

Pennsylvania-Reading Seashore Lines

The Pennsylvania Railroad EASTERN REGION ATLANTIC DIVISION

Time Table No. 14

In Effect 3.00 A. M., Sunday, Sept. 26, 1937

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

PENNSYLVANIA—READING SEASHORE LINES

J. O. HACKENBERG,
General Manager.

THE PENNSYLVANIA RAILROAD
EASTERN REGION—ATLANTIC DIVISION

W. C. HIGGINBOTTOM,
General Manager.

P. E. FEUCHT,
Supt. Passenger Transportation.

A. F. MCINTYRE,
Supt. Freight Transportation.

PENNSYLVANIA—READING SEASHORE LINES
ATLANTIC DIVISION—PENNSYLVANIA RAILROAD

B. H. HUDSON,
Superintendent.

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2023

Pennsylvania-Reading Seashore Lines

The Pennsylvania Railroad EASTERN REGION

ATLANTIC DIVISION

SUPPLEMENT No. 1

TO TIME TABLE No. 14

In Effect 3.01 A. M., Monday, Sept. 27, 1937

Adding Schedules of—

Daily Ex. Sun. trains 2629 and 2634.

Changing Schedules of—

Daily Ex. Sun. trains 2641 and 2668.

Changing Schedules of—

Daily Ex. Sat. & Sun. trains 2639 and 2645.

Supplement No. 1 consists of pages 82, 83, 86 and 99, which must be pasted over corresponding pages of Time Table No. 14.

PENNSYLVANIA—READING SEASHORE LINES

J. O. HACKENBERG,
General Manager.

THE PENNSYLVANIA RAILROAD EASTERN REGION—ATLANTIC DIVISION

W. C. HIGGINBOTTOM,
General Manager.

P. E. FEUCHT,
Supt. Passenger Transportation.

A. F. MCINTYRE,
Supt. Freight Transportation.

PENNSYLVANIA—READING SEASHORE LINES ATLANTIC DIVISION—PENNSYLVANIA RAILROAD

B. H. HUDSON,
Superintendent.

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Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
I			0.4	0.4	CAMDEN			
			0.2	0.6	ALAN			
I		B	0.4	1.0	BROADWAY			
					CENTER			
I		B	0.5	1.5	COOPER			
			1.0	2.5	PAVONIA			
I		B	2.5	5.0	JERSEY			
			2.5	5.0	DELAIR			
		B	0.7	5.7	MINSON			
			0.3	6.0	MORRIS			
			2.1		JORDAN			
			3.1	4.1	COLLINGSWOOD			
			0.7	4.8	CUTHBERT			
			0.6	5.4	WESTMONT			
I		B	0.6	6.0	VERNON			
			0.5	6.5	HADDONFIELD	30		
			2.1	8.6	WOODCREST			
			0.9	9.5	ASHLAND		17	
		B	0.7	10.2	OSAGE			
			1.0	11.2	KIRKWOOD		17	
			1.1	12.3	LINDENWOLD			
			1.2	13.5	LUCASTON	40		
			1.4	14.9	WEST BERLIN			
			0.8	15.7	REED CROSSING			
			0.5	16.2	BERLIN		25	
			1.1	17.3	BISHOPS BRIDGE			
		B	1.5	18.8	ATCO	23	12	
			1.6	20.4	DUNBARTON			
			0.6	21.0	FISHER			
			0.8	21.8	CHESILHURST			
			0.7	22.5	WATERFORD	17	18	
			2.0	24.5	ANCORA			
I		B	2.4	26.9	WINSLOW			
		B	3.1	30.0	HAMMONTON		51	
			6.2	36.2	ELWOOD			
		B	4.9	41.1	EGG HARBOR	34		
			5.2	46.3	POMONA			
		B	5.5	51.8	ABSECON-Pleasantville	20	10	
			4.4	56.2	PENRED			
I		B	1.4	57.6	ATLANTIC			
			0.3	57.9	ATLANTIC CITY			

I—Interlocking Station and Plant.

P—Interlocking Plant.

B—Block Station.

MINSON: Block Station controlled from Jersey.

Note.—Block Stations are open continuously, except—

Kirkwood	Closed	Weekdays	10.30 A.M. to 2.15 P.M.
	Closed	Sundays	6.30 P.M. to 6.45 A.M. 11.30 A.M. to 2.00 P.M. 7.00 P.M. to 8.30 A.M.
Atco	Closed	Weekdays	10.30 A.M. to 2.15 P.M.
	Closed	Sundays	7.00 P.M. to 7.15 A.M. Continuously.
Hammonton	Closed	Weekdays	1.00 P.M. to 2.00 P.M.
	Closed	Sundays	10.00 P.M. to 5.00 A.M. Continuously.
Egg Harbor	Closed	Weekdays	10.00 A.M. to 2.00 P.M.
	Closed	Sundays	6.00 P.M. to 6.00 A.M. Continuously.
Absecon	Closed	Weekdays	10.15 A.M. to 2.15 P.M.
	Closed	Sundays	6.15 P.M. to 6.15 A.M. 12.00 Noon to 2.30 P.M. 7.30 P.M. to 9.00 A.M.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
I			0.4	0.4	CAMDEN			
			0.2	0.6	ALAN			
I		B	0.4	1.0	BROADWAY			
					CENTER			
I		B	1.5	2.5	SOUTH CAMDEN			
			0.3	2.8	BROWN			
			0.2	3.0	YORKSHIP			
			1.3	4.3	GLOUCESTER			
			0.6	4.9	SOUTH GLOUCESTER			
			0.6	5.5	BROOKLAWN			
			0.6	6.1	WESTVILLE			
			0.6	6.7	SOUTH WESTVILLE			111
			1.2	7.9	NORTH WOODBURY			
			0.9	8.8	WOODBURY			135
I		B	0.3	9.1	REDOAK			
			1.1	10.2	WOODBURY HEIGHTS			
			1.7	11.9	WENONAH			
			1.8	13.7	SEWELL			
			2.6	16.3	PITMAN			
I		B	1.9	18.2	GLASSBORO			44
			0.8	19.0	SOUTH GLASSBORO			
	†B		2.9	21.9	CLAYTON			75
	B		2.7	24.6	FRANKLINVILLE			75
			1.1	25.7	IONA			
			2.5	28.2	MALAGA			
	B		1.3	29.5	LAKE			
	B		0.9	30.4	NEWFIELD			
			1.4	31.8	NORTH VINELAND			
	†B		2.2	34.0	HOME			43
			0.5	34.5	LANDIS			
			0.1	34.6	VINELAND			
	†B		2.8	37.4	SOUTH VINELAND			53
	B		2.8	40.2	SWIFT			
			0.2	40.4	MILLVILLE			12
	†B		0.8	41.2	WOOD			
			2.4	43.6	MENANTICO			
	†B		3.2	46.8	MANUMUSKIN			34
	†B		6.8	53.6	BELLEPLAIN			10
	†B		3.2	56.8	WOODBINE			31
	†B		1.8	58.6	PINE			
			1.1	59.7	WOODBINE JCT.			

LAKE: Block Station, when attended controlled from Newfield.

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

Clayton	Unattended	Controlled by Glassboro.
Franklinville	Attended	Weekdays 5.40 A.M. to 10.00 A.M. 2.00 P.M. to 5.40 P.M.
†Franklinville	Unattended	Weekdays 10.00 A.M. to 2.00 P.M. 5.40 P.M. to 5.40 A.M.
	Unattended	Sundays Continuously. Controlled by Glassboro.
Lake	Attended	Weekdays 5.00 A.M. to 9.00 P.M.
†Lake	Unattended	Signals controlled from Newfield.
	Unattended	Weekdays 9.00 P.M. to 5.00 A.M.
		Sundays Continuously. Controlled by Glassboro.
Newfield	Attended	Weekdays 5.00 A.M. to 9.00 P.M.
†Newfield	Unattended	Weekdays 9.00 P.M. to 5.00 A.M.
	Unattended	Sundays Continuously. Controlled by Glassboro.
Home	Unattended	Controlled by Newfield; when Newfield is closed, by Swift.
So. Vineland	Unattended	Controlled by Swift.
Wood	Unattended	Controlled by Swift.
Manumuskinn	Unattended	Controlled by Swift.
Belleplain	Unattended	Controlled by Swift.
Woodbine	Unattended	Controlled by Swift.
Pine	Unattended	Controlled by Swift.

Signalman at Swift has control of the block between Woodbine Jct. and Pine.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
I			0.4	0.4	CAMDEN			
I			0.2	0.6	ALAN			
I		B	0.4	1.0	BROADWAY			
I		B	1.5	2.5	CENTER			
			0.3	2.8	SOUTH CAMDEN			
			0.2	3.0	BROWN			
			1.5	4.5	SHIPYARD			
			0.6	5.1	WEST COLLINGSWOOD		33	
			0.7	5.8	OAKLYN			
			0.5	6.3	AUDUBON			
		B	0.6	6.9	ORSTON			
			0.7	7.6	HADDON HEIGHTS			
			0.6	8.2	BARRINGTON			
			1.0	9.2	LAWNSIDE			
			1.1	10.3	MAGNOLIA			
			1.0	11.3	SOMERDALE			
			0.7	12.0	STRATFORD		30	
			0.5	12.5	LAUREL SPRINGS			
		B	0.9	13.4	GARDEN LAKE			
			1.4	14.8	CLEMENTON	12	10	
			1.2	16.0	PINE VALLEY			
			1.4	17.4	ALBION			
		B	0.8	18.2	PENBRYN			
			1.5	19.7	WILLIAMSTOWN JCT.	37	20	
			1.6	21.3	FLORENCE			
			1.1	22.4	CEDAR BROOK			
			0.9	23.3	BRADDOCK			
I		B	2.6	25.9	BLUE ANCHOR			
			3.5	29.4	WINSLOW		39	
			4.1	33.3	FOLSOM			
			4.7	38.0	NEWTONVILLE			
			3.7	41.7	RICHLAND			
			2.7	44.4	MILMAY			
			2.3	46.7	DOROTHY			
I		B	6.5	53.2	RISLEY			
			4.3	57.5	TUCKAHOE			
		†B	3.2	60.7	WOODBINE JCT.			
			1.3	62.0	DENNISVILLE			23
			3.2	65.2	SOUTH DENNIS			
		B	3.1	68.3	GOSHEN			25
			1.1	69.4	CAPE MAY COURT HOUSE			54
			1.6	71.0	MAYVILLE			
			0.5	71.5	BURLEIGH BLOCK STA.			
		B	0.9	72.4	WHITESBORO			
			0.5	72.9	WILDWOOD JCT.			30
			0.9	73.8	WILDWOOD GARDENS			
			1.4	75.2	TURTLE BLOCK STATION			
		B	1.2	76.4	WEST WILDWOOD			57
			0.6	77.0	WILDWOOD			
			0.7	77.7	ANDREWS AVENUE			
		†B	2.3	80.0	WILDWOOD CREST			
					COLD SPRING HARBOR			95
		B			WILDWOOD JCT.			30
			1.3	73.7	RIO GRANDE			26
			2.4	76.1	BENNETT			
		†B	2.3	78.4	HARBOR BRANCH JCT.			
		†B	1.7	80.1	CAPE MAY			

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

Haddon Hgts.	Closed	Weekdays	10.30 A.M. to 2.30 P.M.
	Closed	Sundays and Nov. 25, Dec. 25 and Jan. 1	7.15 P.M. to 7.15 A.M. Continuously.
Clementon	Closed	Weekdays	10.30 A.M. to 2.30 P.M.
	Closed	Sundays and Nov. 25, Dec. 25 and Jan. 1	7.00 P.M. to 7.00 A.M. Continuously.
Williamstown Jct.	Closed	Weekdays	10.30 A.M. to 2.30 P.M.
	Closed	Sundays and Nov. 25, Dec. 25 and Jan. 1	6.45 P.M. to 6.45 A.M. Continuously.
Dennisville	Unattended	Controlled by Tuckahoe.	

6 CAMDEN TO WILDWOOD AND CAPE MAY—Continued

Cape May Court House	Attended	Weekdays	6.45 A.M. to 11.00 A.M. 3.00 P.M. to 6.45 P.M.
	Attended	Sundays	8.30 A.M. to 11.45 A.M. 3.00 P.M. to 7.00 P.M.
† Cape May Court House	Unattended	Weekdays	11.00 A.M. to 3.00 P.M. 6.45 P.M. to 6.45 A.M.
	Unattended	Sundays	11.45 A.M. to 3.00 P.M. 7.00 P.M. to 8.30 A.M.
Controlled by Tuckahoe.			
Wildwood Jct.	Attended	Weekdays	6.45 A.M. to 11.00 A.M. 3.00 P.M. to 6.45 P.M.
	Attended	Sundays	8.30 A.M. to 11.45 A.M. 3.00 P.M. to 7.00 P.M.
† Wildwood Jct.	Unattended	Weekdays	11.00 A.M. to 3.00 P.M. 6.45 P.M. to 6.45 A.M.
	Unattended	Sundays	11.45 A.M. to 3.00 P.M. 7.00 P.M. to 8.30 A.M.
Controlled by Tuckahoe.			
Wildwood	Closed	Weekdays	11.00 A.M. to 3.00 P.M. 6.30 P.M. to 6.30 A.M.
	Closed	Sundays	12.00 Noon to 3.30 P.M. 6.30 P.M. to 9.00 A.M.
Cold Spring Harbor	Unattended	Controlled by Wildwood; when Wildwood is closed, by Wildwood Jct.; when Wildwood Jct. is closed, by Tuckahoe.	
Harbor Branch Junction	Unattended	Controlled by Wildwood Jct.; when Wildwood Jct. is closed, by Tuckahoe.	
Cape May	Unattended	Controlled by Wildwood Jct.; when Wildwood Jct. is closed, by Tuckahoe.	

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Camden	STATIONS	Sidings assigned direc. Car capacity 45 ft. cars		
						W	E	Both
I			0.4	0.4	CAMDEN			
			0.2	0.6	ALAN			
I		B	0.4	1.0	BROADWAY			
I		B	0.5	1.5	CENTER			
		B	0.5	2.0	COOPER			
			0.5	2.5	STATE STREET			
			1.6	4.1	PAVONIA			
		B	0.6	4.7	WEST MERCHANTVILLE			
			0.9	5.6	MERCHANTVILLE			50
		‡B	1.6	7.2	PENSAUKEN			
			1.1	8.3	MAPLE SHADE			23
			1.5	9.8	LENOLA			
		B	0.6	10.4	WEST MOORESTOWN			
			0.7	11.1	MOORESTOWN			41
			2.0	13.1	STANWICK AVE.			
		‡B	1.3	14.4	HARTFORD			
			2.5	16.9	MASONVILLE			23
		B	1.8	18.7	HAINESPORT			
		‡B	2.5	21.2	MOUNT HOLLY			25
			0.8	22.0	SMITHVILLE			75
		B	1.4	23.4	EWANSVILLE			
					BIRMINGHAM			
		B		23.4	BIRMINGHAM			
		‡B	1.5	24.9	PEMBERTON			40
			1.7	26.6	SHREVE			
		‡B	0.8	27.4	LEWIS			10
			1.1	28.5	JULIUSTOWN			
			2.2	30.7	JOBSTOWN			
			3.1	33.8	COLUMBUS			
			1.8	35.6	SHARP			
		‡B	2.5	38.1	KINKORA (N. Y. Div.)			
			1.4	24.8	SOUTH PEMBERTON			
		‡B	3.2	28.0	NEW LISBON			30
			2.1	30.1	BROWNS MILLS			
			3.5	33.6	UPTON			
I		B	8.3	41.9	WHITINGS			65
			1.7	43.6	KESWICK GROVE			
			2.6	46.2	CROSSLEY			
		‡B	5.1	51.3	TOMS RIVER			30
			0.6	51.9	BEACHWOOD			
		‡B	1.4	53.3	PINE BEACH			13
			1.5	54.8	OCEAN GATE			
			1.7	56.5	BARNEGAT PIER			
		‡B	1.9	58.4	SEASIDE PARK			38
			0.8	59.2	BERKELEY			
			0.6	59.8	SEASIDE HEIGHTS			
			1.3	61.1	ORTLEY			
			1.1	62.2	LAVALLETTE			30
			4.5	66.7	MANTOLOKING			
			2.4	69.1	BAY HEAD			
		‡B	0.4	69.5	BAYHEAD JCT.			

STATE STREET: Block Station controlled from Cooper.

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

Merchantville	Closed	Weekdays 11.45 A.M. to 3.45 P.M. 6.40 P.M. to 6.40 A.M.
	Closed	Sundays and Nov. 25, Dec. 25 and Jan. 1 Continuously.
Maple Shade	Unattended	Controlled by Merchantville; when Merchantville is closed, by Cooper.
Moorestown	Attended	Weekdays 6.20 A.M. to 10.00 A.M. 2.00 P.M. to 6.20 P.M.
‡ Moorestown	Unattended	Weekdays 10.00 A.M. to 2.00 P.M. 6.20 P.M. to 6.20 A.M.
	Unattended	Sundays and Nov. 25, Dec. 25 and Jan. 1 Continuously. Controlled by Mt. Holly; when Mt. Holly is closed, by Whitings.
Masonville	Unattended	Controlled by Mt. Holly; when Mt. Holly is closed, by Whitings.
Mt. Holly	Attended	Weekdays 5.00 A.M. to 9.00 P.M.
‡ Mt. Holly	Unattended	Weekdays 9.00 P.M. to 5.00 A.M.
	Unattended	Sundays and Nov. 25, Dec. 25 and Jan. 1 Continuously. Controlled by Whitings.

Smithville	Unattended	Controlled by Mt. Holly; when Mt. Holly is closed, by Whitings.
Birmingham	Attended	Weekdays 6.45 A.M. to 10.00 A.M.
Birmingham	Unattended	2.00 P.M. to 6.45 P.M.
	Unattended	Weekdays 10.00 A.M. to 2.00 P.M.
		6.45 P.M. to 6.45 A.M.
		Sundays and Nov. 25, Dec. 25 and Jan. 1 Continuously. Controlled by Whitings.
Pemberton	Unattended	Controlled by Birmingham; when Birmingham is closed, by Whitings.
Lewis	Unattended	Controlled by Birmingham; when Birmingham is closed, by Whitings.
Kinkora	Unattended	Controlled by Birmingham; when Birmingham is closed, by Whitings.
New Lisbon	Unattended	Controlled by Whitings.
Toms River	Unattended	Controlled by Whitings.
Pine Beach	Unattended	Controlled by Whitings.
Seaside Park	Unattended	Controlled by Whitings.
Bay Head Jct.	Unattended	Controlled by Whitings.

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
I		B	0.3	8.8	WOODBURY			
			0.6	9.1	REDOAK			
			0.6	9.7	WEST END			
			1.9	11.6	THOROUGHFARE			
		†B	2.7	14.3	PAULSBORO			44
		†B	2.8	17.1	GIBBSTOWN			58
			1.5	18.6	REPAUPO			
			2.4	21.0	BRIDGEPORT			
			1.0	22.0	PROSPECT			
			1.4	23.4	CENTRE SQUARE			
			0.8	24.2	JUMBO			
		†B	0.8	25.0	PEDRICKTOWN			34
			1.1	26.1	OLDMAN			
			1.0	27.1	PERKINTOWN			
			1.3	28.4	FRIENDSHIP			
		†B	0.7	29.1	PENNS GROVE			

Note.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations :

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

SALEM BRANCH

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
I		B	0.3	8.8	WOODBURY			
			2.3	11.4	REDOAK			
			1.3	12.7	PARKVILLE			
		†B	1.0	13.7	MOUNT ROYAL			23
			1.1	14.8	CLARKSBORO			
			1.1	15.9	MICKLETON			
			0.7	16.6	WOLFERT			
			0.8	17.4	TOMLIN			
			1.2	18.6	ASBURY			
		†B	0.9	19.5	RULON ROAD			39
			3.8	23.3	SWEDESBORO			
			3.1	26.4	HARRISONVILLE			
			0.7	27.1	WOODSTOWN			27
			1.5	28.6	SOUTH WOODSTOWN			
			2.1	30.7	FENWICK			
		†B	1.4	32.1	RIDDLETON			
			1.6	33.7	ALLOWAY JUNCTION			
		†B	3.8	37.5	PENTON			
					SALEM			

Note.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations :

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

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
I		B	18.2		GLASSBORO			
			2.4	20.6	AURA			
			3.1	23.7	MONROEVILLE			
		†B	2.6	26.3	ELMER			29
			2.9	29.2	PALATINE			
			1.8	31.0	HUSTED			
			3.5	34.5	FINLEY			
		†B	1.9	36.4	COHAN			
			1.3	37.7	IRVING AVENUE			
			0.5	38.2	COMMERCE STREET			
		†B	0.7	38.9	BRIDGETON			

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

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

NEWFIELD BRANCH

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
		B	30.4		NEWFIELD			75
		†B	0.6	31.0	GALE			
			2.3	33.3	FOREST GROVE			
			1.6	34.9	MINOTOLA			
			1.2	36.1	BUENA			
		†B	3.5	39.6	RICHLAND			31
			1.8	41.4	MIZPAH			
		†B	6.3	47.7	MAYS LANDING			25
			3.7	51.4	REEGA			
		†B	2.5	53.9	McKEE CITY			20
			1.9	55.8	CARDIFF			
			2.0	57.8	MOUNT CALVARY			
			1.0	58.8	PLEASANTVILLE Cemetery			
		†B	0.5	59.3	PLEASANTVILLE			65
	P		3.5	62.8	PENRED			
I		B	1.3	64.1	ATLANTIC			
			0.3	64.4	ATLANTIC CITY			

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

Newfield	Attended	Weekdays	5.00 A.M. to 9.00 P.M.
†Newfield	Unattended	Weekdays	9.00 P.M. to 5.00 A.M.
	Unattended	Sundays	Continuously.
		Controlled by Glassboro.	
Gale	Unattended	Controlled by Newfield; when Newfield is closed, by Glassboro.	
Richland	Unattended	Controlled by Newfield; when Newfield is closed, by Glassboro.	
Mays Landing	Unattended	Controlled by Newfield; when Newfield is closed, by Glassboro.	
McKee City	Unattended	Controlled by Newfield; when Newfield is closed, by Glassboro.	
Pleasantville	Unattended	Controlled by Newfield; when Newfield is closed, by Glassboro.	

