

N. S. Harris

Pennsylvania-Reading Seashore Lines

The Pennsylvania Railroad

EASTERN REGION

ATLANTIC DIVISION

Time -Table No. 14

In Effect 2.01 A. M., Sunday, June 22, 1947

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

PENNSYLVANIA—READING SEASHORE LINES

HARRY BABCOCK
General Manager

THE PENNSYLVANIA RAILROAD
EASTERN REGION—ATLANTIC DIVISION

H. L. NANCARROW,
General Manager.

J. W. LEONARD,
Supt. Passenger Transportation.

HARRY BABCOCK,
Superintendent.

A. M. HARRIS,
Supt. Freight Transportation.

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Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
X	X			CAMDEN.....	0.4			
				ALAN.....	0.6			
X	X	X		BROADWAY.....	1.0			
X	X	X		CENTER.....	1.5			
				COOPER.....	2.5			
				PAVONIA.....	4.8			
X	X	X		HATCH.....	4.9			
				JERSEY.....	5.0			
				DIVISION POST (PhilaTermDiv)	5.7			
				DELAIR.....	6.0			
				MINSON.....	6.0			
				MORRIS.....	6.0			
				DIVISION POST (New York Div)				
				DIVIDE.....				
		X		JORDAN.....				
		X		RACE.....				
				DIVISION POST (Atl. Div.) .969 feet North of Vernon Interlocking Station				
				COLLINGSWOOD.....	4.1			
				CUTHBERT.....	4.8			
				WESTMONT.....	5.4			
X	X	X		VERNON.....	6.0			
				HADDONFIELD.....	6.5	27		
				WOODCREST.....	8.6			
				ASHLAND.....	9.5		17	
				OSAGE.....	10.2			
				KIRKWOOD.....	11.2		16	
				LINDENWOLD.....	12.3			
				LUCASTON.....	13.5	44		
				WEST BERLIN.....	14.9			
				REED CROSSING.....	15.7			
		X		BERLIN.....	16.2		12	
				BISHOPS BRIDGE.....	17.3			
				ATCO.....	18.8	15	11	
				DUNBARTON.....	20.4			
				FISHER.....	21.0			
				CHESILHURST.....	21.8			
				WATERFORD.....	22.5	17		
				ANCORA.....	24.5			
X	X	X		WINSLOW.....	26.9			
		X		HAMMONTON.....	30.0		51	
				ELWOOD.....	36.2			
		X		EGG HARBOR.....	41.1	33		
		X		GATE.....	44.0			
				POMONA.....	46.3			
				ABSECON-Pleasantville.....	51.8			
				PENRED.....	56.2			
X	X	X		ATLANTIC.....	57.6			
				ATLANTIC CITY.....	57.9			

Distance between—

Jersey and Jordan	2.1
Jordan and Race	1.8
Race and Vernon	2.1
Jersey and Minson	1.0
Minson and Jordan	2.7

NOTE—X indicates in service.

Block stations open continuously, except:

Jordan	Closed	Continuously
Race	Closed	Continuously
Berlin	Closed	Continuously
Hammonton	Closed	Daily Ex. Sun. 11.30AM to 1.00PM
	Closed	9.00PM to 3.30AM
		Sundays Continuously
Egg Harbor	Closed	Continuously
Gate	Closed	Continuously

CAMDEN TO MILLVILLE AND WOODBINE JCT.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
X	X			CAMDEN.....	0.4			
				ALAN.....	0.6			
X	X	X		BROADWAY.....	1.0			
				CENTER.....	1.03			
				DIVISION POST (Atl. Div.).....	2.5			
X	X	X		SOUTH CAMDEN.....	2.8			
				BROWN.....	3.0			
				YORKSHIP.....	4.3			
				GLOUCESTER.....	4.9			
				SOUTH GLOUCESTER.....	5.5			
				BROOKLAWN.....	6.1			
				WESTVILLE.....	6.7		111	
				SOUTH WESTVILLE.....	7.9			
				NORTH WOODBURY.....	8.8			45
X	X	X		WOODBURY.....	9.1			
				REDOAK.....	10.2			
				WOODBURY HEIGHTS.....	11.9			
				WENONAH.....	13.7			
				SEWELL.....	16.3			
X	X	X		PITMAN.....	18.2			50
				GLASSBORO.....	19.0			
			X	SOUTH GLASSBORO.....	21.9			75
		X	X	CLAYTON.....	24.6			75
				FRANKLINVILLE.....	25.7			
				IONA.....	28.2			
				MALAGA.....	29.5			
		X	X	LAKE.....	30.4			
		X	X	NEWFIELD.....	31.8			
			X	NORTH VINELAND.....	34.0			43
				HOME.....	34.5			
				LANDIS.....	34.6			
				VINELAND.....	37.4			53
		X	X	SOUTH VINELAND.....	40.2			
				SWIFT.....	40.4			12
			X	MILLVILLE.....	41.2			
				WOOD.....	43.6			
			X	MENANTICO.....	46.8			34
				MANUMUSKIN.....	53.6			10
			X	BELLEPLAIN.....	56.8			81
			X	WOODBINE.....	58.6			
		X	X	PINE.....	59.7			
				WOODBINE JCT.....				

NOTE—X indicates in service.

LAKE: Signals controlled from Newfield.

Block stations open continuously, except:

Franklinville	Closed	Daily Ex. Sun. & July 4	8.15AM to 12.00N 4.10PM to 4.25AM
	Closed	Suns., July 4	Continuously
Lake	Closed	Daily Ex. Sun.	7.30PM to 4.00AM
	Closed	Sundays	Continuously
Newfield	Closed	Daily Ex. Sun.	7.30PM to 4.00AM
	Closed	Sundays	Continuously
Woodbine Jct.	Closed	Daily Ex. Sat., Sun., July 4, Sept. 1	9.00PM to 5.00AM
	Closed	Saturdays	9.45PM to 5.45AM
	Closed	Suns., July 4, Sept. 1	10.15PM to 6.00AM

NOTE—The signalman at Swift has control of the block between Pine and Woodbine Jct.

BLOCK-LIMIT STATIONS Controlled by Open Block Stations :

Block-Limit Station	Controlled by		
Clayton	Daily	Glassboro	Continuously
Franklinville	Daily Ex. Sun. & July 4	Glassboro Glassboro	8.15AM to 12.00N 4.10PM to 4.25AM
	Suns., July 4	Glassboro	Continuously
Lake	Daily Ex. Sun.	Glassboro	7.30PM to 4.00AM
	Sundays	Glassboro	Continuously
Newfield	Daily Ex. Sun.	Glassboro	7.30PM to 4.00AM
	Sundays	Glassboro	Continuously
Home	Daily Ex. Sun.	Newfield Swift	4.00AM to 7.30PM 7.30PM to 4.00AM
	Sundays	Swift	Continuously
So. Vineland	Daily	Swift	Continuously
Wood	Daily	Swift	Continuously
Manumuskin	Daily	Swift	Continuously
Woodbine	Daily	Swift	Continuously
Pine	Daily	Swift	Continuously
Woodbine Jct.	Daily Ex. Sat., Sun., July 4, Sept. 1	Tuckahoe	9.00PM to 5.00AM
	Saturdays	Tuckahoe	9.45PM to 5.45AM
	Suns., July 4, Sept. 1	Tuckahoe	10.15PM to 6.00AM

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
X	X			CAMDEN.....	0.4			
				ALAN.....	0.6			
X	X	X		BROADWAY.....	1.0			
				CENTER.....	1.03			
				DIVISION POST (Atl. Div.).....	2.5			
X	X	X		SOUTH CAMDEN.....	2.8			
				BROWN.....	3.0			
				SHIPYARD.....	4.5		17	
				WEST COLLINGSWOOD.....	5.1			
				OAKLYN.....	5.8			
				AUDUBON.....	6.3			
				ORSTON.....	6.9		21	
				HADDON HEIGHTS.....	7.6			
				BARRINGTON.....	8.2			
				LAWNSIDE.....	9.2			
				MAGNOLIA.....	10.3			
				SOMERDALE.....	11.3			
				STRATFORD.....	12.0			
				LAUREL SPRINGS.....	12.5			
				GARDEN LAKE.....	13.4	12	5	
				CLEMENTON.....	14.8			
				PINE VALLEY.....	16.0			
				ALBION.....	17.4			
				PENBRYN.....	18.2	37	20	
				WILLIAMSTOWN JCT.....	19.7			
				FLORENCE.....	21.3			
				CEDAR BROOK.....	22.4			
				BRADDOCK.....	23.3			
X	X	X		BLUE ANCHOR.....	25.9		39	
				WINSLOW.....	29.4			
				FOLSOM.....	33.4			
				NEWTONVILLE.....	38.0			
		X		RICHLAND.....	41.7			
				MILMAY.....	44.4			
				DOROTHY.....	46.7			
X	X	X		RISLEY.....	53.2			
				TUCKAHOE.....	53.2			39
X	X	X		TUCKAHOE.....	56.5			13
				PETERSBURG.....	59.5			23
		X	X	51st STREET..... (Ocean City)	61.9			30
				34th STREET..... (Ocean City)	63.7			
				24th STREET..... (Ocean City)	64.8			
				14th STREET..... (Ocean City)	65.8			
		X		OCEAN CITY..... (10th Street)	66.3			
			X	HAVEN.....	66.8			34
				4th STREET..... (Ocean City)	66.9			
			X	GARDENS.....	67.3			
				OCEAN CITY GARDENS.....	67.4			
		X	X	WOODBINE JCT.....	57.5			
		X	X	DENNISVILLE.....	60.7			23
				SOUTH DENNIS.....	62.0			
		X		GOSHEN.....	65.2			25
		X	X	CAPE MAY COURT HOUSE.....	66.3			54
				MAYVILLE.....	69.4			
				WHITESBORO.....	71.5			
X	X	X		WILDWOOD JCT.....	72.4			30
				WILDWOOD GARDENS.....	72.9			
				WEST WILDWOOD.....	75.2			57
		X		WILDWOOD.....	76.4			
				ANDREWS AVENUE.....	77.0			
			X	WILDWOOD CREST.....	77.7			
			X	COLD SPRING HARBOR.....	80.0			95
X	X	X		WILDWOOD JCT.....	72.4			30
			X	RIO GRANDE.....	73.7			26
				ERMA.....	76.1			
			X	HARBOR BRANCH JCT.....	78.4			
			X	CAPE MAY.....	80.1			

NOTE—X indicates in service.

Block stations open continuously, except:

Milmay	Closed	Continuously	
51st Street	Closed	Daily	9.15PM to 5.15AM
Ocean City	Closed	Daily	9.15PM to 5.15AM
Woodbine Jct.	Closed	Daily Ex. Sat., Sun., July 4, Sept. 1	9.00PM to 5.00AM
	Closed	Saturdays	9.45PM to 5.45AM
	Closed	Suns., July 4, Sept. 1	10.15PM to 6.00AM

CAMDEN TO OCEAN CITY, WILDWOOD AND CAPE MAY—Con. 7

Dennisville	Closed	Daily Ex. Sat., Sun. July 4, Sept. 1	10.15AM to 2.15PM 5.45PM to 5.45AM
	Closed	Sat., Sun., July 4, Sept. 1	10.15PM to 6.00AM
Goshen	Closed	Continuously	
Cape May Court House	Closed	Daily Ex. Sat., Sun., July 4, Sept. 1	9.00PM to 5.00AM
	Closed	Saturdays	9.30PM to 5.30AM
	Closed	Suns., July 4, Sept. 1	10.15PM to 6.00AM
Wildwood	Closed	Daily Ex. Sat., Sun., July 4, Sept. 1	8.30PM to 4.30AM
	Closed	Saturdays	9.30PM to 5.15AM
	Closed	Suns., July 4, Sept. 1	11.00PM to 7.00AM

BLOCK-LIMIT STATIONS Controlled by Open Block Stations:

Block-Limit Station	Controlled by		
51st Street	Daily	Tuckahoe	9.15PM to 5.15AM
Haven	Daily	Ocean City	5.15AM to 9.15PM
		Tuckahoe	9.15PM to 5.15AM
Gardens	Daily	Ocean City	5.15AM to 9.15PM
		Tuckahoe	9.15PM to 5.15AM
Woodbine Jct.	Daily Ex. Sat., Sun., July 4, Sept. 1	Tuckahoe	9.00PM to 5.00AM
	Saturdays	Tuckahoe	9.45PM to 5.45AM
	Sun., July 4, Sept. 1	Tuckahoe	10.15PM to 6.00AM
Dennisville	Daily Ex. Sat., Sun., July 4, Sept. 1	Woodbine Jct.	5.00AM to 5.45AM
		Woodbine Jct.	10.15AM to 2.15PM
		Woodbine Jct.	5.45PM to 9.00PM
		Tuckahoe	9.00PM to 5.00AM
	Saturdays	Woodbine Jct. Tuckahoe	5.45AM to 6.00AM 10.15PM to 5.45AM
Cape May Court House	Daily Ex. Sat., Sun., July 4, Sept. 1	Tuckahoe	9.00PM to 5.00AM
		Dennisville Tuckahoe	9.30PM to 10.15PM 10.15PM to 5.30AM
		Tuckahoe	10.15PM to 6.00AM

8 CAMDEN TO OCEAN CITY, WILDWOOD AND CAPE MAY—CON.

BLOCK LIMIT STATIONS Controlled by Open Block Stations:

Block Limit Station	Controlled by			
Wildwood Crest	Daily Ex. Sat., Suns., July 4, Sept. 1	Wildwood Wildwood Jct.	4.30AM to 8.30PM to	8.30PM 4.30AM
	Saturdays	Wildwood Wildwood Jct.	5.15AM to 9.30PM to	9.30PM 5.15AM
	Suns., July 4, Sept. 1	Wildwood Wildwood Jct.	7.00AM to 11.00PM to	11.00PM 7.00AM
Cold Spring Harbor	Daily Ex. Sat., Suns., July 4, Sept. 1	Wildwood Wildwood Jct.	4.30AM to 8.30PM to	8.30PM 4.30AM
	Saturdays	Wildwood Wildwood Jct.	5.15AM to 9.30PM to	9.30PM 5.15AM
	Suns., July 4, Sept. 1	Wildwood Wildwood Jct.	7.00AM to 11.00PM to	11.00PM 7.00AM
Rio Grande	Daily	Wildwood Jct.	Continuously	
Harbor Br. Jct.	Daily	Wildwood Jct.	Continuously	
Cape May	Daily	Wildwood Jct.	Continuously	

SALEM BRANCH

9

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
X	X	X		WOODBURY.....	8.8			
				REDOAK.....	9.1			
				PARKVILLE.....	11.4			
				MOUNT ROYAL.....	12.7			
			X	CLARKSBORO.....	13.7			8
				MICKLETON.....	14.8			
				WOLFERT.....	15.9			
				TOMLIN.....	16.6			
				RULON ROAD.....	18.6			
			X	SWEDESBORO.....	19.5			69
			X	WOODSTOWN.....	26.4			22
				SOUTH WOODSTOWN.....	27.1			
				FENWICK.....	28.6			
				RIDDLETON.....	30.7			
				ALLOWAY JUNCTION.....	32.1			
				PENTON.....	33.7			
			X	SALEM.....	37.5			

NOTE—X indicates in service.

Block stations open continuously, except:

BLOCK-LIMIT STATIONS Controlled by Open Block Stations

Block-Limit Station	Controlled by
Clarksboro	Redoak
Swedesboro	Redoak
Woodstown	Redoak
Salem	Redoak

PENNS GROVE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
X	X	X		WOODBURY.....	8.8			
				REDOAK.....	9.1			
				WEST END.....	9.7			
				THOROUGHFARE.....	11.6			
			X	PAULSBORO.....	14.3			47
			X	GIBBSTOWN.....	17.1			58
				REPAUPO.....	18.6			
				BRIDGEPORT.....	21.0			
				PROSPECT.....	22.0			
				CENTRE SQUARE.....	23.4			
				JUMBO.....	24.2			
			X	PEDRICKTOWN.....	25.0			34
				OLDMAN.....	26.1			
				PERKINTOWN.....	27.1			
				FRIENDSHIP.....	28.4			
			X	PENNS GROVE.....	29.1			

NOTE—X indicates in service.

Block stations open continuously, except:

BLOCK-LIMIT STATIONS Controlled by Open Block Stations

Block-Limit Station	Controlled by
Paulsboro	Redoak
Gibbstown	Redoak
Pedricktown	Redoak
Penns Grove	Redoak

BRIDGETON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
X	X	X		GLASSBORO	18.2			
				AURA	20.6			
				MONROEVILLE	23.7			
			X	ELMER	26.3			29
				PALATINE	29.2			
				HUSTED	31.0			
				FINLEY	34.5			
			X	COHAN	36.4			
				IRVING AVENUE	37.7			
				COMMERCE STREET	38.2			
			X	BRIDGETON	38.9			

NOTE—X indicates in service.
Block stations open continuously, except:

BLOCK-LIMIT STATIONS Controlled by Open Block Stations

Block-Limit Station	Controlled by
Elmer	Glassboro
Cohan	Glassboro
Bridgeton	Glassboro

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
		X	X	NEWFIELD.....	30.4			
				FOREST GROVE.....	33.3			
				MINOTOLA.....	34.9			
				BUENA.....	36.1			
			X	RICHLAND.....	39.6			3
				MIZPAH.....	41.4			
			X	MAYS LANDING.....	47.7			25
				REEGA.....	51.4			
			X	McKEE CITY.....	53.9			20
				CARDIFF.....	55.8			
				MOUNT CALVARY.....	57.8			
				PLEASANTVILLE Cemetery.....	58.8			
			X	PLEASANTVILLE.....	59.3			50
				PENRED.....	62.8			
X	X	X		ATLANTIC.....	64.1			
				ATLANTIC CITY.....	64.4			

NOTE—X indicates in service.

Block stations open continuously, except:

Newfield	Closed	Daily Ex. Sun.	7.30PM to 4.00AM
	Closed	Sundays	Continuously

BLOCK-LIMIT STATIONS Controlled by Open Block Stations

Block-Limit Station	Controlled by		
Newfield	Daily Ex. Sun.	Glassboro	7.30PM to 4.00AM
	Sundays	Glassboro	Continuously
Richland	Daily Ex. Sun.	Newfield Glassboro	4.00AM to 7.30PM 7.30PM to 4.00AM
	Sundays	Glassboro	Continuously
Mays Landing	Daily Ex. Sun.	Newfield Glassboro	4.00AM to 7.30PM 7.30PM to 4.00AM
	Sundays	Glassboro	Continuously
McKee City	Daily Ex. Sun.	Newfield Glassboro	4.00AM to 7.30PM 7.30PM to 4.00AM
	Sundays	Glassboro	Continuously
Pleasantville	Daily Ex. Sun.	Newfield Glassboro	4.00AM to 7.30PM 7.30PM to 4.00AM
	Sundays	Glassboro	Continuously

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Camden	Sidings assigned direc. Car capacity 45 ft. cars		
						N	S	Both
X	X			CAMDEN.....	0.4			
X	X			ALAN.....	0.6			
X	X			BROADWAY.....	1.0			
X	X	X		CENTER.....	1.5			
		X		COOPER.....	2.0			
				STATE STREET.....	2.5			
				PAVONIA.....	4.1			
				WEST MERCHANTVILLE.....	4.7			50
		X		MERCHANTVILLE.....	5.6			
				PENSAUKEN.....	7.2			23
				MAPLE SHADE.....	8.3			
				LENOLA.....	9.8			
		X		WEST MOORESTOWN.....	10.4			
			X	MOORESTOWN.....	11.0			41
				STANWICK.....	11.1			
				STANWICK AVE.....	13.1			
				HARTFORD.....	14.4			23
				MASONVILLE.....	16.9			
		X	X	HAINESPORT.....	18.7			25
				MOUNT HOLLY.....	21.2			80
				SMITHVILLE.....	22.0			
		X	X	EWANSVILLE.....	23.4			
				BIRMINGHAM.....	23.4			
		X	X	BIRMINGHAM.....	23.4			
			X	PEMBERTON.....	24.9			25
		X		SHREVE.....	26.6			
				LEWIS.....	27.7			
				JULIUSTOWN.....	28.8			
				JOBSTOWN.....	30.7			
		X		COLUMBUS.....	33.8			
				SHARP.....	35.6			
				DIVISION POST (New York Div.).....	37.9			
		X		KINKORA (N. Y. Div.).....	38.1			
				SOUTH PEMBERTON.....	24.8			
				NEW LISBON.....	28.0			30
				BROWNS MILLS.....	30.1			
				UPTON.....	33.6			
X	X	X	X	WHITINGS.....	41.9			20
				KESWICK GROVE.....	43.6			
				CROSSLEY.....	46.2			
X	X	X		TOMS RIVER.....	51.3			30
				BEACHWOOD.....	51.9			
				PINE BEACH.....	53.3			13
				OCEAN GATE.....	54.8			
				BARNEGAT PIER.....	56.5			
				SEASIDE PARK.....	58.4			38
				BERKELEY.....	59.2			
				SEASIDE HEIGHTS.....	59.8			
				ORTLEY.....	61.1			
				LAVALLETTE.....	62.2			30
				MANTOLOKING.....	66.7			
				BAY HEAD.....	69.1			
				DIVISION POST (N.Y.L.B.R.R.).....	69.5			
		X		BAYHEAD JCT.....	69.5			
		X		CAMP (U. T. Co.).....				

NOTE—X Indicates in service.

STATE STREET: Block Signals controlled from Cooper.

Block stations open continuously, except:

Moorestown	Closed Closed	Daily Ex. Sun. & Hol. Suns., July 4, Sept. 1	8.00PM to 4.00AM Continuously
Mt. Holly	Closed Closed	Daily Ex. Sun. & Hol. Suns., July 4, Sept. 1	8.00PM to 4.00AM Continuously
Birmingham	Closed Closed	Daily Ex. Sun. & Hol. Suns., July 4, Sept. 1	8.00PM to 4.00AM Continuously
Lewis	Closed Closed	Daily Ex. Sun. & Hol. Suns., July 4, Sept. 1	8.30PM to 12.30PM Continuously
Columbus	Closed		Continuously
Whitings	Closed	Daily	8.00PM to 4.00AM
Beachwood	Closed	Daily	8.00PM to 4.00AM

BLOCK-LIMIT STATIONS Controlled by Open Block Stations:

Block-Limit Station	Controlled by		
Stanwick	Daily Ex. Sun. & Hol.	Pensauken	8.00PM to 4.00AM
	Sun. & July 4, Sept. 1	Pensauken	Continuously
Mt. Holly	Daily Ex. Sun. & Hol.	Pensauken	8.00PM to 4.00AM
	Sun. & July 4, Sept. 1	Pensauken	Continuously
Birmingham	Daily Ex. Sun. & Hol.	Pensauken	8.00PM to 4.00AM
	Sun. & July 4, Sept. 1	Pensauken	Continuously
Pemberton	Daily Ex. Sun. & Hol.	Birmingham Lewis Pensauken	4.00AM to 8.00PM 8.00PM to 8.30PM 8.30PM to 4.00AM
	Sun. & July 4, Sept. 1	Pensauken	Continuously
Camp	Daily Ex. Sun. & Hol.	Birmingham Lewis Pensauken	4.00AM to 12.30PM 12.30PM to 8.30PM 8.30PM to 4.00AM
	Sun. & July 4, Sept. 1	Pensauken	Continuously
Kinkora	Daily Ex. Sun. & Hol.	Birmingham Lewis Pensauken	4.00AM to 12.30PM 12.30PM to 8.30PM 8.30PM to 4.00AM
	Sun. & July 4, Sept. 1	Pensauken	Continuously
Whittings	Daily	Pensauken	8.00PM to 4.00AM
Bay Head Jct.	Daily	Beachwood	4.00AM to 8.00PM
		Pensauken	8.00PM to 4.00AM

SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	BROWN—GRENLOCH	Dist. from Camden	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	BROWN.....	2.8	.....	.....	.....
.....	MT. EPHRAIM.....	6.3	.....	.....	.....
.....	BELLMAWR.....	7.4	.....	.....	.....
.....	RUNNEMEDE.....	8.7	.....	.....	.....
.....	GLENDORA.....	9.4	.....	.....	.....
.....	BLLENHEIM.....	11.3	.....	.....	.....
.....	BLACKWOOD.....	12.0	.....	.....	.....
.....	LAKELAND.....	13.1	.....	.....	.....
.....	GRENLOCH.....	13.4	.....	.....	.....

Interlocking	Interlocking Station	Block Station	Block-Limit Station	GLASSBORO— WILLIAMSTOWN	Dist. from Camden	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	GLASSBORO.....	18.2	.....	.....	.....
.....	DOWNER.....	22.1	.....	.....	.....
.....	ROBANNA.....	24.0	.....	.....	.....
.....	CHURCH STREET.....	25.2	.....	.....	.....
.....	WILLIAMSTOWN.....	25.7	.....	.....	.....

Interlocking	Interlocking Station	Block Station	Block-Limit Station	GLASSBORO—MULLICA HILL	Dist. from Camden	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	GLASSBORO.....	18.2	.....	.....	.....
.....	HERITAGE.....	20.6	.....	.....	.....
.....	RICHWOOD.....	21.5	.....	.....	.....
.....	JEFFERSON.....	24.0	.....	.....	.....
.....	MULLICA HILL.....	24.9	.....	.....	.....

Interlocking	Interlocking Station	Block Station	Block-Limit Station	PENNS GROVE—DEEP WATER POINT	Dist. from Camden	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	PENNS GROVE.....	29.1	.....	.....	.....
.....	DEEP WATER POINT.....	32.7	.....	.....	.....

Interlocking	Interlocking Station	Block Station	Block-Limit Station	ELMER—DARETOWN	Dist. from Camden	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	ELMER.....	26.3	.....	.....	.....
.....	DARETOWN.....	30.9	.....	.....	.....

Interlocking	Interlocking Station	Block Station	Block-Limit Station	MANUMUSKIN— MAURICE RIVER	Dist. from Camden	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	MANUMUSKIN.....	46.8	.....	.....	.....
.....	PORT ELIZABETH.....	48.6	.....	.....	.....
.....	MAURICETOWN.....	50.2	.....	.....	.....
.....	DORCHESTER.....	51.4	.....	.....	.....
.....	LEESBURG.....	52.5	.....	.....	.....
.....	HEISLERVILLE.....	54.7	.....	.....	.....
.....	MAURICE RIVER.....	56.4	.....	.....	.....
Interlocking	Interlocking Station	Block Station	Block-Limit Station	PINE—SOUTH SEAVILLE	Dist. from Camden	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	PINE.....	58.6	.....	.....	.....
.....	SOUTH SEAVILLE.....	62.4	.....	.....	.....
Interlocking	Interlocking Station	Block Station	Block-Limit Station	MOUNT HOLLY— MEDFORD	Dist. from Camden	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	MOUNT HOLLY.....	18.7	.....	.....	.....
.....	LUMBERTON.....	20.9	.....	.....	.....
.....	MEDFORD.....	25.3	.....	.....	.....
Interlocking	Interlocking Station	Block Station	Block-Limit Station	HARBOR BRANCH JCT.— CAPE MAY HARBOR	Dist. from Camden	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
.....	HARBOR BRANCH JCT.....	78.4	.....	.....	.....
.....	CAPE MAY HARBOR.....	79.4	.....	.....	.....

PHILADELPHIA TO ATLANTIC CITY

STATIONS	Leave	FIRST CLASS		
		●485	2552	103
		DAILY	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS
		A. M.	A. M.	A. M.
BROAD ST., PHILA.....	(P. I. Div.)			
PENNA.-30th Street.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
NEW YORK (N.Y. Div.).....				
PHILA. (Mkt. St. Wharf)....		\$ 5.00	\$ 5.00	\$ 5.15
CAMDEN.....		\$ 5.07	\$ 5.08	\$ 5.23
BROADWAY.....			\$ 5.11	\$ 5.26
CENTER.....		5.11	5.12	5.27
COOPER.....			5.13	
PAVONIA.....			\$ 5.15	
JERSEY.....				
DELAIR.....			F 5.19	
MINSON.....			5.21	
JORDAN.....				
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
WEST HADDONFIELD.....				
VERNON.....		5.17		5.33
HADDONFIELD.....				
WOODCREST.....				
ASHLAND.....				
OSAGE.....				
KIRKWOOD.....		Last Trip Sept. 1		Will Run July 4 Sept. 1
LINDENWOLD.....				
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....		5.26		5.42
BISHOPS BRIDGE.....				
ATCO.....				
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....		5.36		5.51
HAMMONTON.....				
ELWOOD.....				
EGG HARBOR.....				6.02
POMONA.....				
ABSECON-Pleasantville.....				6.12
PENRED.....				6.16
ATLANTIC CITY.....				\$ 6.20
	Arrive	A. M.	A. M.	A. M.
		485	2552	103

	#105 DAILY EX. SUN.	●373 SUNDAYS AND HOLIDAYS	#2554 DAILY EX. SUN.	●107 SUNDAYS AND HOLIDAYS	●487 SUNDAYS AND HOLIDAYS
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.60	\$ 6.00	\$ 6.10	\$ 6.15	\$ 6.30
	\$ 5.68	\$ 6.08	\$ 6.18	\$ 6.23	\$ 6.38
	\$ 6.01	\$ 6.11	\$ 6.21	\$ 6.26	\$ 6.41
	6.02	6.12	6.22	6.27	6.42
	Will Not Run		6.23		
	July 4 Sept. 1		F 6.25		
			F 6.29		
			6.31		
	S 6.08				
	F 6.10				
	F 6.12				
	F 6.14				
		6.17		6.33	6.48
	S 6.16				
	F 6.20				
	S 6.22				
	F 6.23	Will Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Run July 4 Sept. 1	Will Run July 4 Sept. 1
	S 6.26				
	S 6.29				
	S 6.32				
	S 6.35				
	F 6.37				
	S 6.39	6.26		6.42	6.58
	S 6.41				
	S 6.45				
	F 6.49				
	F 6.50				
	F 6.52				
	S 6.55				
	S 6.58				
	S 7.01	6.36		6.51	7.08
	S 7.08				
	S 7.16				
	S 7.26			7.02	
	S 7.33				
	S 7.44			7.12	
	S 7.50			7.16	
	S 7.55			S 7.20	
	A. M.	A. M.	A. M.	A. M.	A. M.
	105	373	2554	107	487

PHILADELPHIA TO ATLANTIC CITY

STATIONS	Leave	FIRST CLASS		
		●1067 SUNDAYS AND HOLIDAYS	●1003 SAT. SUN. AND HOLIDAYS	●111 DAILY
		A. M.	A. M.	A. M.
BROAD ST., PHILA.....	(P. T. Div.)	\$ 6.25	\$ 6.45	
PENNA.-30th Street.....		\$ 6.29	\$ 6.49	
NORTH PHILA.....		\$ 6.39	\$ 6.59	
FRANKFORD JCT.....		\$ 6.45	\$ 7.04	
NEW YORK (N.Y. Div.).....				
PHILA. (Mkt. St. Wharf).....				\$ 7.15
CAMDEN.....				\$ 7.23
BROADWAY.....				\$ 7.26
CENTER.....				7.27
COOPER.....				
PAVONIA.....				
JERSEY.....		6.51	7.10	
DELAIR.....				
MINSON.....				
JORDAN.....		6.54	7.13	
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
WEST HADDONFIELD.....				
VERNON.....		6.58	7.17	7.33
HADDONFIELD.....				\$ 7.34
WOODCREST.....				
ASHLAND.....				
OSAGE.....				
KIRKWOOD.....	Will Run July 4		Will Run July 4	
LINDENWOLD.....	Sept. 1		Sept. 1	
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	7.08	7.27	7.43	
BISHOPS BRIDGE.....				
ATCO.....				
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....	7.19	7.37	7.53	
HAMMONTON.....		7.40	\$ 7.57	
ELWOOD.....				
EGG HARBOR.....		7.49	\$ 8.08	
POMONA.....				
ABSECON-Pleasantville.....		7.58	\$ 8.20	
PENRED.....		8.01	8.26	
ATLANTIC CITY.....		\$ 8.05	\$ 8.30	
	Arrive	A. M.	A. M.	A. M.
		1067	1003	111

FIRST CLASS

	●489 SUNDAYS AND HOLIDAYS	±305 DAILY EX. SUN.	●1069 SUNDAYS AND HOLIDAYS	1005 DAILY	
	A. M.	A. M.	A. M.	A. M.	
			\$ 7.30	\$ 7.45	
			\$ 7.34	\$ 7.50	
			\$ 7.44	\$ 8.00	
			\$ 7.50	\$ 8.06	
	\$ 7.30	\$ 7.30			
	\$ 7.38	\$ 7.38			
	\$ 7.41	\$ 7.41			
	7.42	7.42			
			7.56	8.13	
			7.59	8.16	
	7.48	7.48	8.03	8.20	
		\$ 7.50			
	Will Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Run July 4 Sept. 1		
	7.58	8.01	8.13	8.30	
	8.09	8.11	8.24	8.40	
				\$ 8.43	
				8.54	
				\$ 9.05	
				9.11	
				\$ 9.16	
	A. M.	A. M.	A. M.	A. M.	
	489	305	1069	1005	

PHILADELPHIA TO ATLANTIC CITY

STATIONS	Leave	FIRST CLASS			
		⊕117	1053	379	
		DAILY	DAILY	SUNDAYS AND HOLIDAYS	
		A. M.	A. M.	A. M.	
BROAD ST., PHILA.....	(P. T. Div.)		\$ 8.25		
PENNA.-30th Street.....			\$ 8.29		
NORTH PHILA.....			\$ 8.39		
FRANKFORD JCT.....			\$ 8.46		
NEW YORK (N.Y. Div.)....					
PHILA. (Mkt. St. Wharf)....		\$ 8.15		\$ 9.00	
CAMDEN.....		\$ 8.23		\$ 9.07	
BROADWAY.....		\$ 8.26		\$ 9.10	
CENTER.....		8.27		9.11	
COOPER.....					
PAVONIA.....					
JERSEY.....			8.51		
DELAIR.....					
MINSON.....					
JORDAN.....			8.54		
COLLINGSWOOD.....					
CUTHBERT.....					
WESTMONT.....					
WEST HADDONFIELD.....					
VERNON.....		8.33	8.58	9.17	
HADDONFIELD.....					
WOODCREST.....					
ASHLAND.....					
OSAGE.....					
KIRKWOOD.....				Will Run	
LINDENWOLD.....				July 4	
LUCASTON.....				Sept. 1	
WEST BERLIN.....					
REED CROSSING.....					
BERLIN.....		8.42	9.08	9.27	
BISHOPS BRIDGE.....					
ATCO.....					
DUNBARTON.....					
FISHER.....					
CHESILHURST.....					
WATERFORD.....					
ANCORA.....					
WINSLOW.....		8.51	9.19	9.37	
HAMMONTON.....					
ELWOOD.....					
EGG HARBOR.....		9.02			
POMONA.....					
ABSECON-Pleasantville.....		9.12			
PENRED.....		9.16			
ATLANTIC CITY.....		\$ 9.20			
	Arrive	A. M.	A. M.	A. M.	
		117	1053	379	

FIRST CLASS

	1007	●125 SAT., SUN. AND HOLIDAYS	●307 SAT. ONLY	●1009 SUNDAYS AND HOLIDAYS	±●127 DAILY EX. SUN.
	DAILY				
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.50			\$ 9.45	
	\$ 8.55			\$ 9.49	
	\$ 9.05			\$ 9.59	
	\$ 9.11				
		\$ 9.15	\$ 9.30		\$ 10.15
		\$ 9.23	\$ 9.37		\$ 10.23
		\$ 9.28	\$ 9.40		\$ 10.26
		9.27	9.41		10.27
	9.18			10.09	
	9.21			10.12	
	9.25	9.33	9.47	10.16	10.33
		Will Run July 4 Sept. 1		Will Run July 4 Sept. 1	Will Not Run July 4 Sept. 1
	9.34	9.42	9.57	10.25	10.43
	9.43	9.51	10.07	10.34	10.53
					G 10.57
	9.54	10.02		10.45	\$ 11.08
	B 10.05	10.12		10.55	\$ 11.20
	10.11	10.16		11.01	11.26
	\$ 10.15	\$ 10.20		\$ 11.05	\$ 11.30
	A. M.	A. M.	A. M.	A. M.	A. M.
	1007	125	307	1009	127

PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	●129 SUNDAYS AND HOLIDAYS	●381 SUNDAYS AND HOLIDAYS	1073 DAILY	
	A. M.	A. M.	A. M.	
Leave				
BROAD ST., PHILA.....				
PENNA.-30th Street.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
NEW YORK (N.Y. Div.)....			\$ 9.15	
PHILA. (Mkt. St. Wharf)....	\$ 10.15	\$ 10.30		
CAMDEN.....	\$ 10.23	\$ 10.37		
BROADWAY.....	\$ 10.26	\$ 10.40		
CENTER.....	10.27	10.41		
COOPER.....				
PAVONIA.....				
JERSEY.....				
DELAIR.....				
MINSON.....			11.01	
JORDAN.....			11.06	
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
WEST HADDONFIELD.....				
VERNON.....	10.33	10.47	11.10	
HADDONFIELD.....			P 11.12	
WOODCREST.....				
ASHLAND.....				
OSAGE.....	Will Run	Will Run		
KIRKWOOD.....	July 4	July 4		
LINDENWOLD.....	Sept. 1	Sept. 1		
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	10.42	10.57	11.23	
BISHOPS BRIDGE.....				
ATCO.....				
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....	10.51	11.07	11.32	
HAMMONTON.....			11.35	
ELWOOD.....				
EGG HARBOR.....	11.02		11.45	
POMONA.....				
ABSECON-Pleasantville.....	11.12		\$ 11.55	
PENRED.....	11.16		12.01	
ATLANTIC CITY.....	\$ 11.20		\$ 12.05	
Arrive	A. M.	A. M.	P. M.	
	129	381	1073	

FIRST CLASS

	●1011 DAILY	●135 SAT., SUN. AND HOLIDAYS	●2560 SAT. ONLY	●321 SAT. ONLY	●1055 SAT. ONLY
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 10.45				\$ 11.35
	\$ 10.49				\$ 11.40
	\$ 10.59				\$ 11.50
					\$ 11.56
		\$ 11.15	\$ 11.25	\$ 11.40	
		\$ 11.23	\$ 11.35	\$ 11.47	
		\$ 11.26	\$ 11.38	\$ 11.50	
		11.27	11.39	11.51	
			11.41		
			F 11.43		
	11.10				12.03
			\$ 11.47		
			11.49		
	11.13				12.06
	11.17	11.33		11.56	12.10
		Will Run July 4 Sept. 1			
	11.27	11.42		12.06	12.19
	11.37	11.51		12.16	12.30
	11.40				
	11.50	12.02			
	12.00	12.12			
	12.06	12.16			
	\$ 12.10	\$ 12.20			
	P. M.	P. M.	A. M.	P. M.	P. M.
	1011	135	2560	321	1055

STATIONS		FIRST CLASS			
		●1013	●603	●2590	
		SAT., SUN. AND HOLIDAYS	SAT. ONLY	SAT. ONLY	
Leave		A. M.	A. M.	A. M.	
BROAD ST., PHILA.....	(P. T. Div.)	\$ 11.45		\$ 11.50	
PENNA.-30th Street.....		\$ 11.49		\$ 11.54	
NORTH PHILA.....		\$ 11.58		\$ 12.04	
FRANKFORD JCT.....	(M. T. Div.)	G 12.04		F 12.10	
NEW YORK (N.Y. Div.).....					
PHILA. (Mkt. St. Wharf)....			\$ 11.45		
CAMDEN.....			\$ 11.55		
BROADWAY.....			\$ 11.58		
CENTER.....			11.59		
COOPER.....					
PAVONIA.....					
JERSEY.....		12.11		12.16	
DELAIR.....					
MINSON.....				12.19	
JORDAN.....		12.14			
COLLINGSWOOD.....					
CUTHBERT.....					
WESTMONT.....					
WEST HADDONFIELD.....					
VERNON.....		12.18			
HADDONFIELD.....					
WOODCREST.....					
ASHLAND.....					
OSAGE.....		Will Run July 4 Sept. 1	Via Clementon		
KIRKWOOD.....					
LINDENWOLD.....					
LUCASTON.....					
WEST BERLIN.....					
REED CROSSING.....					
BERLIN.....		12.27			
BISHOPS BRIDGE.....					
ATCO.....					
DUNBARTON.....					
FISHER.....					
CHESILHURST.....					
WATERFORD.....					
ANCORA.....					
WINSLOW.....		12.36	12.54		
HAMMONTON.....			\$ 1.00		
ELWOOD.....					
EGG HARBOR.....		12.47			
POMONA.....					
ABSECON-Pleasantville.....		12.56			
PENRED.....		1.00			
ATLANTIC CITY.....		\$ 1.05			
Arrive		P. M.	P. M.	P. M.	
		1013	603	2590	

