18	
NORTH WOODBURY.....	F 6.45		\$ 7.20	
WOODBURY.....	\$ 6.47		\$ 7.23	
REDOAK.....	6.48		7.24	
WOODBURY HEIGHTS.....	F 6.50		F 7.26	
WENONAH.....	F 6.53		\$ 7.30	
SEWELL.....	F 6.56		\$ 7.33	
PITMAN.....	\$ 7.01		\$ 7.38	
GLASSBORO.....	\$ 7.04		\$ 7.42	
SOUTH GLASSBORO.....	F 7.05		F 7.44	
CLAYTON.....	F 7.10		\$ 7.49	
FRANKLINVILLE.....	F 7.14		\$ 7.54	
IONA.....	F 7.16		F 7.56	
MALAGA.....	F 7.19		F 7.59	
NEWFIELD.....	\$ 7.24		\$ 8.04	
NORTH VINELAND.....	F 7.27		F 8.07	
HOME.....	7.31		8.11	
VINELAND.....	\$ 7.34		\$ 8.14	
SOUTH VINELAND.....	F 7.39		F 8.19	
MILLVILLE.....	\$ 7.45		\$ 8.25	
MENANTICO.....	MU		MU	
MANUMUSKIN.....				
BELLEPLAIN.....				
WOODBINE.....				
PINE.....				
MT. PLEASANT.....				
SEA ISLE JCT.....				
Arrive	P. M.	P. M.	P. M.	
	777	615	779	

FIRST CLASS

●713 ‡ DAILY EX. SUN.	189 DAILY	●619 ‡ DAILY EX. SAT.	●715 ‡ DAILY EX. SUN.	●621 DAILY	●781 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.40	\$ 9.00	\$ 10.00	\$ 10.10	\$ 11.40	\$ 11.40
\$ 8.49	\$ 9.08	\$ 10.10	\$ 10.19	\$ 11.48	\$ 11.49
\$ 8.52	9.12	\$ 10.13	\$ 10.22	\$ 11.51	\$ 11.52
		10.14		11.52	
F 8.56			F 10.26		F 11.56
8.57	9.15	10.17	10.27	11.55	11.57
F 8.58		F 10.18	F 10.28	F 11.56	F 11.58
8.59	9.16	10.19	10.29	11.57	11.59
F 9.00			F 10.30		F 12.00
\$ 9.03			\$ 10.33		F 12.03
F 9.04			F 10.34		F 12.04
9.05			10.35		12.05
F 9.06			F 10.36		F 12.06
\$ 9.07			\$ 10.37		F 12.07
F 9.08			F 10.38		F 12.08
\$ 9.10			\$ 10.40		F 12.10
\$ 9.13			\$ 10.43		\$ 12.13
9.14			10.44		12.14
F 9.16			\$ 10.46		F 12.16
\$ 9.20			\$ 10.50		\$ 12.20
\$ 9.24			\$ 10.54		F 12.23
\$ 9.29			\$ 10.59		\$ 12.28
\$ 9.33			\$ 11.03		\$ 12.32
					F 12.33
					F 12.38
					F 12.43
					F 12.45
					F 12.48
					\$ 12.53
Will not run Nov. 30 Dec. 25 Jan. 1		Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22		F 12.56
					1.00
					\$ 1.03
					F 1.09
					\$ 1.15
MU			MU		MU
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
713	189	619	715	621	781

52 SEA ISLE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	196	●702	●602	●752
	A. M.	A. M.	A. M.	A. M.
Arrive				
PHILA. (Market St. Whf.)	\$ 12.45	\$ 6.05	\$ 6.35	\$ 6.40
CAMDEN	\$ 12.37	\$ 5.57	\$ 6.27	\$ 6.32
BROADWAY		\$ 5.54	\$ 6.24	\$ 6.29
CENTER	12.33		6.23	
KAIGHN AVENUE		F 5.50		F 6.25
HOOK	12.30	5.49	6.20	6.24
SOUTH CAMDEN		\$ 5.48	F 6.19	\$ 6.23
BROWN	12.29	5.47	6.18	6.22
YORKSHIP				F 6.21
GRENLOCH JCT.				
GLOUCESTER		\$ 5.44		\$ 6.18
SOUTH GLOUCESTER		F 5.43		F 6.16
TIMBER		5.42		6.15
BROOKLAWN		F 5.41		F 6.14
WESTVILLE		\$ 5.40		\$ 6.13
SOUTH WESTVILLE		F 5.39		\$ 6.12
NORTH WOODBURY		\$ 5.36		\$ 6.09
WOODBURY		\$ 5.34		\$ 6.07
REDOAK		5.32		6.05
WOODBURY HEIGHTS		\$ 5.30		\$ 6.03
WENONAH		\$ 5.27		\$ 6.00
SEWELL		\$ 5.24		\$ 5.57
PITMAN		\$ 5.20		\$ 5.53
GLASSBORO		\$ 5.17		\$ 5.50
SOUTH GLASSBORO				F 5.47
CLAYTON				\$ 5.44
FRANKLINVILLE				\$ 5.39
IONA				F 5.36
MALAGA				\$ 5.33
NEWFIELD				\$ 5.29
NORTH VINELAND			Will not	F 5.26
HOME			run	5.22
VINELAND			Nov. 30	\$ 5.20
SOUTH VINELAND			Dec. 25	F 5.15
MILLVILLE			Jan. 1	\$ 5.10
			Feb. 22	
MENANTICO		MU		MU
MANUMUSKIN				
BELLEPLAIN				
WOODBINE				
PINE				
MT. PLEASANT				
SEA ISLE JCT.				
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN	‡ DAILY	DAILY EX. SUN.
	196	702	602	752

FIRST CLASS

	826	●704	604	●754	●606
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.05	\$ 7.10	\$ 7.25	\$ 7.35	\$ 7.50
	\$ 6.56	\$ 7.02	\$ 7.17	\$ 7.27	\$ 7.42
	\$ 6.53	\$ 6.59	\$ 7.14	\$ 7.24	\$ 7.39
	6.52		7.13		7.38
		F 6.55		F 7.19	
	6.49	6.54	7.10	7.18	7.35
	F 6.47	\$ 6.53	F 7.09	F 7.17	F 7.34
	6.46	6.52	7.08	7.16	7.33
	F 6.45	F 6.51		F 7.15	
	\$ 6.41	\$ 6.48		\$ 7.12	
	F 6.39	F 6.46		F 7.10	
	6.38	6.45		7.09	
	\$ 6.37	F 6.44		F 7.08	
	\$ 6.35	\$ 6.43		\$ 7.07	
	F 6.33	\$ 6.42		\$ 7.05	
	\$ 6.29	\$ 6.39		\$ 7.02	
	\$ 6.26	\$ 6.37		\$ 7.00	
	6.25	6.35		6.58	
		\$ 6.33		\$ 6.56	
		\$ 6.30		\$ 6.53	
		\$ 6.27		\$ 6.50	
		\$ 6.23		\$ 6.46	
		\$ 6.20		\$ 6.42	
				F 6.37	
				\$ 6.34	
				\$ 6.29	
				F 6.26	
				F 6.23	
				\$ 6.19	
		Will not run		F 6.16	Will not run
		Nov. 30		6.12	Nov. 30
		Dec. 25		6.10	Dec. 25
		Jan. 1		6.05	Jan. 1
		Feb. 22		6.00	Feb. 22
		MU		MU	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	* DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	* DAILY EX. SUN.
	826	704	604	754	606

54 SEA ISLE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●706	828	●608	
	A. M.	A. M.	A. M.	
PHILA. (Market St. Whf.)	\$ 7.55	\$ 8.05	\$ 8.10	
CAMDEN	\$ 7.47	\$ 7.58	\$ 8.00	
BROADWAY	\$ 7.44	\$ 7.53	\$ 7.57	
CENTER		7.52	7.56	
KAIGHN AVENUE	F 7.40			
HOOK	7.39	7.49	7.53	
SOUTH CAMDEN	\$ 7.38	F 7.48	F 7.52	
BROWN	7.37	7.47	7.51	
YORKSHIP	F 7.36	F 7.46		
GRENOLOCH JCT.				
GLOUCESTER	\$ 7.33	\$ 7.43		
SOUTH GLOUCESTER	F 7.31	F 7.41		
TIMBER	7.30	7.40		
BROOKLAWN	F 7.29	\$ 7.39		
WESTVILLE	\$ 7.28	\$ 7.38		
SOUTH WESTVILLE	\$ 7.27	\$ 7.36		
NORTH WOODBURY	\$ 7.24	\$ 7.32		
WOODBURY	\$ 7.22	\$ 7.30		
REDOAK	7.20	7.29		
WOODBURY HEIGHTS	\$ 7.18			
WENONAH	\$ 7.15			
SEWELL	\$ 7.12			
PITMAN	\$ 7.08			
GLASSBORO	\$ 7.05			
SOUTH GLASSBORO				
CLAYTON				
FRANKLINVILLE				
IONA				
MALAGA				
NEWFIELD				
NORTH VINELAND	Will not run	Will not run	Will not run	
HOME	Nov. 30	Nov. 30	Nov. 30	
VINELAND	Dec. 25	Dec. 25	Dec. 25	
SOUTH VINELAND	Jan. 1	Jan. 1	Jan. 1	
MILLVILLE		Feb. 22		
MENANTICO				
MANUMUSKIN	MU			
BELLEPLAIN				
WOODBINE				
PINE				
MT. PLEASANT				
SEA ISLE JCT.				
Leave	A. M.	A. M.	A. M.	
	* DAILY EX. SUN.	* DAILY EX. SUN.	* DAILY EX. SUN.	
	706	828	608	

FIRST CLASS

	●708	106	‡802	756	852
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.10	\$ 8.15	\$ 8.20	\$ 8.30	\$ 8.35
	\$ 8.03	\$ 8.07	\$ 8.12	\$ 8.22	\$ 8.26
	\$ 8.00	8.03	\$ 8.09	\$ 8.19	\$ 8.23
			8.08		8.22
	F 7.56			F 8.15	
	7.55	8.00	8.05	8.14	8.19
			F 8.04	F 8.13	
	7.54	7.59	8.03	8.12	8.18
	F 7.53		F 8.02	F 8.11	B 8.17
			8.00		
				\$ 8.08	
				L 8.06	
	7.50			8.05	8.13
	\$ 7.49			\$ 8.04	\$ 8.12
				\$ 8.03	\$ 8.11
				L 8.02	
	\$ 7.46			\$ 8.00	
	\$ 7.44			\$ 7.58	\$ 8.06
	7.42			7.56	8.05
	\$ 7.40			\$ 7.54	
	\$ 7.37			\$ 7.51	
	\$ 7.34			\$ 7.48	
	\$ 7.30			\$ 7.44	
	\$ 7.27			\$ 7.41	
	F 7.23			F 7.36	
	\$ 7.20			\$ 7.33	
				\$ 7.28	
				F 7.26	
				\$ 7.23	
				\$ 7.19	
	Will not run Nov. 30 Dec. 25 Jan. 1			F 7.16	
				7.12	
				\$ 7.10	
				F 7.05	
				\$ 7.00	
	MU			MU	
	A. M.	A. M.	A. M.	A. M.	A. M.
	‡ DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
	708	106	802	756	852

56 SEA ISLE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	878	●610	114	
Arrive	A. M.	A. M.	A. M.	
PHILA. (Market St. Whf.)	\$ 8.40	\$ 8.40	\$ 8.45	
CAMDEN	\$ 8.30	\$ 8.33	\$ 8.36	
BROADWAY	\$ 8.27	\$ 8.30		
CENTER	8.26	8.29	8.32	
KAIGHN AVENUE				
HOOK	8.23	8.26	8.29	
SOUTH CAMDEN		F 8.25		
BROWN	8.22	8.24	8.28	
YORKSHIP				
GRENOCH JCT.				
GLOUCESTER				
SOUTH GLOUCESTER				
TIMBER	8.18			
BROOKLAWN				
WESTVILLE				
SOUTH WESTVILLE				
NORTH WOODBURY				
WOODBURY				
REDOAK	8.13			
WOODBURY HEIGHTS				
WENONAH	\$ 8.08			
SEWELL				
PITMAN	\$ 8.02			
GLASSBORO	\$ 7.59			
SOUTH GLASSBORO				
CLAYTON				
FRANKLINVILLE				
IONA				
MALAGA				
NEWFIELD				
NORTH VINELAND				
HOME				
VINELAND				
SOUTH VINELAND				
MILLVILLE				
MENANTICO				
MANUMUSKIN				
BELLEPLAIN				
WOODBINE				
PINE				
MT. PLEASANT				
SEA ISLE JCT.				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SUN.	
	878	610	114	

FIRST CLASS

	●758	●710	120	760	124
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.45	\$ 8.55	\$ 9.15	\$ 9.45	\$ 10.15
	\$ 8.38	\$ 8.48	\$ 9.07	\$ 9.36	\$ 10.07
	\$ 8.35	\$ 8.45		\$ 9.33	
			9.03		10.03
		F 8.41		F 9.29	
	8.31	8.40	9.00	9.28	10.00
		\$ 8.39		F 9.27	
	8.30	8.38	8.59	9.26	9.59
		F 8.37		F 9.25	
		\$ 8.34		\$ 9.22	
		F 8.33		F 9.20	
	8.26	8.32		9.19	
	F 8.31		F 9.18		
	\$ 8.30		\$ 9.17		
	\$ 8.29		\$ 9.15		
	\$ 8.26		\$ 9.12		
	\$ 8.24		\$ 9.10		
	8.21	8.21		9.08	
25, Jan. 1, Feb. 22				25, Jan. 1, Feb. 22	
	\$ 8.14		\$ 9.06		
	\$ 8.11		\$ 9.03		
	\$ 8.08		\$ 9.00		
	\$ 8.04		\$ 8.56		
	8.13	8.01	\$ 8.53		
	Will not run		F 8.48		
			\$ 8.45		
			\$ 8.40		
			\$ 8.37		
			\$ 8.34		
	\$ 7.59		\$ 8.30		
			F 8.26		
	7.54		8.22		
	\$ 7.52		\$ 8.20		
	7.47		\$ 8.15		
	\$ 7.43		\$ 8.10		
	MU	MU		MU	
	Note			Note	
	A. M.	A. M.	A. M.	A. M.	A. M.
	± DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	± DAILY EX. SUN.	DAILY
	758	710	120	760	124

NOTE—No. 751 is superior by direction to Nos. 758 and 760.

58 SEA ISLE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	762	132	612	
	A. M.	P. M.	P. M.	
Arrive				
PHILA. (Market St. Whf.)	\$ 10.50	\$ 12.45	\$ 1.55	
CAMDEN	\$ 10.42	\$ 12.37	\$ 1.47	
BROADWAY	\$ 10.39		\$ 1.44	
CENTER		12.33	1.43	
KAIGHN AVENUE	F 10.35			
HOOK	10.34	12.30	1.40	
SOUTH CAMDEN	F 10.33		F 1.39	
BROWN	10.32	12.29	1.38	
YORKSHIP	F 10.31			
GRENLOCH JCT.				
GLOUCESTER	F 10.28			
SOUTH GLOUCESTER	F 10.27			
TIMBER	10.26			
BROOKLAWN	F 10.25			
WESTVILLE	\$ 10.24			
SOUTH WESTVILLE	F 10.23			
NORTH WOODBURY	F 10.21			
WOODBURY	\$ 10.19			
REDOAK	10.17			
WOODBURY HEIGHTS	F 10.15			
WENONAH	F 10.12			
SEWELL	F 10.09			
PITMAN	\$ 10.06			
GLASSBORO	\$ 10.02			
SOUTH GLASSBORO	F 9.57			
CLAYTON	\$ 9.54			
FRANKLINVILLE	F 9.49			
IONA	F 9.46			
MALAGA	F 9.43			
NEWFIELD	\$ 9.39			
NORTH VINELAND	F 9.36			
HOME	9.32			
VINELAND	\$ 9.30			
SOUTH VINELAND	F 9.25			
MILLVILLE	\$ 9.20			
MENANTICO	MU			
MANUMUSKIN				
BELLEPLAIN	Note			
WOODBINE				
PINE				
MT. PLEASANT				
SEA ISLE JCT.				
Leave	A. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SAT. & SUN.	
	762	132	612	

NOTE—No. 753 is superior by direction to No. 762.

FIRST CLASS

	764	766	804	614	142
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.00	\$ 2.45	\$ 2.55	\$ 3.35	\$ 3.40
	\$ 1.52	\$ 2.37	\$ 2.47	\$ 3.27	\$ 3.32
	\$ 1.49	\$ 2.34	\$ 2.44	\$ 3.24	
			2.43	3.23	3.28
F	1.44	F 2.30			
	1.43	2.29	2.40	3.20	3.25
F	1.42	F 2.28	F 2.39	F 3.19	
	1.41	2.27	2.38	3.18	3.24
F	1.40	F 2.26	F 2.37		
			2.35		
S	1.37	F 2.23			
F	1.35	F 2.22			
	1.34	2.21			
F	1.33	F 2.20			
S	1.32	S 2.19			
F	1.30	F 2.18			
S	1.27	F 2.16			
S	1.25	S 2.14			
	1.23	2.12			
S	1.21	F 2.10			
S	1.18	F 2.07			
S	1.15	F 2.04			
S	1.11	S 2.00			
S	1.08	S 1.57			
F	1.03	F 1.52			
S	1.00	S 1.49			
S	12.55	F 1.44			
F	12.52	F 1.41			
F	12.49	F 1.38			
S	12.45	S 1.34			
F	12.42	F 1.31			
	12.38	1.27			
S	12.36	S 1.25			
S	12.30	F 1.20			
S	12.25	S 1.15			
	MU	MU			
	Note				
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	SAT. ONLY	SAT. ONLY	SAT. ONLY	SUN. ONLY
	764	766	804	614	142

NOTE—No. 757 is superior by direction to No. 764.

60 SEA ISLE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	616	712	768	
	P. M.	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 4.15	\$ 4.25	\$ 4.45	
CAMDEN	\$ 4.07	\$ 4.17	\$ 4.37	
BROADWAY	\$ 4.04	\$ 4.14	\$ 4.34	
CENTER	4.03			
KAIGHN AVENUE		F 4.10	F 4.30	
HOOK	4.00	4.09	4.29	
SOUTH CAMDEN	F 3.59	F 4.08	F 4.28	
BROWN	3.58	4.07	4.27	
YORKSHIP		F 4.06	F 4.26	
GRENLOCH JCT.				
GLOUCESTER		\$ 4.03	F 4.23	
SOUTH GLOUCESTER		F 4.01	F 4.22	
TIMBER		4.00	4.21	
BROOKLAWN		F 3.59	F 4.20	
WESTVILLE		\$ 3.58	\$ 4.19	
SOUTH WESTVILLE		F 3.56	F 4.17	
NORTH WOODBURY		\$ 3.54	F 4.15	
WOODBURY		\$ 3.52	\$ 4.13	
REDOAK		3.50	4.11	
WOODBURY HEIGHTS		\$ 3.48	F 4.09	
WENONAH		\$ 3.45	F 4.06	
SEWELL		\$ 3.42	F 4.03	
PITMAN		\$ 3.38	\$ 3.59	
GLASSBORO		\$ 3.35	\$ 3.56	
SOUTH GLASSBORO			F 3.51	
CLAYTON			\$ 3.48	
FRANKLINVILLE			F 3.44	
IONA			F 3.42	
MALAGA			F 3.39	
NEWFIELD			\$ 3.35	
NORTH VINELAND		Will not run	F 3.32	
HOME		Nov. 30	\$ 3.28	
VINELAND		Dec. 25	\$ 3.26	
SOUTH VINELAND		Jan. 1	F 3.20	
MILLVILLE		Feb. 22	\$ 3.15	
MENANTICO		MU	MU	
MANUMUSKIN				
BELLEPLAIN				
WOODBINE				
PINE				
MT. PLEASANT				
SEA ISLE JCT.				
Leave	P. M.	P. M.	P. M.	
	SAT. ONLY	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SAT. & SUN.	
	616	712	768	

FIRST CLASS

152	770	714	160	154	772
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.15	\$ 6.10		\$ 6.10	\$ 6.25	\$ 6.45
\$ 5.07	\$ 6.00		\$ 6.02	\$ 6.18	\$ 6.37
5.03	\$ 5.57		5.58	\$ 6.15	\$ 6.34
				6.14	
5.00	F 5.53				F 6.30
	5.52		5.55	6.11	F 6.29
	F 5.51			F 6.10	F 6.28
4.59	5.50		5.54	6.09	F 6.27
	F 5.49				F 6.26
	\$ 5.46				F 6.23
	F 5.44				F 6.22
	5.43				6.21
	F 5.42				F 6.20
	\$ 5.41				\$ 6.19
	F 5.39				F 6.18
	\$ 5.37				\$ 6.16
	\$ 5.35	\$ 6.07			\$ 6.14
	5.32	6.05			6.12
	\$ 5.30	F 6.02			F 6.10
	\$ 5.27	F 5.59			\$ 6.07
	\$ 5.24	F 5.56			\$ 6.04
	\$ 5.20	\$ 5.52			\$ 6.00
	\$ 5.18	\$ 5.45			\$ 5.57
	F 5.11				F 5.53
	\$ 5.08				\$ 5.50
	\$ 5.03				\$ 5.45
	F 5.00				F 5.42
	\$ 4.57				F 5.39
	\$ 4.52				\$ 5.35
	F 4.48	Will not			F 5.31
	4.44	run			5.27
	4.42	Nov. 30			\$ 5.25
	F 4.35	Dec. 25			F 5.20
	\$ 4.30	Jan. 1			\$ 5.15
		Feb. 22			
	MU				MU
	Note				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SUN.	‡ DAILY EX. SAT. & SUN.	SUN. ONLY	DAILY EX. SUN.	SUN. ONLY
152	770	714	160	154	772

NOTE—No. 765 is superior by direction to No. 770.

62 SEA ISLE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	*308	166	*806	
Arrive	P. M.	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 7.10	\$ 7.20	\$ 7.35	
CAMDEN	\$ 7.02	\$ 7.12	\$ 7.27	
BROADWAY	\$ 6.59		\$ 7.24	
CENTER	6.58	7.08	7.23	
KAIGHN AVENUE				
HOOK	6.55	7.05	7.20	
SOUTH CAMDEN			F 7.19	
BROWN	6.54	7.04	7.18	
YORKSHIP			F 7.17	
GRENLOCH JCT.			7.15	
GLOUCESTER				
SOUTH GLOUCESTER				
TIMBER	6.50			
BROOKLAWN				
WESTVILLE	F 6.48			
SOUTH WESTVILLE				
NORTH WOODBURY				
WOODBURY	\$ 6.43			
REDOAK	6.38			
WOODBURY HEIGHTS	\$ 6.35			
WENONAH	\$ 6.31			
SEWELL	\$ 6.27			
PITMAN	\$ 6.22			
GLASSBORO	\$ 6.18			
SOUTH GLASSBORO	F 6.07			
CLAYTON	\$ 6.02			
FRANKLINVILLE	F 5.56			
IONA	F 5.52			
MALAGA	\$ 5.47			
NEWFIELD	\$ 5.42			
NORTH VINELAND	F 5.36			
HOME	5.32			
VINELAND	\$ Note 5.30			
SOUTH VINELAND	\$ 5.23			
MILLVILLE	\$ 5.17			
MENANTICO	F 5.00			
MANUMUSKIN	\$ 4.55			
BELLEPLAIN	\$ 4.33			
WOODBINE	\$ 4.27			
PINE	4.22			
MT. PLEASANT	F 4.21			
SEA ISLE JCT.	\$ 4.16			
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	
	308	166	806	

NOTE—No. 769 is superior by direction to No. 308.

FIRST CLASS

	172	178	●618	190	776
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.10	\$ 9.15	\$ 9.50	\$ 11.10	\$ 11.45
	\$ 8.02	\$ 9.07	\$ 9.42	\$ 11.02	\$ 11.37
	7.58	9.03	9.39	10.58	\$ 11.34
					F 11.29
	7.55	9.00	9.35	10.55	11.28
			F 9.34		F 11.27
	7.54	8.59	9.33	10.54	11.26
					F 11.26
					F 11.22
					F 11.21
					11.20
					F 11.19
					F 11.18
					F 11.17
					F 11.15
					\$ 11.13
					11.11
					F 11.09
					\$ 11.06
					\$ 11.03
					\$ 10.59
					\$ 10.56
					F 10.52
					\$ 10.49
					\$ 10.44
					F 10.41
					F 10.38
					\$ 10.34
					F 10.31
					10.27
					\$ 10.25
					F 10.20
					\$ 10.15
					MU
	P. M.	P. M.	P. M.	P. M.	P. M.
	SUN. ONLY	DAILY	DAILY EX. SUN.	SUN. ONLY	DAILY
	172	178	618	190	776

STATIONS	FIRST CLASS			
	101	*111	113	
	DAILY	DAILY EX. SUN.	SUN. ONLY	
	A. M.	A. M.	A. M.	
PHILA. (Broad St.).....	P. T. Div.			
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 5.10	\$ 7.50	\$ 8.00	
CAMDEN.....	\$ 5.20	\$ 7.59	\$ 8.08	
BROADWAY.....		\$ 8.02		
BROWN.....	5.28	8.08	8.16	
SHIPYARD.....		F 8.21		
W. COLLINGSWOOD.....		\$ 8.26		
OAKLYN.....		\$ 8.28		
AUDUBON.....		\$ 8.30		
ORSTON.....		\$ 8.33		
HADDON HEIGHTS.....	5.33	\$ 8.36	8.21	
BARRINGTON.....		\$ 8.38		
LAWN SIDE.....		F 8.40		
MAGNOLIA.....		\$ 8.43		
SOMERDALE.....		F 8.46		
STRATFORD.....		\$ 8.49		
LAUREL SPRINGS.....		\$ 8.52		
GARDEN LAKE.....		F 8.54		
CLEMENTON.....	5.40	\$ 8.57	8.28	
PINE VALLEY.....		F 9.00		
ALBION.....		F 9.03		
PENBRYN.....		F 9.06		
WILLIAMSTOWN JCT.....	5.45	\$ 9.10	8.32	
FLORENCE.....		F 9.13		
CEDAR BROOK.....		\$ 9.16		
BRADDOCK.....		F 9.19		
BLUE ANCHOR.....		F 9.22		
WINSLOW JCT.....	5.52	\$ 9.40	8.39	
ROSEDALE.....		F 9.45		
HAMMONTON.....	\$ 5.57	\$ 9.50	8.42	
DACOSTA.....		F 9.54		
ELWOOD.....		\$ 9.58		
EGG HARBOR.....	\$ 6.11	\$ 10.06	8.52	
COLOGNE.....		\$ 10.10		
BRIGANTINE JCT.....		F 10.15		
PLEASANTV. TERRACE.....		F 10.20		
PLEASANTVILLE.....	\$ 6.25	\$ 10.25	9.02	
ATLANTIC CITY.....	\$ 6.35	\$ 10.35	\$ 9.10	
Arrive	A. M.	A. M.	A. M.	
	101	111	113	

STATIONS		FIRST CLASS			
		4203	4253	135	
		DAILY EX. SUN.	SUN. ONLY	SUN. ONLY	
Leave		P. M.	P. M.	NOON	
PHILA. (Broad St.)	P. T. Div.				
PENNA. STATION					
NORTH PHILA.					
FRANKFORD JCT.					
PHILA. (Mkt. St. Whf.)				\$ 12.00	
CAMDEN				\$ 12.08	
BROADWAY					
BROWN				12.16	
SHIPYARD					
W. COLLINGSWOOD					
OAKLYN					
AUDUBON					
ORSTON					
HADDON HEIGHTS				12.21	
BARRINGTON					
LAWN SIDE					
MAGNOLIA					
SOMERDALE					
STRATFORD					
LAUREL SPRINGS		C.R.R. of N. J.	C.R.R. of N. J.		
GARDEN LAKE					
CLEMENTON				12.28	
PINE VALLEY					
ALBION					
PENBRYN					
WILLIAMSTOWN JCT.				12.32	
FLORENCE					
CEDAR BROOK					
BRADDOCK					
BLUE ANCHOR					
WINSLOW JCT.		12.24	12.24	12.39	
ROSEDALE					
HAMMONTON		\$ 12.29	\$ 12.29	12.42	
DACOSTA					
ELWOOD					
EGG HARBOR		12.41	12.41	12.52	
COLOGNE					
BRIGANTINE JCT.					
PLEASANTV. TERRACE					
PLEASANTVILLE		12.52	12.52	1.02	
ATLANTIC CITY		\$ 1.00	\$ 1.00	\$ 1.10	
Arrive		P. M.	P. M.	P. M.	
		4203	4253	135	

STATIONS	FIRST CLASS			
	159	●609	165	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	
	P. M.	P. M.	P. M.	
PHILA. (Broad St.).....	P. T. Div.			
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Whf.)	\$ 4.00	\$ 4.30	\$ 5.00	
CAMDEN.....	\$ 4.08	\$ 4.38	\$ 5.08	
BROADWAY.....		\$ 4.41		
BROWN.....	4.16	4.47	5.16	
SHIPYARD.....		F 4.48		
W. COLLINGSWOOD.....		\$ 4.51		
OAKLYN.....		\$ 4.53		
AUDUBON.....		\$ 4.55		
ORSTON.....		\$ 4.57		
HADDON HEIGHTS.....	4.20	\$ 4.59	5.21	
BARRINGTON.....		\$ 5.01		
LAWN SIDE.....				
MAGNOLIA.....		\$ 5.05		
SOMERDALE.....		F 5.07		
STRATFORD.....		\$ 5.09		
LAUREL SPRINGS.....		\$ 5.11		
GARDEN LAKE.....				
CLEMENTON.....	4.26	\$ 5.15	5.28	
PINE VALLEY.....				
ALBION.....		F 5.20		
PENBRYN.....				
WILLIAMSTOWN JCT.....	4.30	\$ 5.25	5.32	
FLORENCE.....				
CEDAR BROOK.....				
BRADDOCK.....				
BLUE ANCHOR.....				
WINSLOW JCT.....	4.37		5.39	
ROSEDALE.....				
HAMMONTON.....	4.40		\$ 5.43	
DACOSTA.....				
ELWOOD.....				
EGG HARBOR.....	4.50		\$ 5.54	
COLOGNE.....				
BRIGANTINE JCT.....				
PLEASANTV. TERRACE.....	5.00		\$ 6.06	
PLEASANTVILLE.....	\$ 5.07		\$ 6.15	
ATLANTIC CITY.....				
Arrive	P. M.	P. M.	P. M.	
	159	609	165	