OCEAN CITY BRANCH

11

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
I		B		53.2	TUCKAHOE			39
			1.7	54.9	MIDDLETOWN			
			1.6	56.5	PETERSBURG			13
			3.0	59.5	PALERMO			23
		†B	2.4	61.9	51st ST.—Ocean City			30
		†B	1.8	63.7	34th ST.—Ocean City			
			2.1	65.8	14th ST.—Ocean City			
			0.5	66.3	OCEAN CITY—10th ST.			
		†B	0.5	66.8	HAVEN			34
			0.1	66.9	4th ST.—Ocean City			
		†B	0.4	67.3	GARDENS			
			0.1	67.4	OCEAN CITY GARDENS			

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

51st Street Ocean City	Unattended	Controlled by Tuckahoe.
34th Street Ocean City	Unattended	Controlled by Tuckahoe.
Haven	Unattended	Controlled by Tuckahoe.
Gardens	Unattended	Controlled by Tuckahoe.

SEA ISLE CITY BRANCH

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
		†B		61.9	51st ST.—Ocean City			
			0.4	62.3	55th ST.—Ocean City			
			2.1	64.4	STRATHMERE			17
			1.5	65.9	CENTRAL AVE.			
			1.5	67.4	PROSPECT ST.			
		†B	0.7	68.1	SEA ISLE CITY			

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

51st Street Ocean City	Unattended	Controlled by Tuckahoe.
Sea Isle City	Unattended	Controlled by Tuckahoe.

YARD TRACKS

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	GRENLOCH BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
I			3.5	2.8	BROWN.....			
			1.1	6.3	MT. EPHRAIM.....			3
			1.3	7.4	BELLMAWR.....			
			1.3	8.7	RUNNEMEDE.....			5
			0.7	9.4	GLENDORA.....			
			1.9	11.3	BLLENHEIM.....			4
			0.7	12.0	BLACKWOOD.....			10
			1.1	13.1	LAKE LAND.....			13
			0.3	13.4	GRENLOCH.....			

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	RIDDLETON BRANCH STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
				30.7	RIDDLETON.....			
			0.7	31.4	OAKLAND.....			
			2.2	33.6	YORKETOWN.....			4

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	QUINTON BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
				32.1	ALLOWAY JUNCTION.....			
			1.3	33.4	ALLOWAY.....			5
			2.2	35.6	QUINTON.....			13

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	MULLICA HILL BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
				18.2	GLASSBORO.....			
			2.4	20.6	HERITAGE.....			
			0.9	21.5	RICHWOOD.....			4
			1.5	23.0	JEFFERSON.....			
			0.9	23.9	MULLICA HILL.....			6

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	WILLIAMSTOWN BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
				18.2	GLASSBORO.....			
			3.9	22.1	DOWNER.....			16
			1.9	24.0	ROBANNA.....			
			1.2	25.2	CHURCH STREET.....			
			0.5	25.7	WILLIAMSTOWN.....			10

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	ELMER BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
				26.3	ELMER.....			
			4.6	30.9	DARETOWN.....			55

Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	MAURICE RIVER BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
				46.8	MANUMUSKIN.....			
			1.8	48.6	PORT ELIZABETH.....			
			1.6	50.2	MAURICETOWN.....			8
			1.2	51.4	DORCHESTER.....			
			1.1	52.5	LEESBURG.....			10
			2.2	54.7	HEISLERVILLE.....			15
			1.7	56.4	MAURICE RIVER.....			30
Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	SOUTH SEAVILLE BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
				58.6	PINE.....			
			5.6	62.4	SOUTH SEAVILLE.....			
Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	ATCO BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
				18.2	WILLIAMSTOWN JCT.....			
			2.9	21.1	ATCO.....			
Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	STONE HARBOR BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
			0.0	68.2	CAPE MAY COURT HOUSE.....			
			4.2	72.4	STONE HARBOR.....			
Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	PENNS GROVE AND DEEP WATER POINT STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
				29.1	PENNS GROVE.....			
			3.6	32.7	DEEP WATER POINT.....			
Interlocking Sta. and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Camden	MEDFORD BRANCH STATIONS	Sidings assign'd direc'n Car capacity 45 ft. cars		
						W	E	Both
				18.7	MOUNT HOLLY.....			
			2.2	20.9	LUMBERTON.....			6
			4.4	25.3	MEDFORD.....			15

PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	*101	2552	105	
	DAILY EX. SUN.	DAILY EX. SUN.	± DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
			Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Broad Street)				
PENNA. STATION				
NORTH PHILA.				
FRANKFORD JCT.				
P. T. Div				
NEW YORK (N. Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 4.40	\$ 6.00	\$ 6.50	
CAMDEN	\$ 4.50	\$ 6.08	\$ 6.58	
BROADWAY		\$ 6.11	\$ 7.01	
CENTER	4.54	6.12	7.02	
COOPER		6.13		
PAVONIA		\$ 6.16		
JERSEY				
DELAIR		F 6.19		
MINSON		6.21		
JORDAN				
COLLINGSWOOD			\$ 7.08	
CUTHBERT			F 7.10	
WESTMONT			F 7.12	
VERNON	5.01		F 7.14	
HADDONFIELD			\$ 7.16	
WOODCREST			F 7.20	
ASHLAND			F 7.22	
OSAGE			F 7.23	
KIRKWOOD	5.08		F 7.26	
LINDENWOLD			F 7.29	
LUCASTON			F 7.32	
WEST BERLIN			\$ 7.35	
REED CROSSING			F 7.37	
BERLIN			\$ 7.40	
BISHOPS BRIDGE			F 7.43	
ATCO	5.18		\$ 7.47	
DUNBARTON			F 7.51	
FISHER			F 7.53	
CHESILHURST			F 7.55	
WATERFORD			\$ 7.58	
ANCORA			F 8.01	
WINSLOW	5.28		F 8.04	
HAMMONTON	\$ 5.36		\$ 8.10	
ELWOOD			F 8.18	
EGG HARBOR	\$ 5.52		\$ 8.27	
POMONA			F 8.34	
ABSECON - Pleasantville	\$ 6.09		\$ 8.44	
PENRED	6.15		8.50	
ATLANTIC CITY	\$ 6.20		\$ 8.55	
Arrive	A. M.	A. M.	A. M.	
	101	2552	105	

FIRST CLASS

	804 # DAILY EX. SUM.	●111 SUN. ONLY	†2556 # DAILY EX. SUN.	●905 # DAILY EX. SUN.	1003 SUNDAYS AND HOLIDAYS
	A. M.	A. M.	A. M.	A. M.	A. M.
	Will not run Nov. 25		Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22
					\$ 8.40
					\$ 8.44
					\$ 8.53
					\$ 8.58
	\$ 7.15	\$ 8.15	\$ 8.30	\$ 8.45	
	\$ 7.23	\$ 8.23	\$ 8.38	\$ 8.53	
	\$ 7.26	\$ 8.26	\$ 8.41	\$ 8.56	
	7.27	8.27	8.42	8.57	
	7.28		8.44		
	F 7.30				
					9.04
	F 7.34		F 8.48		
	7.36		8.50		
					9.07
		8.38		9.03	9.11
				\$ 9.05	M 9.12
		8.39			9.17
		8.46			9.23
		8.53			9.30
		8.56			9.33
		9.06			9.42
		9.15			R 9.51
		9.20			9.56
		\$ 9.25			\$ 10.00
	A. M.	A. M.	A. M.	A. M.	A. M.
	804	111	2556	905	1003

STATIONS	FIRST CLASS			
	1005	305	117	
	‡ DAILY EX. SUN.	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	
Leave	A. M.	A. M.	A. M.	
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Broad Street)	\$ 8.40	\$ 8.40		
PENNA. STATION	\$ 8.44			
NORTH PHILA.	\$ 8.53			
FRANKFORD JCT.	\$ 8.58			
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 9.00	\$ 9.15	
CAMDEN		\$ 9.08	\$ 9.23	
BROADWAY		\$ 9.11		
CENTER		9.12	9.27	
COOPER				
PAVONIA				
JERSEY	9.04			
DELAIR				
MINSON				
JORDAN	9.07			
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	9.11	9.17	9.33	
HADDONFIELD	\$ 9.12	\$ 9.18		
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	9.18	9.24	9.38	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	9.25	9.31	9.45	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	9.32	9.38	9.52	
HAMMONTON	\$ 9.36		\$ 9.56	
ELWOOD				
EGG HARBOR	R 9.49		F 10.09	
POMONA				
ABSECON - Pleasantville	R 10.00		F 10.20	
PENRED	10.06		10.26	
ATLANTIC CITY	\$ 10.10		\$ 10.30	
Arrive	A. M.	A. M.	A. M.	
	1005	305	117	

FIRST CLASS

	●125 SUNDAYS AND HOLIDAYS	1007 DAILY	●131 SUNDAYS AND HOLIDAYS	●903 * DAILY EX. SUN.	1073 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22		Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
		\$ 10.30			
		\$ 10.84			
		\$ 10.43			
		\$ 10.48			
					\$ 10.20
	\$ 10.16		\$ 11.45	\$ 11.55	
	\$ 10.23		\$ 11.53	\$ 12.02	
	\$ 10.26		\$ 11.56	\$ 12.05	
	10.27		11.57	12.06	
		10.54			
					12.08
		10.57			12.13
	10.33	11.01	12.03	12.12	12.18
				\$ 12.13	N 12.19
	10.39	11.07	12.09		12.25
	10.46	11.14	12.16		12.32
	10.53	11.22	12.23		12.39
	10.56	11.25	12.26		12.42
	11.06	11.35	12.36		12.51
	11.15	B 11.45	12.45		Q 1.00
	11.20	11.51	12.50		1.06
	\$ 11.25	\$ 11.55	\$ 12.55		\$ 1.10
	A. M.	A. M.	P. M.	P. M.	P. M.
	125	1007	131	903	1073

18 PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	● 1013 SAT. SUN. AND HOLIDAYS	● 2560 # SAT. ONLY	● 2590 # SAT. ONLY	
	P. M.	P. M.	P. M.	
Leave				
	Will run Nov. 25 Feb. 22	Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1	
PHILA. (Broad Street) ⁹	\$ 12.25		\$ 12.50	
PENNA. STATION. ¹¹	\$ 12.29		\$ 12.54	
NORTH PHILA. ^{Div.}	\$ 12.38		\$ 1.04	
FRANKFORD JCT. ^{Div.}	F 12.43		F 1.10	
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 12.25		
CAMDEN		\$ 12.35		
BROADWAY		\$ 12.38		
CENTER		12.39		
COOPER		12.41		
PAVONIA		F 12.43		
JERSEY	12.49		1.16	
DELAIR		\$ 12.47		
MINSON		12.49	1.19	
JORDAN	12.52			
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	12.56			
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	1.01			
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	1.08			
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	1.15			
HAMMONTON	1.18			
ELWOOD				
EGG HARBOR	1.27			
POMONA				
ABSECON - Pleasantville	1.36			
PENRED	1.41			
ATLANTIC CITY	\$ 1.45			
Arrive	P. M.	P. M.	P. M.	
	1013	2560	2590	

	4203 DAILY	●141 ‡ SAT. ONLY	●651 ‡ SAT. ONLY	●917 ‡ DAILY EX. SAT. & SUN.	
	P. M.	P.M.	P. M.	P. M.	
	C.R.R. of N.J.	Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1	Will not run Nov. 25 Feb. 22	
		\$ 1.00	\$ 1.00	\$ 1.35	
		\$ 1.08	\$ 1.09	\$ 1.43	
		\$ 1.11	\$ 1.12	\$ 1.46	
		1.12	1.13	1.47	
			\$ 1.18		
			\$ 1.20		
			\$ 1.22		
		1.18	\$ 1.24	1.63	
			\$ 1.26	\$ 1.65	
			\$ 1.30		
			\$ 1.32		
			F 1.34		
		1.23	\$ 1.37		
			\$ 1.40		
			F 1.43		
			\$ 1.46		
			F 1.48		
			\$ 1.50		
			\$ 1.53		
		1.80	\$ 1.57		
			\$ 2.01		
			\$ 2.03		
			\$ 2.05		
			\$ 2.07		
	1.24	1.37	2.13		
	\$ 1.29	\$ 1.41	\$ 2.18		
	1.40	\$ 1.53			
	1.50	\$ 2.05			
	1.55	2.11			
	\$ 2.00	\$ 2.15			
	P. M.	P.M.	P. M.	P. M.	
	4203	141	651	917	

STATIONS	FIRST CLASS			
	1015	1017	814	
	SAT., SUN. AND HOLIDAYS	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SUN.	
	P. M.	P. M.	P. M.	
Leave				
	Will run Nov. 25 Feb. 22	Will not run Nov. 25 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Broad Street) ^T	\$ 1.30	\$ 1.30		
PENNA. STATION ^T	\$ 1.35	\$ 1.35		
NORTH PHILA. ^T	\$ 1.46	\$ 1.46		
FRANKFORD JCT. ^T				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)			\$ 1.40	
CAMDEN			\$ 1.48	
BROADWAY			\$ 1.51	
CENTER			1.52	
COOPER			1.54	
PAVONIA				
JERSEY	1.55	1.55		
DELAIR			F 1.59	
MINSON			2.01	
JORDAN	1.58	1.58		
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	2.02	2.02		
HADDONFIELD		\$ 2.03		
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	2.07	2.09		
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	2.13	2.15		
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	2.20	2.22		
HAMMONTON	2.23	\$ 2.26		
ELWOOD				
EGG HARBOR	2.32	R 2.38		
POMONA				
ABSECON-Pleasantville	G 2.41	R 2.50		
PENRED	2.46	2.56		
ATLANTIC CITY	\$ 2.50	\$ 3.00		
Arrive	P. M.	P. M.	P. M.	
	1015	1017	814	

PHILADELPHIA TO ATLANTIC CITY

STATIONS	FIRST CLASS			
	● 159	2534	1021	
	‡ DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	DAILY	
Leave	P. M.	P. M.	P. M.	
	Will not run Nov. 25 Dec. 25 Jan. 1	Will run Nov. 25 Feb. 22		
PHILA. (Broad Street) P. I. Div.			\$ 4.30	
PENNA. STATION			\$ 4.34	
NORTH PHILA.			\$ 4.43	
FRANKFORD JCT.			A 4.52	
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 4.00	\$ 4.00		
CAMDEN	\$ 4.08	\$ 4.08		
BROADWAY		\$ 4.11		
CENTER	4.11	4.12		
COOPER		4.14		
PAVONIA		F 4.16		
JERSEY			4.57	
DELAIR		F 4.20		
MINSON		4.22		
JORDAN			5.00	
COLLINGSWOOD				
OUTHBERT				
WESTMONT				
VERNON	4.16		5.04	
HADDONFIELD			P 5.05	
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD			5.11	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	4.26		5.17	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	4.32		5.24	
HAMMONTON			5.27	
ELWOOD				
EGG HARBOR	4.43		5.36	
POMONA				
ABSECON-Pleasantville	4.52		5.45	
PENRED	4.57		5.51	
ATLANTIC CITY	\$ 5.00		\$ 5.55	
Arrive	P. M.	P. M.	P. M.	
	159	2534	1021	

FIRST CLASS

	315	1077	●2592	●2568	●165
	DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
			Will not run Nov. 25 Feb. 22	Will not run Nov. 25 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1
	\$ 4.30		\$ 4.40		
			\$ 4.44		
			\$ 4.54		
			F 4.59		
		\$ 3.15			
	\$ 4.50			\$ 4.55	\$ 5.00
	\$ 4.57			\$ 5.03	\$ 5.08
	\$ 5.00			\$ 5.06	\$ 5.11
	5.01			5.07	5.12
				5.09	
				F 5.11	
			5.04		
				\$ 5.16	
		5.02	5.07	5.18	
		5.07			
	5.07	5.12			5.18
	\$ 5.08				
	5.14	5.17			5.23
	5.20	5.23			5.29
	5.27	5.30			5.36
		5.33			\$ 5.40
		5.42			\$ 5.53
		Q 5.51			\$ 6.05
		5.56			6.11
		\$ 6.00			\$ 6.15
	P. M.	P. M.	P. M.	P. M.	P. M.
	315	1077	2592	2568	165

STATIONS	FIRST CLASS			
	●9 09	●2594	●663	
	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
	Will not run Nov. 25 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Broad Street) P.T. Div.		\$ 5.18		
PENNA. STATION		\$ 5.22		
NORTH PHILA.		\$ 5.32		
FRANKFORD JCT.		F 5.37		
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 5.00		\$ 5.20	
CAMDEN	\$ 5.10		\$ 5.28	
BROADWAY	\$ 5.13		\$ 5.31	
CENTER	5.14		5.32	
COOPER				
PAVONIA				
JERSEY		5.42		
DELAIR				
MINSON		5.45		
JORDAN				
COLLINGSWOOD	\$ 5.20		\$ 5.38	
CUTHBERT	\$ 5.22		\$ 5.40	
WESTMONT	\$ 5.24		\$ 5.42	
VERNON	\$ 5.26		\$ 5.44	
HADDONFIELD	\$ 5.28		\$ 5.46	
WOODCREST	F 5.32		\$ 5.50	
ASHLAND	\$ 5.35		\$ 5.52	
OSAGE			\$ 5.54	
KIRKWOOD			\$ 6.03	
LINDENWOLD			\$ 6.06	
LUCASTON			\$ 6.09	
WEST BERLIN			\$ 6.12	
REED CROSSING			\$ 6.14	
BERLIN			\$ 6.16	
BISHOPS BRIDGE			\$ 6.19	
ATCO			\$ 6.29	
DUNBARTON			F 6.34	
FISHER			F 6.36	
CHESILHURST			F 6.38	
WATERFORD			\$ 6.40	
ANCORA			F 6.42	
WINSLOW			6.46	
HAMMONTON			\$ 6.50	
ELWOOD				
EGG HARBOR				
POMONA				
ABSECON-Pleasantville				
PENRED				
ATLANTIC CITY				
Arrive	P. M.	P. M.	P. M.	
	909	2594	663	

FIRST CLASS

●1025 DAILY EX. SUN. P. M.	●2570 DAILY EX. SUN. P. M.	171 DAILY EX. SUN. P. M.	●2596 DAILY EX. SUN. P. M.	173 DAILY EX. SUN. P. M.	●613 DAILY EX. SUN. P. M.
			First trip Dec. 6 Last trip Dec. 24		Via Clementon
\$ 5.25			\$ 5.52		
\$ 5.29			\$ 5.56		
\$ 5.39			\$ 6.06		
A 5.44					
	\$ 5.35	\$ 5.45		\$ 6.00	\$ 6.00
	\$ 5.43	\$ 5.53		\$ 6.08	\$ 6.10
	\$ 5.46	\$ 5.56		\$ 6.11	\$ 6.13
	5.47	5.57		6.12	6.14
	5.49				
5.49			6.17		
	\$ 5.54				
	5.56		6.20		
5.52					
		\$ 6.02			
		\$ 6.04			
		\$ 6.06			
5.56		\$ 6.08		6.18	
\$ 5.57		\$ 6.10			
		F 6.14			
		\$ 6.21		6.21	
		F 6.24			
6.03		F 6.27		6.23	
		\$ 6.30			
		\$ 6.33			
		\$ 6.36			
		F 6.38			
		\$ 6.40			
		F 6.43			
6.09		\$ 6.47		6.29	
		F 6.51			
		F 6.53			
		F 6.55			
		\$ 6.57			
6.16		F 7.03		6.36	7.13
6.19		\$ 7.09		\$ 6.40	\$ 7.20
6.28		\$ 7.22		\$ 6.53	
6.37		\$ 7.35		\$ 7.05	
6.41		7.41		7.11	
\$ 6.45		\$ 7.45		\$ 7.15	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1025	2570	171	2596	173	613

STATIONS	FIRST CLASS			
	●665	*†2572	◇1079	
	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SUN.	FRI. ONLY	
Leave	P. M.	P. M.	P. M.	
	Will not run Nov. 25	Will not run Nov. 2 Nov. 11 Nov. 25 Dec. 25 Jan. 1 Feb. 22		
PHILA. (Broad Street) P. T. Div.				
PENNA. STATION				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)			\$ 5.40	
PHILA. (Mkt. St. Wharf)	\$ 6.15	\$ 6.15		
CAMDEN	\$ 6.23	\$ 6.23		
BROADWAY	\$ 6.26	\$ 6.26		
CENTER	6.27	6.27		
COOPER		6.29		
PAVONIA		F 6.31		
JERSEY				
DELAIR		F 6.35		
MINSON		6.37	7.34	
JORDAN			7.39	
COLLINGSWOOD	\$ 6.33			
CUTHBERT	\$ 6.35			
WESTMONT	\$ 6.37			
VERNON	\$ 6.39		7.43	
HADDONFIELD	\$ 6.41			
WOODCREST	\$ 6.45			
ASHLAND	\$ 6.47			
OSAGE	F 6.49			
KIRKWOOD	F 6.52		7.48	
LINDENWOLD	F 6.55			
LUCASTON	F 6.58			
WEST BERLIN	\$ 7.01			
REED CROSSING	F 7.03			
BERLIN	\$ 7.05			
BISHOPS BRIDGE	F 7.07			
ATCO	\$ 7.11		7.55	
DUNBARTON	F 7.15			
FISHER	F 7.17			
CHESELHURST	F 7.19			
WATERFORD	F 7.21			
ANCORA	F 7.25			
WINSLOW	F 7.29		8.02	
HAMMONTON	\$ 7.35		8.05	
ELWOOD				
EGG HARBOR			8.15	
POMONA				
ABSECON - Pleasantville			B 8.25	
PENRED			8.31	
ATLANTIC CITY			\$ 8.35	
Arrive	P. M.	P. M.	P. M.	
	665	2572	1079	