FIRST CLASS

	●141 SAT. ONLY P. M.	●651 SAT. ONLY P. M.	●561 DAILY EX. SAT. & SUN. P. M.	●1061 DAILY EX. SAT. & SUN. P. M.	
				\$ 12.30	
				\$ 12.34	
				\$ 12.44	
	\$ 12.15	\$ 12.15	\$ 12.35		
	\$ 12.23	\$ 12.25	\$ 12.42		
	\$ 12.26	\$ 12.28	\$ 12.45		
	12.27	12.29	12.46		
			Connect	12.54	
			with 1061 at Haddonfield		
				12.57	
		\$ 12.34			
		\$ 12.36			
		\$ 12.38			
		\$ 12.40			
	12.33		12.54	1.01	
		\$ 12.42	\$ 12.55	\$ 1.02	
		\$ 12.46			
		\$ 12.48			
		F 12.50	Will Not Run	Will Not Run	
		\$ 12.53	July 4	July 4	
		\$ 12.56	Sept. 1	Sept. 1	
		F 12.59			
		\$ 1.02			
		\$ 1.04			
	12.42	\$ 1.06		1.13	
		\$ 1.08			
		\$ 1.12			
		F 1.15			
		F 1.17			
		F 1.19			
		\$ 1.21			
	12.51	1.27		1.23	
	\$ 12.55	\$ 1.32			
	\$ 1.06				
	\$ 1.17				
	1.21				
	\$ 1.25				
	P. M.	P. M.	P. M.	P. M.	
	141	651	561	1061	

PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	1015	147		
	DAILY	DAILY		
	P. M.	P. M.		
Leave				
BROAD ST., PHILA..... (P. I. Div.)	\$ 12.45			
PENNA.-30th Street.....	\$ 12.50			
NORTH PHILA.....	\$ 1.00			
FRANKFORD JCT.....				
NEW YORK (N.Y. Div.).....				
PHILA. (Mkt. St. Wharf).....	\$ 1.15			
CAMDEN.....	\$ 1.23			
BROADWAY.....	\$ 1.26			
CENTER.....	1.27			
COOPER.....				
PAVONIA.....				
JERSEY.....	1.12			
DELAIR.....				
MINSON.....				
JORDAN.....	1.15			
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
WEST HADDONFIELD.....				
VERNON.....	1.19	1.33		
HADDONFIELD.....	G 1.20			
WOODCREST.....				
ASHLAND.....				
OSAGE.....				
KIRKWOOD.....				
LINDENWOLD.....				
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	1.29	1.42		
BISHOPS BRIDGE.....				
ATCO.....				
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....	1.39	1.51		
HAMMONTON.....	\$ 1.42	\$ 1.55		
ELWOOD.....				
EGG HARBOR.....	1.51	\$ 2.07		
POMONA.....				
ABSECON-Pleasantville.....	2.00	\$ 2.20		
PENRED.....	2.06	2.26		
ATLANTIC CITY.....	\$ 2.10	\$ 2.30		
Arrive	P. M.	P. M.		
	1015	147		

FIRST CLASS

	#1075 SAT. ONLY P. M.	●1017 SAT. ONLY P. M.	#2372 DAILY EX. SUN. P. M.	#655 DAILY EX. SUN. P. M.	#●159 DAILY EX. SAT. & SUN. P. M.
		\$ 1.45			
		\$ 1.49			
		\$ 1.59			
	\$ 12.05				
			\$ 2.10	\$ 2.15	\$ 3.00
			\$ 2.18	\$ 2.23	\$ 3.07
			\$ 2.21	\$ 2.26	\$ 3.10
			2.22	2.27	3.11
			2.23	Will Not Run	
			F 2.25	July 4	
		2.10		Sept. 1	
			F 2.29		
	1.52		2.31		
	1.57	2.13			
				\$ 2.32	
				\$ 2.34	
				\$ 2.36	
				\$ 2.38	
	2.01	2.17			3.17
				\$ 2.40	
				\$ 2.44	
				\$ 2.46	
	Will Not Run July 5		Will Not Run July 4 Sept. 1	F 2.48	Will Not Run July 4 Sept. 1
				\$ 2.50	
				\$ 2.53	
				\$ 2.56	
				\$ 2.59	
	2.12	2.26		\$ 3.01	
				\$ 3.03	3.26
				\$ 3.05	
				\$ 3.09	
				F 3.12	
				F 3.13	
				F 3.15	
				F 3.17	
	2.21	2.35		F 3.23	3.34
	2.24			\$ 3.28	3.37
	2.33	2.46			3.46
	\$ 2.44	2.56			3.55
	2.50	3.01			3.59
	\$ 2.54	\$ 3.05			\$ 4.03
	P. M.	P. M.	P. M.	P. M.	P. M.
	1075	1017	2372	655	159

PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	#243 DAILY EX. SAT. & SUN.	#317 DAILY EX. SAT. & SUN.	#607 DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
BROAD ST., PHILA. (P. T. Div.)				
PENNA.-30th Street				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 3.10	\$ 3.30	\$ 3.30	
CAMDEN	\$ 3.18	\$ 3.38	\$ 3.39	
BROADWAY	\$ 3.21	\$ 3.41	\$ 3.42	
CENTER	3.22	3.42	3.43	
COOPER				
PAVONIA				
JERSEY				
DELAIR				
MINSON				
JORDAN				
COLLINGSWOOD				
CUTHBERT				
WESTMONT.				
WEST HADDONFIELD				
VERNON	3.28	3.47		
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE	Will Not Run	Will Not Run	Will Not Run	
KIRKWOOD	July 4	July 4	July 4	
LINDENWOLD	Sept. 1	Sept. 1	Sept. 1	
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN	3.37	3.56	Via	
BISHOPS BRIDGE			Clementon	
ATCO				
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	3.47	4.06	4.42	
HAMMONTON			\$ 4.46	
ELWOOD				
EGG HARBOR				
POMONA				
ABSECON-Pleasantville				
PENRED				
ATLANTIC CITY				
Arrive	P. M.	P. M.	P. M.	
	243	317	607	

FIRST CLASS

	1021	#245 DAILY EX. SAT. & SUN.	1077	#2592 DAILY EX. SAT. & SUN.	#165 DAILY EX. SUN.
	DAILY		DAILY		
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3.20			\$ 3.38	
	\$ 3.24			\$ 3.42	
	\$ 3.39			\$ 3.51	
	\$ 3.45			\$ 3.56	
			\$ 2.05		
		\$ 3.50			\$ 4.00
		\$ 3.57			\$ 4.07
		\$ 4.00			\$ 4.10
		4.01			4.11
	3.52			4.03	
			3.59	4.06	
	3.55		4.04		
	3.59	4.06	4.09		4.16
	N 4.01		\$ 4.11		
		Will Not Run July 4 Sept. 1		Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1
	4.12	4.15	4.22		4.26
	4.21	4.25	4.31		4.36
	4.24		4.34		\$ 4.41
	4.33		4.43		\$ 4.52
	\$ 4.44		\$ 4.53		\$ 5.03
	4.50		5.00		5.10
	\$ 4.54		\$ 5.04		\$ 5.15
	P. M.	P. M.	P. M.	P. M.	P. M.
	1021	245	1077	2592	165

PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	#1063	#509	2568	
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
BROAD ST., PHILA..... (P. T. Div.)	\$ 3.55			
PENNA.-30th Street.....	\$ 3.59			
NORTH PHILA.....	\$ 4.08			
FRANKFORD JCT.....	\$ 4.15			
NEW YORK (N.Y. Div.).....				
PHILA. (Mkt. St. Wharf).....		\$ 4.05	\$ 4.05	
CAMPDEN.....		\$ 4.13	\$ 4.14	
BROADWAY.....		\$ 4.16	\$ 4.17	
CENTER.....		4.17	4.18	
COOPER.....			4.20	
PAVONIA.....			F 4.21	
JERSEY.....	4.21			
DELAIR.....			\$ 4.25	
MINSON.....			4.27	
JORDAN.....	4.24			
COLLINGSWOOD.....		\$ 4.23		
CUTHBERT.....		\$ 4.25		
WESTMONT.....		\$ 4.27		
WEST HADDONFIELD.....		\$ 4.30		
VERNON.....	4.28			
HADDONFIELD.....		\$ 4.32		
WOODCREST.....		F 4.35		
ASHLAND.....		\$ 4.38		
OSAGE.....	Will Not Run	Will Not Run		
KIRKWOOD.....	July 4	July 4		
LINDENWOLD.....	Sept. 1	Sept. 1		
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	4.38			
BISHOPS BRIDGE.....				
ATCO.....				
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....	4.48			
HAMMONTON.....				
ELWOOD.....				
EGG HARBOR.....				
POMONA.....				
ABSECON-Pleasantville.....				
PENRED.....				
ATLANTIC CITY.....				
Arrive	P. M.	P. M.	P. M.	
	1063	509	2568	

FIRST CLASS

	#2594 DAILY EX. SUN. P. M.	#319 DAILY EX. SUN. P. M.	#611 DAILY EX. SAT. & SUN. P. M.	#1025 DAILY EX. SUN. P. M.	#511 DAILY EX. SAT. & SUN. P. M.
	\$ 4.18			\$ 4.25	Will Not Run July 4 Sept. 1
	\$ 4.22			\$ 4.29	
	\$ 4.32			\$ 4.38	
	\$ 4.37			\$ 4.44	
		\$ 4.25	\$ 4.25		\$ 4.30
		\$ 4.32	\$ 4.35		\$ 4.40
		\$ 4.35	\$ 4.38		\$ 4.43
		4.38	4.39		4.44
	4.44			4.51	
	4.47				
				4.54	
			Via Clementon		\$ 4.54
					\$ 4.57
					\$ 4.59
					\$ 5.01
		4.42		4.58	
				\$ 4.59	\$ 5.04
					\$ 5.08
					\$ 5.12
	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	
		4.51		5.10	
		5.01	5.33	5.19	
			\$ 5.38	\$ 5.23	
				5.33	
				\$ 5.43	
				5.49	
				\$ 5.53	
	P. M.	P. M.	P. M.	P. M.	P. M.
	2594	319	611	1025	511

PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	#2570	#663	#173	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	P. M.	P. M.	P. M.	
Leave				
BROAD ST., PHILA..... (P. T. Div.)	Will Not Run			
PENNA.-30th Street.....	July 4			
NORTH PHILA.....	Sept. 1			
FRANKFORD JCT.....				
NEW YORK (N.Y. Div.)....				
PHILA. (Mkt. St. Wharf)....	\$ 4.45	\$ 4.45	\$ 5.00	
CAMDEN.....	\$ 4.53	\$ 4.53	\$ 5.08	
BROADWAY.....	\$ 4.56	\$ 4.56	\$ 5.11	
CENTER.....	4.57	4.57	5.12	
COOPER.....	4.59			
PAVONIA.....				
JERSEY.....				
DELAIR.....	\$ 5.04			
MINSON.....	5.07			
JORDAN.....				
COLLINGSWOOD.....		\$ 5.02	Via Clementon	
CUTHBERT.....		\$ 5.04		
WESTMONT.....		\$ 5.06		
WEST HADDONFIELD.....		\$ 5.08		
VERNON.....				
HADDONFIELD.....		\$ 5.10		
WOODCREST.....		\$ 5.14		
ASHLAND.....		\$ 5.16		
OSAGE.....		\$ 5.18	Will Not Run July 4 Sept. 1	
KIRKWOOD.....		\$ 5.21		
LINDENWOLD.....		\$ 5.24		
LUCASTON.....		\$ 5.27		
WEST BERLIN.....		\$ 5.30		
REED CROSSING.....		\$ 5.32		
BERLIN.....		\$ 5.34		
BISHOPS BRIDGE.....		\$ 5.36		
ATCO.....		\$ 5.40		
DUNBARTON.....		\$ 5.44		
FISHER.....		\$ 5.46		
CHESILHURST.....		\$ 5.48		
WATERFORD.....		\$ 5.50		
ANCORA.....		\$ 5.53		
WINSLOW.....			5.41	
HAMMONTON.....		\$ 6.00	\$ 5.45	
ELWOOD.....			\$ 5.50	
EGG HARBOR.....		Will Not Run	\$ 5.59	
POMONA.....		July 4		
ABSECON-Pleasantville.....		Sept. 1	\$ 6.10	
PENRED.....			6.16	
ATLANTIC CITY.....			\$ 6.20	
Arrive				
	P. M.	P. M.	P. M.	
	2570	663	173	

FIRST CLASS

	#1065 DAILY EX. SUN. P. M.	#613 DAILY EX. SUN. P. M.	2572 DAILY EX. SAT. & SUN. P. M.	#665 DAILY EX. SAT. & SUN. P. M.	
	\$ 5.10				
	\$ 5.14				
	\$ 5.24				
	\$ 5.30				
		\$ 5.00	\$ 5.15	\$ 5.25	
		\$ 5.10	\$ 5.23	\$ 5.33	
		\$ 5.13	\$ 5.26	\$ 5.36	
		5.14	5.27	5.37	
			5.29		
	5.37		5.31		
			F 5.35		
			5.37		
	5.40				
		Via Clementon		\$ 5.42	
				\$ 5.44	
				\$ 5.46	
				\$ 5.48	
	5.44				
				\$ 5.50	
				\$ 5.54	
				\$ 5.56	
	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1		F 5.58	
				F 6.01	
				F 6.04	
				F 6.07	
				\$ 6.10	
				\$ 6.12	
	5.55			\$ 6.14	
				\$ 6.16	
				\$ 6.19	
				F 6.22	
				F 6.24	
				F 6.26	
				F 6.28	
				F 6.31	
	6.06	6.13		F 6.35	
		\$ 6.20		\$ 6.40	
				Will Not Run July 4 Sept. 1	
	P. M.	P. M.	P. M.	P. M.	
	1065	613	2572	665	

PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	#●527	#1027	#●1079	
	DAILY EX. SUN.	DAILY EX. SUN.	FRIDAY ONLY	
	P. M.	P. M.	P. M.	
BROAD ST., PHILA. (P. T. Div.)		\$ 6.50		
PENNA.-30th Street		\$ 6.54		
NORTH PHILA.		\$ 7.04		
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)			\$ 5.40	
PHILA. (Mkt. St. Wharf)	\$ 7.00			
CAMDEN	\$ 7.07			
BROADWAY	\$ 7.10			
CENTER	7.11			
COOPER				
PAVONIA				
JERSEY	Connect	7.14		
DELAIR	with 1027 at			
MINSON	Haddonfield		7.25	
JORDAN		7.17	7.30	
COLLINGSWOOD				
CUTHBERT			Will Run July 3	
WESTMONT.				
WEST HADDONFIELD				
VERNON	7.17	7.21	7.34	
HADDONFIELD	\$ 7.18	\$ 7.22		
WOODCREST				
ASHLAND				
OSAGE	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Not Run July 4	
KIRKWOOD				
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN		7.33	7.44	
BISHOPS BRIDGE				
ATCO				
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW		7.43	7.53	
HAMMONTON		\$ 7.47	7.56	
ELWOOD				
EGG HARBOR		\$ 7.59	8.05	
POMONA				
ABSECON-Pleasantville		\$ 8.10	8.16	
PENRED		8.16	8.21	
ATLANTIC CITY		\$ 8.20	\$ 8.25	
Arrive	P. M.	P. M.	P. M.	
	527	1027	1079	

FIRST CLASS

#●323 FRI. AND SAT. ONLY	●529 SUNDAYS AND HOLIDAYS	1029 SUNDAYS AND HOLIDAYS	#●1031 FRI. AND SAT. ONLY	2582 DAILY	1033 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 7.45	\$ 8.50		\$ 10.40
		\$ 7.49	\$ 8.54		\$ 10.44
		\$ 7.59	\$ 9.04		\$ 10.54
\$ 7.30	\$ 7.55			\$ 9.30	
\$ 7.38	\$ 8.03			\$ 9.38	
\$ 7.41	\$ 8.06			\$ 9.41	
7.42	8.07			9.42	
				9.44	
	Connect	8.10	9.14	F 9.46	11.06
	with 1029 at Haddonfield			F 9.50	
				9.52	
		8.13	9.17		11.09
Will Run July 3			Will Run July 3		
7.48	8.13	8.17	9.21		11.13
	\$ 8.14	\$ 8.19			\$ 11.15
Will Not Run July 4	Will Run July 4 Sept. 1	Will Run July 4 Sept. 1	Will Not Run July 4		
7.58		8.30	9.31		11.25
8.08		8.40	9.40		11.34
		\$ 8.44			\$ 11.38
		\$ 8.55	9.51		\$ 11.49
		\$ 9.05	10.01		\$ 12.00
		9.11	10.06		12.06
		\$ 9.15	\$ 10.10		\$ 12.10
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
323	529	1029	1031	2582	1033

STATIONS	FIRST CLASS			
	●652	●602	2557	
Arrive	A. M.	A. M.	A. M.	
BROAD ST., PHILA. (P. T. Div.)				
PENNA.-30th Street				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 5.35	\$ 5.40	\$ 5.53	
CAMDEN	\$ 5.27	\$ 5.33	\$ 5.46	
BROADWAY	\$ 5.24	\$ 5.30	\$ 5.43	
CENTER	5.23	5.29	5.42	
COOPER			5.40	
PAVONIA			\$ 5.38	
JERSEY				
DELAIR			\$ 5.33	
MINSON			5.32	
JORDAN				
COLLINGSWOOD	\$ 5.18			
CUTHBERT	\$ 5.16			
WESTMONT	F 5.14			
WEST HADDONFIELD	\$ 5.12			
VERNON				
HADDONFIELD	\$ 5.10			
WOODCREST	\$ 5.05			
ASHLAND	\$ 5.03			
OSAGE	F 5.00	Via Clementon		
KIRKWOOD	\$ 4.58			
LINDENWOLD	\$ 4.55			
LUCASTON	\$ 4.52			
WEST BERLIN	\$ 4.49			
REED CROSSING	F 4.47			
BERLIN	\$ 4.46			
BISHOPS BRIDGE	F 4.43			
ATCO	\$ 4.40			
DUNBARTON	F 4.36			
FISHER	\$ 4.34			
CHESILHURST	\$ 4.32			
WATERFORD	\$ 4.30			
ANCORA	F 4.27			
WINSLOW	4.25	4.31		
HAMMONTON	\$ 4.20	\$ 4.25		
ELWOOD				
EGG HARBOR	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1		
POMONA				
ABSECON-Pleasantville				
PENRED				
ATLANTIC CITY				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	‡652	‡602	2557	

FIRST CLASS

	●604	●654	●606	2559	●106
	A. M.	A. M.	A. M.	A. M.	A. M.
.....	.....	.....	.....	Will Not Run July 4 Sept. 1	.....
.....
.....
.....
.....	\$ 6.25	\$ 6.30	\$ 6.40	\$ 6.45	\$ 6.50
.....	\$ 6.17	\$ 6.22	\$ 6.32	\$ 6.38	\$ 6.42
.....	\$ 6.14	\$ 6.19	\$ 6.29	\$ 6.35	\$ 6.39
.....	6.13	6.18	6.28	6.34	6.38
.....	.....	.....	.....	6.32	.....
.....	.....	.....	.....	\$ 6.30	.....
.....
.....	.....	.....	.....	\$ 6.26	.....
.....	.....	.....	.....	6.25	.....
.....
.....	.....	\$ 6.13	.....	.....	.....
.....	.....	\$ 6.11	Will Not Run July 4 Sept. 1	.....	Will Not Run July 4 Sept. 1
.....	.....	\$ 6.09	.....	.....	.....
.....	.....	\$ 6.07	.....	.....	.....
.....
.....	.....	\$ 6.05	.....	.....	.....
.....	.....	\$ 6.00	.....	.....	.....
.....	.....	\$ 5.68	.....	.....	.....
.....	.....	\$ 5.55	.....	.....	.....
.....	Via	\$ 5.53	Via	.....	Via
.....	Clementon	\$ 5.50	Clementon	.....	Clementon
.....	.....	\$ 5.47	.....	.....	.....
.....	.....	\$ 5.44	.....	.....	.....
.....	.....	\$ 5.42	.....	.....	.....
.....	.....	\$ 5.41	.....	.....	.....
.....	.....	\$ 5.38	.....	.....	.....
.....	.....	\$ 5.35	.....	.....	.....
.....	.....	\$ 5.31	.....	.....	.....
.....	.....	\$ 5.29	.....	.....	.....
.....	.....	\$ 5.27	.....	.....	.....
.....	.....	\$ 5.25	.....	.....	.....
.....	.....	\$ 5.22	.....	.....	.....
.....	5.14	\$ 5.20	5.29	.....	6.07
.....	\$ 5.08	\$ 5.15	\$ 5.23	.....	\$ 6.01
.....	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	.....	.....	\$ 5.47
.....	.....	.....	.....	.....	\$ 5.35
.....	.....	.....	.....	.....	5.29
.....	.....	.....	.....	.....	\$ 5.25
.....	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.
.....	#604	#654	#606	#2559	#106

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●656	●2591	102	
	A. M.	A. M.	A. M.	
Arrive				
BROAD ST., PHILA..... (P. I. Div.)	Will Not Run	\$ 7.10	Will Not Run	
PENNA.-30th Street.....	July 4	\$ 7.08	July 4	
NORTH PHILA.....	Sept. 1	\$ 6.56	Sept. 1	
FRANKFORD JCT.....		\$ 6.50		
NEW YORK (N.Y. Div.)....				
PHILA. (Mkt. St. Wharf)....	\$ 6.55		\$ 7.10	
CAMDEN.....	\$ 6.47		\$ 7.02	
BROADWAY.....	\$ 6.44		\$ 6.59	
CENTER.....	6.41		6.58	
COOPER.....				
PAVONIA.....				
JERSEY.....		6.45		
DELAIR.....				
MINSON.....		6.42		
JORDAN.....				
COLLINGSWOOD.....	\$ 6.36		\$ 6.53	
CUTHBERT.....	\$ 6.34	Will Not Run	\$ 6.51	
WESTMONT.....	\$ 6.32	July 4	\$ 6.49	
WEST HADDONFIELD.....	\$ 6.30	Sept. 1	\$ 6.47	
VERNON.....				
HADDONFIELD.....	\$ 6.28		\$ 6.45	
WOODCREST.....	\$ 6.23		\$ 6.40	
ASHLAND.....	\$ 6.21		\$ 6.38	
OSAGE.....	F 6.18		\$ 6.35	
KIRKWOOD.....	\$ 6.18		\$ 6.33	
LINDENWOLD.....	\$ 6.13		\$ 6.30	
LUCASTON.....	F 6.10		F 6.27	
WEST BERLIN.....	\$ 6.07		\$ 6.24	
REED CROSSING.....	F 6.05		\$ 6.21	
BERLIN.....	\$ 6.04		\$ 6.19	
BISHOPS BRIDGE.....	F 6.01		\$ 6.18	
ATCO.....	\$ 5.58		\$ 6.13	
DUNBARTON.....	F 5.55		F 6.09	
FISHER.....	F 5.53		F 6.07	
CHESILHURST.....	F 5.51		F 6.05	
WATERFORD.....	\$ 5.49		\$ 6.02	
ANCORA.....			F 5.58	
WINSLOW.....	5.45		F 5.54	
HAMMONTON.....	\$ 5.40		\$ 5.49	
ELWOOD.....			\$ 5.39	
EGG HARBOR.....			\$ 5.32	
POMONA.....			\$ 5.23	
ABSECON-Pleasantville.....			\$ 5.15	
PENRED.....			\$ 5.09	
ATLANTIC CITY.....			\$ 5.05	
Leave				
	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SAT.	EX. SUN.	
	‡656	‡2591	‡102	

FIRST CLASS

	●1000	●116	●2561	1054	●2593
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.23			\$ 7.27	\$ 7.47
	\$ 7.19			\$ 7.23	\$ 7.43
	\$ 7.09			\$ 7.13	\$ 7.33
	\$ 7.03				\$ 7.28
		\$ 7.16	\$ 7.20		
		\$ 7.08	\$ 7.12		
		\$ 7.05	\$ 7.09		
		7.04	7.08		
			7.08		
	6.57			7.02	7.22
			F 7.01		
			7.00		7.19
	6.54			6.59	
					Will Not Run July 4 Sept. 1
	6.50	6.58		6.55	
	\$ 6.49				
	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1		Will Not Run July 4 Sept. 1	
	6.38	6.48		6.44	
	6.29	6.39		6.34	
	6.26				
	6.16	6.28			
	\$ 6.07	6.17			
	6.03	6.13			
	\$ 6.00	\$ 6.10			
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
	#1000	#116	2561	#1054	#2593

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●120	1004	●504	
	A. M.	A. M.	A. M.	
Arrive				
BROAD ST., PHILA. (P. I. Div.)		\$ 8.00		
PENNA.-30th Street		\$ 7.55		
NORTH PHILA.		\$ 7.48		
FRANKFORD JCT.		\$ 7.40		
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 7.40		\$ 7.50	
CAMDEN	\$ 7.30	Connect	\$ 7.43	
BROADWAY	\$ 7.27	with 504 at	\$ 7.40	
CENTER	7.26	Haddonfield	7.39	
COOPER				
PAVONIA				
JERSEY		7.35		
DELAIR				
MINSON				
JORDAN		7.32		
COLLINGSWOOD			\$ 7.34	
CUTHBERT			F 7.32	
WESTMONT			F 7.30	
WEST HADDONFIELD			\$ 7.29	
VERNON	7.20	7.27		
HADDONFIELD	\$ 7.18	P 7.25	\$ 7.27	
WOODCREST				
ASHLAND				
OSAGE	Will Not Run		Will Not Run	
KIRKWOOD	July 4		July 4	
LINDENWOLD	Sept. 1		Sept. 1	
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN	7.08	7.15		
BISHOPS BRIDGE				
ATCO				
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	6.58	7.05		
HAMMONTON	\$ 6.54	P 7.01		
ELWOOD				
EGG HARBOR	\$ 6.43	6.50		
POMONA				
ABSECON-Pleasantville	\$ 6.34	\$ 6.40		
PENRED	6.29	6.34		
ATLANTIC CITY	\$ 6.25	\$ 6.30		
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	‡120	1004	‡504	

FIRST CLASS

	●1006	●506	2359	124	1070
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 9.00				
	\$ 8.56				
	\$ 8.48				
	\$ 8.42				
					\$ 11.10
		\$ 8.50	\$ 8.50	\$ 9.15	
Connect	\$ 8.41	\$ 8.42	\$ 9.06		
with 506 at	\$ 8.38	\$ 8.39	\$ 9.03		
Haddonfield	8.37	8.38	9.02		
		8.36			
8.36					
		\$ 8.30			9.18
		8.29			9.18
8.33					9.18
	8.29	8.31		8.56	9.09
\$ 8.27	\$ 8.29				P 9.07
Will Not Run	Will Not Run	Will Not Run	Will Run		
July 4	July 4	July 4	July 4		
Sept. 1	Sept. 1	Sept. 1	Sept. 1		
8.17			8.47		8.58
8.07			8.37		8.48
\$ 8.03			\$ 8.33		8.45
\$ 7.51			\$ 8.21		8.36
\$ 7.40			\$ 8.10	\$ 8.25	
7.33			8.04	8.19	
\$ 7.30			\$ 8.00	\$ 8.15	
A. M.	A. M.	A. M.	A. M.	A. M.	
DAILY	DAILY	DAILY	SUNDAYS		
EX. SUN.	EX. SUN.	EX. SUN.	AND		
#1006	#506	#2359	HOLIDAYS		DAILY
					EX. SUN.
					1070

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	1058	1010	510	
	A. M.	A. M.	A. M.	
Arrive				
BROAD ST., PHILA. (P. T. Div.)	\$ 9.56	\$ 10.05		
PENNA.-30th Street	\$ 9.52	\$ 10.00		
NORTH PHILA.	\$ 9.42	\$ 9.51		
FRANKFORD JCT.	F 9.36			
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)			\$ 9.55	
CAMDEN		Connect	\$ 9.47	
BROADWAY		with 510 at	\$ 9.44	
CENTER		Haddonfield	9.43	
COOPER				
PAVONIA				
JERSEY	9.30	9.40		
DELAIR				
MINSON				
JORDAN	9.27	9.37		
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
WEST HADDONFIELD				
VERNON	9.23	9.33	9.37	
HADDONFIELD		P 9.32	\$ 9.35	
WOODCREST				
ASHLAND				
OSAGE	Will Not Run		Will Not Run	
KIRKWOOD	July 4		July 4	
LINDENWOLD	Sept. 1		Sept. 1	
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN	9.13	9.22		
BISHOPS BRIDGE				
ATCO				
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	9.03	9.12		
HAMMONTON		\$ 9.08		
ELWOOD				
EGG HARBOR		\$ 8.56		
POMONA				
ABSECON-Pleasantville		\$ 8.45		
PENRED		8.39		
ATLANTIC CITY		\$ 8.35		
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	#1058	1010	#510	

FIRST CLASS

	●1012	●2569	1016	●516	●314
	NOON	P. M.	P. M.	P. M.	P. M.
	\$ 12.00		\$ 2.10		
	\$ 11.55		\$ 2.06		
	\$ 11.45		\$ 1.54		
		\$ 12.30		\$ 2.00	\$ 2.50
		\$ 12.22	Connect	\$ 1.52	\$ 2.40
		\$ 12.19	with 516 at	\$ 1.49	\$ 2.37
		12.18	Haddonfield	1.48	2.36
		12.16			
		F 12.14			
	11.35		1.44		
		12.10			
	11.32		1.41		
	11.28		1.37	1.42	2.30
			\$ 1.35	\$ 1.40	
	Will Not Run July 4 Sept. 1				
	11.18		1.25		2.20
					Will Not Run July 4
	11.09		1.15		2.10
	11.06		1.12		
	10.56		1.02		Will Run Sept. 1
	10.47		12.50		
	10.43		12.44		
	\$ 10.40		\$ 12.40		
	A. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	SAT. ONLY	DAILY	DAILY	SUNDAYS AND HOLIDAYS
	‡1012	2569	1016	516	‡314

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	2571	1072	152	
	P. M.	P. M.	P. M.	
Arrive				
BROAD ST., PHILA..... (P. T. Div.)				
PENNA.-30th Street.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
NEW YORK (N.Y. Div.)....		\$ 4.50		
PHILA. (Mkt. St. Wharf)....	\$ 3.25		\$ 4.15	
CAMDEN.....	\$ 3.17		\$ 4.07	
BROADWAY.....	\$ 3.14		\$ 4.04	
CENTER.....	3.13		4.03	
COOPER.....	3.11			
PAVONIA.....	F 3.09			
JERSEY.....				
DELAIR.....	\$ 3.05			
MINSON.....	3.04	3.02		
JORDAN.....		2.57		
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
WEST HADDONFIELD.....				
VERNON.....		2.53	3.57	
HADDONFIELD.....				
WOODCREST.....				
ASHLAND.....				
OSAGE.....	Will Not Run	Will Not Run	Will Run	
KIRKWOOD.....	July 4	July 4	July 4	
LINDENWOLD.....	Sept. 1	Sept. 1	Sept. 1	
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....		2.44	3.47	
BISHOPS BRIDGE.....				
ATCO.....				
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....		2.34	3.37	
HAMMONTON.....		2.31	\$ 3.33	
ELWOOD.....				
EGG HARBOR.....		2.22	F 3.21	
POMONA.....				
ABSECON-Pleasantville.....	\$ 2.10	\$ 3.10		
PENRED.....	\$ 2.04	3.04		
ATLANTIC CITY.....		\$ 2.00	\$ 3.00	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	
	±2571	±1072	152	

FIRST CLASS

	●150	148	1060	1018	●518
	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 4.50	\$ 5.15	
			\$ 4.45	\$ 5.10	
			\$ 4.38	\$ 4.68	
			\$ 4.28	\$ 4.61	
	\$ 4.15	\$ 4.30			\$ 5.10
	\$ 4.09	\$ 4.22		Connect	\$ 5.00
	\$ 4.06	\$ 4.19		with 518 at	\$ 4.57
	4.05	4.18		Haddonfield	4.56
		Will Not Run			
		July 4			
		Sept. 1	4.23	4.45	
			4.20	4.42	
		\$ 4.13			
		\$ 4.11			
		\$ 4.10			
		\$ 4.08			
			4.16	4.38	4.48
		\$ 4.06		Q 4.36	\$ 4.46
		\$ 4.00			
		\$ 3.58			
		\$ 3.55			Will Not Run
		\$ 3.53			July 4
		\$ 3.60			Sept. 1
		\$ 3.47			
		\$ 3.44			
		\$ 3.42			
		\$ 3.41	4.07	4.25	
		\$ 3.38			
		\$ 3.35			
		\$ 3.30			
		\$ 3.28			
		\$ 3.26			
		\$ 3.24			
		\$ 3.20			
	3.37	\$ 3.17	3.57	4.15	
	\$ 3.33	\$ 3.12		P 4.11	
		\$ 3.03			
	F 3.21	\$ 2.58		4.00	
		\$ 2.47			
	\$ 3.10	\$ 2.40		\$ 3.45	
	3.04	\$ 2.34		3.39	
	\$ 3.00	\$ 2.30		\$ 3.35	
	P. M.	P. M.	P. M.	P. M.	P. M.
	SAT.	DAILY	DAILY	DAILY	DAILY
	ONLY	EX. SUN.			EX. SAT.
	150	#148	1060	1018	#518

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	1078	486		
	P. M.	P. M.		
Arrive				
BROAD ST., PHILA..... (P. T. Div.)				
PENNA.-30th Street.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
NEW YORK (N.Y. Div.)....	\$ 6.55			
PHILA. (Mkt. St. Wharf)....		\$ 5.20		
CAMDEN.....		\$ 5.13		
BROADWAY.....		5.09		
CENTER.....				
COOPER.....				
PAVONIA.....				
JERSEY.....				
DELAIR.....				
MINSON.....	5.02			
JORDAN.....	4.57			
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
WEST HADDONFIELD.....				
VERNON.....	4.53	5.03		
HADDONFIELD.....				
WOODCREST.....				
ASHLAND.....				
OSAGE.....	Will Run	Last Trip		
KIRKWOOD.....	July 4	Sept 1		
LINDENWOLD.....	Sept. 1			
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	4.44	4.53		
BISHOPS BRIDGE.....				
ATCO.....				
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....	4.34	4.43		
HAMMONTON.....	4.31			
ELWOOD.....				
EGG HARBOR.....	4.22			
POMONA.....				
ABSECON-Pleasantville.....	\$ 4.10			
PENRED.....	4.04			
ATLANTIC CITY.....	\$ 4.00			
Leave	P. M.	P. M.		
	SUNDAYS AND HOLIDAYS	DAILY		
	1078	486		

FIRST CLASS

	●160	2577	370	●1024	312
	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 6.10	
				\$ 6.05	
				\$ 5.54	
				D 5.48	
	\$ 5.25	\$ 5.25	\$ 5.40		\$ 6.00
	\$ 5.17	\$ 5.18	\$ 5.32		\$ 5.52
	\$ 5.14	\$ 5.15	\$ 5.29		\$ 5.49
	5.13	5.14	5.28		5.48
		5.13			
		F 5.11			
				5.42	
		F 5.07			
		5.06			
				5.39	
	5.07		5.22	5.35	5.42
					\$ 5.40
	Will Run July 4 Sept. 1		Will Run July 4 Sept. 1	Will Run July 4 Sept. 1	Will Not Run July 4 Sept. 1
	4.58		5.12	5.26	5.30
	4.48		5.02	5.17	5.20
	4.45				
	4.35			5.06	
	4.25			4.57	
	4.18			4.53	
	\$ 4.15			\$ 4.50	
	P. M.	P. M.	P. M.	P. M.	P. M.
	SUNDAYS AND HOLIDAYS	DAILY EX. SAT. & SUN.	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	DAILY EX. SUN.
	160	2577	370	1024	#312

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	488	●168	2581	
	P. M.	P. M.	P. M.	
Arrive				
BROAD ST., PHILA. (P. T. Div.)				
PENNA.-30th Street				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 6.20	\$ 6.35	\$ 6.40	
CAMDEN	\$ 6.12	\$ 6.28	\$ 6.32	
BROADWAY	\$ 6.09	\$ 6.25	\$ 6.29	
CENTER	6.08	6.24	6.28	
COOPER			6.26	
PAVONIA			F 6.24	
JERSEY				
DELAIR			F 6.20	
MINSON			6.19	
JORDAN				
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
WEST HADDONFIELD				
VERNON	6.01	6.15		
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	Will Run July 4 Sept. 1	Will Run July 4 Sept. 1		
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN	5.52	6.06		
BISHOPS BRIDGE				
ATCO				
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	5.42	5.57		
HAMMONTON				
ELWOOD				
EGG HARBOR		5.46		
POMONA				
ABSECON-Pleasantville		5.37		
PENRED		5.33		
ATLANTIC CITY		\$ 5.30		
Leave	P. M.	P. M.	P. M.	
	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	DAILY EX. SUN.	
	488	168	2581	

FIRST CLASS

	1026	●1080	●376	●172	
	P. M.	P. M.	P. M.	P. M.	
.....	\$ 7.05	.....	.....	.....	.....
.....	\$ 6.59	.....	.....	.....	.....
.....	\$ 6.49	.....	.....	.....	.....
.....	D 6.42	.....	.....	.....	.....
.....	\$ 9.10	.....	.....	.....	.....
.....	.....	.....	\$ 7.40	\$ 7.50	.....
.....	.....	.....	\$ 7.33	\$ 7.40	.....
.....	.....	.....	\$ 7.30	\$ 7.37	.....
.....	.....	.....	7.29	7.36	.....
.....
.....	6.37	.....	.....	.....	.....
.....
.....	.....	7.22	.....	.....	.....
.....	6.34	7.17	.....	.....	.....
.....
.....
.....
.....	6.30	7.13	7.22	7.30	.....
.....	.....	Will Not Run July 4	.....	P 7.28	.....
.....	.....	Will Run Sept. 1	Will Run July 4 Sept. 1	.....	.....
.....
.....	6.20	7.04	7.13	7.18	.....
.....
.....
.....	6.10	6.54	7.03	7.08	.....
.....	6.06	6.51	.....	P 7.03	.....
.....	5.56	6.42	.....	P 6.51	.....
.....	A 5.45	\$ 6.30	.....	P 6.40	.....
.....	5.39	6.24	.....	6.33	.....
.....	\$ 5.35	\$ 6.20	.....	\$ 6.30	.....
.....	P. M.	P. M.	P. M.	P. M.	.....
.....	DAILY	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	DAILY	.....
.....	1026	#1080	376	172	.....