FIRST CLASS					
	4215 FRI. ONLY P. M.	167 ‡ DAILY EX. SAT. & SUN. P. M.	●611 DAILY EX. SAT. & SUN. P. M.	●613 ‡ DAILY EX. SUN. P. M.	173 DAILY EX. SUN. P. M.
		\$ 5.06	\$ 5.20	\$ 5.40	\$ 6.00
		\$ 5.13	\$ 5.28	\$ 5.48	\$ 6.08
		\$ 5.16	\$ 5.31	\$ 5.51	
		5.22	5.36	5.56	6.16
		F 5.23			
		\$ 5.26	\$ 5.39	\$ 5.59	
		\$ 5.28	\$ 5.41	\$ 6.01	
		\$ 5.30	\$ 5.43	\$ 6.03	
		\$ 5.32	\$ 5.45	\$ 6.05	
		\$ 5.34	\$ 5.47	\$ 6.07	6.21
		\$ 5.36	\$ 5.49	\$ 6.09	
		\$ 5.40	\$ 5.53	\$ 6.13	
				\$ 6.15	
	C.R.R. of N. J.	\$ 5.44	\$ 5.57	\$ 6.17	
		\$ 5.46	\$ 5.59	\$ 6.19	
		F 5.48		\$ 6.21	
		\$ 5.51	\$ 6.03	\$ 6.28	6.28
		F 5.54		F 6.32	
		F 5.57		F 6.35	
		F 5.59		F 6.38	
		\$ 6.02	\$ 6.12	\$ 6.40	6.32
		F 6.04		F 6.43	
		\$ 6.07		\$ 6.46	
		F 6.10		F 6.49	
		F 6.12		F 6.51	
	5.54	\$ 6.17		\$ 6.56	6.39
		F 6.20			
	\$ 5.59	\$ 6.24			\$ 6.43
		F 6.27			
		F 6.32			
	6.11	\$ 6.39			\$ 6.54
		F 6.43		Will not run	
		F 6.46		Nov. 30	
	6.22	\$ 6.51		Dec. 25	\$ 7.06
	\$ 6.30	Will not run Jan. 1		Feb. 22	\$ 7.15
	P. M.	P. M.	P. M.	P. M.	P. M.
	4215	167	611	613	173

STATIONS		FIRST CLASS			
		●615		189	
		DAILY EX. SUN.		DAILY	
Leave		P. M.		P. M.	
PHILA. (Broad St.)	P. T. Div.				
PENNA. STATION					
NORTH PHILA.					
FRANKFORD JCT.					
PHILA. (Mkt. St. Wharf)		\$ 6.20		\$ 9.00	
CAMDEN		\$ 6.28		\$ 9.08	
BROADWAY		\$ 6.31			
BROWN		6.37		9.16	
SHIPYARD		\$ 6.38			
W. COLLINGSWOOD		\$ 6.41			
OAKLYN		\$ 6.43			
AUDUBON		\$ 6.45			
ORSTON		\$ 6.47			
HADDON HEIGHTS		\$ 6.49		9.21	
BARRINGTON		\$ 6.52			
LAWNSIDE		F 6.54			
MAGNOLIA		\$ 6.56			
SOMERDALE		F 6.58			
STRATFORD		\$ 7.01			
LAUREL SPRINGS		\$ 7.03			
GARDEN LAKE		F 7.05			
CLEMENTON		\$ 7.07		9.28	
PINE VALLEY		F 7.10			
ALBION		F 7.13			
PENBRYN		F 7.15			
WILLIAMSTOWN JCT.		\$ 7.18		9.32	
FLORENCE		F 7.21			
CEDAR BROOK		\$ 7.24			
BRADDOCK		F 7.27			
BLUE ANCHOR		F 7.30			
WINSLOW JCT.		\$ 7.36		9.39	
ROSEDALE					
HAMMONTON				\$ 9.43	
DACOSTA					
ELWOOD					
EGG HARBOR				\$ 9.54	
COLOGNE					
BRIGANTINE JCT.					
PLEASANTV. TERRACE					
PLEASANTVILLE				\$ 10.06	
ATLANTIC CITY				\$ 10.15	
Arrive		P. M.		P. M.	
		615		189	

STATIONS	FIRST CLASS			
	●602	604	●606	
	A. M.	A. M.	A. M.	
PHILA. (Broad St.).....	P. T. Div.			
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 6.35	\$ 7.25	\$ 7.50	
CAMDEN.....	\$ 6.27	\$ 7.17	\$ 7.42	
BROADWAY.....	\$ 6.24	\$ 7.14	\$ 7.39	
BROWN.....	6.18	7.08	7.33	
SHIPYARD.....	\$ 6.17	\$ 7.07	F 7.32	
W. COLLINGSWOOD.....	\$ 6.14	\$ 7.04	\$ 7.28	
OAKLYN.....	\$ 6.12	\$ 7.02	\$ 7.26	
AUDUBON.....	\$ 6.10	\$ 7.00	\$ 7.24	
ORSTON.....	\$ 6.08	\$ 6.58	\$ 7.22	
HADDON HEIGHTS.....	\$ 6.06	\$ 6.56	\$ 7.20	
BARRINGTON.....	\$ 6.04	\$ 6.54	\$ 7.18	
LAWNSIDE.....	F 6.02	F 6.52		
MAGNOLIA.....	\$ 6.00	\$ 6.50	\$ 7.15	
SOMERDALE.....	F 5.57	F 6.47	F 7.12	
STRATFORD.....	\$ 5.55	\$ 6.45	\$ 7.10	
LAUREL SPRINGS.....	\$ 5.53	\$ 6.43	\$ 7.08	
GARDEN LAKE.....	F 5.51	F 6.41	F 7.06	
CLEMENTON.....	\$ 5.49	\$ 6.39	\$ 7.04	
PINE VALLEY.....	F 5.46	F 6.36	F 7.01	
ALBION.....	F 5.43	F 6.33	F 6.58	
PENBRYN.....	F 5.41	F 6.31	F 6.56	
WILLIAMSTOWN JCT.....	\$ 5.39	\$ 6.29	\$ 6.54	
FLORENCE.....	F 5.36	F 6.26	F 6.51	
CEDAR BROOK.....	\$ 5.33	\$ 6.23	\$ 6.48	
BRADDOCK.....	F 5.31	F 6.21	F 6.46	
BLUE ANCHOR.....	F 5.29	F 6.19	F 6.44	
WINSLOW JCT.....	\$ 5.25	\$ 6.15	\$ 6.40	
ROSEDALE.....	F 5.22			
HAMMONTON.....	\$ 5.20	\$ 6.10		
DACOSTA.....				
ELWOOD.....				
EGG HARBOR.....				
COLOGNE.....	Will not run		Will not run	
BRIGANTINE JCT.....	Nov. 30		Nov. 30	
PLEASANTV. TERRACE.....	Dec. 25		Dec. 25	
PLEASANTVILLE.....	Jan. 1		Jan. 1	
ATLANTIC CITY.....	Feb. 22		Feb. 22	
Leave	A. M.	A. M.	A. M.	
	#DAILY	DAILY EX. SUN.	#DAILY EX. SUN.	
	602	604	606	

FIRST CLASS

	●608	106	●610	114	
	A. M.	A. M.	A. M.	A. M.	
				Will not run Nov. 30 Dec. 25 Jan. 1	
	\$ 8.10	\$ 8.15	\$ 8.40	\$ 8.45	
	\$ 8.00	\$ 8.07	\$ 8.33	\$ 8.36	
	\$ 7.57		\$ 8.30		
	7.51	7.59	8.24	8.28	
	F 7.50				
	\$ 7.47		\$ 8.21		
	\$ 7.45		\$ 8.19		
	\$ 7.43		\$ 8.17		
	\$ 7.41		\$ 8.15		
	\$ 7.39	7.55	\$ 8.13	8.24	
	\$ 7.37		\$ 8.11		
			F 8.09		
	\$ 7.34		\$ 8.07		
	\$ 7.30		\$ 8.03		
	\$ 7.28		\$ 8.01		
	\$ 7.24	7.49	\$ 7.57	8.18	
	F 7.21		F 7.54		
	F 7.18				
	F 7.16				
	\$ 7.14	7.45	\$ 7.49	8.14	
			\$ 7.43		
			F 7.41		
		7.36	\$ 7.36	8.08	
		\$ 7.32		\$ 8.04	
		\$ 7.19		7.53	
	Will not run Nov. 30 Dec. 25 Jan. 1				
		\$ 7.07		\$ 7.42	
		\$ 7.00		\$ 7.35	
	A. M.	A. M.	A. M.	A. M.	
	* DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	* DAILY EX. SUN.	
	608	106	610	114	

STATIONS	FIRST CLASS			
	120	124		
	A. M.	A. M.		
Arrive				
PHILA. (Broad St.).....	P. T. Div.			
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 9.15	\$ 10.15		
CAMDEN.....	\$ 9.07	\$ 10.07		
BROADWAY.....				
BROWN.....	8.59	9.59		
SHIPYARD.....				
W. COLLINGSWOOD.....				
OAKLYN.....				
AUDUBON.....				
ORSTON.....				
HADDON HEIGHTS.....	8.55	9.55		
BARRINGTON.....				
LAWNSIDE.....				
MAGNOLIA.....				
SOMERDALE.....				
STRATFORD.....				
LAUREL SPRINGS.....				
GARDEN LAKE.....				
CLEMENTON.....	8.49	9.49		
PINE VALLEY.....				
ALBION.....				
PENBRYN.....				
WILLIAMSTOWN JCT.....	8.45	9.45		
FLORENCE.....				
CEDAR BROOK.....				
BRADDOCK.....				
BLUE ANCHOR.....				
WINSLOW JCT.....	8.38	9.37		
ROSEDALE.....				
HAMMONTON.....	8.35	\$ 9.33		
DACOSTA.....				
ELWOOD.....				
EGG HARBOR.....	8.26	\$ 9.19		
COLOGNE.....				
BRIGANTINE JCT.....				
PLEASANTV. TERRACE.....				
PLEASANTVILLE.....	8.16	\$ 9.07		
ATLANTIC CITY.....	\$ 8.10	\$ 9.00		
Leave	A. M.	A. M.		
	DAILY EX. SUN.	DAILY		
	120	124		

FIRST CLASS

		132	612	●614	142
		P. M.	P. M.	P. M.	P. M.
		\$ 12.45	\$ 1.55	\$ 3.35	\$ 3.40
		\$ 12.37	\$ 1.47	\$ 3.27	\$ 3.32
			\$ 1.44	\$ 3.24	
		12.29	1.38	3.18	3.24
			\$ 1.37		
			\$ 1.34	\$ 3.15	
			\$ 1.32	\$ 3.13	
			\$ 1.30	\$ 3.11	
			\$ 1.28	\$ 3.09	
		12.25	\$ 1.26	\$ 3.07	3.20
			\$ 1.24	\$ 3.05	
			F 1.22	F 3.03	
			\$ 1.20	\$ 3.00	
			F 1.17	F 2.57	
			\$ 1.15	\$ 2.55	
			\$ 1.13	\$ 2.53	
			F 1.11	F 2.51	
		12.19	\$ 1.09	\$ 2.49	3.14
			F 1.06	F 2.46	
			F 1.03	F 2.43	
			F 1.01	F 2.41	
		12.15	\$ 12.59	\$ 2.39	3.10
			F 12.56	F 2.36	
			F 12.53	\$ 2.33	
			F 12.51	F 2.31	
			F 12.49	F 2.29	
		12.07	\$ 12.45	\$ 2.25	3.02
		\$ 12.03			2.59
		\$ 11.49			2.49
			Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22		
		A 11.37			2.37
		\$ 11.30			\$ 2.30
		A. M.	P. M.	P. M.	P. M.
		DAILY EX. SUN. 132	* DAILY EX. SAT. & SUN. 612	SAT. ONLY 614	SUN. ONLY 142

STATIONS	FIRST CLASS			
	616	4218	4262	
	P. M.	P. M.	P. M.	
Arrive				
PHILA. (Broad St.).....	P. T. Div.			
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 4.15			
CAMDEN.....	\$ 4.07			
BROADWAY.....	\$ 4.04			
BROWN.....	3.58			
SHIPYARD.....	\$ 3.57			
W. COLLINGSWOOD.....	\$ 3.54			
OAKLYN.....	\$ 3.52			
AUDUBON.....	\$ 3.50			
ORSTON.....	\$ 3.48			
HADDON HEIGHTS.....	\$ 3.46			
BARRINGTON.....	\$ 3.44			
LAWNSIDE.....				
MAGNOLIA.....	\$ 3.41			
SOMERDALE.....	F 3.38			
STRATFORD.....	\$ 3.36			
LAUREL SPRINGS.....	\$ 3.34			
GARDEN LAKE.....	F 3.32			
CLEMENTON.....	\$ 3.30	C.R.R. of N.J.	C.R.R. of N.J.	
PINE VALLEY.....	F 3.27			
ALBION.....	F 3.24			
PENBRYN.....	F 3.22			
WILLIAMSTOWN JCT.	\$ 3.20			
FLORENCE.....	F 3.17			
CEDAR BROOK.....	F 3.14			
BRADDOCK.....	F 3.11			
BLUE ANCHOR.....	F 3.09			
WINSLOW JCT.....	\$ 3.05	4.03	4.28	
ROSEDALE.....				
HAMMONTON.....		\$ 3.58	\$ 4.23	
DACOSTA.....				
ELWOOD.....				
EGG HARBOR.....		3.47	4.12	
COLOGNE.....				
BRIGANTINE JCT.....				
PLEASANTV. TERRACE.....				
PLEASANTVILLE.....		3.37	4.02	
ATLANTIC CITY.....		\$ 3.30	\$ 3.55	
Leave	P. M.	P. M.	P. M.	
	SAT. ONLY	DAILY EX. SUN.	SUN. ONLY	
	616	4218	4262	

STATIONS	FIRST CLASS			
	172	178		
Arrive	P. M.	P. M.		
PHILA. (Broad St.).....				
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 8.10	\$ 9.15		
CAMDEN.....	\$ 8.02	\$ 9.07		
BROADWAY.....				
BROWN.....	7.54	8.59		
SHIPYARD.....				
W. COLLINGSWOOD.....				
OAKLYN.....				
AUDUBON.....				
ORSTON.....				
HADDON HEIGHTS.....	7.50	8.55		
BARRINGTON.....				
LAWNSIDE.....				
MAGNOLIA.....				
SOMERDALE.....				
STRATFORD.....				
LAUREL SPRINGS.....				
GARDEN LAKE.....				
CLEMENTON.....	7.44	8.49		
PINE VALLEY.....				
ALBION.....				
PENBRYN.....				
WILLIAMSTOWN JCT.....	7.40	8.45		
FLORENCE.....				
CEDAR BROOK.....				
BRADDOCK.....				
BLUE ANCHOR.....				
WINSLOW JCT.....	7.32	8.37		
ROSEDALE.....				
HAMMONTON.....	7.29	\$ 8.32		
DACOSTA.....				
ELWOOD.....				
EGG HARBOR.....	7.19	\$ 8.18		
COLOGNE.....				
BRIGANTINE JCT.....				
PLEASANTV. TERRACE.....				
PLEASANTVILLE.....	7.07	8.07		
ATLANTIC CITY.....	\$ 7.00	\$ 8.00		
Leave	P. M.	P. M.		
	SUN. ONLY	DAILY		
	172	178		

STATIONS	FIRST CLASS			
	301	373	473	
	DAILY EX. SUN.	SEE NOTE	SEE NOTE	
Leave	A. M.	A. M.	A. M.	
PHILA. (Broad St.).....				
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 4.40	\$ 7.45	\$ 7.45	
CAMDEN.....	\$ 4.52	\$ 7.53		
BROADWAY.....	\$ 4.55			
WINSLOW JCT.....				
CAPE MAY JCT.....		8.24		
FOLSOM.....				
NEWTONVILLE.....				
RICHLAND.....		8.34		
MILMAY.....			Will run Sundays and on Nov. 30 Dec. 25	
DOROTHY.....	Via Millville			
RISLEY.....		\$ 8.50		
TUCKAHOE.....				
WOODBINE JCT.....		8.56	Jan. 1	
PINE.....				
MT. PLEASANT.....		8.57		
SEA ISLE JCT.....	\$ 7.36	9.01		
SOUTH SEAVILLE.....	F 7.39			
SWAIN.....	F 7.46	9.06		
CAPE MAY C. H.....	\$ 7.53	9.10		
RIO GRANDE JCT.....	\$ 8.00	9.17	\$ 9.20	
BURLEIGH.....	8.02	9.18		
GRASSY SOUND.....	F 8.07	9.23		
BEACH CREEK.....	F 8.09			
ISLAND.....	8.11	9.27		
ANGLESEA.....	\$ 8.12	9.28		
NORTH WILDWOOD.....	\$ 8.15	9.31		
WILDWOOD.....	\$ 8.20	9.35		
ANDREWS AVENUE.....	\$ 8.23	9.38		
WILDWOOD CREST.....	\$ 8.26	9.42		
COLD SPRING HARB'R.....	\$ 8.35			
RIO GRANDE.....			\$ 9.25	
BENNETT.....		Note		
HARBOR BR. JCT.....			9.31	
CAPE MAY.....			\$ 9.35	
Arrive	A. M.	A. M.	A. M.	
	301	373	473	

NOTE—On Nov. 30, Dec. 25 and Jan. 1 No. 1058 wait at Rio Grande Jct. for No. 373.

FIRST CLASS

	305	405	*441	375	475
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	SEE NOTE	SEE NOTE
	A. M.	A. M.	A. M.	A. M.	A. M.
			Will not run Nov. 30 Dec. 25 Jan. 1		
	\$ 9.00	\$ 9.00		\$ 9.30	\$ 9.30
	\$ 9.10			\$ 9.38	
	\$ 9.13			\$ 9.41	
			\$ 10.00		
	9.44		10.02	10.12	
			\$ 10.07		
			F 10.12		
	9.53		\$ 10.19	10.21	
		Will not run Nov. 30 Dec. 25 Jan. 1	\$ 10.24		
			\$ 10.28		
			\$ 10.32		
	\$ 10.09		\$ 10.42	\$ 10.36	
	10.15		F 10.48	10.42	
	B 10.17			B 10.43	
	10.21			10.47	
	10.26			Dec. 10.52	
	\$ 10.31			\$ 10.56	
	\$ 10.38	\$ 10.41		\$ 11.02	\$ 11.05
	10.40		Via Dennisville	B 11.03	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1
	B 10.45			11.08	
	10.49			11.12	
	\$ 10.50			\$ 11.13	
	\$ 10.53			\$ 11.16	
	\$ 10.57			\$ 11.20	
	\$ 11.00			\$ 11.23	
	\$ 11.05			\$ 11.28	
	Will not run Nov. 30 Dec. 25 Jan. 1	\$ 10.47			\$ 11.10
		F 10.51			
		10.56	11.31		11.16
		\$ 11.00	\$ 11.35		\$ 11.20
	A. M.	A. M.	A. M.	A. M.	A. M.
	305	405	441	375	475

STATIONS	FIRST CLASS			
	311	411		
	SAT. ONLY	SAT. ONLY		
Leave	P. M.	P. M.		
PHILA. (Broad St.).....				
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 12.45	\$ 12.45		
CAMDEN.....	\$ 12.53			
BROADWAY.....	\$ 12.56			
WINSLOW JCT.....				
CAPE MAY JCT.....	1.24			
FOLSOM.....				
NEWTONVILLE.....				
RICHLAND.....	1.34			
MILMAY.....				
DOROTHY.....				
RISLEY.....				
TUCKAHOE.....	\$ 1.49			
WOODBINE JCT.....	1.55			
PINE.....				
MT. PLEASANT.....	B 1.57			
SEA ISLE JCT.....	2.01			
SOUTH SEAVILLE.....				
SWAIN.....	2.06			
CAPE MAY C. H.....	\$ 2.10			
RIO GRANDE JCT.....	\$ 2.17	\$ 2.20		
BURLEIGH.....	2.18			
GRASSY SOUND.....	B 2.23			
BEACH CREEK.....				
ISLAND.....	2.27			
ANGLESEA.....	\$ 2.28			
NORTH WILDWOOD.....	\$ 2.31			
WILDWOOD.....	\$ 2.35			
ANDREWS AVENUE.....	\$ 2.38			
WILDWOOD CREST.....	\$ 2.42			
COLD SPRING HARB'R.....				
RIO GRANDE.....		\$ 2.26		
BENNETT.....				
HARBOR BR. JCT.....		2.31		
CAPE MAY.....		\$ 2.35		
Arrive	P. M.	P. M.		
	311	411		

FIRST CLASS

	315 DAILY EX. SUN.	415 DAILY EX. SUN.	1065 DAILY EX. SUN.	465 DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
			\$ 5.35	\$ 5.35	
			\$ 5.39	\$ 5.39	
			\$ 5.48	\$ 5.48	
	\$ 4.40	\$ 4.40			
	\$ 4.48				
	5.18		6.26		
	5.28		6.36		
	\$ 5.44		\$ 6.51		
	5.50		6.56		
	B 5.52				
	5.56		7.00		
	6.01		7.05		
	\$ 6.05		\$ 7.09		
	\$ 6.11	\$ 6.14	\$ 7.14	\$ 7.15	
	B 6.13		B 7.15		
	6.18		7.20		
	6.22		7.22		
	\$ 6.23		\$ 7.23		
	\$ 6.26		\$ 7.26		
	\$ 6.30		\$ 7.30		
	\$ 6.33		\$ 7.33		
	\$ 6.38		\$ 7.38		
		\$ 6.20		\$ 7.21	
		F 6.24			
		6.28		7.26	
		\$ 6.32		\$ 7.30	
	P. M.	P. M.	P. M.	P. M.	
	315	415	1065	465	

STATIONS	FIRST CLASS			
	302	402		
	A. M.	A. M.		
PHILA. (Broad St.).....	P. T. Div.			
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 8.40	\$ 8.40		
CAMDEN.....	\$ 8.31			
BROADWAY.....				
WINSLOW JCT.....				
CAPE MAY JCT.....	8.01			
FOLSOM.....				
NEWTONVILLE.....				
RICHLAND.....	7.51			
MILMAY.....				
DOROTHY.....				
RISLEY.....				
TUCKAHOE.....	\$ 7.36			
WOODBINE JCT.....	7.28			
PINE.....				
MT. PLEASANT.....	A 7.26			
SEA ISLE JCT.....	7.23			
SOUTH SEAVILLE.....				
SWAIN.....	7.18			
CAPE MAY C. H.....	\$ 7.14			
RIO GRANDE JCT.....	\$ 7.09	\$ 7.04		
BURLEIGH.....	7.04			
GRASSY SOUND.....	A 6.59			
BEACH CREEK.....				
ISLAND.....	6.56			
ANGLESEA.....	\$ 6.55			
NORTH WILDWOOD.....	\$ 6.52			
WILDWOOD.....	\$ 6.50			
ANDREWS AVENUE.....	\$ 6.46			
WILDWOOD CREST.....	\$ 6.43			
COLD SPRING HARB'R.....				
RIO GRANDE.....		\$ 6.57		
BENNETT.....		F 6.52		
HARBOR BR. JCT.....		6.49		
CAPE MAY.....		\$ 6.45		
Leave	A. M.	A. M.		
	DAILY EX. SUN.	DAILY EX. SUN.		
	302	402		

FIRST CLASS

	1058	458	306	406	*442
	A. M.	A. M.	P. M.	P. M.	P. M.
	\$ 10.55	\$ 10.55			Will not run Nov. 30 Dec. 25 Jan. 1
	\$ 10.51	\$ 10.51			
	\$ 10.42	\$ 10.42			
			\$ 1.35	\$ 1.35	
			\$ 1.27		
					\$ 4.34
	10.04		12.54		4.31
					\$ 4.24
					F 4.18
	9.55		12.44		\$ 4.12
					\$ 4.07
					\$ 4.02
					F 3.58
	\$ 9.40		\$ 12.28		\$ 3.50
	9.34		12.21		F 3.42
			A 12.19		
	9.30		12.16		
	9.25		12.11		
	\$ 9.21		\$ 12.07		
	\$ 9.16	\$ 9.15	\$ 12.01	\$ 12.00	
	9.14		11.59		Via Dennisville
	A 9.09		A 11.54		
	9.06		11.51		
	\$ 9.05		\$ 11.50		
	\$ 9.02		\$ 11.47		
	\$ 9.00		\$ 11.45		
	\$ 8.56		\$ 11.41		
	\$ 8.53		\$ 11.38		
	Note	\$ 9.08		\$ 11.53	
		9.04		11.49	2.54
		\$ 9.00		\$ 11.45	\$ 2.50
	A. M.	A. M.	A. M.	A. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	SAT. ONLY	SAT. ONLY	± DAILY EX. SUN.
	1058	458	306	406	442

NOTE—On Nov. 30, Dec. 25 and Jan. 1 No. 1058 wait at Rio Grande Jct. for No. 373.

STATIONS	FIRST CLASS			
	*308	370	470	
Arrive	P. M.	P. M.	P. M.	
PHILA. (Broad St.).....P. T. Div.				
PENNA. STATION.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
PHILA. (Mkt. St. Wharf)	\$ 7.10	\$ 5.50	\$ 5.50	
CAMDEN.....	\$ 7.02	\$ 5.42		
BROADWAY.....	\$ 6.59	\$ 5.39		
WINSLOW JCT.....				
CAPE MAY JCT.....	Via Millville	5.10		
FOLSOM.....				
NEWTONVILLE.....				
RICHLAND.....		5.00		
MILMAY.....				
DOROTHY.....				
RISLEY.....				
TUCKAHOE.....		\$ 1. 4.45		
WOODBINE JCT.....		4.38		
PINE.....		A 25 and Jan.		
MT. PLEASANT.....			4.36	
SEA ISLE JCT.....	\$ 4.16	4.33		
SOUTH SEAVILLE.....	F 4.12	Dec. 30, 31, Nov. 30, and on N		
SWAIN.....	F 4.05		4.28	
CAPE MAY C. H.....	\$ 4.00		\$ 4.24	
RIO GRANDE JCT.....	\$ 3.54		\$ 4.19	\$ 4.14
BURLEIGH.....	3.52	Sundays and on N	4.14	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1
GRASSY SOUND.....	F 3.47		4.09	
BEACH CREEK.....	F 3.44			
ISLAND.....	3.42		4.06	
ANGLESEA.....	\$ 3.41	\$ 4.05		
NORTH WILDWOOD.....	\$ 3.37	\$ 4.02		
WILDWOOD.....	\$ 3.35	\$ 4.00		
ANDREWS AVENUE.....	\$ 3.28	\$ 3.56		
WILDWOOD CREST.....	\$ 3.25	\$ 3.53		
COLD SPRING HARB'R.....	\$ 3.15			
RIO GRANDE.....			\$ 4.08	
BENNETT.....				
HARBOR BR. JCT.....			4.04	
CAPE MAY.....			\$ 4.00	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	SEE NOTE	SEE NOTE	
	308	370	470	

WOODBINE JCT. TO HARBOR BR. JCT. VIA DENNISVILLE—EASTWARD

STATIONS	FIRST CLASS			
	*441			
	# DAILY EX. SUN.			
Leave	A. M.			
WOODBINE JCT.....	F 10.48			
DENNISVILLE.....	S 10.53			
SOUTH DENNIS.....	S 10.57			
GOSHEN.....	S 11.02			
CAPE MAY C. H.....	S 11.07			
MAYVILLE.....	F 11.10			
BURLEIGH.....	S 11.13			
WHITESBORO.....	F 11.14			
WILDWOOD JCT.....	S 11.18			
RIO GRANDE.....	S 11.22			
BENNETT.....	F 11.26			
HARBOR BR. JCT.....	Will not 11.31			
CAPE MAY.....	11.35			
Arrive	A. M.			
	441			

HARBOR BR. JCT. TO WOODBINE JCT. VIA DENNISVILLE—WESTWARD

STATIONS	FIRST CLASS			
	*442			
	# DAILY EX. SUN.			
Arrive	P. M.			
WOODBINE JCT.....	F 3.42			
DENNISVILLE.....	S 3.36			
SOUTH DENNIS.....	F 3.31			
GOSHEN.....	F 3.26			
CAPE MAY C. H.....	S 3.21			
MAYVILLE.....	F 3.16			
BURLEIGH.....	S 3.12			
WHITESBORO.....	F 3.10			
WILDWOOD JCT.....	S 3.07			
RIO GRANDE.....	F 3.02			
BENNETT.....	F 2.58			
HARBOR BR. JCT.....	Will not 2.54			
CAPE MAY.....	S 2.50			
Leave	P. M.			
	# DAILY EX. SUN.			
	442			

STATIONS	FIRST CLASS			
	✚801	✚803	✚805	
	DAILY EX. SUN.	SAT. ONLY	DAILY EX. SAT. & SUN.	
Leave	A. M.	P. M.	P. M.	
PHILA. (Mkt. St. Wharf)	\$ 6.20	\$ 1.05	\$ 5.30	
CAMDEN	\$ 6.28	\$ 1.13	\$ 5.38	
BROADWAY	\$ 6.31	\$ 1.16	\$ 5.41	
GRENLOCH JCT.	6.40	1.25	5.50	
GLOUCESTER	\$ 6.44	\$ 1.28	\$ 5.53	
NEWTON	6.45	1.29	5.54	
EAST GLOUCESTER	F 6.46	F 1.30	F 5.55	
HIGHLAND PARK	Note	F 1.32	F 5.57	
CLOVERDALE		F 1.35	F 6.00	
NORTHMONT.		F 1.37	F 6.02	
MT. EPHRAIM		\$ 1.39	\$ 6.04	
BELMAWR	F 6.54	F 1.41	F 6.06	
PROSPECT		F 1.43	F 6.08	
THIRD AVE.		F 1.44	F 6.09	
RUNNEMEDE	\$ 6.58	\$ 1.45	\$ 6.10	
GLENDORA	\$ 7.00	\$ 1.47	\$ 6.12	
CHEWS LANDING		F 1.49	F 6.14	
HILLTOP		F 1.51	F 6.16	
BLENHEIM	F 7.04	F 1.53	F 6.18	
BLACKWOOD	\$ 7.06	\$ 1.55	\$ 6.20	
LAKELAND		F 1.57	F 6.22	
GRENLOCH	\$ 7.10	\$ 2.00	\$ 6.25	
Arrive	A. M.	P. M.	P. M.	
	801	803	805	

GRENLOCH BRANCH—WESTWARD

STATIONS	FIRST CLASS			
	✚802	✚804	✚806	
	A. M.	P. M.	P. M.	
Arrive	A. M.	P. M.	P. M.	
PHILA. (Mkt. St. Wharf)	\$ 8.20	\$ 2.55	\$ 7.35	
CAMDEN	\$ 8.12	\$ 2.47	\$ 7.27	
BROADWAY	\$ 8.09	\$ 2.44	\$ 7.24	
GRENLOCH JCT.	8.00	2.35	7.15	
GLOUCESTER	\$ 7.56	\$ 2.31	\$ 7.11	
NEWTON	7.54	2.30	7.09	
EAST GLOUCESTER	F 7.53	F 2.29	F 7.08	
HIGHLAND PARK	F 7.51	F 2.27	F 7.06	
CLOVERDALE	F 7.49	F 2.25	F 7.04	
NORTHMONT.	F 7.47	F 2.23	F 7.02	
MT. EPHRAIM	\$ 7.45	\$ 2.21	\$ 7.00	
BELMAWR	F 7.41	F 2.19	F 6.58	
PROSPECT	F 7.39	F 2.18	F 6.56	
THIRD AVE.	\$ 7.37	F 2.17	F 6.54	
RUNNEMEDE	\$ 7.36	F 2.16	\$ 6.53	
GLENDORA	F 7.34	F 2.15	F 6.51	
CHEWS LANDING	F 7.33	F 2.14	F 6.50	
HILLTOP	F 7.32	F 2.13	F 6.49	
BLENHEIM	F 7.29	F 2.11	F 6.46	
BLACKWOOD	\$ 7.27	\$ 2.09	\$ 6.44	
LAKELAND	F 7.24	F 2.07	F 6.41	
GRENLOCH	\$ 7.23	\$ 2.05	\$ 6.40	
Leave	A. M.	P. M.	P. M.	
	DAILY EX. SUN.	SAT. ONLY	DAILY EX. SAT. & SUN.	
	802	804	806	

NOTE—No. 801 is superior by direction to No. 802.