FIRST CLASS

	●929	1029	●2714	✱2582	1033
	DAILY	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 8.30			\$ 11.45
		\$ 8.34			\$ 11.49
		\$ 8.43			\$ 11.58
	\$ 8.35		\$ 8.50	\$ 10.20	
	\$ 8.43		\$ 9.00	\$ 10.28	
	\$ 8.46		\$ 9.03	\$ 10.31	
	8.47		9.04	10.32	
			9.06	10.34	
		8.54			12.09
			F 9.11	F 10.40	
			9.13	10.42	
		8.57			12.12
	8.53	9.01			12.16
	\$ 8.55	\$ 9.02			
		9.08			12.21
		9.15			12.28
		9.22			12.35
		\$ 9.26			F 12.39
		R 9.39			R 12.50
		9.50			1.00
		9.56			1.05
		\$ 10.00			\$ 1.10
	P. M.	P. M.	P. M.	P. M.	A. M.
	929	1029	2714	2582	1033

STATIONS	FIRST CLASS			
	2551	●652	●602	
Arrive	A. M.	A. M.	A. M.	
			Via Clementon	
PHILA. (Broad Street) P. T. Div.				
PENNA. STATION				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 6.35	\$ 6.35	\$ 6.40	
CAMDEN	\$ 6.27	\$ 6.27	\$ 6.33	
BROADWAY	\$ 6.24	\$ 6.24	\$ 6.30	
CENTER	6.23	6.23	6.29	
COOPER	6.21			
PAVONIA	\$ 6.19			
JERSEY				
DELAIR	\$ 6.14			
MINSON	6.13			
JORDAN				
COLLINGSWOOD		\$ 6.18		
CUTHBERT		\$ 6.16		
WESTMONT		F 6.14		
VERNON		\$ 6.12		
HADDONFIELD		\$ 6.10		
WOODCREST		\$ 6.05		
ASHLAND		\$ 6.03		
OSAGE		F 6.00		
KIRKWOOD		\$ 5.58		
LINDENWOLD		\$ 5.55		
LUCASTON		\$ 5.52		
WEST BERLIN		\$ 5.49		
REED CROSSING		F 5.47		
BERLIN		\$ 5.46		
BISHOPS BRIDGE		F 5.43		
ATCO		\$ 5.40		
DUNBARTON		F 5.36		
FISHER		\$ 5.34		
CHESILHURST		\$ 5.32		
WATERFORD		\$ 5.30		
ANCORA		F 5.27		
WINSLOW		5.25	5.31	
HAMMONTON		\$ 5.20	\$ 5.25	
ELWOOD				
EGG HARBOR				
POMONA				
ABSECON - Pleasantville				
PENRED				
ATLANTIC CITY				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	2551	652	602	

STATIONS	FIRST CLASS			
	●106	●2591	●1002	
Arrive	A. M.	A. M.	A. M.	
		Will not run Nov. 25 Dec. 25 Jan. 1		
PHILA. (Broad Street).....		\$ 8.15	\$ 8.28	
PENNA. STATION.....		\$ 8.11	\$ 8.24	
NORTH PHILA.....		\$ 8.01	\$ 8.15	
FRANKFORD JCT.....		F 7.55	B 8.09	
NEW YORK (N.Y.Div.).....				
PHILA. (Mkt. St. Wharf).....	\$ 8.10			
CAMDEN.....	\$ 8.02			
BROADWAY.....	\$ 7.59			
CENTER.....	7.58			
COOPER.....				
PAVONIA.....				
JERSEY.....		7.50	8.04	
DELAIR.....				
MINSON.....		7.47		
JORDAN.....			8.01	
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
VERNON.....	7.53		7.57	
HADDONFIELD.....	2 7.52		\$ 7.55	
WOODCREST.....				
ASHLAND.....				
OSAGE.....				
KIRKWOOD.....	7.45			
LINDENWOLD.....				
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....				
BISHOPS BRIDGE.....				
ATCO.....	7.39			
DUNBARTON.....				
FISHER.....				
CHESILHURST.....				
WATERFORD.....				
ANCORA.....				
WINSLOW.....	7.32			
HAMMONTON.....	\$ 7.27			
ELWOOD.....				
EGG HARBOR.....	\$ 7.15			
POMONA.....				
ABSECON - Pleasantville.....	\$ 7.04			
PENRED.....	6.58			
ATLANTIC CITY.....	\$ 6.55			
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	# DAILY EX. SUN.	DAILY EX. SUN.	
	106	2591	1002	

FIRST CLASS

	●2561	102	302	●114	●2593
	A. M.	A. M.	A. M.	A. M.	A. M.
				Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22
			\$ 9.05		\$ 8.45
					\$ 8.41
					\$ 8.32
					F 8.26
	\$ 8.30	\$ 8.35	\$ 8.40	\$ 8.45	
	\$ 8.22	\$ 8.27	\$ 8.32	\$ 8.37	
	\$ 8.19	\$ 8.24	\$ 8.29	\$ 8.34	
	8.18	8.23	8.28	8.33	
	8.16				
					8.21
	F 8.09				
	8.08				8.18
		\$ 8.17			
		\$ 8.15			
		\$ 8.13			
		\$ 8.11	8.23		
		\$ 8.09	\$ 8.22		
		\$ 8.04			
		\$ 8.02			
		\$ 8.00			
		\$ 7.58	8.17		
		\$ 7.55			
		F 7.52			
		\$ 7.49			
		\$ 7.47			
		\$ 7.46			
		\$ 7.43			
		\$ 7.39	8.10		
		F 7.27			
		F 7.26			
		F 7.23			
		\$ 7.21			
		F 7.15	8.03	8.09	
		\$ 7.10		\$ 8.04	
		\$ 6.57		7.55	
		\$ 6.45		\$ 7.44	
		6.39		7.38	
		\$ 6.35		\$ 7.35	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.
	2561	102	302	114	2593

STATIONS	FIRST CLASS			
	1006	●906	●120	
	A. M.	A. M.	A. M.	
Arrive				
	Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1	
PHILA. (Broad Street)	\$ 9.05			
PENNA. STATION	\$ 9.01			
NORTH PHILA.	\$ 8.51			
FRANKFORD JCT.	\$ 8.45			
NEW YORK (N. Y. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 8.55	\$ 9.10	
CAMDEN		\$ 8.48	\$ 9.02	
BROADWAY		\$ 8.45		
CENTER		8.44	8.59	
COOPER				
PAVONIA				
JERSEY	8.40			
DELAIR				
MINSON				
JORDAN	8.37			
COLLINGSWOOD		\$ 8.39		
CUTHBERT		F 8.37		
WESTMONT				
VERNON	8.33	\$ 8.34	8.54	
HADDONFIELD	\$ 8.32	\$ 8.32		
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	8.27			
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	8.21		8.44	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	8.14		8.38	
HAMMONTON	8.11			
ELWOOD				
EGG HARBOR	8.02		8.27	
POMONA				
ABSECON-Pleasantville	7.53		8.18	
PENRED.	7.48		8.13	
ATLANTIC CITY	\$ 7.45		\$ 8.10	
Leave	A. M.	A. M.	A. M.	
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	
	1006	906	120	

FIRST CLASS

	‡2359	●1008	●908	1070	807
	A. M.	A. M.	A. M.	P. M.	A. M.
					Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22
		\$ 9.58			
		\$ 9.54			
		\$ 9.45			
		B 9.39			
				\$ 12.09	
	\$ 9.45		\$ 9.50		\$ 10.50
	\$ 9.37		\$ 9.40		\$ 10.42
	\$ 9.34		\$ 9.37		\$ 10.39
	9.33		9.36		10.38
	9.31				10.36
		9.33			
	\$ 9.25				F 10.30
	9.23			10.25	10.29
		9.80		10.20	
		9.26	9.30	10.16	
		Z 9.25	\$ 9.28		
		9.18		10.11	
		9.12		10.05	
		9.05		9.58	
		\$ 9.00		9.55	
		U 8.50		9.46	
		U 8.39		A 9.35	
		8.34		9.29	
		\$ 8.30		\$ 9.25	
	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.
	2359	1008	908	1070	807

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	1014	●914	1010	2531
Arrive	A. M.	A. M.	A. M.	A. M.
				Will run Nov. 25 Feb. 22
PHILA. (Broad Street) P. T. Div.	\$ 11.00		\$ 11.00	
PENNA. STATION	\$ 10.56		\$ 10.56	
NORTH PHILA.	\$ 10.46		\$ 10.46	
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)		\$ 10.50		\$ 10.56
CAMDEN		\$ 10.42		\$ 10.47
BROADWAY		\$ 10.39		\$ 10.44
CENTER		10.38		10.43
COOPER				10.41
PAVONIA				
JERSEY	10.35		10.35	
DELAIR				
MINSON				10.36
JORDAN	10.32		10.32	
COLLINGSWOOD				
CUTHBERT				
WESTMONT.				
VERNON	10.28	10.32	10.28	
HADDONFIELD	Z 10.27	\$ 10.30		
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	10.20		10.23	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	10.13		10.17	
DUNBARTON				
FISHER				
OHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	10.06		10.10	
HAMMONTON	\$ 10.01		10.07	
ELWOOD				
EGG HARBOR	U 9.50		9.58	
POMONA				
ABSECON-Pleasantville	U 9.39		9.49	
PENRED	9.34		9.44	
ATLANTIC CITY	\$ 9.30		\$ 9.40	
Leave	A. M.	A. M.	A. M.	A. M.
	SUN. ONLY	SUN. ONLY	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS
	1014	914	1010	2531

FIRST CLASS

●2595	●1012	●912	●2573	1016	●916
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
First trip Dec. 6			Will not run Dec. 25 Jan. 1		
Last trip Dec. 24					
\$ 11.20	\$ 1.05			\$ 3.10	
\$ 11.16	\$ 1.01			\$ 3.06	
\$ 11.06	\$ 12.51			\$ 2.55	
		\$ 12.55	\$ 1.30		\$ 3.00
		\$ 12.46	\$ 1.22		\$ 2.52
		\$ 12.43	\$ 1.19		\$ 2.49
		12.42	1.18		2.48
			1.16		
			F 1.14		
10.56	12.40			2.45	
10.53			1.10		
	12.37			2.42	
	12.33	12.36		2.88	2.42
	Z 12.31	\$ 12.34		Z 2.37	\$ 2.40
	12.24			2.30	
	12.18			2.24	
	12.11			2.17	
	\$ 12.06			2.14	
	U 11.55			2.05	
	U 11.44			1.55	
	11.39			1.49	
	\$ 11.35			\$ 1.45	
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	± SAT. ONLY	DAILY	DAILY
2595	1012	912	2573	1016	916

STATIONS	FIRST CLASS			
	1072	2571	◇1078	
	P. M.	P. M.	P. M.	
Arrive				
		Will not run Nov. 25 Feb. 22	Will also run Tuesday Feb. 22	
PHILA. (Broad Street) P.				
PENNA. STATION I.				
NORTH PHILA. D.V.				
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)	\$ 5.18		\$ 6.55	
PHILA. (Mkt. St. Wharf)		\$ 4.35		
CAMDEN		\$ 4.27		
BROADWAY		\$ 4.24		
CENTER		4.23		
COOPER		4.21		
PAVONIA				
JERSEY				
DELAIR				
MINSON	3.30	4.15	5.10	
JORDAN	3.25		5.05	
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	3.21		5.01	
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	3.16		4.56	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	3.10		4.50	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	3.03		4.43	
HAMMONTON	3.00		4.40	
ELWOOD				
EGG HARBOR	2.51		4.31	
POMONA				
ABSECON - Pleasantville	A 2.40		A 4.20	
PENRED	2.34		4.14	
ATLANTIC CITY	\$ 2.30		\$ 4.10	
Leave	P. M.	P. M.	P. M.	
	DAILY	‡ DAILY EX. SAT. & SUN.	SUN. ONLY	
	1072	2571	1078	

FIRST CLASS

	2575	148	4218	1018	1020
	P. M.	P. M.	P. M.	P. M.	P. M.
	Will not run Nov. 2 Nov. 11 Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	C. R. R. of N. J.	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22
				\$ 6.10	\$ 6.15
				\$ 6.06	\$ 6.11
				\$ 5.56	\$ 6.01
				B 5.49	B 5.54
	\$ 6.00	\$ 6.05			
	\$ 5.50	\$ 5.57			
	\$ 5.47	\$ 5.54			
	5.46	5.53			
	5.44				
	\$ 5.42				
				5.44	5.49
	F 5.38				
	5.37				
				5.41	5.46
		\$ 5.48			
		F 5.44		5.37	5.42
		\$ 5.40			Z 5.40
		F 5.27			
		F 5.25			
		F 5.22			
		F 5.20		5.32	5.33
		F 5.17			
		F 5.14			
		F 5.11			
		F 5.09			
		S 5.08			
		F 5.05			
		S 5.02		5.25	5.27
		F 4.57			
		F 4.55			
		F 4.53			
		S 4.51			
		F 4.47			
		F 4.44	5.08	5.18	5.20
		\$ 4.39	\$ 5.03	5.15	\$ 5.15
		F 4.30			
		S 4.28	4.53	5.06	5.06
		F 4.13			
		S 4.06	4.44	U 4.55	U 4.55
		3.59	4.39	4.49	4.49
		\$ 3.55	\$ 4.35	\$ 4.45	\$ 4.45
	P. M.	P. M.	P. M.	P. M.	P. M.
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	‡ DAILY EX. SUN.
	2575	148	4218	1018	1020

STATIONS	FIRST CLASS			
	*310	●160	4262	
Arrive	P. M.	P. M.	P. M.	
		Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	C. R. R. of N.J.	
PHILA. (Broad Street)				
PENNA. STATION				
NORTH PHILA.				
FRANKFORD JCT.				
NEW YORK (N.Y. Div.)				
PHILA. (Mkt. St. Wharf)	\$ 6.16	\$ 6.25		
CAMDEN	\$ 6.05	\$ 6.17		
BROADWAY	\$ 6.02			
CENTER	6.01	6.13		
COOPER				
PAVONIA				
JERSEY				
DELAIR				
MINSON				
JORDAN				
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	5.55	6.07		
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	5.50	6.02		
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	5.43	5.55		
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	5.36	5.48	6.03	
HAMMONTON		5.45	\$ 5.58	
ELWOOD				
EGG HARBOR		5.35	5.48	
POMONA				
ABSECON-Pleasantville		5.25	5.39	
PENRED		5.19	5.34	
ATLANTIC CITY		\$ 5.15	\$ 5.30	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	SUN. ONLY	
	310	160	4262	

FIRST CLASS

±2577	●1022	●166	2581	●1026	●172
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22
	\$ 7.05			\$ 8.00	
	\$ 7.01			\$ 7.56	
	\$ 6.51			\$ 7.46	
	B 6.45				
\$ 6.40		\$ 7.40	\$ 7.45		\$ 8.40
\$ 6.32		\$ 7.33	\$ 7.37		\$ 8.32
\$ 6.29			\$ 7.34		
6.28		7.29	7.33		8.28
6.26			7.31		
F 6.24			F 7.29		
	6.40			7.36	
F 6.17			F 7.23		
6.16			7.21		
	6.37			7.33	
	6.33	7.23		7.29	8.22
	6.28	7.18		7.24	8.17
	6.22	7.12		7.18	8.10
	6.15	7.05		7.11	8.03
	6.12	\$ 7.00		7.08	8.00
	6.03	6.50		6.59	7.50
	5.54	U 6.39		6.49	7.40
	5.49	6.34		6.44	7.34
	\$ 5.45	\$ 6.30		\$ 6.40	\$ 7.30
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY	SUN. ONLY	DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS
2577	1022	166	2581	1026	172

ATLANTIC CITY TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●1080	178	1030	
	P. M.	P. M.	P. M.	
Arrive				
	First trip Jan. 2	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
	Will also run Feb. 22			
PHILA. (Broad Street) P. I. Div.			\$ 10.25	
PENNA. STATION			\$ 10.21	
NORTH PHILA.			\$ 10.09	
FRANKFORD JCT.			B 10.03	
NEW YORK (N.Y. Div.)	\$ 10.25			
PHILA. (Mkt. St. Wharf)		\$ 9.45		
CAMDEN		\$ 9.37		
BROADWAY				
CENTER		9.33		
COOPER				
PAVONIA				
JERSEY			9.57	
DELAIR				
MINSON	8.38			
JORDAN	8.33		9.54	
COLLINGSWOOD				
CUTHBERT				
WESTMONT				
VERNON	8.29	9.27	9.50	
HADDONFIELD				
WOODCREST				
ASHLAND				
OSAGE				
KIRKWOOD	8.24	9.22	9.45	
LINDENWOLD				
LUCASTON				
WEST BERLIN				
REED CROSSING				
BERLIN				
BISHOPS BRIDGE				
ATCO	8.18	9.15	9.38	
DUNBARTON				
FISHER				
CHESILHURST				
WATERFORD				
ANCORA				
WINSLOW	8.11	9.08	9.30	
HAMMONTON	8.08	\$ 9.03	9.27	
ELWOOD				
EGG HARBOR	7.59	F 8.51	9.16	
POMONA				
ABSECON-Pleasantville	7.49	F 8.39	9.05	
PENRED	7.44	8.34	8.59	
ATLANTIC CITY	\$ 7.40	\$ 8.30	\$ 8.55	
Leave	P. M.	P. M.	P. M.	
	SUN. ONLY	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS	
	1080	178	1030	

FIRST CLASS

	●2713	1032	●932	●1036	●190
	P. M.	P. M.	P. M.	P. M.	P. M.
		Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22
		\$ 10.50		\$ 11.40	
		\$ 10.46		\$ 11.36	
		\$ 10.36		\$ 11.26	
		B 10.30		B 11.20	
	\$ 10.25		\$ 10.40		\$ 11.40
	\$ 10.17		\$ 10.31		\$ 11.32
	\$ 10.14		\$ 10.28		
	10.13		10.27		11.28
	10.11				
		10.25		11.15	
	F 10.04				
	10.03				
		10.22		11.12	
		10.18	10.21	11.08	11.22
		Z 10.16	\$ 10.19		
		10.09		11.03	11.17
		10.02		10.57	11.10
		9.55		10.50	11.03
		\$ 9.50		10.47	\$ 10.58
		9.40		10.38	10.49
		9.30		10.29	10.39
		9.24		10.24	10.34
		\$ 9.20		\$ 10.20	\$ 10.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	SUN. ONLY	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	SUNDAYS AND HOLIDAYS
	2713	1032	932	1036	190

42 PHILADELPHIA TO MILLVILLE AND WOODBINE JCT.

STATIONS	FIRST CLASS			
	*301	601	751	
	DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
		Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Market St. Whf.)	\$ 4.30	\$ 5.30	\$ 6.10	
CAMDEN	\$ 4.45	\$ 5.39	\$ 6.18	
BROADWAY	\$ 4.48	\$ 5.42	\$ 6.21	
CENTER	4.49	5.43	6.22	
SOUTH CAMDEN		F 5.46		
BROWN	4.52	5.47	6.25	
YORKSHIP				
GLOUCESTER	\$ 4.56			
SOUTH GLOUCESTER				
BROOKLAWN				
WESTVILLE	\$ 5.01		\$ 6.30	
SOUTH WESTVILLE				
NORTH WOODBURY				
WOODBURY	\$ 5.09		\$ 6.35	
REDOAK	5.19		6.36	
WOODBURY HEIGHTS	B 5.22		F 6.38	
WENONAH	\$ 5.26		\$ 6.41	
SEWELL	\$ 5.30		F 6.44	
PITMAN	\$ 5.38		\$ 6.49	
GLASSBORO	\$ 5.46		\$ 6.53	
SOUTH GLASSBORO	F 5.48		F 6.54	
CLAYTON	\$ 5.54		\$ 6.59	
FRANKLINVILLE	\$ 6.00		F 7.03	
IONA	F 6.03		F 7.05	
MALAGA	F 6.08		F 7.08	
LAKE	Ⓐ 6.13		Ⓑ 7.11	
NEWFIELD	\$ 6.20		\$ 7.16	
NORTH VINELAND	F 6.23		F 7.19	
HOME	6.28		7.23	
VINELAND	\$ Note 6.35		\$ 7.27	
SOUTH VINELAND	F 6.44		F 7.34	
MILLVILLE	\$ 6.55		\$ 7.40	
MENANTICO	F 7.02			
MANUMUSKIN	F 7.08		MU	
BELLEPLAIN	F 7.19			
WOODBINE	\$ 7.26			
PINE	7.29			
WOODBINE JCT.	7.34			
Arrive	A. M.	A. M.	A. M.	
	301	601	751	

NOTE—No. 301 is superior by direction to Nos. 754 and 756.