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●1028	●1066	●492	
Arrive	P. M.	P. M.	P. M.	
BROAD ST., PHILA..... (P. T. Div.)	\$ 8.10	\$ 8.27		
PENNA.-30th Street.....	\$ 8.05	\$ 8.21		
NORTH PHILA.....	\$ 7.55	\$ 8.12		
FRANKFORD JCT.....		D 8.04		
NEW YORK (N.Y. Div.)....				
PHILA. (Mkt. St. Wharf)....			\$ 8.30	
CAMDEN.....			\$ 8.21	
BROADWAY.....			\$ 8.18	
CENTER.....			8.17	
COOPER.....				
PAVONIA.....				
JERSEY.....	7.42	7.59		
DELAIR.....				
MINSON.....				
JORDAN.....	7.39	7.56		
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
WEST HADDONFIELD.....				
VERNON.....	7.35	7.52	8.11	
HADDONFIELD.....				
WOODCREST.....				
ASHLAND.....				
OSAGE.....	Will Run	Will Run	Will Run	
KIRKWOOD.....	July 4	July 4	July 4	
LINDENWOLD.....	Sept. 1	Sept. 1	Sept. 1	
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	7.25	7.42	8.01	
BISHOPS BRIDGE.....				
ATCO.....				
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....	7.15	7.32	7.51	
HAMMONTON.....	7.11			
ELWOOD.....				
EGG HARBOR.....	7.01			
POMONA.....				
ABSECON-Pleasantville.....	6.50			
PENRED.....	6.44			
ATLANTIC CITY.....	\$ 6.40			
Leave	P. M.	P. M.	P. M.	
	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	
	1028	1066	492	

FIRST CLASS

	●378	●180	●2713	●1062	1032
	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 9.06	\$ 9.15
				\$ 9.01	\$ 9.10
				\$ 8.51	\$ 9.00
				D 8.45	B 8.54
	\$ 8.40	\$ 8.45	\$ 8.50		
	\$ 8.32	\$ 8.37	\$ 8.40		
	\$ 8.29	\$ 8.34	\$ 8.37		
	8.28	8.33	8.36		
			8.34		
				8.39	8.49
			F 8.28		
			8.27		
				8.36	8.46
	8.21	8.27		8.32	8.42
	Will Run July 4 Sept. 1	Will Run July 4 Sept. 1		Will Run July 4 Sept. 1	
	8.12	8.18		8.23	8.32
	8.02	8.08		8.13	8.23
		\$ 8.03			
		\$ 7.51			8.12
		\$ 7.40			8.03
		7.33			7.58
		\$ 7.30			\$ 7.55
	P. M.	P. M.	P. M.	P. M.	P. M.
	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	SUNDAYS ONLY	SUNDAYS AND HOLIDAYS	DAILY
	378	180	2713	1062	1032

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●1056	●184	●1034	
	P. M.	P. M.	P. M.	
Arrive				
BROAD ST., PHILA. (P. I. Div.)	\$ 9.30		\$ 10.25	
PENNA.-30th Street	\$ 9.25		\$ 10.20	
NORTH PHILA.	\$ 9.14		\$ 10.10	
FRANKFORD JCT.	D 9.08			
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 9.40		
CAMDEN		\$ 9.33		
BROADWAY		\$ 9.30		
CENTER		9.29		
COOPER				
PAVONIA				
JERSEY	9.03		9.55	
DELAIR				
MINSON				
JORDAN	9.00		9.52	
COLLINGSWOOD				
CUTHBERT				
WESTMONT.				
WEST HADDONFIELD				
VERNON	8.56	9.23	9.48	
HADDONFIELD		\$ 9.22		
WOODCREST				
ASHLAND				
OSAGE	Will Not Run	Will Run	Will Run	
KIRKWOOD	July 4	July 4	July 4	
LINDENWOLD	Sept. 1	Sept. 1	Sept. 1	
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN	8.47	9.13	9.36	
BISHOPS BRIDGE				
ATCO				
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	8.37	9.03	9.26	
HAMMONTON		9.00	9.22	
ELWOOD				
EGG HARBOR		8.50	9.10	
POMONA				
ABSECON-Pleasantville		8.40	9.00	
PENRED		8.33	8.54	
ATLANTIC CITY		\$ 8.30	\$ 8.50	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	
	‡1056	184	1034	

[illegible]

ATLANTIC CITY TO PHILADELPHIA

STATIONS	Arrive	FIRST CLASS			
		●382	●1036	186	
		P. M.	P. M.	P. M.	
BROAD ST., PHILA.....	(P. I. Div.)		\$ 11.10		
PENNA.-30th Street.....			\$ 11.08		
NORTH PHILA.....			\$ 10.58		
FRANKFORD JCT.....			\$ 10.50		
NEW YORK (N.Y. Div.)....					
PHILA. (Mkt. St. Wharf)....		\$ 10.40		\$ 11.05	
CAMDEN.....		\$ 10.33		\$ 10.57	
BROADWAY.....		\$ 10.30		\$ 10.54	
CENTER.....		10.29		10.53	
COOPER.....					
PAVONIA.....					
JERSEY.....			10.44		
DELAIR.....					
MINSON.....					
JORDAN.....			10.41		
COLLINGSWOOD.....					
CUTHBERT.....					
WESTMONT.....					
WEST HADDONFIELD.....					
VERNON.....		10.23	10.37	10.47	
HADDONFIELD.....				\$ 10.45	
WOODCREST.....					
ASHLAND.....					
OSAGE.....		Will Run		Will Not Run	
KIRKWOOD.....		July 4		July 4	
LINDENWOLD.....		Sept. 1		Sept. 1	
LUCASTON.....					
WEST BERLIN.....					
REED CROSSING.....					
BERLIN.....		10.13	10.27	10.36	
BISHOPS BRIDGE.....					
ATCO.....					
DUNBARTON.....					
FISHER.....					
CHESILHURST.....					
WATERFORD.....					
ANCORA.....					
WINSLOW.....		10.03	10.17	10.26	
HAMMONTON.....			\$ 10.14	10.23	
ELWOOD.....					
EGG HARBOR.....			10.02	10.13	
POMONA.....					
ABSECON-Pleasantville.....			9.53	10.03	
PENRED.....			9.48	9.58	
ATLANTIC CITY.....			\$ 9.45	\$ 9.55	
	Leave	P. M.	P. M.	P. M.	
		SUNDAYS AND HOLIDAYS	DAILY	DAILY EX. SUN.	
		382	1036	±186	

FIRST CLASS

	●1064	●1038	192		
	P. M.	A. M.	A. M.		
.....	\$ 11.20	\$ 12.07	.....	.....	.....
.....	\$ 11.15	\$ 12.03	.....	.....	.....
.....	\$ 11.04	\$ 11.53	.....	.....	.....
.....	D 10.59	.....	.....	.....	.....
.....
.....	.....	.....	\$ 12.01	.....	.....
.....	.....	.....	\$ 11.50	.....	.....
.....	.....	.....	\$ 11.47	.....	.....
.....	.....	.....	11.46	.....	.....
.....
.....	10.54	11.40	.....	.....	.....
.....
.....
.....	10.51	11.37	.....	.....	.....
.....
.....
.....	10.47	11.33	11.40	.....	.....
.....
.....
.....	Will Run July 4 Sept. 1	Will Run July 4 Sept. 1	Will Run July 4 Sept. 1	.....	.....
.....
.....	10.37	11.24	11.30	.....	.....
.....
.....
.....	10.27	11.14	11.20	.....	.....
.....	.....	11.11	11.17	.....	.....
.....	.....	11.00	11.06	.....	.....
.....	.....	10.50	10.57	.....	.....
.....	.....	10.44	10.53	.....	.....
.....	.....	\$ 10.40	\$ 10.50	.....	.....
.....	P. M.	P. M.	P. M.	.....	.....
.....	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	.....	.....
.....	1064	1038	192	.....	.....

STATIONS	FIRST CLASS			
	301	#753		
	DAILY EX. SUN.	DAILY EX. SUN.		
Leave	A. M.	A. M.		
PHILA. (Market St. Whf.)	\$ 3.30	\$ 6.05		
CAMDEN	\$ 3.45	\$ 6.15		
BROADWAY	A 3.48	\$ 6.18		
CENTER	3.49	6.19		
SOUTH CAMDEN		\$ 6.22		
BROWN	3.52	6.24		
YORKSHIP		F 6.25		
GLOUCESTER	\$ 3.56	\$ 6.28		
SOUTH GLOUCESTER		F 6.29		
BROOKLAWN		F 6.31		
WESTVILLE	\$ 4.01	\$ 6.34		
SOUTH WESTVILLE		F 6.36		
NORTH WOODBURY		F 6.38		
WOODBURY	\$ 4.09	\$ 6.46		
REDOAK	4.19	6.47		
WOODBURY HEIGHTS	\$ 4.22	F 6.49		
WENONAH	\$ 4.26	\$ 6.52		
SEWELL	\$ 4.30	\$ 6.56		
PITMAN	\$ 4.36	\$ 7.01		
GLASSBORO	\$ 4.46	\$ 7.07		
SOUTH GLASSBORO	F 4.48	F 7.09		
CLAYTON	\$ 4.53	\$ 7.14		
FRANKLINVILLE	\$ 4.59	\$ 7.19		
IONA	F 5.02	F 7.22		
MALAGA	F 5.06	F 7.25		
LAKE	\$ 5.13	\$ 7.27		
NEWFIELD	\$ 5.15	\$ 7.30		
NORTH VINELAND	F 5.18	F 7.33		
HOME	5.23	7.35		
VINELAND	\$ Note 5.35	\$ 7.45		
SOUTH VINELAND	F 5.40	F 7.50		
MILLVILLE	\$ 5.55	\$ 7.55		
MENANTICO	F 6.04	MU		
MANUMUSKIN	F 6.09			
BELLEPLAIN	F 6.22	Will Not Run		
WOODBINE	\$ 6.31	July 4		
PINE	6.38	Sept. 1		
WOODBINE JCT	6.43			
Arrive	A. M.	A. M.		
	301	753		

Note—No. 301 is superior by direction to Nos. 752, 754 and 756.

FIRST CLASS

	●375 SUNDAYS AND HOLIDAYS	755 DAILY	●377 SUNDAYS AND HOLIDAYS	759 DAILY EX. SUN.	●701 SAT. ONLY
	A. M.	A. M.	A. M.	A. M.	A. M.
.....	\$ 7.00	\$ 7.05	\$ 8.00	\$ 11.10	\$ 11.35
.....	\$ 7.08	\$ 7.13	\$ 8.08	\$ 11.18	\$ 11.43
.....	\$ 7.11	\$ 7.16	\$ 8.11	\$ 11.21	\$ 11.46
.....	7.12	7.17	8.12	11.22	11.47
.....		\$ 7.20		F 11.25	
.....	7.15	7.21	8.15	11.26	11.51
.....		\$ 7.23		F 11.27	
.....		\$ 7.26		\$ 11.30	\$ 11.54
.....		\$ 7.28		F 11.31	
.....		\$ 7.31		F 11.33	\$ 11.56
.....	Will Run	\$ 7.33	Will Run	\$ 11.34	\$ 11.58
.....	July 4	\$ 7.35	July 4	\$ 11.35	\$ 11.59
.....	Sept. 1	\$ 7.38	Sept. 1	\$ 11.37	\$ 12.02
.....		\$ 7.41		\$ 11.42	\$ 12.05
.....		7.42		11.43	12.06
.....		\$ 7.44		F 11.45	\$ 12.08
.....		\$ 7.48		\$ 11.48	\$ 12.11
.....		\$ 7.52		F 11.51	\$ 12.15
.....		\$ 7.57		\$ 11.56	\$ 12.20
.....		\$ 8.00		\$ 12.03	\$ 12.25
.....		\$ 8.02		F 12.04	
.....		\$ 8.06		\$ 12.09	
.....		\$ 8.10		\$ 12.14	
.....		F 8.13		F 12.16	
.....		8.17		F 12.19	
.....		8.21		12.22	
.....		\$ 8.23		\$ 12.24	
.....		F 8.27		F 12.27	
.....		8.31		12.31	
.....		\$ 8.34		\$ 12.34	
.....		8.39		F 12.39	
.....		\$ 8.44		\$ 12.45	
.....		MU		MU	MU
.....				Note	
.....					
	A. M.	A. M.	A. M.	P. M.	P. M.
	375	755	377	759	701

Note—No. 759 is superior by direction to No. 766.

58 PHILADELPHIA TO MILLVILLE AND WOODBINE JCT.

STATIONS	FIRST CLASS			
	●603	●705		
	SAT. ONLY	SAT. ONLY		
Leave	A. M.	P. M.		
PHILA. (Market St. Whf.)...	\$ 11.45	\$ 12.10		
CAMDEN.....	\$ 11.55	\$ 12.19		
BROADWAY.....	\$ 11.58	\$ 12.22		
CENTER.....	11.59	12.23		
SOUTH CAMDEN.....	F 12.02	F 12.28		
BROWN.....	12.03	12.27		
YORKSHIP.....		F 12.28		
GLOUCESTER.....		\$ 12.31		
SOUTH GLOUCESTER.....		F 12.33		
BROOKLAWN.....		F 12.36		
WESTVILLE.....		\$ 12.38		
SOUTH WESTVILLE.....		F 12.40		
NORTH WOODBURY.....		F 12.43		
WOODBURY.....		\$ 12.46		
REDOAK.....		12.47		
WOODBURY HEIGHTS.....		F 12.49		
WENONAH.....		F 12.53		
SEWELL.....		F 12.56		
PITMAN.....		\$ 1.00		
GLASSBORO.....		\$ 1.04		
SOUTH GLASSBORO.....		F 1.07		
CLAYTON.....		\$ 1.12		
FRANKLINVILLE.....				
IONA.....				
MALAGA.....				
LAKE.....				
NEWFIELD.....				
NORTH VINELAND.....				
HOME.....				
VINELAND.....				
SOUTH VINELAND.....				
MILLVILLE.....				
MENANTICO.....		MU		
MANUMUSKIN.....				
BELLEPLAIN.....				
WOODBINE.....				
PINE.....				
WOODBINE JCT.....				
Arrive	P. M.	P. M.		
	603	705		

FIRST CLASS

	●763 SAT. ONLY	#765 DAILY EX. SAT. & SUN.	●707 SAT. ONLY	●325 SAT. ONLY	
	P. M.	P. M.	P. M.	P. M.	
.....	\$ 12.45	\$ 1.45	\$ 1.45	\$ 2.55	.....
.....	\$ 12.54	\$ 1.53	\$ 1.53	\$ 3.02	.....
.....	\$ 12.57	\$ 1.56	\$ 1.56	\$ 3.05	.....
.....	12.58	1.57	1.57	3.06	.....
.....		F 2.00	F 2.00		.....
.....	1.01	2.01	2.01	3.09	.....
.....	F 1.02	F 2.02	F 2.02		.....
.....	F 1.05	F 2.05	F 2.05		.....
.....	F 1.06	F 2.06	F 2.06		.....
.....	F 1.08	F 2.08	F 2.08		.....
.....	F 1.09	F 2.09	F 2.09		.....
.....	F 1.10	F 2.10	F 2.10		.....
.....	F 1.12	F 2.12	F 2.12		.....
.....	\$ 1.15	\$ 2.15	\$ 2.15		.....
.....	1.16	2.16	2.16		.....
.....	F 1.18	F 2.18	F 2.18		.....
.....	\$ 1.21	\$ 2.21	\$ 2.21		.....
.....	F 1.24	F 2.24	F 2.24		.....
.....	\$ 1.29	\$ 2.29	\$ 2.29		.....
.....	\$ 1.33	\$ 2.33	\$ 2.33		.....
.....	F 1.34	F 2.34			.....
.....	\$ 1.39	\$ 2.39			.....
.....	F 1.47	F 2.43			.....
.....	F 1.49	F 2.45			.....
.....	F 1.52	F 2.48			.....
.....	\$ 1.56	\$ 2.51			.....
.....	\$ 1.59	\$ 2.53			.....
.....	F 2.02	F 2.66			.....
.....	\$ 2.06	\$ 3.01			.....
.....	\$ 2.09	\$ 3.04			.....
.....	F 2.15	F 3.09			.....
.....	\$ 2.20	\$ 3.15			.....
.....	MU	MU	MU		.....
.....	Note	Will Not Run July 4 Sept. 1			.....
.....	P. M.	P. M.	P. M.	P. M.	.....
.....	763	765	707	325	.....

Note—No. 763 is superior by direction to No. 768.

60 PHILADELPHIA TO MILLVILLE AND WOODBINE JCT.

STATIONS	FIRST CLASS			
	#769	#607		
	DAILY	DAILY		
	P. M.	EX. SUN. P. M.		
PHILA. (Market St. Whf.)..	\$ 3.05	\$ 3.30		
CAMDEN.....	\$ 3.13	\$ 3.39		
BROADWAY.....	\$ 3.16	\$ 3.42		
CENTER.....	3.17	3.43		
SOUTH CAMDEN.....	F 3.20	F 3.46		
BROWN.....	3.21	3.47		
YORKSHIP.....	\$ 3.22			
GLOUCESTER.....	F 3.27			
SOUTH GLOUCESTER.....	F 3.28			
BROOKLAWN.....	F 3.30			
WESTVILLE.....	F 3.33			
SOUTH WESTVILLE.....	F 3.34			
NORTH WOODBURY.....	F 3.36			
WOODBURY.....	\$ 3.39			
REDOAK.....	3.40			
WOODBURY HEIGHTS.....	F 3.42	Will Not Run July 4 Sept. 1		
WENONAH.....	\$ 3.46			
SEWELL.....	F 3.49			
PITMAN.....	\$ 3.54			
GLASSBORO.....	\$ 3.59			
SOUTH GLASSBORO.....	F 4.01			
CLAYTON.....	\$ 4.06			
FRANKLINVILLE.....	\$ 4.11			
IONA.....	F 4.13			
MALAGA.....	F 4.17			
LAKE.....	4.20			
NEWFIELD.....	\$ 4.22			
NORTH VINELAND.....	F 4.25			
HOME.....	4.29			
VINELAND.....	\$ 4.32			
SOUTH VINELAND.....	F 4.37			
MILLVILLE.....	\$ 4.45			
MENANTICO.....	MU			
MANUMUSKIN.....				
BELLEPLAIN.....	Will Not Run July 4 Sept. 1			
WOODBINE.....				
PINE.....				
WOODBINE JCT.....				
Arrive	P. M.	P. M.		
	769	607		

Note—Nos. 769, 771, 778 and 713 are superior by direction to No. 308.

FIRST CLASS

	#709 DAILY EX. SAT. & SUN. P. M.	771 SAT. ONLY P. M.	●773 DAILY EX. SAT. & SUN. P. M.	#809 DAILY EX. SUN. P. M.	#711 DAILY EX. SAT. & SUN. P. M.
.....	\$ 3.40	\$ 3.55	\$ 4.05	\$ 4.05	\$ 4.15
.....	\$ 3.48	\$ 4.03	\$ 4.13	\$ 4.15	\$ 4.23
.....	\$ 3.51	\$ 4.06	\$ 4.16	\$ 4.18	\$ 4.26
.....	\$ 3.52	\$ 4.07	\$ 4.17	\$ 4.19	\$ 4.27
.....	F 3.54	F 4.10	.....	F 4.22	.....
.....	\$ 3.55	\$ 4.11	\$ 4.20	\$ 4.23	\$ 4.30
.....	\$ 3.56	\$ 4.12	\$ 4.21	.....	.....
.....	\$ 3.59	F 4.15	F 4.24	.....	.....
.....	F 4.00	F 4.16	\$ 4.26	.....	.....
.....	F 4.02	F 4.18	\$ 4.27	.....	.....
.....	\$ 4.03	\$ 4.19	\$ 4.28	.....	.....
.....	\$ 4.04	F 4.20	.....	Will Not Run July 4 Sept. 1	F 4.36
.....	\$ 4.07	\$ 4.22	\$ 4.31	.....	F 4.39
.....	\$ 4.10	\$ 4.25	\$ 4.36	.....	\$ 4.42
.....	\$ 4.11	\$ 4.27	\$ 4.37	.....	\$ 4.43
.....	\$ 4.13	F 4.29	\$ 4.39	.....	\$ 4.45
.....	\$ 4.17	\$ 4.32	\$ 4.44	.....	\$ 4.50
.....	\$ 4.21	F 4.36	\$ 4.48	.....	\$ 4.54
.....	\$ 4.26	\$ 4.41	\$ 4.53	.....	\$ 4.59
.....	\$ 4.30	\$ 4.46	\$ 4.58	.....	\$ 5.04
.....	Will Not Run July 4 Sept. 1	F 4.48	F 5.00	.....	Will Not Run July 4 Sept. 1
.....	.....	\$ 4.53	\$ 5.05	.....	.....
.....	.....	\$ 4.58	\$ 5.10	.....	.....
.....	.....	F 5.01	F 5.13	.....	.....
.....	.....	F 5.04	F 5.17	.....	.....
.....	.....	\$ 5.07	\$ 5.21	.....	.....
.....	.....	\$ 5.10	\$ 5.23	.....	.....
.....	.....	F 5.13	F 5.27	.....	.....
.....	.....	\$ 5.17	\$ 5.31	.....	.....
.....	.....	\$ 5.20	Note 5.34	.....	.....
.....	.....	F 5.25	F 5.39	.....	.....
.....	.....	\$ 5.30	\$ 5.45	.....	.....
.....	MU	MU	MU	.....	MU
.....	.....	Note	.....	.....	.....
.....
.....	P. M.	P. M.	P. M.	P. M.	P. M.
.....	709	771	773	809	711

Note—Nos. 769, 771, 773 and 713 are superior by direction to No. 308.

62 PHILADELPHIA TO MILLVILLE AND WOODBINE JCT.

STATIONS	FIRST CLASS			
	#713 DAILY EX. SAT. & SUN.	715 SAT. ONLY	#611 DAILY EX. SAT. & SUN.	
	P. M.	P. M.	P. M.	
PHILA. (Market St. Whf.)	\$ 4.25	\$ 4.25	\$ 4.25	
CAMDEN	\$ 4.33	\$ 4.33	\$ 4.35	
BROADWAY	\$ 4.36	\$ 4.36	\$ 4.38	
CENTER	4.37	4.37	4.39	
SOUTH CAMDEN	F 4.39	F 4.39	F 4.41	
BROWN	4.40	4.40	4.42	
YORKSHIP	F 4.41	F 4.41		
GLOUCESTER	\$ 4.44	\$ 4.44		
SOUTH GLOUCESTER	F 4.46	F 4.46		
BROOKLAWN	F 4.49	F 4.47		
WESTVILLE	\$ 4.51	\$ 4.48		
SOUTH WESTVILLE	F 4.53	F 4.49	Will Not Run July 4 Sept. 1	
NORTH WOODBURY	\$ 4.56	\$ 4.52		
WOODBURY	\$ 4.59	\$ 4.55		
REDOAK	5.00	4.56		
WOODBURY HEIGHTS	\$ 5.02	\$ 4.58		
WENONAH	\$ 5.06	\$ 5.01		
SEWELL	\$ 5.09	\$ 5.04		
PITMAN	\$ 5.13	\$ 5.09		
GLASSBORO	\$ 5.17	\$ 5.12		
SOUTH GLASSBORO	F 5.20			
CLAYTON	\$ @5.25			
FRANKLINVILLE				
IONA				
MALAGA				
LAKE	Note			
NEWFIELD				
NORTH VINELAND				
HOME				
VINELAND				
SOUTH VINELAND				
MILLVILLE				
MENANTICO	MU	MU		
MANUMUSKIN				
BELLEPLAIN	Will Not Run July 4 Sept. 1			
WOODBINE				
PINE				
WOODBINE JCT.				
Arrive	P. M.	P. M.	P. M.	
	713	715	611	

Note—Nos. 769, 771, 773 and 713 are superior by direction to No. 308.

FIRST CLASS

	#0775	#0173	#0613	#0779	0751
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
.....	\$ 4.50	\$ 5.00	\$ 5.00	\$ 6.00	\$ 11.10
.....	\$ 4.58	\$ 5.08	\$ 5.10	\$ 6.08	\$ 11.18
.....	\$ 5.01	\$ 5.11	\$ 5.13	\$ 6.11	\$ 11.21
.....	\$ 5.02	\$ 5.12	\$ 5.14	\$ 6.12	\$ 11.22
.....	F 5.05	.....	F 5.17	F 6.15	F 11.25
.....	5.06	5.15	5.18	6.16	11.26
.....	F 5.07	.....	.....	F 6.17	\$ 11.27
.....	\$ 5.10	.....	.....	\$ 6.20	F 11.29
.....	F 5.11	.....	.....	F 6.21	F 11.30
.....	F 5.13	.....	.....	F 6.23	F 11.32
.....	\$ 5.14	Will Not Run	Will Not Run	\$ 6.24	F 11.33
.....	F 5.15	July 4	July 4	\$ 6.25	F 11.34
.....	\$ 5.17	Sept. 1	Sept. 1	F 6.27	F 11.36
.....	\$ 5.20	.....	.....	\$ 6.29	\$ 11.38
.....	5.21	.....	.....	6.30	11.39
.....	F 5.23	.....	.....	F 6.32	F 11.41
.....	\$ 5.26	.....	.....	\$ 6.35	F 11.44
.....	F 5.29	.....	.....	\$ 6.38	F 11.47
.....	\$ 5.34	.....	.....	\$ 6.43	\$ 11.51
.....	\$ 5.38	.....	.....	\$ 6.46	\$ 11.54
.....	F 5.40	.....	.....	F 6.47	F 11.55
.....	\$ 5.45	.....	.....	\$ 6.52	\$ 12.00
.....	F 5.50	.....	.....	\$ 6.56	F 12.04
.....	F 5.52	.....	.....	F 6.58	F 12.06
.....	\$ 5.56	.....	.....	F 7.00	F 12.09
.....	\$ 5.58	.....	.....	.....	.....
.....	\$ 6.01	.....	.....	\$ 7.03	\$ 12.12
.....	F 6.03	.....	.....	\$ 7.05	\$ 12.14
.....	6.07	.....	.....	F 7.08	F 12.17
.....	\$ 6.10	.....	.....	7.12	12.21
.....	F 6.15	.....	.....	\$ 7.15	\$ 12.24
.....	\$ 6.20	.....	.....	F 7.20	F 12.29
.....	.....	.....	.....	\$ 7.25	\$ 12.35
.....	MU	.....	.....	MU	MU
.....	Will Not Run	.....	.....	Will Not Run	.....
.....	July 4	.....	.....	July 4	.....
.....	Sept. 1	.....	.....	Sept. 1	.....
.....
.....	P. M.	P. M.	P. M.	P. M.	A. M.
.....	775	173	613	779	751

64 WOODBINE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●750	●602	●704	
	A. M.	A. M.	A. M.	
Arrive				
PHILA. (Market St. Whf.)	\$ 5.25	\$ 5.40	\$ 6.05	
CAMDEN	\$ 5.18	\$ 5.33	\$ 5.58	
BROADWAY	\$ 5.15	\$ 5.30	\$ 5.53	
CENTER	5.14	5.29	5.52	
SOUTH CAMDEN	F 5.11	F 5.26	F 5.48	
BROWN	5.10	5.25	5.47	
YORKSHIP	F 5.09		F 5.46	
GLOUCESTER	\$ 5.08		\$ 5.43	
SOUTH GLOUCESTER	F 5.04		F 5.41	
BROOKLAWN	F 5.02		F 5.39	
WESTVILLE	\$ 5.01		\$ 5.38	
SOUTH WESTVILLE	F 5.00		\$ 5.37	
NORTH WOODBURY	\$ 4.58		\$ 5.34	
WOODBURY	\$ 4.56		\$ 5.32	
REDOAK	4.54		5.30	
WOODBURY HEIGHTS	\$ 4.52		\$ 5.28	
WENONAH	\$ 4.49		\$ 5.25	
SEWELL	\$ 4.46		\$ 5.22	
PITMAN	\$ 4.43		\$ 5.18	
GLASSBORO	\$ 4.39		\$ 5.15	
SOUTH GLASSBORO	F 4.35			
CLAYTON	\$ 4.31	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	
FRANKLINVILLE	\$ 4.26			
IONA	F 4.24			
MALAGA	\$ 4.21			
LAKE	4.18			
NEWFIELD	\$ 4.17			
NORTH VINELAND	F 4.15			
HOME	4.12			
VINELAND	\$ 4.10			
SOUTH VINELAND	F 4.05			
MILLVILLE	\$ 4.00			
MENANTICO				
MANUMUSKIN	MU		MU	
BELLEPLAIN				
WOODBINE	Will Not Run July 4 Sept. 1			
PINE				
WOODBINE JCT				
Leave				
	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	#750	#602	#704	

FIRST CLASS

	●754	●604	●752	●706	●606
	A. M.	A. M.	A. M.	A. M.	A. M.
.....	\$ 6.25	\$ 6.25	\$ 6.30	\$ 6.35	\$ 6.40
.....	\$ 6.15	\$ 6.17	\$ 6.22	\$ 6.24	\$ 6.32
.....	\$ 6.12	\$ 6.14	\$ 6.19	\$ 6.21	\$ 6.29
.....	6.11	6.13	6.18	6.20	6.28
.....	6.07	F 6.10	F 6.15	\$ 6.17	F 6.25
.....		6.09	6.14	6.16	6.24
.....	F 6.06		F 6.12	\$ 6.15	
.....			\$ 6.09	\$ 6.13	
.....			F 6.07	\$ 6.12	
.....					
.....		Will Not Run	F 6.05	\$ 6.10	
.....		July 4	\$ 6.04	\$ 6.08	
.....		Sept. 1	\$ 6.03	\$ 6.06	
.....	\$ 5.58		\$ 6.00	\$ 6.03	
.....	5.56		5.58	\$ 6.01	
.....			5.56		
.....	\$ 5.53		\$ 5.53		
.....	\$ 5.50		\$ 5.50	Will Not Run	Will Not Run
.....	\$ 5.47		\$ 5.47	July 4	July 4
.....	\$ 5.43		\$ 5.43	Sept. 1	Sept. 1
.....	\$ 5.39		\$ 5.39		
.....	F 5.35		F 5.35		
.....	\$ 5.32		\$ 5.32		
.....	\$ 5.26		\$ 5.26		
.....	F 5.23		F 5.23		
.....	F 5.19		F 5.19		
.....	\$ 5.16		\$ 5.16		
.....	\$ 5.14		\$ 5.14		
.....	F 5.11		F 5.11		
.....	\$ 5.07		\$ 5.07		
.....	F Note 5.06		F Note 5.06		
.....	F 5.00		F 5.00		
.....	\$ 4.55		\$ 4.55		
.....	MU		MU	MU	
.....	Will Not Run		Will Run		
.....	July 4		July 4		
.....	Sept. 1		Sept. 1		
.....					
.....	A. M.	A. M.	A. M.	A. M.	A. M.
.....	DAILY		SAT., SUN.	DAILY	
.....	EX. SAT.	DAILY	AND	EX. SAT.	DAILY
.....	& SUN.	EX. SUN.	HOLIDAYS	& SUN.	EX. SUN.
.....	‡754	‡604	752	‡706	‡606

Note—No. 301 is superior by direction to Nos. 752, 754 and 756.

STATIONS	FIRST CLASS			
	●300	●708	●106	
Arrive	A. M.	A. M.	A. M.	
PHILA. (Market St. Whf.)..	\$ 6.40	\$ 6.50	\$ 6.50	
CAMDEN.....	\$ 6.34	\$ 6.42	\$ 6.42	
BROADWAY.....	\$ 6.31	\$ 6.39	\$ 6.39	
CENTER.....	6.30	6.38	6.38	
SOUTH CAMDEN.....		F 6.35		
BROWN.....	6.27	6.34	6.35	
YORKSHIP.....		\$ 6.33		
GLOUCESTER.....		\$ 6.30		
SOUTH GLOUCESTER.....		\$ 6.29		
BROOKLAWN.....		F 6.28		
WESTVILLE.....	Will Not Run July 4 Sept. 1	\$ 6.24	Will Not Run July 4 Sept. 1	
SOUTH WESTVILLE.....		\$ 6.22		
NORTH WOODBURY.....		\$ 6.19		
WOODBURY.....		\$ 6.16		
REDOAK.....		6.14		
WOODBURY HEIGHTS.....		\$ 6.13		
WENONAH.....		\$ 6.09		
SEWELL.....		\$ 6.06		
PITMAN.....		\$ 6.02		
GLASSBORO.....		\$ 5.58		
SOUTH GLASSBORO.....		F 5.55		
CLAYTON.....		\$ 5.50		
FRANKLINVILLE.....				
IONA.....				
MALAGA.....				
LAKE.....				
NEWFIELD.....				
NORTH VINELAND.....		Will Not Run July 4 Sept. 1		
HOME.....				
VINELAND.....				
SOUTH VINELAND.....				
MILLVILLE.....				
MENANTICO.....		MU		
MANUMUSKIN.....				
BELLEPLAIN.....				
WOODBINE.....				
PINE.....				
WOODBINE JCT.....				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	#800	#708	#106	

FIRST CLASS

	240	710	610	612	756
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.00	\$ 7.15	\$ 7.25	\$ 7.25	\$ 7.30
	\$ 6.54	\$ 7.07	\$ 7.18	\$ 7.18	\$ 7.22
	\$ 6.51	\$ 7.04	\$ 7.13	\$ 7.13	\$ 7.19
	6.50	7.02	7.12	7.12	7.18
		F 7.00	F 7.09	F 7.09	F 7.15
	6.47	6.59	7.08	7.08	7.14
		\$ 6.58			F 7.13
		\$ 6.55			
		\$ 6.53			
		\$ 6.52			
	Will Not Run	\$ 6.50	Will Not Run		
	July 4	\$ 6.48	July 4		
	Sept. 1	\$ 6.45	Sept. 1		\$ 7.07
		\$ 6.43			\$ 7.05
		6.42			7.03
		\$ 6.40			\$ 7.02
		\$ 6.38			\$ 6.58
		\$ 6.32			\$ 6.56
		\$ 6.28			\$ 6.51
		\$ 6.25			\$ 6.47
		Will Not Run			F 6.42
		July 4			\$ 6.39
		Sept. 1			\$ 6.34
					F 6.32
					F 6.28
					\$ 6.25
					\$ 6.24
					F 6.21
					6.17
					\$ 6.15
					F 6.10
					\$ 6.05
		MU			MU
					Note
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	SAT.	DAILY
	EX. SAT.	EX. SUN.	EX. SAT.	ONLY	EX. SUN.
	& SUN.		& SUN.		
	#240	#710	#610	612	756

Note—No. 301 is superior by direction to Nos. 752, 754 and 756.

68 WOODBINE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	758	242	306	
	A. M.	A. M.	A. M.	
PHILA. (Market St. Whf.)..	\$ 7.45	\$ 7.45	\$ 7.50	
CAMDEN.....	\$ 7.38	\$ 7.39	\$ 7.42	
BROADWAY.....	\$ 7.35	\$ 7.36	\$ 7.39	
CENTER.....	7.34	7.35	7.38	
SOUTH CAMDEN.....				
BROWN.....	7.31	7.32	7.35	
YORKSHIP.....	\$ 7.29			
GLOUCESTER.....	\$ 7.26			
SOUTH GLOUCESTER.....				
BROOKLAWN.....	F 7.23			
WESTVILLE.....	\$ 7.22			
SOUTH WESTVILLE.....		Will Not Run	Will Not Run	
NORTH WOODBURY.....		July 4	July 4	
WOODBURY.....	\$ 7.18	Sept. 1	Sept. 1	
REDOAK.....	7.16			
WOODBURY HEIGHTS.....	\$ 7.14			
WENONAH.....	\$ 7.11			
SEWELL.....	\$ 7.08			
PITMAN.....	\$ 7.05			
GLASSBORO.....	\$ 7.02			
SOUTH GLASSBORO.....	F 7.00			
CLAYTON.....	\$ 6.58			
FRANKLINVILLE.....	F 6.53			
IONA.....				
MALAGA.....				
LAKE.....	6.47			
NEWFIELD.....	\$ 6.46			
NORTH VINELAND.....				
HOME.....	6.41			
VINELAND.....	\$ 6.40			
SOUTH VINELAND.....	F 6.34			
MILLVILLE.....	\$ 6.30			
MENANTICO.....	MU			
MANUMUSKIN.....				
BELLEPLAIN.....	Will Not Run			
WOODBINE.....	July 4			
PINE.....	Sept. 1			
WOODBINE JCT.....				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	#758	#242	#306	

FIRST CLASS

	304	760	764		
	A. M.	A. M.	A. M.		
.....	\$ 7.50	\$ 8.40	\$ 11.45	.....	.....
.....	\$ 7.43	\$ 8.32	\$ 11.37	.....	.....
.....	\$ 7.40	\$ 8.29	\$ 11.34	.....	.....
.....	7.39	8.28	11.33	.....	.....
.....	7.36	8.25	F 11.29	.....	.....
.....			11.28	.....	.....
.....		F 8.23	\$ 11.27	.....	.....
.....		F 8.21	\$ 11.24	.....	.....
.....		F 8.19	F 11.22	.....	.....
.....		F 8.18	F 11.20	.....	.....
.....		F 8.17	\$ 11.19	.....	.....
.....		F 8.15	F 11.17	.....	.....
.....		F 8.13	F 11.15	.....	.....
.....		\$ 8.11	\$ 11.13	.....	.....
.....		8.08	11.10	.....	.....
.....		F 8.06	F 11.08	.....	.....
.....		\$ 8.03	\$ 11.05	.....	.....
.....		\$ 8.00	\$ 11.02	.....	.....
.....		\$ 7.56	\$ 10.58	.....	.....
.....		\$ 7.53	\$ 10.55	.....	.....
.....		F 7.48	F 10.51	.....	.....
.....		\$ 7.44	\$ 10.48	.....	.....
.....		\$ 7.39	F 10.44	.....	.....
.....		\$ 7.37	F 10.42	.....	.....
.....		\$ 7.33	F 10.39	.....	.....
.....		\$ 7.30	\$ 10.36	.....	.....
.....		\$ 7.29	\$ 10.35	.....	.....
.....		F 7.26	F 10.32	.....	.....
.....		7.22	10.28	.....	.....
.....		\$ 7.20	\$ 10.26	.....	.....
.....		\$ 7.15	F 10.20	.....	.....
.....		\$ 7.10	\$ 10.15	.....	.....
.....		MU	MU	.....	.....
.....		Will Not Run July 4 Sept. 1	.....	.....	.....
.....	A. M.	A. M.	A. M.	.....	.....
.....	SAT. ONLY 304	DAILY EX. SUN. #760	DAILY EX. SUN. 764	.....	.....

70 WOODBINE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	766	768	●150	
	P. M.	P. M.	P. M.	
Arrive				
PHILA. (Market St. Whf.)..	\$ 2.40	\$ 4.05	\$ 4.15	
CAMDEN.....	\$ 2.30	\$ 3.57	\$ 4.09	
BROADWAY.....	\$ 2.27	\$ 3.54	\$ 4.06	
CENTER.....	2.26	3.53	4.05	
SOUTH CAMDEN.....	\$ 2.22	F 3.50		
BROWN.....	2.21	3.49	4.02	
YORKSHIP.....	\$ 2.20	F 3.48		
GLOUCESTER.....	\$ 2.17	\$ 3.45		
SOUTH GLOUCESTER.....	F 2.14	F 3.43		
BROOKLAWN.....	F 2.12	F 3.41		
WESTVILLE.....	\$ 2.11	\$ 3.40		
SOUTH WESTVILLE.....	F 2.09	F 3.38		
NORTH WOODBURY.....	\$ 2.07	F 3.35		
WOODBURY.....	\$ 2.04	\$ 3.33		
REDOAK.....	2.02	3.29		
WOODBURY HEIGHTS.....	\$ 2.00	F 3.27		
WENONAH.....	\$ 1.57	\$ 3.24		
SEWELL.....	\$ 1.54	\$ 3.21		
PITMAN.....	\$ 1.51	\$ 3.17		
GLASSBORO.....	\$ 1.48	\$ 3.13		
SOUTH GLASSBORO.....	F 1.44	F 3.08		
CLAYTON.....	\$ 1.39	\$ 3.05		
FRANKLINVILLE.....	\$ 1.31	\$ 3.00		
IONA.....	F 1.28	F 2.58		
MALAGA.....	F 1.25	F 2.55		
LAKE.....	1.22	2.52		
NEWFIELD.....	\$ 1.20	\$ 2.50		
NORTH VINELAND.....	F 1.16	F 2.47		
HOME.....	1.12	2.43		
VINELAND.....	\$ 1.10	\$ Note 2.41		
SOUTH VINELAND.....	F 1.05	F 2.35		
MILLVILLE.....	\$ 1.00	\$ 2.30		
MENANTICO.....	MU	MU		
MANUMUSKIN.....				
BELLEPLAIN.....		Will Not Run		
WOODBINE.....	Note	July 4		
PINE.....		Sept. 1		
WOODBINE JCT.....				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	SAT.	
	766	EX. SUN.	ONLY	
		≠768	150	

Note—No. 759 is superior by direction to No. 766.

Note—No. 763 is superior by direction to No. 768.

FIRST CLASS					
		308	●380	●776	
		P. M.	P. M.	P. M.	
		\$ 6.40	\$ 9.45	\$ 10.50	
		\$ 6.32	\$ 9.35	\$ 10.42	
		\$ 6.29	\$ 9.32	\$ 10.39	
		6.28	9.31	10.38	
				F 10.35	
		6.26	9.28	10.34	
				F 10.33	
		\$ 6.20		F 10.30	
				F 10.28	
				F 10.26	
		\$ 6.13		F 10.25	
				F 10.24	
				F 10.22	
		\$ 6.08		\$ 10.20	
		6.02		10.18	
				F 10.16	
		\$ 5.58		\$ 10.13	
		\$ 5.54		\$ 10.10	
		\$ 5.49		\$ 10.07	
		\$ 5.45		\$ 10.04	
		F 5.37		F 10.00	
		\$ 5.34		F 9.57	
		\$ 5.31		F 9.53	
		\$ 5.28		F 9.51	
		\$ 5.24		F 9.48	
		\$ 5.21		\$ 9.45	
		\$ 5.09		\$ 9.44	
		F 4.58		F 9.41	
		4.54		9.37	
		\$ 4.51		\$ 9.35	
		\$ 4.37		F 9.30	
		\$ 4.26		\$ 9.25	
		F 4.15			
		\$ 4.08		MU	
		F 3.53			
		\$ 3.45			
		3.40			
		3.35			
		P. M.	P. M.	P. M.	
		DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	DAILY	
		308	380	776	

Note—Nos. 769, 771, 773 and 713 are superior by direction to No. 308.

72 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	301	485	373	
	DAILY EX. SUN.	DAILY	SUNDAYS AND HOLIDAYS	
Leave	A. M.	A. M.	A. M.	
BROAD ST., PHILA. (P. T. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 3.30	\$ 5.00	\$ 6.00	
CAMDEN	\$ 3.45	\$ 5.07	\$ 6.08	
BROADWAY	A 3.48		\$ 6.11	
SOUTH CAMDEN				
BROWN	3.52			
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW		5.36	6.36	
MILMAY		5.50	6.50	
TUCKAHOE		6.02	7.04	
PETERSBURG				
PALERMO				
51st STREET (Ocean City)				
34th STREET (Ocean City)				
24th STREET (Ocean City)				
14th STREET (Ocean City)				
OCEAN CITY (10th Street)				
4th STREET (Ocean City)				
OCEAN CITY GARDENS				
WOODBINE JCT.	6.43	6.08	7.11	
DENNISVILLE	F 6.48	6.12	7.15	
SOUTH DENNIS	F 6.51			
GOSHEN	F 6.56		7.20	
CAPE MAY C. H.	\$ 7.03	6.22	7.24	
WHITESBORO	F 7.09			
WILDWOOD JCT.	\$ 7.12	6.28	7.30	
WEST WILDWOOD			\$ 7.36	
WILDWOOD	\$ 7.25		\$ 7.40	
ANDREWS AVENUE		Note	\$ 7.44	
WILDWOOD CREST			\$ 7.47	
COLD SPRING HARBOR				
RIO GRANDE				
ERMA				
HARBOR BR. JCT.		6.39		
CAPE MAY				
Arrive	A. M.	A. M.	A. M.	
	301	485	373	

Note—No. 485 is superior by direction to Nos. 304 and 306.