NOTE—No. 803 is superior by direction to No. 804.

NOTE—No. 805 is superior by direction to No. 806.

PENNS GROVE BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	827	829	831	
	SAT. ONLY	* DAILY EX. SAT. & SUN.	DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 1.55		\$ 6.00	
CAMDEN	\$ 2.03		\$ 6.10	
BROADWAY	\$ 2.06		\$ 6.13	
WOODBURY	\$ 2.20	\$ 5.12	\$ 6.38	
REDOAK	2.21	5.13	6.39	
WEST END	F 2.22	F 22 5.14	F 6.41	
THOROUGHFARE	\$ 2.25	\$ Feb. 25 5.17	\$ 6.44	
PAULSBORO	\$ 2.31	\$ 5.23	\$ 6.50	
GREENS				
GIBBSTOWN	\$ 2.37	\$ c. 25, Jan. 1 5.29	\$ 6.56	
REPAUPO	F 2.40	F 5.32	F 6.59	
BRIDGEPORT	\$ 2.45	\$ 5.37	\$ 7.04	
PROSPECT				
CENTER SQUARE	F 2.50	F De 30, Nov. 5.42	F 7.08	
JUMBO	F 2.52		F 7.12	
PEDRICKTOWN	\$ 2.55	\$ Nov. 30, 5.46	\$ 7.15	
OLDMAN				
PERKINTOWN	F 2.59	F Will not run 5.48	F 7.17	
FRIENDSHIP	F 3.02	F 5.53	F 7.22	
PENNS GROVE	\$ 3.07	\$ 5.58	\$ 7.27	
Arrive	P. M.	P. M.	P. M.	
	827	829	831	

PENNS GROVE BRANCH—WESTWARD

STATIONS	FIRST CLASS			
	826	828		
	A. M.	A. M.		
Arrive	A. M.	A. M.		
PHILA. (Market St. Whf.)	\$ 7.05	\$ 8.05		
CAMDEN	\$ 6.56	\$ 7.56		
BROADWAY	\$ 6.53	\$ 7.53		
WOODBURY	\$ 6.26	\$ 7.30		
REDOAK	6.25	7.29		
WEST END	F 6.21	F 22 7.27		
THOROUGHFARE	\$ 6.18	\$ Feb. 25 7.24		
PAULSBORO	\$ 6.12	\$ 7.19		
GREENS				
GIBBSTOWN	\$ 6.06	\$ c. 25, Jan. 1 7.13		
REPAUPO	F 6.03	F 7.10		
BRIDGEPORT	F 5.58	F c. 25, Jan. 1 7.05		
PROSPECT	F 5.56	F De 30, Nov. 7.03		
CENTER SQUARE	F 5.54	F 7.01		
JUMBO	F 5.52			
PEDRICKTOWN	\$ 5.50	\$ Nov. 30, 6.58		
OLDMAN	F 5.48			
PERKINTOWN	F 5.46			
FRIENDSHIP	F 5.44	F Will not run 6.52		
PENNS GROVE	\$ 5.40	\$ 6.48		
Leave	A. M.	A. M.		
	DAILY EX. SUN.	* DAILY EX. SUN.		
	826	828		

STATIONS	FIRST CLASS			
	851	853	†855	†857
	SAT. ONLY	# DAILY EX. SAT. & SUN.	SAT. ONLY	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.
PHILA. (Market St. Whf.)	\$ 12.50	\$ 4.40		
CAMDEN	\$ 12.58	\$ 4.50		
BROADWAY	\$ 1.01	\$ 4.53		
WOODBURY	\$ 1.24	\$ 5.11	\$ 6.05	\$ 6.18
REDOAK	1.25	5.12	6.06	6.19
PARKVILLE		F 5.15	F 6.09	F 6.22
MOUNT ROYAL	F 1.31	\$ 5.18	F 6.13	F 6.26
CLARKSBORO	\$ 1.34	\$ 5.21	\$ 6.16	\$ 6.29
MICKLETON			F 6.18	F 6.31
WOLFERT			F 6.20	F 6.33
TOMLIN			F 6.21	F 6.34
ASBURY			F 6.23	F 6.36
RULON ROAD			F 6.26	F 6.39
SWEDESBORO	\$ 1.45	\$ 5.30	\$ 6.30	\$ 6.43
HARRISONVILLE			F 6.35	F 6.48
WOODSTOWN	\$ 1.55	\$ 5.40	\$ 6.42	\$ 6.55
SOUTH WOODSTOWN	F 1.57		F 6.44	F 6.57
FENWICK	F 2.00		F 6.47	F 7.00
ALLOWAY JUNCTION	F 2.06	F 5.50	F 6.53	F 7.06
PENTON			F 6.57	F 7.09
MANNINGTON	2.15	5.57	7.02	7.14
SALEM	\$ 2.18	\$ 6.00	\$ 7.05	\$ 7.17
Arrive	P. M.	P. M.	P. M.	P. M.
	851	853	855	857

SALEM BRANCH—WESTWARD

STATIONS	FIRST CLASS			
	†850	852		
	A. M.	A. M.		
PHILA. (Market St. Whf.)		\$ 8.35		
CAMDEN		\$ 8.26		
BROADWAY		\$ 8.23		
WOODBURY	\$ 6.34	\$ 8.06		
REDOAK	6.33	8.05		
PARKVILLE	F 6.28	F 8.00		
MOUNT ROYAL	\$ 6.24	\$ 7.57		
CLARKSBORO	\$ 6.21	\$ 7.55		
MICKLETON	F 6.18			
WOLFERT	F 6.16			
TOMLIN	F 6.14			
ASBURY	F 6.13			
RULON ROAD	F 6.11			
SWEDESBORO	\$ 6.09	\$ 7.46		
HARRISONVILLE	F 6.02			
WOODSTOWN	\$ 5.57	\$ 7.36		
SOUTH WOODSTOWN	F 5.55			
FENWICK	F 5.52			
ALLOWAY JUNCTION	F 5.46	F 7.26		
PENTON	F 5.43			
MANNINGTON	5.37	7.20		
SALEM	\$ 5.35	\$ 7.18		
Leave	A. M.	A. M.		
	# DAILY EX. SUN.	DAILY EX. SUN.		
	850	852		

BRIDGETON BRANCH

STATIONS	FIRST CLASS			
	*877	879		
	DAILY EX. SUN.	SEE NOTE		
Leave	A. M.	P. M.		
PHILA. (Market St. Whf.)		\$ 12.35		
CAMDEN		\$ 12.43		
BROADWAY		\$ 12.46		
GLASSBORO	\$ 6.00	\$ 1.21		
AURA	F 6.05	F 1.25		
MONROEVILLE	F 6.10	\$ Nov. 1.30		
ELMER	\$ 6.17	\$ 22 1.36		
PALATINE	F 6.22	F 1.40		
HUSTED	F 6.27	F 1.43		
FINLEY	F Note 6.33	F 1.48		
COHAN	6.37	Saturdays and Jan. 1, Feb. 1.52		
IRVING AVENUE	F 6.47	\$ 1.58		
COMMERCE STREET		F Dec. 2.00		
BRIDGETON	\$ 6.52	Will run Dec. 2.03		
Arrive	A. M.	P. M.		
	877	879		

BRIDGETON BRANCH

STATIONS	FIRST CLASS			
	●876	878		
Arrive	A. M.	A. M.		
PHILA. (Market St. Whf.)		\$ 8.40		
CAMDEN		\$ 8.30		
BROADWAY		\$ 8.27		
GLASSBORO	\$ 5.38	\$ 7.56		
AURA	F 5.32	F 7.52		
MONROEVILLE	F 5.28	\$ 7.48		
ELMER	\$ 5.22	\$ 7.42		
PALATINE	F 5.17	F 7.37		
HUSTED	F 5.14	F Note 7.34		
FINLEY	F 5.09	F 7.29		
COHAN	5.06	7.26		
IRVING AVENUE	\$ 5.03	\$ 7.23		
COMMERCE STREET		F 7.20		
BRIDGETON	\$ 5.00	\$ 7.18		
Leave	A. M.	A. M.		
	DAILY EX. SUN.	DAILY EX. SUN.		
	876	878		

NOTE—No. 877 is superior by direction to No. 878.

FIRST CLASS

			†881 # DAILY EX. SAT. & SUN.	883 DAILY EX. SAT. & SUN.	●885 SAT. ONLY
			P. M.	P. M.	P. M.
				\$ 5.15	
			Note	\$ 5.23	
				\$ 5.26	
			\$ 3.40	\$ 5.58	\$ 6.40
			F 3.45	F 6.02	F 6.44
			\$ 3.50	\$ 6.07	\$ 6.49
			\$ Dec. 25, 3.57	\$ 6.13	\$ 6.55
			F Nov. 30, 4.01	F 6.17	F 6.59
			F Nov. 22, 4.05	F 6.20	F 7.02
			F Nov. 22, 4.10	F 6.25	F 7.07
			F Feb. 1, 4.14	6.29	7.11
			\$ not 4.22	\$ 6.33	F 7.15
			F Jan. 1, 4.24	F 6.35	F 7.17
			\$ Will 4.27	\$ 6.38	\$ 7.20
			P. M.	P. M.	P. M.
			881	883	885

WESTWARD

FIRST CLASS

					†880
					P. M.
					Note
					\$ 5.43
					F 5.37
					F 5.32
					\$ 5.25
					F 5.19
					F 5.15
					F 5.09
					5.05
					F 5.02
					F 4.59
					\$ 4.57
					P. M.
					DAILY EX. SUN.
					880

Note—No. 881 is superior by direction to No. 880.

NEWFIELD BRANCH

STATIONS	FIRST CLASS			
	†951	†955		
	DAILY EX. SUN.	SUN. ONLY		
Leave	A. M.	A. M.		
NEWFIELD.....	\$ 7.30	\$ 10.45		
FOREST GROVE.....	F 7.34	F 10.49		
MINOTOLA.....	F 7.37	F 10.52		
BUENA.....	F 7.40	F 10.55		
RICHLAND.....	F 7.45	F 11.00		
MIZPAH.....	F 7.48	F 11.03		
MAYS LANDING.....	\$ 7.56	\$ 11.11		
REEGA.....	F 8.01	F 11.16		
McKEE CITY.....	\$ 8.05	F 11.20		
CARDIFF.....	F 8.08	F 11.23		
MOUNT CALVARY.....	F 8.11	F 11.26		
PLEASANTVL. CEMTY.				
PLEASANTVILLE.....	\$ 8.18	\$ 11.33		
PENRED.....	8.24	11.39		
CHANNEL.....	8.27	11.42		
ATLANTIC CITY.....	\$ 8.30	\$ 11.45		
Arrive	A. M.	A. M.		
	951	955		

NEWFIELD BRANCH

STATIONS	FIRST CLASS			
	†956	†958		
Arrive	A. M.	A. M.		
NEWFIELD.....	\$ 7.18	Will not		
FOREST GROVE.....	F 7.11	run		
MINOTOLA.....	\$ 7.07	Nov. 30		
BUENA.....	F 7.04	Dec. 25		
RICHLAND.....	\$ 6.59	Jan. 1		
MIZPAH.....	F 6.56	Feb. 22		
MAYS LANDING.....	\$ 6.48			
REEGA.....	F 6.42	F 8.59		
McKEE CITY.....	F 6.38	F 8.55		
CARDIFF.....	F 6.35	F 8.52		
MOUNT CALVARY.....	F 6.32	F 8.49		
PLEASANTVL. CEMTY.				
PLEASANTVILLE.....	\$ 6.29	\$ 8.46		
PENRED.....	6.24	8.41		
CHANNEL.....	6.21	8.38		
ATLANTIC CITY.....	\$ 6.18	\$ 8.35		
Leave	A. M.	A. M.		
	DAILY	† DAILY EX. SUN.		
	956	958		

FIRST CLASS

	†957	●†959	†973	†977	
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY	
	P. M.	P. M.	P. M.	P. M.	
	Will not run	Will not run	\$ 6.13	\$ 7.25	
	Nov. 30	Nov. 30	F 6.17	F 7.29	
	Dec. 25	Dec. 25	F 6.20	F 7.32	
	Jan. 1	Jan. 1	F 6.23	F 7.35	
	Feb. 22	Feb. 22	F 6.28	F 7.40	
			F 6.31	F 7.43	
	\$ 12.26	\$ 4.10	\$ 6.39	\$ 7.51	
	F 12.30	F 4.14	F 6.44	F 7.56	
	F 12.34	F 4.18	F 6.47	F 8.00	
	F 12.37	F 4.21	F 6.50	F 8.03	
		F 4.24	F 6.53	F 8.06	
	\$ 12.43	\$ 4.27	\$ 6.59	\$ 8.13	
	12.49	4.32	7.06	8.19	
	12.52	4.35	7.09	8.22	
	\$ 12.55	\$ 4.38	\$ 7.12	\$ 8.25	
	P. M.	P. M.	P. M.	P. M.	
	957	959	973	977	

WESTWARD

FIRST CLASS

	●†960	†972	†974	●†976	
	P. M.	P. M.	P. M.	P. M.	
	Will not run	\$ 5.30	\$ 5.40	Will not run	
	Nov. 30	F 5.23	F 5.33	Nov. 30	
	Dec. 25	F 5.19	\$ 5.29	Dec. 25	
	Jan. 1	F 5.16	F 5.26	Jan. 1	
	Feb. 22	F 5.11	\$ 5.21	Feb. 22	
		F 5.08	F 5.18		
	\$ 3.00	\$ 5.00	\$ 5.10	\$ 7.45	
	F 2.59	F 4.54	F 5.04	F 7.39	
	F 2.50	F 4.50	\$ 5.00	F 7.35	
	F 2.47	F 4.47	F 4.57	F 7.32	
	F 2.44	F 4.44	F 4.54	F 7.29	
	\$ 2.41	\$ 4.41	\$ 4.51	\$ 7.26	
	2.38	4.36	4.46	7.21	
	2.38	4.33	4.43	7.18	
	\$ 2.30	\$ 4.30	\$ 4.40	\$ 7.15	
	P. M.	P. M.	P. M.	P. M.	
	‡ DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	‡ DAILY EX. SUN.	
	960	972	974	976	

OCEAN CITY BRANCH

STATIONS		FIRST CLASS			
		203	273	205	
		DAILY EX. SUN.	SEE NOTE	‡ DAILY EX. SUN.	
Leave		A. M.	A. M.	A. M.	
PHILA. (Broad St.).....	P. T. Div.	.....	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1	Will not run Nov. 30 Dec. 25 Jan. 1	.....
PENNA. STATION.....		.....			.....
NORTH PHILA.....		.....			.....
FRANKFORD JCT.....		.....			.....
PHILA. (Mkt. St. Whf.)..		.....	\$ 7.45	\$ 9.00	.....
CAMDEN.....		Note	.....	.....	.....
BROADWAY.....			.....	.....	.....
TUCKAHOE.....		\$ 8.15	\$ 8.54	\$ 10.13	.....
MIDDLETOWN.....	F	8.18	.....	F 10.16	.....
PETERSBURG.....	F	8.20	F 8.59	F 10.19	.....
PALERMO.....	F	8.25	F 9.04	F 10.24	.....
51st ST.—Ocean City.....	F	8.30	\$ 9.09	\$ 10.29	.....
34th ST.—Ocean City.....	F	8.33	F ⑩9.12	F 10.32	.....
14th ST.—Ocean City.....	F	8.37	\$ 9.16	\$ 10.36	.....
OCEAN CITY—10th ST.....	\$	8.40	\$ 9.20	\$ 10.40	.....
4th ST.—Ocean City.....	F	8.44	\$ 9.24	\$ 10.44	.....
OCEAN CITY GARDENS	\$	8.47	\$ 9.27	\$ 10.47	.....
Arrive		A. M.	A. M.	A. M.	
		203	273	205	

NOTE—No. 203 is superior by direction to No. 258.

OCEAN CITY BRANCH

STATIONS	FIRST CLASS			
	202	258		
	A. M.	A. M.		
Arrive				
PHILA. (Broad St.).....	P. T. Div.	\$ 10.55		
PENNA. STATION.....		\$ 10.51		
NORTH PHILA.....		\$ 10.42		
FRANKFORD JCT.....				
PHILA. (Mkt. St. Whf.)...	\$ 8.40			
CAMDEN.....		Note		
BROADWAY.....				
TUCKAHOE.....	\$ 7.31	\$ 9.38		
MIDDLETOWN.....				
PETERSBURG.....	F 7.26	F 9.33		
PALERMO.....	F 7.21	F 9.28		
51st ST.—Ocean City.....	\$ 7.16	\$ 9.23		
34th ST.—Ocean City.....	F 7.12	F ① 9.19		
14th ST.—Ocean City.....	\$ 7.08	\$ 9.14		
OCEAN CITY—10th ST.....	\$ 7.05	\$ 9.10		
4th ST.—Ocean City.....	\$ 7.01	\$ 9.06		
OCEAN CITY GARDENS.....	\$ 6.58	\$ 9.03		
Leave	A. M.	A. M.		
	DAILY EX. SUN.	DAILY EX. SUN.		
	202	258		

NOTE—No. 203 is superior by direction to No. 258.

FIRST CLASS

		275	211	215	265
		SEE NOTE	SAT. ONLY	DAILY EX. SUN.	DAILY EX. SUN.
		A. M.	P. M.	P. M.	P. M.
		Will run Sundays and on Nov. 30 Dec. 25 Jan. 1			\$ 5.35
					\$ 5.39
					\$ 5.48
		\$ 9.30	\$ 12.45	\$ 4.40	
		\$ 10.40	\$ 1.53	\$ 5.48	\$ 6.53
		F 10.45	F 1.58	F 5.53	F 6.58
		F 10.50	\$ 2.03	F 5.58	F 7.03
		\$ 10.55	\$ 2.08	\$ 6.03	\$ 7.08
		F 10.58	F 2.11	F 6.06	F 7.12
		\$ 11.02	\$ 2.15	\$ 6.10	\$ 7.16
		\$ 11.06	\$ 2.19	\$ 6.15	\$ 7.20
		\$ 11.10	\$ 2.23	\$ 6.19	\$ 7.24
		\$ 11.13	\$ 2.26	\$ 6.22	\$ 7.27
		A. M.	P. M.	P. M.	P. M.
		275	211	215	265

WESTWARD

FIRST CLASS

		206	270	210	274
		P. M.	P. M.	P. M.	P. M.
			Will run Sundays and on Nov. 30 Dec. 25 Jan. 1	Will not run Nov. 30 Dec. 25 Jan. 1	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1
		\$ 1.35	\$ 5.50	\$ 6.05	\$ 7.50
		\$ 12.26	\$ 4.40	\$ 4.50	\$ 6.40
				F 4.47	
		F 12.21	F 4.35	F 4.44	F 6.35
		F 12.16	F 4.30	F 4.40	F 6.30
		\$ 12.11	\$ 4.25	\$ 4.35	\$ 6.25
		F 12.07	F 4.21	F 4.31	F 6.21
		\$ 12.03	\$ 4.17	\$ 4.27	\$ 6.17
		\$ 12.00	\$ 4.15	\$ 4.25	\$ 6.15
		\$ 11.56	\$ 4.11	\$ 4.21	\$ 6.11
		\$ 11.53	\$ 4.08	\$ 4.18	\$ 6.08
		A. M.	P. M.	P. M.	P. M.
		SAT. ONLY	SEE NOTE	± DAILY EX. SUN.	SEE NOTE
		206	270	210	274

SEA ISLE CITY BRANCH

STATIONS	FIRST CLASS			
	573	505	575	
	SEE NOTE	‡ DAILY EX. SUN.	SEE NOTE	
Leave	A. M.	A. M.	A. M.	
OCEAN CITY—8th St.....	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1	Will not run Nov. 30 Dec. 25 Jan. 1	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1	
14th ST.—Ocean City.....	\$ 9.15	\$ 10.35	\$ 11.02	
30th ST.—Ocean City.....	F 9.16	F 10.36	F 11.03	
34th ST.—Ocean City.....	\$ 9.21	\$ 10.41	\$ 11.08	
51st ST.—Ocean City.....	F 9.24	F 10.44	F 11.11	
55th ST.—Ocean City.....	F 9.27	F 10.47	F 11.14	
STRATHMERE.....	\$ 9.30	\$ 10.50	\$ 11.17	
CENTRAL AVE.....	F 9.38	F 10.58	F 11.25	
PROSPECT ST.....	\$ 9.43	\$ 11.03	\$ 11.30	
SEA ISLE CITY.....				
LORETTO AVENUE.....				
TOWNSEND INLET.....				
Arrive	A. M.	A. M.	A. M.	
	573	505	575	

NOTE—No. 505 is superior by direction to No. 506.

SEA ISLE CITY BRANCH

STATIONS	FIRST CLASS			
	502	504		
Arrive	A. M.	A. M.		
OCEAN CITY—8th St.....		\$ 8.25		
14th ST.—Ocean City.....		F 8.23		
30th ST.—Ocean City.....		F 8.19		
34th ST.—Ocean City.....		F 8.17		
51st ST.—Ocean City.....	\$ 7.10	F 8.14		
55th ST.—Ocean City.....	F 7.08	\$ 8.13		
STRATHMERE.....	\$ 7.03	\$ 8.08		
CENTRAL AVE.....	F 7.00	F 8.05		
PROSPECT ST.....	F 6.57	F 8.02		
SEA ISLE CITY.....	\$ 6.55	\$ 8.00		
LORETTO AVENUE.....	F 6.47			
TOWNSEND INLET.....	\$ 6.42			
Leave	A. M.	A. M.		
	DAILY EX. SUN. 502	‡ DAILY EX. SAT. & SUN. 504		

FIRST CLASS

		511	513	515	565
		SAT. ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.
		P. M.	P. M.	P. M.	P. M.
			\$ 25, 4.35		
			F 4.38		
			F Dec. 4.42		
			F Nov. 30, 4.43		
			F Dec. 22, 4.44		
		\$ 2.15	\$ 6.10	\$ 7.13	
		F 2.16	F 4.46	F 6.11	F 7.14
		\$ 2.21	\$ 4.51	\$ 6.16	\$ 7.19
		F 2.24	F 4.54	F 6.19	F 7.22
		F 2.27	F 4.57	F 6.22	F 7.25
		\$ 2.30	\$ 5.00	\$ 6.25	\$ 7.28
		F 2.38		F 6.33	
		\$ 2.43		\$ 6.38	
		P. M.	P. M.	P. M.	P. M.
		511	513	515	565

WESTWARD

FIRST CLASS

	558	506	570	510	574
	A. M.	P. M.	P. M.	P. M.	P. M.
		Note	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1	Will not run Nov. 30 Dec. 25 Jan. 1	Will run Sundays and on Nov. 30 Dec. 25 Jan. 1
	\$ 9.15	\$ 12.05	\$ 4.19	\$ 4.29	\$ 6.18
	F 9.13	F 12.03	F 4.17	F 4.27	F 6.16
	\$ 9.08	\$ 11.58	\$ 4.12	\$ 4.22	\$ 6.11
	F 9.05	F 11.55	F 4.09	F 4.19	F 6.08
	F 9.02	F 11.52	F 4.06	F 4.16	F 6.05
	\$ 9.00	\$ 11.50	\$ 4.03	\$ 4.13	\$ 6.02
		F 11.42	F 3.55	F 4.05	F 5.54
		\$ 11.37	\$ 3.50	\$ 4.00	\$ 5.49
	A. M.	A. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	SAT. ONLY	SEE NOTE	DAILY EX. SUN.	SEE NOTE
	558	506	570	510	574

NOTE—No. 505 is superior by direction to No. 506.

WILDWOOD JUNCTION TO WILDWOOD

STATIONS	FIRST CLASS			
	901	903	905	
	DAILY EX. SUN.	SEE NOTE	* DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
WILDWOOD JCT.....	\$ 6.33	\$ 10.05	\$ 11.30	.....
WILDWOOD GARDENS	F 6.36	F 10.08	F 11.33	.....
WEST WILDWOOD.....	F 6.41	F 10.13	F 11.38	.....
WILDWOOD.....	\$ 6.45	\$ 10.17	\$ 11.42	.....
Arrive	A. M.	A. M.	A. M.	
	901	903	905	

NOTE—No. 903 will run Sundays and on Nov. 30, Dec. 25 and Jan. 1.

* Will not run Nov. 30, Dec. 25, and Jan. 1.

WILDWOOD TO WILDWOOD JUNCTION

STATIONS	FIRST CLASS			
	902	904	906	
Arrive	A. M.	A. M.	A. M.	
WILDWOOD JCT.....	\$ 6.20	\$ 9.52	\$ 11.17	.....
WILDWOOD GARDENS	F 6.15	F 9.47	F 11.12	.....
WEST WILDWOOD.....	F 6.11	F 9.43	F 11.08	.....
WILDWOOD.....	\$ 6.09	\$ 9.40	\$ 11.05	.....
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	SEE NOTE	* DAILY EX. SUN.	
	902	904	906	

NOTE—No. 904 will run Sundays and on Nov. 30, Dec. 25 and Jan. 1.

* Will not run Nov. 30, Dec. 25, and Jan. 1.

FIRST CLASS

			907	909	911
			‡ DAILY EX. SUN.	SEE NOTE	DAILY EX. SUN.
			P. M.	P. M.	P. M.
			\$ 3.48	\$ 5.43	\$ 7.00
			F 3.51	F 5.46	F 7.03
			F 3.56	F 5.51	F 7.08
			\$ 4.00	\$ 5.55	\$ 7.11
			P. M.	P. M.	P. M.
			907	909	911

NOTE—No. 909 will run Sundays and on Nov. 30, Dec. 25 and Jan. 1.

‡ Will not run Nov. 30, Dec. 25, and Jan. 1.

WESTWARD

FIRST CLASS

			908	910	912
			P. M.	P. M.	P. M.
			\$ 3.02	\$ 5.30	\$ 6.47
			F 2.57	F 5.25	F 6.42
			F 2.53	F 5.21	F 6.38
			\$ 2.50	\$ 5.18	\$ 6.35
			P. M.	P. M.	P. M.
			‡ DAILY EX. SUN.	SEE NOTE	DAILY EX. SUN.
			908	910	912

NOTE—No. 910 will run Sundays and on Nov. 30, Dec. 25 and Jan. 1.

‡ Will not run Nov. 30, Dec. 25, and Jan. 1.

STATIONS	FIRST CLASS			
	*2601	2681	2661	
	* DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PHILA. (Mkt. St. Whf.)	\$ 4.20	\$ 7.40	\$ 8.05	
CAMDEN	\$ 4.30	\$ 7.48	\$ 8.13	
BROADWAY	\$ 4.33	\$ 7.51	\$ 8.16	
CENTER	4.34	7.52	8.17	
COOPER	4.36	7.54	8.19	
PAVONIA				
W. MERCHANTVILLE				
MERCHANTVILLE	\$ 4.48	F 8.00	\$ 8.27	
PENSAUKEN	4.45	8.02	8.29	
MAPLE SHADE	F 4.47	8.04	F 8.32	
LENOLA				
WEST MOORESTOWN	F 4.52		\$ 8.38	
MOORESTOWN	\$ 4.55	F 8.09	\$ 8.41	
STANWICK AVE.	F 4.57		8.45	
HARTFORD	F 5.00			
MASONVILLE	F 5.03	8.15	F 8.50	
HAINESPORT	F 5.07			
MT. HOLLY	\$ 5.15	\$ 8.22	\$ 8.58	
SMITHVILLE	\$ 5.20	8.26	\$ 9.03	
EWANSVILLE	\$ 5.25	F 8.27	F 9.05	
BIRMINGHAM	F 5.30	F 8.30	\$ 9.08	
PEMBERTON	\$ 5.55			
SHREVE				
LEWIS	6.15			
JULIUSTOWN	\$ 6.20			
JOBSTOWN	\$ 6.29			
COLUMBUS	\$ 6.49			
SHARP	F 6.53			
KINKORA (N. Y. Div.)	\$ 7.05			
SOUTH PEMBERTON	Will not	\$ 8.34	\$ 9.11	
NEW LISBON	run	F 8.39	\$ 9.17	
BROWNS MILLS	Nov. 30		F 9.21	
UPTON	Dec. 25	8.46	F 9.25	
WHITINGS	Jan. 1	F 8.56	\$ 9.37	
	Feb. 22			
KESWICK GROVE		F 8.59	F 9.40	
CROSSLEY			F 9.44	
TOMS RIVER	Note	\$ 9.12	\$ 9.52	
BEACHWOOD		F 9.15	F 9.55	
PINE BEACH		F 9.18	F 9.58	
OCEAN GATE		\$ 9.22	\$ 10.01	
BARNEGAT PIER		F 9.25	F 10.04	
SEASIDE PARK		\$ 9.31	\$ 10.11	
SEASIDE HEIGHTS		\$ 9.36	\$ 10.15	
LAVALLETTE		\$ 9.41	\$ 10.20	
MANTOLOKING		F 9.47	F 10.27	
BAY HEAD		\$ 9.53	\$ 10.35	
BAY HEAD JCT.		9.55	10.37	
PT. PLEASANT N. Y. & L. B.		\$ 10.00	\$ 10.42	
ASBURY PARK R. R.		\$ 10.20		
LONG BRANCH		\$ 10.30		
Arrive	A. M.	A. M.	A. M.	
	2601	2681	2661	

NOTE—No. 2601 is superior by direction to No. 2612.