FIRST CLASS

	753 # DAILY EX. SAT. & SUN.	●701 # SAT. ONLY	●373 SUN. ONLY	✱●703 # DAILY EX. SAT. & SUN.	755 SUNDAYS AND HOLIDAYS
	A. M.	A. M.	A. M.	A. M.	A. M.
	Will not run Nov. 25 Feb. 22	Will not run Dec. 25 Jan. 1		Will not run Nov. 25 Feb. 22	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22
	\$ 7.20	\$ 7.35	\$ 7.45		\$ 8.30
	\$ 7.29	\$ 7.44	\$ 7.53		\$ 8.39
	\$ 7.32	\$ 7.47	\$ 7.56		\$ 8.42
	7.33	7.48	7.57		8.43
	F 7.36	F 7.51			
	7.37	7.52	8.00		8.45
	F 7.38	F 7.53			
	\$ 7.41	\$ 7.56			F 8.49
	F 7.42	F 7.57			
	F 7.44	F 7.59			F 8.51
	\$ 7.45	\$ 8.00			F 8.52
	F 7.46	F 8.01			
	F 7.48	F 8.03			F 8.55
	\$ 7.51	\$ 8.06		\$ 8.08	\$ 8.58
	7.52	8.07		8.09	8.59
	F 7.54	F 8.09		\$ 8.11	F 9.01
	\$ 7.57	\$ 8.12		\$ 8.15	F 9.04
	\$ 8.00	\$ 8.16		\$ 8.19	F 9.07
	\$ 8.05	\$ 8.21		\$ 8.25	\$ 9.12
	\$ 8.09	\$ 8.25		\$ 8.30	\$ 9.15
	F 8.10				F 9.16
	\$ 8.15				\$ 9.21
	\$ 8.20				F 9.25
	F 8.22				F 9.27
	F 8.25				F 9.30
	© 8.28				9.33
	\$ 8.30				\$ 9.35
	F 8.33				F 9.38
	8.37				9.42
	\$ 8.40				\$ 9.45
	F 8.45				F 9.50
	\$ 8.50				\$ 9.55
	MU	MU			MU
	A. M.	A. M.	A. M.	A. M.	A. M.
	753	701	373	703	755

44 PHILADELPHIA TO MILLVILLE AND WOODBINE JCT.

STATIONS	FIRST CLASS			
		375	759	
		SUN. ONLY	DAILY EX. SUN.	
Leave		A. M.	P. M.	
PHILA. (Market St. Whf.)		\$ 9.30	\$ 12.10	
CAMDEN		\$ 9.38	\$ 12.18	
BROADWAY		\$ 9.41	\$ 12.21	
CENTER		9.42	12.22	
SOUTH CAMDEN			F 12.25	
BROWN		9.45	12.26	
YORKSHIP			F 12.27	
GLOUCESTER			\$ 12.30	
SOUTH GLOUCESTER			F 12.31	
BROOKLAWN			F 12.33	
WESTVILLE			\$ 12.34	
SOUTH WESTVILLE			F 12.35	
NORTH WOODBURY			F 12.37	
WOODBURY			\$ 12.42	
REDOAK			12.43	
WOODBURY HEIGHTS.			F 12.45	
WENONAH			\$ 12.48	
SEWELL			F 12.51	
PTTMAN			\$ 12.56	
GLASSBORO			\$ 1.03	
SOUTH GLASSBORO			F 1.04	
CLAYTON			\$ 1.09	
FRANKLINVILLE			F 1.14	
IONA			F 1.16	
MALAGA			F 1.19	
LAKE			1.22	
NEWFIELD			\$ 1.24	
NORTH VINELAND			F 1.27	
HOME			1.31	
VINELAND			\$ 1.34	
SOUTH VINELAND			F 1.39	
MILLVILLE			\$ 1.45	
MENANTICO			MU	
MANUMUSKIN				
BELLEPLAIN				
WOODBINE				
PINE				
WOODBINE JCT.				
Arrive		A. M.	P. M.	
		375	759	

	879	●311	●603	851	●705
	# SAT. ONLY	# SAT. ONLY	# SAT. ONLY	# SAT. ONLY	# SAT. ONLY
	P. M.	P. M.	P. M.	P. M.	P. M.
	Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1
	\$ 12.35	\$ 12.45	\$ 12.45	\$ 12.50	\$ 1.10
	\$ 12.43	\$ 12.53	\$ 12.55	\$ 12.58	\$ 1.19
	\$ 12.46	\$ 12.56	\$ 12.58	\$ 1.01	\$ 1.22
	12.47	12.57	12.59	1.02	1.23
	12.50	1.00	F 1.02 1.03	1.05	F 1.26 1.27
				\$ 1.09	F 1.28 \$ 1.31
					F 1.32
	12.54			\$ 1.12	F 1.34
				\$ 1.14	\$ 1.35
				\$ 1.16	F 1.36
				\$ 1.20	F 1.38
	\$ 12.59			\$ 1.23	\$ 1.41
	1.00			1.24	1.42
	\$ 1.02				F 1.44
	\$ 1.06				F 1.47
	\$ 1.10				F 1.51
	\$ 1.16				\$ 1.56
	\$ 1.21				\$ 2.00
					F 2.02
					\$ 2.10
					MU
	P. M.	P. M.	P. M.	P. M.	P. M.
	879	311	603	851	705

46 PHILADELPHIA TO MILLVILLE AND WOODBINE JCT.

STATIONS	FIRST CLASS			
	●605	●763	765	
	‡ SAT. ONLY	‡ SAT. ONLY	‡ DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
	Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1	Will not run Nov. 25 Feb. 22	
PHILA. (Market St. Whf.)	\$ 1.30	\$ 1.45	\$ 2.45	
CAMDEN	\$ 1.38	\$ 1.54	\$ 2.53	
BROADWAY	\$ 1.41	\$ 1.57	\$ 2.56	
CENTER	1.42	1.58	2.57	
SOUTH CAMDEN	F 1.45		F 3.00	
BROWN	1.46	2.01	3.01	
YORKSHIP		F 2.02	F 3.02	
GLOUCESTER		F 2.05	F 3.05	
SOUTH GLOUCESTER		F 2.06	F 3.06	
BROOKLAWN		F 2.08	F 3.08	
WESTVILLE		F 2.09	F 3.09	
SOUTH WESTVILLE		F 2.10	F 3.10	
NORTH WOODBURY		F 2.12	F 3.12	
WOODBURY		\$ 2.15	\$ 3.15	
REDOAK		2.16	3.16	
WOODBURY HEIGHTS		F 2.18	F 3.18	
WENONAH		\$ 2.21	\$ 3.21	
SEWELL		F 2.24	F 3.24	
PITMAN		\$ 2.29	\$ 3.29	
GLASSBORO		\$ 2.33	\$ 3.33	
SOUTH GLASSBORO		F 2.34	F 3.34	
CLAYTON		\$ 2.39	\$ 3.39	
FRANKLINVILLE		F 2.44	F 3.43	
IONA		F 2.46	F 3.46	
MALAGA		F 2.49	F 3.49	
LAKE		2.52	3.52	
NEWFIELD		\$ 2.54	\$ 3.54	
NORTH VINELAND		F 2.57	F 3.57	
HOME		3.01	4.01	
VINELAND		\$ 3.04	\$ 4.04	
SOUTH VINELAND		F 3.09	F 4.09	
MILLVILLE		\$ 3.15	\$ 4.15	
MENANTICO				
MANUMUSKIN		MU	MU	
BELLEPLAIN				
WOODBINE				
PINE				
WOODBINE JCT.				
Arrive	P. M.	P. M.	P. M.	
	605	763	765	

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

FIRST CLASS

	●707 ‡ SAT. ONLY P. M.	●769 DAILY EX. SUN. P. M.	607 ‡ DAILY EX. SUN. P. M.	●709 ‡ DAILY EX. SAT. & SUN. P. M.	853 ‡ DAILY EX. SAT. & SUN. P. M.
	Will not run Dec. 25 Jan. 1		Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Feb. 22	Will not run Nov. 25
	\$ 2.45	\$ 3.45	\$ 4.30	\$ 4.35	\$ 4.40
	\$ 2.53	\$ 3.53	\$ 4.39	\$ 4.44	\$ 4.50
	\$ 2.56	\$ 3.56	\$ 4.42	\$ 4.47	\$ 4.53
	2.57	3.57	4.43	4.48	4.54
	F 3.00	F 4.00	F 4.46	F 4.51	
	3.01	4.01	4.47	4.52	4.57
	F 3.02	F 4.02		F 4.53	
	F 3.05	F 4.05		\$ 4.56	
	F 3.06	F 4.06		F 4.57	
	F 3.08	F 4.08		F 4.59	F 5.02
	F 3.09	F 4.09		\$ 5.00	\$ 5.04
	F 3.10	F 4.10		\$ 5.01	
	F 3.12	F 4.12		\$ 5.03	\$ 5.08
	\$ 3.15	\$ 4.15		\$ 5.06	\$ 5.11
	3.16	4.16		5.07	5.12
	F 3.18	F 4.18		\$ 5.09	
	\$ 3.21	\$ 4.21		\$ 5.13	
	F 3.24	F 4.24		\$ 5.17	
	\$ 3.29	\$ 4.29		\$ 5.22	
	\$ 3.33	\$ 4.33		\$ 5.26	
		F 4.34			
		\$ 4.39			
		\$ 4.44			
		F 4.46			
		F 4.49			
		① 4.52			
		\$ 4.54			
		F 4.57			
		\$ 5.01			
		\$ 5.04			
		F 5.09			
		\$ 5.15			
	MU	MU		MU	
	P. M.	P. M.	P. M.	P. M.	P. M.
	707	769	607	709	853

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

48 PHILADELPHIA TO MILLVILLE AND WOODBINE JCT.

STATIONS	FIRST CLASS			
	● 711 ‡ DAILY EX. SAT. & SUN.	771 ‡ SAT. ONLY	773 ‡ DAILY EX. SAT. & SUN.	
	P. M.	P. M.	P. M.	
Leave				
	Will not run Nov. 25 Feb. 22	Will not run Dec. 25 Jan. 1	Will not run Nov. 25	
PHILA. (Market St. Whf.)	\$ 4.50	\$ 4.55	\$ 5.05	
CAMDEN	\$ 4.58	\$ 5.03	\$ 5.13	
BROADWAY	\$ 5.01	\$ 5.06	\$ 5.16	
CENTER	5.02	5.07	5.17	
SOUTH CAMDEN	F 5.05	F 5.10		
BROWN	5.06	5.11	5.20	
YORKSHIP	F 5.07	F 5.12	F 5.21	
GLOUCESTER	\$ 5.10	F 5.15	F 5.24	
SOUTH GLOUCESTER	F 5.11	F 5.16		
BROOKLAWN	F 5.13	F 5.18		
WESTVILLE	\$ 5.14	\$ 5.19	\$ 5.27	
SOUTH WESTVILLE	F 5.15	F 5.20		
NORTH WOODBURY	F 5.17	F 5.22		
WOODBURY	\$ 5.20	\$ 5.25		
REDOAK	5.21	5.26	5.31	
WOODBURY HEIGHTS	F 5.23	F 5.28		
WENONAH	\$ 5.26	\$ 5.31		
SEWELL	F 5.29	F 5.34		
PITMAN	\$ 5.34	\$ 5.39	\$ 5.40	
GLASSBORO	\$ 5.38	\$ 5.44	\$ 5.44	
SOUTH GLASSBORO		F 5.45	F 5.45	
CLAYTON		\$ 5.50	\$ 5.50	
FRANKLINVILLE		\$ Note 5.55	\$ Note 5.55	
IONA		F 5.57	F 5.57	
MALAGA		F 6.00	F 6.00	
LAKE		® 6.03	® 6.03	
NEWFIELD		\$ 6.05	\$ 6.05	
NORTH VINELAND		F 6.08	F 6.08	
HOME		6.12	6.12	
VINELAND		\$ 6.15	\$ 6.15	
SOUTH VINELAND		F 6.20	F 6.20	
MILLVILLE		\$ 6.25	\$ 6.25	
MENANTICO				
MANUMUSKIN	MU	MU	MU	
BELLEPLAIN				
WOODBINE				
PINE				
WOODBINE JCT.				
Arrive	P. M.	P. M.	P. M.	
	711	771	773	

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

	●609 ‡ DAILY EX. SAT. & SUN. P. M.	883 ‡ DAILY EX. SAT. & SUN. P. M.	●713 ‡ DAILY EX. SAT. & SUN. P. M.	●715 SAT. ONLY P. M.	●611 DAILY EX. SAT. & SUN. ‡ P. M.
	Will not run Nov. 25	Will not run Nov. 25	Will not run Nov. 25	Will not run Dec. 25 Jan. 1	Will not run Nov. 25 Feb. 22
	\$ 5.05	\$ 5.15	\$ 5.25	\$ 5.25	\$ 5.25
	\$ 5.15	\$ 5.23	\$ 5.33	\$ 5.33	\$ 5.35
	\$ 5.18	\$ 5.26	\$ 5.36	\$ 5.36	\$ 5.38
	5.19	5.27	5.37	5.37	5.39
	F 5.22		F 5.40	F 5.40	F 5.42
	5.23	5.30	5.41	5.41	5.43
			F 5.42	F 5.42	
			\$ 5.46	\$ 5.46	
			F 5.46	F 5.46	
			F 5.48	F 5.48	
		5.35	\$ 5.49	\$ 5.49	
			\$ 5.50	\$ 5.50	
			\$ 5.52	\$ 5.52	
		\$ 5.40	\$ 5.55	\$ 5.55	
		5.41	5.56	5.56	
		\$ 5.43	\$ 5.58	\$ 5.58	
		\$ 5.47	Note \$ 6.01	\$ 6.01	
		\$ 5.51	\$ 6.04	\$ 6.04	
		\$ 5.56	\$ 6.09	\$ 6.09	
		\$ 6.00	\$ 6.13	\$ 6.13	
			F 6.14		
			\$ ①6.21		
			MU	MU	
	P. M.	P. M.	P. M.	P. M.	P. M.
	609	883	713	715	611

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

50 PHILADELPHIA TO MILLVILLE AND WOODBINE JCT.

STATIONS	FIRST CLASS			
		●775		
		DAILY EX. SUN.		
Leave		P. M.		
PHILA. (Market St. Whf.)		\$ 5.50		
CAMDEN		\$ 5.58		
BROADWAY		\$ 6.01		
CENTER		6.02		
SOUTH CAMDEN		F 6.05		
BROWN		6.06		
YORKSHIP		F 6.07		
GLOUCESTER		\$ 6.10		
SOUTH GLOUCESTER		F 6.11		
BROOKLAWN		F 6.13		
WESTVILLE		\$ 6.14		
SOUTH WESTVILLE		F 6.15		
NORTH WOODBURY		\$ 6.17		
WOODBURY		\$ 6.20		
REDOAK		6.21		
WOODBURY HEIGHTS		F 6.23		
WENONAH		\$ 6.26		
SEWELL		F 6.29		
PITMAN		\$ 6.34		
GLASSBORO		\$ 6.37		
SOUTH GLASSBORO		F 6.38		
CLAYTON		\$ 6.43		
FRANKLINVILLE		F 6.47		
IONA		F 6.49		
MALAGA		F 6.51		
LAKE		6.54		
NEWFIELD		\$ 6.56		
NORTH VINELAND		F 6.59		
HOME		7.03		
VINELAND		\$ 7.05		
SOUTH VINELAND		F 7.10		
MILLVILLE		\$ 7.15		
MENANTICO				
MANUMUSKIN		MU		
BELLEPLAIN				
WOODBINE				
PINE				
WOODBINE JCT				
Arrive		P. M.		
		775		

FIRST CLASS

	●613 DAILY EX. SUN.	777 SUN. ONLY	779 ± DAILY EX. SUN.	●781 ± DAILY	●783 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
			Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
	\$ 6.00	\$ 6.15	\$ 7.00	\$ 8.30	\$ 11.50
	\$ 6.10	\$ 6.23	\$ 7.08	\$ 8.38	\$ 11.58
	\$ 6.13	\$ 6.26	\$ 7.11	\$ 8.41	\$ 12.01
	6.14	6.27	7.12	8.42	12.02
	F 6.17	F 6.30	F 7.15		F 12.05
	6.18	6.31	7.16	8.45	12.06
		F 6.32	F 7.17	F 8.46	
		F 6.35	\$ 7.20	F 8.49	F 12.09
		F 6.36	F 7.21	F 8.50	F 12.10
		F 6.38	F 7.23	F 8.52	F 12.12
		F 6.39	F 7.24	F 8.53	F 12.13
		F 6.40	F 7.25	F 8.54	F 12.14
		F 6.42	F 7.27	F 8.56	F 12.16
		\$ 6.45	\$ 7.30	\$ 8.59	\$ 12.19
		6.46	7.31	9.00	12.20
		F 6.48	F 7.33	F 9.02	F 12.22
		\$ 6.51	\$ 7.36	\$ 9.05	F 12.25
		F 6.54	F 7.39	F 9.08	F 12.28
		\$ 6.59	\$ 7.44	\$ 9.13	\$ 12.32
		\$ 7.02	\$ 7.47	\$ 9.16	\$ 12.35
		F 7.03	F 7.48	F 9.17	F 12.36
		\$ 7.08	\$ 7.53	\$ 9.22	\$ 12.41
		F 7.12	F 7.57	F 9.26	F 12.45
		F 7.14	F 7.59	F 9.28	F 12.47
		F 7.16	F 8.01	F 9.31	F 12.50
		7.19	8.04	⑨9.34	12.53
		\$ 7.21	\$ 8.06	\$ 9.36	\$ 12.55
		F 7.24	F 8.09	F 9.39	F 12.58
		7.28	8.13	9.43	1.02
		\$ 7.30	\$ 8.15	\$ 9.45	\$ 1.05
		F 7.35	F 8.20	F 9.50	F 1.10
		\$ 7.40	\$ 8.25	\$ 9.55	\$ 1.15
		MU	MU	MU	MU
	P. M.	P. M.	P. M.	P. M.	A. M.
	613	777	779	781	783

52 WOODBINE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●752	●602	●704	
	A. M.	A. M.	A. M.	
Arrive				
			Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Market St. Whf.)	\$ 6.25	\$ 6.40	\$ 7.05	
CAMDEN	\$ 6.18	\$ 6.33	\$ 6.56	
BROADWAY	\$ 6.15	\$ 6.30	\$ 6.53	
CENTER	6.14	6.29	6.52	
SOUTH CAMDEN	F 6.11	F 6.26	F 6.48	
BROWN	6.10	6.25	6.47	
YORKSHIP	F 6.09		F 6.46	
GLOUCESTER	\$ 6.06		\$ 6.43	
SOUTH GLOUCESTER	F 6.04		F 6.41	
BROOKLAWN	F 6.02		F 6.39	
WESTVILLE	\$ 6.01		\$ 6.38	
SOUTH WESTVILLE	F 6.00		\$ 6.37	
NORTH WOODBURY	\$ 5.58		\$ 6.34	
WOODBURY	\$ 5.56		\$ 6.32	
REDOAK	5.54		6.30	
WOODBURY HEIGHTS	\$ 5.52		\$ 6.28	
WENONAH	\$ 5.49		\$ 6.25	
SEWELL	\$ 5.46		\$ 6.22	
PITMAN	\$ 5.43		\$ 6.18	
GLASSBORO	\$ 5.40		\$ 6.15	
SOUTH GLASSBORO	F 5.36			
CLAYTON	\$ 5.33			
FRANKLINVILLE	\$ 5.28			
IONA	F 5.26			
MALAGA	\$ 5.23			
LAKE	5.20			
NEWFIELD	\$ 5.19			
NORTH VINELAND	F 5.16			
HOME	5.12			
VINELAND	\$ 5.10			
SOUTH VINELAND	F 5.05			
MILLVILLE	\$ 5.00			
MENANTICO	MU		MU	
MANUMUSKIN				
BELLEPLAIN				
WOODBINE				
PINE				
WOODBINE JCT.				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SUN.	
	752	602	704	

FIRST CLASS

		●604	●754	●706	●606
		A. M.	A. M.	A. M.	A. M.
		Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22
		\$ 7.25	\$ 7.30	\$ 7.55	\$ 7.55
		\$ 7.17	\$ 7.22	\$ 7.45	\$ 7.47
		\$ 7.14	\$ 7.19	\$ 7.42	\$ 7.44
		7.13	7.18	7.41	7.43
		F 7.10	F 7.15	F 7.38	F 7.40
		7.09	7.14	7.37	7.39
			F 7.12	F 7.36	
			\$ 7.09	\$ 7.33	
			F 7.07	F 7.31	
			F 7.05	F 7.29	
			\$ 7.04	\$ 7.28	
			\$ 7.03	\$ 7.27	
			\$ 7.00	\$ 7.24	
			\$ 6.58	\$ 7.22	
			6.56	7.20	
			\$ 6.54	\$ 7.18	
			\$ 6.51	\$ 7.15	
			\$ 6.48	\$ 7.12	
			\$ 6.44	\$ 7.08	
			\$ 6.41	\$ 7.05	
			F 6.37		
			\$ 6.34		
			\$ 6.29		
			F 6.26		
			F 6.23		
			6.20		
			\$ ① 6.19		
			F 6.16		
			6.12		
			\$ Note 6.10		
			F 6.05		
			\$ 6.00		
			MU	MU	
		A. M.	A. M.	A. M.	A. M.
		‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SUN.
		604	754	706	606

NOTE—No. 301 is superior by direction to Nos. 754 and 756.

54 WOODBINE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	●708	756		
	A. M.	A. M.		
Arrive				
	Will not run Nov. 25 Dec. 25 Jan. 1			
PHILA. (Market St. Whf.)	\$ 8.05	\$ 8.25		
CAMDEN	\$ 7.68	\$ 8.16		
BROADWAY	\$ 7.55	\$ 8.13		
CENTER	7.54	8.12		
SOUTH CAMDEN	F 7.61	F 8.08		
BROWN	7.50	8.07		
YORKSHIP	F 7.49	F 8.06		
GLOUCESTER	\$ 7.46	\$ 8.03		
SOUTH GLOUCESTER		F 8.01		
BROOKLAWN	\$ 7.43	F 7.59		
WESTVILLE		\$ 7.58		
SOUTH WESTVILLE		F 7.57		
NORTH WOODBURY	\$ 7.39	\$ 7.54		
WOODBURY	\$ 7.37	\$ 7.52		
REDOAK	7.35	7.50		
WOODBURY HEIGHTS	\$ 7.33	\$ 7.48		
WENONAH	\$ 7.30	\$ 7.45		
SEWELL	\$ 7.27	\$ 7.42		
PITMAN	\$ 7.23	\$ 7.38		
GLASSBORO	\$ 7.20	\$ 7.35		
SOUTH GLASSBORO	F 7.16	F 7.31		
CLAYTON	\$ 7.12	\$ 7.28		
FRANKLINVILLE		\$ 7.23		
IONA		F 7.21		
MALAGA		F 7.18		
LAKE		7.15		
NEWFIELD		\$ ⑦ 7.14		
NORTH VINELAND		F 7.11		
HOME		7.07		
VINELAND		\$ Note 7.06		
SOUTH VINELAND		F 7.00		
MILLVILLE		\$ 6.55		
MENANTICO	MU	MU		
MANUMUSKIN				
BELLEPLAIN				
WOODBINE				
PINE				
WOODBINE JCT.				
Leave	A. M.	A. M.		
	* DAILY EX. SUN.	DAILY		
	708	756		

NOTE—No. 301 is superior by direction to Nos. 754 and 756.