74 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	●375 SUNDAYS AND HOLIDAYS	●489 SUNDAYS AND HOLIDAYS	●289 SUNDAYS AND HOLIDAYS	
	A. M.	A. M.	A. M.	
Leave				
BROADST., PHILA. (P. T. Div.)				
PHILA. (Mkt. St. Wharf)....	\$ 7.00	\$ 7.30		
CAMDEN.....	\$ 7.08	\$ 7.38		
BROADWAY.....	\$ 7.11	\$ 7.41		
SOUTH CAMDEN.....				
BROWN.....	7.15			
SHIPYARD.....				
WEST COLLINGSWOOD.....				
OAKLYN.....				
AUDUBON.....				
ORSTON.....				
HADDON HEIGHTS.....	7.21			
BARRINGTON.....				
LAWNSIDE.....	Will Run	Will Run	Will Run	
MAGNOLIA.....	July 4	July 4	July 4	
SOMERDALE.....	Sept. 1	Sept. 1	Sept. 1	
STRATFORD.....				
LAUREL SPRINGS.....				
GARDEN LAKE.....				
CLEMENTON.....	7.28			
PINE VALLEY.....				
ALBION.....		Via		
PENBRYN.....		Vernon		
WILLIAMSTOWN JCT.....	7.33			
FLORENCE.....				
CEDAR BROOK.....				
BRADDOCK.....				
BLUE ANCHOR.....				
WINSLOW.....	7.41	8.09		
MILMAY.....	7.55	8.23		
TUCKAHOE.....	8.09	\$ 8.38	\$ 8.43	
PETERSBURG.....			F 8.48	
PALERMO.....			F 8.53	
51st STREET (Ocean City)			\$ 8.58	
34th STREET (Ocean City)			F 9.02	
24th STREET (Ocean City)			\$ 9.05	
14th STREET (Ocean City)			\$ 9.08	
OCEAN CITY (10th Street)			\$ 9.11	
4th STREET (Ocean City)			\$ 9.15	
OCEAN CITY GARDENS			\$ 9.18	
WOODBINE JCT.....	8.15	F 8.44		
DENNISVILLE.....	8.19	8.48		
SOUTH DENNIS.....				
GOSHEN.....	8.24	8.53		
CAPE MAY C. H.....	8.29	\$ 8.58		
WHITESBORO.....				
WILDWOOD JCT.....	8.35	9.05		
WEST WILDWOOD.....	\$ 8.41			
WILDWOOD.....	\$ 8.45			
ANDREWS AVENUE.....	\$ 8.49			
WILDWOOD CREST.....	\$ 8.52			
COLD SPRING HARBOR.....				
RIO GRANDE.....		F 9.09		
ERMA.....				
HARBOR BR. JCT.....		9.16		
CAPE MAY.....		\$ 9.20		
Arrive	A. M.	A. M.	A. M.	
	375	489	289	

[illegible]

76 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	●1069 SUNDAYS AND HOLIDAYS	●377 SUNDAYS AND HOLIDAYS		
	A. M.	A. M.		
Leave				
BROADST., PHILA. (P. T. Div.)	\$ 7.30			
PHILA. (Mkt. St. Wharf)		\$ 8.00		
CAMDEN		\$ 8.08		
BROADWAY		\$ 8.11		
SOUTH CAMDEN				
BROWN		8.15		
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS		8.21		
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON		8.28		
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.		8.33		
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW	8.24	8.41		
MILMAY	8.38	8.55		
TUCKAHOE	8.52	9.09		
PETERSBURG				
PALERMO				
51st STREET (Ocean City)				
34th STREET (Ocean City)				
24th STREET (Ocean City)				
14th STREET (Ocean City)				
OCEAN CITY (10th Street)				
4th STREET (Ocean City)				
OCEAN CITY GARDENS				
WOODBINE JCT.	8.58	9.15		
DENNISVILLE	9.02	9.19		
SOUTH DENNIS				
GOSHEN	9.07	9.24		
CAPE MAY C. H.	9.12	9.29		
WHITESBORO				
WILDWOOD JCT.	9.19	9.35		
WEST WILDWOOD	\$ 9.25	\$ 9.40		
WILDWOOD	\$ 9.30	\$ 9.45		
ANDREWS AVENUE	\$ 9.34	\$ 9.49		
WILDWOOD CREST	\$ 9.37	\$ 9.52		
COLD SPRING HARBOR				
RIO GRANDE				
ERMA				
HARBOR BR. JCT.				
CAPE MAY				
Arrive				
	A. M.	A. M.		
	1069	377		

78 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	379 SUNDAYS AND HOLIDAYS	279 SUNDAYS AND HOLIDAYS	479 SUNDAYS AND HOLIDAYS	
	A. M.	A. M.	A. M.	
Leave				
BROAD ST., PHILA. (P.T.Div.)				
PHILA. (Mkt. St. Wharf)	\$ 9.00			
CAMDEN	\$ 9.07			
BROADWAY	\$ 9.10			
SOUTH CAMDEN				
BROWN				
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW	9.37			
MILMAY	9.51			
TUCKAHOE	\$ 10.06	\$ 10.11		
PETERSBURG		10.16		
PALERMO		F 10.21		
51st STREET (Ocean City)		\$ 10.26		
84th STREET (Ocean City)		F 10.30		
24th STREET (Ocean City)		\$ 10.33		
14th STREET (Ocean City)		\$ 10.36		
OCEAN CITY (10th Street)		\$ 10.39		
4th STREET (Ocean City)		\$ 10.43		
OCEAN CITY GARDENS		\$ 10.46		
WOODBINE JCT.	10.12			
DENNISVILLE	10.16			
SOUTH DENNIS				
GOSHEN	10.21			
CAPE MAY C. H.	\$ 10.26			
WHITESBORO				
WILDWOOD JCT.	\$ 10.35		\$ 10.38	
WEST WILDWOOD	\$ 10.41			
WILDWOOD	\$ 10.45			
ANDREWS AVENUE	\$ 10.49			
WILDWOOD CREST	\$ 10.52			
COLD SPRING HARBOR				
RIO GRANDE				
ERMA				
HARBOR BR. JCT.			10.49	
CAPE MAY			\$ 10.53	
Arrive	A. M.	A. M.	A. M.	
	379	279	479	

80 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	●381 SUNDAYS AND HOLIDAYS	●281 SUNDAYS AND HOLIDAYS	●481 SUNDAYS AND HOLIDAYS	
	A. M.	A. M.	P. M.	
BROADST., PHILA. (P. T. Div.)				
PHILA. (Mkt. St. Wharf).....	\$ 10.30			
CAMDEN.....	\$ 10.37			
BROADWAY.....	\$ 10.40			
SOUTH CAMDEN.....				
BROWN.....				
SHIPYARD.....				
WEST COLLINGSWOOD.....				
OAKLYN.....				
AUDUBON.....				
ORSTON.....				
HADDON HEIGHTS.....				
BARRINGTON.....				
LAWNSIDE.....				
MAGNOLIA.....	Will Run	Will Run	Will Run	
SOMERDALE.....	July 4	July 4	July 4	
STRATFORD.....	Sept. 1	Sept. 1	Sept. 1	
LAUREL SPRINGS.....				
GARDEN LAKE.....				
CLEMENTON.....				
PINE VALLEY.....				
ALBION.....	Via			
PENBRYN.....	Vernon			
WILLIAMSTOWN JCT.....				
FLORENCE.....				
CEDAR BROOK.....				
BRADDOCK.....				
BLUE ANCHOR.....				
WINSLOW.....	11.07			
MILMAY.....	11.21			
TUCKAHOE.....	\$ 11.36	\$ 11.41		
PETERSBURG.....		11.46		
PALERMO.....		F 11.51		
51st STREET (Ocean City).....		\$ 11.56		
84th STREET (Ocean City).....		F 12.00		
24th STREET (Ocean City).....		\$ 12.03		
14th STREET (Ocean City).....		\$ 12.06		
OCEAN CITY (10th Street).....		\$ 12.09		
4th STREET (Ocean City).....		\$ 12.13		
OCEAN CITY GARDENS.....		\$ 12.16		
WOODBINE JCT.....	11.42			
DENNISVILLE.....	11.46			
SOUTH DENNIS.....				
GOSHEN.....	11.51			
CAPE MAY C. H.....	\$ 11.56			
WHITESBORO.....				
WILDWOOD JCT.....	\$ 12.05		\$ 12.08	
WEST WILDWOOD.....	\$ 12.11			
WILDWOOD.....	\$ 12.15			
ANDREWS AVENUE.....	\$ 12.19			
WILDWOOD CREST.....	\$ 12.22			
COLD SPRING HARBOR.....				
RIO GRANDE.....			F 12.11	
ERMA.....			12.19	
HARBOR BR. JCT.....			\$ 12.23	
CAPE MAY.....				
Arrive	P. M.	P. M.	P. M.	
	381	281	481	

82 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	●1055	●255	●455	
	SAT. ONLY	SAT. ONLY	SAT. ONLY	
	A. M.	P. M.	P. M.	
Leave				
BROADST., PHILA. (P. T. Div.)	\$ 11.35			
PHILA. (Mkt. St. Wharf)				
CAMDEN				
BROADWAY				
SOUTH CAMDEN				
BROWN				
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION	Via Vernon			
PENBRYN				
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW	12.30			
MILMAY	12.44			
TUCKAHOE	\$ 1.00	\$ 1.05		
PETERSBURG		1.10		
PALERMO		F 1.15		
51st STREET (Ocean City)		\$ 1.20		
34th STREET (Ocean City)		F 1.24		
24th STREET (Ocean City)		\$ 1.27		
14th STREET (Ocean City)		\$ 1.30		
OCEAN CITY (10th Street)		\$ 1.33		
4th STREET (Ocean City)		\$ 1.37		
OCEAN CITY GARDENS		\$ 1.40		
WOODBINE JCT.	1.06			
DENNISVILLE	1.10			
SOUTH DENNIS				
GOSHEN	1.15			
CAPE MAY C. H.	\$ 1.20			
WHITESBORO				
WILDWOOD JCT.	\$ 1.29		\$ 1.34	
WEST WILDWOOD	\$ 1.36			
WILDWOOD	\$ 1.40			
ANDREWS AVENUE	\$ 1.44			
WILDWOOD CREST	\$ 1.47			
COLD SPRING HARBOR				
RIO GRANDE				
ERMA				
HARBOR BR. JCT.			1.43	
CAPE MAY			\$ 1.47	
Arrive	P. M.	P. M.	P. M.	
	1055	255	455	

FIRST CLASS

	●603 SAT. ONLY	●1061 DAILY EX. SAT. & SUN.	●261 DAILY EX. SAT. & SUN.	●461 DAILY EX. SAT. & SUN.	
	A. M.	P. M.	P. M.	P. M.	
		\$ 12.30			
	\$ 11.45				
	\$ 11.55				
	\$ 11.58				
	F 12.02				
	12.03				
	F 12.04				
	\$ 12.07				
	\$ 12.09				
	\$ 12.11				
	\$ 12.13				
	\$ 12.16				
	\$ 12.17				
	F 12.20	Will Not Run	Will Not Run	Will Not Run	
	F 12.22	July 4	July 4	July 4	
	\$ 12.25	Sept. 1	Sept. 1	Sept. 1	
	F 12.27				
	F 12.28				
	\$ 12.31				
	F 12.35	Via			
	F 12.37	Vernon			
	\$ 12.39				
	F 12.42				
	F 12.45				
	F 12.48				
	F 12.50				
	F 12.54	1.23			
		1.37			
		\$ 1.62	\$ 1.57		
			F 2.02		
			\$ 2.07		
			\$ 2.12		
			F 2.16		
			\$ 2.19		
			\$ 2.22		
			\$ 2.25		
			\$ 2.29		
			\$ 2.32		
		1.59			
		2.03			
		2.08			
		\$ 2.13			
		\$ 2.22	\$ 2.25		
		\$ 2.28			
		\$ 2.32			
		\$ ①2.36	Note		
		\$ ①2.39			
		Note	F 2.28		
			2.34		
			\$ 2.38		
	P. M.	P. M.	P. M.	P. M.	
	603	1061	261	461	

Note—No. 1061 is superior by direction to No. 1060.

Note—No. 461 is superior by direction to No. 460.

84 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	●325	●225	●425	
	SAT. ONLY	SAT. ONLY	SAT. ONLY	
Leave	P. M.	P. M.	P. M.	
BROADST., PHILA. (P. T. Div.)				
PHILA. (Mkt. St. Wharf).....	\$ 2.55			
CAMDEN.....	\$ 3.02			
BROADWAY.....	\$ 3.05			
SOUTH CAMDEN.....				
BROWN.....	3.09			
SHIPYARD.....				
WEST COLLINGSWOOD.....				
OAKLYN.....				
AUDUBON.....				
ORSTON.....				
HADDON HEIGHTS.....	3.15			
BARRINGTON.....				
LAWN SIDE.....				
MAGNOLIA.....				
SOMERDALE.....				
STRATFORD.....				
LAUREL SPRINGS.....				
GARDEN LAKE.....				
CLEMENTON.....	3.22			
PINE VALLEY.....				
ALBION.....				
PENBRYN.....				
WILLIAMSTOWN JCT.....	3.27			
FLORENCE.....				
CEDAR BROOK.....				
BRADDOCK.....				
BLUE ANCHOR.....				
WINSLOW.....	3.35			
MILMAY.....	3.49			
TUCKAHOE.....	\$ 4.03	\$ 4.08		
PETERSBURG.....		4.13		
PALERMO.....		F 4.18		
51st STREET (Ocean City).....		\$ 4.28		
34th STREET (Ocean City).....		F 4.32		
24th STREET (Ocean City).....		\$ 4.35		
14th STREET (Ocean City).....		\$ 4.38		
OCEAN CITY (10th Street).....		\$ 4.41		
4th STREET (Ocean City).....		\$ 4.45		
OCEAN CITY GARDENS.....		\$ 4.48		
WOODBINE JCT.....	F 4.10			
DENNISVILLE.....	4.14			
SOUTH DENNIS.....				
GOSHEN.....	4.18			
CAPE MAY C. H.....	\$ 4.24			
WHITESBORO.....				
WILDWOOD JCT.....	\$ 4.34		\$ 4.37	
WEST WILDWOOD.....	\$ 4.41			
WILDWOOD.....	\$ 4.45			
ANDREWS AVENUE.....	\$ 4.49			
WILDWOOD CREST.....	\$ 4.52			
COLD SPRING HARBOR.....				
RIO GRANDE.....				
ERMA.....				
HARBOR BR. JCT.....			4.48	
CAPE MAY.....			\$ 4.52	
Arrive	P. M.	P. M.	P. M.	
	325	225	425	

FIRST CLASS

	#243 DAILY EX. SAT. & SUN. P. M.	#317 DAILY EX. SAT. & SUN. P. M.	#417 DAILY EX. SAT. & SUN. P. M.	#607 DAILY EX. SUN. P. M.	#245 DAILY EX. SAT. & SUN. P. M.
	\$ 3.10	\$ 3.30		\$ 3.30	\$ 3.50
	\$ 3.18	\$ 3.38		\$ 3.39	\$ 3.57
	\$ 3.21	\$ 3.41		\$ 3.42	\$ 4.00
				\$ 3.46	
				\$ 3.47	
				\$ 3.48	
				\$ 3.52	
				\$ 3.54	
				\$ 3.56	
				\$ 3.58	
				\$ 4.00	
				\$ 4.02	
	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	\$ 4.05	Will Not Run July 4 Sept. 1
				\$ 4.07	
				\$ 4.10	
				\$ 4.12	
				\$ 4.14	
				\$ 4.16	
	Via Vernon	Via Vernon		\$ 4.19	Via Vernon
				\$ 4.22	
				\$ 4.25	
				\$ 4.27	
				\$ 4.30	
				\$ 4.33	
				\$ 4.36	
				\$ 4.38	
	3.47	4.06		\$ 4.41	4.26
	4.01	4.20			4.38
	4.15	4.34			E 4.52
	F 4.23				F 4.57
	\$ 4.28				F 5.01
					\$ 5.06
	F 4.32				F 5.09
	F 4.34				F 5.11
	F 4.36			Will Not Run July 4 Sept. 1	F 5.13
	\$ 4.40				\$ 5.16
	\$ 4.43				\$ 5.19
	\$ 4.47				\$ 5.22
		4.40			
		4.44			
	Note				
		\$ 4.49			
		\$ 4.54			
		\$ 5.03	\$ 5.06		
		\$ 5.11			
		\$ 5.13			
		\$ 5.17			
		\$ 5.20			
			F 5.09		
			5.16		
			\$ 5.20		
	P. M.	P. M.	P. M.	P. M.	P. M.
	243	317	417	607	245

Note—No. 243 is superior by direction to No. 212.

86 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	#1063	#263	#463	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	P. M.	P. M.	P. M.	
BROADST., PHILA. (P.T. Div.)	\$ 3.55			
PHILA. (Mkt. St. Wharf)				
CAMDEN				
BROADWAY				
SOUTH CAMDEN				
BROWN				
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWN SIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW	4.48			
MILMAY	5.02			
TUCKAHOE	\$ 5.17	\$ 5.22		
PETERSBURG		5.26		
PALERMO		F 5.30		
51st STREET (Ocean City)		\$ 5.35		
34th STREET (Ocean City)		F 5.40		
24th STREET (Ocean City)		\$ 5.43		
14th STREET (Ocean City)		\$ 5.46		
OCEAN CITY (10th Street)		\$ 5.49		
4th STREET (Ocean City)		\$ 5.53		
OCEAN CITY GARDENS		\$ 5.56		
WOODBINE JCT.	5.23			
DENNISVILLE	5.27			
SOUTH DENNIS				
GOSHEN	5.32			
CAPE MAY C. H.	\$ 5.37			
WHITESBORO				
WILDWOOD JCT.	\$ 5.46		\$ 5.49	
WEST WILDWOOD	\$ 5.51			
WILDWOOD	\$ 5.56			
ANDREWS AVENUE	\$ 5.59			
WILDWOOD CREST	\$ 6.02			
COLD SPRING HARBOR				
RIO GRANDE			F 5.52	
ERMA			F 5.56	
HARBOR BR. JCT.			6.00	
CAPE MAY			\$ 6.04	
Arrive	P. M.	P. M.	P. M.	
	1063	263	463	

FIRST CLASS

	#609	#319	#219	#419	#611
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.05	\$ 4.25			\$ 4.25
	\$ 4.15	\$ 4.32			\$ 4.35
	\$ 4.18	\$ 4.35			\$ 4.38
	F 4.22				F 4.41
	4.23				4.42
	F 4.24				\$ 4.43
	\$ 4.27				\$ 4.46
	\$ 4.29				\$ 4.48
	\$ 4.31				\$ 4.50
	\$ 4.33				\$ 4.52
	\$ 4.36				\$ 4.54
	\$ 4.38				\$ 4.56
	\$ 4.42	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	\$ 4.59
	F 4.44				\$ 5.01
	\$ 4.47				\$ 5.04
	\$ 4.49				\$ 5.06
	F 4.51				B 5.07
	\$ 4.55				\$ 5.09
	F 4.58	Via Vernon			B 5.12
	F 5.00				B 5.14
	F 5.03				B 5.16
	\$ 5.06				B 5.18
	F 5.09				B 5.21
	F 5.13				F 5.24
	F 5.16				B 5.27
	F 5.18				B 5.29
	\$ 5.24	5.01			F 5.33
		5.15			
		\$ 5.30	\$ 5.35		
			F 5.40		
			F 5.45		
			\$ 5.50		
			F 5.54		
			\$ 5.57		
			\$ 6.00		
			\$ 6.03		
			\$ 6.05		
			\$ 6.10		
		F 5.37			
		5.41			
		5.46			
		\$ 5.51			
		\$ 6.00		\$ 6.05	
		\$ 6.06			
		\$ 6.10			
		\$ 6.14			
		\$ 6.17			
				F 6.08	
				6.16	
				\$ 6.20	
	P. M.	P. M.	P. M.	P. M.	P. M.
	609	319	219	419	611

88 PHILADELPHIA TO OCEAN CITY, WILDWOOD & CAPE MAY

STATIONS	FIRST CLASS			
	● #173	#1065	#265	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	P. M.	P. M.	P. M.	
BROADST., PHILA. (P. T. Div.)		\$ 5.10		
PHILA. (Mkt. St. Wharf)	\$ 5.00			
CAMDEN	\$ 5.08			
BROADWAY	\$ 5.11			
SOUTH CAMDEN				
BROWN	5.15			
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS	5.21			
BARRINGTON				
LAWN SIDE				
MAGNOLIA		Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON	5.28			
PINE VALLEY				
ALBION		Via Vernon		
PENBRYN				
WILLIAMSTOWN JCT.	5.33			
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW	5.41	6.06		
MILMAY		6.20		
TUCKAHOE		\$ 6.35	\$ 6.40	
PETERSBURG			F 6.45	
PALERMO			F 6.50	
51st STREET (Ocean City)			\$ 6.55	
34th STREET (Ocean City)			F 6.59	
24th STREET (Ocean City)			\$ 7.02	
14th STREET (Ocean City)	Will Not Run July 4 Sept. 1		\$ 7.05	
OCEAN CITY (10th Street)			\$ 7.08	
4th STREET (Ocean City)			\$ 7.12	
OCEAN CITY GARDENS			\$ 7.15	
WOODBINE JCT.		F 6.42		
DENNISVILLE		6.46		
SOUTH DENNIS				
GOSHEN		6.51		
CAPE MAY C. H.		\$ 6.56		
WHITESBORO				
WILDWOOD JCT.		\$ 7.04		
WEST WILDWOOD		\$ 7.10		
WILDWOOD		\$ 7.14		
ANDREWS AVENUE		\$ 7.18		
WILDWOOD CREST		\$ 7.21		
COLD SPRING HARBOR				
RIO GRANDE				
ERMA		Note		
HARBOR BR. JCT.				
CAPE MAY				
Arrive	P. M.	P. M.	P. M.	
	173	1065	265	

Note—No. 1065 is superior by direction to No. 1056.

FIRST CLASS

	#465 DAILY EX. SUN. P. M.	#613 DAILY EX. SUN. P. M.	#323 FRI. & SAT. ONLY P. M.	#223 FRI. & SAT. ONLY P. M.	#423 FRI. & SAT. ONLY P. M.
		\$ 5.00	\$ 7.30		
		\$ 5.10	\$ 7.38		
		\$ 5.13	\$ 7.41		
		\$ 5.17			
		\$ 5.18			
		\$ 5.19			
		\$ 5.22			
		\$ 5.24			
		\$ 5.26			
		\$ 5.28			
		\$ 5.30			
		\$ 5.32			
	Will Not Run July 4 Sept. 1	\$ 5.36	Will Run July 3	Will Run July 3	Will Run July 3
		\$ 5.38			
		\$ 5.41	Will Not Run July 4	Will Not Run July 4	Will Not Run July 4
		\$ 5.43			
		\$ 5.46			
		\$ 5.48			
		\$ 5.51			
		\$ 5.53	Via Vernon		
		\$ 5.56			
		\$ 5.57			
		\$ 6.00			
		\$ 6.03			
		\$ 6.06			
		\$ 6.08			
		\$ 6.13	8.08		
			8.22		
			\$ 8.37	\$ 8.42	
				\$ 8.47	
				\$ 8.52	
				\$ 8.57	
				\$ 9.01	
	Will Not Run July 4 Sept. 1			\$ 9.04	
				\$ 9.07	
				\$ 9.10	
				\$ 9.14	
				\$ 9.17	
			\$ 8.44		
			8.48		
			\$ 8.53		
			\$ 8.58		
	\$ 7.07		\$ 9.08		\$ 9.11
	Note		\$ 9.14		
			\$ 9.18		
			\$ 9.22		
			\$ 9.25		
	\$ 7.10				
	\$ 7.17				\$ 9.22
	\$ 7.20				\$ 9.26
	P. M.	P. M.	P. M.	P. M.	P. M.
	465	613	323	223	423

Note—No. 465 is superior by direction to No. 456.

90 CAPE MAY, WILDWOOD & OCEAN CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●602	●604	●606	
	A. M.	A. M.	A. M.	
BROADST., PHILA. (P. T. Div.)				
PHILA. (Mkt. St. Wharf)....	\$ 5.40	\$ 6.25	\$ 6.40	
CAMDEN.....	\$ 5.33	\$ 6.17	\$ 6.32	
BROADWAY.....	\$ 5.30	\$ 6.14	\$ 6.29	
SOUTH CAMDEN.....	F 5.26	F 6.10	F 6.25	
BROWN.....	5.25	6.09	6.24	
SHIPYARD.....	F 5.24	\$ 6.08	\$ 6.23	
WEST COLLINGSWOOD..	\$ 5.20	\$ 6.04	\$ 6.19	
OAKLYN.....	\$ 5.18	\$ 6.02	\$ 6.17	
AUDUBON.....	\$ 5.16	\$ 6.00	\$ 6.15	
ORSTON.....	\$ 5.14	\$ 5.58	\$ 6.13	
HADDON HEIGHTS.....	\$ 5.12	\$ 5.56	\$ 6.11	
BARRINGTON.....	\$ 5.10	\$ 5.54	\$ 6.09	
LAWNSIDE.....				
MAGNOLIA.....	\$ 5.06	\$ 5.50	\$ 6.05	
SOMERDALE.....	F 5.04	F 5.47	F 6.02	
STRATFORD.....	\$ 5.02	\$ 5.45	\$ 6.00	
LAUREL SPRINGS.....	\$ 5.00	\$ 5.43	\$ 5.58	
GARDEN LAKE.....	F 4.58	F 5.41	F 5.56	
CLEMENTON.....	\$ 4.56	\$ 5.39	\$ 5.54	
PINE VALLEY.....	F 4.53	F 5.36	F 5.51	
ALBION.....	F 4.50	F 5.33	F 5.48	
PENBRYN.....	F 4.47	F 5.31	F 5.46	
WILLIAMSTOWN JCT.....	F 4.46	\$ 5.29	\$ 5.44	
FLORENCE.....	F 4.43	F 5.26	F 5.41	
CEDAR BROOK.....	F 4.40	F 5.23	F 5.38	
BRADDOCK.....	F 4.37	F 5.20	F 5.35	
BLUE ANCHOR.....	F 4.35	F 5.18	F 5.33	
WINSLOW.....	\$ 4.32	\$ 5.15	\$ 5.30	
MILMAY.....				
TUCKAHOE.....				
PETERSBURG.....	Will Not Run	Will Not Run	Will Not Run	
PALERMO.....	July 4	July 4	July 4	
51st STREET (Ocean City)	Sept. 1	Sept. 1	Sept. 1	
34th STREET (Ocean City)				
24th STREET (Ocean City)				
14th STREET (Ocean City)				
OCEAN CITY (10th Street)				
4th STREET (Ocean City)				
OCEAN CITY GARDENS				
WOODBINE JCT.....				
DENNISVILLE.....				
SOUTH DENNIS.....				
GOSHEN.....				
CAPE MAY C. H.....				
WHITESBORO.....				
WILDWOOD JCT.....				
WEST WILDWOOD.....				
WILDWOOD.....				
ANDREWS AVENUE.....				
WILDWOOD CREST.....				
COLD SPRING HARBOR..				
RIO GRANDE.....				
ERMA.....				
HARBOR BR. JCT.....				
CAPE MAY.....				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
	‡602	‡604	‡606	

92 CAPE MAY, WILDWOOD & OCEAN CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	454	254	1054	
	A. M.	A. M.	A. M.	
BROADST., PHILA. (P.T. Div.)			\$ 7.27	
PHILA. (Mkt. St. Wharf)				
CAMDEN				
BROADWAY				
SOUTH CAMDEN				
BROWN				
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA	Will Not Run July 4 Sept. 1		Will Not Run July 4 Sept. 1	
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION				
PENBRYN			Via Vernon	
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW			6.34	
MILMAY			6.18	
TUCKAHOE		\$ 5.55	\$ 6.05	
PETERSBURG		F 5.49		
PALERMO		F 5.44		
51st STREET (Ocean City)		S 5.39		
34th STREET (Ocean City)		S 5.35		
24th STREET (Ocean City)		F 5.32		
14th STREET (Ocean City)		F 5.29		
OCEAN CITY (10th Street)		S 5.27		
4th STREET (Ocean City)		S 5.23		
OCEAN CITY GARDENS		S 5.20		
WOODBINE JCT.			5.57	
DENNISVILLE			5.54	
SOUTH DENNIS				
GOSHEN			5.50	
CAPE MAY C. H.			\$ 5.45	
WHITESBORO				
WILDWOOD JCT.	\$ 5.33		\$ 5.37	
WEST WILDWOOD			5.28	
WILDWOOD			\$ 5.25	
ANDREWS AVENUE			\$ 5.21	
WILDWOOD CREST			\$ 5.18	
COLD SPRING HARBOR				
RIO GRANDE	F 5.29			
ERMA	F 5.25			
HARBOR BR. JCT.	5.22			
CAPE MAY	\$ 5.18			
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	SAT. ONLY	DAILY EX. SUN.	
	#454	254	#1054	

FIRST CLASS					
		242	406	306	
		A. M.	A. M.	A. M.	
		\$ 7.45		\$ 7.50	
		\$ 7.39		\$ 7.42	
		\$ 7.36		\$ 7.39	
		7.32		7.35	
		7.27		7.30	
		Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	
		7.20		7.23	
		7.15		7.18	
		7.07		7.10	
		6.53		6.56	
		6.40		6.42	
		F 6.35			
		\$ 6.31			
		6.26			
		F 6.22			
		F 6.20			
		F 6.18			
		\$ 6.16			
		\$ 6.13			
		\$ 6.10			
				F 6.36	
				6.32	
				6.27	
				\$ 6.22	
			\$ 6.09	\$ 6.13	
				A 6.05	
				\$ 6.02	
				\$ 5.58	
				\$ 5.55	
			\$ 6.05		
			F 6.01	Note	
			5.58		
			\$ 5.54		
		A. M.	A. M.	A. M.	
		DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
		±242	±406	±306	

Note—No. 485 is superior by direction to Nos. 304 and 306.

94 CAPE MAY, WILDWOOD & OCEAN CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	404	204	304	
	A. M.	A. M.	A. M.	
Arrive				
BROADST., PHILA. (P. I. Div.)				
PHILA. (Mkt. St. Wharf)			\$ 7.50	
CAMDEN			\$ 7.43	
BROADWAY			\$ 7.40	
SOUTH CAMDEN				
BROWN			7.36	
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS			7.31	
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON			7.24	
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.			7.19	
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW			7.11	
MILMAY			6.57	
TUCKAHOE		\$ 6.39	\$ 6.44	
PETERSBURG		F 6.33		
PALERMO		F 6.28		
51st STREET (Ocean City)		\$ 6.23		
34th STREET (Ocean City)		F 6.19		
24th STREET (Ocean City)		\$ 6.16		
14th STREET (Ocean City)		\$ 6.13		
OCEAN CITY (10th Street)		\$ 6.11		
4th STREET (Ocean City)		\$ 6.07		
OCEAN CITY GARDENS		\$ 6.04		
WOODBINE JCT.			F 6.35	
DENNISVILLE			6.31	
SOUTH DENNIS				
GOSHEN			6.25	
CAPE MAY C. H.			\$ 6.22	
WHITESBORO				
WILDWOOD JCT.	\$ 6.09		\$ 6.13	
WEST WILDWOOD			A 6.05	
WILDWOOD			\$ 6.02	
ANDREWS AVENUE			\$ 5.58	
WILDWOOD CREST			\$ 5.55	
COLD SPRING HARBOR				
RIO GRANDE	\$ 6.05			
ERMA	F 6.01			
HARBOR BR. JCT.	5.58		Note	
CAPE MAY	\$ 5.54			
Leave				
	A. M.	A. M.	A. M.	
	SAT. ONLY	SAT. ONLY	SAT. ONLY	
	404	204	304	

Note—No. 485 is superior by direction to Nos. 304 and 306.

96 CAPE MAY, WILDWOOD & OCEAN CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●414	●214	●314	
	P. M.	P. M.	P. M.	
BROAD ST., PHILA. (P.T. Div.)				
PHILA. (Mkt. St. Wharf)			\$ 2.50	
CAMDEN			\$ 2.40	
BROADWAY			\$ 2.37	
SOUTH CAMDEN				
BROWN				
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN			Will Not Run	
AUDUBON			July 4	
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE			Will Run	
STRATFORD			Sept. 1	
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION			Via	
PENBRYN			Vernon	
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW			2.10	
MILMAY			1.58	
TUCKAHOE		\$ 1.38	\$ 1.43	
PETERSBURG		F 1.32		
PALERMO		F 1.27		
51st STREET (Ocean City)		\$ 1.22		
34th STREET (Ocean City)		F 1.18		
24th STREET (Ocean City)		\$ 1.14		
14th STREET (Ocean City)	Will Not Run	\$ 1.11		
OCEAN CITY (10th Street)	July 4	\$ 1.09		
4th STREET (Ocean City)		\$ 1.05		
OCEAN CITY GARDENS		\$ 1.02		
WOODBINE JCT.			1.33	
DENNISVILLE			1.30	
SOUTH DENNIS	Will Run	Will Not Run		
GOSHEN	Sept. 1	July 4		
CAPE MAY C. H.			\$ 1.25	
WHITESBORO			\$ 1.20	
WILDWOOD JCT.	\$ 1.07		\$ 1.12	
WEST WILDWOOD			A 1.03	
WILDWOOD			\$ 1.00	
ANDREWS AVENUE		Will Run	\$ 12.55	
WILDWOOD CREST		Sept. 1	\$ 12.62	
COLD SPRING HARBOR				
RIO GRANDE				
ERMA				
HARBOR BR. JCT.	12.58			
CAPE MAY	\$ 12.52			
Leave	P. M.	P. M.	P. M.	
	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	
	#414	#214	#314	

FIRST CLASS					
	●150	460	260	1060	
	P. M.	P. M.	P. M.	P. M.	
				\$ 4.50	
	\$ 4.16				
	\$ 4.09				
	\$ 4.08				
	4.02				
	3.57				
	3.50				
				Via Vernon	
	3.45				
	3.37			3.57	
				3.42	
			\$ 3.23	\$ 3.28	
			F 3.17		
			F 3.12		
			\$ 3.07		
			F 3.03		
			\$ 3.00		
			\$ 2.57		
			\$ 2.55		
			\$ 2.51		
			\$ 2.48		
				3.17	
				3.13	
				3.08	
				\$ 3.03	
			\$ 2.51	\$ 2.55	
				A 2.46	
				\$ 2.43	
		Note		\$ ② 2.39	
				\$ ② 2.36	
				Note	
		2.42			
		\$ 2.38			
	P. M.	P. M.	P. M.	P. M.	
	SAT. ONLY	DAILY	DAILY	DAILY	
	150	460	260	1060	

Note—No. 1061 is superior by direction to No. 1060.

Note—No. 461 is superior by direction to No. 460.

98 CAPE MAY, WILDWOOD & OCEAN CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	308	486		
	P. M.	P. M.		
BROADST., PHILA. (P. T. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 6.40	\$ 5.20		
CAMDEN	\$ 6.32	\$ 5.13		
BROADWAY	\$ 6.29			
SOUTH CAMDEN				
BROWN	6.26			
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW		4.43		
MILMAY		4.27		
TUCKAHOE		4.13		
PETERSBURG				
PALERMO				
51st STREET (Ocean City)				
34th STREET (Ocean City)				
24th STREET (Ocean City)				
14th STREET (Ocean City)				
OCEAN CITY (10th Street)				
4th STREET (Ocean City)				
OCEAN CITY GARDENS				
WOODBINE JCT.	3.35	4.07		
DENNISVILLE	F 3.30	4.03		
SOUTH DENNIS	F 3.26			
GOSHEN	F 3.21			
CAPE MAY C. H.	\$ 3.13	3.53		
WHITESBORO	F 3.07			
WILDWOOD JCT.	F 3.04	3.48		
WEST WILDWOOD	\$ 2.57			
WILDWOOD	\$ 2.55			
ANDREWS AVENUE				
WILDWOOD CREST				
COLD SPRING HARBOR				
RIO GRANDE				
ERMA				
HARBOR BR. JCT.		3.38		
CAPE MAY				
Leave	P. M.	P. M.		
	DAILY EX. SUN.	DAILY		
	308	486		

Note—No. 243 is superior by direction to No. 212.

100 CAPE MAY, WILDWOOD & OCEAN CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	288	488	376	
	P. M.	P. M.	P. M.	
Arrive				
BROADST., PHILA. (P.T. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 6.20	\$ 7.40	
CAMDEN		\$ 6.12	\$ 7.33	
BROADWAY		\$ 6.09	\$ 7.30	
SOUTH CAMDEN				
BROWN				
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA	Will Run	Will Run	Will Run	
SOMERDALE	July 4	July 4	July 4	
STRATFORD	Sept. 1	Sept. 1	Sept. 1	
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION		Via	Via	
PENBRYN		Vernon	Vernon	
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW		5.42	7.03	
MILMAY		6.27	6.49	
TUCKAHOE	\$ 5.08	\$ 5.13	6.35	
PETERSBURG	F 5.02			
PALERMO	F 4.57			
51st STREET (Ocean City)	\$ 4.52			
34th STREET (Ocean City)	F 4.48			
24th STREET (Ocean City)	\$ 4.45			
14th STREET (Ocean City)	\$ 4.42			
OCEAN CITY (10th Street)	\$ 4.40			
4th STREET (Ocean City)	\$ 4.38			
OCEAN CITY GARDENS	\$ 4.33			
WOODBINE JCT.		F 5.01	6.29	
DENNISVILLE		4.57	6.25	
SOUTH DENNIS				
GOSHEN		4.52	6.20	
CAPE MAY C. H.		\$ 4.47	6.15	
WHITESBORO				
WILDWOOD JCT.		4.39	6.09	
WEST WILDWOOD			A 6.03	
WILDWOOD			\$ 6.00	
ANDREWS AVENUE			\$ 5.58	
WILDWOOD CREST			\$ 5.53	
COLD SPRING HARBOR				
RIO GRANDE		F 4.35		
ERMA				
HARBOR BR. JCT.		4.29		
CAPE MAY		\$ 4.25		
Leave				
	P. M.	P. M.	P. M.	
	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	
	288	488	376	

102 CAPE MAY, WILDWOOD & OCEAN CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●378	●1062		
	P. M.	P. M.		
Arrive				
BROADST., PHILA. (P. I. Div.)	\$ 9.05			
PHILA. (Mkt. St. Wharf)	\$ 8.40			
CAMDEN	\$ 8.32			
BROADWAY	\$ 8.29			
SOUTH CAMDEN				
BROWN				
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW	8.02	8.13		
MILMAY	7.48	7.59		
TUCKAHOE	7.35	7.45		
PETERSBURG				
PALERMO				
51st STREET (Ocean City)				
34th STREET (Ocean City)				
24th STREET (Ocean City)				
14th STREET (Ocean City)				
OCEAN CITY (10th Street)				
4th STREET (Ocean City)				
OCEAN CITY GARDENS				
WOODBINE JCT.	7.29	7.39		
DENNISVILLE	7.25	7.35		
SOUTH DENNIS				
GOSHEN	7.20	7.30		
CAPE MAY C. H.	7.15	7.25		
WHITESBORO				
WILDWOOD JCT.	7.09	7.19		
WEST WILDWOOD	A 7.03	7.12		
WILDWOOD	\$ 7.00	\$ 7.10		
ANDREWS AVENUE	\$ 6.58	\$ 7.08		
WILDWOOD CREST	\$ 6.53	\$ 7.03		
COLD SPRING HARBOR				
RIO GRANDE				
ERMA				
HARBOR BR. JCT.				
CAPE MAY				
Leave	P. M.	P. M.		
	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS		
	378	1062		

FIRST CLASS				
	●456	●256	●1056	●380
	P. M.	P. M.	P. M.	P. M.
			\$ 9.30	
				\$ 9.45
				\$ 9.35
				\$ 9.32
				9.28
				9.23
	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1	Will Run July 4 Sept. 1
				9.16
			Via Vernon	
				9.11
			8.37	9.03
			8.23	8.49
		\$ 8.04	\$ 8.09	8.35
		F 7.53		
		\$ 7.48		
		F 7.44		
		\$ 7.41		
		\$ 7.38		
		\$ 7.36		
		\$ 7.32		
		\$ 7.29		
			7.59	8.29
			7.55	8.25
			7.50	8.20
			\$ 7.45	8.15
	\$ 7.33		\$ 7.37	8.09
	Note		7.31	A 8.03
			\$ 7.28	\$ 8.00
			\$ ⑦ 7.24	\$ 7.56
			\$ ⑦ 7.20	\$ 7.53
	F 7.30		Note	
	7.23			
	\$ 7.20			
	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS
	‡456	‡256	‡1056	380

Note—No. 1065 is superior by direction to No. 1056.

Note—No. 465 is superior by direction to No. 456.