STATIONS	FIRST CLASS			
	2629	2669		
	‡ DAILY EX. SUN.	DAILY EX. SUN.		
Leave	P. M.	P. M.		
PHILA. (Mkt.St.Whl.)	\$ 3.35	\$ 4.05		
CAMDEN	\$ 3.43	\$ 4.13		
BROADWAY	\$ 3.46	\$ 4.16		
CENTER	3.47	4.18		
COOPER	3.49	4.19		
PAVONIA				
W. MERCHANTVILLE	F 3.52			
MERCHANTVILLE	\$ 3.55	\$ 4.25		
PENSAUKEN	F 3.58	F 4.27		
MAPLE SHADE	F 4.04	F 4.30		
LENOLA	F 4.08			
WEST MOORESTOWN	\$ 4.12	\$ 4.34		
MOORESTOWN	\$ 4.15	\$ 4.36		
STANWICK AVE.	F 4.18	F 4.38		
HARTFORD	F 4.21			
MASONVILLE	\$ 4.25	F 4.43		
HAINESPORT	F 4.29	F 4.47		
MT HOLLY	\$ 4.34	\$ 4.52		
SMITHVILLE	F 4.39	F 4.57		
EWANSVILLE	F 4.41	F 4.59		
BIRMINGHAM	F 4.44	F 5.02		
PEMBERTON	\$ 4.48			
SHREVE	F 4.51			
LEWIS	4.54			
JULIUSTOWN	\$ 4.59			
JOBSTOWN	\$ 5.05			
COLUMBUS	\$ 5.12			
SHARP	F 5.16			
KINKORA (N.Y.Div.)	\$ 5.25			
SOUTH PEMBERTON	Will not	\$ 5.05		
NEW LISBON	run	F 5.11		
BROWNS MILLS	Nov. 30	F 5.15		
UPTON	Dec. 25	F 5.19		
WHITINGS	Jan. 1	\$ 5.29		
	Feb. 22			
KESWICK GROVE		F 5.32		
CROSSLEY		F 5.36		
TOMS RIVER	Note	\$ 5.43		
BEACHWOOD		\$ 5.46		
PINE BEACH		F 5.49		
OCEAN GATE		F 5.52		
BARNEGAT PIER		F 5.55		
SEASIDE PARK		\$ 6.01		
SEASIDE HEIGHTS		\$ 6.05		
LAVALLETTE		\$ 6.10		
MANTOLOKING		F 6.17		
BAY HEAD		\$ 6.23		
BAY HEAD JCT.		6.25		
PT. PLEASANT N. Y. & L. B.		\$ 6.30		
ASBURY PARK R. R.				
LONG BRANCH				
Arrive	P. M.	P. M.		
	2629	2669		

NOTE—Nos. 2629, 2639 and 2641 are superior by direction to No. 2634.

FIRST CLASS

[illegible]

NOTE—Nos. 2629, 2639 and 2641 are superior by direction to No. 2634.

STATIONS	FIRST CLASS			
	●2600	●2602	●2604	
Arrive	A. M.	A. M.	A. M.	
PHILA. (Mkt.St.Whr.)	\$ 6.25	\$ 7.05	\$ 7.30	
CAMDEN	\$ 6.17	\$ 6.57	\$ 7.22	
BROADWAY	\$ 6.14	\$ 6.54	\$ 7.19	
CENTER	6.13	6.53	7.18	
COOPER	6.11	6.51	7.16	
PAVONIA	\$ 6.08		\$ 7.14	
W. MERCHANTVILLE	\$ 6.04	\$ 6.45	\$ 7.10	
MERCHANTVILLE	\$ 6.02	\$ 6.43	\$ 7.08	
PENSAUKEN	\$ 5.59	\$ 6.40	\$ 7.05	
MAPLE SHADE	\$ 5.56	\$ 6.37	\$ 7.02	
LENOLA	\$ 5.53	\$ 6.34	\$ 6.59	
WEST MOORESTOWN	\$ 5.50	\$ 6.31	\$ 6.56	
MOORESTOWN	\$ 5.48	\$ 6.29	\$ 6.54	
STANWICK AVE.	\$ 5.45	\$ 6.26	\$ 6.51	
HARTFORD	\$ 5.41	\$ 6.22	\$ 6.47	
MASONVILLE	\$ 5.38	\$ 6.19	\$ 6.44	
HAINESPORT	\$ 5.33	\$ 6.14	\$ 6.39	
MT. HOLLY	\$ 5.29	\$ 6.10	\$ 6.35	
SMITHVILLE	F 5.24	\$ 6.04	\$ 6.30	
EWANSVILLE	\$ 5.21	\$ 6.02	\$ 6.28	
BIRMINGHAM	F 5.18	\$ 5.59	F 6.25	
PEMBERTON	\$ 5.15	\$ 5.55	\$ 6.22	
SHREVE				
LEWIS				
JULIUSTOWN				
JOBSTOWN				
COLUMBUS				
SHARP				
KINKORA (N. Y. Div.)				
SOUTH PEMBERTON				
NEW LISBON		Will not run	Will not run	
BROWNS MILLS		Nov. 30	Nov. 30	
UPTON		Dec. 25	Dec. 25	
WHITINGS		Jan. 1	Jan. 1	
KESWICK GROVE				
CROSSLEY				
TOMS RIVER				
BEACHWOOD				
PINE BEACH				
OCEAN GATE				
BARNEGAT PIER				
SEASIDE PARK				
SEASIDE HEIGHTS				
LAVALLETTE				
MANTOLOKING				
BAY HEAD				
BAY HEAD JCT.				
PT. PLEASANT N. Y. & L. B.				
ASBURY PARK R. R.				
LONG BRANCH				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	
	2600	2602	2604	

NOTE—No. 2601 is superior by direction to No. 2612.

STATIONS	FIRST CLASS			
	2662		2668	
	A. M.		P. M.	
Arrive				
PHILA. (Mkt.St.Whr.)	\$ 9.20		\$ 4.30	
CAMDEN	\$ 9.12		\$ 4.28	
BROADWAY	\$ 9.09		\$ 4.20	
CENTER	9.08		4.19	
COOPER	9.06		4.17	
PAVONIA				
W. MERCHANTVILLE				
MERCHANTVILLE	\$ 8.59		\$ 4.10	
PENSAUKEN	8.56		F 4.07	
MAPLE SHADE	8.54		\$ 4.04	
LENOLA				
WEST MOORESTOWN			\$ 3.59	
MOORESTOWN	\$ 8.47		\$ 3.57	
STANWICK AVE.	8.45			
HARTFORD				
MASONVILLE	F 8.40		F 3.50	
HAINESPORT				
MT. HOLLY	\$ 8.33		\$ 3.42	
SMITHVILLE	F 8.28		F 3.35	
EWANSVILLE	F 8.26		F 3.32	
BIRMINGHAM	\$ 8.23		\$ 3.30	
PEMBERTON	KINKORA BRANCH			
SHREVE				
LEWIS				
JULIUSTOWN				
JOBSTOWN				
COLUMBUS				
SHARP				
KINKORA (N. Y. Div.)				
SOUTH PEMBERTON	\$ 8.20		\$ 3.27	
NEW LISBON	F 8.14		F 3.21	
BROWNS MILLS	F 8.10		F 3.17	
UPTON	F 8.06		F 3.12	
WHITTINGS	\$ 7.56		\$ 3.00	
KESWICK GROVE	F 7.53		F 2.55	
CROSSLEY	F 7.49		F 2.51	
TOMS RIVER	\$ 7.43		\$ 2.44	
BEACHWOOD	F 7.38		F 2.38	
PINE BEACH	F 7.35		\$ 2.35	
OCEAN GATE	\$ 7.32		F 2.32	
BARNEGAT PIER	F 7.29		F 2.29	
SEASIDE PARK	\$ 7.23		\$ 2.23	
SEASIDE HEIGHTS	\$ 7.19		\$ 2.18	
LAVALLETTE	\$ 7.15		\$ 2.13	
MANTOLOKING	F 7.10		F 2.06	
BAY HEAD	\$ 7.06		\$ 2.01	
BAY HEAD JCT.	7.05		2.00	
PT. PLEASANT N. Y. & L. B.	\$ 7.00		\$ 1.55	
ASBURY PARK R. R.				
LONG BRANCH				
Leave	A. M.		P. M.	
	DAILY EX. SUN.		DAILY EX. SUN.	
	2662		2668	

FIRST CLASS

			2634	2686	
			P. M.	P. M.	
			\$ 7.36	\$ 7.45	
			\$ 7.28	\$ 7.37	
			\$ 7.26	\$ 7.34	
			7.24	7.33	
			7.22	7.31	
			F 7.16		
			\$ 7.14	\$ 7.25	
			F 7.11		
			\$ 7.08		
			F 7.05		
			\$ 7.02		
			\$ 7.00	\$ 7.16	
			F 6.57		
			F 6.53		
			F 6.50	7.11	
			F 6.45		
			\$ 6.41	\$ 7.04	
			\$ 6.35		
			F 6.27	F 6.58	
			F 6.24	F 6.55	
			\$ 6.20		
			F 6.13		
			6.10		
			\$ 6.07		
			\$ 6.02		
			\$ 5.58		
			F 5.51		
			\$ 5.46		
			Will not run Nov. 30 Dec. 25 Jan. 1 Feb. 22	\$ 6.52	
				F 6.46	
				6.38	
				F 6.27	
				F 6.24	
			Note	\$ 6.16	
				\$ 6.10	
				\$ 6.07	
				\$ 6.04	
				F 6.01	
				\$ 5.55	
				\$ 5.51	
				\$ 5.46	
				\$ 5.36	
				5.35	
				\$ 5.30	
				\$ 5.10	
				\$ 5.00	
			P. M.	P. M.	
			‡ DAILY EX. SUN.	SUN. ONLY	
			2634	2686	

NOTE—Nos. 2629, 2639 and 2641 are superior by direction to No. 2634.

ADDITIONAL STOPS AND FLAG STATIONS

EASTWARD

STATIONS	2552	2554	2702	2560	2562	2564	2510	2534	2568	2572	2574	2714	2582
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PAVONIA	\$ 6.16	F 7.41		F 12.43			F 4.06	F 4.06	F 5.11	\$ 6.08			
DELAIR	F 6.21	F 7.45	F 9.24	\$ 12.47	F 1.57	F 2.39	\$ 4.10	\$ 4.10	\$ 5.15	\$ 6.12	\$ 7.30	F 8.49	F 9.40
MORRIS	F 6.24	F 7.48											
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WESTWARD

STATIONS	2551	2553	2557	2559	2501	2565	2573	2575	2711	2577	2581	2713
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PAVONIA	\$ 6.04	\$ 6.58	\$ 7.24	\$ 7.49			\$ 1.04	\$ 5.47	F 6.19	F 6.24		
DELAIR	\$ 5.59	\$ 6.52	\$ 7.19	\$ 7.44	F 9.23	F 11.10	\$ 12.59	F 5.42	F 6.11	F 6.17	F 7.19	F 10.03
MORRIS		F 6.50										
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS

Leave		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
PHILA.-Broad St. Station		7 45	9 00	9 30	12 45	4 40	5 35		
PHILA.-Market St. Wharf		9 10	10 31	10 56	2 10	6 05	7 09		
CAPE MAY COURT HOUSE AR.		9 11	10 32	10 57	2 11	6 06	7 10		
CAPE MAY COURT HOUSE Le.		9 24	10 45	11 10	2 24	6 19	7 23		
96th St., STONE HARBOR		9 27	10 48	11 13	2 27	6 22	7 26		
87th St., STONE HARBOR		9 36	10 57	11 22	2 36	6 31	7 35		
PEERMONT		9 38	10 59	11 24	2 38	6 33	7 37		
21st St. AVALON		9 40	11 01	11 26	2 40	6 35	7 39		
11th St., AVALON									
Arrive	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		

PASSENGER HIGHWAY BUS SERVICE TRIPS BETWEEN AVALON—STONE HARBOR & CAPE MAY COURT HOUSE

WESTWARD

STATIONS

Arrive

STATIONS	DAILY EX. SUN.		DAILY EX. SUN.		SAT. ONLY		SEE NOTE		DAILY EX. SUN.		SEE NOTE							
	A. M.		A. M.		P. M.		P. M.		P. M.		P. M.							
PHILA.-Broad St. Station			10.56															
PHILA.-Market St. Wharf	8.40				1.35		5.50		6.05		7.50							
CAPE MAY COURT HOUSE Le.	7.14		9.21		12.07		4.24		4.31		6.24							
CAPE MAY COURT HOUSE Ar.	7.10		9.17		12.03		4.20		4.27		6.20							
96th St., STONE HARBOR	6.58		9.03		11.49		4.06		4.13		6.06							
87th St., STONE HARBOR	6.54		9.01		11.47		4.04		4.11		6.04							
PEERMONT	6.44		8.51		11.37		3.54		4.01		5.54							
21st St., AVALON	6.42		8.49		11.35		3.52		3.59		5.52							
11th St., AVALON	6.40		8.47		11.33		3.50		3.57		5.50							
Leave	A. M.		A. M.		A. M.		P. M.		P. M.		P. M.							

EXTRA STOPS BY PASSENGER TRAINS

Train No.	Stop at	For

TRAINS WAIT FOR CONNECTION

Trains must wait for their respective connections unless otherwise ordered, and must not be ordered to leave without connections unless a delay of more than five (5) minutes will result. When late, conductors must telegraph the Superintendent whether or not they have passengers for connecting trains, giving number and destination.

At Woodbury, boxes containing white and green lights located:

Under roof of westward platform shed, for westward trains;

Under roof of eastward platform shed, for eastward main line trains and through trains to Penns Grove Branch and Salem Branch.

A white light indicates that connecting trains have arrived or that it is not necessary to wait for same; trains must wait for connections while a green light is displayed. If no light is displayed, conductors will obtain necessary information as to connections from signalman at Redoak.

At Pleasantville, a white light in box under roof of Westward platform shed indicates that Atlantic City & Shore R. R. connection has arrived or that it is not necessary to wait for the connection; trains must wait for the connection while a green light is displayed. If no light is displayed, conductors will obtain necessary information as to connection from signalman at Pleasantville.

**THE TICKET OFFICE OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE
SALE OF TICKETS AS FOLLOWS:—**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
CAMDEN TO ATLANTIC CITY VIA VERNON				
All Trains	.....	Phila., Mkt. St...	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
107	305	} Broadway	Closed	.....
655	665		Closed	.....
650	661	.. Collingswood ..	Closed	.....
650	148	.. Haddonfield ..	Closed	.....
650	660	} Ashland	Closed	.....
657	663		Closed	.....
654	663	... Kirkwood ...	Closed	.....
655	663	.. Lindenwold ..	Closed	.....
Closed	.....	.... Lucaston	Closed	.....
656	148	.. West Berlin ..	Closed	.....
652	108	.... Berlin	Closed	.....
654	107	..... Atco	Closed	.....
655	661	.. Waterford ..	Closed	.....
654	655	.. Hammonton ..	Closed	.....
108	148	... Egg Harbor...	Closed	.....
108	1020	.... Absecon	1072	1082
All Trains	.....	.. Atlantic City ..	All Trains	.....

CAMDEN TO ATLANTIC CITY VIA CLEMENTON

All Trains	.....	Phila., Market St.	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
111	603	} Broadway ...	Closed	.....
609	615		Closed	.....
604	609	West Collingswood	Closed	.....
604	609	.... Oaklyn	Closed	.....
604	609	.. Audubon ..	Closed	.....
608	609	.... Orston	Closed	.....
602	618	.. Haddon Heights.	117	166
611	154	... Barrington ...	Closed	.....
604	154	.. Magnolia ...	Closed	.....
606	154	.. Stratford ...	Closed	.....
604	616	.. Laurel Springs .	Closed	.....
606	613	.... Clementon ...	Closed	.....
608	616	Williamstown Jct.	Closed	.....
604	616	.. Cedar Brook ..	Closed	.....
111	618	.. Winslow Jct. ...	Closed	.....
604	189	.. Hammonton ..	101	178
106	189	.. Egg Harbor ..	124	189
111	154	.... Cologne	Closed	.....
101	173	.. Pleasantville ..	101	166
All Trains	.....	.. Atlantic City ..	All Trains	.....

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
CAMDEN TO WOODBINE				
All Trains	.....	.. Phila., Mkt. St...	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
753	757	} Broadway	Closed	.....
769	779		Closed	.....
706	707	} ... Gloucester ...	Closed	.....
706	756		Closed	.....
757	705	} Westville	Closed	.....
757	757		Closed	.....
752	709	.. North Woodbury ..	Closed	.....
752	760	... Woodbury ...	756	767
769	775	} Woodbury Heights	Closed	.....
704	770		Closed	.....
754	770	.... Wenonah	Closed	.....
752	779	.... Sewell	Closed	.....
702	711	.... Pitman	756	772
752	770	.... Glassboro	756	772
Closed	.....	.... Clayton	Closed	.....
Closed	.....	.. Franklinville ..	Closed	.....
754	775	.... Malaga	Closed	.....
754	776	.... Newfield	Closed	.....
Closed	.....	.... Vineland	756	776
754	776	.. South Vineland ..	Closed	.....
Closed	.....	.... Millville	756	776
301	308	.... Belleplain	Closed	.....
		... Woodbine ...	Closed	.....
GRENLOCH BRANCH				
Closed	.....	... Gloucester ...	Closed	.....
801	804	.. Mt. Ephraim ..	Closed	.....
Closed	.....	.... Blackwood ....	.....	.....
802	802	... Grenloch ...	Closed	.....
PENNS GROVE BRANCH				
826	829	... Woodbury ...	Closed	.....
826	829	... Paulsboro ...	Closed	.....
826	828	.. Penns Grove ..	Closed	.....
SALEM BRANCH				
850	853	... Woodbury ...	Closed	.....
852	853	... Swedesboro ...	Closed	.....
852	853	... Woodstown ...	Closed	.....
852	853	.... Salem	Closed	.....
BRIDGETON BRANCH				
877	883	... Glassboro ...	Closed	.....
877	883	.... Elmer	Closed	.....
878	880	... Bridgeton ...	Closed	.....
NEWFIELD BRANCH				
956	951	... Newfield ...	955	955
956	951	.... Minotola	Closed	.....
956	974	.. Mays Landing ..	Closed	.....
Closed	.....	.. McKee City ..	Closed	.....
956	973	.. Pleasantville ..	955	972
All Trains	.....	.. Atlantic City ..	All Trains	.....

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
WINSLOW JUNCTION TO WILDWOOD AND CAPE MAY				
441	442	.. Winslow Jct. ..	Closed	.....
441	442	... Richland ...	Closed	.....
441	442	.... Dorothy	Closed	.....
All Trains	.....	... Tuckahoe ...	All Trains	.....
302	315	Cape May C. House	Closed	.....
302	305	.... Anglesea	Closed	.....
All Trains	.....	... Wildwood ...	All Trains	.....
Closed	.....	.. Andrews Ave..	Closed	.....
Closed	.....	.. Wildwood Crest.	Closed	.....
Closed	.....	... Rio Grande ...	Closed	.....
All Trains	.....	... Cape May ...	All Trains	.....
WOODBINE JUNCTION TO CAPE MAY VIA DENNISVILLE				
All Trains	.....	.. Dennisville ..	Closed	.....
All Trains	.....	Cape May C. House	Closed	.....
All Trains	.....	... Rio Grande ...	Closed	.....
All Trains	.....	... Cape May ...	All Trains	.....
OCEAN CITY BRANCH				
All Trains	.....	... Tuckahoe ...	All Trains	.....
202	215	... Palermo ...	Closed	.....
202	215	51st St., Ocean City	273	274
All Trains	.....	... Ocean City ...	All Trains	.....
SEA ISLE CITY BRANCH				
502	515	.. Sea Isle City ..	Closed	.....
Closed	.....	55th St., Ocean City	Closed	.....
Closed	.....	Ocean City, 8th St.	Closed	.....

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
CAMDEN TO BAY HEAD JCT.				
All Trains	.....	..Phila., Mkt. St...	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
2661	2661	} ... Broadway ...	Closed	.....
2669	2645		Closed	.....
2601	2634	.. Merchantville ..	Closed	.....
2601	2645	West Moorestown	Closed	.....
2601	2647	.. Moorestown ..	Closed	.....
Closed	.....	... Masonville ...	Closed	.....
Closed	.....	.. Hainesport ..	Closed	.....
2601	2647	... Mt. Holly ...	All Trains	.....
Closed	.....	.. Smithville ..	Closed	.....
2601	2647	.. Birmingham ..	Closed	.....
2604	2629	... Pemberton ...	Closed	.....
2601	2629	... Juliustown ...	Closed	.....
2601	2629	... Jobstown ...	Closed	.....
2601	2629	... Columbus ...	Closed	.....
2662	2669	... New Lisbon ...	Closed	.....
2662	2669	..... Upton	Closed	.....
All Trains	.....	..... Whittings	All Trains	.....
All Trains	.....	.. Toms River ..	Closed	.....
All Trains	.....	.. Seaside Park ..	All Trains	.....
2662	2668	..Seaside Heights..	All Trains	.....
Closed	.....	... Lavallette ...	Closed	.....
All Trains	.....	... Bay Head ...	All Trains	.....

CAMDEN TO MORRIS

All Trains	.....	.. Phila., Mkt. St...	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
2554	2554	} ... Broadway ...	Closed	.....
2510	2572		Closed	.....
Closed	.....	..... Delair	Closed	.....

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

SPECIAL INSTRUCTIONS

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

CAMDEN—	{ Train Dispatchers' Office. Above entrance to Station Master's Office. Crew Dispatcher's Office.
CAMDEN—	Yard Master's Office, Bulson St.
PAVONIA—	{ Yard Master's Office, 30th St. Yard Master's Office, State St.
WILLIAMSTOWN JCT.	Passenger Station.
PENNS GROVE—	Ticket Office.
SALEM—	Ticket Office.
GLASSBORO—	Interlocking Station.
BRIDGETON—	Passenger Waiting Room.
MILLVILLE—	Ticket Office.
TUCKAHOE—	Passenger Station.
SEA ISLE CITY—	Ticket Office.
OCEAN CITY—	Passenger Station, 10th St.
WILDWOOD—	Ticket Office.
CAPE MAY—	Passenger Station.
HAMMONTON—	Ticket Offices.
ATLANTIC CITY—	{ Station Master's Office. Engine House Foreman's Office. Yard Master's Office, Arkansas Ave.
Mt. HOLLY—	Ticket Office.
PEMBERTON—	Ticket Office.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—A B C D, etc.

D301.

- Ⓐ—On Nov. 30, Dec. 25 and Jan. 1, No. 273 meets No. 258 at 34th Street-Ocean City, at 9.19 A. M.
- Ⓑ—On Nov. 30, Dec. 25 and Jan. 1, No. 515 meets No. 574 at 55th Street-Ocean City, at 6.16 P. M.
- Ⓒ—No. 2634 leave passenger station at 6.50 P. M. to meet No. 2645 at 6.51 P. M.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters 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, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- †**—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service Sunday.
- ‡—Indicates trains that will not be operated on New Year's Memorial, Independence, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.
- ✱—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—no train baggageman.
- MU**—Multiple Unit.

D401.

- P**—Regular stop, daily except Sunday.
- Q**—Stop on signal, Friday only, to discharge passengers from New York and Newark.
- T**—Stop on signal, Mondays only to discharge passengers.
- V**—Regular stop Saturday and Sunday.
- Z**—

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. Track covered by a slow order, other than a train order or time table special instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

D502. At Rio Grande Jct., normal position of hand operated junction switch is for movement of trains to and from Burleigh; switch lamp will display white disc (green light at night); when switch is set for movement of trains to and from Cape May, switch lamp will display red disc (red light at night).

At Birmingham, normal position of hand operated junction switch is for movement of trains to and from Kinkora branch; switch lamp will display red disc (red light at night); when switch is set for movement of trains to and from Bay Head Junction, switch lamp will display white disc (green light at night).

S6. HAND, FLAG AND LAMP SIGNALS.

D601. Between Alan and Camden Passenger Station trains and engines in either direction will proceed with caution, and must stop before fouling any switch unless signal to proceed is received from switchtender at No. 11 Switch Cabin:

Eastward: Green Flag or Light.

Westward: Yellow Flag or Light.

D602. At Camden, movement of trains or engines in either direction at switch cabins No. 6 and No. 8 will be governed by flag or lamp signals from the switch tender:

Eastward, Green Flag or Light.

Westward, Yellow Flag or Light.

S7. ENGINE WHISTLE SIGNALS.

D701. Enginemen will not acknowledge a fusee as prescribed by Rule 14g; when fusee is placed on or near track as required by Rule. Sound o o

D702. Rule 14 (j) amplified:

Sound o o o o

When trains are to take siding at points where switch tenders are stationed, enginemen must notify switch tender by giving four short sounds of the whistle, and switch tenders must not displace switches until after this signal has been given, unless main track is occupied by an opposing train.

D703. Rule 14 (l) amplified:

Sound — — o o

Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

D704. Rule 14 (m) will not apply:

Sound —————

D705. Rule 14 (db) Sound — — — — o will apply:

Rule 14 (ef) Sound — — — — — o will apply:

Alan and Center on No. 3 track.

Cooper and Pavonia on Bay Head Branch.

On Fish House Branch;

On Morris Branch;

Connecting track between Channel and Penred;

On Van Hook Street cutoff;

Redoak: On Penns Grove Branch;

Glassboro: On Bridgeton Branch;

Newfield: On Newfield Branch;

Surf: On yard track.

Sea Isle City: On yard track.

Rio Grande Jct.: To and from Cape May.

On connecting track between Jordan and Pensauken;

Birmingham: On Kinkora Branch.

Between Winslow Jct. and Cape May Jct.

Tuckahoe: On Ocean City Branch.

Wildwood Jct.: To and from Wildwood Gardens.

Rule 14 (dc) Sound — — — — o o will apply; between—

Winslow and Cape May Jct.;

Camden and Pavonia on any yard track;

On Salem Branch at Redoak.

Rule 14 (eg) Sound — — — — — o o will apply; between—

Cape May Jct. and Winslow;

Pavonia and Camden on any yard track;

On Salem Branch at Redoak.

D706. Rule 14 amplified:

Sound — — o o o

When trains intend to stop for water, hot parts, etc., two long and three short sounds of the engine whistle must be given when passing the last open block station before reaching the point at which the stop is to be made, or information given as much earlier as possible by throwing message off at a block station.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.**S9. COMMUNICATING SIGNALS.****D901. Rule 16 amplified:**

Sound	Indication
(ja) o o o o o o	When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.**D1001. Rule 17a amplified:**

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1002. Rule 19, Figures 3 and 4 amplified, Figure 6 modified:
Trains will display markers, Figure 3 or 4;

When moving against current of traffic on No. 1 and No. 2 tracks between South Gloucester and Sixth Street, Center.

D1003. ———.

D1004. Trains of the Atlantic City & Shore Railroad, between Penred and Pleasantville will not display train signals as required by Rule 21.

D1005. Rule 21a will apply on double, three or more tracks.

a On single track portions of the division, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains, except passenger extras.

b A regular train will be identified by its engine number.

c A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

d A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.

e When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

f Signalman must observe and record the engine number on regular trains and when reporting them will give the engine number in addition to the train number.

g First class trains will not be operated in sections on single track.

D1006. Rule 26 amplified :

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.**D1101. _____.**

D1102. Proper application of Rule 27 in connection with Figure 1, Rule 287:—

The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, and, therefore, the marker light being out, should be reported from the next point of communication where the report can be made without serious delay to the train.

D1103. Rule 34—

When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

D1104. When a pusher engine is assisting a train coupled behind the cabin car, and the Flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and the pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

S12. SUPERIORITY OF TRAINS.

D1201. Westward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

S13.**BULLETIN BOARDS.**

D1301. Location of bulletin board points on this Division, where all General Orders of Pennsylvania-Reading Seashore Lines and Atlantic Division will be posted and delivered, also bulletin board points on Atlantic City & Shore R. R., and New York & Long Branch R. R., where General Orders of this Division as indicated below will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below.

Location	Other Divisions	Zones
CAMDEN Station Master's Office	New York Phila. Terminal N. Y. & L. B. R. R.	A.B.C.D.E.F A.B.C.
CAMDEN Crew Dispatcher's Office	New York Phila. Terminal Philadelphia Maryland N. Y. & L. B. R. R.	A.B.C.D.E.F A.B.C. A.B.C.D. A.
CAMDEN—BULSON St. Yard Master's Office.		
COOPERS POINT Yard Office		
PAVONIA— { 30th Street { State Street Yard Master's Office	New York Phila. Terminal Philadelphia Maryland N. Y. & L. B. R. R.	A.B.C.D.E.F A.B.C. A.B.C.D. A.
PAULSBORO Yard Master's Office		
PENNS GROVE Ticket Office		
SALEM Conductors' Room		
GLASSBORO Interlocking Station		
BRIDGETON Conductors' Room		
MILLVILLE Conductors' Room		
SEA ISLE CITY Ticket Office		
TUCKAHOE Passenger Station		
OCEAN CITY—4TH St. Passenger Station	Phila. Terminal	B.C.
COLD SPRING HARBOR Employees' Room	Phila. Terminal	B.C.
CAPE MAY Passenger Station	Phila. Terminal	B.C.