FIRST CLASS

	610	852	878	●114	●758
	A. M.	A. M.	A. M.	A. M.	A. M.
	Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22
	\$ 8.25	\$ 8.30	\$ 8.35	\$ 8.45	\$ 8.45
	\$ 8.17	\$ 8.23	\$ 8.28	\$ 8.37	\$ 8.38
	\$ 8.14	\$ 8.20	\$ 8.25	\$ 8.34	\$ 8.35
	8.13	8.19	8.24	8.33	8.34
F	8.10				
	8.09	8.15	8.21	8.30	8.31
		B 8.14			B 8.29
					\$ 8.26
		F 8.09			
		\$ 8.08	8.17		\$ 8.22
		\$ 8.03			\$ 8.18
		8.02	8.14		8.16
					\$ 8.14
			\$ 8.09		\$ 8.11
					\$ 8.08
			\$ 8.03		\$ 8.05
			\$ 7.59		\$ 8.02
					\$ 7.56
					7.53
					7.47
					\$ 7.46
					7.41
					\$ 7.40
					7.34
					\$ 7.30
					MU
	A. M.	A. M.	A. M.	A. M.	A. M.
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.
	610	852	878	114	758

56 WOODBINE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	760	762	764	
	A. M.	A. M.	P. M.	
Arrive				
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		
PHILA. (Market St. Whf.)	\$ 9.35	\$ 10.45	\$ 1.45	
CAMDEN.....	\$ 9.27	\$ 10.37	\$ 1.37	
BROADWAY.....	\$ 9.24	\$ 10.34	\$ 1.34	
CENTER.....	9.23	10.33	1.33	
SOUTH CAMDEN.....		F 10.30	F 1.29	
BROWN.....	9.20	10.29	1.28	
YORKSHIP.....	F 9.19	F 10.28	F 1.27	
GLOUCESTER.....	F 9.16	F 10.25	\$ 1.24	
SOUTH GLOUCESTER.....	F 9.14	F 10.23	F 1.22	
BROOKLAWN.....	F 9.12	F 10.21	F 1.20	
WESTVILLE.....	F 9.11	F 10.20	\$ 1.19	
SOUTH WESTVILLE.....	F 9.10	F 10.19	F 1.17	
NORTH WOODBURY.....	F 9.08	F 10.17	F 1.15	
WOODBURY.....	\$ 9.06	\$ 10.15	\$ 1.13	
REDOAK.....	9.04	10.14	1.10	
WOODBURY HEIGHTS.....	F 9.02	F 10.12	F 1.08	
WENONAH.....	\$ 8.59	\$ 10.09	\$ 1.05	
SEWELL.....	F 8.56	F 10.06	\$ 1.02	
PITMAN.....	\$ 8.53	\$ 10.03	\$ 12.58	
GLASSBORO.....	\$ 8.50	\$ 10.00	\$ 12.55	
SOUTH GLASSBORO.....	F 8.46	F 9.56	F 12.51	
CLAYTON.....	\$ 8.43	\$ 9.53	\$ 12.48	
FRANKLINVILLE.....	F 8.38	F 9.48	F 12.44	
IONA.....	F 8.36	F 9.46	F 12.42	
MALAGA.....	F 8.33	F 9.43	F 12.39	
LAKE.....	\$ 8.30	9.40	12.36	
NEWFIELD.....	\$ © 8.29	\$ 9.39	\$ 12.35	
NORTH VINELAND.....	F 8.26	F 9.36	F 12.32	
HOME.....	8.22	9.32	12.28	
VINELAND.....	\$ 8.20	\$ 9.30	\$ 12.26	
SOUTH VINELAND.....	F 8.15	F 9.25	F 12.20	
MILLVILLE.....	\$ 8.10	\$ 9.20	\$ 12.15	
MENANTICO.....	MU	MU	MU	
MANUMUSKIN.....				
BELLEPLAIN.....				
WOODBINE.....				
PINE.....				
WOODBINE JCT.....				
Leave	A. M.	A. M.	P. M.	
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	DAILY	
	760	762	764	

FIRST CLASS

			768	370	770
			P. M.	P. M.	P. M.
			Will not run Nov. 25		
			\$ 4.50	\$ 5.55	\$ 6.00
			\$ 4.42	\$ 5.47	\$ 5.52
			\$ 4.39		\$ 5.49
			4.38	5.43	5.48
			F 4.34		F 5.45
			4.33	5.39	5.44
			F 4.32		F 5.43
			F 4.29		F 5.40
			F 4.26		F 5.38
			F 4.24		F 5.36
			\$ 4.23		F 5.35
			F 4.21		F 5.34
			F 4.19		F 5.32
			\$ 4.17		\$ 5.30
			4.12		5.28
			F 4.10		F 5.26
			F 4.07		\$ 5.23
			F 4.04		F 5.20
			\$ 4.00		\$ 5.16
			\$ 3.57		\$ 5.13
			F 3.51		F 5.09
			\$ 3.48		\$ 5.06
			F 3.43		F 5.01
			F 3.41		F 4.59
			F 3.38		F 4.56
			\$ 3.35		4.53
			\$ 3.34		\$ ④ 4.52
			F 3.31		F 4.48
			3.27		4.44
			\$ 3.25		\$ Note 4.42
			F 3.20		F 4.36
			\$ 3.15		\$ 4.30
			MU		MU
			P. M.	P. M.	P. M.
			DAILY EX. SAT. & SUN.	SUN. ONLY	DAILY EX. SUN.
			768	370	770

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

58 WOODBINE JCT. AND MILLVILLE TO PHILADELPHIA

STATIONS	FIRST CLASS			
	772	714		
	P. M.	P. M.		
Arrive				
		Will not run Nov. 25 Feb. 22		
PHILA. (Market St. Whf.)	\$ 6.25			
CAMDEN	\$ 6.17			
BROADWAY	\$ 6.14			
CENTER	6.13			
SOUTH CAMDEN	F 6.10			
BROWN	6.09			
YORKSHIP	F 6.08			
GLOUCESTER	F 6.05			
SOUTH GLOUCESTER	F 6.03			
BROOKLAWN	F 6.01			
WESTVILLE	F 6.00			
SOUTH WESTVILLE	F 5.59			
NORTH WOODBURY	F 5.57			
WOODBURY	\$ 5.55	\$ 6.07		
REDOAK	5.53	6.05		
WOODBURY HEIGHTS	F 5.51	F 6.02		
WENONAH	F 5.48	F 5.59		
SEWELL	F 5.45	F 5.56		
PITMAN	\$ 5.42	\$ 5.52		
GLASSBORO	\$ 5.39	\$ 5.45		
SOUTH GLASSBORO	F 5.35			
CLAYTON	\$ 5.32			
FRANKLINVILLE	F 5.28			
IONA	F 5.26			
MALAGA	F 5.23			
LAKE	5.20			
NEWFIELD	\$ 5.19			
NORTH VINELAND	F 5.16			
HOME	5.12			
VINELAND	\$ 5.10			
SOUTH VINELAND	F 5.05			
MILLVILLE	\$ 5.00			
MENANTICO	MU			
MANUMUSKIN				
BELLEPLAIN				
WOODBINE				
PINE				
WOODBINE JCT.				
Leave	P. M.	P. M.		
	SUN. ONLY	± DAILY EX. SAT. & SUN.		
	772	714		

FIRST CLASS

		*308	618	●374	776
		P. M.	P. M.	P. M.	P. M.
			Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		
		\$ 7.30	\$ 7.35	\$ 7.55	\$ 10.40
		\$ 7.22	\$ 7.27	\$ 7.47	\$ 10.32
		\$ 7.19	\$ 7.24		\$ 10.29
		7.18	7.23	7.43	10.28
			F 7.20		F 10.25
		7.14	7.19	7.39	10.24
					F 10.23
		\$ 7.09			F 10.20
					F 10.18
					F 10.16
		\$ 7.04			F 10.15
					F 10.14
					F 10.12
		\$ 6.59			\$ 10.10
		6.53			10.08
					F 10.06
		\$ 6.49			\$ 10.03
		\$ 6.45			F 10.00
		\$ 6.39			\$ 9.57
		\$ 6.35			\$ 9.54
					F 9.50
		\$ ① 6.21			F 9.47
		F 6.15			F 9.43
		F 6.11			F 9.41
		F 6.07			F 9.38
		6.04			9.35
		\$ ② 6.02			\$ ② 9.34
		F 5.51			F 9.31
		5.47			9.27
		\$ Note 5.45			\$ 9.25
		\$ 5.31			F 9.20
		\$ 5.25			\$ 9.15
		F 5.08			
		\$ 5.00			MU
		F 4.35			
		\$ 4.28			
		4.22			
		4.15			
		P. M.	P. M.	P. M.	P. M.
		DAILY EX. SUN.	‡ DAILY EX. SUN.	SUN. ONLY	DAILY
		308	618	374	776

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

60 PHILADELPHIA TO WILDWOOD AND CAPE MAY

STATIONS	FIRST CLASS			
	*301	601		
	DAILY EX. SUN.	# DAILY EX. SUN.		
Leave	A. M.	A. M.		
	Via Millville	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		
PHILA. (Broad St.) P.T.Div.				
PHILA. (Mkt. St. Wharf)	\$ 4.30	\$ 5.30		
CAMDEN	\$ 4.45	\$ 5.39		
BROADWAY	\$ 4.48	\$ 5.42		
SOUTH CAMDEN		F 5.46		
BROWN	4.52	5.47		
SHIPYARD		F 5.48		
WEST COLLINGSWOOD		\$ 5.51		
OAKLYN		F 5.53		
AUDUBON		F 5.55		
ORSTON		F 5.57		
HADDON HEIGHTS		\$ 6.00		
BARRINGTON		F 6.02		
LAWNSIDE		E 6.04		
MAGNOLIA		F 6.07		
SOMERDALE		F 6.09		
STRATFORD		F 6.12		
LAUREL SPRINGS		\$ 6.14		
GARDEN LAKE		F 6.16		
CLEMENTON		\$ 6.19		
PINE VALLEY		F 6.22		
ALBION		F 6.25		
PENBRYN		F 6.28		
WILLIAMSTOWN JCT.		\$ 6.30		
FLORENCE		F 6.33		
CEDAR BROOK		\$ 6.36		
BRADDOCK		F 6.39		
BLUE ANCHOR		F 6.41		
WINSLOW		\$ 6.45		
RICHLAND				
DOROTHY				
TUCKAHOE				
WOODBINE JCT.	7.34			
DENNISVILLE	F 7.40			
SOUTH DENNIS	F 7.44			
GOSHEN	F 7.49			
CAPE MAY C. H.	\$ 7.57			
WHITESBORO	F 8.03			
WILDWOOD JCT.	\$ 8.10			
WEST WILDWOOD				
WILDWOOD	\$ 8.25			
ANDREWS AVENUE				
WILDWOOD CREST				
COLD SPRING HARBOR				
RIO GRANDE				
BENNETT				
HARBOR BR. JCT				
CAPE MAY				
Arrive	A. M.	A. M.		
	301	601		

FIRST CLASS

	●373 SUN. ONLY	●473 SUN. ONLY	305 DAILY EX. SUN.	405 DAILY EX. SUN.	375 SUN. ONLY
	A. M.	A. M.	A. M.	A. M.	A. M.
			Via Vernon		
			\$ 8.40	\$ 8.40	
	\$ 7.45	\$ 7.45	\$ 9.00	\$ 9.00	\$ 9.30
	\$ 7.53				\$ 9.38
	\$ 7.56				\$ 9.41
	8.00				9.45
	8.05				9.50
	8.12				9.57
	8.17				10.02
	8.24		9.38		10.09
	8.35		9.49		10.20
	\$ 8.54		\$ 10.07		\$ 10.39
	B 9.01		F 10.12		B 10.46
	9.06		10.16		10.51
	\$ 9.17		\$ 10.25		\$ 11.02
	\$ 9.27	\$ 9.30	\$ 10.33	\$ 10.36	\$ 11.12
	B 9.35		B 10.40		B 11.20
	\$ 9.40		\$ 10.45		\$ 11.25
	\$ 9.44		\$ 10.50		\$ 11.29
	\$ 9.47		\$ 10.55		\$ 11.33
		F 9.33		F 10.38	
				F 10.42	
		9.40		10.47	
	\$ 9.43			\$ 10.50	
	A. M.	A. M.	A. M.	A. M.	A. M.
	373	473	305	405	375

62 PHILADELPHIA TO WILDWOOD AND CAPE MAY

STATIONS	FIRST CLASS			
	475	●311	●411	
	SUN. ONLY	± SAT. ONLY	± SAT. ONLY	
Leave	A. M.	P. M.	P. M.	
		Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1	
PHILA. (Broad St) P. T. Div.				
PHILA. (Mkt. St. Wharf)	\$ 9.30	\$ 12.45	\$ 12.45	
CAMDEN		\$ 12.53		
BROADWAY		\$ 12.58		
SOUTH CAMDEN				
BROWN		1.00		
SHIPYARD				
W. COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS		1.05		
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON		1.11		
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.		1.15		
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW		1.22		
RICHLAND		1.32		
DOROTHY				
TUCKAHOE		\$ 1.46		
WOODBINE JCT.		B 1.52		
DENNISVILLE		1.56		
SOUTH DENNIS				
GOSHEN				
CAPE MAY C. H.		\$ 2.06		
WHITESBORO				
WILDWOOD JCT.	\$ 11.15	\$ 2.14	\$ 2.17	
WEST WILDWOOD		B 2.21		
WILDWOOD		\$ 2.25		
ANDREWS AVENUE		\$ 2.28		
WILDWOOD CREST		\$ 2.32		
COLDSPRING HARBOR				
RIO GRANDE	F 11.18		F 2.19	
BENNETT			F 2.23	
HARBOR BR. JCT.	11.25		2.27	
CAPE MAY	\$ 11.28		\$ 2.30	
Arrive	A. M.	P. M.	P. M.	
	475	311	411	

FIRST CLASS

	●603 ‡ SAT. ONLY	●605 ‡ SAT. ONLY	607 ‡ DAILY EX. SUN.	315 DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
	Will not run Dec. 25 Jan. 1	Will not run Dec. 25 Jan. 1	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Via Vernon	
				\$ 4.30	
	\$ 12.45	\$ 1.30	\$ 4.30	\$ 4.50	
	\$ 12.55	\$ 1.38	\$ 4.39		
	\$ 12.58	\$ 1.41	\$ 4.42		
	F 1.02	F 1.45	F 4.46		
	1.03	1.46	4.47		
	F 1.04	\$ 1.47	F 4.48		
	\$ 1.07	\$ 1.50	\$ 4.51		
	\$ 1.09	\$ 1.52	\$ 4.53		
	\$ 1.11	\$ 1.54	\$ 4.55		
	\$ 1.13	\$ 1.56	\$ 4.57		
	\$ 1.16	\$ 1.59	\$ 5.00		
	\$ 1.18	\$ 2.01	\$ 5.02		
			E 5.04		
	\$ 1.22	\$ 2.05	\$ 5.06		
	F 1.24	F 2.07	F 5.08		
	\$ 1.27	\$ 2.10	\$ 5.11		
	\$ 1.29	\$ 2.12	\$ 5.13		
		F 2.14	F 5.15		
	\$ 1.33	\$ 2.17	\$ 5.18		
		F 2.20	F 5.21		
	F 1.37	F 2.23	F 5.24		
		F 2.26	F 5.27		
	\$ 1.42	\$ 2.28	\$ 5.29		
	F 1.45	F 2.31	F 5.32		
	F 1.48	\$ 2.34	F 5.35		
	F 1.51	F 2.37	F 5.38		
	F 1.53	F 2.39	F 5.40		
	\$ 1.58	\$ 2.44	\$ 5.45	5.27	
				5.37	
				\$ 6.50	
				B 5.56	
				6.00	
				\$ 6.08	
				\$ 6.16	
				B 6.22	
				\$ 6.25	
				\$ 6.29	
				\$ 6.33	
	P. M.	P. M.	P. M.	P. M.	
	603	605	607	315	

64 PHILADELPHIA TO WILDWOOD AND CAPE MAY

STATIONS	FIRST CLASS			
		415	●609	
		DAILY EX. SUN.	DAILY EX. SAT. & SUN.	
Leave		P. M.	P. M.	
			Will not run Nov. 25	
PHILA. (Broad St) P.T. Div.		\$ 4.30		
PHILA. (Mkt. St. Whf.)		\$ 4.50	\$ 5.05	
CAMDEN			\$ 5.15	
BROADWAY			\$ 5.18	
SOUTH CAMDEN			F 5.22	
BROWN			5.23	
SHIPYARD			F 5.24	
W. COLLINGSWOOD			\$ 5.27	
OAKLYN			\$ 5.29	
AUDUBON			\$ 5.31	
ORSTON			\$ 5.33	
HADDON HEIGHTS			\$ 5.35	
BARRINGTON			\$ 5.37	
LAWNSIDE				
MAGNOLIA			\$ 5.41	
SOMERDALE			F 5.43	
STRATFORD			\$ 5.46	
LAUREL SPRINGS			\$ 5.48	
GARDEN LAKE			F 5.50	
CLEMENTON			\$ 5.53	
PINE VALLEY			F 5.56	
ALBION			F 5.58	
PENBRYN			F 6.00	
WILLIAMSTOWN JCT.			\$ 6.03	
FLORENCE			F 6.06	
CEDAR BROOK			\$ 6.09	
BRADDOCK			F 6.12	
BLUE ANCHOR			F 6.14	
WINSLOW			\$ 6.19	
RICHLAND				
DOROTHY				
TUCKAHOE				
WOODBINE JCT.				
DENNISVILLE				
SOUTH DENNIS				
GOSHEN				
CAPE MAY C. H.				
WHITESBORO				
WILDWOOD JCT.		\$ 6.19		
WEST WILDWOOD				
WILDWOOD				
ANDREWS AVENUE				
WILDWOOD CREST				
COLD SPRING HARBOR				
RIO GRANDE		F 6.21		
BENNETT		F 6.24		
HARBOR BR. JCT.		6.27		
CAPE MAY		\$ 6.30		
Arrive		P. M.	P. M.	
		415	609	

[illegible]

STATIONS	FIRST CLASS			
	●602	●604	●606	
Arrive	A. M.	A. M.	A. M.	
		Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Broad St) P.T.Div.				
PHILA. (Mkt. St. Wharf)	\$ 6.40	\$ 7.25	\$ 7.55	
CAMDEN	\$ 6.33	\$ 7.17	\$ 7.47	
BROADWAY	\$ 6.30	\$ 7.14	\$ 7.44	
SOUTH CAMDEN	F 6.26	F 7.10	F 7.40	
BROWN	6.25	7.09	7.39	
SHIPYARD	F 6.24	\$ 7.08	F 7.38	
W. COLLINGSWOOD	\$ 6.20	\$ 7.04	\$ 7.34	
OAKLYN	\$ 6.18	\$ 7.02	\$ 7.32	
AUDUBON	\$ 6.16	\$ 7.00	\$ 7.30	
ORSTON	\$ 6.14	\$ 6.58	\$ 7.28	
HADDON HEIGHTS	\$ 6.12	\$ 6.56	\$ 7.26	
BARRINGTON	\$ 6.10	\$ 6.54	\$ 7.24	
LAWNSIDE				
MAGNOLIA	\$ 6.06	\$ 6.50	\$ 7.20	
SOMERDALE	F 6.04	F 6.47	F 7.17	
STRATFORD	\$ 6.02	\$ 6.45	\$ 7.15	
LAUREL SPRINGS	\$ 6.00	\$ 6.43	\$ 7.13	
GARDEN LAKE	F 5.58	F 6.41	F 7.11	
CLEMENTON	\$ 5.56	\$ 6.39	\$ 7.09	
PINE VALLEY	F 5.53	F 6.36	F 7.06	
ALBION	F 5.50	F 6.33	F 7.03	
PENBRYN	F 5.47	F 6.31	F 7.01	
WILLIAMSTOWN JCT.	F 5.46	\$ 6.29	\$ 6.59	
FLORENCE	F 5.43	F 6.26	F 6.56	
CEDAR BROOK	\$ 5.40	\$ 6.23	\$ 6.53	
BRADDOCK	F 5.37	F 6.20	F 6.50	
BLUE ANCHOR	F 5.35	F 6.18	F 6.48	
WINSLOW	\$ 5.32	\$ 6.15	\$ 6.45	
RICHLAND				
DOROTHY				
TUCKAHOE				
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				
BENNETT				
HARBOR BR. JCT.				
CAPE MAY				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	
	602	604	606	

FIRST CLASS

	610	402	302	●114	
	A. M.	A. M.	A. M.	A. M.	
	Will not run Nov. 25 Dec. 25 Jan. 1		Via Vernon	Will not run Nov. 25 Dec. 25 Jan. 1	
		\$ 9.05	\$ 9.05		
	\$ 8.25	\$ 8.40	\$ 8.40	\$ 8.45	
	\$ 8.17			\$ 8.37	
	\$ 8.14			\$ 8.34	
	F 8.10				
	8.09			8.30	
	\$ 8.08				
	\$ 8.04				
	\$ 8.02				
	\$ 8.00				
	\$ 7.58				
	\$ 7.56			8.26	
	\$ 7.54				
	E 7.52				
	\$ 7.50				
	F 7.47				
	\$ 7.45				
	\$ 7.43				
	F 7.41				
	\$ 7.39			8.20	
	F 7.36				
	F 7.33				
	F 7.31				
	\$ 7.29			8.16	
	F 7.26				
	\$ 7.23				
	F 7.20				
	F 7.18				
	\$ 7.15		8.03	8.09	
			7.53		
			\$ 7.40		
			A 7.32		
			7.29		
			\$ 7.21		
		\$ 7.12	\$ 7.15		
			A 7.07		
			\$ 7.05		
			\$ 7.01		
			\$ 6.58		
		F 7.09			
		F 7.06			
		7.03			
		\$ 7.00			
	A. M.	A. M.	A. M.	A. M.	
	‡ DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	‡ DAILY EX. SUN.	
	610	402	302	114	