104 CAPE MAY, WILDWOOD & OCEAN CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●296	●496		
	P. M.	P. M.		
Arrive				
BROADST., PHILA. (P. I. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 10.25		
CAMDEN		\$ 10.16		
BROADWAY		\$ 10.13		
SOUTH CAMDEN				
BROWN				
SHIPYARD				
WEST COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS				
BARRINGTON				
LAWNSIDE				
MAGNOLIA	Will Run	Will Run		
SOMERDALE	July 4	July 4		
STRATFORD	Sept. 1	Sept. 1		
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON				
PINE VALLEY				
ALBION		Via		
PENBRYN		Vernon		
WILLIAMSTOWN JCT.				
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW		9.46		
MILMAY		9.31		
TUCKAHOE	\$ 9.12	\$ 9.17		
PETERSBURG	F 9.08			
PALERMO	F 9.01			
51st STREET (Ocean City)	\$ 8.58			
84th STREET (Ocean City)	F 8.52			
24th STREET (Ocean City)	\$ 8.49			
14th STREET (Ocean City)	\$ 8.46			
OCEAN CITY (10th Street)	\$ 8.44			
4th STREET (Ocean City)	\$ 8.40			
OCEAN CITY GARDENS	\$ 8.37			
WOODBINE JCT.		9.06		
DENNISVILLE		9.02		
SOUTH DENNIS				
GOSHEN		8.57		
CAPE MAY C. H.		\$ 8.52		
WHITESBORO				
WILDWOOD JCT.		8.44		
WEST WILDWOOD				
WILDWOOD				
ANDREWS AVENUE				
WILDWOOD CREST				
COLD SPRING HARBOR				
RIO GRANDE		F 8.40		
ERMA				
HARBOR BR. JCT.		8.34		
CAPE MAY		\$ 8.30		
Leave	P. M.	P. M.		
	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS		
	296	496		

PENNS GROVE BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	†827	††829	†831	
	SAT. ONLY	DAILY EX. SAT. & SUN.	SAT. ONLY	
Leave	P. M.	P. M.	P. M.	
		Will Not Run July 4 Sept. 1		
WOODBURY.....	\$ 1.18	\$ 4.14	\$ 5.23	
REDOAK.....	1.19	4.15	5.24	
WEST END.....	F 1.20	F 4.16	F 5.25	
THOROUGHFARE.....	F 1.23	F 4.19	F 5.28	
PAULSBORO.....	\$ 1.29	\$ 4.25	\$ 5.34	
GIBBSTOWN.....	F 1.35	F 4.31	F 5.40	
REPAUPO.....	F 1.38	F 4.34	F 5.43	
BRIDGEPORT.....	F 1.43	F 4.39	F 5.48	
PROSPECT.....		F 4.41	F 5.51	
CENTRE SQUARE.....	F 1.48	F 4.44	F 5.54	
JUMBO.....	F 1.50	F 4.46	F 5.56	
PEDRICKTOWN.....	F 1.53	F 4.49	F 5.58	
OLDMAN.....		F 4.51	F 6.00	
PERKINTOWN.....	F 1.57	F 4.53	F 6.02	
FRIENDSHIP.....	F 2.00	F 4.56	F 6.05	
PENNS GROVE.....	\$ 2.05	\$ 5.02	\$ 6.10	
Arrive	P. M.	P. M.	P. M.	
	827	829	831	

SALEM BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	†851	††853	†855	
	SAT. ONLY	DAILY EX. SAT. & SUN.	SAT. ONLY	
Leave	P. M.	P. M.	P. M.	
		Will Not Run July 4 Sept. 1		
WOODBURY.....	\$ 12.10	\$ 4.13	\$ 4.58	
REDOAK.....	12.11	4.14	4.59	
PARKVILLE.....		F 4.17	F 5.02	
MOUNT ROYAL.....	F 12.16	\$ 4.20	F 5.05	
CLARKSBORO.....	\$ 12.19	\$ 4.22	\$ 5.08	
MICKLETON.....		F 4.24	F 5.10	
WOLFERT.....		F 4.26	F 5.12	
TOMLIN.....		F 4.28	F 5.13	
RULON ROAD.....	F 12.26	F 4.30		
SWEDESBORO.....	\$ 12.29	\$ 4.33	\$ 5.19	
WOODSTOWN.....	\$ 12.40	\$ 4.44	\$ 5.30	
SOUTH WOODSTOWN.....	F 12.42	F 4.46	F 5.32	
FENWICK.....	F 12.46	F 4.49	F 5.36	
ALLOWAY JUNCTION.....	F 12.52	F 4.56	F 5.41	
PENTON.....		F 4.59	F 5.44	
SALEM.....	\$ 1.02	\$ 5.05	\$ 5.52	
Arrive	P. M.	P. M.	P. M.	
	851	853	855	

STATIONS	FIRST CLASS			
	±828			
Arrive	A. M.			
	Will Not Run July 4 Sept. 1			
WOODBURY.....	\$ 6.11			
REDOAK.....	6.10			
WEST END.....	F 6.07			
THOROUGHFARE.....	F 6.04			
PAULSBORO.....	\$ 5.59			
GIBBSTOWN.....	\$ 5.54			
REPAUPO.....	F 5.51			
BRIDGEPORT.....	\$ 5.45			
PROSPECT.....	F 5.43			
CENTRE SQUARE.....	F 5.41			
JUMBO.....	F 5.38			
PEDRICKTOWN.....	\$ 5.36			
OLDMAN.....	F 5.34			
PERKINTOWN.....	F 5.32			
FRIENDSHIP.....	F 5.30			
PENNS GROVE.....	\$ 5.25			
Leave	A. M.			
	DAILY EX. SUN. ±828			

SALEM BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	±852			
Arrive	A. M.			
	Will Not Run July 4 Sept. 1			
WOODBURY.....	\$ 7.04			
REDOAK.....	7.03			
PARKVILLE.....	F 6.59			
MOUNT ROYAL.....	\$ 6.56			
CLARKSBORO.....	\$ 6.54			
MICKLETON.....	F 6.52			
WOLFERT.....	F 6.51			
TOMLIN.....	F 6.49			
RULON ROAD.....	F 6.47			
SWEDESBORO.....	\$ 6.45			
WOODSTOWN.....	\$ 6.34			
SOUTH WOODSTOWN.....	F 6.31			
FENWICK.....	F 6.28			
ALLOWAY JUNCTION.....	F 6.24			
PENTON.....	F 6.20			
SALEM.....	\$ 6.15			
Leave	A. M.			
	DAILY EX. SUN. ±852			

BRIDGETON BRANCH

STATIONS	FIRST CLASS			
	#877	879		
	DAILY EX. SUN.	SAT. ONLY		
Leave	A. M.	P. M.		
	Will Not Run July 4 Sept. 1			
GLASSBORO.....	\$ 4.55	\$ 12.28		
AURA.....	F 5.00	F 12.30		
MONROEVILLE.....	F 5.05	\$ 12.35		
ELMER.....	\$ 5.12	\$ 12.41		
PALATINE.....	F 5.19	F 12.45		
HUSTED.....	F 5.24	F 12.49		
FINLEY.....	F Note 5.30	F 12.54		
COHAN.....	F 5.35	12.59		
IRVING AVENUE.....	F 5.45	\$ 1.03		
COMMERCE STREET.....		F 1.05		
BRIDGETON.....	\$ 5.50	\$ 1.08		
Arrive	A. M.	P. M.		
	877	879		

BRIDGETON BRANCH

STATIONS	FIRST CLASS			
	876	878		
	A. M.	A. M.		
Arrive	A. M.	A. M.		
	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1		
GLASSBORO.....	\$ 4.30	\$ 6.45		
AURA.....	F 4.28	F 6.40		
MONROEVILLE.....	F 4.21	\$ 6.35		
ELMER.....	\$ 4.15	\$ 6.30		
PALATINE.....	F 4.10	F 6.25		
HUSTED.....	F 4.06	F 6.21		
FINLEY.....	F 4.01	F 6.16		
COHAN.....	3.58	6.13		
IRVING AVENUE.....	F 3.54	\$ 6.09		
COMMERCE STREET.....	F 3.52	F Note 6.07		
BRIDGETON.....	\$ 3.50	\$ 6.05		
Leave	A. M.	A. M.		
	DAILY EX. SUN. #876	DAILY EX. SUN. #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.	
		Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1		
.....	.....	\$ 2.38	\$ 5.06	\$ 5.16	.....
.....	.....	\$ 2.43	\$ 5.10	\$ 5.20	.....
.....	.....	\$ 2.48	\$ 5.15	\$ 5.25	.....
.....	.....	\$ 2.55	\$ 5.21	\$ 5.31	.....
.....	.....	F 2.59	F 5.25	F 5.35	.....
.....	.....	F 3.03	F 5.29	F 5.39	.....
.....	.....	F' Note 3.08	F 5.34	F 5.44	.....
.....	.....	3.13	5.39	5.49	.....
.....	.....	\$ 3.20	\$ 5.43	F 5.53	.....
.....	.....	F 3.22	F 5.45	F 5.55	.....
.....	.....	\$ 3.25	\$ 5.48	\$ 5.58	.....
		P. M.	P. M.	P. M.	
		881	883	885	

NORTHWARD

FIRST CLASS

			880		
			P. M.		
			Will Not Run July 4 Sept. 1		
.....	.....	\$ 4.45			.....
.....	.....	F 4.39			.....
.....	.....	F 4.34			.....
.....	.....	\$ 4.27			.....
.....	.....	F 4.21			.....
.....	.....	F 4.17			.....
.....	.....	F' Note 4.11			.....
.....	.....	4.08			.....
.....	.....	F 4.04			.....
.....	.....	\$ 4.00			.....
			P. M.		
			DAILY EX. SUN. #880		

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

NEWFIELD BRANCH

STATIONS	FIRST CLASS			
	#811			
	DAILY EX. SUN.			
Leave	A. M.			
	Will Not Run July 4 Sept. 1			
NEWFIELD.....	\$ 6.25			
FOREST GROVE.....	F 6.31			
MINOTOLA.....	F 6.35			
BUENA.....	F 6.38			
RICHLAND.....	F 6.45			
MIZPAH.....	F 6.49			
MAYS LANDING.....	\$ 7.02			
REEGA.....	F 7.10			
McKEE CITY.....	\$ 7.16			
CARDIFF.....	F 7.20			
MOUNT CALVARY.....	F 7.24			
PLEASANTVILLE.....	\$ 7.33			
PENRED.....	\$ 7.40			
ATLANTIC CITY.....	\$ 7.45			
Arrive	A. M.			
	811			

NEWFIELD BRANCH

STATIONS	FIRST CLASS			
	#810	#812		
	A. M.	A. M.		
Arrive				
	Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1		
NEWFIELD.....	\$ 6.12			
FOREST GROVE.....	F 6.08			
MINOTOLA.....	\$ 6.00			
BUENA.....	F 5.57			
RICHLAND.....	\$ 5.50			
MIZPAH.....	F 5.46			
MAYS LANDING.....	\$ 5.33	\$ 8.35		
REEGA.....	F 5.25	F 8.26		
McKEE CITY.....	F 5.20	F 8.20		
CARDIFF.....	F 5.16	F 8.16		
MOUNT CALVARY.....	F 5.12	F 8.11		
PLEASANTVILLE.....	\$ 5.08	\$ 8.07		
PENRED.....	\$ 5.00	\$ 8.00		
ATLANTIC CITY.....	\$ 4.55	\$ 7.55		
Leave	A. M.	A. M.		
	DAILY EX. SUN. #810	DAILY EX. SUN. #812		

FIRST CLASS

		#813	#815		
		DAILY EX. SUN.	DAILY EX. SUN.		
		A. M.	P. M.		
		Will Not Run July 4 Sept. 1	Will Not Run July 4 Sept. 1		
			\$ 5.25		
			F 5.31		
			F 5.37		
			F 5.40		
			F 5.47		
			F 5.51		
		\$ 11.25	\$ 6.04		
		F 11.33	F 6.12		
		F 11.39	F 6.17		
		F 11.43	F 6.21		
			F 6.25		
		\$ 11.53	\$ 6.33		
		\$ 12.00	\$ 6.40		
		\$ 12.05	\$ 6.45		
		P. M.	P. M.		
		813	815		

NORTHWARD

FIRST CLASS

			#814		
			P. M.		
			Will Not Run July 4 Sept. 1		
			\$ 4.51		
			F 4.45		
			S 4.39		
			F 4.36		
			S 4.29		
			F 4.25		
			S 4.12		
			F 4.04		
			F 3.59		
			F 3.55		
			S 3.51		
			S 3.47		
			\$ 3.40		
			\$ 3.35		
			P. M.		
			DAILY EX. SUN. #814		

PHILADELPHIA TO BAY HEAD JUNCTION

STATIONS	FIRST CLASS			
	995 SUNDAYS AND HOLIDAYS	997 DAILY EX. SUN.	985 SAT. ONLY	979 SAT. ONLY
	A. M.	A. M.	A. M.	P. M.
PHILA. (Mkt. St. Whf.).....	\$ 6.40	\$ 7.25	\$ 11.40	\$ 12.25
CAMDEN.....	\$ 6.48	\$ 7.33	\$ 11.50	\$ 12.34
BROADWAY.....	\$ 6.51	\$ 7.36	\$ 11.53	\$ 12.37
CENTER.....	6.52	7.37	11.54	12.38
COOPER.....	6.54	7.39	11.56	12.40
W. MERCHANTVILLE.....			\$ 12.02	
MERCHANTVILLE.....	F 6.59	\$ 7.48	\$ 12.04	
PENSAUKEN.....	7.01	7.48	F 12.07	12.46
MAPLE SHADE.....		F 7.50	\$ 12.10	
LENOLA.....			\$ 12.13	
WEST MOORESTOWN.....		\$ 7.57	\$ 12.17	
MOORESTOWN.....	F 7.08	\$ 8.03	\$ 12.19	\$ 12.52
STANWICK.....	7.09	8.05	12.21	12.53
STANWICK AVE.....		8.06	\$ 12.22	
HARTFORD.....			\$ 12.25	
MASONVILLE.....	7.13	F 8.11	\$ 12.29	12.57
HAINESPORT.....			\$ 12.33	
MT. HOLLY.....	\$ 7.20	\$ 8.22	\$ 12.38	\$ 1.04
SMITHVILLE.....		\$ 8.27	F 12.43	
EWANSVILLE.....			F 12.45	
BIRMINGHAM.....	F 7.27	\$ 8.32	F 12.48	1.10
PEMBERTON.....			\$ 12.52	
LEWIS.....				
JULIUSTOWN.....	Will Run	Will Not Run		
JOBSTOWN.....	July 4	July 4		
COLUMBUS.....	Sept. 1	Sept. 1		
KINKORA (N. Y. Div.).....				
SOUTH PEMBERTON.....	F 7.29	\$ 8.35		
NEW LISBON.....	F 7.35	F 8.41		
BROWNS MILLS.....		F 8.44		
UPTON.....	F 7.43	F 8.50		
WHITINGS.....	F 7.54	\$ 9.04		1.33
KESWICK GROVE.....	F 7.57	F 9.07		F 1.36
TOMS RIVER.....	\$ 8.10	\$ 9.21		\$ 1.48
BEACHWOOD.....	F 8.13	F 9.24		\$ 1.50
PINE BEACH.....	F 8.17	F 9.27		\$ 1.53
OCEAN GATE.....	F 8.21	F 9.42		\$ 1.57
BARNEGAT PIER.....	\$ 8.25	\$ 9.50		\$ 2.00
SEASIDE PARK.....				
BERKELEY.....				
SEASIDE HEIGHTS.....				
ORTLEY.....				
LAVALLETTE.....				
MANTOLOKING.....				
BAY HEAD.....				
BAY HEAD JCT.....				
PT. PLEASANT.....				
ASBURY PARK.....				
LONG BRANCH.....				
Arrive	A. M.	A. M.	P. M.	P. M.
	995	997	985	979

Note—No. 999 is superior by direction to No. 996.

BAY HEAD JUNCTION TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●986	●988	●990	
Arrive	A. M.	A. M.	A. M.	
PHILA. (Mkt. St. Whf.).....	\$ 6.20	\$ 6.55	\$ 7.25	
CAMDEN.....	\$ 6.12	\$ 6.48	\$ 7.15	
BROADWAY.....	\$ 6.09	\$ 6.45	\$ 7.12	
CENTER.....	6.08	6.44	7.11	
COOPER.....	6.06	6.42	7.09	
W. MERCHANTVILLE.....	\$ 6.01	\$ 6.37	F 7.04	
MERCHANTVILLE.....	\$ 5.59	\$ 6.35	\$ 7.02	
PENSAUKEN.....	F 5.58	\$ 6.32	7.00	
MAPLE SHADE.....	\$ 5.53	\$ 6.29	\$ 6.58	
LENOLA.....	\$ 5.50	\$ 6.26	\$ 6.55	
WEST MOORESTOWN.....	\$ 5.47	\$ 6.23	\$ 6.52	
MOORESTOWN.....	\$ 5.45	\$ 6.20	\$ 6.50	
STANWICK.....	5.44	6.19	6.49	
STANWICK AVE.....	\$ 5.43	\$ 6.18	\$ 6.48	
HARTFORD.....	\$ 5.39	\$ 6.14	F 6.44	
MASONVILLE.....	F 5.36	\$ 6.11	\$ 6.41	
HAINESPORT.....	F 5.32	\$ 6.07	\$ 6.37	
MT. HOLLY.....	\$ 5.28	\$ 6.03	\$ 6.33	
SMITHVILLE.....	F 5.23	F 5.58	F 6.28	
EWANSVILLE.....	F 5.20	F 5.56	F 6.26	
BIRMINGHAM.....	F 5.17	F 5.53	F 6.23	
PEMBERTON.....	\$ 5.13	\$ 5.50	\$ 6.20	
LEWIS.....				
JULIUSTOWN.....				
JOBSTOWN.....				
COLUMBUS.....				
KINKORA (N. Y. Div.).....				
SOUTH PEMBERTON.....	Will Not Run	Will Not Run	Will Not Run	
NEW LISBON.....	July 4	July 4	July 4	
BROWNS MILLS.....	Sept. 1	Sept. 1	Sept. 1	
UPTON.....				
WHITINGS.....				
KESWICK GROVE.....				
TOMS RIVER.....				
BEACHWOOD.....				
PINE BEACH.....				
OCEAN GATE.....				
BARNEGAT PIER.....				
SEASIDE PARK.....				
BERKELEY.....				
SEASIDE HEIGHTS.....				
ORTLEY.....				
LAVALLETTE.....				
MANTOLOKING.....				
BAY HEAD.....				
BAY HEAD JCT.....				
PT. PLEASANT.....				
ASBURY PARK.....				
LONG BRANCH.....				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	‡986	‡988	‡990	

[illegible]

Note—No. 999 is superior by direction to No. 996.

[illegible]

**PASSENGER HIGHWAY BUS SERVICE TRIPS
BETWEEN OCEAN CITY, STRATHMERE, SEA ISLE CITY AND TOWNSEND INLET**

NORTHWARD																				
	240 1054 Daily Ex. Sat. & Sun.	1054 Sat. Only	242 Daily Ex. Sat. & Sun.	304 Sat. Only	1058 Daily Ex. Sun.	Will Not Run July 4, Sept. 1	314 Sun. & Hol.	1060 Daily	Will Not Run July 4, Sept. 1	312 Daily Ex. Sun.	488 Sun. & Hol.	1066 Sun. & Hol.	492 Sun. & Hol.	1056 Daily Ex. Sun.	496 Sun. & Hol.	316 Sat. & Only				
STATIONS	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
	5.34	5.34	6.21	6.18	8.09	1.17	3.02	4.23	4.47	6.37	6.56	7.43	8.51	8.52	8.52	8.52				
51st STREET (Ocean City)	5.34	5.34	6.21	6.18	8.09	1.17	3.02	4.23	4.47	6.37	6.56	7.43	8.51	8.52	8.52	8.52				
STRATHMERE (Tecumsha Ave.)	5.25	5.25	6.12	6.09	8.00	1.08	2.53	4.14	4.38	6.28	6.47	7.34	8.42	8.43	8.43	8.43				
SEA ISLE CITY	5.18	5.18	6.05	6.02	7.53	1.01	2.46	4.07	4.31	6.21	6.40	7.27	8.35	8.36	8.36	8.36				
TOWNSEND INLET	5.10	5.10	5.57	5.54	7.45	12.53	2.38	3.59	4.23	6.13	6.32	7.19	8.27	8.28	8.28	8.28				
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				

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

[illegible]

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

NORTHWARD														
	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
STATIONS	300 Daily Ex. Sat. & Sun.	1054 Daily Ex. Sat. & Sun.	304 Sat. Only	306 Daily Ex. Sat. & Sun.	1058 Daily Ex. Sat. & Sun.	314 Sun. & Hol.	1060 Daily	312 Daily Ex. Sun.	488 Sun. & Hol.	1066 Sun. & Hol.	492 Sun. & Hol.	1056 Daily Ex. Sun.	496 Sun. & Hol.	316 Sat. Only
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive	5.11	5.41	6.18	6.18	8.06	1.16	2.59	4.20	4.43	6.33	6.63	7.40	8.48	8.54
	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.	CAPE MAY COURT HOUSE Ar.
Leave	4.59	5.29	6.06	6.06	7.54	1.04	2.47	4.08	4.31	6.21	6.41	7.28	8.36	8.42
	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....	STONE HARBOR (96th Street)....
Leave	4.46	5.16	5.53	5.53	7.41	12.51	2.34	3.55	4.18	6.08	6.28	7.15	8.23	8.29
	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)	AVALON (21st St. & Second Ave.)
Leave	4.41	5.11	5.48	5.48	7.36	12.46	2.29	3.50	4.13	6.03	6.23	7.10	8.18	8.24
	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)	AVALON (6th St. & Second Ave.)

PASSENGER HIGHWAY BUS SERVICE TRIPS BETWEEN TOMS RIVER, SEASIDE PARK AND POINT PLEASANT

[illegible]

PASSENGER HIGHWAY BUS SERVICE TRIPS BETWEEN TOMS RIVER AND ISLAND HEIGHTS

[illegible]

TICKET OFFICES OPEN FOR SALE OF TICKETS

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				
All Trains	.....	Phila., Mkt. St.	All Trains	.....
All Trains	.....	Camden	All Trains	.....
105	125	Broadway	Closed	.....
147	665		Closed	.....
654	504	Collingswood	Closed	.....
651	655		Closed	.....
654	1025	Haddonfield	Closed	.....
654	651	West Berlin	Closed	.....
654	105	Berlin	Closed	.....
654	105	Atco	Closed	.....
652	1010	Hammonton	152	180
1015	1027		Closed	.....
120	1010	Egg Harbor	Closed	.....
141	148	Absecon	1073	1080
120	1007		Closed	.....
141	1018	Atlantic City	All Trains	.....
All Trains	.....	Atlantic City	All Trains	.....
CAMDEN TO WOODBINE				
All Trains	.....	Phila., Mkt. St.	All Trains	.....
All Trains	.....	Camden	All Trains	.....
753	775	Broadway	Closed	.....
753	760		Closed	.....
759	769	Gloucester	Closed	.....
706	760		Closed	.....
759	766	Westville	Closed	.....
704	308	Woodbury	Closed	.....
704	758	Woodbury Heights	Closed	.....
704	760	Wenonah	Closed	.....
754	760	Sewell	Closed	.....
764	765		Closed	.....
704	768	Pitman	Closed	.....
750	308	Glassboro	Closed	.....
754	760	Clayton	Closed	.....
301	755	Franklinville	Closed	.....
759	769		Closed	.....
750	779	Newfield	Closed	.....
754	308	Vineland	Closed	.....
756	308	Millville	Closed	.....
301	308	Woodbine	Closed	.....
PENNS GROVE BRANCH				
827	831	Woodbury	Closed	.....
SALEM BRANCH				
851	855	Woodbury	Closed	.....
852	851	Swedesboro	Closed	.....
852	851	Woodstown	Closed	.....
852	852	Salem	Closed	.....
BRIDGETON BRANCH				
877	885	Glassboro	Closed	.....
878	881	Elmer	Closed	.....
878	880	Bridgeton	Closed	.....
NEWFIELD BRANCH				
811	815	Newfield	Closed	.....
811	814	Mays Landing	Closed	.....
811	814	Pleasantville	Closed	.....
All Trains	.....	Atlantic City	Closed	.....

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
CAMDEN TO OCEAN CITY, WILDWOOD AND CAPE MAY				
All Trains	.....	.. Phila., Mkt. St...	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
305	613	... Broadway ...	Closed	.....
604	610	West Collingswood	Closed	.....
604	610	.... Oaklyn	Closed	.....
606	610	.... Audubon	Closed	.....
604	604	.... Orston	Closed	.....
604	610	.. Haddon Heights ..	Closed	.....
610	610	... Barrington ...	Closed	.....
606	610	... Clementon ...	Closed	.....
258 }	207 }	.... Tuckahoe	Closed	.....
255 }	212 }			
All Trains	.....	51st St., Ocean City	All Trains	.....
All Trains	.....	... Ocean City ...	All Trains	.....
1058 }	307 }	.... Tuckahoe	Closed	.....
1055 }	312 }			
All Trains	.....	.. Cape May C. H. .	All Trains	.....
All Trains	.....	... Wildwood ...	All Trains	.....
All Trains	.....	... Cape May ...	All Trains	.....
CAMDEN TO BAY HEAD JCT.				
All Trains	.....	.. Phila., Mkt. St...	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
997 }	997 }	... Broadway ...	Closed	.....
989 }	993 }			
988 }	997 }	.. Merchantville ..	Closed	.....
987 }	989 }	.. Maple Shade ..	Closed	.....
988 }	989 }	.. West Moorestown.	Closed	.....
988 }	997 }			
987 }	989 }			
All Trains	.....	.. Moorestown ..	Closed	.....
All Trains	.....	... Mt. Holly ...	995	995
987	987	... Smithville ...	Closed	.....
All Trains	.....	... Birmingham ..	Closed	.....
988	992	... Pemberton ...	Closed	.....
997	997	.. New Lisbon ..	Closed	.....
All Trains	.....	.... Whittings	Closed	.....
994	999	... Toms River ...	998	998
994	996	... Ocean Gate ...	998	998
CAMDEN TO MORRIS				
All Trains	.....	.. Phila., Mkt. St...	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
2554	2572	... Broadway ...	Closed	.....
2559	2359 }	.... Delair	Closed	.....
.....	2372 }			

EXTRA STOPS BY PASSENGER TRAINS

TRAIN NO.	STOP AT	FOR
986	27th Street, Pavonia	Employees
105 }	Cologne Avenue crossing, 2.8 miles south	U.S. Mail
148 }	of Egg Harbor.	

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 northward platform shed, for northward trains;

Under roof of southward platform shed, for southward main line trains.

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 NORTH PHILADELPHIA STATION

P. R. S. L.—ATLANTIC DIVISION TRAINS		CONNECTING TRAINS		
Train	Due North Phila.	Division	Train	Due North Phila.
1054	7.13 A.M.	Maryland Philadelphia	131 25	8.00 A.M. 9.35 A.M.
1004	7.46 A.M.	Maryland Philadelphia	131 25	8.00 A.M. 9.35 A.M.
1006	8.48 A.M.	Maryland New York Philadelphia	109 206 25	9.00 A.M. 9.12 A.M. 9.35 A.M.
1058	9.42 A.M.	Maryland New York Philadelphia	111 208 75	10.00 A.M. 10.12 A.M. 11.32 A.M.
1010	9.51 A.M.	Maryland New York Philadelphia	111 208 75	10.00 A.M. 10.12 A.M. 11.32 A.M.
1012	11.45 A.M.	Maryland New York	121 212	12.01 P.M. 12.12 P.M.
1016	1.54 P.M.	Maryland New York Philadelphia	125 216 33	2.01 P.M. 2.12 P.M. 2.49 P.M.
1060	4.36 P.M.	Maryland New York Philadelphia	153 222 69	4.49 P.M. 5.16 P.M. 6.38 P.M.
1018	4.58 P.M.	New York Maryland Philadelphia	222 177 69	5.16 P.M. 6.01 P.M. 6.38 P.M.
1024	5.54 P.M.	Maryland New York Philadelphia	177 224 69	6.01 P.M. 6.12 P.M. 6.38 P.M.
1026	6.49 P.M.	Philadelphia Maryland New York	41 155 226	6.53 P.M. 7.09 P.M. 7.12 P.M.
1028	7.55 P.M.	Maryland New York Philadelphia	137 228 67	8.00 P.M. 8.13 P.M. 9.19 P.M.
1066	8.12 P.M.	New York Maryland Philadelphia	290 171 67	8.17 P.M. 8.24 P.M. 9.19 P.M.
1062	8.51 P.M.	Maryland New York Philadelphia	143 230 67	8.57 P.M. 9.18 P.M. 9.19 P.M.
1032	9.00 P.M.	New York Philadelphia Maryland	230 67 147	9.18 P.M. 9.19 P.M. 9.57 P.M.
1056	9.14 P.M.	New York Philadelphia Maryland	230 67 147	9.18 P.M. 9.19 P.M. 9.57 P.M.
1034	10.10 P.M.	New York Maryland Philadelphia	198 195 37	10.20 P.M. 11.11 P.M. 11.14 P.M.
1036	10.56 P.M.	Maryland Philadelphia New York	135 37 150	11.11 P.M. 11.14 P.M. 11.35 P.M.
1064	11.04 P.M.	Maryland Philadelphia New York	135 37 150	11.11 A.M. 11.14 A.M. 11.35 A.M.
1038	11.53 P.M.	Maryland New York Philadelphia	145 172 79	12.03 A.M. 12.27 A.M. 1.08 A.M.

U. S. MAIL WORK

STATIONS	Southward					Northward				
	997	999	993			994	996	992		
Maple Shade	D		D				R	D		
Hartford	C		D				CD	—		
Masonville	C		D				CD	CD		
Hainesport	C		CD					CD		
Smithville	E		CD				CD	CD		
Birmingham	E	CD	CD				E	E		
South Pemberton	E	E				CD	E			
New Lisbon	CD	CD				CD	CD			
Browns Mills	CD	CD				CD	CD			
Upton	C	D				C	CD			
Keswick Grove	R	D				RD	RD			
Beachwood	RD	RD				RD	RD			
Pine Beach	RD	RD				RD	RD			
Ocean Gate	RD	RD				RD	RD			
	105			606		102	148	610	612	
Kirkwood	E					E	E			
Lucaaston	RD					RD	E			
Winslow	E						E			
Elwood	E					E	E			
Pomona	E					E	E			
Somerdale								RD	RD	
Stratford				E				E	E	
	301	759	769	877	881	760	764	308	678	880
Gloucester	E	E	RD			RD	E	E		
Westville	E	E	RD			RD	E	E		
Woodbury Heights	D	RD	RD			RD	RD			
Sewell	E	RD	RD			R	E	E		
Franklinville	E	RD	E			RD	RD	R		
Iona	D	D	RD			R	RD			
Malaga	D		RD			—	RD			
South Vineland	D	D	D			R	R	E		
Dennisville	RD							RD		
South Dennis	RD							RD		
Goshen	RD							RD		
Whitesboro	RD							RD		
Aura				D	D				C	C
Monroeville				RD	RD				RD	RD
Husted					RD				RD	

C—Mail caught from crane only.
 D—Mail delivered only.
 CD—Mail caught and delivered.
 E—Train stops, mail received or delivered, or both.
 R—Mail received only.

NOTE—Letters and characters as used on this page have no reference to the application as provided for in special instructions ★ 1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

PENNSYLVANIA READING SEASHORE LINES

The time shown conveys no time-table authority.

Stations	WY-344 (2)	WY-390 (2)	CA-298 (2)	WY-346 (2)	CA-280 (2)	WY-34 (2)	WY-50 (2)	WY-350 (2)	WY-844 (2)	WY-842 (1)	WY-80 (2)	CM-90 (2)								
Arrive	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.								
PAVONIA YD.....			11.00		3.00	4.00	4.15		5.00	5.30	8.00	11.45								
BULSON ST. YD.....																				
GIBBSTOWN.....									4.00											
PAULSBORO.....																				
PENNS GROVE.....										3.30										
DEEP WATER POINT.....																				
SALEM.....							12.30													
GLASSBORO.....				3.00							5.30									
BRIDGETON.....																				
CLAYTON.....																				
NEWFIELD.....																				
MILLVILLE.....	3.00			10.30		1.40		4.30												
MAURICE RIVER.....								12.00												
PASSERELLI SDG.....	1.00																			
CAPE MAY.....		7.00																		
COLD SPRING HARBOR.....		6.00										5.15								
OCEAN CITY.....																				
HAMMONTON.....					12.01															
ATLANTIC CITY.....			7.40																	
Leave	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.								

(1) Daily. (2) Daily except Sunday.

ARRANGED FREIGHT TRAIN SERVICE

ATLANTIC DIVISION

The time shown conveys no time-table authority.

SOUTHWARD

NORTHWARD

CB-20 (2)								Stations							
A.M.								Leave				Arrive			
8.00								.....CAMDEN.....				3.15			
11.30								.....MT. HOLLY.....				1.30			
								.....FORT DIX.....							
								.....PINE BEACH.....							
A.M.								Arrive				Leave			
												P.M.			

(2) Daily except Sunday.

INTERDIVISIONAL ARRANGED FREIGHT TRAIN SERVICE

The time shown conveys no time-table authority.

NORTHWARD

SOUTHWARD

			A 6 (2)	A 10 85 (1)	P.M.	P.M.	PT 85 (1)	MD 101 (1)	A 30 (2)	MD 117 (3)	PT 81 (1)	Stations	Leave	PT 84 (1)	A 5 (2)	A 9 (1)	MD 116 (2)	PT 80 (1)	A 31 (2)	MD 100 (1)
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	Arrive	Leave	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
			10.35	9.30	5.30						12.01	CAMDEN.....		12.15	1.00	3.00		7.25		
			11.35	10.35		1.15	2.45	11.15				Leave.....PAVONIA.....Arrive	Leave		12.30	2.30	4.45		8.20	8.25
					6.30	1.50	3.00	1.30			1.30	JERSEY.....		11.15			4.30	6.25		8.10
			11.50	10.50					11.30			MINSON.....			12.01	2.00			8.00	
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	Pass	Pass	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday.

SPECIAL INSTRUCTIONS

NOTE—Five-point star symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the Operating, Signal and Interlocking Rules.

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

★1102. Referring to Rule 2 drivers of track cars must use reliable watches.

1103. Rule 5, amplified.

When trains are to be met or passed between Lake and Newfield, the time at each station will be shown in full-faced type.

LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✱—Passenger train—schedule assigned to gas-electric, gasoline or oil-electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

- P**—Regular stop daily except Sundays and July 4, Sept. 1.
- MU**—Multiple unit.
- Q**—Regular stop daily except Saturday, Sunday, July 4 and Sept. 1.
- Z**—Cut off cars for No. 1054.

COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When switch is set against train movement switch lamp will display red disc (red light at night).

★1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required. The end of the restricted territory will be indicated by a green flag or light.

1303. A Color Light Signal with any light out shall be regarded as an imperfectly displayed signal and Rule 27 will apply.

HAND, FLAG AND LAMP SIGNALS

★1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1501. In the application of Rule 14.

Rule 14 (db) Sound ————o will apply;

Rule 14 (eb) Sound ————o will apply;

Redoak: On Penns Grove Branch;

Glassboro: On Bridgeton Branch;

Newfield: On Newfield Branch;

On connecting track between Jordan and Pensauken;

Birmingham: On Kinkora Branch;

Tuckahoe: To and from Ocean City;

Wildwood Jct.: To and from Cape May.

Rule 14 (dc) Sound ————oo will apply;

Rule 14 (ec) Sound ————oo will apply;

Redoak: On Salem Branch.

1502. Rule 14 (r) will apply:

When stops are to be made for water, hot boxes, repairs, etc. This information should be given as much earlier as possible by throwing message off at a block station.

Operator will notify train dispatcher promptly.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

1602. When starting signal has been displayed, at Camden and Atlantic City passenger stations, 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.

TRAIN SIGNALS

1701. In the application of **Rule 19a.**

The display of red flags, by day, as prescribed by **Rule 19a**, will not be required on light engines and drafts of passenger equipment between Camden and State Street, Pavonia.

1702. Locomotives may be placed on engine house storage and pit tracks upon which equipment is protected by blue signals but must not be placed closer than 5 feet, whether or not a blue signal is displayed.

When necessary to couple to, or move against equipment on such tracks where a blue signal is not displayed, authority must be obtained from the Foreman, Assistant Foreman or Gang Foreman.

1703. Starting Signal, Camden and Atlantic City

At Camden and Atlantic City passenger stations, when train is ready the conductor will operate handle of switch located on shelter and light posts on platform adjacent to track, giving indication to usher that train is ready to start. Receipt of signal will be indicated by yellow light; if yellow light is not received, conductor will notify the usher.

Usher 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, green light, except for trains which do not carry passengers.

If starting signal is not displayed at proper time, conductor will ascertain if usher is withholding signal, and, if not, train may proceed without starting signal.

USE OF SIGNALS

Fusees And Torpedoes

***1801.** 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 dropping them off between the cabin car and the pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in service indicated:

	Fusees	Torpedoes
Passenger Service	6	12
Freight Service	6	12
Engines in Road Service	6	12
Engines in Shifter Service	6	12
Track Cars	6	12

Additional fusees and torpedoes must be carried when necessitated by weather or other conditions. In event that the supply becomes depleted during the trip, proper advance information must be given in order that it may be replenished at convenient points.

1805. In the application of **Rule 28** Flag Station Signals have been discontinued at all stations. Enginemen and conductors of trains scheduled to make flag stops must assure themselves there are no passengers before passing station without stopping.

SUPERIORITY OF TRAINS

*1901. Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1902. The following symbols will be used as indicated by Rule 5—A, B, C, D, etc.

A—No. 713 take siding.

B—Nos. 300 and 106 pass No. 610 at Williamstown Jct.

C—No. 240 pass No. 610 at Clementon.

D—No. 1061 run siding to pass No. 1060 between Andrews Ave. and Wildwood Crest.

E—No. 1065 run siding to pass No. 1056 between Andrews Ave. and Wildwood Crest.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

*2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered.

Bulletin Boards	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Camden—Station Master's Office	New York Phila. Terminal N. Y. & L. B. R. R.
X	X	X	Camden—Crew Dispatcher's Office	New York Phila. Terminal Philadelphia Maryland N. Y. & L. B. R. R.
X	X	X	Pavonia—Yard Master's Office	New York Phila. Terminal Philadelphia Maryland N. Y. & L. B. R. R.
X	X	X	Pemberton—Conductor's Room	New York N. Y. & L. B. R. R.
X	X	X	Camden—Bulson St. Yard Master's Office	
X	X	X	Coopers Point—Yard Office	
X	X	X	Paulsboro—Yard Office	
X	X	X	Penns Grove—Conductor's Room	
X	X	X	Salem—Conductor's Room	
X	X	X	Glassboro—Interlocking Sta.	
X	X	X	Bridgeton—Conductors' Room	
X	X	X	Millville—Conductors' Room	
X	X		Ocean City—4th St.—Train. Room	Phila. Terminal
X	X	X	Cold Spring Harbor—Employees' Room	Phila. Terminal
X	X	X	Cape May—Passenger Station	Phila. Terminal
X	X	X	Hammonton—Passenger Station	
X	X	X	Atlantic City—Sta. Master's Office	New York Phila. Terminal
X	X	X	Eng. House Foreman's Office	Philadelphia Maryland
X	.....	.....	A. C. T. C.—Trainmen's Room, Virginia Ave. and Boardwalk, Atlantic City	Penna.—Reading Seashore Lines
X	.....	.....	N. Y. & L. B. R. R. Bay Head Jct.—Yard Master's Office	Atlantic
X	.....	.....	Long Branch—Conductors' Room	Atlantic

NOTE—X indicates in service.

2002. Standard Clocks at other points:

Train Dispatchers Office, Camden.
 Ocean City Passenger Station.
 All open Block Stations.

*2003. At points where there is no designated employe on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

*2101. General Order Zones of Pennsylvania-Reading Seashore Lines and Atlantic Division are as follows:

PENNSYLVANIA-READING SEASHORE LINES

ZONE A. Center to Woodbine Jct. via Millville.

Penns Grove Branch.
 Salem Branch.
 Bridgeton Branch.
 Brown-Grenloch.
 Glassboro-Williamstown.
 Glassboro-Mullica Hill.
 Elmer-Daretown.
 Manumuskin-Maurice River.
 Pine-South Seaville.

ZONE B. Brown to Winslow.

Winslow to Cape May.
 Tuckahoe to Ocean City Gardens.
 Wildwood Jct. to Cold Spring Harbor.

ZONE C. Center to Atlantic City, via Vernon.

Newfield to Penred.

ATLANTIC DIVISION

ZONE D. Camden to Jersey and Morris.

Jersey to Vernon.
 Single track connection Jersey to Minson.
 Cooper to 27th Street, Camden, on Bay Head Line.

ZONE E. Between 27th Street, Camden, and Bay Head Jct.

Connecting track Jordan to Pensauken.
 Kinkora Branch.
 Mount Holly-Medford.

Qualification of Conductor or Engineman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of twelve months, must not be used on such portions of the road until he has made one or more trips.

In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductor or engineman extending their qualification by making trips (not in service) must be re-examined after expiration of one year.

TRACK ASSIGNMENTS

2201.

Single Track

Track	Between	And
Main Line	Glassboro	Lake
Main Line	Newfield	Woodbine Jct.—Pine
Main Line	Woodbine Jct.	Cape May
Main Line	Wildwood Jct.	Cold Spring Harbor
Main Line	Tuckahoe	Ocean City Gardens
Penns Grove Branch	Woodbury	Penns Grove
Salem Branch	Woodbury	Salem
Bridgeton Branch	Glassboro	Bridgeton
Newfield Branch	Newfield	Pleasantville
Main Line	Cooper	Bay Head Jct.
Kinkora Branch	Birmingham	Switch 2 Lewis
Kinkora Branch	Switch 1 Lewis	Kinkora
Main Track	Lewis	Camp

2202.

Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Alan and Center	S & N Frt.	South'd Pgr.	South'd Pgr.	North'd Pgr.	North'd Pgr.
Center and Cooper			S & N Frt.	South'd Pgr.	North'd Pgr.
Cooper and Minson				South'd Pgr.	North'd Pgr.
Jersey and Vernon				South'd Pgr.	North'd Pgr.
Center and Southward Limits Center Interlocking			South'd Pgr.	S & N Pgr.	North'd Pgr.
Southward Limits Center Interlocking and Penred				South'd Pgr.	North'd Pgr.
Penred and Atlantic		South'd Pgr.	North'd Pgr.	South'd Pgr.	North'd Pgr.
Center and Glassboro				South'd Pgr.	North'd Pgr.
Lake and Newfield				South'd Pgr.	North'd Pgr.
Pleasantville and Penred				South'd Pgr.	North'd Pgr.
Brown and Woodbine Jct.				South'd Pgr.	North'd Pgr.

NOTE—Tracks are numbered from eastward to westward.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Brown-Grenloch (S)	Brown	Grenloch	Train Dispatcher	1.
Penns Grove- Deep Water Pt. (S)	Penns Grove	Deep Water Point	Operator Redoak	1.
Glassboro- Mullica Hill (S)	Glassboro	Mullica Hill	Train Dispatcher	1.
Glassboro- Williamstown (S)	Glassboro	Williamstown	Train Dispatcher	1.
Elmer-Daretown (S)	Elmer	Daretown	Train Dispatcher	1.
Manumuskin- Maurice Riv. (S)	Manumuskin	Maurice Riv.	Train Dispatcher	1.
Pine-South Seaville (S)	Pine	South Seaville	Train Dispatcher	1.
Harbor Bch. Jct.- Cape May Har. (S)	Harbor Branch Junction	Cape May Harbor	Train Dispatcher	1.
Mount Holly- Medford (S)	Mt. Holly	Medford	Train Dispatcher	1.

(N) (S) Indicates time-table direction, from point first named.

NOTE 1. Passenger trains, carrying passengers, must not operate via this track without train orders; except when used for the purpose of clearing main track.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by **Rule 80** on all main tracks.

Rules 80, 80a, and 80b will apply on all secondary tracks.

★**2302.** Track cars will not operate spring switches.

★**2304.** Signalmen 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.

Movement of Detector Cars, Burro Cranes, Etc.

★**2305.** Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with **Rules 19 and 19a**, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, **Rule 316** will apply to following movements.

HOURS OF SERVICE

2306. The Hours-of-Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four-hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four-hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employee concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the train dispatcher by telephone the time they will be on duty fourteen hours.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—

Train dispatchers are located at Camden.

***2402. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on C T 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

EXCEPT—A proceed signal displayed for trains at—

Redoak: Southward.

Glassboro: Southward.

Lake: Northward.

Newfield: Southward.

Swift: Northward.

Tuckahoe: Southward to Ocean City.

Woodbine Jct. Southward.

Wildwood Jct.: Southward and Northward.

Cooper: Southward Bay Head Jct.

Pensauken: Southward.

Birmingham: Northward.

will indicate that all trains due, which are superior, have arrived or left.

***2403. Rule D-83:** Except on portions of the railroad where **Rules 251 or 261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Engineman Pilot

***2404.** Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Birmingham (Note A)	Bay Head Branch	Kinkora Branch	To Bay Head Jct.
Lewis	Main Line (Pemberton Route)	Main Line to Fort Dix	To Fort Dix
Pleasantville	Main Line	A. C. T. C.	To A. C. T. C.

NOTE A. Switch is equipped with mechanical lock operated by separate lever which must be unlocked before switch can be reversed and must be locked while movement is being made over switch.

2409. Signalmen in charge of main track hand operated switches when block station is open:

Location	Switches
Jordan	Crossover between No. 1 and No. 2 Main tracks. Switch of connecting track to Pensauken.
Pensauken	Switch of connecting track to Jordan.
Birmingham (Note A)	Junction switch to Kinkora Branch.
Lewis	Main track switches.
Franklinville (Note A)	Switch at South end of siding.

NOTE A—Trains must stop clear of switch unless flag or lamp signal is received from signalman in addition to fixed signal indication.

2409a. Electric engines arriving 36th Street, Pavonia

Trains arriving Pavonia operated by electric engines must stop at 36th Street and call yard master for instructions.

***2410. Numbered Switches**

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most southward switch, with the numbers increasing towards the northward.

When switch numbers are used in train orders, the word "Switch _____" will precede the name of the station.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled by
Jersey-Interlocking	Hugh Hatch Brick Co.	Jersey
Jersey-Interlocking	Kleckhefer Container Co.	Jersey
Jersey-Interlocking	Stevens track	Jersey
South Camden	7th Street Extension	Brown
South Camden	Comey Side track	Brown
North of Newton Creek	N. Y. Shipyard track, north of Newton Creek	Brown
South of Newton Creek	Gloucester Yard	Brown
Redoak-Interlocking	No. 2 Station Track	Redoak
Glassboro	Gas House track	Glassboro
Glassboro	Freight House track	Glassboro
Glassboro	Williamstown Branch	Glassboro
Glassboro	Wye Track	Glassboro
Glassboro	Field Track	Glassboro
Haddonfield	Wye Switch, south of Haddonfield	Vernon
Atlantic-Interlocking	Between No. 1 & No. 2 at Station	Atlantic
Atlantic-Interlocking	Between No. 7 & No. 8 at Station	Atlantic
Atlantic-Interlocking	No. 8 Station track to Wye	Atlantic
Tuckahoe	Wye Switch, Cape May Line	Tuckahoe

The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch
Kinkora (Note C)	North end of Wye Switch
Columbus (Note C)	Switch to siding
Jordan (Note A)	Crossover between No. 1 and No. 2 Main tracks Switch of connecting track to Pensauken.
Race (Note B)	Garden State Race Track.
Gate (Note C)	Switch to Atlantic City Race Track.
Gate (Note C)	Switch to Co-operative Fruit Growers Society.
Newfield (Note B)	Wye switch Electric Line.
Harbor Branch Jct. (Note C)	Switch to Cape May Harbor.

NOTE A—When Jordan is closed, conductor or engineer, must obtain permission from train dispatcher and operate signals and electric locks in accordance with instructions posted in block station.

NOTE B—Instructions for operation of switch posted in telephone box located adjacent to switch.

NOTE C—Switches controlled by automatic timing device.

To operate automatic timing device depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper it will be necessary for a period of approximately (5) minutes to elapse before electric lock can be released.

Instructions for operating switch and derail posted in telephone box.

Spring Switches

*2412.

Spring Switch is marked by disc with white background and block letters SS. Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal, **Rule 292**; a Stop-and-Proceed Signal, **Rule 291**; a Caution Signal, **Rule 285-A** or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp. The switch must be restored to normal position after movement is completed.

Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Lake	Single track to No. 2 track	Northward movements from No. 1 track to single track	
Newfield	Single track to No. 1 track	Southward movements from No. 2 track to single track	
Pleasantville (North End of No. 1 track Newfield Brch.)	Single track to No. 2 track	Northward movements from No. 1 track to single track	
Pleasantville (Somers Point Branch)	Single track to No. 1 track	Southward movements from No. 2 track to single track	

YARDS AND YARD INSTRUCTIONS

2417. Yards indicated by yard limit boards are located at:

Woodbury—Salem Branch and Penns Grove Branch.
 Glassboro—Bridgeton Branch.
 Paulsboro.
 Penns Grove.
 Swedesboro.
 Woodstown.
 Salem.
 Elmer.
 Bridgeton.
 Vineland.
 Millville.
 Newfield—Newfield Branch.
 Pleasantville.
 Tuckahoe—Toward Ocean City.
 Ocean City.

Wildwood Jct.—From 1500 feet north of Wildwood Jct. Station to 2000 feet south toward Cape May and 1500 feet south toward Wildwood.

Wildwood—From 500 feet north of Grassy Sound Drawbridge to Cold Spring Harbor.

Cape May.
 Pavonia.
 Mt. Holly.
 Lewis.
 Bay Head.

Pemberton—From 1900 feet north of Birmingham Passenger Station to 3600 feet south of Pemberton Passenger Station and to 6300 feet south of South Pemberton.

2417a. 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.

2417b. The movement of trains between Grassy Sound Drawbridge 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.

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 1, 2 and 3	Center	Cooper
No. 1 and 2	Cooper	Minson
No. 1 and 2	Center	Haddonfield Station
No. 1 and 2	Center	South Gloucester
No. 1 and 2	Brown	West Collingswood

Non-interlocked Railroad Crossings At Grade

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossing at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Cohan	Sema-phore.	More favorable than Stop.	Stop before crossing.	1
Landis	Sema-phore.	More favorable than Stop.	Stop before crossing.	1
Minotola	Sema-phore.	Stop.	Stop.	2
Atlantic City	None.	None.	Stop. Operate Signals governing A. C. T. C.	3

NOTE 1. If signals governing Pennsylvania-Reading Seashore Line trains are found in Stop position, movements over the crossing may be made after ascertaining that no train is approaching, and after providing the protection required by RULE 99 in both directions; reporting the fact to the Superintendent.

NOTE 2. Conductors of Pennsylvania-Reading Seashore Line trains will direct the operation of signal levers so that signals on C.R.R. of N. J. will display stop indication and signals on Pennsylvania-Reading Seashore Lines will display proceed indication. After movement over crossing has been made signals must be restored normal-proceed indication on C.R.R. of N.J. and stop indication on Pennsylvania-Reading Seashore Lines.

NOTE 3. Before making movements across A. C. T. C. main tracks on any P.R.S.L. yard tracks, trains or engines must stop and a member of the crew will operate signal lever in box located between A. C. T. C. tracks at Chelsea Branch crossing to display stop signal on A. C. T. C. tracks. After movement over crossing has been completed signals must be restored normal-proceed indication on A. C. T. C. tracks.

Movement Of Trains By Signals

2428. The movement of trains, or engines, on No. 3 track between Center and Cooper is by signal indication under the direction of signalman at Center.

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 S-87**

When Jordan Block Station is open, the movement of southward trains Jordan to Pensauken will be by signal indication; movement of northward trains Pensauken to Jordan will be by signal indication or permission of signalman at Jordan; signal indication or permission of signalman, supersedes time table superiority.

2429. No. 1 switch at Stanwick Avenue must not be operated until northward train has passed northward signal.

2430. A restricting signal displayed for southward trains at Lewis will be authority to operate on side track Lewis to Camp.

Side track between Camp and Lewis must not be occupied or movements made over same without permission of Atlantic Division train dispatcher.

At Lewis that portion of track between Switch 1 and 2 in service as Wye track and must not be used without permission of train dispatcher.

2431. When Bay Head Jct. block station is closed, signals remain in service and govern movements through switches; for movements to and from N.Y.&L.B.R.R. Conductor or engineman must obtain permission from yard master's office Bay Head Jct. or train dispatcher at Long Branch, and operate switches and signals in accordance with instructions posted in block station.

2432. On trains moving over single track Minson and Jersey, Morris Branch (Vernon Route) and on No. 1 and No. 2 track Minson and Camden, conductor will arrange to have rear brakeman give hand signal with flag or lamp from rear of train to indicate to signalman at Jersey that train is complete. Signalman may accept such signals as indication that train is complete **Rule 321**, modified.

2433. Locomotives must not be operated over tracks of the following industrial plants without being equipped with spark arrester on stack of engine.

Camden Marine Terminal.....	Camden
Cities Service Oil Co.....	Petty's Island
Kieckhefer Container Co.....	Jersey
Vacuum Oil Co.....	Paulsboro
E. I. DuPont DeNemours & Co.....	Gibbstown
E. I. DuPont DeNemours & Co.....	Carneys Point

2434. Southward passenger trains at Center, and Northward passenger trains at Winslow, will accept signal indication for movement between Center and Winslow, either via Vernon or Clementon.

Signalman at Center and Winslow will not divert passenger trains from normal route unless authorized by the Superintendent.

2435. Trains or engines making southward movements on middle siding between Red Bank Ave. and Redoak, must secure permission from signalman at Redoak.

2436. Between Stop Sign located 200 feet south of water plug at Penns Grove and Stop Sign located on DuPont Co. track, 1000 feet south of switch leading to Atlantic Electric Light and Power Co. plant, Deep Water Point, must not be occupied or movements made over same by P.R.S.L. or DuPont Co. trains or engines without permission of the signalman at Redoak. After movement authorized has been completed conductor or engineman must report clear to signalman at Redoak.

If from any cause conductor or engineman is unable to communicate with the signalman at Redoak by usual means of communication or the use of commercial lines, and no cause for detaining the train is known, movements may be made, preceded by a flagman a sufficient distance to insure full protection, reporting the fact to the signalman at Redoak as soon as communication is restored.

2436a. At Wildwood Jct. when interchanging cars the signalman is authorized to display permissive signal and trains affected may accept permissive signal to enter block to pick up cars.

2437. At Glassboro, trains on field tracks must not foul south leg of Wye without permission from the signalman. Trains from Bridgeton Branch to south leg of Wye must obtain permission from signalman before opening switch to enter Wye. Cars must not be left standing on the field track fouling the spur track.

2438. 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 bag-

gage master remain with and properly protect cars until moved by main line train.

2439. At Wildwood southward passenger trains stopping at Wildwood station must pull clear of track circuit at northward block signal at Hudson Avenue.

2440. At Cold Spring Harbor, normal position of loop track switch for movements to ocean side of loop.

Passenger trains to Cold Spring Harbor will use loop track with switch in normal position unless otherwise directed.

2441. At Ocean City, on wye track across main track between Second and Third Streets, before making movement over main tracks, trains or engines must stop and protect movement over crossing as required by **Rule 99** against all other movements.

2442. At Pleasantville fixed signals govern the movement of trains, and their indication supersedes the superiority of trains between southward and northward fixed signals.

Push button device for operation of signals governing southward movement on Newfield Branch is installed at Block Limit Station, instructions posted in telephone box. Hand operated junction switch must be set for movement from Newfield Branch before southward proceed signal can be displayed.

Push button device for operation of dwarf signal on Somers Point Branch governing southward movement on northward track is installed in telephone box, located on east end of instrument case at southward signal, instructions posted in box.

Push button device for operation of signal governing northward movements on southward track installed in telephone box located on north end of instrument case at northward signal.

Instructions posted in telephone box.

Permission must be obtained from train dispatcher before operating any push button device.

2443. Southward Pennsylvania-Reading Seashore Line trains will stop at telephone located on pole 25 feet north of signal N-613, Newfield Branch, and identify their train to signalman at Atlantic.

2444. Hand operated crossover between main tracks, 90 feet north of signal N-597, Newfield Branch, must not be used without permission of train dispatcher and providing protection required by **Rule 99** against all other movements.

2445. 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.

Automatic Highway Crossing Signals

***2450.** Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with **Rules 14 (1) and 30**. They operate when trains approach crossings with or against the current of traffic on main tracks only: Except—

At the following locations they do not operate for movements against the current of traffic—

Between—Center and Glassboro

Brown and Woodbine Jct. via Clementon,
“except, automatic crossing gates and flashing light high-

way signals at Olive Street, South Westville and flashing light highway crossing signals at Miller Avenue, 256 feet south of Dorothy and 11th Street, 2880 feet south of Dorothy operate for trains with or against the current of traffic.

Trains moving against the current of traffic must approach these crossings at not to exceed one-half their maximum authorized speed, prepared to stop short of an obstruction, and must comply with **Rules 14 (1) and 30.**"

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by **Rules 14 (1) and 30.**

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by **Rule 103a.**

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicle or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

A Device to Operate Highway Crossing Signals

At the following locations a device is provided to cut out the operation of automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals has been restored.

(a) **PENBRYN**—Flashing light highway crossing signals at New Freedom Road, north of Penbryn.

Device is located in telephone box 300 feet south of Williamstown Jct. station, for northward movements on northward track.

Instructions posted in telephone box; box must be kept locked when not in use.

(b) **PLEASANTVILLE**—A lunar white light displayed on automatic highway crossing signals north and south of Shore Road and Franklin Avenue will govern train movements over the crossing.

If for any reason the lunar white light is not displayed, before making movements over the crossing a member of the train crew must be stationed on the crossing to give warning to persons using the highway, and a prompt report must be made to the Superintendent.

Before making movements over crossing on track leading to Peter Lumber Company a member of the train crew must operate device located in a box on south end of instrument case at each crossing, and a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

After movement has been made device must be restored to normal position and box locked.

(c) **PLEASANTVILLE**—Flashing light highway crossing signals at New Road (State Highway No. 4) 1650 feet north of Pleasantville.

Device is located in box on instrument case, 10 feet north of crossing.

Instructions posted in box; box must be kept locked when not in use.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

(d) VINELAND—Wood and Plum Streets are protected by flashing light highway crossing signals which operate automatically for train movements on main track.

When cars are standing at Vineland station and a reverse movement is made from berry track push button located in telephone box at South end of station must be operated in order to operate flashing light highway crossing signals at Wood and Plum Streets before train departs northward.

Employees should observe the operation of automatic highway signals and report promptly to the Superintendent any failures to operate properly.

Automatic Crossing Gates

2450a. At Burlington Pike 5885 feet south of Jersey Interlocking, Automatic Crossing Gates and Flashing Light Highway Crossing Signals in service, and will operate when trains approach crossing with or against the current of traffic.

2450b. At Park Avenue, 25 feet south of Jordan Block Station, Automatic Crossing Gates and Flashing Light Highway Crossing Signals in service, and will operate when trains approach crossing with or against the current of traffic.

Employees should observe the operation of automatic crossing gates and flashing light signals and report promptly to the Superintendent any failure to operate properly.

At the following locations a device is provided to cut out the operation of automatic highway crossing signals and automatic crossing gates by trainmen. When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals or gates has been restored.

(b) SOUTH WESTVILLE—Automatic crossing gates and flashing light highway signals at Olive Street, South Westville:

Devices to cut out automatic crossing gates and flashing light highway signals, located at—

Westville—In telephone box at Power House siding.

In telephone box at Freight House track.

Mile Post 7—In telephone box at Woodbury Coal and Supply Co., delivery track.

The devices to cut out the automatic operation of crossing gates and flashing light crossing signals must not be used when there is another southward train or engine on southward track between River Road, Westville, and Signal No. 63-C at South Westville.

Instructions posted in telephone boxes; boxes must be kept locked when not in use.

Employees should observe the operation of Automatic Gates, and report promptly to the Superintendent any failure to operate properly.

***2451. (For Automatic Highway Crossing Signals)**

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting road crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2452. Electric light indicators are in service at the following locations:

BETWEEN CAMDEN, JERSEY AND MINSON:

9th & Cooper Sts.....Coopers Pt. Branch.
 36th Street.....Pavonia.
 39th Street (River Road).Pavonia.
 DeRousse Ave.....Delair Station.
 DeRousse Ave.....Morris Branch.
 Curtis Ave.....Morris Branch.

BETWEEN JERSEY AND VERNON:

Burlington Pike.....South of Jersey.
 Park Avenue.....South of Jordan.
 Utica Avenue.....North of Vernon.

BETWEEN CAMDEN AND ATLANTIC CITY:

Irvin Avenue.....South of Collingswood.
 Lees Avenue.....South of Collingswood.
 Cuthbert RoadNorth Cuthbert.
 Glenwood Avenue.....North of Westmont.
 Crystal Lake Ave.....North Westmont.
 Stoy Avenue.....South of Westmont.
 Chews Landing Road.....North of Osage.
 Heights Ave.....South of West Berlin.
 Harkers Lane.....North of Berlin.
 Hendricks Ave.....North of Fisher.
 Main Street.....North of Waterford.
 Bellehurst Road.....North of Hammonton.
 Cologne Ave.....South of Egg Harbor.
 Mays Landing Road.....North of Pomona.

BETWEEN CAMDEN AND PINE:

Olive Street.....North of South Westville.
 Willow Street.....South of Wenonah.
 Cedar Avenue.....South of Pitman.
 Union Road.....North of Clayton.
 Academy Street.....North of Clayton.
 Clayton Avenue.....South of Clayton.
 Swedesboro Road.....North of Franklinville.
 Porchtown-Iona Road.....North of Iona.
 Malaga Turnpike.....North of Malaga.
 Pearl Street.....Newfield.
 Weymouth Road.....South of Newfield.
 Oak Street.....South of Millville Station.
 Second Street.....South of Millville Station.
 Vine Street.....South of Millville Station.
 Third and Mulberry Sts...South of Millville Station.
 Fourth and Pine Sts.....South of Millville Station.
 Fifth and Sassafras Sts...South of Millville Station.
 Main Street.....South of Millville Station.

NEWFIELD BRANCH:

Lake Road.....North of Forest Grove.
 Main Street.....North of Richland.
 South River Road.....North of Mays Landing.
 State Highway Route 48...North of Mt. Calvary.

PENNS GROVE BRANCH:

Virginia Ave.....North of Friendship.
 Billingsport Road.....South of Paulsboro.

BETWEEN BROWN AND WINSLOW:

Pine Street.....North of Orston.
 Warwick Road.....South of Magnolia.
 Laurel Avenue.....South of Stratford.
 Park Ave.....North of Garden Lake.
 Williamstown Road.....North of Williamstown Jct.
 Brooklyn Road.....South of Williamstown Jct.
 Waterford Road.....North of Blue Anchor.

BETWEEN WINSLOW AND CAPE MAY:

Mays Landing Road.....South of Folsom.
 State Highway Route 48..North of Richland.
 Miller Avenue.....South of Dorothy.
 11th Street.....South of Dorothy.
 Spruce Street.....North of Risley.
 Green Creek Road.....South of Burleigh.
 Broad Street.....North of Cape May Station.
 Lafayette Street.....North of Cape May Station.

BETWEEN TUCKAHOE AND OCEAN CITY GARDENS:

Mt. Pleasant Road.....North of Petersburg.
 Shore Road.....South of Petersburg.
 State Highway No. 4.....South of Palermo.
 34th Street.....South of 34th Street Station.

BETWEEN COOPER AND BAY HEAD JCT.:

Pleasant Ave.....South of Pavonia.
 Westfield Ave.....South of Pavonia.
 36th Street.....North of West Merchantville.
 Wellwood Avenue.....South of West Merchantville.
 Euclid Ave.....North of Merchantville.
 Center Street.....North of Merchantville.
 Park Ave.....South of Merchantville.
 Cove Road.....South of Merchantville.
 Haddonfield Road.....South of Pensauken.
 Central Ave.....North of Maple Shade Station.
 Stiles Ave.....South of Maple Shade.
 Lenola Road.....South of Lenola Station.
 Maines Road.....South of Lenola.
 Locust Street.....North of West Moorestown.
 Church Street.....South of West Moorestown.
 Washington Street.....South of West Moorestown.
 Zelle Ave.....South of Moorestown.
 Stanwick Ave.....South of Moorestown.
 Borton Landing Road.....South of Stanwick Ave.
 Evesham Road.....North of Masonville.
 Lumberton Road.....South of Hainesport.
 Church Street.....North of Smithville.
 Buddtown Road.....North of Birmingham.
 Hanover Street.....South of South Pemberton.
 Lower Mill Road.....North of New Lisbon Station.
 Atlantic Blvd.....South of Beachwood Station.
 Motor Road.....North of Pine Beach.
 Ocean Gate Ave.....North of Ocean Gate Station.
 Hamilton Avenue.....North of Seaside Heights.

KINKORA BRANCH:

Main Street.....South of Jullustown.
 State Highway No. 39.....North of Coiumbus.

Highway Crossings

2453. At HADDONFIELD, trains in both directions, when making station stop, must not obstruct King's Highway crossing.

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

At the following stations, passenger trains in the direction specified, 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.

STATION	CROSSING	LOCATION	DIRECTION
Delair	Derousse Avenue	100 ft. north	Both
Collingswood	Collings Avenue	122 ft. north	Both
Cuthbert	Cuthbert Road	29 ft. north	Both
Westmont	Crystal Lake Avenue	60 ft. north	Both
Woodcrest	Woodcrest Road	70 ft. south	Both
Ashland	Evesham Avenue	60 ft. north	Both
Osage	Chews Landing Road	39 ft. north	Both
Lindenwold	Linden Avenue	122 ft. north	Both
Reed Crossing	Harkers Lane	50 ft. north	Both
Berlin	Chestnut Street	58 ft. south	Both
Chesilhurst	Washington Street	71 ft. north	Both
Waterford	Main Street	87 ft. north	Both
Elwood	Union Street	47 ft. north	North
Egg Harbor	Philadelphia Avenue	76 ft. south	South
Pomona	Mays Landing Road	45 ft. north	Both
Audubon	Merchant Street	94 ft. south	South
Orston	Chestnut Street	68 ft. north	North
Haddon Heights	Station Avenue	105 ft. south	Both
Barrington	Clements Bridge Road	37 ft. north	Both
Magnolia	Evesham Avenue	63 ft. south	South
Somerdale	Chews Landing Road	67 ft. north	North
Stratford	Union Avenue	78 ft. south	Both
Clementon	Berlin Road	71 ft. north	North
Pine Valley	Pine Valley Road	75 ft. north	North
Albion	Cross Keys Road	43 ft. north	North
Penbryn	New Freedom Road	44 ft. north	Both
Williamstown Jct.	Williamstown Road	39 ft. north	Both
Florence	Florence Road	28 ft. south	Both
Braddock	Braddock Avenue	44 ft. north	Both
South Westville	Olive Street	52 ft. north	South

All trains making stops which necessitates blocking street or road crossings must not cut nor pull clear of crossing unless it is known that no trains are approaching on other tracks, without first providing protection to highway traffic.

Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing.

Track	Crossing	Location	No Crossing Watchman on Duty Between the Hours of	Note
Main Line to Bay Head Jct.	Madison Avenue	Mount Holly	7.15 P. M. to 5.15 A. M. 8.30 A. M. to 1.30 P. M. (Weekdays Ex. Sat.) 7.15 P. M. to 5.15 A. M. 8.30 A. M. to 12.30 P. M. (Saturdays) 8.00 P. M. to 7.00 A. M. 9.00 A. M. to 6.00 P. M. (Sundays—July 4, Sept. 1)	
Main Line to Bay Head Jct.	Pine Street	Mount Holly	7.15 P. M. to 5.15 A. M. 8.30 A. M. to 1.30 P. M. (Weekdays Ex. Sat.) 7.15 P. M. to 5.15 A. M. 8.30 A. M. to 12.30 P. M. (Saturdays) 8.00 P. M. to 7.00 A. M. 9.00 A. M. to 6.00 P. M. (Sundays—July 4, Sept. 1)	
Main Line (Ocean City)	9th Street	Ocean City	9.25 P. M. to 5.25 A. M. (Daily)	
Main Line (To Cold Spring Harbor)	Park Blvd.	Wildwood	9.40 P. M. to 5.00 A. M. (Daily)	
Penns Grove Branch	Glassboro Road	Woodbury	4.45 A. M. Sundays to 4.45 A. M. Mondays	
Penns Grove Branch	Delaware Street	Paulsboro	9.00 P. M. to 5.00 A. M. (Weekdays) Sundays continuously.	
Salem Branch	Glassboro Road	Woodbury	4.45 A. M. Sundays to 4.45 A. M. Mondays	
Bridgeton Branch	Commerce Street	Bridgeton	6.00 P. M. to 3.50 A. M. (Weekdays Ex. Sat.) 6.40 P. M. to 3.50 A. M. (Saturdays) Sundays continuously.	
Newfield Branch	Catawba Avenue	Newfield	5.30 P. M. to 7.15 A. M. 8.15 A. M. to 10.30 A. M. (Weekdays) 5.30 P. M. to 5.00 A. M. 9.00 A. M. to 4.00 P. M. (Sundays)	
Main Line (Millville to Woodbine Jct.)	Broad Street	Millville	8.45 P. M. to 4.45 A. M. (Weekdays) Sundays continuously.	

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Mount Holly-Medford	State Highway No. 38 (Note A)	Between Mt. Holly and Lumberton
Mount Holly-Medford	State Highway No. 40 (Note A)	Between Lumberton and Medford
Kinkora Branch	Hanover Street (Note B)	Pemberton
Brown-Grenloch	Essex Street	East Gloucester
Brown-Grenloch	Hudson Street	East Gloucester
Brown-Grenloch	State Highway No. 45	Crescent Blvd.
Brown-Grenloch	Kings Highway	Mt. Ephraim
Brown-Grenloch	Anderson Avenue	Bellmawr
Brown-Grenloch	Browning Road	Bellmawr
Brown-Grenloch	Clements Bridge Road	Runnemede
Brown-Grenloch	Woodbury Lane	Glendora
Brown-Grenloch	Almonesson Ave.	Blenheim
Brown-Grenloch	Clementon Avenue	Blenheim
Brown-Grenloch	Church Street	Blackwood
Brown-Grenloch	Pine Street	Pine's Side Track Blackwood
Brown-Grenloch	Asyla Road	Lakeland
Penns Grove Brch.	Main Street (Repaupo Avenue)	Gibbstown
Penns Grove Brch.	Penns Grove Road	Friendship
Penns Grove Brch.	Pitman Avenue	Penns Grove
Penns Grove Brch.	Main Street	Penns Grove
Bridgeton Branch	State Highway No. 48	Elmer
Bridgeton Branch	Irving Avenue (Note C)	Bridgeton
Bridgeton Branch	Pine Street	Bridgeton
Bridgeton Branch	East Avenue (Note D)	Bridgeton
Glassboro-Williamstown	Broad Street (Delsea Drive)	Glassboro
Glassboro-Williamstown	Clayton Road	Williamstown
Glassboro-Williamstown	Church Street	Williamstown
Glassboro-Williamstown	Blue Bell Road	Williamstown
Glassboro-Williamstown	Main Street	Williamstown
Glassboro-Williamstown	State Highway No. 42	Williamstown
Glassboro-Mullica Hill	Mullica Hill Road	9500 feet north of Mullica Hill
Glassboro-Mullica Hill	Main Street	Mullica Hill

Track	Crossing	Location
Newfield Branch	Central Avenue	Minotola
Newfield Branch	State Highway No. 48 (Note E)	Buena
Newfield Branch	Farragut Avenue (Note E)	Mayslanding
Newfield Branch	Main Street (Note E)	Mayslanding
Newfield Branch	New Road — State Highway No. 4 (Note E)	Pleasantville
Manumuskin-Maurice River	State Highway No. 49	Port Elizabeth
Pine-South Seaville	Dennisville Road	South Seaville
Harbor Branch-Cape May Harbor	State Highway No. 4	Cape May Harbor
Main Line (Cape May)	Lafayette Street (Note F)	Cape May

Note A—(a) Before making movement across State Highway No. 38 on secondary track between Lumberton and Mount Holly, trains or engines must stop and not proceed over crossing until a member of the train crew is stationed on the crossing to give warning to persons using the highway. At night, or when weather conditions require, a member of the crew shall be stationed on each side of track with a red light while train or engine is crossing over or blocking the crossing to give warning to persons using the highway.

(b) Before making movements across State Highway No. 40 on secondary track between Medford and Lumberton, trains or engines must stop and not proceed over crossing until a member of the train crew is stationed on the crossing to give warning to persons using the highway. At night, or when weather conditions require, a member of the crew shall be stationed on each side of track with a red light while train or engine is crossing over or blocking the crossing to give warning to persons using the highway.

Note B—Before making movements over Hanover Street first crossing south of Pemberton passenger station a member of the crew must be stationed on the crossing with red flag by day and red light by night to give warning to persons using the highway.

Note C—IRVING AVENUE—From 7.00 A.M. to 3.30 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.

Note D—BRIDGETON—East Avenue crossing will be protected for all regular trains.

Extra trains, before making movements over this crossing must have a member of the train crew stationed on the crossing to give warning to persons using the highway.

Note E—Trains or engines must stop at signs located 50 feet south and north of crossing and not proceed until a member of the crew is stationed on the crossing to give warning to persons using the highway.

Note F—Lafayette Street crossing protected by flashing light highway crossing signals which operate auto-

matically for southward trains only on station tracks 1 and 2.

For northward trains, 30 seconds before train moves a member of the train crew will operate the flashing lights with push button located on north end of platform adjacent to train and not proceed over Lafayette Street until a member of train crew is stationed on the crossing to give warning to persons using the highway. Flashing lights will automatically cut out when train clears crossing.

2457. Enginemen of gas or gas-electric or diesel rail motor cars must approach all crossings protected by flashing light highway crossing signals and automatic crossing bells prepared to stop unless it is known that flashing lights or crossing bells are operating properly. If flashing lights or crossing bells are not operating properly, before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.

2458.

(a) 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.

(b) Camden—Before making movements over Spruce Street on South Front Street interchange track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(a) Pavonia—River Road Crossing, north of Cooper:

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 and a movement is to be made across River Road on tracks of Standard Oil Co., a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(b) Pavonia—When pushing cars on main tracks or when pushing or pulling cars over any yard track, at 36th Street, Pavonia, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(c) Pavonia—Before making movements over Federal Street on track leading to R. M. Hollingshead Co. and along Carman Street on track leading to Iowa Soap Co. a member of the train crew must be stationed on the highways to give warning to persons using same.

(d) Pavonia—Before making movements over Mickle Street and Sixteenth Street on R. M. Hollingshead track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

Camden to Bay Head Junction

(a) Between Pavonia and West Merchantville—At Westfield Avenue, 3300 feet south of Pavonia, no crossing watchman on duty—

Weekdays Ex. Sat.	7.35 P.M. to 5.45 A.M. 8.00 A.M. to 2.00 P.M.
Saturdays	7.35 P.M. to 5.45 A.M. 8.00 A.M. to 11.50 A.M.
Sun. & July 4, Sept. 1	8.30 P.M. to 6.50 A.M. 8.50 A.M. to 6.30 P.M.

When crossing watchman is not on duty trains must not exceed speed of 10 miles per hour over crossing.

(b) West Merchantville—At 36th Street, 4012 feet north of West Merchantville, no crossing watchman on duty—

Weekdays Ex. Sat.	7.35 P.M. to 5.45 A.M. 8.00 A.M. to 2.00 P.M.
Saturdays	7.35 P.M. to 5.45 A.M. 8.00 A.M. to 11.50 A.M.
Sun. & July 4, Sept. 1	8.30 P.M. to 6.50 A.M. 8.50 A.M. to 6.30 P.M.

When crossing watchman is not on duty trains must not exceed speed of 6 miles per hour over crossing.

(c) Merchantville—At Center Street, Park avenue and Cove Road no crossing watchman on duty—

Weekdays Ex. Sat.	7.35 P.M. to 5.45 A.M. 8.00 A.M. to 2.00 P.M.
Saturdays	7.35 P.M. to 5.45 A.M. 8.00 A.M. to 11.50 A.M.
Sun. & July 4, Sept. 1	8.30 P.M. to 6.50 A.M. 8.50 A.M. to 6.30 P.M.

When crossing watchman is not on duty trains must not exceed a speed of 6 miles per hour over these crossings.

(d) Lenola-West Moorestown—Before making movements over New Albany Road on track leading to International Pulverizing Corporation, trains and engines must stop and not proceed over crossing until a member of the train crew is stationed on crossing to give warning to persons using the highway. Engines must not pass engine limit sign north of New Albany Road.

(e) Hainesport—Before making movements across State Highway No. 38 on Wheelers Sand Pit track north of Hainesport, trains or engines must stop and not proceed over crossing until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

(f) South Pemberton—

At Hanover Street crossing, no crossing watchman on duty. Maximum speed of all trains over crossing 5 miles per hour.

(g) New Lisbon—Before making movements across Lower Mill Road crossing at New Lisbon Station on siding, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(h) 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 south.
Seaside Heights—Hamilton Avenue, first crossing north.
Lavallette—Reese Avenue, first crossing south.
Mantoloking—Downer Avenue, first crossing south.

Camden District

(a) Camden—When a movement is to be made across Border Street on Geo. C. J. Fleck track, a member of the train crew must be stationed in the center of the highway before movements are made beyond the southerly and northerly street lines of Border Street, to give warning to persons using same.

(b) Camden—Before making movements over Delaware Avenue on track leading from No. 2 track Ferry Lot to Campbell Soup Co., trains or engines must stop and not proceed over crossing until a member of train crew is stationed on crossing to give warning to persons using the highway.

(c) 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.

Movements will not proceed over any crossings, after signal has been given 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 south 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 east 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. In addition to operating electric switches controlling street traffic lights, trains or engines before making movements over crossing at Seventh and Linden Streets, must station a member of the crew on the crossing to give warning to persons using the highway. 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.

Camden to Atlantic City—Vernon Route

(a) Haddonfield—At Redman Avenue, crossing watchman on duty—

Daily

7.00 A.M. to 3.00 P.M.

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

(b) Haddonfield—Before making movements over Center Street on siding and wye track, trains or engines 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.

(c) Hammonton—Before making shifting movements over public crossings at grade, a member of the train crew must be stationed on the crossing to give warning to persons using the highway:

11th Street	12th Street	13th Street
Line Street	Passmore Avenue	Pleasant Street
Orchard Street	Washington Ave.	

(d) Egg Harbor—Before making movements on delivery tracks over Mays Landing Road, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(e) Before making movements over Atlantic Avenue on track leading to Better-Built Door Company, trains and engines must stop and not proceed over crossing until a member of the train crew is stationed on crossing to give warning to persons using the highway.

(f) Before making movements over Cologne-Port Republic Road on Germania Fruit Growers Society track, 2.8 miles south of Egg Harbor, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(g) Atlantic City—When movement is to be made on Atlantic Iron & Metal Co. track at Mediterranean and South Carolina Avenues, train must come to a full stop at a point 50 feet from both approaches to South Carolina Avenue and before proceeding a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(h) Atlantic City—Before making movements on any track across the following streets, a member of the train crew must be stationed on the crossing to give warning to persons using the highway:

Bacharach Blvd.	Ohio Avenue
Indiana Avenue	Illinois Avenue

2460. Camden to Wildwood & Cape May via Clementon

(a) Audubon—Before making movement over West Atlantic Avenue on Strawbridge & Chase track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(b) Haddon Heights—Before making movements over West Atlantic Avenue on Johnston Coal Co. track, a member of the train crew must be stationed on crossing to give warning to persons using the highway.

(c) Winslow—At Hammonton Road (CRR of NJ), Train or engine must stop not less than fifty (50) feet from crossing and movement over crossing must be protected by member of crew (using a red flag by day and a red light by night or in obscure weather) who must see that all vehicular traffic is stopped and every precaution taken to

see that the signal for movement of train is not misunderstood by driver before permitting engine or train to pass over crossing.

(d) Cape May Court House—Before making movements over Goshen Road, on delivery track, a member of the train crew must be stationed on the crossing to give warnings to persons using the highway.

(e) Cape May Court House—Before making movements over State Highway No. 4, first crossing south of Cape May Court House Station, on track leading to Stone Harbor, trains or engines 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.

(g) Cape May—Before making movements over Broadway and Bay Shore Drive, on track leading to Cape May Point, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(h) Cape May—Before making movements over Elmira Avenue and Bank Street crossings on connection through Atlantic City Electric Light Co.'s track, a member of the crew must be stationed on the crossings to give warning to persons using the highway.

(i) Cape May—At Broad Street and Lafayette Street before making movements over crossings on any track except station tracks 1 and 2 a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

Tuckahoe to Ocean City Gardens

(a) Ocean City—Before making movements over Haven Avenue and 11th Street on W. V. Hess Lumber Co. track, 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 2nd Street and Haven Avenue on Wye tracks a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(c) Before making movements over Haven Avenue, 14th Street, and a 15 foot alley on track leading to Burkard Coal Co., a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

Cars must not be left standing North of 14th Street.

(d) Ocean City—Before making movements over Haven Avenue, 12th Street and a 15 foot alley on track leading to Shoemaker Lumber Co., a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

2461.

South Camden and Bulson Street District

(a) Before making movements on yard tracks 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	Second Street
Front Street	Knight Street	Jefferson Avenue
Ferry Avenue	Atlantic Avenue	

At Jefferson Avenue crossing on Bulson Street Yard track, trains or engines must stop, 50 feet clear of crossing, and not proceed until a member of the crew, with red flag by day and red light by night or when day signals cannot be plainly seen, is stationed on the crossing to give warning to persons using the highway.

Movement of cars over this crossing must not be made unless attached to engine.

Camden-Woodbine via Millville

(a) Gloucester—Before making movements over Broadway trains or engines must stop and not proceed over crossing until a member of train crew is stationed on the crossing to give warning to persons using the highway. At night or when weather conditions require, a member of the crew shall be stationed on each side of the track with a red light while train or engine is crossing over or blocking the crossing to give warning to persons using the highway.

Before making movements on delivery tracks over the following crossings, trains or engines 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:

Filmore Street	Warren Street
Burlington Street	King Street
	Water Street

(b) Westville—Flashing light highway crossing signals do not operate for movements on Middle siding at River Road and Woodbine Avenue crossings, trains or engines making movements on Middle siding must approach these crossings with caution prepared to stop.