WINSLOW JCT. Passenger Station		
HAMMONTON Freight Stations		
ATLANTIC CITY Station Master's Office Eng. House Foreman's Office	New York Phila. Terminal Philadelphia Maryland	A.B.C.D.E.F. B.C. A.B.C.D. A.
ATLANTIC CITY Yard Master's Office, Arkansas Ave.		
PEMBERTON Waiting Room	New York N. Y. & L. B. R. R.	A.B.C.D.E.F.

FOREIGN RAILROADS

ATLANTIC CITY & SHORE R. R. Trainmen's Room, Vir- ginia Ave. & Board- walk, Atlantic City	Pennsylvania-Reading Seashore Lines	B.
N. Y. & L. B. R. R. Yard Master's Office Bay Head Jct. Terminal	Atlantic	D.E.

S14. GENERAL ORDERS.**S14A. Rule 75 amplified.**

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each conductor and engineman's Home Division time table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time tables.

2. The Bulletin Board attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time tables to ascertain that they contain all General Orders as outlined in paragraph 1, punch and insert sticker copies of such General Orders in time tables, and, after each conductor and engineman has registered and had his time table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time table and Form "Z" his time slip and Form "Z" properly prepared.

Form Z, General Order Clearance Card, will be used for six months instead of two months for Conductors and Enginemen qualified for Not More Than Four General Order Zones.

Form Z will be prepared and punched as follows for Conductors and Enginemen qualified for Not More Than Four General Order Zones;

The four lines above "First Month" will be used to show General Order information only.

The four lines above "Second Month" will be used to indicate date of reporting for duty for the third, fourth, fifth and sixth months.

The name of the month must be written in full on the proper line, using the bottom line for third month, second line from bottom for fourth month, third line from bottom for fifth month and the top line for sixth month.

Form Z card must not be used for more than two months for Conductors and Enginemen qualified for more than four General Order Zones.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name, indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employee's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under the proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for the first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

- (a) check the qualification page in each other's time tables to determine necessary qualification information for that trip.
- (b) check the latest General Orders in each other's time tables.
- (c) compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form "Z," and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time-tables and have necessary General Orders inserted, also present their Form "Z" to be punched as provided by instructions covering conductors and Enginemen serving in that capacity.

D1402. General Order Zones of Pennsylvania-Reading Seashore Lines and Atlantic Division are as follows:

PENNSYLVANIA-READING SEASHORE LINES

- ZONE A.** Sixth Street (Center Interlocking) to Cold Spring Harbor and Cape May via Millville.
Van Hook Street Cutoff.
Penns Grove Branch.
Salem Branch.
Bridgeton Branch.
Connecting track, Pine to Woodbine Jct.
Sea Isle City Branch.
Yard tracks, between:
Elmer and Riddleton.
Alloway Jct. and Quinton.
Manumuskin and Maurice River.
Sea Isle Jct. and Sea Isle City.
Townsend Inlet and Stone Harbor.
- ZONE B.** Newfield to Channel.
- ZONE C.** Center to Leeds via Vernon.
Connecting tracks, between Winslow and Cape May Jct.
Chelsea Branch and Georgia Avenue Line.
- ZONE F.** Brown to Atlantic City via Clementon.
Grenloch Branch.
Winslow Jct. to Harbor Branch Jct. via Dennisville.
Ocean City Branch.
Wildwood Jct. to Wildwood.
Yard tracks, between:
Williamstown Jct. and Atco.
Williamstown Jct. and Mullica Hill.
Cape May Court House and Stone Harbor.

ATLANTIC DIVISION

- ZONE D.** Morris to Camden and Divide, and Yard track to Jersey.
Jersey to Vernon and Hatch.
Bay Head Line, from Cooper to 27th Street, Camden.
- ZONE E.** Between 27th Street, Camden, and Bay Head Jct.
Connecting track Jordan to Pensauken.
Kinkora Branch.
Yard tracks, between:
Mt. Holly and Medford.
Pine Beach and River Bank.

General Orders for each zone will be numbered consecutively, followed by the proper zone letter, example—General Order No. 301 Zone A.

D1403. ———.

D1404. Conductors and enginemen of trains beginning their run from points at a time when no Bulletin Board attendant is on duty, will ask the Superintendent for information as to last General Order issued, and if any have been issued of which they have no copy, they will be instructed by train order for that trip. On arrival at first point where there is a Bulletin Board attendant on duty they will comply with the requirements outlined in Special Instructions D1401.

S15. TRACK ASSIGNMENTS.**D1501. Double Track.**

Sixth Street (Center Interlocking) to Newfield.

Pleasantville to Penred.

Center to Atlantic City and Hook.

Brown to Atlantic City via Clementon.

Winslow Jct. to Woodbine Jct.

Alan to Morris.

Jersey to Vernon.

Winslow to Cape May Junction.

Westward track will be known as No. 1 track and Eastward track as No. 2 track, unless otherwise designated.

D1502. ———.

D1503. When siding switches are numbered the following will apply.

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most eastward Switch, with the numbers increasing toward the westward.

When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

D1504. Electric (MU) trains eastward and westward will use No. 3 track between Alan and Broadway, and switches and crossover to end of double track, Sixth Street, Center Interlocking; operated as main track under interlocking rules.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers are located at Camden.

S16A. Rules 83 and 83a.

D1602. Rule 83. That clearance message C.T. 1246 given by the signalman without consulting the Dispatcher be used where information is given to train at its initial station on any Division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83a. In the application of Rule 83a this information may be given verbally.

S16B. Rule 98.

D1603. At railroad crossings at grade not protected by de-rails, trains must stop before crossing, except at the following locations, where speed indicated below must not be exceeded:

Baltic Avenue, Atlantic City.....15 miles per hour.
Libby20 miles per hour.

(a) NEWTON:

When Newton is closed crossing signals governing main line movements over the crossing will operate automatically.

Signals governing Grenloch Branch movements over the crossing will be in Stop-position, with derails open.

Signalmen on duty, Weekdays Only 5.00 A.M. to 9.00 P.M.

(b) OWENS:

When Owens is closed signals governing main line movements over the crossing will operate automatically.

Signals governing Williamstown Branch movements over the crossing will be in Stop position, with derails open.

Leverman on duty, Weekdays Only 10.30 A.M. to 6.30 P.M.

(c) MINOTOLA:

When Minotola is closed, signals remain in service and govern movements over the crossing, but will not indicate the condition of the block.

Signals on Newfield Branch will display Stop and derails open.

Signals on CRR of NJ will display proceed and derails closed.

When necessary to make movements on the Newfield Branch through the Interlocking, the Interlocking machine will be operated by the Conductor in accordance with instructions posted in the tower.

Before making movements over the highway crossing at Minotola, trains must stop and a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(d) PENRED:

When Penred Interlocking and Block Station is closed, switches and signals will be set for movements to and from Atlantic City & Shore R.R.; signals governing Pennsylvania-Reading Seashore Line, main line trains, over the crossing will indicate proceed; signals on Newfield Branch will indicate stop. Derails on Newfield Branch open.

(e) LANDIS:

Crossing signals governing movements of Pennsylvania-Reading Seashore Line trains will be in Proceed position, except when changed to Stop position by CRR of NJ trainmen, to protect movement of their train over crossing.

If signals governing Pennsylvania-Reading Seashore Line trains are found in Stop position, movements over crossing may be made after ascertaining that no CRR of NJ train is approaching, and after providing the protection required by Rule 99 in both directions on CRR of NJ tracks; reporting the fact to the Superintendent.

(f) LIBBY:

Signals govern movements over the crossing, but do not indicate the condition of the block.

Normal Operation: Signals on the Bridgeton Branch indicate proceed; Signals on the Williamstown Branch indicate stop; Derails on Williamstown Branch, open.

Trains on Williamstown Branch must stop at home signals and obtain permission from the Train Dispatcher before proceeding over the crossing. After permission has been obtained, home signals on the Bridgeton Branch must be displayed at stop by the trainmen, derails on Williamstown Branch may then be closed and home signals cleared.

After the movement over the crossing has been completed signals and derails must be restored for normal operation—Proceed on the Bridgeton Branch, and stop with derails open on the Williamstown Branch, and so reported to the Train Dispatcher.

(g) COHAN:

When Cohan is closed, crossing signals governing movements of Bridgeton Branch trains will be in proceed position, except when changed to Stop position by CRR of NJ trainmen to protect movements of their trains over the crossing.

If signals governing Bridgeton Branch trains are found in Stop position, movements over the crossing may be made after ascertaining that no CRR of NJ train is approaching, and after providing the protection required by Rule 99 in both directions on CRR of NJ tracks; reporting the fact to the Superintendent.

Leverman on duty Weekdays Only 7.30 A.M. to 12.00 Noon
2.00 P.M. to 5.30 P.M.

(h) OCEAN CITY:

A device for the operation of signals governing movements on wye track between 8th and 9th Streets and AC & SRR at 8th Street, is installed at the base of each signal pole.

Signals will display proceed for Ocean City Branch main track movements and Stop for movements on wye track. Derails on AC & SRR open.

To display a proceed signal for movements on wye track, a member of the train crew will press the upper push button, which will display stop signals on main track, Ocean City Branch, and proceed signal indication for movements on wye track. The lower push button to be used only when signals are to be restored to normal when the movement for which the signal was displayed, is not made.

(i) BEACHWOOD:

Interlocking in service; derails located at home signals.

When leverman is not on duty, and movement is to be made over the crossing, Conductor, or Engineman must operate signals and derails in accordance with instructions posted in the tower.

Leverman on duty, Weekdays	7.00 A.M. to 10.30 A.M. 2.00 P.M. to 6.30 P.M.
Sundays	8.30 A.M. to 10.30 A.M. 5.00 P.M. to 7.00 P.M.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time-table, as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1604. Switch tenders are stationed at and have charge of main track switches as indicated, during the hours block stations are open or attended:

LOCATION	SWITCHES
Birmingham	Junction switch to Kinkora Branch.
Pensauken	Switch of connecting track to Jordan.
Jordan	Crossover between Eastward and Westward main tracks. Switch of connecting track to Pensauken.
Rio Grande Jct.	Junction switch to Cape May.

S16D. Rules 106 and 106a.

D1605. On double track local passenger trains and freight trains will give preference at stations to express trains.

Trains must not enter or cross COOPER STREET CROSSING, WOODBURY, while a passenger train is standing on any main line track at Woodbury Station receiving or discharging passengers.

At KAIGHN AVENUE, trains in both directions, when making station stop, must pull rear end over and clear of crossing.

At HADDONFIELD, trains in both directions, when making station stop, must not obstruct King's Highway crossing.

At AVALON, trains in both directions, when making station stop, must not obstruct 21st Street.

At HAMMONTON, trains in both directions, when making station stop, must not obstruct Bellevue Avenue crossing, unless absolutely necessary to perform station work.

At WILDWOOD, passenger trains must not obstruct Oak Avenue Crossing while receiving or discharging passengers at station.

At the following stations, passenger trains in both directions receiving or discharging passengers will make station stop to block street or road crossings named and will not clear the

crossing when approaching trains will endanger persons using the crossing:

STATIONS	STREET OR ROAD CROSSING	DISTANT FROM STATION
Fish House	Public Road	104 feet west
Delair	Derousse Avenue	100 feet west
Cuthbert	Cuthbert Road	25 feet west
Westmont	Crystal Lake Avenue	54 feet west
Woodcrest	Woodcrest Road	38 feet west
Ashland	Evesham Avenue	60 feet west
Osage	Chews Landing Road	47 feet west
Lindenwold	Linden Avenue	122 feet west
Berlin	Chestnut Street	50 feet east
Chesilhurst	Washington Street	77 feet west
Waterford	Main Street	87 feet west
Pomona	Mays Landing Road	54 feet west
Clayton	Station Walk	At Station
Franklinville	Swedesboro Road	90 feet west
Iona	Porchtown Road	98 feet west

S16E. Rules 251, 253, 254.

D1606. Rules 251, 253, 254 in effect between;

Jersey and Vernon.

Center and Leeds via. Vernon.

Brown and CY Interlocking, Atlantic City.

Winslow and Cape May Junction.

Winslow Jct. and Woodbine Jct.

Alan and Minson.

Center and Hook.

Center and Newfield.

Pleasantville and Penred.

When there is no communication with the signalman, permission must be obtained from the Train Dispatcher.

Taking water and giving hot journals attention will be considered as work under the provisions of Rule 253.

D1607. Rule 97a amplified: On double, three or more tracks, extra trains, including passenger extras, may be run without train orders when proper signals are displayed and authorized by the Signalman, Yard Master or Station Master.

D1608. At Atlantic City, Camden, Philadelphia, Jersey City and Manhattan Transfer, Station Master is authorized to verbally instruct conductor to display signals for a following section between Camden, Jersey, or Minson, and Atlantic City. Conductor will instruct engineman.

D1609. Trains or engines moving west on yard track No. 4 or No. 5, Camden, must stop 250 feet east of east end of double crossover at Third Street unless hand signal is received from the switchman in elevated switch cabin No. 6.

Engines or trains from the yard moving east on No. 4 or No. 5 track when it is desired to make a reverse movement at Third Street, must stop with west end of engine or cars 250 feet east of the east end of double crossover at Third Street, tracks No. 4 or No. 5, and then be governed by hand signals from the switchman in elevated switch cabin No. 6.

Conductors of trains or engines, enginemen if no conductor, arriving from Center on track No. 4 or No. 5 moving west, must, immediately after having stopped at a point 250 feet east of east end of double crossover at Third Street, go to telephone in booth at Third Street and ask for instructions. Conductor or engineman may delegate this duty to a competent brakeman or fireman of their crew.

D1610. Between Cooper and State Street block signals, trains (not including passenger trains), and yard or light engines, will make movements by signals, whose indication will supersede time table superiority; or may enter the block and make such movements by permission of the signalman, which permission will supersede time table superiority.

Trains or engines having work to do within these limits must conform to Rules 86 and 87.

D1611. At Camden Float Slip; when placing cars on or removing cars from floats, and at other points, 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.

When cars are pushed into Camden or Atlantic City passenger terminals, a back-up hose equipped with brake valve and alarm whistle must be used.

D1612.

1. Between Jersey and Hatch the movement of trains will be by signal; Rule 97 not in effect.

2. Trains entering or leaving individual tracks of Kieckhefer Container Co. and Hugh Hatch, between Jersey and Hatch, must secure unlock from Signalman at Hatch.

3. Between Minson and Divide, the movement of trains on single track will be by signal. A train receiving a proper proceed signal at Minson or Divide, or at the intermediate switch connection, will proceed over the single track between these points regardless of superior trains, except that a train having work to do within these limits must conform to Rules 86 and 87. Rule 97 is not in effect between Minson and Divide.

4. The track leading from single track between Minson and Divide to Jersey will be operated as yard track, and the movement of trains over same in either direction will be by signal.

5. When Divide is closed, normal position of switch leading from single track between Minson and Divide (Morris Branch) to Jersey will be for movements between Minson and Jersey via yard track.

6. Movements Minson to Jersey will be by signal.

Movements Jersey to Minson; Rule 97 will apply; signal governing movements from Yard track to Morris Branch will be left in stop position and must not be passed unless authorized by train order.

D1613. Between Jordan and Pensauken the movement of trains will be by signal indication which supersedes time table superiority, and will be authority to cross over. Rules 150 and 152 modified.

When Jordan and Pensauken block stations are closed, the movement of trains between these points will be under the direction of the Train Dispatcher. Conductor, or engineman, after receiving permission to proceed, will operate switches for movement authorized.

D1614. Between Woodbine Jct. and Sea Isle Jct.

(a) Double track between Pine and crossover west of Surf will be operated as single tracks.

Single track between Woodbine Jct. and Pine is extended to Sea Isle Jct., using the westward main track between Pine and Sea Isle Jct.

Single track between Millyville and Pine is extended to Sea Isle Jct., using the eastward main track between Pine and Sea Isle Jct.

When Surf is unattended signals will remain in service but do not indicate condition of the block. Trains to and from Millville will use hand operated switch at east end of siding. Trains may pass signals in stop position when authorized by signalman at Burleigh. Conductors and Enginemen must know that switches are in proper position before making movements through the interlocking.

(b) When Woodbine Jct. is unattended route will be set for eastward movements from double track to single track towards Dennisville and for westward movements from Sea Isle Jct. to westward double track.

Signals remain in service but do not indicate condition of the block.

D1615. Double track between Island and Wildwood will be operated as single track. Between the points named, the west-

ward track will be the main track and the eastward track will be designated as "siding" and used only when authorized by train order.

At Island, distant switch signal and the switch target will show clear when switch is set for the main track.

As Wildwood, eastward home block signal will be continued in service in its present location and will apply only to trains on main track. Switch target will show clear when switch is set for the main track.

D1616. On single track between Channel and Penred, Rule 97 not in effect and trains will make movements by signal under direction of signalman at Channel. Signal indication will supersede time table superiority.

D1617.

The following tracks will be operated as yard track, and must not be used for the storage of cars, or otherwise obstructed, or movements made over same without permission of the Train Dispatcher ;

Between—Elmer and Riddleton,
 Alloway Jct. and Quinton,
 Manumuskine and Maurice River,
 Sea Isle Jct. and Sea Isle City,
 Townsend Inlet and Stone Harbor,
 Cape May Court House and Stone Harbor,
 Williamstown Jct. and Atco,
 Williamstown Jct. and Mullica Hill,
 Mt. Holly and Medford,
 Pine Beach and River Bank.

D1618. Freight trains must not use the Siding between Switch 3, and Switch 4, Merchantville, if it can be avoided. When necessary for Eastward freight trains to use this siding the engine must be stopped as near Morris Street as possible, and not move Eastward until they are ready to proceed.

D1619. Eastward trains running siding, to meet Westward trains at Stanwick Ave. must not throw crossover at switch 1 until Westward train has cleared Westward block signal.

D1620. At Glassboro, trains on field tracks must not foul East leg of Wye until permission has been obtained from signalman. Trains from Bridgeton Branch to East leg of Wye must obtain permission from signalman before opening switch to enter Wye.

Cars must not be left standing on the field track so as to foul the Spur track.

D1621. —————.

D1622. Switch lamps on crossover at mile post 48 east of Mays Landing and on turnout at mile post 58 west of Pleasantville:

Switch normal for main track, displays yellow disc and yellow light: Switch reversed; red disc and red light.

Maximum speed through the crossover and the turnout, 15 miles per hour.

D1623. When a passenger train cuts off or takes on cars at a station or junction, the conductor must notify the signalman and the signalman must report to Train Dispatcher the number of cars cut off or taken on.

When main line trains cut off cars at junction points for movement to branches, the conductor of branch train will have his brakeman or baggage master take charge of such cars and properly protect same while standing on main track.

When main line trains take on cars from branches, the conductor of branch train will have his brakeman or baggage master remain with and properly protect cars until moved by main line train.

D1624. When the overhead trolley wire is torn loose from its fastenings, so that it hangs low and is liable to come in contact with engine or car equipment, the train causing or discovering the damage will not proceed until a man has been placed at the point of trouble to protect and notify following trains.

D1625. On electric line trainmen must see that vestibule doors and platform gates of passenger cars on the side next the third rail are kept closed, so that passengers cannot get off upon the third rail. When a stop is made, and at other times when necessary, trainmen must warn passengers against getting off upon the wrong side.

D1626. Unless otherwise instructed, all trains of deadhead passenger equipment must be operated as passenger extra.

D1627. At Camden, the Station Master, or such person as he may designate, will, at the proper time close the gate, and after the last passengers through the gate have had time to reach the train, will display the starting signal, except for trains which do not carry passengers.

If starting signal is not displayed at proper time, Conductor will ascertain if Station Master or other designated employe is withholding signal, and, if not, train may proceed without starting signal.

When starting signal has been displayed, trains will be started by rear trainman giving communicating signal from the rear end of last car in train, except when the rear car has an observation end, the signal will be given from the front end of that car.

At other stations, when train is ready to start, signal will be passed from the rear end forward by hand or lamp, and the trainman nearest to the engine will give the communicating signal to start, except where the rear brakeman has been called and has returned to the train, he will give this signal.

D1628. The Conductors of pusher engines will be responsible for notifying the Engineman of the pusher engine when the train is properly coupled and ready to move.

Enginemen of pusher engines will not use steam until they are notified that the train is properly coupled.

D1629. On all "Wye" tracks, and on "Loop" track at Cold Spring Harbor, trains or engines must proceed with caution prepared to stop, unless the track is seen or known to be clear.

D1630. When stop signal is displayed at Baltic for eastward trains, stop must be made so as not to block Ohio Avenue crossing.

D1631. Spring Switches.

Special Instructions S5A modified.

(a) NEWFIELD:

Spring Switch at end of double track Newfield—NORMAL POSITION FOR MOVEMENT TO WESTWARD MAIN TRACK, equipped for hand operation, with switch lamp which will display white disc (green light by night) in both directions when switch is in normal position. When switch is reversed switch lamp will display red disc (red light by night) in both directions.

Trains or engines moving from eastward main track to single track will run through spring switch in normal position. A speed of 15 miles per hour must not be exceeded while any part of train is trailing through spring switch.

If a train moving from eastward main track to single track is stopped before movement through spring switch is completed, slack must not be taken or reverse movement made until spring switch is reversed by hand.

Spring switch must be reversed for westward movement from single track to eastward main track.

Track cars will not operate spring switch.

(b) PLEASANTVILLE :

Spring switch at junction of Newfield and Somers Point Branches—Normal position for movements to and from Somers Point Branch.

Trains or engines moving eastward on Newfield Branch will run through junction spring switch; spring switch must be reversed for westward movement on Newfield Branch.

Spring switch at west end of double track Newfield Branch—Normal position for eastward movement. Trains or engines moving westward on westward main track will run through spring switch; spring switch must be reversed for eastward movement on westward main track.

Spring switch at end of double track, Somers Point Branch—Normal position for westward movement.

Trains or engines moving eastward on eastward main track will run through spring switch; spring switch must be reversed for westward movements on eastward main track.

Fixed signals govern the movement of trains, and their indication supersedes the superiority of trains, between eastward and westward fixed signals.

Push button device for the operation of signals governing eastward movement on Newfield Branch is installed at Unattended Block Station, instructions posted in telephone box—and for the operation of dwarf signal on Somers Point Branch governing eastward movement on westward main track is installed in box located adjacent to westward main track, instructions posted in box.

Dwarf signal located east of junction switch governing westward movements on eastward main track fixed indication—STOP. Trains must not pass this signal except as authorized by the Superintendent.

If a train making trailing movement through a spring switch is stopped before movement is completed, slack must not be taken nor reverse movement made until spring switch is reversed by hand.

A speed of 15 miles per hour must not be exceeded between eastward and westward fixed signals, nor while any part of train is trailing through a spring switch.

Spring switches are equipped for hand operation.

Track cars will not operate spring switches.

D1650.**Highway Crossings**

Enginemen must, and when practicable trainmen and all other employes shall, observe the operation of flashlight highway crossing signals and bells, and report by wire to the Superintendent any failure of flashlight crossing signals or bells. They will also report any failure of crossing watchmen to provide proper protection by gates or watchman signals.

D1651. (a) Except on main tracks between Jersey-Center and Atlantic City via Vernon, when trains are run against the current of traffic or on sidings, extreme care must be exercised by the Engineman when approaching road crossings protected by standard color light signals and automatic alarm bells, as the majority of such signals do not operate when movements are made against the current of traffic or on sidings.

(b) Where color light signals and automatic alarm bells are in operation, crossing watchmen and trainmen are in no way relieved from protecting the crossing and all shifting movements must be protected as prescribed by Rule 103a.

D1652. When trains take siding and block private road crossings, a trainman must patrol the train to see that no one is prevented from crossing tracks.

Should any person desire to cross the track, train must be cut at once.

This does not relieve trainmen from cutting public road crossings immediately.

D1653. CAMDEN, COOPERS POINT AND PAVONIA DISTRICT.

(a) At Camden—Benson Street, Washington Street, Berkley Street, Clinton Street, Pine Street and Newton Avenue, Spruce Street, Walnut Street, Mt. Vernon Street, Chestnut Street, Kaighn Avenue and Atlantic Avenue; between 12.30 A. M. and 5.30 A. M., Weekdays, and between 12.30 A. M. and 8.00 A. M., Sundays, crossing watchmen are not on duty; gates at crossings named and bells at Royden Street, Line Street and Cherry Street out of service and, before making movements over any of these crossings a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(b) CAMDEN—Before making movement over Clinton Street crossing, Camden, on track leading to Municipal Pier, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed across Clinton Street 6 miles per hour.

(c) CAMDEN—When a movement is to be made across Border Street on Geo. C. J. Fleck side track, a member of the train crew must be stationed in the center of the highway before movements are made beyond the easterly and westerly street lines of Border Street, to give warning to persons using same. Maximum speed across Border Street 6 miles per hour.

CAMDEN—(BULSON ST. DISTRICT.)

(d) Before making movements over the following street crossings, a member of the train crew must be stationed on the crossing to give warning to persons using the highway:

Pavonia Street,	Mechanic Street,	Atlantic Avenue,
Front Street	Knight Street,	Second Street,
Ferry Avenue,	10th Street—Grass Siding.	

Maximum speed over crossing 6 miles per hour.

(e) CAMDEN—At Morgan Street on yard track, crossing watchman on duty Weekdays Only 5.00 A.M. to 9.00 P.M. When watchman is not on duty, before making movements over this crossing, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(f) COOPERS POINT—Except as otherwise provided by these instructions, when making shifting movements over all crossings from Sixth and Pearl Streets to Cooper Street, Camden, inclusive, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

Conductors of engines or trains stopping to do work on Seventh Street Delivery Siding, or McAllister Coal Trestle, will immediately signal the Crossing Watchman at Second Street by three (3) taps of the buzzer, and the Crossing Watchman at Second Street will immediately cut out the crossing bells ringing. The Conductor will then comply with first paragraph (protect crossings) and after completing shifting and before starting to make a movement in either direction will signal the Crossing Watchman at Second Street by one (1) tap of the buzzer if going to Coopers Point, or two (2) taps of the buzzer if going toward Center. Crossing Watchman at Second Street will immediately cut the bells in to ring if the movement is toward Coopers Point, or arrange for the Crossing Watchman at Market Street to cut the bells in to ring if the movement is toward Center.

Conductor will not proceed over any crossings, after giving signal to Crossing Watchman at Second Street unless it is known that the bells are ringing, without a member of the train crew preceding the train or cars over the crossings.

For the use of Conductors in giving tap signals to Crossing Watchman at Second Street there has been installed a push-button or apparatus for this purpose, located in a box on telephone pole 60 feet east of McAllister's Siding.

At Eighth and Penn Streets and at Seventh and Linden Streets, Electric Switches, controlling street traffic lights, operated by reversing either lever located in boxes on second pole, about 100 feet distant from either side of street and on south side of railroad, boxes unlocked with standard Penna. R. R. Switch key, in service.

Before making movement over Penn Street or Linden Street, the Conductor, or Trainman, of engines or trains to or from

Coopers Point must reverse electric switch lever located in box on near side of street and observe that all traffic lights display stop signal for street traffic. After movement over each street crossing has been completed, the traffic light signals for street traffic **MUST BE RESTORED TO NORMAL OPERATION** by reversal of either switch located in boxes described above. When no train crew accompanies an engine, this duty must be performed by the fireman.

If, for any reason, the traffic signal lights fail to function, before making movement over these crossings, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

When there is no Crossing Watchman on duty or the bells are out of order, when making shifting movements over any crossings between Coopers Point and Center a member of the train crew must be stationed on the crossing to give warning to persons using same; when making running movements a member of the train crew must precede the engine or cars over crossings to give warning to persons using the highway.

When a movement is to be made across Ninth Street on R. M. Hollingshead side track, a member of the train crew must be stationed on the crossing to give warning to persons using same. Maximum speed across Ninth Street 6 miles per hour.

(g) PAVONIA—River Road Crossing, west of Cooper :

Between 2.00 P. M. and 6.00 A. M., Daily, the duties of the Bridge Watchman at Cooper River drawbridge will include the protection of River Road Crossing; and this employe will be located at the crossing except when necessary to operate the draw.

When the watchman is not at the crossing during these hours and a movement is to be made across River Road on side tracks of Standard Oil Co. or General Chemical Co., a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(h) PAVONIA—When pushing cars over 36th Street Crossing, Payonia, on any main, side or yard tracks, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

D1654.

CAMDEN TO ATLANTIC CITY VIA VERNON.

(a) Before movement is made on yard track across Berlin road Crossing, one and three-tenths miles east of Haddonfield, trains or engines must stop and not proceed over the crossing until a member of the train or engine crew is stationed on the crossing to give warning to persons using the highway.

(b) At Higbee Road (Missouri Avenue) crossing, Atlantic City, freight trains and yard engines must not proceed over the crossing on yard tracks, until a member of the train crew is stationed on the crossing to give warning to persons using the highway; hostlers moving light engines over this crossing must stop before fouling the crossing, then proceed over the crossing with caution after having assured themselves that it is safe to proceed.

(c) ATLANTIC CITY, ATLANTIC IRON & METAL Co.—Trains must come to a full stop at a point 50 feet from both approaches to South Carolina Avenue before proceeding across this highway.

When a movement is made across South Carolina Avenue, a member of the train crew must be stationed on the crossing to give warning to persons using same.

Maximum speed over this track 6 miles per hour.

(d) The locomotives of inbound trains must be stopped before reaching South Carolina Avenue, Atlantic City, unless crossing gates are down, and hand signal to proceed is received, and, when making movements to North Carolina and Atlantic Avenues, will stop after passing over and clear of South Carolina Avenue

crossing to permit the watchman to raise gates for highway traffic and precede the movement over North Carolina and Atlantic Avenues.

When no crossing watchman is on duty, a member of the train crew must precede the movement of trains or engines over South Carolina, North Carolina or Atlantic Avenue crossings to give warning to persons using the highway.