68 CAPE MAY AND WILDWOOD TO PHILADELPHIA

STATIONS	FIRST CLASS			
	*308	470	370	
	P. M.	P. M.	P. M.	
Arrive				
	Via Millville			
PHILA. (Broad St) P.T.Div.				
PHILA. (Mkt. St. Wharf)	\$ 7.30	\$ 5.55	\$ 5.55	
CAMDEN	\$ 7.22		\$ 5.47	
BROADWAY	\$ 7.19			
SOUTH CAMDEN				
BROWN	7.14		5.39	
SHIPYARD				
W. COLLINGSWOOD				
OAKLYN				
AUDUBON				
ORSTON				
HADDON HEIGHTS			5.35	
BARRINGTON				
LAWNSIDE				
MAGNOLIA				
SOMERDALE				
STRATFORD				
LAUREL SPRINGS				
GARDEN LAKE				
CLEMENTON			5.28	
PINE VALLEY				
ALBION				
PENBRYN				
WILLIAMSTOWN JCT.			5.24	
FLORENCE				
CEDAR BROOK				
BRADDOCK				
BLUE ANCHOR				
WINSLOW			5.16	
RICHLAND			5.05	
DOROTHY				
TUCKAHOE			\$ 4.47	
WOODBINE JCT.	4.15		A 4.36	
DENNISVILLE	F 4.10		4.33	
SOUTH DENNIS	F 4.06			
GOSHEN	F 4.01			
CAPE MAY C. H.	\$ 3.58		\$ 4.24	
WHITESBORO	F 3.47			
WILDWOOD JCT.	F 3.44	\$ 4.07	\$ 4.14	
WEST WILDWOOD			A 4.03	
WILDWOOD	\$ 3.35		\$ 4.00	
ANDREWS AVENUE			\$ 3.56	
WILDWOOD CREST			\$ 3.53	
COLD SPRING HARBOR				
RIO GRANDE		F 4.04		
BENNETT				
HARBOR BR. JCT.		3.58		
CAPE MAY		\$ 3.55		
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	SUN. ONLY	SUN. ONLY	
	308	470	370	

FIRST CLASS

	410	*310	618	●474	●374
	P. M.	P. M.	P. M.	P. M.	P. M.
		Via Vernon	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		
	\$ 6.15	\$ 6.15	\$ 7.35	\$ 7.55	\$ 7.55
			\$ 7.27		\$ 7.47
			\$ 7.24		
			F 7.20		
			7.19		7.39
			F 7.18		
			\$ 7.14		
			F 7.12		
			F 7.10		
			F 7.08		
			\$ 7.06		7.35
			F 7.03		
			E 7.01		
			F 6.58		
			F 6.55		
			F 6.53		
			\$ 6.51		
			F 6.49		
			\$ 6.47		7.28
			F 6.44		
			F 6.41		
			F 6.39		
			\$ 6.37		7.24
			F 6.34		
			\$ 6.31		
			F 6.29		
			F 6.27		
		5.36	\$ 6.23		7.16
		5.25			7.05
		\$ 5.09			\$ 6.47
		F 4.58			A 6.36
		4.55			6.33
		\$ 4.45			\$ 6.24
	\$ 4.33	\$ 4.37		\$ 6.07	\$ 6.14
		A 4.28			A 6.03
		\$ 4.25			\$ 6.00
		\$ 4.21			\$ 5.58
		\$ 4.18			\$ 5.53
	F 4.30			F 6.04	
	F 4.26				
	4.23			5.58	
	\$ 4.20			\$ 5.55	
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	± DAILY EX. SUN.	SUN. ONLY	SUN. ONLY
	410	310	618	474	374

STATIONS	FIRST CLASS			
	†827	†829	†831	
	‡ SAT. ONLY	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
	Will not run Dec. 25 Jan. 1	Will not run Nov. 25	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Market St. Whf.)	\$ 1.45	\$ 4.40	\$ 5.50	
CAMDEN				
BROADWAY				
WOODBURY	\$ 2.18	\$ 5.12	\$ 6.23	
REDOAK	2.19	5.13	6.24	
WEST END	\$ 2.20	\$ 5.14	\$ 6.25	
THOROUGHFARE	F 2.23	F 5.17	F 6.28	
PAULSBORO	\$ 2.29	\$ 5.23	\$ 6.34	
GIBBSTOWN	\$ 2.35	\$ 5.29	\$ 6.40	
REPAUPO	F 2.38	F 5.32	F 6.43	
BRIDGEPORT	\$ 2.43	\$ 5.37	\$ 6.48	
PROSPECT		F 5.39	F 6.51	
CENTRE SQUARE	F 2.48	F 5.42	F 6.54	
JUMBO	F 2.50	F 5.44	F 6.57	
PEDRICKTOWN	\$ 2.53	\$ 5.46	\$ 7.00	
OLDMAN		F 5.48	F 7.03	
PERKINTOWN	F 2.57	F 5.50		
FRIENDSHIP	F 3.00	F 5.53	F 7.08	
PENNS GROVE	\$ 3.05	\$ 5.58	\$ 7.13	
Arrive	P. M.	P. M.	P. M.	
	827	829	831	

STATIONS	FIRST CLASS			
	‡826	‡828		
	A. M.	A. M.		
Arrive				
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1		
PHILA. (Market St. Whf.)	\$ 7.05	\$ 8.05		
CAMDEN				
BROADWAY				
WOODBURY	\$ 6.29	\$ 7.33		
REDOAK	6.28	7.32		
WEST END	\$ 6.25	\$ 7.29		
THOROUGHFARE	F 6.22	F 7.26		
PAULSBORO	\$ 6.16	\$ 7.21		
GIBBSTOWN	\$ 6.10	\$ 7.15		
REPAUPO	F 6.07	F 7.12		
BRIDGEPORT	\$ 6.02	\$ 7.07		
PROSPECT	F 5.59	F 7.05		
CENTRE SQUARE	F 5.56	F 7.03		
JUMBO	F 5.54	F 7.01		
PEDRICKTOWN	\$ 5.52	\$ 6.59		
OLDMAN	F 5.49			
PERKINTOWN	F 5.47			
FRIENDSHIP	F 5.44	F 6.54		
PENNS GROVE	\$ 5.40	\$ 6.50		
Leave	A. M.	A. M.		
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.		
	826	828		

SALEM BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	851	853	†855	†857
	‡ SAT. ONLY	‡ DAILY EX. SAT. & SUN.	‡ SAT. ONLY	‡ DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.	P. M.
	Will not run Dec. 25 Jan. 1	Will not run Nov. 25	Will not run Dec. 25 Jan. 1	Will not run Nov. 25 Feb. 22
PHILA. (Market St. Whf.)	\$ 12.50	\$ 4.40	\$ 5.25	\$ 5.50
CAMDEN	\$ 12.58	\$ 4.50		
BROADWAY	\$ 1.01	\$ 4.53		
WOODBURY	\$ 1.23	\$ 5.11	\$ 5.58	\$ 6.21
REDOAK	1.24	5.12	5.59	6.22
PARKVILLE		F 5.15	F 6.02	F 6.25
MOUNT ROYAL	F 1.29	\$ 5.18	F 6.05	F 6.28
CLARKSBORO	\$ 1.32	\$ 5.21	\$ 6.08	\$ 6.31
MICKLETON			F 6.10	F 6.33
WOLFERT		F 5.24	F 6.12	F 6.35
TOMLIN			F 6.13	F 6.36
RULON ROAD	F 1.39	F 5.28		
SWEDSBORO	\$ 1.42	\$ 5.30	\$ 6.20	\$ 6.43
WOODSTOWN	\$ 1.52	\$ 5.40	\$ 6.30	\$ 6.53
SOUTH WOODSTOWN	F 1.54		F 6.32	F 6.55
FENWICK	F 1.57		F 6.35	F 6.58
ALLOWAY JUNCTION	F 2.03	F 5.50	F 6.41	F 7.04
PENTON			F 6.45	F 7.08
SALEM	\$ 2.15	\$ 6.00	\$ 6.53	\$ 7.17
Arrive	P. M.	P. M.	P. M.	P. M.
	851	853	855	857

STATIONS	FIRST CLASS			
	‡850	852		
Arrive	A. M.	A. M.		
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1		
PHILA. (Market St. Whf.)	\$ 7.05	\$ 8.30		
CAMDEN		\$ 8.23		
BROADWAY		\$ 8.20		
WOODBURY	\$ 6.30	\$ 8.03		
REDOAK	6.29	8.02		
PARKVILLE	F 6.23	F 7.57		
MOUNT ROYAL	\$ 6.20	\$ 7.54		
CLARKSBORO	\$ 6.17	\$ 7.52		
MICKLETON	F 6.14			
WOLFERT	F 6.12	F 7.48		
TOMLIN	F 6.10			
RULON ROAD		F 7.44		
SWEDESBORO	\$ 6.05	\$ 7.42		
WOODSTOWN	\$ 5.55	\$ 7.32		
SOUTH WOODSTOWN	F 5.52			
FENWICK	F 5.49			
ALLOWAY JUNCTION	F 5.44	F 7.23		
PENTON	F 5.41			
SALEM	\$ 5.35	\$ 7.15		
Leave	A. M.	A. M.		
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.		
	850	852		

BRIDGETON BRANCH

STATIONS	FIRST CLASS			
	*877	879		
	‡ DAILY EX. SUN.	‡ SAT. ONLY		
Leave	A. M.	P. M.		
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Dec. 25 Jan. 1		
PHILA. (Market St. Whf.)	\$ 4.30	\$ 12.35		
CAMDEN		\$ 12.43		
BROADWAY		\$ 12.46		
GLASSBORO	\$ 5.55	\$ 1.21		
AURA	F 6.00	F 1.25		
MONROEVILLE	F 6.05	\$ 1.30		
ELMER	\$ 6.12	\$ 1.36		
PALATINE	F 6.19	F 1.40		
HUSTED	F 6.24	F 1.44		
FINLEY	F 6.30	F 1.49		
COHAN	6.35	1.54		
IRVING AVENUE	F 6.45	\$ 1.58		
COMMERCE STREET	Note	F 2.00		
BRIDGETON	\$ 6.50	\$ 2.03		
Arrive	A. M.	P. M.		
	877	879		

BRIDGETON BRANCH

STATIONS	FIRST CLASS			
	876	878		
	A. M.	A. M.		
Arrive				
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1		
PHILA. (Market St. Whf.)	\$ 6.25	\$ 8.35		
CAMDEN		\$ 8.28		
BROADWAY		\$ 8.25		
GLASSBORO	\$ 5.38	\$ 7.56		
AURA	F 5.34	F 7.52		
MONROEVILLE	F 5.30	\$ 7.47		
ELMER	\$ 5.24	\$ 7.41		
PALATINE	F 5.19	F 7.36		
HUSTED	F 5.15	F 7.32		
FINLEY	F 5.10	F 7.26		
COHAN	5.07	7.23		
IRVING AVENUE	\$ 5.04	\$ 7.19		
COMMERCE STREET	F 5.02	F Note 7.17		
BRIDGETON	\$ 5.00	\$ 7.15		
Leave	A. M.	A. M.		
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.		
	876	878		

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

FIRST CLASS

		†881 ‡ DAILY EX. SAT. & SUN. P. M.	883 ‡ DAILY EX. SAT. & SUN. P. M.	885 ‡ SAT. ONLY P. M.	
		Will not run Nov. 25 Feb. 22	Will not run Nov. 25	Will not run Dec. 25 Jan. 1	
		\$ 2.45	\$ 5.15	\$ 5.25	
			\$ 5.23		
			\$ 5.26		
		\$ 3.38	\$ 6.00	\$ 6.16	
		F 3.43	F 6.04	F 6.20	
		\$ 3.48	\$ 6.09	\$ 6.25	
		\$ 3.55	\$ 6.15	\$ 6.31	
		F 3.59	F 6.19	F 6.35	
		F 4.03	F 6.23	F 6.39	
		F 4.08	F 6.28	F 6.44	
		4.13	6.33	6.49	
		\$ 4.20	\$ 6.37	F 6.53	
		F 4.22	F 6.39	F 6.55	
		\$ 4.25	\$ 6.42	\$ 6.58	
		P. M.	P. M.	P. M.	
		881	883	885	

WESTWARD

FIRST CLASS

			†880 P. M.		
			Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		
			\$ 7.30		
			\$ 5.45		
			F 5.39		
			F 5.34		
			\$ 5.27		
			F 5.21		
			F 5.17		
			F 5.11		
			5.07		
			F 5.04		
			\$ 5.00		
			P. M.		
			‡ DAILY EX. SUN. 880		

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

NEWFIELD BRANCH

STATIONS	FIRST CLASS			
	†951			
	‡ DAILY EX. SUN.			
Leave	A. M.			
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22			
NEWFIELD.....	\$ 7.25			
FOREST GROVE.....	F 7.30			
MINOTOLA.....	F 7.33			
BUENA.....	F 7.36			
RICHLAND.....	F 7.41			
MIZPAH.....	F 7.44			
MAYS LANDING.....	\$ 7.53			
REEGA.....	F 7.58			
McKEE CITY.....	\$ 8.03			
CARDIFF.....	F 8.06			
MOUNT CALVARY.....	F 8.09			
PLEASANTVILLE.....	\$ 8.18			
PENRED.....	8.25			
ATLANTIC CITY.....	\$ 8.30			
Arrive	A. M.			
	951			

NEWFIELD BRANCH

STATIONS	FIRST CLASS			
	†956	●†958		
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.		
Arrive	A. M.	A. M.		
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		
NEWFIELD.....	\$ 7.12			
FOREST GROVE.....	F 7.06			
MINOTOLA.....	\$ 7.01			
BUENA.....	F 6.58			
RICHLAND.....	\$ 6.53			
MIZPAH.....	F 6.50			
MAYS LANDING.....	\$ 6.41	\$ 9.13		
REEGA.....	F 6.35	F 9.07		
McKEE CITY.....	F 6.31	F 9.02		
CARDIFF.....	F 6.28	F 8.58		
MOUNT CALVARY.....	F 6.25	F 8.55		
PLEASANTVILLE.....	\$ 6.22	\$ 8.52		
PENRED.....	6.15	8.45		
ATLANTIC CITY.....	\$ 6.10	\$ 8.40		
Leave	A. M.	A. M.		
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.		
	956	958		

FIRST CLASS

●†957	●†959	†973	●†977	
# DAILY EX. SUN.	# DAILY EX. SUN.	# DAILY EX. SUN.	# DAILY EX. SUN.	
P. M.	P. M.	P. M.	P. M.	
Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
		\$ 6.06		
		F 6.10		
		F 6.13		
		F 6.16		
		F 6.21		
		F 6.24		
\$ 12.25	\$ 4.10	\$ 6.32	\$ 8.00	
F 12.30	F 4.15	F 6.37	F 8.05	
F 12.34	F 4.19	F 6.41	F 8.09	
F 12.37	F 4.22	F 6.44	F 8.12	
		F 6.47		
\$ 12.43	\$ 4.28	\$ 6.53	\$ 8.18	
12.50	4.35	7.00	8.25	
\$ 12.55	\$ 4.40	\$ 7.05	\$ 8.30	
P. M.	P. M.	P. M.	P. M.	
957	959	973	977	

WESTWARD

FIRST CLASS

●†960		†974	●†976	
P. M.		P. M.	P. M.	
Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
		\$ 5.51		
		F 5.45		
		\$ 5.40		
		F 5.37		
		\$ 5.32		
		F 5.29		
\$ 3.08		\$ 5.20	\$ 7.50	
F 3.02		F 5.14	F 7.44	
F 2.57		F 5.10	F 7.40	
F 2.53		F 5.07	F 7.37	
F 2.50		F 5.04	F 7.34	
\$ 2.47		\$ 5.01	\$ 7.31	
2.40		4.55	7.25	
\$ 2.35		\$ 4.50	\$ 7.20	
P. M.		P. M.	P. M.	
# DAILY EX. SUN.		# DAILY EX. SUN.	# DAILY EX. SUN.	
960		974	976	

OCEAN CITY BRANCH

STATIONS	FIRST CLASS			
		●273 SUN. ONLY	205 DAILY EX. SUN.	
	Leave	A. M.	A. M.	
PHILA. (Broad St) P.T.Div.			\$ 8.40	
PHILA. (Mkt. St. Whf.)		\$ 7.45	\$ 9.00	
CAMDEN				
BROADWAY				
TUCKAHOE		\$ 8.58	\$ 10.11	
PETERSBURG		F 9.03	F 10.16	
PALERMO		F 9.08	F 10.20	
51st ST.—Ocean City		\$ 9.13	\$ 10.25	
34th ST.—Ocean City		F 9.17	F 10.29	
14th ST.—Ocean City		\$ 9.21	\$ 10.33	
OCEAN CITY—10th ST.		\$ 9.25	\$ 10.35	
4th ST.—Ocean City		\$ 9.29	\$ 10.39	
OCEAN CITY GARDENS		\$ 9.32	\$ 10.42	
	Arrive	A. M.	A. M.	
		273	205	

OCEAN CITY BRANCH

STATIONS	FIRST CLASS			
	202			
	Arrive	A. M.		
PHILA. (Broad St) P.T.Div.	\$ 9.05			
PHILA. (Mkt. St. Whf.)	\$ 8.40			
CAMDEN				
BROADWAY				
TUCKAHOE	\$ 7.35			
PETERSBURG	F 7.29			
PALERMO	F 7.25			
51st ST.—Ocean City	\$ 7.21			
34th ST.—Ocean City	F 7.17			
14th ST.—Ocean City	F 7.14			
OCEAN CITY—10th ST.	\$ 7.13			
4th ST.—Ocean City	\$ 7.09			
OCEAN CITY GARDENS	\$ 7.06			
	Leave	A. M.		
		DAILY EX. SUN. 202		

FIRST CLASS

		275 SUN. ONLY	●211 * SAT. ONLY	215 DAILY EX. SUN.	
		A. M.	P. M.	P. M.	
			Will not run Dec. 25 Jan. 1		
				\$ 4 30	
		\$ 9.30	\$ 12.45	\$ 4.50	
		\$ 10.43	\$ 1.50	\$ 5.54	
		F 10.48	F 1.55	F 5.59	
		F 10.53	F 1.59	F 6.03	
		\$ 10.58	\$ 2.04	\$ 6.08	
		F 11.02	F 2.08	F 6.11	
		\$ 11.06	F 2.12	F 6.15	
		\$ 11.10	\$ 2.15	\$ 6.17	
		\$ 11.14	\$ 2.19	\$ 6.21	
		\$ 11.17	\$ 2.22	\$ 6.24	
		A. M.	P. M.	P. M.	
		275	211	215	

WESTWARD

FIRST CLASS

			270	210	●274
			P. M.	P. M.	P. M.
			\$ 5.55	\$ 6.15	\$ 7.55
			\$ 4.42	\$ 5.05	\$ 6.42
			F 4.36	F 4.59	F 6.36
			F 4.31	F 4.54	F 6.31
			\$ 4.26	\$ 4.50	\$ 6.26
			F 4.22	F 4.46	F 6.22
			\$ 4.18	\$ 4.42	\$ 6.18
			\$ 4.15	\$ 4.40	\$ 6.15
			\$ 4.11	\$ 4.36	\$ 6.11
			\$ 4.08	\$ 4.33	\$ 6.08
			P. M.	P. M.	P. M.
			SUN. ONLY	DAILY EX. SUN.	SUN. ONLY
			270	210	274

80 PHILADELPHIA TO BAY HEAD JUNCTION

STATIONS	FIRST CLASS			
	*2601	2681	*2661	
	* DAILY EX. SUN.	SUNDAYS AND HOLIDAYS	* DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Mkt. St. Whf.)	\$ 4.20	\$ 7.40	\$ 8.15	
CAMDEN	\$ 4.30	\$ 7.48	\$ 8.23	
BROADWAY		\$ 7.51	\$ 8.26	
CENTER	4.34	7.52	8.27	
COOPER	4.36	7.54	8.29	
W. MERCHANTVILLE				
MERCHANTVILLE	\$ 4.48	F 7.59	\$ 8.36	
PENSAUKEN	4.45	8.01	8.38	
MAPLE SHADE	F 4.48		F 8.40	
LENOLA				
WEST MOORESTOWN			\$ 8.47	
MOORESTOWN	\$ 4.57	F 8.08	\$ 8.50	
STANWICK AVE.			8.54	
HARTFORD	F 5.03			
MASONVILLE	F 5.07	8.13	F 8.59	
HAINESPORT	F 5.12			
MT. HOLLY	\$ 5.28	\$ 8.20	\$ 9.08	
SMITHVILLE	\$ 5.35		F 9.13	
EWANSVILLE				
BIRMINGHAM	5.40	F 8.27	\$ 9.18	
PEMBERTON	\$ 5.55			
LEWIS	6.07			
JULIUSTOWN	\$ 6.12			
JOBSTOWN	\$ 6.20			
COLUMBUS	\$ 6.35			
SHARP	F 6.39			
KINKORA (N. Y. Div.)	\$ 6.51			
SOUTH PEMBERTON		F 8.29	\$ 9.21	
NEW LISBON		F 8.34	F 9.26	
BROWNS MILLS			F 9.30	
UPTON			F 9.35	
WHITINGS		8.49	\$ 9.47	
KESWICK GROVE		F 8.51	F 9.50	
CROSSLEY				
TOMS RIVER		\$ 9.03	\$ 10.06	
BEACHWOOD		F 9.06	F 10.10	
PINE BEACH		F 9.11	F 10.15	
OCEAN GATE		F 9.14	F 10.19	
BARNEGAT PIER				
SEASIDE PARK		\$ 9.23	\$ 10.36	
BERKELEY		F 9.26	F 10.40	
SEASIDE HEIGHTS		\$ 9.29	\$ 10.44	
ORTLEY		F 9.32	F 10.48	
LAVALLETTE		F 9.35	F 10.52	
MANTOLOKING		F 9.42	F 11.01	
BAY HEAD		\$ 9.48	\$ 11.10	
BAY HEAD JCT.		9.50	11.13	
PT. PLEASANT	\$ 9.54	\$ 11.18		
ASBURY PARK	\$ 10.15			
LONG BRANCH	\$ 10.25			
Arrive	A. M.	A. M.	A. M.	
	2601	2681	2661	