(c) Clayton—Before making movements over Atlantic Avenue on track leading to Hungerford and Terry, Inc., a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(d) Vineland—Before making movements over West Boulevard on Angelucci Coal Company tracks, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(e) Vineland—South Vineland—Before making movements over West Boulevard on track leading to Venice Maid Co., trains or engines must stop and not proceed over crossing until a member of train crew is stationed on the crossing to give warning to persons using the highway.

(f) Millville—Before making movements over North Buck Street on track leading to Millville Mfg. Co., trains or engines 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.

(g) Millville—Before making movements over Second Street on Vineland Farmers Exchange track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(h) Millville—Before making movements over Railroad Boulevard and 9th Street on G. F. Pettinos & Co. track, 480 feet south of M. P. 41, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(i) Millville—Stop signs are located 200 feet north and south of State Highway No. 47 on wye track, trains and engines must stop at "STOP" sign before proceeding over State Highway No. 47 and must complete movement beyond "STOP" sign before making reverse movement.

(j) Woodbine—Before making movements over DeHirsch Avenue and Lincoln Avenue on Cape May County Farmers Cooperative Association track, trains or engines must stop and not proceed over crossing until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

2462.**Penns Grove Branch.**

(a) **Friendship**—Before making movements over Lovers Lane on track leading to Jordan Coal Co., trains or engines must stop and not proceed over crossing until a member of train crew is stationed on crossing to give warning to persons using the highway.

(b) On yard tracks at Carneys Point and Deep Water Point, at grade crossings of narrow gauge industrial tracks of the DuPont Company, trains or engines must stop not more than 100 feet nor less than 50 feet from crossing and not proceed until it is known that the route is clear and there is no approaching movement on industrial tracks.

(c) **Deep Water Point**—Before making movement on Du Pont Co. track over road crossing between Shipping House and Interchange track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

2463.**Salem Branch**

Swedesboro—Before making movements over Locke Avenue on track leading to Swedesboro Supply Co., trains or engines must stop and not proceed over crossing until a member of train crew is stationed on crossing to give warning to persons using the highway.

2464.**Bridgeton Branch**

(b) **Bridgeton**—Before making movement over Penn Street on C. F. Dare & Son track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

Newfield and Somers Point Branches

(a) **Mays Landing**—At Estelleville Road crossing, 2100 feet north of Mays Landing Station, trains will stop, then proceed over the crossing with caution.

(b) **Pleasantville**—Before making shifting movements over public crossings at grade, a member of the train crew must be stationed on the crossing to give warning to persons using the highway:

Franklin Avenue
New Road

Shore Road

(c) **Dolphin Station, Northfield**—(Somers Pt. Branch):

At Dolphin Avenue 50 feet south of Dolphin station, trains and engines must come to a full stop at Stop Signs located south and north of crossing then proceed over the crossing with caution.

Cars must not be placed on Dolphin station delivery track within 30 feet of the southerly line of Dolphin Avenue.

Northfield—(Somers Point Branch):

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

2465. Speed over grade crossings when protected by a member of crew, six (6) miles per hour.

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

Rule 103a changed.

Gas-Electric Gasoline And Oil-Electric Rail Motor Cars

*2475. Gas-electric rail motor cars, gasoline rail motor cars and oil-electric rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trallers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight train, it should not consist of more than 35 cars.

Four-Wheel Cabin Cars

*2476. 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 interlockings, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

*2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

2479. Dragging Equipment Detector located:

Number 1 track 200 feet north of Jordan Block Station.

MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at scheduled meeting points, except where **Rules 261, 262 and 263** are in effect.

2502. At Glassboro, when Fig. B, **Rule 294** is displayed in addition to the Train-Order-Signal, a proceed signal may be displayed on southward Home Signal, 900 feet north of interlocking station and next interlocking signal displayed in Stop position until engineman has acknowledged Train-Order-Signal and operator has complied with Rules for movement by train orders.

★**2505.** While train order signal (**Rule 294**, Fig. A) 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 **Rule 221a**.

★**2506.** Referring to **Rule 221a** message form CT 1250 will be used.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★**2601.** **Rules 251, 253 and 254** in effect.

	Track	Between	And
Main Line	No. 1 and No. 2	Jersey	Vernon
	No. 1 and No. 2	Center	Minson
	No. 1 and No. 2	Center	Penred
	No. 1 and No. 2	Brown	Glassboro
	No. 1 and No. 2	Brown	Winslow
	No. 1 and No. 2	Winslow	Woodbine Jct
	No. 1 and No. 2	Lake	Newfield
Newfield Branch	No. 1 and No. 2	Pleasantville	Penred

On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman except:

At Initial Terminals by station master, agent or their representative.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★**2602.** **Rules 261, 262, 263 and 264** in effect.

	Track	Between	And
Main Line	No. 1 and No. 2	Center	Brown

Signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Initial Terminals by station master, agent or their representatives.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

RULE	INDICATION	NAME
280	PROCEED; MANUAL BLOCK CLEAR	CLEAR BLOCK
281	PROCEED	CLEAR
282	PROCEED APPROACHING NEXT SIGNAL AT MEDIUM SPEED	APPROACH MEDIUM
283	PROCEED: MEDIUM SPEED WITHIN INTERLOCKING LIMITS	MEDIUM CLEAR
285	PROCEED PREPARED TO STOP AT NEXT SIGNAL. TRAIN EXCEEDING MEDIUM SPEED, MUST AT ONCE REDUCE TO THAT SPEED.	APPROACH
285A	TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. AT THE NEXT SIGNAL, APPROACH THAT SWITCH PREPARED TO STOP. APPROACH NEXT SIGNAL PREPARED TO STOP.	CAUTION
288	PROCEED PREPARED TO STOP AT NEXT SIGNAL. SLOW SPEED WITHIN INTERLOCKING LIMITS.	SLOW APPROACH
289	BLOCK OCCUPIED FOR PASSENGER TRAINS. PROCEED AT REDUCED SPEED, BUT NOT EXCEEDING THIRTY MILES PER HOUR.	PERMISSIVE BLOCK
290	PROCEED AT RESTRICTED SPEED	RESTRICTING
	STOP, THEN PROCEED IN ACCORDANCE WITH RULE 98 AND SPECIAL INSTRUCTION	
291	STOP; THEN PROCEED AT RESTRICTED SPEED.	STOP AND PROCEED
292	STOP	STOP SIGNAL

COLOR LIGHT SIGNALS

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A Color Light Signal with any light out shall be regarded as an imperfectly displayed signal and Rule 27 will apply.

In the application of **Rule 280**.

2702. (a) Cooper—Southward Block Signal at Cooper when displaying aspect, **Rule 285** Figure A, (APPROACH) indicates Clear Block and APPROACH **Rule 280** changed. When displaying aspect **Rule 281** Figure A, (CLEAR) indicates clear block.

(b) State Street—Northward Block Signal at State Street when displaying aspect **Rule 285** Figure A (APPROACH) indicates Clear Block and Approach.

2703. Bay Head Jct.—When Bay Head Jct. Block Station is open, Northward Home Signal when displaying aspect, **Rule 283** Figure B, (MEDIUM-CLEAR) will indicate Clear Block and Medium Clear.

2704. Lake—When Newfield is open, southward Block Signal at Lake when displaying aspect, **Rule 285** Figure A, (APPROACH) indicates Clear Block and approach.

In the application of **Rules 280 and 342**.

When Newfield is closed, Southward and Northward signals at Lake remain lighted and govern movements through spring switch but will not indicate condition of block.

In the application of **Rule 280**.

2705. Newfield—When Newfield is open northward Block Signal when displaying aspect, **Rule 285** Figure A, (APPROACH) indicates clear block and approach **Rule 280** modified. When displaying aspect, **Rule 281** Figure A, (CLEAR) indicates clear block.

CAB SIGNALS

2751. Cab Signal Rules 295 to 298, inclusive, are in effect as follows: With current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Jersey Interlocking	Vernon Interlocking
	Jersey-Hatch	Jersey Interlocking Station	Hatch
	No. 1	Hatch	Cooper Interlocking
	No. 2	225 feet South of Cooper Interlocking Station	Hatch
	No. 1 and No. 2	Center Interlocking	Atlantic Interlocking
	No. 1 and No. 2	Brown Interlocking	Winslow Interlocking

2752. Cutting-in Sections Located—

No. 1 track from Delair Passenger Station to home signal at Hatch.

No. 2 track from a point 50 feet south of Cooper Interlocking Station to a point 225 feet south of Cooper Interlocking Station.

***2753. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.**

Testing sections, in addition to those at terminals, located:

Between Signal R262 north of Folsom and northward home signal, Winslow.

★2754. Departure test of cab signals on engines equipped for forward and backward running will be made from both ends.

When two or more electric engines are coupled in multiple, departure test will be made from front end of leading unit and trailing end of rear unit, noting that all cab signals and warning whistles are operative.

When two or more engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the engine must be considered as not equipped.

2755. When test circuits are not available at points where engine crews go on duty, departure test will be made at engine terminal by engine crew or hostler who delivers engine to road crew.

Form M.P. 61 stating "Cab signal tested properly" must be made out by engine crew or hostler making the test, and show engine number, point at which test was made, date and signature of person making test, and delivered to the road engineman when taking charge of engine.

2756. When Cab Signal apparatus fails it is the duty of the engineman to personally report to and receive instructions from the train dispatcher.

2757. Except as provided in Special Instruction 2916 a non-equipped engine or train must not be dispatched from any of the following terminals or divisions for movement in cab signal territory:

Pennsylvania-Reading Seashore Lines.

Atlantic Division.

New York Division.

Philadelphia Terminal Division.

New York & Long Branch Railroad.

Central Railroad of New Jersey.

2758. When authority is received to proceed over a portion of cab signal territory as non-equipped train with cab signal apparatus cut in, notation must be made on form M.P. 62 showing between what points train operated as non-equipped train;

Example: Train _____ operated between _____ and _____ as non-equipped train; authority of Superintendent.

2759. Jersey Interlocking: (Divide):

When home signal governing movements on No. 1 track displays aspects Rule 288 figure A, Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 3120 feet north of signal No. 121B to home signal at Jersey.

Special Instruction 2761 changed.

2759 (a) Jersey Interlocking:

When home signal governing movements on No. 1 track displays aspects Rule 290 figure A, Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 690 feet north of Delair Passenger Station to home signal at Hatch.

When home signal governing movements on No. 2 track displays aspects Rule 288 figure A, Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 3195 feet south of signal No. 34 to home signal at Hatch.

Special Instruction 2761 changed.

2759 (b) Cooper Interlocking:

When home signal governing movements on No. 1 track displays aspects Rule 290 figure A, Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 3043 feet north of signal No. 23 to home signal at Cooper.

Special Instruction 2761 changed.

2760. (a) Jordan Block Station:

When home signal governing movements on No. 1 track displays aspects **Rule 291** figure A, or **Rule 292** figure A, cab signal will display "Restricting" aspect from a point 7890 feet north of Race Block Station to home signal at Jordan.

Special Instruction 2761 changed.

(b) Vernon Interlocking:

When home signal governing movements on No. 2 track displays aspects **Rule 288** figure A, **Rule 290** figure A, or **Rule 292** figure A, cab signal will display "Restricting" aspect from a point 8050 feet south of Race Block Station to home signal at Vernon.

Special Instruction 2761 changed.

(c) Vernon Interlocking:

When home signal governing movements on No. 1 track displays aspects **Rule 291** figure A, or **Rule 292** figure A, cab signal will display "Restricting" aspect from a point 1565 feet north of Haddonfield Station to home signal at Vernon.

When home signal governing movements on No. 2 track displays aspects **Rule 291** figure A, or **Rule 292** figure A, cab signal will display "Restricting" aspect from a point 1375 feet south of Westmont Station to home signal at Vernon.

Special Instruction 2761 changed.

(d) Gate:

When Southward home signal displays aspects: **Rule 290** figure A, **Rule 291** figure A, or **Rule 292** figure A, cab signals will display restricting aspect from a point 5900 feet south of Position Light Automatic Block Signal No. 429 to home signal at Gate.

When Northward home signal displays aspects; **Rule 291** figure A, or **Rule 292** figure A, cab signals will display Restricting aspect from a point 4438 feet North of Mile Post 46 to home signal at Gate.

Special Instruction 2761 changed.

2761. When cab signal and fixed signal aspects conflict, where the cab signal gives a more favorable aspect or a more restrictive aspect than the fixed signal, in addition to being governed by cab signal **Rule 516** the engineman must report the occurrence to the Superintendent at first convenient point without delay to the train and on M.P. 62, M.P. 62-E, M.P. 217 or authorized work report form on arrival at engine terminal.

When the cab signal warning whistle fails to sound when the cab signal aspect changes to a more restrictive indication it constitutes a failure and must be reported the same as when the cab signal and fixed signal aspects conflict.

The signal number, location, track, time, and any other condition observed must be given to the Superintendent, and noted on the M.P. 62, etc., and when cab signal gives a more favorable aspect, then the engineman will verbally advise the inspectors so that the equipment will not be disturbed.

2762. When the cab signal indication "flips" (indication changes to a more restrictive one momentarily) in cab signal territory one or more times, this fact must be reported by enginemen to Superintendent without delay to train, and on M.P. 62, M.P. 62-E or M.P. 217 forms as the case may be, in the following manner:

Cab signal flipped on.....ward track, (state indication) to (state indication) at signal bridge or mile post (state number) and, state whether they were acknowledged.

MANUAL BLOCK SYSTEM

2801. Rules 305 to 373, inclusive are in effect as follows, except that Rules 316 and 317 will apply only on portions of the division as specified:

	Track	Between	And
Main Line	Single	Cooper	Bay Head Jct.
	Single	Glassboro	Lake
	No. 1 and No. 2	Lake	Newfield
	Single	Newfield	Woodbine Jct.
	Single	Woodbine Jct.	Cold Spring Harbor
	Single	Wildwood Jct.	Cape May
	Single	Tuckahoe	Ocean City Gardens
Kinkora Branch	Single	Birmingham	Camp
Kinkora Branch	Single	Lewis	Kinkora
Penns Grove Branch	Single	Woodbury	Penns Grove
Salem Branch	Single	Woodbury	Salem
Bridgeton Branch	Single	Glassboro	Bridgeton
Newfield Branch	Single	Newfield	Pleasantville

2802. Rule 316 will apply; between—
Block Signal at State Street and Bay Head Jct.
Woodbine Jct. and Wildwood Jct.

On two or more tracks, when a train is turned out against the current of traffic, except where Rule 261 is in effect.

2803. Rule 317 will apply; between—
Cooper and Block Signal at State Street.
Birmingham and Kinkora.
Lewis and Camp.
Glassboro and Woodbine Jct.
Newfield and Pleasantville.
Woodbury and Penns Grove.
Woodbury and Salem.
Glassboro and Bridgeton.
Tuckahoe and Gardens.
Wildwood Jct. and Cold Spring Harbor.
Wildwood Jct. and Cape May.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the division as follows:

	Track	Between	And
Main Line	No. 1 and No. 2	Center Interlocking	Jersey Interlocking
	No. 1 and No. 2	Center Interlocking	Glassboro
	No. 1 and No. 2	Winslow Interlocking	Woodbine Jct.
Newfield Branch	No. 1 and No. 2	Pleasantville	Penred

For movements against current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Center Interlocking	Brown Interlocking

2902. Rule 509: Fixed signals located at Jordan, Race, Berlin, Hammonton, Egg Harbor, Gate and Milmay display aspects; **CLEAR (Rule 281) APPROACH (Rule 285) STOP AND PROCEED (Rule 291) STOP SIGNAL (Rule 292)**

A train must not pass these signals when stop signal is displayed without Clearance Card (Form C), authority from the train dispatcher or by 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 though restricting signal were displayed.

2915. Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:

	Track	Between	And
Main Line	No. 1	Hatch	Cooper Interlocking
	No. 2	225 feet South of Cooper Interlocking Station	Hatch
	No. 1 and No. 2	Center Interlocking	Atlantic Interlocking
	No. 1 and No. 2	Jersey Interlocking	Vernon Interlocking
	No. 1 and No. 2	Brown Interlocking	Winslow Interlocking

2916. Rule 515—Following exceptions authorized:

Non-equipped movements may be made, governed by fixed signals, not exceeding a speed of 20 miles per hour, as follows:

Yard and shifting engines, with or without cars—

Between—Center and Haddonfield.
Brown and West Collingswood.
Atlantic and Absecon.

Gas-electric cars or trains—

Between—Atlantic City and Penred.

Following exceptions authorized: Between Jersey and Cooper.

Non-equipped movements may be made, governed by fixed signals, not exceeding a speed of 20 miles per hour, as follows:

Yard engines or runner engines with or without cars.

Engines enroute to or from shop.

Passenger or freight engines in back-up service, with or without cars.

Work, Wire and Wreck trains.

INTERLOCKING

3002. Emergency Signals—Whistle or Horn, in service as follows:

Alan Interlocking station.

Atlantic { Interlocking station.
Signal bridge north of West Draw.
Signal bridge north of East Draw.
Signal bridge tracks 1 & 2 south of Penred

Brown Interlocking station.

Center Interlocking station.

Cooper Interlocking station.

Jersey { Interlocking station.
North switch of Morris Branch.
South switch of Morris Branch.
North switch of Fish House Branch.

Redoak Interlocking station.

Glassboro ... Interlocking station.

Vernon Interlocking station.

Winslow { Interlocking station.
North end of connecting track.

Tuckahoe ... Interlocking station.

Whistle and Horn tests at Interlocking Stations must be made daily. Tests will be made at 12.00 o'clock Noon or as soon thereafter as movements within the interlocking will permit.

3003. The signalmen at Cooper, Jersey and Atlantic must not issue a Form C card to pass any signal leading to draw-bridges until after he has been advised by the bridge watchman or signal department representative on the bridge that the draw is in place, locked and safe for train movements.

Drawbridges

3004. (a) At the following drawbridges trains must not proceed over drawbridge without hand signal from the bridge watchman in addition to fixed signal indication. In the absence of hand signal from bridge watchman, a trainman must precede the train across the drawbridge.

Paulsboro
Bridgeport

Jumbo
Crook Horn

Grassy Sound
Petty Island

Drawbridges listed below will be open for water traffic when bridge watchman is not on duty.

(a) Paulsboro—

Drawbridge watchman on duty—

4.00 A.M. to 8.00 P.M.

(b) Bridgeport—

Drawbridge watchman on duty—

4.00 A.M. to 8.00 P.M.

(c) Jumbo—

Drawbridge watchman on duty—

4.00 A.M. to 8.00 P.M.

(d) Canal Drawbridge—

Canal drawbridge operator on duty—

5.00 A.M. to 10.00 P.M.

Unauthorized persons are prohibited from riding on the rear of passenger trains.

Torpedo-Placing Machine

★**3005.** Torpedo-placing machine and marker located 500 feet north of southward block signal at Pensauken Block Station governing southward movements Camden to Bay Head Junction.

Torpedo-placing machine is marked by a sign showing the letter "T" illuminated when the home signal with which it is connected is in Stop position.

The torpedo-placing machine places a torpedo in position to be exploded by a train or engine passing over it when the home signal with which it is connected is in Stop position. Trains or engines approaching a home signal governing movements on a track equipped with torpedo-placing machine must stop clear of illuminated sign when home signal indicates Stop.

When a train or engine is stopped at the location of the torpedo-placing machine due to the sign showing letter "T" illuminated, the crew must promptly report to the signalman for instructions.

When the home signal indicates Stop, and a train or engine passes the sign and explodes a torpedo, the train or engine must stop at once and report the occurrence to the signalman.

SPEEDS

*3101.

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	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

3102.

MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE BETWEEN:	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour											
Camden Sta. and Haddon Ave.	.....	.....	30	30	30	30	30	30	30	30	30	30
Haddon Ave. and 12th St.	.....	.....	.....	.....	.....	.....	30	30	30	30	30	30
Camden	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12th St., Camden and Cooper	.....	.....	.....	.....	.....	.....	15	15	35	35	35	35
Cooper and 36th St., Pavonia	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	35
36th St., Pavonia and New York Division Post	.....	.....	.....	.....	.....	.....	.....	.....	60	40	60	40
Atlantic Div. Post and Jordan	.....	.....	.....	.....	.....	.....	.....	.....	60	40	60	40
Jordan and Vernon	.....	.....	.....	.....	.....	.....	.....	.....	70	40	70	40
Cooper and Ocean Gate	50	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ocean Gate to Barnegat Pier	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seaside Park and N.Y.L.B.R.R. Div. Post	20	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Camden Sta. and Haddon Ave.	....	....	30	30	30	30	30	30	30	30	30	30
Haddon Ave. and Newton Ave.	.....	.....	.....	.....	.....	.....	30	30	30	30	30	30
Newton Ave., Camden and Southward Limits Center Interlocking	.....	.....	.....	.....	.....	.....	40	30	40	30	40	30
Southward Limits Center Interlocking and Vernon	.....	.....	.....	.....	.....	.....	.....	.....	75	50	75	50
Vernon and Penred	.....	.....	.....	.....	.....	.....	.....	.....	80	50	80	50
Penred and Atlantic City	.....	.....	.....	.....	75	50	75	50	75	50	75	50
Southward Limits Center Interlocking and Viola St., So. Camden	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40
Brown and Winslow	.....	.....	.....	.....	.....	.....	.....	.....	60	45	60	45
Winslow and Woodbine Jct.	.....	.....	.....	.....	.....	.....	.....	.....	75	45	75	45
Tuckahoe and Crook Horn Drawbridge	50	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crook Horn Drawbridge and Gardens	45	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodbine Jct. and Cape May	65	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wildwood Jct. and Cold Spring Harbor	50	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Viola St., So. Camden and Glassboro	.....	.....	.....	.....	.....	.....	.....	.....	60	40	60	40
Glassboro and Lake	60	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake and Newfield	.....	.....	.....	.....	.....	.....	.....	.....	60	40	60	40
Newfield and Millville	60	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Millville and Woodbine Jct.	30	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic Div. Post and Hatch	15	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

3102.—Continued

**MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,
PASSENGER TRAINS AND FREIGHT TRAINS**

MAIN LINE BETWEEN:	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour											
Morris Branch Minson and Phila. Terminal Division Post	30	30										
Connecting Track Jordan and Pensauken	15	15										
Kinkora Branch Birmingham and Switch No. 2, Lewis	45	30										
Switch No. 1 Lewis and New York Division Post Kinkora Lewis and Fort Dix	30 15	30 15										
Penns Grove Branch Woodbury and Penns Grove	45	40										
Salem Branch Woodbury and Salem	45	30										
Bridgeton Branch Giamore and Bridgeton	45	40										
Newfield Branch Newfield and Pleasantville	30	30										
Pleasantville and Penred									45	30	45	30

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line:		
Between:		
Center and New York Division Post.....	25	25
Atlantic Division Post and Vernon.....	35	25
Cooper and Barnegat Pier.....	25	20
Seaside Park and NY&LBRR Division Post	20	15
Center and Atlantic City.....	35	25
Brown and Woodbine Jct. (Clementon Rt.)	35	25
Tuckahoe and Ocean City Gardens.....	20	15
Woodbine Jct. and Cape May.....	25	20
Wildwood Jct. and Cold Spring Harbor..	20	15
Center and Pine (via Millville).....	20	15
Atlantic Division Post and Hatch.....	15	15
Morris Branch:		
Minson and Jersey.....	15	15
Kinkora Branch:		
Birmingham and Switch 2, Lewis.....	20	15
Switch 1, Lewis and Kinkora.....	20	15
(Secondary Track)		
Mount Holly-Medford.....	15	15
Connecting Track:		
Jordan and Pensauken.....	15	15
(Secondary Track)		
Brown-Grenloch	15	15
Penns Grove Branch:		
Woodbury and Penns Grove.....	20	15
(Secondary Track)		
Penns Grove-Deep Water Point.....	15	15
Salem Branch:		
Woodbury and Salem.....	20	15
Bridgeton Branch:		
Glassboro and Bridgeton.....	20	15
(Secondary Track)		
Glassboro-Mullica Hill.....	15	15
(Secondary Track)		
Elmer-Daretown	15	15
(Secondary Track)		
Glassboro-Williamstown	15	15
Newfield Branch:		
Newfield and Penred.....	20	15
(Secondary Track)		
Manumuskin-Maurice River.....	15	15
(Secondary Track)		
Pine-South Seaville.....	15	15
(Secondary Track)		
Harbor Branch Jct.-Cape May Harbor....	15	15

WORK TRAINS

	Boom Trailing	Boom Forward	on Curves
	Miles per Hour		
Main Line:			
Between:			
Center and New York Div. Post.	30	20	20
Atlantic Div. Post and Vernon..	30	20	20
Cooper and Barnegat Pier.....	30	20	20
Seaside Park and NY&LBRR Div. Post	20	20	20
Center and Atlantic City.....	30	20	20
Brown and Woodbine Jct. (Clementon Route).....	30	20	20
Tuckahoe and Ocean City Gards.	30	20	20
Woodbine Jct. and Cold Spring Harbor	30	20	20
Wildwood Jct. and Cape May...	30	20	20
Center and Pine (via Millville).	20	20	20
Atlantic Division Post and Hatch	15	15	15
Morris Branch:	30	20	15
Kinkora Branch:	30	20	15
Mount Holly—Medford	15	15	15
Jordan and Pensauken (Connecting Track)	15	15	15
Brown—Grenloch	15	15	15
Penns Grove Branch:	30	20	20
Penns Grove—Deep Water Point	15	15	15
Salem Branch:	30	20	20
Bridgeton Branch:	30	20	20
Glassboro—Mullica Hill	15	15	15
Elmer—Daretown	15	15	15
Glassboro—Williamstown	15	15	15
Newfield Branch:	30	20	20
Manumuskin—Maurice River	15	15	15
Pine—South Seaville	15	15	15
Harbor Br. Jct.—Cape May Harbor	15	15	15

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

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	30
Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instructions *3601 —on straight track..... —on curves.....	 30 20
Solid trains of tank cars loaded with petroleum products Freight trains consisting of 50 percent or more tank cars loaded with petroleum products..... NOTE—When handling such trains conductors must know that enginemen have been so advised.	 40 40
Snow Plows in service..... Snow Flangers in service..... Passing station platforms and trains on adjacent tracks	 25 20 4
Snow plows of all wooden construction P.R.R. Nos. 495511, 495512, 497755, 495757, 497758 and 497759 may not be pushed with an engine or engines having more tractive effort than one L-1-S locomotive, and must not be pushed at speed exceeding	 20
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect: —Passenger trains..... —Freight trains.....	 50 40
Trains consisting of 50 percent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type..... Note—For purpose of identification, P.R.R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been properly advised.	 65
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	 30
Pushing Cars—Passenger Trains..... —Freight Trains.....	 30 20

VARIOUS—Continued

MAIN LINE	Miles per Hour
Track Cars—unless otherwise restricted..... —when hauling track cars or trailers. 10 —hand cars operated under Rule 80... 8 —through crossovers and turnouts, and over highway and railroad crossings 5	20 10 8 5
Engines taking water from track pans.....	45
Track scale test weight cars must not be moved at speeds greater than	30
Empty compartment test weight cars of non-truck, 4-wheel type must not be moved at speeds greater than	25
Test weight cars should be handled at rear of train just ahead of cabin car.	
Non-truck, 4-wheel type cars must not be placed between pusher and other cars in yard or road movement.	
NOTE—When handling such trains, conductors must know that enginemen have been so advised.	

3103.

MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

ENTIRE DIVISION

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Lake	Facing	30
	Trailing—Not Springing switch	30
	Trailing—Springing switch through main track.....	15
Newfield	Facing	30
	Trailing—Not Springing switch	30
	Trailing—Springing switch through main track.....	15
Pleasantville (North End of No. 1 Track)	Facing	10
	Trailing—Not Springing switch	10
	Trailing—Springing switch through main track.....	10
Pleasantville (Somers Point Branch)	Facing	10
	Trailing—Not Springing switch	10
	Trailing—Springing switch through main track.....	10
Non-Interlocked turnout—diverging movements		
All Class engines over crossovers and turnouts..		10

	Miles per hour	
	Forward	Backward
All class engines through interlocked crossovers or turnouts listed below must not exceed speed indicated...	10	10

Center Interlocking:

At the junction switch No. 1 track to or from (P.R.S.L.), connecting with No. 3 track (Atlantic Division), North of Center Interlocking Station.

Crossover between No. 2 and No. 3 tracks south of Center Interlocking Station (Atlantic Division).

Cooper Interlocking:

All crossovers and turnouts of Cooper Interlocking.

Jersey Interlocking:

Switch leading to or from No. 1 track to connecting track to Morris Branch.

Brown Interlocking:

Switch leading to or from J. C. Dunn Co., north of Brown Interlocking station.

Switch leading to or from Army Air Force Track, Chelton Avenue north of Brown Interlocking Station.

Switch leading to or from Sitley Co., south of Brown Interlocking Station.

3104.

**MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
CURVES, BRIDGES, ETC.**

MAIN LINE	Miles per Hour
CAMDEN TO JERSEY:	
At Center on Wye track.....	10
Bridge 1.50 Cooper River.....	20
JERSEY TO VERNON:	
Curve on Morris Branch Vernon Route.....	15
Bridge 2.74 South of Jersey Bridge Route.....	60
Bridge 4.34 North of Jordan.....	60
Curve at Vernon Bridge Route.....	30
COOPER TO BAY HEAD JCT.:	
Curve between Cooper and Pavonia (Bay Head Bch.)	40
Curve South of Pavonia at Pleasant Street (Bay Head Branch).....	15
Curve at Westfield Ave. Mile Post 3.....	30
Bridge 5.28 South of Merchantville.....	50
Curve between Locust St. 1250 feet North of West Moorestown and Zelle Ave. 925 feet North of Stanwick Ave.....	25
Bridge 12.38 South of Stanwick.....	50
Bridge 15.15 South of Masonville.....	40
Curve reverse curves between Mile Post 16 and Hainesport	40
Bridge 16.67 North of Hainesport.....	40
Curve between Mount Holly Station and Pine St....	20
C.R.R. of N.J. crossing at Whitings.....	30
Bridge 47.25 South of Crossley.....	50
C.R.R. of N.J. crossing at Beechwood.....	30
Bridge 63.50 Glade.....	20
Bridge 68.76 Head of Bay.....	20
Trains which do not make station stop at:	
Seaside Park—Fifth Avenue, first crossing south	20
Seaside Heights—Hamilton Avenue, first crossing north	20
Lavalette—Reese Avenue, first crossing south....	20
Mantoloking—Downer Avenue, first crossing south	20
Bridge 3.26 Petty Island.....	10
CENTER TO ATLANTIC CITY:	
Curve North of Wright Avenue Center Interlocking	15
Curve at Vernon Southward Track (Camden Route)	60
Curve at Vernon Northward Track (Camden Route)	50
Winslow, on single track connecting double tracks.	20
Curve at Penred No. 1 track.....	55
Curve at Penred No. 2 track.....	45
Between Penred and West Draw tracks 3 and 4...	45
Bridge 57.62 East Draw.....	20
Bridge 57.63 West Draw.....	20
BROWN TO CAPE MAY:	
Curve between Brown and Shipyard.....	25
Curve between Mile Post 2 and Little Newton Creek	55
Curves at Winslow on Southward track, Vernon- Cape May route from bridge No. 27.14 over C.R.R. of N.J., 120 feet North of Winslow Interlocking Station, to a point 320 feet South of bridge No. 26.35, under Egg Harbor Road.....	30
Curves at Winslow on Southward track, Clementon- Cape May route from bridge No. 25.76 over C.R.R. of N.J., to a point 320 feet South of bridge No. 26.35, under Egg Harbor Road.....	30
Curves at Winslow on Northward track, Cape May- Vernon route from 200 feet South of bridge No. 26.46, over Egg Harbor Road, to bridge No. 27.14, over C.R.R. of N.J., 120 feet North of Winslow Interlocking Station.....	30

MAIN LINE	Miles per Hour
BROWN TO CAPE MAY—(continued)	
Curves at Winslow on Northward track, Cape May-Clementon route from 200 feet South of bridge No. 26.46, over Egg Harbor Road, to bridge No. 26.11 over Southward Cape May connection.....	30
Curve South of Richland.....	60
Curve at Tuckahoe.....	55
Bridge 57.84 Woodbine Jct.....	40
Curve South of Dennisville.....	55
Bridge 63.24 Sluice Creek	40
Curve at Cape May Court House.....	55
Bridge 78.19 Canal Drawbridge.....	20
Curves Harbor Branch Jct. to Cape May.....	35
Tuckahoe to Ocean City Gardens	
Bridge 57.10 Cedar Creek.....	40
Bridge 60.91 Ben Elder Creek.....	40
Bridge 61.08 Crook Horn.....	20
11th Street, Ocean City.....	10
9th Street, Ocean City.....	6
Between Ocean City and Ocean City Gardens.....	10
WILDWOOD JCT. TO COLD SPRING HARBOR:	
Curves Wildwood Jct. to and from Wildwood.....	15
Curve Wildwood Jct.-State Highway No. 4.....	6
Bridge 74.00 Old Turtle.....	30
Bridge 74.97 Grassy Sound, Trestle and Draw.....	15
Bridge 75.87 Sunset Lake.....	30
Wildwood, between Hudson and Lincoln Aves (by ordinance)	10
Between Wildwood Crest and Cold Spring Harbor..	15
Reverse curves between Lotus and Myrtle Aves, 2000 feet South of Wildwood Crest.....	5
BROWN TO PINE (via Millville):	
Bridge 3.10 Newton Creek, South of Yorkship.....	40
Curve North of Brooklawn.....	40
Bridge 5.55 Big Timber Creek, Westville.....	40
On Southward track between bridge 7.95, Hunter Street and a point 500 feet South of Redoak Interlocking Station	50
Bridge 12.22 Mantua Creek, South of Wenonah....	40
Newfield over Pearl Street, Main Line.....	30
Through Vineland (by ordinance).....	20
Through Millville (by ordinance).....	10
Weatherby Road 2.1 miles South of Manumuskin...	5
Chestnut Street South of Belleplain Station.....	5
Lincoln Avenue North of Woodbine Station.....	5
Washington Avenue North of Woodbine Station...	5
Adams Avenue South of Woodbine Station.....	5
Jefferson Avenue South of Woodbine Station.....	5
Madison Avenue South of Woodbine Station.....	5
Kinkora Branch:	
Curve South of Pemberton.....	30
Curves at Lewis.....	10
Lewis—Over the following highway crossings:	
Pemberton-Wrightstown Road on Kinkora Branch	6
Juliustown Road on Kinkora Branch.....	6
Pemberton-Wrightstown Road on U. T. Co. R. R..	6
Juliustown Road on U. T. Co. R. R.....	6
Juliustown Road on south leg of wye.....	6

MAIN LINE	Miles per Hour
Kinkora Branch—Continued Jobstown—At Monmouth Road crossing 50 feet south of Jobstown and Sykesville Road crossing 370 feet south of Jobstown..... 6 Bridge 5.35 Assiscunk Creek..... 30 Through Columbus when Columbus Block Station is open 20 At Stone Arch bridge, South of Columbus..... 30 Sharp—At York Road crossing 0.8 mile south of Sharp 6 Bridge 2.05 Branch of Crafts Creek..... 30 Curves between Mile Post 1 and Kinkora..... 20 LI Engines through turnouts..... 5	
Penns Grove Branch: Bridge 13.70 Paulsboro..... 6 North and South end of switches Gibbstown..... 10 Bridge 17.58 White Sluice Creek..... 40 Bridge 17.86 Repaupo Creek..... 40 Bridge 20.79 Bridgeport..... 15 Bridge 23.80 Jumbo..... 6 Pitman Avenue, Penns Grove (by ordinance)..... 5 Harmony Street, Penns Grove (by ordinance)..... 5	
Salem Branch: Bridge 23.39 Oldmans Creek, South of Harrisonville 15 At Station and road crossing South Woodstown.... 15 Between North wye switch Salem and Salem Station 20 Track leading to Salem Glass Works, crossing streets on any track (by ordinance)..... 4	
Bridgeton Branch: Main Street, Elmer..... 10 Broad Street, Elmer..... 10 Between North wye switch, Bridgeton and Bridge- ton Station..... 20	
Newfield Branch: Pearl Street, Newfield..... 6 Shore Road, Pleasantville..... 6 Franklin Avenue, Pleasantville..... 6	
SECONDARY TRACKS	
Brown—Grenloch Third Avenue, Runnemede..... 6 Ninth Avenue, Glendora..... 6 Woodland Avenue, Blenheim..... 6	
Glassboro—Williamstown Union Street, Glassboro..... 6 Main Street, Glassboro..... 6 Academy Street, Glassboro..... 6 Williams Street, Glassboro..... 6	
Elmer—Daretown Front Street, Elmer..... 10 State Street, Elmer..... 10	

3105.

MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A	20	20	20
B (Rdg.)	20	20	20
B (PRR)	20	20	20
D	*30	50	80
E	*30	50	80
G (Rdg.)	*30	50	80
G (PRR)	*30	50	80
H	30	40	50
I (Rdg.)	30	40	50
I (PRR)	30	40	50
J	30	40	50
K	*30	50	80
L	30	40	50
P (Rdg.)	*30		80
Note: Gas or oil electric rail Motor Cars.			
	60	60	60

*Between Haddonfield and Camden passenger engines running backward pulling train may operate at a speed of not exceeding 40 miles per hour.

Between Birmingham and Kinkora engines running backwards 20 miles per hour.

Class Electric Engines	Miles per Hour	
	Forward—Light	Forward—with train
B	35	35
GG	35	35
L	35	35
O	35	35
P	35	35
R	35	35
MU engines (with train)		60

106.

MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
Mount Holly-Medford	Mount Holly.	Medford	15
Brown-Grenloch	Brown Interlocking	Grenloch	15
Penns Grove-Deep Water Point	Penns Grove.	Deep Water..	15
Glassboro- Williamstown	Glassboro	Williamstown	15
Glassboro-Mullica Hill	Glassboro	Mullica Hill.	15
Elmer-Daretown	Elmer	Daretown ...	15
Manumuskin- Maurice River	Manumuskin.	Maurice River	15
Pine-South Seaville..	Pine	So. Seaville..	15
Harbor Brch. Jct.- Cape May Harbor .	Harbor Br. Jct.	Cape May Harbor	15
All Sidings			5

★3107. Movements on tracks, other than main, secondary and sidings must be made at restricted speed, except:

Center Interlocking and Coopers Point, 10 miles per hour.

Freight House Track—Glassboro Interlocking to Freight House, 5 miles per hour.

ENGINE RESTRICTIONS

3108. ENGINES ARE RESTRICTED AT LOCATIONS
SHOWN BELOW

Note—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited except gas cars.

C—On Morris Branch between Jersey and Minson engines heavier than Class L1 prohibited, except Class M1, Electric P5, L6, and GG1 may be operated in detour movements.

D—Between Brown and Newfield engines heavier than K4 and G2 prohibited except that L1 engines may be operated between Brown and 1900 feet South of Redoak Interlocking Station, middle siding over undergrade Bridge 9.20 and on Northward track at Woodbury and only on Southward track in both directions over Bridge 5.55 Big Timber Creek, Westville.

F—Between 27th Street, Pavonia and Bay Head Jct. engines heavier than K4, and G2 prohibited, except that L1 engines may be operated between Birmingham and Mount Holly and L1 and K4 engines may operate on wye tracks at Mount Holly.