D1655. CAMDEN TO ATLANTIC CITY VIA CLEMENTON

(a) AUDUBON—Before making movement over West Atlantic Avenue on Strawbridge & Chase side track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over crossing 6 miles per hour.

(b) HAMMONTON—Before making movements over Passmore Avenue on Westward side tracks, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over crossing 6 miles per hour.

(c) EGG HARBOR—Before making movement over Mays Landing Road, on Bauders side track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over crossing 6 miles per hour.

(d) PLEASANTVILLE—Before making movements over Doughty Road, on Gravel Pit track or Franklin Avenue on Taylor Packing Co. side track, a member of the train crew must be stationed on the crossings to give warning to persons using the highway. Maximum speed over crossings 6 miles per hour.

D1656. CAMDEN TO WOODBINE

(a) VINELAND—When movement is made on Angelucci Coal Company side tracks across Railroad Boulevard and Chestnut Avenue, a member of the train crew must be stationed on the crossings to give warning to persons using the highway. Maximum speed across both Railroad and Chestnut Avenue crossings six (6) miles per hour.

(b) MILLVILLE—When movements are to be made over North Buck Street crossing on track leading to Whittall, Tatem Co., South Millville, trains or engines must stop and not proceed over the crossing until a member of the train or engine crew is stationed on the crossing to give warning to persons using the highway. Maximum speed across North Buck Street crossing 6 miles per hour.

(c) MILLVILLE—When a movement is to be made across public highway, known as Second Street, on Vineland Farmers' Exchange side track, a member of the train crew must be stationed on the crossing to give warning to persons using same. Maximum speed across Second Street 6 miles per hour.

(d) TAVERN ROCK SAND Co.—When a movement is to be made across Cumberland Road on this track, a member of the train crew must be stationed on the crossing to give warning to persons using same. Maximum speed across Cumberland Road 6 miles per hour.

D1657. GRENLOCH BRANCH

(a) GLOUCESTER—At the following crossings, Broadway and King Street, Burlington and Salem Streets, and Broadway and Salem Street, all trains must stop and not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway. Maximum speed over these crossings 6 miles per hour.

Before making movement over King Street on Welsbach side track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over crossing 6 miles per hour.

(b) **HIGHLAND PARK**—At crossing of State Highway 45 (Crescent Boulevard) 1400 feet east of Highland Park, all trains must stop and not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway. Maximum speed over crossing 6 miles per hour.

(c) **GLENDORA**—When making movements over Woodbury Lane on Station track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over the crossing 6 miles per hour.

(d) **BLACKWOOD**—Before making movements over Pine Street, on Pine Siding, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over the crossing 6 miles per hour.

D1658.

PENNS GROVE BRANCH

(a) **WOODBURY**—At Glassboro Road, crossing watchman on duty daily 5.45 A. M. to 9.45 P. M., when watchman is not on duty, before making movements over crossing, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(b) **PAULSBORO**—At Delaware Street, crossing watchman on duty Weekdays Only from 6.00 A.M. to 10.00 P.M., when watchman is not on duty, before making movements over crossing, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(c) **GIBBSTOWN**—At Main Street (Repaupo Avenue),
FRIENDSHIP—At Penns Grove Road, 139 feet east of station.
PENNS GROVE—At Main Street.

Before making movements over these crossings a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(d) **FRIENDSHIP, STANDARD OIL CO. TRACK**—Blue flag must be displayed at the derail during the time tank cars are being unloaded; when a movement is to be made across public highway, known as Lover Lane, on this track, a member of the train crew must be stationed on the crossing to give warning to persons using same. Maximum speed across Lover Lane 6 miles per hour.

D1659.

SALEM BRANCH

(a) **WOODBURY**—At Glassboro Road, crossing watchman on duty Daily 5.45 A.M. to 9.45 P.M. When watchman is not on duty, before making movements over crossing, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(b) **WOODSTOWN**—Before making movements over East Street crossing, on siding or delivery track, trains or engines must stop, then proceed over the crossing with caution.

D1660.

BRIDGETON BRANCH

(a) **ELMER**—At the crossing of State Highway 48, located 650 feet west of Elmer Station, trains must stop and not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

(b) **IRVING AVENUE**—From 8.00 A.M. to 4.30 P.M., during the months when Public Schools are in session, all yard movements over Irving Avenue crossing, Bridgeton, must be stopped before reaching the crossing, and the movement protected by a member of the train crew stationed on the crossing, to give warning to persons using the highway.

(c) **COMMERCE STREET**—At Commerce Street, Bridgeton, crossing watchman on duty as follows:

Weekdays Ex. Sat.	4.55 A.M. to 7.00 P.M.
Saturdays Only	4.55 P.M. to 7.40 P.M.

When watchman is not on duty, before making movements over this crossing, a member of the train crew must be stationed on the crossing, to give warning to persons using the highway.

(d) BRIDGETON—The duties of the Locomotive Preparer, at Bridgeton, will include the protection of Pine Street crossing and the operation of bells at East Avenue crossing for scheduled trains only. Extra trains, before making movements over these crossings must have a member of the train crew stationed on the crossing to give warning to persons using the highway.

(e) BRIDGETON—When a movement is to be made across public highway, known as Penn Street on C. F. Dare & Son side track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over the crossing 6 miles per hour.

D1661. WILLIAMSTOWN BRANCH.

ATCO—White Horse Pike,
WILTON—Egg Harbor Road,
WILLIAMSTOWN—State Highway, Route 42,
MULLICA HILL—Main Street.

Before making movements over these crossings a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over crossings 6 miles per hour.

D1662. NEWFIELD BRANCH

(a) NEWFIELD—Before making movements over Catawba Avenue crossing, Newfield Branch, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(b) MINOTOLA—When Minotola Block Station is closed, before making movement over the highway crossing, trains must stop, and a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(c) BUENA—At the crossing of State Highway No. 48, Buena, crossing watchman on duty,

Daily 6.00 A.M. to 9.00 P.M.

When crossing watchman is not on duty, before making movements over the crossing, trains must stop and not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

(d) MAYS LANDING—At Estelleville Road crossing, 2100 feet west of Mays Landing Station, trains will stop, then proceed over the crossing with caution.

At Main Street Crossing, 1900 feet east of Mays Landing Station, crossing watchman on duty,

Daily 5.30 A.M. to 8.30 P.M.

When watchman is not on duty at Main Street, the bells at Farragut Avenue, 675 feet east of Station, are out of service. Before moving over crossings at Main street and at Farragut Avenue, trains must stop and not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

(e) NORTHFIELD—(SOMERS POINT BRANCH):

At Tilton Road crossing all trains and cars must stop, then proceed over the crossing with caution.

(f) SMITHS LANDING—(SOMERS POINT BRANCH):

Before a movement is made over Tremont Avenue on Diebold Lumber Company side track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

D1663. WINSLOW JUNCTION TO CAPE MAY.

(a) **STONE HARBOR**—Before making movements over Stone Harbor Boulevard, on Stone Harbor Lumber Company side track, between Cape May Court and Stone Harbor, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over the crossing 6 miles per hour.

(b) **CAPE MAY**—Before making movements over Seaside Road, between Harbor Branch Jct. and Schellenger's Landing, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over the crossing 6 miles per hour.

Before making movements over Broadway and Bay Shore Drive, Cape May Point Branch, a member of the train crew must be stationed on the crossing to give warning to persons using the highway. Maximum speed over the crossing 6 miles per hour.

D1664. OCEAN CITY BRANCH.

(a) **OCEAN CITY**—When crossing watchman is not on duty, before making movements over 9th Street crossing, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(b) **OCEAN CITY**—Before making movements over North Street, 2nd Street on Wye tracks, and Haven Avenue on Pontzler's and Eastern Supply Co. side tracks, a member of the train crew must be stationed on the crossings to give warning to persons using the highway. Maximum speed over the crossings 6 miles per hour.

D1665. SEA ISLE CITY BRANCH.

(a) **SEA ISLE CITY**—In Sea Isle City, when a light engine is moving backwards over road crossings, the movement must be protected by a member of the crew, riding on the advance end of the tender. When no other member of the crew is available, this duty must be performed by the fireman.

(b) **OCEAN CITY**—Before making movements over 9th Street crossing, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

D1666. CAMDEN TO BAY HEAD AND KINKORA BRANCH.

(a) **MERCHANTVILLE**—Crossing watchmen on duty at,
Center Street,
Park Avenue,
Cove Road,

Weekdays Ex. Sat.	5.45 A.M. to 9.15 A.M. 3.30 P.M. to 7.30 P.M.
Saturday Only	5.45 A.M. to 9.15 A.M. 12.30 P.M. to 7.30 P.M.
Sundays Only	7.45 A.M. to 8.45 A.M. 7.00 P.M. to 8.00 P.M.

When there is no crossing watchman on duty, passenger trains must stop and not proceed over these crossings until a member of the train crew has been stationed on the crossing to give warning to persons using the highway.

Freight trains will reduce speed to not exceeding 6 miles per hour passing over these crossings.

(b) **MT. HOLLY**—Crossing watchman on duty at Madison Avenue, first crossing west of Mt. Holly passenger station.

Weekdays Ex. Sat.	5.00 A.M. to 9.15 A.M. 4.00 P.M. to 8.00 P.M.
Saturdays Only	5.00 A.M. to 9.15 A.M. 1.00 P.M. to 8.00 P.M.
Sundays Only	8.00 A.M. to 9.00 A.M. 6.30 P.M. to 7.30 P.M.

When watchman is not on duty, trains will stop and must not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

(c) **PEMBERTON**—At Hanover Street, first crossing east of Pemberton passenger Station, all trains and engines must stop and not proceed over crossing until a member of the train crew has been stationed on the crossing to give warning to persons using the highway.

(d) **SOUTH PEMBERTON**—At Hanover Street crossing, no crossing watchman on duty. Maximum speed of all trains over Hanover Street, South Pemberton, 5 miles per hour.

(e) Trains which do not make station stop must not exceed a speed of twenty (20) miles per hour over the following street crossings:

SEASIDE PARK—Fifth Avenue, first crossing east.

SEASIDE HEIGHTS—Hamilton Avenue, first crossing west.

LAVALLETTE—Reese Avenue, first crossing east.

MANTOLOKING—Downer Avenue, first crossing east.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1702. Enginemen of helper engines must be provided with a copy of orders pertaining to the movement of their trains.

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rules 93 and 317d are amplified as follows:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time-table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1801. Rule 97 modified. Movements on the main track within yard limits may be made without train orders.

D1802. Yards indicated by yard limit boards are located at :

GRENLOCH.

WOODBURY—Salem Branch and Penns Grove Branch only.

GLASSBORO—Bridgeton Branch only.

PAULSBORO.

PENNS GROVE.

SWEDESBORO

WOODSTOWN

SALEM.

ELMER.

BRIDGETON.

VINELAND.

MILLVILLE.

NEWFIELD—From 1000 feet west of Newfield Station to 2000 feet east toward Millville and 2000 feet east on Newfield Branch.

TUCKAHOE—From East Wye switch to 3100 feet west of Tuckahoe Station, Main Line, and Tuckahoe Station to 3250 feet east on Ocean City Branch.

SEA ISLE CITY.

OCEAN CITY—Ocean City Branch and Sea Isle City Branch. WILDWOOD STATION to West Wildwood.

RIO GRANDE JCT.—From 1400 feet west of Rio Grande Jct. to 2000 feet east toward Cape May and 300 feet west of Burleigh on Wildwood Branch.

COLD SPRING HARBOR.

CAPE MAY.

ATLANTIC CITY.

PAVONIA.

MT. HOLLY.

LEWIS.

BAY HEAD.

PEMBERTON—From 1900 feet west of Birmingham Passenger Station to 3600 feet east of Pemberton Passenger Station and to 3335 feet east of Switch 1, South Pemberton.

D1803. Except where otherwise provided, engines of regular trains 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.

D1804. Movement against the current of traffic between Leeds and Channel may be made by permission of the signalman at Leeds.

D1805. The movement of trains between Wildwood Block Station and Cold Spring Harbor will be under the direction of the Train Dispatcher; except when a Yard Master is assigned to duty in this territory, of which proper notice will be given, and then the signalman at Wildwood Block Station, after providing proper protection, is authorized to make movements between the points named without regard to the superiority of trains. After receiving authority from the signalman at Wildwood Block Station, the Yard Master or his representative will instruct conductor and engineman.

S19.**SPEED TABLE**

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.40	90.00	1.18	46.15	1.56	31.04	2.34	23.38
0.41	87.80	1.19	45.57	1.57	30.77	2.35	23.23
0.42	85.71	1.20	45.00	1.58	30.51	2.36	23.08
0.43	83.72	1.21	44.44	1.59	30.25	2.37	22.93
0.44	81.82	1.22	43.90	2.00	30.00	2.38	22.78
0.45	80.00	1.23	43.37	2.01	29.75	2.39	22.64
0.46	78.26	1.24	42.86	2.02	29.50	2.40	22.50
0.47	76.59	1.25	42.35	2.03	29.27	2.41	22.36
0.48	75.00	1.26	41.86	2.04	29.03	2.42	22.22
0.49	73.47	1.27	41.38	2.05	28.80	2.43	22.08
0.50	72.00	1.28	40.91	2.06	28.57	2.44	21.95
0.51	70.59	1.29	40.45	2.07	28.34	2.45	21.82
0.52	69.23	1.30	40.00	2.08	28.12	2.46	21.69
0.53	67.92	1.31	39.56	2.09	27.91	2.47	21.56
0.54	66.66	1.32	39.13	2.10	27.69	2.48	21.43
0.55	65.45	1.33	38.71	2.11	27.48	2.49	21.30
0.56	64.29	1.34	38.29	2.12	27.27	2.50	21.17
0.57	63.16	1.35	37.89	2.13	27.09	2.51	21.05
0.58	62.07	1.36	37.50	2.14	26.87	2.52	20.93
0.59	61.02	1.37	37.11	2.15	26.67	2.53	20.81
1.00	60.00	1.38	36.73	2.16	26.47	2.54	20.70
1.01	59.02	1.39	36.36	2.17	26.28	2.55	20.57
1.02	58.06	1.40	36.00	2.18	26.09	2.56	20.45
1.03	57.14	1.41	35.64	2.19	25.90	2.57	20.34
1.04	56.25	1.42	35.29	2.20	25.71	2.58	20.22
1.05	55.38	1.43	34.95	2.21	25.53	2.59	20.11
1.06	54.55	1.44	34.61	2.22	25.35	3.00	20.00
1.07	53.73	1.45	34.28	2.23	25.17	3.15	18.46
1.08	52.94	1.46	33.96	2.24	25.00	3.30	17.14
1.09	52.17	1.47	33.64	2.25	24.83	3.45	16.00
1.10	51.43	1.48	33.33	2.26	24.66	4.00	15.00
1.11	50.70	1.49	33.03	2.27	24.49	5.00	12.00
1.12	50.00	1.50	32.73	2.28	24.32	6.00	10.00
1.13	49.31	1.51	32.43	2.29	24.16	6.46	9.00
1.14	48.65	1.52	32.14	2.30	24.00	7.30	8.00
1.15	48.00	1.53	31.86	2.31	23.84	8.34	7.02
1.16	47.37	1.54	31.58	2.32	23.68	10.00	6.00
1.17	46.74	1.55	31.30	2.33	23.53	12.00	5.00

S20.**SPEED RESTRICTIONS**

S20A. On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Agency.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten inch air brake cylinder, three position retaining valve, E-7 safety valve and steel wheels.

D2001. Maximum Speed.

	Miles per hour
Main Line:	
Between Center and Atlantic City via Vernon:	
With passenger engines.....	75
With freight engines	50
Between Brown and drawbridge, Atlantic City via Clementon:	
With passenger engines	75
With freight engines	50
Between Center and Hook	60
Between Winslow Jct. and Wood- bine Jct.:	
With passenger engines	75
With freight engines	50
Between Pine and Rio Grande Jct.:	
With passenger engines	75
With freight engines	50
Between Rio Grande Jct. and Cape May:	
With passenger engines	60
With freight engines	50
Between Woodbine Jct. and Harbor Branch Jct. via Dennisville:	
With passenger engines	65
With freight engines	50
Between Rio Grande Jct. and Cold Spring Harbor:	
With passenger engines	45
With freight engines	40
Between Jersey and Jordan:	
With passenger engines.....	60
With freight engines.....	50
Between Jordan and Vernon:	
With passenger engines.....	70
With freight engines.....	50
Between Alan and Hatch:	
With passenger engines	40
With freight engines	40
Between Hatch and Minson:	
With passenger engines.....	60
With freight engines.....	50
Between Sixth Street, Camden, and Kaighn Ave.	15
Between Kaighn Ave. and Brown	30
Between Brown and Newfield:	
With passenger engines.....	60
With freight engines.....	50
Between Newfield and Channel:	
With passenger engines	50
With freight engines	40
Between Newfield and Pine:	
With passenger engines	60
With freight engines	50
Between Cooper and Birmingham:	
With passenger engines.....	60
With freight engines	50

Passenger Trains

	Miles per hour
Passenger Trains	Between Birmingham and Whitings: With passenger engines 70
	With freight engines 50
	Between Whitings and Bay Head Jct.:
	With passenger engines 60
	With freight engines 50
	GRENLOCH BRANCH:
	With passenger engines 35
	With freight engines 30
	PENNS GROVE BRANCH:
	With passenger engines..... 45
	With freight engines..... 40
	SALEM BRANCH:
	With passenger engines..... 45
	With freight engines..... 40
	BRIDGETON BRANCH:
	With passenger engines..... 45
	With freight engines..... 40
	OCEAN CITY BRANCH:
	With passenger engines 50
	With freight engines 40
	SEA ISLE CITY BRANCH:
	With passenger engines 45
	With freight engines 40
	Between Wildwood Jct. and Wild- wood:
	With passenger engines 50
	With freight engines 40
	KINKORA BRANCH:
	With passenger engines 30
	With freight engines 30

NOTE—Trains consisting of 50% or more M. P. 54 cars must not exceed a speed of 65 miles per hour.

	Miles per hour
Freight trains....	Unless otherwise specified: Main Line:
	Between Center and Atlantic City via Vernon 45
	Between Center and Atlantic City via Newfield 40
	Between Brown and Atlantic City via Clementon 45
	Between Winslow Jct. and Wood- bine Jct. 45
	Between Cooper and Minson and Jersey and Vernon 40
	Between Cooper and Bay Head Jct. 40
	Between Newfield and Cape May 40
	Between Rio Grande Jct. and Cold Spring Harbor 30
	Between Wildwood Jct. and Wild- wood 20
	Grenloch Branch 25
	Penns Grove Branch 30
	Salem Branch 30
	Bridgeton Branch 30
	Ocean City Branch 30
	Sea Isle City Branch 30
	Kinkora Branch 20

		Miles per hour
Freight trains...	Yard tracks between:	
	Williamstown Jct. and Mullica Hill	25
	Manumuskin and Maurice River.	20
	Elmer and Riddleton	15
	Alloway Jct. and Quinton	15
	Sea Isle Jct. and Sea Isle City...	15
	Townsend Inlet and Stone Harbor	15
	Williamstown and Atco	15
	Mt. Holly and Medford	15
	Pine Beach and River Bank.....	15
	Cape May Court House and Stone Harbor	10
Circus Trains	30	
Wreck trains...	Main Line:	
	Boom trailing	30
	Boom forward	20
	Branches:	
	Boom trailing	30
	Boom forward	20
Track cars.....	Unless otherwise specified	20
	When hauling track cars or trailers.	10
	Through turnouts and over switches, frogs, street and highway crossings	5
	Hand Cars	5

D2002. Speed indicated below must not be exceeded between stations named; on curves and over bridges:

LOCATION	CLASS OF ENGINES									
	MU	D16 P2	E3 P4 P5	E6	E5	H6 L7	H8 H9 I8	L1	K2 L5	K4 K5 G1 G2
	MILES PER HOUR									
MAIN LINE:										
Between Newfield and Penred									45	45
At Rio Grande Jct., to and from Burleigh ...	15	15	15	15	15	15	15	X	15	15
Between Cooper and Bay Head Jct.									45	45
BRANCHES:										
Between Irving Avenue and Bridgeton ...	30	30	30	30	30	30	30	X	30	30
Between Sea Isle City and Ludlam St.	10	10	10	10	10	10	10	X	10	10
At Birmingham, through turnout to and from Kinkora Branch	15	15	15	15	15	15	15	X	15	15
Birmingham and Lewis					35			X	20	20
Between Lewis and Kinkora				20	20	30	20	X	20	20
ON CURVES:										
At Timber	25	25	25	25	25	25	25	20	25	25
Grenloch Branch, first curve east of Newton	20	20	X	X	20	X	X	X	X	X
Between Highland Park and Cloverdale	8	8	X	X	8	X	X	X	X	X
West of Haddon Heights, westward track	50	50	50	50	45	45	X	50	50	50
^A Between Divide and switch leading to Jersey	15	15	15	15	15	15	15	X	15	15
East of Stanwick Ave.	50	50	50	50	50	50	50	X	45	45
Kaighn Ave., on Van Hook St. Cut-off	45	45	45	45	45	45	45	45	45	45
Corsons Inlet, at East and West ends of Bridge	25	25	25	25	25	25	25	X	25	25
Between Heislerville and Maurice River....	20	20	20	20	20	20	20	X	20	20
Pavonia, 27th Street, on double track, Eastward and Westward ...	30	30	30	30	30	30	30	30	30	30
East of Pavonia, Bay Head Line	15	15	15	15	15	15	15	X	15	15
Over reverse curves and Bridge 16.68, west of Hainesport	40	40	40	40	40	40	40	X	40	40
Kinkora Branch, Mile Post 1 to Division Board	30	30	20	20	30	20	20	X	20	20
At Penred—(Eastward track)	55	55	55	55	55	55	55	40	55	55
Harbor Branch—Curves	15	15	15	15	15	15	15	X	15	15
Tangents	20	20	20	20	20	20	20	X	20	20

X Prohibited.

^A Speed Limit Boards in service.

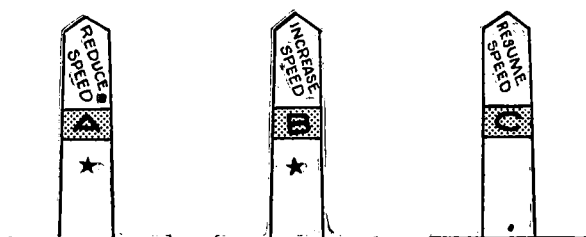
Speed indicated below must not be exceeded between stations named; on curves and over bridges:

(Continued)

LOCATION	CLASS OF ENGINES									
	MU	D16 P2	E3 P4 P5	E6	E5	H6 L7	H8 H9 L8	L1	K2 L5	K4 K5 G1 G2
	MILES PER HOUR									
BRIDGES:										
No.										
^A 1.50, Cooper River	20	20	20	20	20	20	20	15	20	20
5.55, Big Timber Creek (Westward track)							20	X	20	20
5.55, Big Timber Creek (Eastward track)								20		
13.70, Paulsboro	6	6	6	6	6	6	6	X	6	6
^A 20.79, Bridgeport	15	15	15	15	15	15	15	X	15	15
23.80, Jumbo	6	6	6	6	6	6	6	X	6	6
^A 75.15, Grassy Sound	15	15	15	15	15	15	15	X	15	15
^A 65.16, Ludlam's Thoro- fare	20	20	20	20	20	20	20	X	20	20
69.44, Corsons Inlet, Trestle	20	20	20	20	20	20	20	X	20	20
69.44, Corsons Inlet, Draw	6	6	6	6	6	6	6	X	6	6
68.48, Townsend's Inlet, Trestle	15	X	X	X	X	X	X	X	X	X
68.48, Townsend's Inlet, Draw	6	X	X	X	X	X	X	X	X	X
3.10, Newton Creek	40	40	40	40	40	40	40	20	40	40
^A 57.62, Channel	20	20	20	20	20	20	20	10	20	20
2.74, Divide					45	45		25	45	45
4.34, West of Jordan.					55	55		25	55	55
5.28, East of Merchant- ville				20	20		20	X	20	20
12.38, East of Stanwick Ave.				40	40		40	X	40	40
15.15, East of Mason- ville				50	50		50	X	45	45
47.25, East of Crossley				55	55		50	X	45	45
^A 57.19, Barnegat Bay	20	20	20	20	20	20	20	X	20	20
3.26, Petty Island	10	10	10	10	10	10	10	10	10	10
0.91, Mickle Street, Cam- den, Electric Line	20	X	X	X	X	X	X	X	X	X
54.86, Atlantic City Drawbridge	20	20	20	20	20	20	20	10	20	20
51.50, Tuckahoe	20	20	20	20	20	20	20	X	20	20
59.75, Crook Horn	10	10	10	10	10	10	10	X	10	10
Between Wildwood Jct. and Wildwood:										
All Bridges	6	6	6	6	6	6	6	X	X	X

X Prohibited.

^A Speed Limit Boards in service.



★ Allowable time to next speed board.

Speed Boards defining the limits of restricted speed, as illustrated, are in service at following locations:

	A to B	B to C	A to C
DIVIDE—Between Divide and switch leading to Jersey	27"
VERNON—On Bridge Route	59"
VERNON—Toward Camden	22"
WINSLOW—Westward Track from Cape May Jct. between a point 370 feet west of Signal 278-R and Winslow	60"
COOPER—Bridge No. 1.50	9"
ATLANTIC CITY—Channel Drawbridge No. 57.62	20"
LUDLAMs—Thorofare Drawbridge No. 65.16	8"
BARNEGAT BAY—Bridge No. 57.19, eastward movement	67"	190"	...
BARNEGAT BAY—Bridge No. 57.19, westward movement	190"	67"	...
GRASSY SOUND—Bridge No. 75.15	17"
BRIDGEPORT—Bridge No. 20.79	17"

Brakes must be released before passing first board.

MINIMUM RUNNING TIME FOR PASSENGER TRAINS IN
EITHER DIRECTION BETWEEN FOLLOWING STATIONS:

	Minutes
Camden and Vernon	8
Vernon and Winslow	17
Winslow and Channel	25
Channel and Atlantic City	2½
Brown to Winslow Jct. via Clementon	20
Winslow Jct. to Atlantic City via Pleasantville	27
Winslow Jct. to Woodbine Jct.	28
Camden and Brown	7
Brown and Redoak	8
Redoak and Glassboro	10
Glassboro and Newfield	13
Newfield and Millville	17
Millville and Pine	24
Pine and Rio Grande Jct.	12
Rio Grande Jct. and Cape May	11
Cooper and Pensauken	6
Pensauken and Mt. Holly	16
Mt. Holly and South Pemberton	8
South Pemberton and Whittings	16
Whittings and Bay Head Jct.	34

D2003. Various.Miles
per hour

Winslow to Cape May Jct., Eastward track.....	30
Atlantic City Drawbridge—All diverging routes.....	15
Atlantic City—CY Tower—All routes	15
Winslow Jct.—All diverging routes	20
Tuckahoe—All diverging routes	25
Between Jersey and Hatch	15
Between Divide and Minson	30
Between Jordan and Pensauken.....	15
On Bay Head Line between Pavonia and Cooper.....	30
Over track troughs when scooping water.....	45
Railroad crossings at grade protected by derails except at Brown, Newton and Owens.....	40
C.R.R. of N.J. crossing at Beachwood.....	30
Light engines running forward; Passenger.....	50
Freight	40
Light engines running backward	30
Engines of class A or B type, under steam or being hailed	20
Movements over crossovers or turnouts not interlocked:	
Engine running forward.....	15
Engine running backward.....	10
At Vernon, westward trains toward Camden.....	50
Between Indiana Avenue and Atlantic City Station....	15
Between Channel and Chelsea passenger station.....	15
Between Channel and Penred	30
Between Center and Coopers Point.....	10
MU trains, with trolley poles up, passing under insulated crossings at Van Hook Street and Ferry Avenue.....	10
MU trains, with trolley poles up, passing under overhead trolley switch at Brown.....	10
Through Hook interlocking	30
At Newfield, over Pearl Street, Main Line.....	35
over Pearl Street, Newfield Branch.....	6
At Newfield, westward trains from single track to west- ward main track	30
Through Vineland (By ordinance)	20
Through Millville (By ordinance)	10
At Medford, over Main Street	5
At Penns Grove, over Pitman Avenue, and Harmony Street (By ordinance)	5
At South Woodstown Station and road crossing.....	15
Salem, Glass Works Branch, crossing streets on any track (By ordinance)	4
At Elmer (Bridgeton Branch), over Main and Broad Streets	10
At Elmer (On yard track), over Front Street (Malaga Road) and State Street	10
At Ocean City, over Ninth Street.....	6
Ocean City, between Eighth Street and Second Street (By ordinance)	6
At Harbor Branch Jct. trains to and from Rio Grande Jct.	30
Between Ocean City Gardens and 10th St. Ocean City	10
South Pemberton, over Hanover Street, when no cross- ing watchman is on duty	5
At Shore Road (State Highway, Route 4) east of Wildwood Jct.	6
Runnemede—Third Avenue crossing	20
At Williamstown, over Main St., Blue Bell Road, Chest- nut St., Oak St. and Church St.	6
At Glassboro (Williamstown Branch). Over Broad St. (Clayton Road), Main St., Union St., Academy St., Sewell St., Ellis St. and Williams St.	6
Cape May—Yard Limits	35
Cape May, over West Perry Street.....	10
Between Wildwood Crest and Cold Spring Harbor.....	15
Road Crossing on Wye track between switch 1, Lewis, and Switch to U. T. R. R.	6
Between switches 1 and 2, Lewis	10

	Miles per hour
Over C. R. R. crossing at Whitings.....	30
Over trolley crossing at Westfield Ave., Camden.....	20
Between 500 feet west of and 2300 feet east of Mt. Holly passenger Station	20
Between Locust St. 1250 feet west of West Moorestown Station and Zelle Ave. 925 feet west of Stanwick Avenue Station:	
For Passenger Trains	25
For Freight Trains	20
Between Pine and Woodbine Jct.	50
Mays Landing, east end of siding	15
Pleasantville, west end of siding	15

Trains which do not make station stop must not exceed a speed of twenty (20) miles per hour over the following Street crossings:

Seaside Park	Fifth Ave., first crossing East.
Seaside Heights	Hamilton Ave., first crossing West.
Lavallette	Reese Ave., first crossing East.
Mantoloking	Downer Ave., first crossing East.