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

82

PHILADELPHIA TO BAY HEAD JUNCTION

STATIONS	FIRST CLASS			
	2629	2669		
	# DAILY EX. SUN.	# DAILY EX. SUN.		
Leave	P. M.	P. M.		
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22		
PHILA. (Mkt.St.Whf.)	\$ 3.45	\$ 4.15		
CAMDEN	\$ 3.53	\$ 4.23		
BROADWAY	\$ 3.56	\$ 4.26		
CENTER	3.57	4.27		
COOPER	3.59	4.29		
W. MERCHANTVILLE				
MERCHANTVILLE	\$ 4.05	\$ 4.34		
PENSAUKEN	4.07	4.35		
MAPLE SHADE	F 4.10	F 4.37		
LENOLA	F 4.13	F 4.40		
WEST MOORESTOWN	\$ 4.17	\$ 4.44		
MOORESTOWN	\$ 4.19	\$ 4.47		
STANWICK AVE.		F 4.50		
HARTFORD	F 4.24			
MASONVILLE	4.27	F 4.55		
HAINESPORT		F 4.58		
MT HOLLY	\$ ④4.39	\$ 5.03		
SMITHVILLE	F 4.45	F 5.07		
HWANSVILLE				
BIRMINGHAM	F 4.50	5.11		
PEMBERTON	\$ 4.54			
LEWIS	4.58			
JULIUSTOWN	F 5.04			
JOBSTOWN	F 5.09			
COLUMBUS	F 5.15			
SHARP				
KINKORA (N.Y.Div.)	\$ 5.25			
SOUTH PEMBERTON		\$ 5.13		
NEW LISBON		F 5.18		
BROWNS MILLS				
UPTON				
WHITINGS		\$ 5.32		
KESWICK GROVE		F 5.35		
CROSSLEY				
TOMS RIVER		\$ 5.45		
BEACHWOOD		F 5.48		
PINE BEACH		F 5.52		
OCEAN GATE		F 5.55		
BARNEGAT PIER				
SEASIDE PARK		\$ 6.04		
BERKELEY		F 6.06		
SEASIDE HEIGHTS		F 6.08		
ORTLEY		F 6.11		
LAVALLETTE		F 6.14		
MANTOLOKING		F 6.20		
BAY HEAD		\$ 6.26		
BAY HEAD JCT.		6.30		
PT. PLEASANT		\$ 6.33		
ASBURY PARK				
LONG BRANCH				
Arrive	P. M.	P. M.		
	2629	2669		

NOTE—Nos. 2629, 2639, 2641 and 2645 are superior by direction to No. 2634.

EASTWARD

83

FIRST CLASS

[illegible]

NOTE—Nos. 2629, 2639, 2641 and 2645 are superior by direction to No. 2634.

STATIONS	FIRST CLASS			
	●2600		2604	
	A. M.		A. M.	
Arrive				
	Will not run Nov. 25 Dec. 25 Jan. 1		Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Mkt.St.Whl.)	\$ 6.20		\$ 7.20	
CAMDEN	\$ 6.12		\$ 7.12	
BROADWAY	\$ 6.09		\$ 7.09	
CENTER	6.08		7.08	
COOPER	6.05		7.05	
W. MERCHANTVILLE			\$ 7.00	
MERCHANTVILLE	\$ 6.57		\$ 6.58	
PENSAUKEN	5.54		F 6.56	
MAPLE SHADE	\$ 5.51		\$ 6.53	
LENOLA	\$ 5.48		\$ 6.50	
WEST MOORESTOWN	\$ 5.45		\$ 6.47	
MOORESTOWN	\$ 5.43		\$ 6.45	
STANWICK AVE.			\$ 6.43	
HARTFORD	\$ 5.38		\$ 6.39	
MASONVILLE	5.35		F 6.36	
HAINESPORT			F 6.32	
MT. HOLLY	\$ 5.28		\$ 6.28	
SMITHVILLE			F 6.23	
EWANSVILLE			F 6.21	
BIRMINGHAM	5.20		F 6.18	
PEMBERTON	\$ 5.18		\$ 6.15	
LEWIS				
JULIUSTOWN				
JOBSTOWN				
COLUMBUS				
SHARP				
KINKORA (N. Y. Div.)				
SOUTH PEMBERTON				
NEW LISBON				
BROWNS MILLS				
UPTON				
WHITINGS				
KESWICK GROVE				
CROSSLEY				
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.	
	‡ DAILY EX. SUN.		‡ DAILY EX. SUN.	
	2600		2604	

BAY HEAD JUNCTION TO PHILADELPHIA

STATIONS	FIRST CLASS			
	2662	*2668	2634	
	A. M.	P. M.	P. M.	
Arrive				
	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	Will not run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
PHILA. (Mkt.St.Whf.)	\$ 9.30	\$ 5.30	\$ 7.45	
CAMDEN	\$ 9.22	\$ 5.22	\$ 7.38	
BROADWAY	\$ 9.19	\$ 5.19	\$ 7.35	
CENTER	9.18	5.18	7.34	
COOPER	9.16	5.16	7.32	
W. MERCHANTVILLE				
MERCHANTVILLE	\$ 9.09	\$ 5.08	F 7.24	
PENSAUKEN	9.06	5.05	7.22	
MAPLE SHADE	9.03	F 5.02	F 7.19	
LENOLA		F 4.58		
WEST MOORESTOWN	\$ 8.58	\$ 4.55	F 7.14	
MOORESTOWN	\$ 8.55	\$ 4.52	\$ 7.12	
STANWICK AVE.	F 8.52	4.49		
HARTFORD		F 4.45	F 7.07	
MASONVILLE	F 8.47	F 4.42	7.04	
HAINESPORT				
MT. HOLLY	\$ 8.40	\$ ④ 4.35	\$ ⑤ 6.49	
SMITHVILLE	F 8.35	F 4.29	F 6.38	
EWANSVILLE	F 8.33		6.28	
BIRMINGHAM	\$ 8.30	F 4.25	6.23	
PEMBERTON	Kinkora Branch		\$ ⑥ 6.18	
LEWIS			6.08	
JULIUSTOWN			E 6.03	
JOBSTOWN			E Note 5.58	
COLUMBUS			E Note 5.52	
SHARP			F 5.48	
KINKORA (N. Y. Div.)			\$ 5.42	
SOUTH PEMBERTON	F 8.27	\$ 4.22		
NEW LISBON	F 8.22	F 4.16		
BROWNS MILLS		F 4.12		
UPTON		F 4.07		
WHITTINGS	\$ 8.09	\$ 3.56		
KESWICK GROVE	F 8.06	F 3.53		
CROSSLEY				
TOMS RIVER	\$ 7.58	\$ 3.45		
BEACHWOOD	F 7.52	F 3.37		
PINE BEACH	F 7.49	F 3.34		
OCEAN GATE	F 7.46	F 3.31		
BARNEGAT PIER				
SEASIDE PARK	\$ 7.38	\$ 3.23		
BERKELEY	F 7.36	F 3.19		
SEASIDE HEIGHTS	F 7.34	\$ 3.17		
ORTLEY	F 7.31	F 3.14		
LAVALLETTE	F 7.29	F 3.12		
MANTOLOKING	F 7.24	F 3.07		
BAY HEAD	\$ 7.20	\$ 3.03		
BAY HEAD JCT.	7.19	3.02		
PT. PLEASANT	N.Y. & L.B.R.	\$ 7.14	\$ 2.57	
ASBURY PARK				
LONG BRANCH				
Leave	A. M.	P. M.	P. M.	
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	
	2662	2668	2634	

NOTE—Nos. 2629, 2639, 2641 and 2645 are superior by direction to No. 2634.

FIRST CLASS

				2686	
				P. M.	
				Will run Nov. 25 Dec. 25 Jan. 1 Feb. 22	
				\$ 7.45	
				\$ 7.37	
				\$ 7.34	
				7.33	
				7.31	
				\$ 7.24	
				7.22	
				F 7.14	
				7.09	
				\$ 7.02	
				F 6.54	
				F 6.51	
				F 6.45	
				6.30	
				F 6.27	
				\$ 6.18	
				F 6.11	
				F 6.07	
				F 6.04	
				\$ 5.56	
				F 5.53	
				\$ 5.51	
				F 5.48	
				F 5.45	
				F 5.40	
				\$ 5.36	
				5.35	
				\$ 5.30	
				\$ 5.10	
				\$ 5.00	
				P. M.	
				SUNDAYS AND HOLIDAYS	
				2686	

ADDITIONAL STOPS AND FLAG STATIONS

EASTWARD					WESTWARD									
					STATION					2551				
										A. M.				
					2582					F 6.12				
					P. M.					A. M.				
					F 10.43					F 6.23				
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PASSENGER HIGHWAY BUS SERVICE TRIPS BETWEEN 51st ST., OCEAN CITY AND TOWNSEND INLET

[illegible]

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

[illegible]

EXTRA STOPS BY PASSENGER TRAINS

Train No.	Stop at	For
101	Winslow, Stop only on signal.	Employees
105 }	Cologne Avenue crossing, 2.8 miles east of Egg Harbor.	U.S. Mail
148 }		

TRAINS WAIT FOR CONNECTION

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

At Woodbury, boxes containing white and green lights located:

Under roof of westward platform shed, for westward trains;

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

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

EXPRESS AND MILK TRAINS
THESE TRAINS RUN AS PASSENGER EXTRAS

STATIONS		EASTWARD			
		CT-70 DAILY EX. SUN.			
	Leave	A. M.			
PHILADELPHIA		3.00			
JERSEY		3.30			
COOPER		3.39			
CENTER		3.41			
CAMDEN		3.45			
	Arrive	A. M.			
		CT-70			
STATIONS		WESTWARD			
		CT-71			
	Arrive	P. M.			
PHILADELPHIA		9.40			
JERSEY		9.10			
COOPER		9.01			
CENTER		8.59			
CAMDEN		8.55			
	Leave	P. M.			
		DAILY EX. SUN. CT-71			

ARRANGED FREIGHT TRAIN SERVICE

PENNSYLVANIA-READING SEASHORE LINES

These trains are run as extras

EASTWARD

Train	Runs	Leaves		Arrives	
CA 289	D.E.Sun	Pavonia	2.00 a.m.	Germania	5.45 a.m.
WY 843	D.E.Sun	Pavonia	2.30 a.m.	Deepwater Pt	6.00 a.m.
OC 1	D.E.Sun	Tuckahoe	5.00 a.m.	Ocean City	6.00 a.m.
WY 33	D.E.Sun	Pavonia	9.00 a.m.	Millville	1.30 p.m.
WY 351	D.E.Sun	Millville	9.00 a.m.	Maurice Riv.	12.30 p.m.
WY 51	D.E.Sun	Pavonia	9.30 a.m.	Salem	12.30 p.m.
CG 85	D.E.Sun	Bulson St.	9.30 a.m.	Winslow	12.30 p.m.
WY 61	D.E.Sun	Pavonia	10.00 a.m.	Atlantic City	5.30 p.m.
CA 297	D.E.Sun	Pavonia	10.30 a.m.	Atlantic City	12.01 p.m.
PP 801	D.E.Sun	44 St., Phila.	10.30 a.m.	Paulsboro	12.01 p.m.
WY 841	D.E.Sun	Pavonia	12.01 p.m.	Deepwater Pt	3.00 p.m.
WY 353	D.E.Sun	Millville	2.30 p.m.	Maurice Riv.	3.30 p.m.
CM 91	D.E.Sat	Pavonia	7.00 p.m.	Cape May	3.00 a.m.
WY 79	D.E.Sun	Pavonia	8.45 p.m.	Bridgeton	12.55 a.m.
WY 343	D.E.Sat	Millville	9.45 p.m.	Woodbine Jct	1.30 a.m.

WESTWARD

WY 344	D.E.Sun	Woodbine Jct	1.45 a.m.	Millville	5.45 a.m.
OC 2	D.E.Sun	Ocean City	3.30 a.m.	Tuckahoe	4.30 a.m.
CA 298	D.E.Sun	Germania	6.00 a.m.	Pavonia	9.30 a.m.
WY 840	D.E.Sun	Deepwater Pt	7.30 a.m.	Pavonia	10.00 a.m.
WY 62	D.E.Sun	Atlantic City	8.45 a.m.	Pavonia	4.45 p.m.
WY 350	D.E.Sun	Maurice Riv.	1.00 p.m.	Millville	2.00 p.m.
CG 86	D.E.Sun	Winslow	1.30 p.m.	Bulson St.	4.40 p.m.
WY 50	D.E.Sun	Salem	1.30 p.m.	Pavonia	6.30 p.m.
CA 290	D.E.Sun	Atlantic City	2.00 p.m.	Pavonia	6.00 p.m.
WY 34	D.E.Sun	Millville	2.30 p.m.	Pavonia	5.00 p.m.
WY 352	D.E.Sun	Maurice Riv.	4.00 p.m.	Millville	5.30 p.m.
WY 842	D.E.Sun	Deepwater Pt	4.00 p.m.	Pavonia	7.30 p.m.
WY 80	D.E.Sun	Bridgeton	4.30 p.m.	Pavonia	7.45 p.m.
CM 90	D.E.Sun	Cape May	4.30 p.m.	Pavonia	12.30 a.m.
PP 802	D.E.Sun	Paulsboro	5.30 p.m.	44 St., Phila.	7.45 p.m.

ARRANGED FREIGHT TRAIN SERVICE—Continued

ATLANTIC DIVISION

These trains are run as extras

EASTWARD

Train	Runs	Leaves		Arrives	
CB 14	D.E.Sun	Camden	3.30 a.m.	Pine Beach†	6.45 a.m.

WESTWARD

CB 15	D.E.Sun	Pine Beach	7.00 a.m.	Camden	1.00 p.m.
Extra	D.E.Sun	Birmingham	8.00 a.m.	Camden	11.59 a.m.

†—To and from Bay Head Jct. on order.

INTERDIVISIONAL

EASTWARD

Train	Runs	Leaves		Pass	
APT 81	D.E.S.S.	Camden	1.00 a.m.	Jersey	2.00 a.m.
PT 81	Daily	Camden	2.10 a.m.	Jersey	3.25 a.m.
A 30	D.E.Sun	Camden	2.30 a.m.	Minson	3.45 a.m.
A 50	D.E.Sun	Camden	9.30 a.m.	Minson	10.40 a.m.
PP 802	D.E.Sun	Paulsboro	5.30 p.m.	Jersey	7.15 p.m.
PT 85	D.E.Sun	Camden	6.00 p.m.	Jersey	7.30 p.m.
BL 8	Sun Only	Camden	6.15 p.m.	Minson	7.30 p.m.
AP19	D.E.Sun	Camden	7.00 p.m.	Jersey	8.20 p.m.
CS 1 Conn.	D.E.Sun	Camden	7.15 p.m.	Jersey	8.15 p.m.
BL 8	D.E.S.S.	Camden	8.15 p.m.	Minson	9.30 p.m.
A 10	D.E.Sun	Camden	9.15 p.m.	Minson	10.30 p.m.
A 6	D.E.Sun	Camden	10.00 p.m.	Minson	11.15 p.m.
MD 117	D.E.Sun	Camden	11.15 p.m.	Jersey	12.15 a.m.
P 19	D.E.Mon	Camden	11.45 p.m.	Jersey	1.30 a.m.

WESTWARD

Train	Runs	Pass		Arrives	
BL 7	Mon Only	Minson	12.01 a.m.	Camden	12.45 a.m.
PT 84	D.E.Sun	Jersey	12.15 a.m.	Camden	1.00 a.m.
A 9	D.E.Sun	Minson	2.45 a.m.	Camden	3.45 a.m.
BL 7	D.E.S.M.	Minson	3.00 a.m.	Camden	4.00 a.m.
FJ 6	Daily	Jersey	4.30 a.m.	Camden	5.15 a.m.
MD 116	D.E.Mon	Jersey	5.30 a.m.	Camden	6.15 a.m.
A 5	D.E.Sun	Minson	6.45 a.m.	Camden	7.30 a.m.
PT 80	Daily	Jersey	8.25 a.m.	Camden	9.10 a.m.
A 31	D.E.Sun	Minson	10.00 a.m.	Camden	10.45 a.m.
PP 801	D.E.Sun	Jersey	11.01 a.m.	Paulsboro	12.01 p.m.
A 51	D.E.Sun	Minson	4.15 p.m.	Camden	5.00 p.m.
HC 2	Daily	Jersey	8.00 p.m.	Camden	9.00 p.m.
Adv PT 84	D.E.Sun	Jersey	11.30 p.m.	Camden	12.30 a.m.

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
CAMDEN TO ATLANTIC CITY				
All Trains	.....	.. Phila., Mkt. St...	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
105	305	} Broadway	Closed	.....
903	173		.....	.....
652	906	.. Collingswood ..	Closed	.....
653	909		.....	.....
654	908	.. Haddonfield ..	Closed	.....
1017	1025		.....	.....
654	171	... Kirkwood ...	Closed	.....
652	102	.. West Berlin ..	Closed	.....
654	148	..... Berlin	Closed	.....
102	171	..... Atco	Closed	.....
105	105	} ... Waterford ...	Closed	.....
655	148		.....	.....
652	1012	.. Hammonton ..	Closed	.....
1017	1032		.....	.....
102	1008	... Egg Harbor...	Closed	.....
148	165	} Absecon	{ 1014	117
102	1070			{ 1072	166
1072	165	.... Atlantic City ..	All Trains	.....
All Trains	.....		

CAMDEN TO WILDWOOD AND CAPE MAY

All Trains	.....	Phila., Market St.	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
603	613	... Broadway ...	Closed	.....
604	610	West Collingswood	Closed	.....
604	610	.... Oaklyn	Closed	.....
604	607	... Audubon ...	Closed	.....
604	604	.... Orston	Closed	.....
606	610	} ..Haddon Heights.	Closed	.....
607	618		.....	.....
610	610	... Barrington ...	Closed	.....
604	606	... Magnolia ...	Closed	.....
606	610	} ... Clementon ...	Closed	.....
607	618		.....	.....
606	610	Williamstown Jct.	Closed	.....
607	618	} .. Cedar Brook ..	Closed	.....
601	606		.....	.....
607	618	.... Winslow	Closed	.....
618	613	} ... Tuckahoe ...	Closed	.....
302	305		.....	.....
310	315	Cape May C. House	All Trains	.....
All Trains	.....	... Wildwood ...	All Trains	.....
All Trains	.....	... Andrews Ave...	Closed	.....
Closed	.....	Wildwood Crest.	Closed	.....
Closed	.....	... Rio Grande ...	Closed	.....
All Trains	.....	... Cape May ...	All Trains	.....

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
CAMDEN TO WOODBINE				
All Trains	.....	Phila., Mkt. St...	All Trains	.....
All Trains	.....	Camden	All Trains	.....
753	701	Broadway	Closed	.....
759	775		.....
706	762	Gloucester	Closed	.....
764	768		.....
706	762	Westville	Closed	.....
764	768		.....
301	308	Woodbury	Closed	.....
704	760	Woodbury Heights	Closed	.....
751	760	Wenonah	Closed	.....
759	764		.....
751	762	Sewell	Closed	.....
759	764		.....
301	779	Pitman	Closed	.....
752	308	Glassboro	Closed	.....
754	760	Clayton	Closed	.....
752	779	Newfield	Closed	.....
754	308	Vineland	Closed	.....
768	768	South Vineland	Closed	.....
754	776	Millville	756	776
301	308	Woodbine	Closed	.....
PENNS GROVE BRANCH				
827	831	Woodbury	Closed	.....
828	828	Paulsboro	Closed	.....
828	828	Penns Grove	Closed	.....
SALEM BRANCH				
852	857	Woodbury	Closed	.....
852	852	Swedesboro	Closed	.....
852	852	Woodstown	Closed	.....
852	852	Salem	Closed	.....
BRIDGETON BRANCH				
877	885	Glassboro	Closed	.....
877	880	Elmer	Closed	.....
878	880	Bridgeton	Closed	.....
NEWFIELD BRANCH				
951	973	Newfield	Closed	.....
956	973	Mays Landing	Closed	.....
956	973	Pleasantville	Closed	.....
All Trains	.....	Atlantic City	Closed	.....
OCEAN CITY BRANCH				
205	205	Tuckahoe	Closed	.....
215	215		.....
Closed	.....	Palermo	Closed	.....
Closed	.....	51st St., Ocean City	Closed	.....
All Trains	.....	Ocean City	All Trains	.....

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
CAMDEN TO BAY HEAD JCT.				
All Trains	.....	..Phila., Mkt. St..	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
2661	2661	... Broadway ...	Closed	.....
2669	2645			
2604	2661	.. Merchantville ..	Closed	.....
2669	2645			
2606	2661	... Maple Shade...	Closed	.....
2669	2668			
2604	2661	West Moorestown	Closed	.....
2669	2668			
2604	2661	.. Moorestown ..	Closed	.....
2669	2641			
Closed	.....	... Masonville ...	Closed	.....
2601	2645	... Mt. Holly ...	Closed	.....
2617	2668	... Smithville ...	Closed	.....
2606	2661	.. Birmingham ..	Closed	.....
2668	2641			
2601	2608	... Pemberton ...	Closed	.....
Closed	.....	... Juliustown ...	Closed	.....
2601	2612	... Columbus ...	Closed	.....
2662	2668	... New Lisbon..	Closed	.....
Closed	.....	... Browns Mills ..	Closed	.....
All Trains	.....	... Whittings ...	Closed	.....
2662	2669	.. Toms River ..	Closed	.....
Closed	.....	... Pine Beach ...	Closed	.....
Closed	.....	... Ocean Gate ...	Closed	.....
2662	2669	... Seaside Park ..	Closed	.....
Closed	.....	.. Seaside Heights..	Closed	.....
Closed	.....	... Lavallette ...	Closed	.....
Closed	.....	... Mantoloking...	Closed	.....
Closed	.....	... Bay Head ...	Closed	.....