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

LOCATION	CLASS OF ENGINES								Engines with Tender Capacity of Over 15,000 Gallons
	E2 E3 E5 Gas Car	E6	P5 P6	H6	G5	H8 H9 H10 I8	K2 K4 G1 G2	L1	
Main Line									
WYE TRACK AT CENTER	A	A	A	....	A	....	A	A	A
BRIDGE No. 1.50 Cooper River.....	20	20	20	20	20	20	20	15	15
CAMDEN TO JERSEY AND MINSON JERSEY TO MINSON via Morris Branch.....								C	C
CURVE ON MORRIS BRANCH Vernon Route.....								X	X
BRIDGE No. 2.74 South of Jersey.....				45	45	45	45	25	25
BRIDGE No. 4.34 North of Jordan.....					55		55	25	25
JERSEY TO VERNON								X	X
JORDAN TO PENSANKEN									
COOPER TO STATE ST									
27th ST. PAVONIA TO BAY HEAD JCT BRIDGE No. 5.28								F	X
South of Merchantville.....		20	20		20	20	20	X	X
BRIDGE No. 12.38 South of Stanwick Ave.....							40	X	X
BETWEEN MOUNT HOLLY AND BIRMINGHAM								20	20
BRIDGE NO. 47.25 South of Crosley.....							45	X	X
<hr/>									
CAMDEN TO ATLANTIC CITY.....									
BRIDGE No. 57.62 East Draw Atl. City.....	20	20	20	20	20	20	20	10	10
BRIDGE No. 57.63 West Draw Atl. City.....	20	20	20	20	20	20	20	10	10
<hr/>									
CAMDEN TO WINSLOW Clementon Route									
<hr/>									
WINSLOW TO COLD SPRING HBR. Over under-grade bridge 2500 feet South of Woodbine Jct.	40	40	40	40	40	40	40	30	X
<hr/>									
TUCKAHOE TO OCEAN CITY GARDENS.....									X
<hr/>									
WILDWOOD JCT. TO CAPE MAY.....								X	X

3108—continued

LOCATION	CLASS OF ENGINES								Engines with Tender Capacity of Over 15,000 Gallons
	E2 E3 E5 Gas Car	E8	P5 P6	H6	G5	H8 H9 H10 I8	K2 K4 G1 G2	L1	
BROWN TO NEWFIELD.....								D	D
BRIDGE No. 3.10									
Newton Creek, South of Yorkship....	40	40	40	40	40	40	40	20	20
BRIDGE No. 5.55									
Big Timber Creek, Westville									
Southward Track.....	40	40	40	40	40	40	40	20	20
Northward Track.....	40	40	40	40	40	20	20	X	X
BRIDGE No. 12.22									
Mantua Creek, South of Wenonah....	30	30	30	30	30	30	30	X	X
NEWFIELD TO PINE.....								X	X
PINE TO WOODBINE JCT.....								X	X
Branches									
KINKORA BRANCH.....								20	20
PENNS GROVE BRANCH.....							X	X	X
SALEM BRANCH.....							X	X	X
BRIDGETON BRANCH.....							X	X	X
NEWFIELD BRANCH.....								X	X
(Secondary Tracks)									
MOUNT HOLLY—MEDFORD.....		X			X		X	X	X
BROWN—GRENLOCH.....		X			X		X	X	X
PENNS GROVE—DEEP WATER PT.							X	X	X
GLASSBORO—WILLIAMSTOWN....		X			X		X	X	X
GLASSBORO—MULLICA HILL.....		X			X		X	X	X
ELMER—DARETOWN.....		X			X		X	X	X
MANUMUSKIN—MAURICE RIVER..							X	X	X
PINE—SOUTH SEAVILLE.....								X	X
HARBOR BR. JCT.—CAPE MAY HBR.								X	X

3108—continued

YARD AND INDUSTRIAL TRACKS	CLASS OF ENGINE							
	A4 A5	B6 B8	E2 E3	E5 E6 P5 P6	G5	H6	H8 H9 H10 I8	K2 K4 G2 G1 L1
CAMDEN:								
Tracks 10 and 16, freight yard.....								X
Tracks 10 to 16, lower freight yard								X
No. 22 track to No. 2 freight slip.....								X
No. 2 Freight transfer bridge.....	X	X	X	X	X	X	X	X
Crossover from slip to No. 7 switch.....								X
Belt Line connection Front and Kalghn Ave.			X	X	X	X	X	X
Freight House conn., 2nd St.....			X	X	X			X
At Center on Wye track:								
Backward movement.....			X	X	X			X
Forward movement.....								
Newton Coal Co. trestle.....			X	X	X	X	X	X
City of Camden track North of Cooper.....			X	X	X	X	X	X
PAVONIA:								
Standard Oil Co., River Road.....			X	X	X	X	X	X
Warren Webster Co.....			X	X	X	X	X	X
DuBell Lumber Co.....			X	X	X	X	X	X
Di Medio Lime Co.....			X	X	X	X	X	X
A.A.F., 19th Street.....			X	X	X	X	X	X
Concrete Steel Co., River Road.....			X	X	X	X	X	X
R. M. Hollingshead Co., 16th Street.....			X	X	X	X	X	X
Iowa Soap Co.....			X	X	X	X	X	X
Keystone Coal.....								X
Pavonia Ice & Coal Co.....			X	X	X	X	X	X
Pavonia Station (Public Delivery).....								X
River Road (Public Delivery).....								X
Texas Oil Co.....			X	X	X	X	X	X
Victor Co. track beyond a point 200 feet north of State Street.....			X	X	X	X	X	X
Magnetic Metal Co.....			X	X	X	X	X	X
Wyatt Co.....			X	X	X	X	X	X
Sinclair Oil Co.....								X
Beideman Co.....								X
Cities Service Co., track No. 1.....			X	X	X	X	X	X
Phila. Electric Co.....	X	X	X	X	X	X	X	X
Canuso Co.....								X
Allied Coal Co.....			X	X	X	X	X	X
Track 20, West Yard.....								X
Laundry Repair Tracks.....								X
Rundle Mfg. Co.....			X	X	X	X	X	X
New Jersey Water Co. track.....			X	X	X	X	X	X
Bridge No 3.26 Petty Island.....								X
JERSEY:								
Elmer E. Stevens.....								X
Kieckhefer Container Co. track beyond a point 1000 feet from switch.....			X	X	X	X	X	X
MERCHANTVILLE:								
Freight House track.....								X
Delivery track.....								X
Rich Bros. Coal Co.....								X
J. S. Collins & Sons, Inc.....								X
Granate Coal Co.....								X
MAPLE SHADE:								
Freight House track.....								X
J. S. Collins & Sons, Inc.....								X
Graham Brick Mfg. Co.....								X
LENOLA:								
Delivery track.....								X
MASONVILLE:								
Whitehead Bros.....								X
MT. HOLLY:								
Geo. F. Pettinos, Inc.....								X
SOUTH PEMBERTON:								
Freight House track.....								X
On coal trestle portion of Burlington County Almshouse track at New Lisbon.....	X	X	X	X	X	X	X	X
SEASIDE PARK:								
Delivery track.....								X
SEASIDE HEIGHTS:								
Delivery track.....								X
MANTOLOKING:								
Delivery track.....								X
BAY HEAD:								
Freight House track.....								X
JULIUSTOWN:								
Walker-Gordon Dairy Co.....				X	X			X

3108—continued

YARD AND INDUSTRIAL TRACKS	CLASS OF ENGINES							
	A4 A5	B8 B8	E2 E3	E5 E8 P5 P8	G5	H8	H8 H9 H10 I8	K2 K4 G2 G1 L1
CAMDEN:								
Delaware Ave. extension.....			X	X	X	X	X	X
Pine St. extension, south of Haddon Ave.....			X	X	X	X	X	X
Camden Pottery Co.....			X	X	X	X	X	X
City Line Lumber Co.....			X	X	X	X	X	X
COLLINGSWOOD								
Mohrfield Coal Co.....			X	X	X	X	X	X
WESTMONT:								
Dill Coal & Lumber Co.....			X	X	X	X	X	X
ATLANTIC CITY:								
Mediterranean Ave. tracks.....								X
Burkard & Cudahy, Baltic Ave.....			X	X	X	X	X	X
Wheeler Coal Co., Baltic Ave.....			X	X	X	X	X	X
Atlantic City Sewerage track.....			X	X	X	X	X	X
John Murland Co., Baltic Ave.....			X	X	X	X	X	X
Louis Mason Co., Baltic Ave.....			X	X	X	X	X	X
Edwin Smith, Baltic Ave.....			X	X	X	X	X	X
Edwin Smith, Med. Ave.....			X	X	X	X	X	X
Atlantic City Electric Co.....			X	X	X	X	X	X
Swift Co.....			X	X	X	X	X	X
BROWN TO COLD SPRING HARBOR								
CAPE MAY COURT HOUSE:								
W. J. Tyler & Sons Lumber Co.....			X	X	X	X	X	X
Atlantic City Electric Light Co.....			X	X	X	X	X	X
C. DeCinque Feed Co.....			X	X	X	X	X	X
Track leading to Stone Harbor.....	15	15	15	15	15	15	15	X
WILDWOOD:								
Wildwood Lumber Co.....			X	X	X	X	X	X
F. D. Colson Lumber Co.....			X	X	X	X	X	X
Cold Spring Harbor—on loop track:								
With engine moving forward.....	12	12	12	12	12	12	12	12
With engine moving backward.....	5	5	5	5	5	5	5	5
Cold Spring Harbor, on Dock track.....	5	5	5	5	5	5	5	5
WILDWOOD JCT. TO CAPE MAY:								
Cape May, track leading to Cape May Pt.	15	15	15	15	15	15	15	X
On all curves, Cape May Point track;								
Engine moving forward.....	10	10	10	10	10	10	10	X
Engine moving backward.....	5	5	5	5	5	5	5	X
Cape May, connecting track leading to								
Ogden Lumber Company track.....	5	5	5	5	5	5	5	X
CAPE MAY:								
Broad Street and Lafayette Street..	6	6	6	6	6	6	6	6
Cape May Coal & Ice Co. trestle.....			X	X	X	X	X	X
BROWN TO PINE:								
SOUTH CAMDEN:								
Camden Grocers Exchange.....			X	X	X	X	X	X
I. Boudov Coal & Ice Co.....			X	X	X	X	X	X
Evenson & Levering, Ferry Ave.....			X	X	X	X	X	X
MacAndrews & Forbes, tracks 4 & 5, and								
No. & So. tracks.....			X	X	X	X	X	X
Camden Iron & Metal Co.....			X	X	X	X	X	X
C. W. Breneman Co.....			X	X	X	X	X	X
Tracks 2 & 3, Jefferson Av. Yard.....			X	X	X	X	X	X
Sitley & Sons.....			X	X	X			X
Bulson Street drill track, (former								
Gloucester Branch).....			X	X	X			X
New York Shipbuilding Co.....			X	X	X	X	X	X
GLOUCESTER:								
American Radiator Co.....			X	X	X	X	X	X
Lang Paper Co., wharf track.....			X	X	X	X	X	X
Hinde & Dauch Paper Co.....			X	X	X	X	X	X
Quigley Coal and Lumber Co.....			X	X	X	X	X	X
Gloucester station & yard tracks.....			X	X	X	X	X	X
Former ACRR tracks and sidings.....			X	X	X	X	X	X
NORTH WOODBURY:								
Holloway Coal & Lumber Co.....				X	X		X	X

3108—continued

YARD AND INDUSTRIAL TRACKS	CLASS OF ENGINE							
	A4 A5	B6 B8	E2 E3	E5 E8 P5 P6	G5	H8	H8 H9 H10 I8	K2 K4 G2 G1 L1
WOODBURY:								
Belber Trunk & Bag Co.....								X
Redoak—Belber Trunk and Bag Co. side track: All engines heavier than H9 prohibited. H9 and lighter engines.....	5	5	5	5	5	5	5	X
Redoak—Switch leading to No. 2 station track: Forward movement.....	10	10	10	10	10	10	10	10
Backward movement.....	5	5	5	5	5	5	5	5
PITMAN:								
Kandle Lumber Co.....								X
Pitman—Kandle Lumber Co. track: All engines heavier than H9 prohibited. H9 and lighter engines; Forward movement.....	10	10	10	10	10	10	10	X
Backward movement.....	5	5	5	5	5	5	5	X
GLASSBORO:								
Peoples Gas Co.....								X
Glassboro—Peoples Gas Co. track: All engines heavier than H9 prohibited. H9 and lighter engines; Forward movement.....	10	10	10	10	10	10	10	X
Backward movement.....	5	5	5	5	5	5	5	X
Glassboro—Wye track: Forward movement.....	10	10	10	10	10	10	10	X
Backward movement.....	5	5	5	5	5	5	5	X
VINELAND:								
Switch connection between main track and north end of delivery siding westward side of main track: Freight engines class I8 and all passenger type engines prohibited. Freight engines class H9 and H6.....			X	X	X	5	5	X
MILLVILLE:								
Wye track.....								X
Millville—Wye track: Forward movement.....	10	10	10	10	10	10	10	X
Backward movement.....	5	5	5	5	5	5	5	X
PAULSBORO:								
I. P. Thomas Co. Yard:								
Track No. 1.....			X	X	X			X
Track No. 2.....			X	X	X			X
Track No. 3.....			X	X	X	X	X	X
Track No. 4.....			X	X	X	X	X	X
Track No. 5.....	X	X	X	X	X	X	X	X
Track No. 6.....			X	X	X	X	X	X
Track No. 7.....			X	X	X	X	X	X
Paulsboro—Switch leading to Patterson Oil Co.;								
All engines { Forward movement.....	10	10	10	10	10	10	10	X
{ Backward movement.....	5	5	5	5	5	5	5	X
Paulsboro—Vacuum Oil Co., track No. 1, H-9 and I8 and heavier engines back- ward movement prohibited.....								X
GIBBSTOWN:								
Wye tracks:								
All engines { Forward movement.....	10	10	10	10	10	10	10	X
{ Backward movement.....	5	5	5	5	5	5	5	X
PENNS GROVE:								
Wye track;								
All engines { Forward movement.....	10	10	10	10	10	10	10	X
{ Backward movement.....	5	5	5	5	5	5	5	X
DuPont tracks, Plant No. 1, Carneys Pt.....				X	X		X	X
CARNEY'S POINT								
DuPont tracks, Plant No. 1; All engines heavier than H6 prohibited. H6 and lighter engines; Forward movement.....	15	15	15	X	X	15	X	X
Backward movement.....	10	10	10	X	X	10	X	X
SWEDESBORO:								
S. B. Patterson Warehouse track.....			X	X	X	X	X	X
SALEM:								
Salem—Wye tracks;								
All engines { Forward movement.....	10	10	10	10	10	10	10	X
{ Backward movement.....	5	5	5	5	5	5	5	X

3108—continued

YARD AND INDUSTRIAL TRACKS	CLASS OF ENGINE							
	A4 A5	B6 B8	E2 E3	E5 E6 P5 P6	G5	H6	H8 H9 H10 I8	K2 K4 G2 G1 L1
SALEM: Glass Works Branch beyond a point 800 feet south of 5th St.....			X	X	X	X	X	X
BRIDGETON: Bridgeton—Wye tracks; All engines { Forward movement..... { Backward movement.....	10 5	10 5	10 5	10 5	10 5	10 5	10 5	X X
American Can Co.....			X	X	X	X	X	X
New Jersey Packing Co.....			X	X	X	X	X	X
Martin Dye Works.....			X	X	X	X	X	X
E. Pritchard, Inc.....			X	X	X	X	X	X
P. J. Ritter Co.....			X	X	X	X	X	X
PLEASANTVILLE: Hygienic Ice & Coal Co. trestle.....			X	X	X	X	X	X
OCEAN CITY: Burkard Coal Co., 11th St..... Burkard Coal Co., 14th St..... Shoemaker Lumber Co..... Atlantic City Electric Co..... Powell-Van Gilder..... Ocean City—Wye tracks.....			X	X	X	X	X	X X X X X 5

3109. Between Lewis and Fort Dix:

Class L1 and lighter engines may operate on Union Transportation Company tracks between Lewis and switch 1 Fort Dix, at a speed not exceeding 15 miles per hour and may enter Fort Dix Yard at switches 3, 2 and 1.

Class L1 and lighter engines may use warehouse No. 77 track. Class G5, H9 and H8 engines may use switch leading to I and L track, at a speed of 5 miles per hour.

3110. Between Camden and Center:

Account close clearance of third rails and protection boards, Class A-5a engines must not be operated on the following tracks—

Tracks 2 and 4 between Center and Alan.

Tracks and crossovers equipped with third rail, Alan Interlocking.

Station tracks 12, 13 and 14, Camden Terminal.

Tracks 16 to 24, inclusive, MU storage yard.

Tracks leading to Power House and Car Repair Shop.

3111. Engines and Steam Derricks in excess of class and weight indicated must not be permitted on Bridges of Industrial tracks named:

	Class of Engines	Derricks Steam
New York Shipyard, Camden:		
Newton Creek Bridge.....	B6	100 tons
Millville Mfg. Co., Millville:		
Raceway Bridge.....	B6	100 tons
No. 43 Siding Bridge.....	B6	100 tons
Tail Race Bridge.....	B6	75 tons
DuPont Powder Works, Carneys Point:		
Drying House Bridge No. 120.....	H6	150 tons
Drying House Bridge No. 312.....	H6	150 tons
Spur Track Bridge.....	H6	150 tons
Waste Stream Bridge.....	H6	150 tons
Martin Dye Works, Bridgeton:		
Waste Race Bridge No. 1.....	B6	150 tons
Waste Race Bridge No. 2.....	B6	150 tons

Wreck derricks 150 tons are restricted in the same territory as Class L1 engines.

3112. In I. P. Thomas Co. yard at Paulsboro engines must not go beyond points indicated—

Track No. 1—south end of warehouse.

Track No. 6—sign at coal wharf.

Track No. 7—sign at acid tank.

3113. Penbyrn:

On Geo. H. Pettinos track engines must not exceed a speed of 5 miles per hour.

All engines heavier than I8 or H9 and H10 prohibited on curve.

3114. Engines are prohibited passing the North curb line of 11th Street on W. V. Hess Lumber Co. track, Ocean City.

3114a. In old yard, Bridgeton, all engines heavier than Class B prohibited on all tracks except track No. 1. All engines prohibited on any coal trestle, except No. 1 trestle.

3114b. 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 bridges, 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 bridges, as H6 engines.

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

Salem, Glass Works Branch (2nd St. to end) 150,000 lbs.

E. G. Thomas Coal Trestle, Grenloch.....140,000 "

Bridgeton, W. J. Terminal.....190,000 "

Cars having a combined weight in excess of 100,000 lbs. and not exceeding 112,800 lbs. may be moved over Float Bridges No. 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.

MW road oiling car No. 122 must not exceed a speed of 15 miles per hour. This equipment must not be moved in a revenue train.

Freight cars equipped with arch bar trucks must be moved only on rear of local freight trains and not exceeding a speed of 25 miles per hour.

3114c. New Lisbon:

When placing 2 cars on Burlington County Institution trestle at New Lisbon only 1 car to be placed at a time.

3114d. On Cedarville Wash Sand and Gravel Co. track engines must not pass engine limit signs on No. 1 and No. 3 tracks.

Engines and cars must not pass under hopper on No. 2 (middle) track.

3115. OTHER EQUIPMENT RESTRICTIONS

Kinkora Branch

Account insufficient clearance M.W. crane No. 6713 on flat car must not be operated under Stone Arch Bridge No. 4.25, south of Columbus.

Reading Company Passenger Cars

All type Reading Company passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine.

Steam Suburban Cars

★3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

Note—For purpose of identification, P.R.R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

Cabin Cars in Passenger Trains

★3117. Cabin cars, other than all steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or main trains.

Cars Utilizing Compressed Inflammable Gas

★3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gasses have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gasses have been removed.

Cars Seventy Feet Or More In Length

★3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Passenger—Mail—Express—Main Trains

★3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any

point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead or Disabled Engines

★3123 Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

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
C—1 HH—1 I—1s I—1sa J—1 J—1a N—1s N—2sa All others.....	 8 15

If engines with any main or side rods disconnected while on the main track, have interference between crossheads 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.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position.

All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Roller Bearing Equipment

★3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed of not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding 2 miles per hour.

ELECTRICAL OPERATION

3302. Power Directors located at Westville have jurisdiction of the 6600 volt signal transmission line between Jersey and Pavonia and the D.C. Electrical operation between Camden and Millville, and between Pleasantville and Atlantic City.

Power Directors located at Pennsylvania Station, Philadelphia, Pa., have jurisdiction over A.C. Electrical operation between Jersey and Pavonia.

3304. The following tracks equipped for A.C. electrical operation:

Main tracks between—

JERSEY AND PAVONIA:

Single track, end of Delaware River
 Bridge to Hatch.....Overhead trolley
 Northward track, Hatch to 36th St.,
 PavoniaOverhead trolley
 Southward track, 31st Street, Pavonia,
 to HatchOverhead trolley
 Crossovers from West Yard to South-
 ward track at 28th Street, Pavonia.Overhead trolley
 Southward track 28th Street, Pavonia,
 to and including crossover to East
 Yard at 29th Street, PavoniaOverhead trolley

Yard tracks—

PAVONIA:

No. 1 and 2 Receiving tracks, West
 Yard from northward main track
 36th Street to 27th StreetOverhead trolley
 Track No. 1 East Yard 31st Street
 northward to a point approximately
 150 feet north of 29th Street, as in-
 dicated by A.C. Motor Stop signs ..Overhead trolley
 Tracks Nos. 2 and 3 from ladder track
 to 150 feet north of 29th Street as
 indicated by A.C. Motor Stop sign.Overhead trolley
 Track No. 5 East Yard from ladder
 to end of track as indicated by A.C.
 Motor Stop signOverhead trolley

3305. The following tracks equipped for D.C. electrical operation:

Main Tracks between—

Alan and Center:

Tracks 2 and 4.....Third rail

Center and Pine St., Camden:

Tracks 2 and 3.....Third rail

Pine St., Camden and Brown:

Southward and northward tracks.Third rail

Brown and South Gloucester:

Southward and northward tracks.Overhead trolley

South Gloucester and Glassboro:

Southward and northward tracks.Third rail

Glassboro and Lake:

Main trackThird rail

Lake and Newfield:

Southward and northward tracks.Third rail

Newfield and Millville:

Main trackThird rail

Pleasantville and Penred:

Southward and northward tracks.Third rail

Between Penred and Chelsea Branch via

Electric Draw (A.C.T.C.):

Southward and northward tracks.Third rail

Between Chelsea Branch and Atlantic

Avenue, Atlantic City:

Tracks on Georgia and Mississippi

AvenuesOverhead trolley

Camden Terminal:

Station tracks 13 and 14.....Third rail

Terminal tracks:**Millville:**

Station tracks 1 and 2.....Third rail

Sidings and yard tracks:

Camden MU storage yard, tracks 16, 17,

18, 19, 20, 21, 22, 23 and 24.....Third rail

Brown, Middle track.....Overhead trolley

Glassboro, middle siding and storage

tracks 2 and 3.....Third rail

Clayton, Siding and northward storage

trackThird rail

Franklinville, SidingThird rail

Home, siding.....Third rail

South Vineland, siding.....Third rail

3306.

(a) During sleet storms, pantograph shoes of all electric engines in passenger and freight service must be inspected at Pavonia.

(b) Two electric engines coupled light, operated as a patrol train to remove sleet from trolley wires, will run with two pantographs up on the leading engine (except at locations covered by special instructions) and with rear pantograph up on the following engine.

Any three pantographs may be up in an emergency; but the rear pantograph of the leading engine and the front pantograph of the trailing engine shall not both be up at the same time when it can be avoided. When the trolley wire is heavily coated with ice, speed should be reduced below the Maximum Speed authorized for light engines in order to effect a better removal of ice from the trolley wire with minimum wear on the pantograph shoes.

3307.

(a) Clearance of approximately 24 feet 6 inches between trolley wire and top of rail is provided in East Yard, Pavonia from 31st Street northward to end of electrified yard tracks Nos. 1-2-3-5.

This territory is not designated by high wire signs.

(b) Between Brown and South Gloucester a minimum clearance of 22 feet is provided between top of rail and trolley wire and span wires across tracks.

This territory is not designated by low wire signs.

(c) Except as provided in C.T. 290 employees must not ride or work on top of cars or other high equipment in electrified territory.

(d) Employees must keep off rear running board of center cab engines and running board of Reading Company Class G engines in electrified territory.

3308. (a) 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.

(b) 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 southward trains stopping at Gloucester after leaving station until engineman has shut off power or until all shoes are in contact with third rail.

(c) 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.

(d) 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.

(e) 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.

3309. In the application of Instruction No. 22, page 25, Book C. T. 290—Special Instructions for Employees in Electrified Territory, the following will govern:

Connecting or disconnecting bus jumpers on D.C. MU cars without first opening compressor, motor generator, lighting and heating switches on cars which will become energized or deenergized by this operation, is prohibited.

(a) If no shoes or overhead collectors on one side of point of connection or disconnection are in contact with third rail or trolley wire, compressor, motor generator, lighting and heating switches must be opened on all cars on that side before inserting or removing jumper.

(b) If car on each side of point of connection or disconnection is receiving power by contact with third rail or trolley wire of either its third rail shoe or overhead collector or of those of at least one motor car on its side of point of connection or disconnection, it is not necessary to open compressor, motor generator, lighting or heating switches.

3310. 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.

3311. 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.

3312. 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.

3313. The master controller handle on MU 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 engineman on Form M. P. 217-A.

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

Testing Air Brakes of MU 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 MU 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.

When air brakes become inoperative in route 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.

3314. Train line and bus line jumpers on MU 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.

3315. In addition to carrying Flagman's Signals as required by **Rule 99** flagman of MU trains must place a red flag and a red lamp and white lamp in head car of train for use in case of emergency. Except when a head brakeman is assigned to MU trains he must place a red flag and red lamp and white lamp in head car of train for use in case of emergency.

3316. When 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.

If the MU 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 MU cars before deadhead movement is made, this restriction will not be applied.

MU cars must not be moved over other than third rail territory unless it is known that proper clearance exists and third rail shoes are removed or tied up.

3317. Trains or drafts hauling gas or gas-electric cars must not exceed a speed of 20 miles per hour.

USE OF TELEPHONES

***3501.** Employees using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

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

If telephones fail, 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 their trains, the conductor, engineman or driver 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 106**.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. 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 northward automatic signals between Camden—Jersey and Atlantic City via Vernon; Winslow to Brown (via Clementon). On patrol line between Camden and Millville telephones are located approximately one mile apart.

If there is not a proper supply of train order blanks, Clearance Cards, C. D and K (K Cards at Block Limit 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.

3503. When it is necessary to clear the telephone line to reach the train dispatcher or power director, the words "Power Emergency" will be used by the person desiring line; all other persons using line at that time must at once give way.

3504. At Alan Interlocking, telephone located between Nos 1 and 2 outbound engine tracks, from which engine-men on all outbound engines must report to train director at Alan, the engine number, track on which engine is moving, train to which engine is assigned, or destination if for points other than Camden Terminal.

When shifting MU equipment from the station tracks in Camden Terminal, move will not be made without first calling Alan and securing permission.

The engineman will operate MU equipment from the leading car (first out toward Alan).

Road crews operating trains with steam equipment will call Alan for permission before backing their trains out.

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

***3601.** Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. loading rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at.....and loaded as per A.A.R. loading rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

Heavy Machinery Over Tracks At Grade Crossing

***3602.** To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movements over the tracks.

Agents and foremen should keep closely in touch with such matters and give the track supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

Marker Lights at Track Pans

3603. Marker lights will be located at entering and leaving end of the track pans at Ancora Water Station.

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

Station Platform Lights

3604. At Franklinville, Iona and Malaga switches controlling station platform lights are located on poles on platforms.

To light station platforms switches must be operated by member of train crew of last scheduled train to pass stations prior to sunset and by the crew of last train at night to extinguish the lights.

Yard Track Number Device

3605. A device has been installed at Brown, visible to northward trains, by means of which numbers, illuminated by night, corresponding with track numbers in East Yard, Pavonia, will be displayed to indicate to northward freight trains, destined to that point, the number of the track they are to enter at north end of East Yard.

Placing Cars Next To Concrete Bumpers

3607. 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.

Toilet Room Doors In Passenger Equipment

3608. Passenger trainmen and employes of the Pullman Company must keep doors of toilet rooms in passenger equipment locked while trains are standing at terminal stations, and while passing through Camden, Atlantic City, Ocean City, Wildwood and Cape May.

While passing over Watershed between Pomona and Absecon.

Between Barnegat Pier and Sea Side Park.

Between Mount Holly and Fort Dix on all Main trains.

Exceptions to the above may be made when passengers are in distress.

Overhead Clearance

***3610.** Employes are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

BETWEEN CAMDEN AND MINSON:

Signal bridge south of Cooper.

Bridge No. 2.37 at 27th Street.

Bridge No. 2.64 track leading to Petty Island.

Bridge No. 4.79 north of Delair.

MOUNT HOLLY:

Close overhead and side clearance on both tracks of Burlington County Supply Co., south of Pine Street, Mount Holly.

KINKORA BRANCH:

Overhead Bridge No. 0.54 one half mile south of Pemberton.

Stone Arch Bridge No. 4.25 south of Columbus.

BETWEEN JERSEY AND PENRED via HADDONFIELD:

All overhead bridges.

Lucaston:

Lucas Paint Company, Gibbsboro.

On tracks leading to Coal Hill, No. 39 Building, Freight House and Oil Hill.

BETWEEN BROWN AND TUCKAHOE:

All overhead bridges.

BETWEEN TUCKAHOE AND OCEAN CITY GARDENS:

Trolley wire A.C.T.C. crossing 8th Street, Ocean City.

CAMDEN:

Trolley wires at Haddon Avenue and Line Streets, Camden.

Bridge No. 1.24 at Center (track from Coopers Point).

No. 1 and No. 2 float slips, Camden Yard.

BETWEEN SOUTH CAMDEN AND WOODBINE JCT., (via Millville):

Trolley wire at Van Hook Street and Ferry Avenue.

Bridge No. 1.26 Bulson Street Yard.

Overhead trolley wire, Brown and South Gloucester.

Bridge No. 8.32 Hunter Street, Woodbury.

Bridge No. 27.85 State Highway Malaga.

Close overhead and side clearance on "Dry" track of G. F. Pettinos track No. 1 south of Manumuskin.

Bridge No. 57.73 Woodbine Jct.

BROWN-GRENLOCH:

Bridge No. 8.02 Broadway, Runnemedede.

PENNS GROVE BRANCH:

Bridge No. 13.70 Paulsboro Drawbridge.

Bridge No. 23.80 Jumbo Drawbridge.

Overhead pipe line and cables, DuPont Co. Plant No. 1 at Carneys Point.

SALEM BRANCH:

Bridge No. 25.55 Harrisonville Pike, north of Woodstown Station.

SOMERS POINT BRANCH:

Trolley wire over Decatur Avenue delivery track, Pleasantville.

Bridge No. 66.04 Shore Road, Somers Point.

NEWFIELD BRANCH:

Bridge No. 47.40 State Highway, Mays Landing.

3610. (a) Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these wires or structures:

CAMDEN:

Delaware Avenue territory—

Penn Street—track to Eavanson Soap Co.

Pearl Street—track to Baird Lumber Co.

Belt Line Territory—

Kaighn Ave.—track to Swift Co.

Atlantic & Ferry Aves.—track to Boudov Co.

Atlantic Ave. & 2nd St.—track to Grocers Exchange.

Atlantic Ave. & 2nd St.—track to W. Hodges.

Pine Street Extension—

Tracks in Mechling Chemical Co.

Tracks in Monsanto Chemical Co.

Tracks in Sears Roebuck & Co.

COLLINGSWOOD:

Track in Mohrfeld Coal Co.

BROWN-CLEMENTON:

Suburban Lumber Co. track, Oaklyn.

Clementon Lumber Co. track, Clementon.

BROWN-GRENLOCH—

Boulevard & Grant Streets, Gloucester.

GLOUCESTER BRANCH:

Rubberoid Co. track, Gloucester.

Hinde Dauch Paper Co., Gloucester.

Calco Chemical Co. track, Gloucester.

GLOUCESTER-WESTVILLE:

Goodman Feed Co. track, Brooklawn.

Coombs Lumber Co. track, Westville.

PAULSBORO:

DuPont Co. tracks, Paulsboro.

I. P. Thomas & Sons track, Paulsboro.

IONA:

Close side clearance at hopper on Farmers Field track.

Spectacles With Colored Glass

*3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

In Event Of Wreck Or Other Obstruction

3616. (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:

Brown	Interlocking Station
Redoak	Interlocking Station
Salem	Scale House
Glassboro	Interlocking Station
Bridgeton	Coal Hill
Newfield	Tool House
Millville	Shop Track
Wildwood Jct.	Station
Cape May	Freight House
Vernon	Interlocking Station
Williamstown Jct.	Pump House
Winslow	Interlocking Station
Hammonton	Trainmen's Room
Atlantic City	Engine House
Tuckahoe	Tool House
Ocean City	Tool House, 9th Street
Cold Spring Harbor	{ Yard Master's Office
	{ Oil House
Mt. Holly	Freight House

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. Agents and 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	

Engine Bell

3617. 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."

Hot Journals

3618. 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.

Lamps On Standing Equipment

3619. 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., Georgia Ave., Mississippi Ave.

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

Observation Of Trains For Defects

3620. Referring to Rule 77 a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

Hot journal.

Sliding wheels.

Broken wheels.

Defective truck.

Dragging brake connection.

Lading shifted over side or end of car.

Swing car door.

Priming Injectors

3621. Injectors must not be primed or the sprinkling hose used while engine is passing over or standing on drawbridges or trestles.

Draining Steam Heat Lines

3622. Blowing or draining steam heat line on trains is prohibited while passing station platforms, street crossings or sidewalks and streets paralleling the railroad.

Switch Heaters

3623. Gasoline motor or diesel cars or trains having cars loaded with explosives, inflammables, and other dangerous articles, will approach carefully all locations where electric and open flame switch heaters are being used, and must not pass over such locations until switch heaters have been extinguished. Those engaged in using switch heaters must take necessary precautionary measures.

Placing Cars On Float Slips

3624. At Camden and Bulson Street Float Slips; 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.

Placing Cars In Terminals

3624b. When cars are pushed into Camden, Atlantic City or Millville passenger terminals, a back-up hose equipped with brake valve and alarm whistle must be used.

Drinking Cups

3624c. Within the State of New Jersey trainmen will upon request, provide passengers with free drinking cups in accordance with New Jersey State Law.

Employees Permitted To Ride Trains

3626. 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.

PERSONAL INJURIES

***3701.** Emergency calls for Surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

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.

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone Number
CAMDEN	A. P. Isenberg, M.D., Annex Building Front & Federal Sts.	S.L. 37
	Paul M. Mecray, M.D., 405 Cooper Street	Bell 4-1125
Mt. HOLLY ...	H. E. Longsdorf, M.D., 200 Garden Street	Bell 244
PENNS GROVE. {	Harry F. Suter, M.D., 49 West Main Street	Bell 65
HAMMONTON . {	J. C. Bitler, M.D., 325 Bellevue Ave.	Bell 4
ATLANTIC CITY {	C. D. Sinkinson, Jr., M.D., Professional Arts Bldg.	Bell 41703
	F. W. Bennett, M.D., 17 N. Pelham Ave., Longport	Bell 21839
	S. L. Winn, 1616 Pacific Ave.	Bell 4-6440
MILLVILLE ... {	J. T. Kolbe, 119 S. Second St.	Bell 1384
OCEAN CITY .. {	A. C. Crowe, M.D., Elighth St. and Atlantic Ave.	Bell 0799
	Herschell Pettit, M.D., 807 Wesley Ave.	Bell 0176
CAPE MAY..... {	Frank R. Hughes, M.D., Ocean & Columbia	Bell 60

3703. Locations of Hospitals

LOCATION	Name and Address	Telephone Number
CAMDEN	Cooper—Sixth and Stevens Sts.	Bell 4-6600
CAMDEN	West Jersey—Mt. Ephraim and Atlantic Avenues	Bell 4-8830
MOUNT HOLLY ..	Burlington County—Madison Avenue	Bell 700
PT. PLEASANT...	Beach Boros—Pine Bluff Ave.	Bell 1100
LAKEWOOD	Paul Kimball—Lakewood St.	Bell 1100
WOODBURY	Underwood—509 N. Broad St. (Private)	Bell 2-0100
WOODBURY	Brewer—104 N. Broad St. (Private)	Bell 2-0322
VINELAND	Newcomb—State Street	Bell 510
MILLVILLE	Millville—North High Street	Bell 99
WILDWOOD	Dr. Margaret Mace—2410 At- lantic Avenue. (Private)	Bell 709
BRIDGETON	Bridgeton—Irving Avenue	Bell 115
SALEM	Salem County Memorial—87 Market Street	Bell 29
HAMMONTON ...	Dr. A. L. Esposito Emergency Hospital—31 Twelfth Street (Private)	Bell 60
ATLANTIC CITY .	Atlantic City—26 S. Ohio Ave.	Bell 5-2112

3704. First Aid Boxes and Stretchers:

First Aid Boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, car inspectors' office, power plants, substations, block and interlocking stations, tool houses, pump houses, M.W. cabins, wreck trains, shop 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.

One stretcher must be carried on each passenger train.

3705. Injuries to persons or employes must be reported immediately to the Superintendent by wire, and full report made to the head of the department within twenty-four hours.

3706. NEW JERSEY STATE POLICE

Headquarters	Bell Telephone Number
Riverton	Riverside 4-0662
Columbus	Bordentown 71
Toms River.....	Toms River 80031
Absecon	Pleasantville 549
Berlin	Berlin 7-0246
Cape May Court House.....	Cape May C. H. 53611
Hammonton	Hammonton 112
Malaga	Vineland 3277-W
Port Norris	Port Norris 35
Woodstown	Woodstown 50
Mantua	Wenonah 80044
Mays Landing	Mays Landing 8111
Fort Dix	Fort Dix 2100

[illegible]

GENERAL ORDERS

PENNSYLVANIA-READING SEASHORE LINES THE PENNSYLVANIA RAILROAD ATLANTIC DIVISION

Camden, N. J., JUNE 22, 1947.

GENERAL ORDER No. 1401

Effective 2.01 A. M., Sunday, June 22, 1947.

Applies in All Zones

- (a) Time-Table No. 14 in effect. It contains the necessary instruction issued in General Orders up to and including—

No. 1308

all of which must be removed from Bulletin Boards.

Each employe must examine Time-Table No. 14 to see that his copy is complete; with all schedule pages properly lined up, and note changes in schedules and Special Instructions.

Employes must turn in Time-Table No. 13 to Bulletin Board attendant, after Time-Table No. 14 takes effect.

Applies in Zone A

- (b) CAMDEN TO MILLVILLE AND WOODBINE JUNCTION:

MENANTICO-MANUMUSKIN

Temporary grade crossing 1034 feet south of Mile Post 45, in service, approaching this crossing engine-men will sound whistle as prescribed by **Rule 14 (1)**.

Temporary grade crossing 2417 feet south of Mile Post 45, in service, approaching this crossing engine-men will sound whistle as prescribed by **Rule 14 (1)**.

Applies in Zone B

- (c) CAMDEN TO OCEAN CITY, WILDWOOD AND CAPE MAY:

TUCKAHOE-WOODBINE JCT.

No. 2 track between Tuckahoe and Woodbine Jct., in service as main track.

End of two or more tracks at Woodbine Jct.

Southward Color Light Signals R533 and R547 in service.

Northward Color Light Signal No. R533 located 11,000 feet south of Tuckahoe, changed to display aspects; Green over Red (Clear) Yellow over Red (Approach) and Red over Red (Stop-and-proceed).

Rules 251, 253 and 254 and Automatic Block System **Rules 501 to 512**, inclusive in effect.

(d) Woodbine Jct.:

Fixed signals in service.

Northward Color Light Distant Signal R576 in service and will display aspects: Yellow over Yellow (Caution) and Yellow over Green (Approach-medium).

Hand operated switch at south end of No. 2 track equipped with electric lock and in charge of signalman.

A proceed signal displayed for Southward trains at Woodbine Jct., will also indicate that all trains due which are superior or of the same class have arrived or left.

When Woodbine Jct. Block Station is closed switch at South end of No. 2 track will be set for movements to and from No. 1 track; all signals will be left in stop position but will not indicate the condition of the block.

Trains may pass signals in stop position when authorized by the signalman at Tuckahoe after Conductors or Enginemen have examined switches and ascertained that they are in proper position for the movement to be made.

Applies in Zone C

(e) CAMDEN TO ATLANTIC CITY
GATE

Hand operated trailing crossover from No. 2 to No. 1 main track at Gate out of service.

Applies in Zone E

(f) CAMDEN TO BAY HEAD JUNCTION
BARNEGAT PIER PASSENGER STATION-SEASIDE
PARK

That portion of main track between Barnegat Pier Passenger Station and a point 500 feet north of Seaside Park Passenger Station, out of service as main track and in service as construction track.

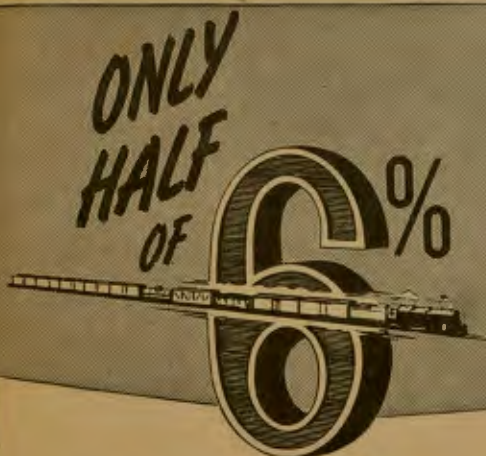
Special Instruction 2201 changed.

End of main track at Barnegat Pier Passenger Station and Seaside Park will be indicated by a red flag by day and a red light by night.

This General Order is printed in Time Table No. 14 and will not be issued in sticker form.

HARRY BABCOCK,

General Manager, Pennsylvania-Reading Seashore Lines,
Superintendent, Atlantic Division.



● A recent survey of public opinion indicated that nine out of ten people thought 6% or more would be a fair profit for railroads. But the fact is that the railroads don't come out anywhere near that well.

In the years since 1938—four of them war years of tremendous traffic—the railroads earned an average of only 4% per year on their net investment in tracks, cars, engines, shops, stations and all the things it takes to produce the rail service which the nation needs.

In 1946—with wages and prices of material and fuel up more than 50% above prewar levels—railroads still hauled freight at prewar rates. Even with a slight rate increase during the last half of the year, earnings on net investment dropped to an average of only 2¾%. Some railroads earned more, but others showed no profit at all—were, indeed, in the red for the year of the heaviest peacetime traffic in history.

At the end of 1946, the Interstate Commerce Commission authorized higher freight rates to become effective in 1947. These increases will help railroads meet their rising costs, and will give them a better chance to improve equipment, roadways, and other facilities—improvements necessary for continually better service.

But even with these increases, in 1947 railroads as a whole will probably average little more than 3% on their investments—just about half the 6% which is as little as anyone would consider a fair profit.

ASSOCIATION OF **AMERICAN RAILROADS**