D2004. Drawbridges listed below will be open for water traffic when bridge watchmen are not on duty.

PAULSBORO:

Bridge watchman on duty,	
Weekdays	continuously.
Sundays	6.00 P.M. to 1.00 A.M.

BRIDGEPORT:

Bridge watchman on duty,	
Weekdays	1.30 A.M. to 9.30 A.M. 1.30 P.M. to 9.30 P.M.

JUMBO:

Bridge watchman on duty,	
Weekdays	1.30 A.M. to 9.30 A.M. 1.30 P.M. to 9.30 P.M.

After receiving proper fixed signal to proceed, trains must not cross the drawbridge without, in addition, a hand signal from the bridge watchman. In the absence of hand signal from bridge watchman, a trainman must precede the train across the drawbridge.

D2005. Drawbridges listed below will be open continuously for water traffic and no watchman on duty.

Draw.
Townsend Inlet.

D2006. Rule 282 (Caution Signal), and Rule 283 (Approach Signal). Trains must not exceed one-half maximum authorized speed when passing the signal; except, that, where the signal cannot be seen a sufficient distance to reduce speed to not exceeding one-half maximum authorized speed at the signal, the speed must be so reduced as soon as proper handling of the train will permit.

D2007. Any train with steam derrick or pile driver will not exceed 30 miles per hour with boom trailing: 20 miles per hour with boom forward.

Snow plows must be brought to a stop before meeting or passing a passenger train on adjacent track and must not exceed 4 miles per hour passing a passenger train or a passenger station.

When electrically equipped Multiple Unit cars are moved dead-head in trains over a route other than that on which they normally are used, a speed of 20 miles per hour must not be exceeded.

This restriction is intended to protect against damage to motor armature and motor axle bearings, with which trainmen and car inspectors are not generally familiar. If the M. U. cars are attended throughout the entire trip by an employe properly qualified on electrical equipment, or if it is known that the motors have been removed from such M. U. cars before deadhead movement is made, this restriction will not be applied.

D2008. Additional Regulations to govern the handling of Dead Engines in Freight Trains:

(a) Dead locomotives of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead locomotives of a design having four pairs of drivers and no trucks, shall be restricted to speeds not exceeding twenty-five miles per hour.

(b) Two or more such dead locomotives in the same train shall be separated by one or more cars.

D2009. Rule 750 amplified. When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

CLASS OF ENGINES	MILES PER HOUR
N-1s	8
C-1	
I-1s	
All others	15

If engines with any main or side rods disconnected while on the main track, have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

SIGNAL ASPECTS

SIGNAL ASPECTS NOT STANDARD

Upper or Lower Quadrant Semaphore and Hand Disc Signals									
Upper Quadrant Semaphore									

D2103. Signal Aspects Not Standard.

Eastward block signal at Cooper and westward block signal at State Street when displaying Aspect, Rule 283, Figure 1, indicates clear block, and, in addition, gives approach signal indication. Eastward block signal at Cooper when displaying Aspect, Rule 286, Figure 1, indicates clear block.

D2104. At Wildwood, top arm of Westward block signal gives block indication; bottom arm in caution-slow-speed position gives a westward passenger train permission to pass block signal in stop position to move ahead carefully a sufficient distance to clear Oak Avenue crossing after which proper block permission must be obtained before proceeding.

D2105. _____.

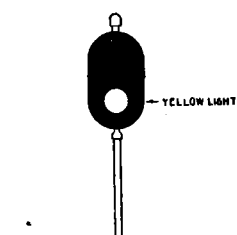
D2106. _____.

D2107. _____.

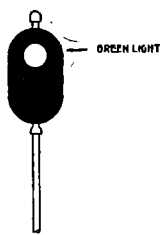
D2108. When Bay Head Jct. Block Station is attended, block indication for westward trains will be given by second arm, westward home signal, square end blade, when in clear position. When unattended, this signal governs movements through the interlocking only.

D2109. At Absecon, westward color light flag station signal, located 1000 feet east of Absecon station, will display Aspects as indicated:

White and Green—Stop for passengers at Absecon.
White.....Proceed.

D2110. Distant Switch Indicator Aspects:

INDICATION - SWITCH OPEN
NAME - CAUTION INDICATOR



INDICATION - SWITCH CLOSED
NAME - CLEAR INDICATOR

RULE 34 amplified:—"Immediately upon seeing a Fixed Signal or a Distant Switch Indicator, affecting the movement of their train, the engine-man and fireman must, and when practicable the trainmen will, call its indication by name to each other."

Distant Switch Indicator in service at following points:

TOMS RIVER:

An eastward Distant Switch Indicator located 4000 feet west of, and protecting switch to Penn Glass Sand Company track.

S22. BLOCK SIGNAL RULES.**D2201. The first paragraph of Rule 362 amplified:**

Trains must not pass a Stop signal without receiving a Caution Card (Form D), a Clearance Card (Form C.), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop signal without Clearance Card (Form C).

D2202. Unless it is known that gasoline motor cars, and cars of similar type or construction, will operate automatic block signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block system territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; Signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2203. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

D2204. After an understanding with the block signalman, engines may enter block for the purpose of switching passenger or other trains occupying block at that block station.

D2205. Conductors or enginemen of a train stopped at a block, interlocking or home signal where a telephone is located, may fill out a clearance card, Form C, or a caution card, Form D, as authorized by signalman, and proceed as prescribed by the card.

D2206. On single track where Rule 317b is in effect, when a Work Extra train order is given in accordance with Form H, sample (1) Book of Rules, Work Extra will be admitted to the block under permissive signal, if the conditions of the block permit and all following and opposing extras, other than passenger extras, after receiving copies of work train order and third paragraph of Rule 317b has been complied with, will be permitted to enter the block under permissive signal.

D2207. Rules 365 and 505e amplified:

When a train clears a block between block stations the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

D2208. At Belleplain, when Block Station is unattended, the eastward and westward block signals will remain in service, lights burning by night, for the purpose of indicating the position of switches specified in Special Instructions D2701, but will not indicate the condition of the block.

D2209. When Rio Grande Jct. block station is closed, signals display proceed for movements to and from Burleigh, but do not indicate condition of the block; signals for movements to and from Cape May display stop. Trains may pass signals in stop position when authorized by the signalman at Burleigh.

Conductors and Enginemen must know that the switches are in proper position before passing signals in stop position.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b will apply only on portions of the Division as specified.

D2302. Rule 317a will apply; between—

Woodbine Jct. and Burleigh via Surf.
 Woodbine Jct. and Harbor Branch Jct. via Dennisville.
 Wildwood Jct. and Wildwood.
 Tuckahoe and 4th St., Ocean City.
 Newfield and Surf.
 Newfield and Pleasantville.
 Penred and Channel.
 Grenloch Jct. and Grenloch.
 State Street and Bay Head Jct.

On double, three or more tracks, when a train is turned out against the current of traffic.

D2303. Rule 317b will apply; between—
 Woodbury and Penns Grove.
 Woodbury and Salem.
 Glassboro and Bridgeton.
 Townsend Inlet and Ocean City (8th St.).
 Burleigh and Cold Spring Harbor.
 Rio Grande Jct. and Cape May.
 Cooper and State Street.
 Birmingham and Kinkora.

D2304. Rule 318a will apply; between—

D2305. Rule 318b will apply; between—
 Minson and Hatch.

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station name, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

Clearance Card, Form K, authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

Where a block station is attended a portion of the time and unattended the remainder of the time during a 24 hour period the light on unattended sign will be extinguished during the time the station is attended.

(To be printed on green paper, size 5½ x 3½.)

 FORM
K

 Pennsylvania-Reading Seashore Lines
Clearance Card

 FORM
K

..... Block Station, M. 19.....

To Conductor and Engineman: Train.....

Proceed at

as though.....signal was displayed.

Report clear at.....

Signalman.

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

D2307. Bay Head Junction, when closed, will be operated as an unattended block station.

Eastward trains must stop west of eastward home signal and obtain permission from Yard Master's office, Bay Head Junction, or from Train Dispatcher at Long Branch, for movement to N.Y. & L.B.R.R., and after train is clear of Atlantic Division, report clear to block station in rear.

Westward trains must stop east of westward home signal and obtain permission from Yard Master's office, Bay Head Junction, or from Train Dispatcher at Long Branch, for movement to Atlantic Division and also block permission from Atlantic Division block station in advance.

Conductor or engineman will manipulate the levers as indicated on diagram posted in Bay Head Junction block station for movement authorized.

N.Y. & L.B.R.R. telegraph office at Bay Head Junction, closed daily, 9.00 P.M. to 5.00 A.M.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. _____.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505, 505b to 514, inclusive are in effect, and Rule 317a will apply when a train is turned out against current of traffic; between:

Jersey and Vernon.
Center and Leeds via Vernon.
Winslow and Cape May Junction.
Winslow Jct. and Woodbine Jct.
Alan and Hatch.
Center and Hook.
Sixth Street, Center Interlocking, and Newfield.
Pleasantville and Penred.

(a) EXCEPT AS OTHERWISE PROVIDED BY AUTOMATIC TRAIN CONTROL OR CAB SIGNAL SPECIAL INSTRUCTIONS, Rules 501 and 505, 505b to 514 inclusive, except 505d, 505e, 505f, 505g, and with only the following portion of 505c applying: "A train having passed beyond the limits of a block, must not back into that block without orders from the Superintendent," are in effect as follows:

Between Brown and CY Interlocking, Atlantic City via Clementon.

Except at Interlocking Stations, a train must not enter main track or crossover without a train order, or permission of the Train Dispatcher, authorizing such movement. At all points where there is no signalman on duty, report must be made to Train Dispatcher immediately after the movement authorized has been completed.

When trains are operated against the current of traffic, signalmen will not display clear block indication without permission of the Train Dispatcher.

(b) Rule 505g modified:

Movement against the current of traffic, between Leeds and Channel, may be made by permission of the signalman at Leeds. The signalman will be governed by Rule 505d.

(c) Fixed signals located at Kirkwood, Berlin, Atco (2300 feet west and 2950 feet east of station respectively), Waterford, Hammonton, Egg Harbor, Absecon and Franklinville, display Aspects: Figures 1, Rule 275; Figure 1, Rule 276; Figure 1, Rule 283; Figure 1, Rule 286.

A train must not pass these signals when stop is indicated without permission from the signalman, or Train Dispatcher, or train order; except that when the signalman is not on duty and means of communication with the Train Dispatcher have failed, it may proceed as prescribed by Rule 509, paragraph (B).

The signalman's permission will be given by Clearance Card Form (C) paragraph 1 filled out as follows: "Proceed into the block as though stop and proceed signal was displayed." This card to be issued only when no cause for detaining a train is known, and may be transmitted by telephone to a train stopped at such signals as are located distant from station.

D2502. (Double, three or more tracks.) In Automatic Block System territory at interlockings where there is no Block signal that governs the use of the block from the limits of the interlocking, the Home signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

D2503. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A. Rule 505a.

D2504. _____.

S25B.**CAB SIGNAL RULES****DEFINITIONS**

Cab Signal—four-indication position light signal located in engine cab indicating a condition affecting the movement of a train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block and used in conjunction with block and interlocking signals.

Equipped Engine—An engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

NOTE:—An engine equipped with continuous automatic train control in operative condition for the direction in which it is to move will be considered an equipped engine.

Equipped Train—A train operating under cab signal protection.

D2505. Cab Signal System in service on main tracks operating—

With current of traffic;

Between Jersey and Vernon.

Between Center and Channel via Vernon.

Cab Signals will not indicate conditions ahead when engine is—

(a) Moving against the current of traffic (unless track is equipped for movement against current of traffic).

(b) Pushing cars.

(c) Not equipped for backward running and is running backward.

Cutting-in sections located—

For Westward Trains:

Between west end of drawbridge (Channel) and Signal 576.

Between northward home signal WA Interlocking and Signal 278-R, approaching Winslow Interlocking.

200 feet east of signal governing westward movements from Pensauken to Jordan.

For Eastward Trains:

At Undergrade Bridge 1.41, Center.

At Divide, for trains from Minson.

The following rules are in effect:

1. Except as provided in paragraph 5-a, a non-equipped engine or train must not be dispatched from any of the following terminals or Divisions for movement in cab signal territory:

Atlantic Division

New York Division

Philadelphia Terminal Division

New York & Long Branch Railroad

2. The required departure tests must be made by the engineman before entering cab signal territory.

Testing sections, additional to those at terminals, located—

3. Unless authorized by the Superintendent, an equipped engine must not enter cab signal territory without having cut-out cock fixed in cut-in position.

4. When there is a defect in the cab signal apparatus which cannot be repaired by the engineman, he may cut out the warning whistle, or the control of the airbrake by the automatic train control apparatus on an engine equipped with the automatic train

control, and proceed at not exceeding one-half the authorized speed for an equipped train to the next point of communication, report, and be governed by instructions from the Superintendent.

5. Unless authorized by the Superintendent, a non-equipped train must not exceed speed as follows:

- (a) Trains other than passenger trains 20 miles per hour.
- (b) Passenger trains—
 - Between Jersey and Jordan 30 miles per hour.
 - Between Jordan and Vernon 35 miles per hour.
 - Between Center and Channel 38 miles per hour.

Such movements must not be made except when authorized by the Superintendent.

5a. Shifting engines when working between Center and Hadonfield are authorized to move as non-equipped trains.

6. Cab signal aspects, indications and names are shown in Rules 278, 283, 284, 286. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable aspect after passing a fixed signal.

7. When cab signal and fixed signal aspects conflict, the more restrictive indication governs.

8. If, after passing a fixed signal, cab signal changes from Caution Slow Speed to a more favorable aspect, speed must not be increased until the train has run its length.

9. Except within interlocking limits, if cab signal changes to Caution Slow Speed, a train or engine may proceed at not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction or switch not properly set. A train or engine exceeding 15 miles per hour must at once reduce to not exceeding that speed.

If, after entering interlocking limits under a more favorable fixed signal indication than that given by Clear Slow Speed signal, cab signal changes to Caution Slow Speed, stop; and secure permission from signalman before moving in either direction.

S25C. AUTOMATIC TRAIN CONTROL

D2506. DEFINITIONS

CAB INDICATOR: Three-indication indicator located in the engine cab indicating track and speed conditions effecting the movements of a train.

3-SPEED AUTOMATIC TRAIN CONTROL SYSTEM:

Provides the engineman with a continuously visible indicator from which he can at all times determine at what speed it is permissible to run; any changes immediately ahead of him are instantly registered on the indicator in sufficient time to enable him to increase or decrease his speed as the case may be.

EQUIPPED ENGINE:

An engine equipped with 3-speed continuous automatic train control apparatus in operative condition for the direction in which it is to move will be considered an equipped engine.

EQUIPPED TRAIN:

A train operating under 3-speed continuous automatic train control protection.

3-SPEED CONTINUOUS AUTOMATIC TRAIN CONTROL SYSTEM IN SERVICE ON MAIN TRACKS OPERATING WITH CURRENT OF TRAFFIC

Between Brown and Atlantic City via Clementon.

3-speed continuous automatic train control will not indicate conditions ahead when engine is

- (a) Moving against the current of traffic.
- (b) Pushing cars.
- (c) Not equipped for backward running and is running backward.

Cutting-in sections located—**FOR EASTWARD TRAINS:**

Opposite westward home signal, Brown Interlocking.

FOR WESTWARD TRAINS:

West end of drawbridge, Atlantic City.
At Cape May Jct.

THE FOLLOWING RULES ARE IN EFFECT:

1. Except as provided in paragraph 5a, a non-equipped engine or train must not be dispatched from Camden or Atlantic City or intermediate points to train control territory.
2. The required departure tests must be made by the enginemen before entering train control territory.
3. Unless authorized by the Superintendent, an equipped engine must not enter train control territory without having cut-out switch fixed in cut-in position (main switch).
4. When there is a defect in the train control indicator apparatus which cannot be repaired by the engineman, he may cut-out the control of the air brake of the automatic train control apparatus on an engine equipped with the automatic train control and proceed at not exceeding one-half of the authorized speed for an equipped train to the next point of communication, report and be governed by instructions from the Superintendent.
5. Unless authorized by the Superintendent, a non-equipped train must not exceed speed as follows:—
 - (a) Trains other than passenger, 20 miles per hour.
 - (b) Passenger trains between Brown and drawbridge, Atlantic City, 38 miles per hour.

Such movements must not be made except when authorized by the Superintendent.

- 5a. Shifting engines when working between Camden and Camden Forge Co. or West Collingswood or between Atlantic City and Pleasantville are authorized to move as non-equipped engines.

6. Train Control indications and names are shown as follows:
 "H" Dial—The high speed limit is in force and the speed must be kept below 85 miles per hour. Freight trains 45 M.P.H.

"M" Dial—The medium speed limit is in force and the speed must be kept below 40 miles per hour. Freight trains 30 M.P.H.

"L" Dial—The low speed limit is in force and the speed must be kept below 25 miles per hour. Freight trains 25 M.P.H.

If those speed limits are observed there will be no interference from the train control apparatus.

7. Train Control indications do not supersede fixed signal indications except when train control indicator changes to a more restrictive or more favorable aspect after passing a fixed signal.

When train control indicator and fixed signal aspects conflict, the more restrictive indication governs.

8. If after passing a fixed signal, train control indicator changes from a "L" indication to a more favorable aspect, speed must not be increased until the train has run its length.
9. Except within interlocking limits, if train control indicator changes to "L" indication, a train or engine may proceed at not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction or switch not properly set. If after entering interlocking territory limits under a more favorable fixed signal indication than that given by an "L" indication, train control indicator changes to an "M" or "H" indication, Stop; and not proceed without permission of the Signalman.

S25D.**GRADE SIGNALS.****D2507. Location of Grade Signals:**

Westward track, 4500 feet west of Hatch—automatic signal No. 33.

A tonnage freight train, as referred to in Rule 277, is a train having 80 percent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where Grade Signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

S26.**INTERLOCKING RULES.****S26A. Rule 663 amplified:**

Trains or engines must not pass an interlocking Stop-signal without receiving Clearance Card (Form C) or train order.

The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

S27. Non-interlocked switches connected with Manual and Controlled Manual Block Station Signals.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Minson	Delivery track, Delair.
Divide	Superior Oil Co's track.
Redoak	Switch to C. W. Shivers track.
Belleplain	Both switches of siding and switch of Pettinos side track, 2000 feet east of station.
Cape May C. H.	Both switches of siding.
Merchantville ..	Switches 2 and 3 and switch to Hower Bros. track.
Moorestown ...	Crossover between siding and main track and switch leading to Elwood Hollingshead track.
Mt. Holly	Switch to East Junction; switch to Chas. E. Rogers track and switch No. 1.

S28.**TRACK CARS, Etc.****(a) General definition of track car—amplified:**

Track car—a hand car, or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829, paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

(c) Rule 206, amplified:

The prefix H.C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(d) Rule 80, amplified:

When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars must be equipped with Flagman's signals as follows:

Day Signals—two red flags, torpedoes and fuses.

Night Signals—two red lanterns, two white lanterns, torpedoes and fuses.

D2801.

(1) Track cars will be operated over entire Division, as provided for by Rule 80.

(2) Track cars must not be used in Automatic Block System territory unless special provision is made for Manual Block System protection.

(3) In automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent. They must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for manual block protection.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or signalman before a passenger train is due to leave the block station in the rear.

(6) Where Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by controlled manual block system rules, track cars must clear main track and report clear to the Superintendent, or signalman before an opposing or following passenger train is due to enter block at a block station; signalmen will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

(7) Track cars must not pass an attended block station without permission from the signalman.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a

track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) Signalman will not admit a one-man track car to a block which is occupied by an approaching train; nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

(12) The last four numerals of the present M.W. number shall be known as the running number.

D2802 Track cars must come to a full stop before proceeding over Washington Avenue crossing, Moorestown.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named:

All engines heavier than Class L1s:

Between Camden and Atlantic City via Vernon.

Between Pine and Cape May.

Between Jersey and Vernon.

Between Minson and Camden.

Between Jersey and Hatch.

Between Minson and Jersey via Yard track, except that Class M1, Electric L6 and Electric P5, engines may operate between Minson and Jersey in detour movements with the following speed restrictions:

30 miles per hour between Minson and the West wye switch at Divide.

15 miles per hour from the West wye switch Divide to Jersey.

All engines heavier than Class K4s and G2sa:

Between Brown and Atlantic City via Clementon.

Between Winslow and Cape May Jct.

Between Winslow Jct. and Harbor Branch Jct. via Dennisville.

Curve on Morris Branch at Divide.

Between Jordan and Pensauken.

Between Pavonia and Bay Head Jct.

Between Benson Street and Hook.

Between Newfield and Atlantic City.

Between Newfield and Pine.

Between Rio Grande Jct. and Cold Spring Harbor.

Between Camden and Newfield; except: that Class L1s engines may be operated between Camden and Redoak, and only over Eastward track in both directions between Timber and Redoak.

Penns Grove Branch.

Salem Branch.

Bridgeton Branch.

Sea Isle City Branch.

Kinkora Branch.

Ocean City Branch.

Yard tracks, between:

Manumuskin and Maurice River.

Sea Isle Jct. and Sea Isle City.

All engines heavier than E3sd, P5, H9 and I8:
Between Wildwood Jct. and Wildwood.

Yard tracks, between:

Alloway Jct. and Quinton.
Elmer and Riddleton.
Williamstown Jct. and Atco.
Williamstown Jct. and Mullica Hill.
Mt. Holly and Medford.
Cape May Court House and Stone Harbor.
Pine Beach and River Bank.

All engines heavier than E3, P4, H6 and L7.
Grenloch Branch.

All engines heavier than D16 and P2:
Between Townsend Inlet and Stone Harbor.

P. & B.H.R.R.:

All engines heavier than Tuckerton R.R. Engines 5, 6 and 7.

Engines heavier than Class A must not be permitted on tracks named:

ATLANTIC CITY:

Atlantic City Brewery, Arctic Avenue.
Avedon Coal Co., Mississippi Avenue.
John Murtland, Baltic Avenue.
Shils-Sinderbrand, Baltic Avenue.
Louis Mason Co., Baltic Avenue.
Abbotts Dairy, Baltic Avenue.
Edwin Smith, Baltic Avenue.
J. L. Baier & Son, Baltic Avenue.

Engines heavier than Class B must not be permitted on tracks named:

CAMDEN:

Belt Line Connection, Front Street and Kaighn Avenue.
J. Danenhowe, Atlantic Avenue.
I. Boudov, Atlantic Avenue.
Morris Berman, Third Street and Lansdowne Avenue.
Eavenson & Levering, Ferry Avenue and Jackson Street.
McAndrews & Forbes, Jefferson Avenue, tracks 4 and 5,
North and South tracks.
Sitely & Co., Bulson Street.

GLOUCESTER:

American Brown Boveri.

ATLANTIC CITY:

Mediterranean Avenue tracks.
Sitelys track, Mississippi Avenue.
Burkhardt & Cudahy, Baltic Avenue.
Abbotts Dairy, Baltic Avenue.
McAllister Coal Co., Baltic Avenue.
Wheeler Coal Co., Baltic Avenue.
Atlantic City Sewerage, Baltic Avenue.
Tracks 5 and 6, Delaware and Baltic Avenues.
William Heald & Co., Baltic Avenue.
Freight Delivery, Connecticut and Baltic Avenues.

Cars having a combined weight of car and lading in excess of weights indicated must not be permitted on tracks, bridges, etc., named:

Yard track, Alloway Jct. to Quinton.....	190,000 lbs.
Yard track, Daretown to Mile Post 31.....	190,000 "
Sea Isle City Branch, Strathmere to Ocean City.....	210,000 "
Yard track, Townsend Inlet to Stone Harbor.....	150,000 "
Salem, Glass Works Branch (2nd Street to end).....	150,000 "
Bridgeton, W. J. Terminal	190,000 "
Phila. & Beach Haven R.R. (Manahawken to Beach Haven)	150,000 "
NOTE: Tuckerton R.R. (Whitings to Mana- hawken)	150,000 "

Cars having a combined weight in excess of 100,000 lbs. and not exceeding 112,800 lbs. may be moved over Float Bridges Nos. 1 and 2, Camden, provided such cars are separated from each other by an empty car. A combination of two heavy cars must not be coupled together when passing over the transfer bridge.

Cars having a combined weight of car and lading of from 170,000 pounds to 210,000 pounds are subject to the same restrictions as to speed over certain bridges, etc., as H8 and H9 engines.

Cars having a combined weight of car and lading of from 150,000 pounds to 170,000 pounds are subject to the same restrictions as to speed over certain bridges, etc., as H6 engines.

Account insufficient clearance of station shelter sheds at Tennessee Avenue, Atlantic City, equipment as designated must not be placed on station tracks 1, 2, 3 and 4;

Gas-Electric cars.

Dining cars.

Combined cars, type PBM70A, PB70.

Coaches, type PC70, PC70A, PC70B, P70 DeLuxe.

Express cars.

Business cars.

Pullman cars.

Freight cars X30.

D2902.

Engines as designated must not be permitted on tracks named:

CAMDEN:

H6, L7 AND HEAVIER

Connection from No. 4 track, at No. 11 switch cabin to MU coach storage yard.

Camden freight house connection, 2nd Street.

American Ice Co. trestle east of Center.

General Chemical Co., River Road.

Standard Oil Co., River Road.

Keystone Leather Co., River Road.

Irvin & Leighton Co., River Road.

Concrete Steel Co., River Road.

PAVONIA YARD:

Power House track.

Beaumont Co. track.

Victor track, connecting with No. 7.

Pavonia Ice & Coal Co.

Eisenberg Paper Bag Co.

Lock Joint Pipe Co., at 33rd Street.

Haddon Press Co., State Street.

Dubell Lumber Co., State Street.

Rundle Mfg. Co., Mozart.

No. 1 track of Crew-Levick Co., Petty Island.

GLOUCESTER:

American Radiator Co.

Wharf track, Lang Paper Co.

Hinde & Dauch Paper Co.

Quigley Coal & Lumber Co.

Track leading from Eastward main track to Gloucester Yard.

SOUTH CAMDEN:

Castle Kid Co.

C. W. Breneman Co.

CAMDEN:

Cooper Hospital track.

Camden Pottery Co.

Bush Coal Co.

COLLINGSWOOD:

Mohrfeld Coal Co.

WESTMONT:

Dill Coal & Lumber Co.

CAMDEN: L1s AND HEAVIER

Switch leading from No. 4 to passenger storage yard.
 Wing Wang tracks.
 No. 10 to No. 16 connections, freight yard.
 Horn track.
 No. 22 track to No. 2 freight slip.
 Crossover from Slip to No. 7 switch.
 Newton Coal Co. trestle.
 City of Camden sidetrack.
 West end of crossover to Warren Webster side track.

PAVONIA:

Tracks for Pavonia Shop yard.
 Track for storing steam derrick.

HATCH:

Track leading to Steven's side track.

ATLANTIC CITY:

Following side tracks restricted to H9, I8 or lighter engines, which must not exceed a speed of five miles per hour when operating over same:

MERCHANTVILLE:

Freight House Track.
 Delivery Track.
 Rich Bros.
 J. S. Collins.
 Weikel Troth Coal Co.

MAPLE SHADE:

Freight House Track.
 Passing Siding.
 J. S. Collins & Sons.
 Graham Brick Mfg. Co.

LENOLA:

Delivery Track.

MASONVILLE:

Whitehead Bros.

HAINESPORT:

Parrys.
 Burlington Co. Transit Co.
 Culins.

MT. HOLLY:

Pettinos.
 Sinclair Oil Co.

SOUTH PEMBERTON:

Freight House Track.

SEASIDE PARK:

Delivery Track.

SEASIDE HEIGHTS:

Delivery Track.

MANTOLOKING:

Passing Siding.

BAY HEAD:

Freight House Track.

MEDFORD:

Delivery Track.
 J. H. Haines & Sons.
 Wilkins.

D2903. On account of curvature on track of Mason & Co., Kentucky Avenue, Atlantic City, engines must not pass point of switch; and when shifting on that track, a sufficient number of cars must be used to avoid engine passing switch.

D2904. In old yard, Bridgeton, engines must not be permitted on any coal trestle, except No. 1 trestle.

D2905. Engines must not be permitted on coal trestle portion of Burlington County Almshouse side track.

D2906. Engines and Steam Derricks in excess of class and weight indicated must not be permitted on Bridges of Industrial side tracks named:

	CLASS OF ENGINES	STEAM DERRICKS
MAIN LINE:		
NEW YORK SHIPYARD:		
Newton Creek Bridge	H9, I8	100 tons
MILLVILLE MANUFACTURING Co:		
Raceway Bridge	H9, I8	100 tons
No. 43 Siding Bridge	H9, I8	100 tons
Shipping Shed Bridge	H6, L7	100 tons
Tail Race Bridge	H6, L7	75 tons
PENNS GROVE BRANCH:		
DUPONT POWDER WORKS, CARNEYS POINT:		
Drying House Bridge No. 120	I	150 tons
Drying House Bridge No. 312	I	150 tons
Spur Track Bridge	I	150 tons
Waste Stream Bridge	I	150 tons
BRIDGETON BRANCH:		
MARTIN DYE WORKS:		
Waste Race Bridge No. 1.....	Lls	150 tons
Waste Race Bridge No. 2.....	Lls	150 tons

S30.

ELECTRICAL OPERATION.

D3001. When trains are taking power from trolley wire, each car must have one pole up so that trolley wheel and bus line will not be damaged by excessive current.

When changing from trolley to third rail, the pole on the last car must not be lowered until all shoes are in contact with the third rail, except that Trainmen must not lower any poles on eastward trains stopping at Gloucester after leaving station until Engineman has shut off power or until all shoes are in contact with third rail.

When changing from third rail to trolley, Enginemen must not turn power on until they receive the signal denoting that the trolley poles are up. This signal consists of one (1) short sound of the train signal whistle, and must not be given until all serviceable trolley poles are up.

Conductors of all MU trains, before leaving initial terminal, must have a definite understanding with their train crew as to which member of the crew will raise and lower trolley poles on each car in train.

Enginemen must drift across all gaps in third rail which train does not span, and with controller in "off" position when all poles or third rail shoes are not in contact with trolley wire or third rail. When train will span gap, and is moving 15 miles per hour or less, the controller must not be operated beyond "series" position.

D3002. When two or more electric trains have been stopped on the same track a short distance apart, care must be exercised to avoid the excessive use of power when movement is resumed; each train must be operated in series for one minute after starting—the second and following trains must not start until preceding train has been under headway 30 seconds.

D3003. When necessary to remove the bus line jumper, the jumper should be started slowly in order to ascertain if it is carrying current; if so, it should be pushed back in position and the cause of current passing through the jumper investigated. If it is found that the shoes are insulated from the third rail by ice, or cars standing where there is no third rail, or contact shoes broken, etc., the jumper should not be removed until all switches have been opened.

D3004. Whenever the fire extinguisher, first aid box, or stretcher carried on an electric car is used during the trip, conductors must make report of same on arrival at terminal on M. P. form 217-A, giving car number.

D3005. The master controller handle on M. U. cars must not be locked while car is in motion.

The cut-out cocks on air brake emergency attachment pipe to the master controller are sealed in the open position; when necessary to break seals, prompt report must be made by engineer on Form M. P. 390-F.

Inspectors must know that these cut-out cocks are open and sealed on all cars leaving their station.

Testing Air Brakes of M. U. Trains—The Terminal Test, or the Road Test required when engineman changes his position on train, is not complete until the engineman, in the presence of the inspector, has tested the emergency air brake attachment of the master controller from which the train is to be operated. At points where there are no inspectors, the conductor must witness this test.

When a M. U. train is disabled so that it cannot be operated from front end of leading car, the defective car must be drilled off or shifted to other position in train.

If there are no facilities for shifting at point where defect is discovered, a controller other than that on the front end of the leading car may be used to move train to first siding or crossover where it can be shifted, observing the following precautions: The conductor must take position on front end of leading car to govern movement, operate bell, alarm whistle, communicating signal, and when necessary, the emergency air brake. If communicating signal or air brakes are inoperative, the movement will be governed by signals from the conductor in accordance with Rule 103. Attention is called to Rule 24. When air brakes are inoperative on leading car or cars, hand brakes must be used on same and air brakes applied carefully to balance of train. In any case controller must not be used for a faster speed than series position, and a speed of ten (10) miles per hour must not be exceeded at road crossings.

D3006. Train line and bus line jumpers on M. U. cars, when not coupled at both ends to the sockets on cars, must be detached and placed under cover to prevent damage by weather or other conditions.

D3007. For the purpose of conveying information to electric trains when operation in series is necessary, the following Interlocking and Block Stations are equipped with metal boxes containing white lights, visible to an approaching train, by means of which the required indications will be given as hereinafter specified:

Redoak.
Glassboro.
Newfield.
Swift.

Indications:

One light—Operate in series one (1) minute after each stop.

Two lights—Operate in series two (2) minutes after each stop.

Three lights—Operate in full series.

When no lights are displayed—Operate normally.

D3008. In addition to carrying Flagman's Signals as required by Rule 99, flagmen of M. U. trains must place a red flag and a red lamp and white lamp in head car of train for use as prescribed by Rule 723.

S31.**EMPLOYEE'S REGISTER**

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signature.

D3101. Registers for this purpose are located as follows:

Employees who must register

CAMDEN—Station Master's Office	{ Passenger trainmen in road service, enginemen in electric road and yard service, yard trainmen in electric service.
Crew Dispatcher's Office	{ Enginemen and Firemen: Freight trainmen in road and yard service, Yard Conductors, Yard Brakemen and Switch Tenders working in Camden District.
Yard Master's Office ...	Bulson Street
PAVONIA—Yard Master's Office { 30th Street.....	{ Freight trainmen, enginemen and firemen in road and yard service.
{ State Street.....	
COOPER'S POINT—Yard Office	{ Enginemen, firemen and trainmen in yard service.
ATLANTIC CITY—Station Master's Office	{ Passenger trainmen in road service, enginemen in road and yard service.
Yard Master's Office ...	Yard trainmen.
Engine House Foreman's Office	{ Enginemen, firemen and freight trainmen.
Yard Master's Office ...	Arkansas Avenue
PAULSBORO—	Passenger Station.
PENNS GROVE—	Ticket Office.
SALEM—	Baggage Room.
GLASSBORO—	Interlocking Station.
BRIDGETON—	Baggage Room.
MILLVILLE—	Baggage Room.
TUCKAHOE—	Passenger Station.
OCEAN CITY	Passenger Station, Tenth St.
SEA ISLE CITY—	Ticket Office.
WILDWOOD, OAK AVENUE STATION	Passenger Station.
COLD SPRING HARBOR—	Employees' Room.
CAPE MAY—	Passenger Station.
HAMMONTON—	Ticket Office.
PEMBERTON—	Ticket Office.
BAY HEAD JCT.—	Yard Master's Office.

D3102. At points where there is no employe on duty to witness signatures of trainmen, enginemen and firemen as required by Special Instructions S31A, conductor will be held responsible and must witness the signatures of all members of his crew including engineman and fireman.

D3103. Train and engine crews, after having been off duty one hour or more, will be required to re-register.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employes injured on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named below.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201.

Medical Examiners and Company Surgeons

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
CAMDEN.....	A. P. ISENBERG, M. D., Ferry Building	W.J. 37
	PAUL M. MECRAY, M. D., 405 Cooper Street	Bell 1125
	ALBERT H. SHAFER, M. D., (<i>sub.</i>) 405 Cooper Street	Bell 3192
	GARNETT SUMMERILL, M. D. 330 Cooper Street (<i>substitute</i>)	Bell 384
	HAINES LIPPINCOTT, M. D., 406 Cooper Street	Bell 1711
HAMMONTON....	CHARLES CUNNINGHAM, M. D., 10 N. Second Street.	Bell 23-W
	EDWIN F. BURT, M. D., (<i>sub.</i>) 337 Bellevue Avenue.	Bell 120
WOODBURY.....	H. H. CLARK, M. D., 61 North Broad Street	Bell 13
	DAVID BREWER, M. D., (<i>sub.</i>) 104 N. Broad Street	Bell 322
GLASSBORO.....	H. M. FOODER, M. D., 110 Main St., Williamstown	Bell 92
	E. M. DUFFIELD, M. D., (<i>sub.</i>) 54 State St., Glassboro	Bell 135
MILLVILLE.....	F. VERNON WARE, M. D., 223 N. Second Street	Bell 210
	H. G. MILLER, M. D., (<i>substitute</i>) 203 E. Main Street	Bell 196
ATLANTIC CITY..	F. W. BENNETT, M. D., 17 N. Pelham Ave., Longport	Bell 21839
	G. F. SPENCER, M. D., (<i>sub.</i>) 101 S. Indiana Ave.	Bell 54979
	C. D. SINKINSON, JR., M. D., Professional Arts Bldg.	Bell 41703
	SAMUEL L. WINN, M. D., Professional Arts Bldg.	Bell 52577
	WILLIAM W. FOX, M. D., 101 S. Indiana Ave.	Bell 5-1414
WILDWOOD.....	G. F. DANDOIS, M. D., 220 East Wildwood Ave.	Bell 294
	H. H. TOMLIN, M. D., (<i>substitute</i>). Cor. Magnolia & Atlantic Aves	Bell 86
OCEAN CITY.....	A. C. CROWE, M. D., Eighth St. and Atlantic Ave.	Bell 799
	HERSCHELL PETTIT, M. D., 807 Wesley Ave.	Bell 176
CAPE MAY.....	FRANK R. HUGHES, M. D., Ocean & Columbia	Bell 60
POINT PLEASANT	FRANK DENNISTON, M. D., River Avenue	Bell 164
MT. HOLLY.....	D. F. REMER, M. D., 29 Washington Street	Bell 218
	H. E. LONGSDORF, M. D., 200 Garden Street	Bell 244

D3202.**Hospitals**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
CAMDEN	COOPER—6th and Stevens Sts.	Bell 6600
CAMDEN	WEST JERSEY HOMEOPATHIC— Mt. Ephraim and Atlantic	Bell 364
MT. HOLLY	Burlington County, Madison Avenue	Bell 700

D3203. First Aid Boxes, location of, and stretchers in cars.
First Aid Boxes:

In baggage, combined, cabin cars and in Conductor's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine houses, camp cars, and on each track and hand car, and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

D3204. Stretchers will not be provided on excursion trains, but will be located at the following stations and offices:

Atco.	Mays Landing.
Atlantic City, So. Carolina Ave., Baggage Room.	Medford.
Atlantic City, So. Carolina Ave., Yard Master's Office.	Millville, Ticket Office.
Atlantic City, Arkansas Ave. Yard Master's Office.	Minotola Interlocking Station.
Bridgeton.	Newfield Station.
Channel.	Ocean City.
Camden, Federal Street, Baggage Room.	Owens.
Camden, Federal Street, Freight Station.	Paulsboro.
Camden, Mechanic Street, Baggage Room.	Penns Grove.
Camden, Bulson Street, Yard Master's Office.	Pitman.
Center.	Pleasantville Station.
Cape May.	Redoak.
Elmer.	Salem.
Gibbstown.	Sea Isle City.
Glassboro Interlocking Station.	Surf.
Glassboro Station.	Swift.
Gloucester.	Stone Harbor.
Haddonfield.	Swedesboro.
Hammonton.	Tuckahoe Station.
Hook.	Vineland.
Leeds.	Vernon.
Maurice River.	Waterford.
	Westville Station.
	Wildwood, Andrews Avenue.
	Winslow.
	Williamstown Jct. Interlocking.
	Winslow Jct. Interlocking.
	Woodbury Station.

S33. USE OF TELEPHONES.

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at all block stations, passenger stations, freight stations, water stations, power plants, Supervisors' and Yard Masters' offices; at or near all crossovers and main track switches; at or near all westward automatic signals between Camden—Jersey and Atlantic City via Vernon. On patrol line between Benson Street, Camden, and Millville telephones are located approximately one mile apart.

At or near the following crossovers and sidings between Brown and Atlantic City via Clementon:

West Collingswood	Williamstown Jct.	Egg Harbor
Haddon Heights	Cedar Brook	Cologne
Somerdale	Blue Anchor	Brigantine Jct.
Stratford	Hammonton	Pleasantville
Clementon	Elwood	Penred

If there is not a proper supply of train order blanks, Clearance Cards, C, D and K (K Cards at unattended block stations) and carbon sheets, at a telephone booth or box, the fact must be promptly reported by telephone to the person from whom orders are received, who will arrange for necessary supply.

The lid of telephone boxes must be closed after being used.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C.T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form C.T. 310-A to the billing.

When such shipments are set off for repairs that may effect the requirements of A.R.A. Loading Rules, they must not be moved except upon authority of the Train Master, and not until proper inspection, and billing has been endorsed by Agent or Yard Master, "Reinspected at..... and loaded as per A.R.A. Loading Rules.

Conductor, when setting off such shipments for repairs, must notify the proper officer that it is pivoted machinery.

In order that the weight will be as nearly equalized as possible on both trucks of cranes shipped on their own wheels, having booms detached, all coal must be removed from the coal bunkers, all water left out of the boilers, and all water removed from the reservoirs. The light end of crane should trail. Where trucks are secured to body of keyed or nutted center pin, key or nut should be removed from pin on trailing end.

D3401. Rule 702, ninth paragraph revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foremen. Conductors to send hose from passenger equipment cars to foremen car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of form M.P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3402. Rule 706 modified:

UNIFORMS—designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, both inclusive.

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

D3403. Rule 737 modified:

Electric illuminated signs may be displayed on rear of passenger trains; also, search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3404. Rule 832 amplified:

To the signal equipment for each crossing watchman or gateman, add
Fusees;
Whistle;

Fourth paragraph to read:

When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3405. When a car is placed on a siding 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 up.

D3406. Rule 701 modified: Freight trains may stop for water without detaching the engine when in the judgment of the engineman a proper stop can be made with engine attached.

D3407. Marker lights will be located at entering and leaving end of the water troughs at Ancora Water Station and at water trough west of Rio Grande Jct.

Enginemen must see that the scoops are raised before passing the marker at the leaving end of the water trough.

D3408. Derailment and Delay

(a) In event of wreck or other obstruction blocking main track or other interference with traffic, in absence of division officer, senior conductor present, freight or passenger, will take charge and will be held responsible for promptly clearing main track, moving trains without delay and for keeping Superintendent frequently informed of progress made. He is authorized to use any available means of transmitting this information.

(b) When trains are detained enroute for any reason, the Conductor or Enginemen must immediately report the cause to the Train Dispatcher.

Proper arrangements must also be made by Conductors and Enginemen whereby the Train Dispatcher can promptly communicate with trains any time at any point.

(c) Car replacers for emergency use are located as follows:

Hook	Glassboro	Surf	Pleasantville
Redoak	Newfield	Rio Grande Jct.	Vernon
Mt. Holly	Manumuskin	Minotola	Winslow
Pine	Mays Landing	Hammonton	Brown
	Williamstown Jct.	Cape May	

These car replacers may be taken by trainmen with permission of signalman, or forwarded by direction of train dispatcher to any point where their use is necessary, but must be returned as promptly as possible to the location where they belong. Signalmen will report to the Superintendent any failure to return car replacers.

Car replacers which may be obtained from track foremen are located at—

Maple Shade	New Lisbon	Seaside Park
West Moorestown	Whitings	Bay Head
Pemberton	Toms River	

D3409. The Law of New Jersey requires that: "A bell of a weight not less than thirty pounds shall be placed on each engine, and rung continuously in approaching a grade crossing of a highway, beginning at a distance of at least three hundred yards from the crossing and continuing until the engine has crossed such highway; or a steam whistle shall be attached to each engine and be sounded, except in cities, at least three hundred yards from the crossing, and at intervals until the engine shall have crossed the highway, under penalty."

D3410. Train orders copied by conductors, enginemen or drivers must be forwarded to the Superintendent when fulfilled.

D3411. When cars develop hot boxes, hot journals, or similar conditions, likely to result in fire, making it necessary to set them off on the road or in yards, train crews must take the necessary precautions to prevent fire. At outlying points where there are no inspectors, the waste, in case of a hot box, should be taken out of the journal box and thoroughly drenched with water to prevent the possibility of blazing after the car is cut off and left.

D3412. Between sunset and sunrise, or, when weather conditions do not permit a good view, a lighted red lantern must be placed on each end of car, or drafts of cars, left standing on the following streets:

Camden:—Delaware Ave., Pine Street Extension
 Atlantic City:—Mediterranean Ave., Atlantic Ave.
 Margate:—Atlantic Ave.
 Longport:—Atlantic Ave.
 Millville:—Dock Street.

These red lanterns to be placed as a warning to other traffic, unless such cars are protected by a member of the crew.

D3413. Overhead Obstructions

(a) Stone Arch Bridge, east of Columbus and overhead bridge one-half mile east of Pemberton will not clear a man standing on top of a car.

(b) The minimum clearance for trolley contact wires across tracks is twenty-two (22) feet above top of rail. A man standing on a high box car giving signal by swinging his arm or lantern overhead might make contact with such wires, if signal was given at the time he was under the wire. See Rule N.

Employees are prohibited from standing on top of box cars or other high equipment while passing under the following bridges:

BRIDGE No.	LOCATION
11.44	West of Kirkwood
13.85	At Lucaston
14.93	West of West Berlin
16.96	East of Berlin
20.70	At Dunbarton
23.72	East of Waterford
24.36	West of Ancora
24.81	At Ancora
27.81	East of Winslow
42.80	East of Egg Harbor
43.25	East of Egg Harbor
57.17	West of Channel
23.80	Jumbo
13.70	Paulsboro
68.48	Townsend's Inlet
69.44	Strathmere

D3414. A device has been installed at Hook, visible to westward trains, by means of which numbers, illuminated by night, corresponding with track numbers in East Yard, Pavonia, will be displayed to indicate to westward freight trains, destined to that point, the number of the track they are to enter at west end of East Yard.

D3415. Air Brake Instructions.

(5-a Freight Cars in passenger train)—Must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 lbs. at speeds less than 25 miles per hour. The safety valve when applied must be removed when the car returns to freight service.

D3416. PARAGRAPH 19, PAGE 26, BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS No. 99-B-1, AMPLIFIED AS FOLLOWS:

"When attaching or detaching helping locomotives in passenger or freight train service, an application and release test of the train brakes must be made from the locomotive in charge of the train. Inspectors or trainmen will note that the rear brakes of train apply and then signal for a release, noting that the rear brakes release. Helping locomotives may be detached from rear of train without making the brake test."

D3417. Conductors and or Enginemen of trains and or engines which will operate over Automatic Train Control territory, or where Cab Signal Rules are in effect, on any part of the trip, when reporting to Operators and or Train Dispatchers for train orders or instructions will, in addition to other information now required, advise when the engine assigned them is a non-equipped engine.

When this information is given to an Operator, he must relay it to the Train Dispatcher promptly.

D3418. Rule 817 amplified. The following designated employees, will be permitted to ride on freight trains and engines, or on front platforms of multiple unit trains:

- Fire Marshal.
- Instructors of Firemen and Air Brake Instructor.
- Smoke Inspector.
- Instructor Service and Safety.
- Instructors Train service.
- Master Carpenter and Assistant.
- Railroad Police Officers in discharge of their duties.
- Supervisor of Telegraph and Signals and Assistants.
- Supervisors of Track and Assistants, in their districts.
- Train Dispatchers.
- Yardmasters and Assistants, in their districts.

Other persons must hold proper transportation issued by the Superintendent.

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

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

Electric engines used for test purposes are excepted from the foregoing.

Except in special cases, not more than two persons, in addition to engineman, will be permitted to ride on front platforms of multiple unit trains.

D3419. Trainmen must not pass over container cars while cars are in motion.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions, endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the look-out for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

	By day — Nose held with one hand, with other hand pointed toward track.
HOT JOURNAL	By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING	By day — Hands shoved in sliding motion out from body.
	By night—Lamp raised and held stationary.
BROKEN WHEELS	} Stop signal.
DEFECTIVE TRUCK	
DRAWING BRAKE CONNECTION, LADING SHIFTED OVER SIDE OR END OF CAR	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDI- TIONS	

Occupation—

Name_____

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

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DIVISION

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SEASCHORE LINES

Yd Brahemar.

GENERAL ORDERS

PENNSYLVANIA-READING SEASHORE LINES
EASTERN REGION—ATLANTIC DIVISION

Camden, N. J., September 20, 1933

GENERAL ORDER No.

{ 101, Zone A
101, Zone B
101, Zone C
101, Zone D
101, Zone E
101, Zone F

EFFECTIVE 3.00 A. M., SUNDAY, SEPTEMBER 24, 1933.

Time Table No. 1 takes effect 3.00 A. M., Sunday, September 24, 1933, and contains the necessary instructions issued in General Orders up to and including

No. 2606 Zone A
No. 2605 Zone B
No. 2604 Zone C
No. 2604 Zone D
No. 2603 Zone E
No. 3216 (A.C.R.R.)

Important changes have been made in Special Instructions.

Each employe must carefully examine Time Table No. 1, to see that his copy is complete; all schedule pages properly lined across, and note the changes.

Employes must turn in old Time Tables to Bulletin Board Attendant when Time Table No. 1 takes effect.

TIME TABLE DIRECTION—FORMER ATLANTIC CITY RAILROAD:

Time Table direction and main tracks of the former Atlantic City Railroad specified as—

NORTHWARD, changed to WESTWARD
SOUTHWARD, changed to EASTWARD

BETWEEN KR TOWER, CAMDEN, AND GRENLOCH:

Name of Gloucester Branch changed to Grenloch Branch.

GRENLOCH JUNCTION:

Grenloch Junction located 110 feet east of Newton Creek bridge No. 3.10.

Hand operated switch, with electric locking, leading from Eastward main track, eastwardly to Grenloch Branch, in service.

Trains or engines using hand operated switch at Grenloch Junction must secure permission from signalman at Brown.

Unattended block station Grenloch Junction, located on Grenloch Branch, 150 feet east of switch.

Main track of former Gloucester Branch, between Grenloch Junction and KR Tower will be operated as yard track only.

WILDWOOD JUNCTION, 0.6 MILES WEST OF BURLEIGH:

Name of Wildwood Junction changed to Rio Grande Junction.

Track trough west of Rio Grande Junction out of service.

SEA ISLE CITY:

Block signals out of service.

Unattended block station, Sea Isle City, located on Wye track, just east of junction switch to station track.

Trains between Townsend Inlet and 51st Street, Ocean City, in both directions will use station track and platform of former Ocean City Branch at Sea Isle City.

Wye track in service as main track, Sea Isle City Branch.

The names of the following Interlocking Stations changed:

GK Tower to Newton	J Tower to Penred
JN Tower to Williamstown Jct.	KG Tower to Tuckahoe
WA Tower to Winslow Jct.	BD Tower to Woodbine Jct.

SIGNAL BLADES:

From time to time red signal blades for day indication will be changed to yellow as the work progresses.

BETWEEN WEST COLLINGSWOOD AND KAIGHN'S POINT PASSENGER TERMINAL:

Northward and Southward main tracks from switch 300 feet west of 7th Street, Camden, to KR Interlocking and Kaighn's Point passenger terminal, out of service as main tracks.

Above former main tracks will be operated as yard tracks only.

New Eastward and Westward main tracks in service between 7th Street and Chelton Avenue, Camden, connecting with Eastward and Westward main tracks toward Hook, and Federal Street Terminal, Camden.

Maximum speed on curve between 7th Street and Chelton Avenue, Camden, 25 miles per hour.

Hand operated switch, with electric locking, leading westwardly from Eastward main track to yard track, located 300 feet west of 7th Street, in service. Derail, pipe connected, located 150 feet west of switch.

Trains or engines using hand operated switch must secure permission from signalman at Brown. Telephone located at switch.

Name of "UR TOWER" changed to "BROWN."

SHIP YARD station relocated at 7th Street.

SIGNALS:

Westward Home signal and Hall signals 2, TX, TMX, located 300 feet west of 7th Street, out of service.

New westward Home signal on new Westward main track, Brown Interlocking, located 30 feet east of Chelton Avenue, in service.

New position light dwarf signal governing westward movements on new Eastward main track, Brown Interlocking, located 30 feet east of Chelton Avenue, in service.

New position light dwarf signal, located at Jefferson Avenue, governing movements from J. C. Dunn & Co. side track to Westward main track, in service.

New position light dwarf signal, located 50 feet east of Jefferson Avenue, governing movements from industrial track to main track, in service.

New position light dwarf signal, located east side of Chelton Avenue, governing movements from industrial track to main track, in service.

Westward Hall signal 4A-2X, located at Mt. Ephraim Pike crossing, changed to position light signal and numbered 2-R.

AUTOMATIC TRAIN CONTROL:

Cutting in section located—

For eastward trains, opposite westward Home signal, Brown Interlocking.

BETWEEN WEST COLLINGSWOOD & STRATFORD:

Westward Hall signal 4-4-AX, located 300 feet east of West Collingswood station, changed to position light signal and numbered 4-R.

Eastward Hall signal, 13-MX, located on signal mast, 800 feet east of Audubon station, removed.

Semaphore arm on eastward signal mast, located 700 feet east of Magnolia station, removed.

Semaphore arms on westward signal mast, located 1500 feet east of Magnolia station, removed.

Westward Hall signal 16-MX on signal mast, located 2600 feet east of Somerdale station, removed.

HADDON HEIGHTS:

Top semaphore arm on eastward signal mast, located 700 feet west of Haddon Heights Station in service; controlled by Signalman at Haddon Heights. Bottom semaphore arm removed.

Semaphore arm on westward signal mast, located 200 feet west of Haddon Heights Station in service; controlled by Signalman at Haddon Heights.

This General Order is printed in Time Table No. 1 and will not be issued in sticker form.

B. H. HUDSON, Superintendent.

PENNSYLVANIA-READING SEASHORE LINES

THE PENNSYLVANIA RAILROAD
EASTERN REGION—ATLANTIC DIVISION

Camden, N. J., September 29, 1933

GENERAL ORDER No. $\left\{ \begin{array}{l} 102, \text{ Zone A} \\ 102, \text{ Zone E} \\ 102, \text{ Zone F} \end{array} \right.$

EFFECTIVE 7.00 A. M., MONDAY, OCTOBER 2, 1933:
BETWEEN WINSLOW JCT. AND CAPE MAY JCT.

Westward main track connection of former A.C.R.R. between Cape May Jct. and Winslow Jct., out of service.

Westward trains from Bairdmore to the former A.C.R.R. at Winslow Jct. will be operated against the current of traffic from crossover at Bairdmore, by train order.

Telephone located at Bairdmore.

EFFECTIVE 11.00 A. M., MONDAY, OCTOBER 2, 1933:
BEACHWOOD:

Special Instruction D1603, paragraph (i) modified:

Interlocking Station closed; derails out of service.

Signals remain in service and govern movements over the crossing.

C.R.R. of N.J. trains will stop before proceeding over the crossing with clear signal indication.

Pennsylvania R.R. trains will stop at signal and the Conductor will operate signal levers in accordance with instructions posted in the tower. After movement over crossing has been made, signals must be restored to normal position—proceed on C.R.R. of N.J. and stop on Pennsylvania R.R.

GLASSBORO:

Train 758 make S stop at Glassboro 8.13 A. M.

GLOUCESTER:

Train 308 make S stop at Gloucester 6.51 P. M.

MANTOLOKING:

Train 2686 make F stop at Mantoloking 5.40 P. M.

EFFECTIVE 11.00 A. M., TUESDAY, OCTOBER 3, 1933:
BROWN:

Eastward Home Signal governing eastward movements on Eastward track relocated 500 feet westward.

Dwarf signal governing eastward movements on Westward track relocated 500 feet westward.

Westward trains may be operated through the crossover at Jefferson Avenue, or against the current of traffic on the Eastward track to home signal at Hook, and will be governed by the switch indication of the crossover at Jefferson Avenue.

MU trains with trolley poles up, passing under overhead trolley switches at Jefferson Avenue and Van Hook Street crossovers, must not exceed a speed of 10 miles per hour.

B. H. HUDSON,
Superintendent,

PENNSYLVANIA-READING SEASHORE LINES

THE PENNSYLVANIA RAILROAD
EASTERN REGION—ATLANTIC DIVISION

Camden, N. J., October 5, 1933

GENERAL ORDER No. { 103, Zone A
 { 103, Zone F

EFFECTIVE 3.00 P. M., TUESDAY, OCTOBER 10, 1933:
BETWEEN BROWN AND NEWTON:

Eastward signal 25-C, on signal bridge 575 feet east of Brown, out of service.

New eastward signal, controlled by Brown, located 450 feet east of Brown, in service.

Position light dwarf signal, Brown Interlocking, located 575 feet east of Brown, governing westward movements on eastward main track, relocated 450 feet east of Brown.

Hand operated switch leading westwardly from eastward main track to yard track, 600 feet east of Brown, in service. Pipe connected derail on yard track, 150 feet west of switch.

Hand operated switch leading westwardly from eastward main track to yard track, 300 feet west of 7th Street, out of service.

BETWEEN HOOK AND BROWN:

MU trains using crossover at Jefferson Avenue to Hook must lower trolley poles at Jefferson Avenue and at Hook.

B. H. HUDSON,
Superintendent.



PENNSYLVANIA-READING SEASHORE LINES

THE PENNSYLVANIA RAILROAD
EASTERN REGION—ATLANTIC DIVISION

Camden, N. J., October 17, 1933

GENERAL ORDER No. { 104, Zone A
102, Zone B
102, Zone C
102, Zone D
103, Zone E
104, Zone F

EFFECTIVE 12.01 P. M., FRIDAY, OCTOBER 20, 1933:
SPEED RESTRICTIONS:

Special Instruction D2003, modified:

Engines running backward, light or with train, 30 miles per hour.

ENGINE RESTRICTIONS:

Special Instruction D2901, modified:

Engines heavier than E3, P4, H6 and L7 must not be operated on Sea Isle City Branch.

BETWEEN VERNON AND JORDAN:

New bridge under construction at State Highway Route 40, (Marlton Pike) 1500 feet west of Cooper River Bridge 7.12.

Trains will not exceed speed of 35 miles per hour over new Temporary Bridge.

Flag and lamp signals in accordance with Time Table Special Instruction D501, located 3300 feet east and west of new bridge construction.

Contractors siding, with hand operated switch leading eastwardly from westward main track, 1.6 miles west of Vernon, in service. Pipe connected derail on siding 150 feet east of switch. Standing room 100 feet.

BETWEEN WILDWOOD AND ANDREWS AVENUE:

Siding and side tracks on south side of main track between Cedar Avenue and Lincoln Avenue, out of service.

BETWEEN BAIRDMORE AND WINSLOW JUNCTION:

Westward Hall signal 200-AY, located on signal mast 300 feet east of Bairdmore, removed.

Westward Home signal and Hall signal 200-A, located 150 feet east of Cape May Jct. and dwarf signals governing eastward movements on westward tracks at Cape May Jct., out of service.

HIGHWAY CROSSINGS:

Before making movements across State Highway No. 38 on Wheeler Sand Pit track, west of Hainesport and on yard track between Mount Holly and Medford, trains or engines must stop and not proceed over crossings until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

MOUNT HOLLY:

Special Instruction D1666, paragraph (b), modified:

Crossing watchman, Madison Avenue, hours on duty, changed to—

Weekdays Ex. Sat.	5.00 A.M. to 9.15 A.M.
	3.30 P.M. to 7.15 P.M.
Saturdays Only	5.00 A.M. to 9.15 A.M.
	1.00 P.M. to 8.00 P.M.
Sundays Only	8.00 A.M. to 9.00 A.M.
	6.30 P.M. to 7.30 P.M.

BLOCK STATIONS:

MERCHANTVILLE:

Block Station, hours closed, changed to—

Weekdays	8.00 P.M. to 5.00 A.M.
Sundays	Continuously.

MOORESTOWN:

Block Station, hours closed, changed to—

Weekdays	10.00 A.M. to 2.00 P.M. 6.20 P.M. to 6.20 A.M.
Sundays	Continuously.

STANWICK AVENUE:

Unattended Block Station, hours in service, changed to—

Weekdays	10.00 A.M. to 2.00 P.M. 6.20 P.M. to 6.20 A.M.
Sundays	Continuously.

Controlled by Mt. Holly; when Mt. Holly is closed, by Birmingham; when Birmingham is closed, by Whitings.

B. H. HUDSON,
Superintendent.



Roy E. Aves.

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