CAMDEN TO MORRIS

All Trains	.....	..Phila., Mkt. St..	All Trains	.....
All Trains	.....	.... Camden	All Trains	.....
804	2556	... Broadway ...	Closed	.....
814	2570			
2559	2372	.... Delair	Closed	.....

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

SPECIAL INSTRUCTIONS

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

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

TRAIN RULES.

S2. STANDARD TIME.

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

D201. Standard clocks are located as follows:

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

TIME TABLE.

S3. SYMBOLS.

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

D301. When trains are to be met or passed on Double Track between Lake and Newfield, the time at each station will be shown in full-faced-type.

Rule 5, amplified.

- Ⓐ**—No. **301** meet No. **754** on double track between Lake and Newfield.
- Ⓑ**—No. **751** meet No. **756** on double track between Lake and Newfield.
- Ⓒ**—No. **753** meet No. **760** on double track between Lake and Newfield.
- Ⓓ**—No. **769** meet No. **770** on double track between Lake and Newfield.
- Ⓔ**—Nos. **771** and **773** meet No. **308** on double track between Lake and Newfield.
- Ⓕ**—No. **781** meet No. **776** on double track between Lake and Newfield.
- ①**—No. **713** take siding.
- Ⓣ**—No. **2629** meet No. **2668** at Mt. Holly.
- Ⓤ**—No. **2639** meet No. **2634** at Pemberton.
- Ⓥ**—No. **2634** take siding to meet No. **2645** at Mt. Holly.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

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

D401.

- M**—Regular stop Nov. 25, Dec. 25, Jan. 1 and Feb. 22 to discharge passengers.
- N**—Regular stop, daily except Sundays and Holidays.
- P**—Regular stop, daily except Sunday.
- Q**—Stop on signal, to discharge passengers from New York and Newark.
- R**—Stop on signal, to discharge passengers from Philadelphia and Camden.
- U**—Stop on signal, to receive passengers for Camden and Philadelphia.
- Z**—Regular stop to cut off cars.

S5.

COLOR SIGNALS.

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

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

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

D502. At Birmingham, normal position of hand operated junction switch is for movement of trains to and from Bay Head Junction; switch lamp will display white disc (green light at night).

When switch is set for movement of trains to and from Kinkora Branch; switch lamp will display red disc (red light at night).

Trains to and from Kinkora Branch must stop, and switch must be operated by a member or train or engine crew, except during the hours signalman is on duty.

D503. At Wildwood Jct. normal position of hand operated junction switch is for movement of trains to and from Wildwood; switch lamp will display white disc (green light at night).

When switch is set for movement of trains to and from Cape May, switch lamp will display red disc (red light at night).

D503. At Gibbstown when switches at east and west end of Siding are set for main track, switch lamp will display yellow disc (yellow light at night). Maximum speed through switches 15 miles per hour.

When switches are set for movements to and from Siding, switch lamps will display red disc (red light at night).

D504. At Absecon, westward color light flag station signal, located 1000 feet east of Absecon station, will display Aspects as indicated:

White and Green—Stop for passengers at Absecon.

White.....Proceed.

86. HAND, FLAG AND LAMP SIGNALS.

D601. At Camden, movement of trains or engines in either direction at switch cabin at Second Street will be governed by flag or lamp signals from the switch tender:

Eastward, Green Flag or Light.

Westward, Yellow Flag or Light.

87. ENGINE WHISTLE SIGNALS.

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

D702. Rule 14 (j) amplified:

Sound o o o o

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

D703. Rule 14 (l) amplified:

Sound — — o o

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

D704. Rule 14 (m) amplified:

Sound —————

Rule 14 (m) will apply only when approaching non-stop points where mail is caught or delivered.

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

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

Between Alan and Center on tracks 2 and 4.

Between Center and Pine Street on No. 2 track.

Pine Street (Center Interlocking): To and from Brown.

Between Cooper and Pavonia on Bay Head Branch.

On Fish House Branch;

On Morris Branch;

Brown: To and from West Collingswood.

Redoak: On Penns Grove Branch;

Glassboro: On Bridgeton Branch;

Newfield: On Newfield Branch;

On connecting track between Jordan and Pensauken;

Birmingham: On Kinkora Branch.

Winslow: On single track connecting double tracks.

Tuckahoe: On Ocean City Branch.

Wildwood Jct.: To and from Cape May.

Between Penred and Atlantic on tracks 3 and 4.

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

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

Between Alan and Center on No. 5 track.

Between Center and Cooper on No. 3 track.

On single track connection between Jersey and Morris Branch.

Winslow: To and from Cape May (Vernon route).

Redoak: On Salem Branch.

Brown: On middle track.

D706. Rule 14 amplified:

Sound — — o o o

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

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.**D801. Emergency whistle and horn signals located at—**

Interlocking Plants

Location

Alan	Tower
Atlantic	Tower
	Signal bridge west of South Draw.
	Signal bridge west of North Draw.
Brown	Signal bridge tracks 1 & 2 east of Penred.
Center	Tower
Cooper	Tower
Jersey	Tower.
	West switch of Morris Branch.
	East switch of Morris Branch.
Redoak	East switch of Fish House Branch.
Glassboro	Tower
Vernon	Tower
Winslow	Tower
	West end of connecting track.

D802. Whistle and Horn tests at Interlockings must be made daily. Tests will be made at 12.00 o'clock Noon or as soon thereafter as movements within the interlocking limits will permit.

S9. COMMUNICATING SIGNALS.**D901. Rule 25, Amplified:**

When communicating signal appliances become inoperative on trains, or trains are hauled by engines not equipped with signal whistle, permission to proceed must be obtained from the Superintendent and the Conductor and Engineman must have a proper understanding as to how the train will be operated without the use of the communicating signal whistle. When necessary to avoid detention, this permission may be given at Terminal by Station Master and promptly reported to Superintendent.

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

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

D1002. Rule 19, Figure 6 is not in effect between Brown and South Gloucester.

Rule 19, Figures 3, 4, 10 and 14 amplified in this territory.

DOUBLE TRACK..... Rear of train by night when turned out against the current of traffic.

THREE OR MORE TRACKS. Rear of train by night on freight track with the current of traffic, or on any track against the current of traffic.

D1003. Rule 19 modified.

The bottom line under Figure 4, of Rule 19, page 24, Book of Rules, modified to read:

"Lights showing yellow to the outside, and red to the rear."

NOTE:—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

The paragraph preceding the Note under Figure 10, page 27 and Figure 14, page 29, Book of Rules, modified to read:

"Marker lamps lighted showing yellow to the outside, and red to the rear."

The Note modified to read:

NOTE:—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

D1004. Rule 21, modified.

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

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

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

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

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

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

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

S10A. NEW RULE 21b.

21b. (DOUBLE, THREE, OR MORE TRACKS.) On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21 will be omitted. Regular trains must be designated by both schedule and engine number.

D1005. Rule 21b in effect between—

Jersey and Vernon.
Center and Atlantic City.
Brown and Winslow.
Winslow and Tuckahoe.
Camden and Morris.
Center and Glassboro.
Lake and Newfield.
Pleasantville and Penred.

D1006. Passenger extra trains destined to, or arriving from single track portions of the division; connecting divisions, or foreign railroads, may display white flags and white lights, on double, three, or more tracks, as prescribed by Rule 21.

D1007. Rule 26 amplified:

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

(b) 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.

S11. USE OF SIGNALS.

D1101. _____.

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

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

D1103. Rule 34—

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

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

S12. SUPERIORITY OF TRAINS.

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

S13.**BULLETIN BOARDS.**

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

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

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

ATLANTIC CITY Station Master's Office Eng. House Foreman's Office	New York Phila. Terminal Philadelphia Maryland	A.B.C.D.E.F. B.C. A.B.C.D. A.
PEMBERTON Trainmen's Room	New York N. Y. & L. B. R. R.	A.B.C.D.E.F.

FOREIGN RAILROADS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PENNSYLVANIA-READING SEASHORE LINES

- ZONE A.** Center to Woodbine Jct. via Millville.
 Penns Grove Branch.
 Salem Branch.
 Bridgeton Branch.
 Yard tracks:
 Grenloch Branch.
 Riddleton Branch.
 Quinton Branch.
 Williamstown Branch.
 Mullica Hill Branch.
 Elmer Branch.
 Maurice River Branch.
 South Seaville Branch.
- ZONE B.** Brown to Winslow.
 Winslow to Cape May.
 Ocean City Branch.
 Sea Isle City Branch.
 Wildwood Jct. to Cold Spring Harbor.
 Yard tracks:
 Atco Branch.
 Stone Harbor Branch.
- 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.
 Yard track:
 Medford Branch.

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

D1403. ———.

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

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

Jersey to Vernon.
 Center to Penred.
 Brown to Winslow.
 Winslow to Tuckahoe.
 Cooper to Morris.
 Center to Glassboro.
 Lake to Newfield.
 Pleasantville to Penred.

D1502. On three or more tracks the current of traffic is as follows:—

Tracks are numbered from Northward to Southward.

Between Alan and Center:

No. 1	Westward passenger
No. 2	Westward passenger
No. 3	Eastward passenger
No. 4	Eastward passenger
No. 5	Eastward and Westward freight

Between Center and Cooper:

No. 1	Westward passenger
No. 2	Eastward passenger
No. 3	Eastward and Westward freight.

Between Center and Pine Street, Camden:

No. 1	Westward passenger
No. 2	Eastward and Westward passenger.
No. 3	Eastward passenger.

Between Penred and Atlantic:

No. 1	Westward passenger
No. 2	Eastward passenger
No. 3	Westward passenger
No. 4	Eastward passenger.

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

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

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

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers are located at Camden.

S16A. Rules 83 and 83a.

D1602. Rule 83. Clearance message C.T. 1246 will be given by the signalman without consulting the Dispatcher where information is given to train at its initial station on any Division, or at a junction, or at a point where they pass from double to single track;

Except—A proceed signal displayed for trains at—

Glassboro: Eastward main line.

Lake: Westward.

Newfield: Eastward.

Cooper: Eastward Bay Head Branch;

will also indicate that all trains due, which are superior, or of the same class, have arrived or left.

Where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83a will not apply where Rules 251, 253 and 254 are in effect.

S16B. Rule 98.

D1603. At railroad crossings at grade not protected by de-rails, trains must stop before crossing.

(a) MINOTOLA :

Signals governing movements of CRR of NJ trains will display proceed indication, except when changed to stop to permit movements of Pennsylvania-Reading Seashore Line trains.

Signals governing movements of Pennsylvania-Reading Seashore Line trains will display stop indication, except when changed to proceed after signals governing CRR of NJ trains have been changed to display stop indication.

CRR of NJ trains will stop before proceeding over crossing with clear signal indication.

Conductors of Pennsylvania-Reading Seashore Line trains will operate signal levers so that signals on CRR of NJ 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 CRR of NJ and stop indication on Pennsylvania-Reading Seashore Lines.

(b) LANDIS :

Signal governing movements of Pennsylvania-Reading Seashore Line trains will display proceed indication except when changed to stop to permit movements of CRR of NJ trains.

Signals governing movements of CRR of NJ trains will display stop indication except when changed to proceed after signals governing Pennsylvania-Reading Seashore Line trains have been changed to display stop indication.

Pennsylvania-Reading Seashore Line trains will stop before proceeding over crossing with clear signal indication.

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

(c) COHAN (BRIDGETON JCT.) :

Signal governing movements of Pennsylvania-Reading Seashore Line trains will display proceed indication except when changed to stop to permit movements of CRR of NJ trains.

Signals governing movements of CRR of NJ trains will display stop indication except when changed to proceed after signals governing Pennsylvania-Reading Seashore Line trains have been changed to display stop indication.

Pennsylvania-Reading Seashore Line trains will stop before proceeding over crossing with clear signal indication.

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

(d) OCEAN CITY :

Crossing signals governing movements of Pennsylvania-Reading Seashore Line trains at 8th Street will be in proceed position, except when changed to stop position by A.C.&S.R.R. trainmen to protect movements of their train over crossing.

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

(e) BEACHWOOD:

Interlocking station closed; derails out of service.

Signals remain in service and govern movements over crossing.

C.R.R. of N.J. trains will stop before proceeding over the crossing with clear signal indication.

Pennsylvania R.R. trains will stop at signal and the Conductor will operate signal levers in accordance with instructions posted in the tower. After movement over crossing has been made, signals must be restored to normal position—proceed indication on C.R.R. of N.J., and stop indication on Pennsylvania R.R.

(f) ATLANTIC CITY:

Yard tracks between Penred and Chelsea Branch via Electric Draw and tracks on Georgia Avenue and Mississippi Avenue, between Chelsea Branch and Atlantic Avenue, in service as A.C. & S.R.R. main tracks.

Switch leading eastwardly from P.R.S.L. yard track to connection with A.C. & S.R.R. westward track on Mississippi Avenue; normal position of switch for movements to Mississippi Avenue; hand operated derail, on connecting track, 100 feet east of switch.

"STOP" SIGNALS located 20 feet in advance of A.C. & S.R.R. main track crossings on all P.R.S.L. yard tracks which cross A.C. & S.R.R. main tracks, in service.

Signals governing movements on A.C. & S.R.R. eastward track to Georgia Avenue, and on A.C. & S.R.R. westward track from Mississippi Avenue will display proceed indication except when changed to stop to permit movements of P.R.S.L. trains, or engines, over crossings.

Before making movements across A.C. & S.R.R. 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. & S.R.R. tracks at Chelsea Branch crossing to display stop signal on A.C. & S.R.R. tracks. After movement over crossing has been completed signals must be restored normal—proceed indication on A.C. & S.R.R. tracks.

S16C. Rule 104.

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

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

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

D1604. During hours block stations are open or attended, main track switches as indicated in charge of signalman:

Trains will be governed by fixed signals:

LOCATION	SWITCHES
Jordan	Crossover between eastward and westward main tracks. Switch of connecting track to Pen-sauken.
Birmingham	Junction switch to Kinkora Branch.
Franklinville	Switch at east end of siding.
Wildwood Jct.	Junction switch to Cape May.
Harbor Branch Jct.	Switch to Schellenger's Landing.

S16D. Rules 106 and 106a.

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

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. west	Both
Collingswood	Collings Avenue	25 ft. west	Both
Cuthbert	Cuthbert Road	25 ft. west	Both
Westmont	Crystal Lake Avenue	54 ft. west	Both
Woodcrest	Woodcrest Road	38 ft. west	Both
Ashland	Evesham Avenue	60 ft. west	Both
Osage	Chews Landing Road	47 ft. west	Both
Lindenwold	Linden Avenue	122 ft. west	Both
Reed Crossing	Cross Keys Road	75 ft. west	Both
Berlin	Chestnut Street	50 ft. east	Both
Chesilhurst	Washington Street	77 ft. west	Both
Waterford	Main Street	87 ft. west	Both
Elwood	Union Street	47 ft. west	West
Egg Harbor	Philadelphia Avenue	76 ft. east	East
Pomona	Mays Landing Road	54 ft. west	Both
Absecon	Station Avenue	104 ft. west	Both
Audubon	Merchant Street	94 ft. east	East
Orston	Chestnut Street	68 ft. west	West
Haddon Heights	Station Avenue	105 ft. east	Both
Barrington	Clements Bridge Road	37 ft. west	Both
Magnolia	Evesham Avenue	63 ft. east	East
Somerdale	Chews Landing Road	67 ft. west	West
Stratford	Union Avenue	78 ft. east	Both
Clementon	Berlin Road	71 ft. west	West
Pine Valley	Pine Valley Road	75 ft. west	West
Albion	Cross Keys Road	43 ft. west	West
Penbryn	New Freedom Road	44 ft. west	Both
Williamstown Jct.	Williamstown Road	39 ft. west	Both
Florence	Florence Road	28 ft. east	Both
Braddock	Braddock Avenue	44 ft. west	Both
South Westville	Olive Street	52 ft. west	East

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.

S16E. Rules 251, 253, 254.

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

Jersey and Vernon.

Center and Morris.

Center and Atlantic City.

Center and Glassboro.

Brown and Winslow.

Winslow and Tuckahoe.

Lake and Newfield.

Pleasantville and Penred.

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

D1607. Eastward passenger trains at Center, and Westward 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.

D1608. Rule 97a amplified.

(a) Between Penred and Pleasantville, trains of the Atlantic City and Shore R.R., are authorized to operate as passenger extras.

(b) On double, three or more tracks, extra trains, including passenger extras, may be run without train orders when proper signals are displayed and authorized by the Signalman, Yard Master or Station Master.

D1609. 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.

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

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

D1611. At Camden 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.

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

D1612. Trains, or engines, using electrically locked hand operated switches leading to Stevens side track, Hugh Hatch Brick Co. side track and Keickhefer Container Co. side tracks, must secure permission from signalman at Jersey.

D1613. BETWEEN JORDAN AND JERSEY

Device for detecting broken or dragging equipment on trains moving with the current of traffic, in service as follows:

WESTWARD track, 200 feet west of JORDAN.

When device is actuated by broken or dragging equipment, cab signal will indicate Caution-Slow-Speed from Westward fixed signal at Jordan to Home signal at Eastward Limit of Jersey Interlocking and most favorable indication on westward fixed signal at Jordan, westward signal 121-B and Home signal at Jersey will be Approach.

Trains receiving Caution-Slow-Speed indication on cab signal in conjunction with Approach indication on fixed signals between westward fixed signal at Jordan and Jersey Interlocking, will stop as soon as proper handling of train will permit, report to the signalman at Jersey and be governed by his instructions.

Non-equipped trains receiving Approach indication on westward fixed signal at Jordan, westward signal 121-B or westward Home signal at Jersey, must not exceed speed of 20 miles per hour.

D1614. Between Jordan and Pensauken, the movement of trains is under the direction of the Train Dispatcher. Rule 97 not in effect.

When Jordan Block Station is open, the movement of eastward trains Jordan to Pensauken will be by signal indication; movement of westward 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.

Crossover at Jordan and switch of connecting track leading to Pensauken equipped with electric locks.

When Jordan Block Station is closed, Conductor or Engineman, after movement has been authorized, must obtain block permission and operate signals and electric locks in accordance with instructions posted in Block Station.

D1615.

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

Grenloch Branch.	Maurice River Branch.
Riddleton Branch.	South Seaville Branch.
Quinton Branch.	Atco Branch.
Williamstown Branch.	Stone Harbor Branch.
Mullica Hill Branch.	Medford Branch.
Elmer Branch.	

D1616. Freight trains must not use the Siding between West Merchantville and Merchantville, if it can be avoided. When necessary for Eastward freight trains to use this siding the engine must be stopped as near Morris Street as possible, and not move Eastward until they are ready to proceed.

D1617. Trains or engines entering main track at east end of Moorestown siding must not operate switch until westward train has cleared westward block signal.

D1618.

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

(b) Trains or engines using electrically locked hand operated switches leading from westward track to Freight House track, Williamstown Branch and Gas House siding, must secure permission from Signalman at Glassboro.

D1619. Trains or engines using electrically locked hand operated switches leading from eastward track to yard track west of Van Hook Street, Camden, and to yard tracks east and west of Newton Creek bridge and switch leading from westward track to Comey side track at Viola Street, Camden, must secure permission from signalman at Brown.

D1620. At Haddonfield, trains or engines using electrically locked hand operated switch leading from westward track to siding, 1600 feet east of Haddonfield Station, must secure permission from signalman at Vernon.

D1621. When a passenger train cuts off or takes on cars at a station or junction, the conductor must notify the signalman and the signalman must report to Train Dispatcher the number of cars cut off or taken on.

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

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

D1622. 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.

D1623. 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.

D1624. At Camden and Atlantic City passenger stations, when train is ready the Conductor will pull 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.

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

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

D1625. 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.

D1626. On all "Wye" tracks, and on "Loop" track at Cold Spring Harbor, trains or engines must proceed with caution prepared to stop, unless the track is seen or known to be clear.

D1627. At Wildwood eastward passenger trains stopping at Wildwood station must pull clear of track circuit at westward block signal at Hudson Avenue.

D1628. Eastward Pennsylvania-Reading Seashore Line trains will stop at telephone located on pole 50 feet west of signal 605-N, Newfield Branch, and identify their train to signalman at Atlantic.

D1629. Hand operated crossover between main tracks 90 feet west of signal 597-N, Newfield Branch, must not be used without permission of Train Dispatcher and providing protection required by Rule 99 against all other movements.

D1630. Trains or engines making eastward movements on middle siding between North Woodbury and Redoak, must secure permission from signalman at Redoak.

D1631. 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.

D1632. At Atlantic City, Camden, Philadelphia and Trenton, Station Master is authorized to verbally instruct conductor to display signals for a following section between Camden, Jersey, or Minson, and Atlantic City. Conductor will instruct engineman.

D1633. 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.

D1634. On trains moving over single track Minson to Jersey, (Vernon Route) and on double track Minson to 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.

D1635. BETWEEN PENNS GROVE AND DEEP WATER POINT:

The movement of trains or engines on yard track between Stop Sign located 200 feet east of water plug, Penns Grove, and Stop Sign located on DuPont Company track 100 feet east of switch leading to Atlantic Electric Light and Power Cos. Plant, Deep Water Point, is by permission of Signalman at Redoak Block Station, Woodbury.

Pennsylvania-Reading Seashore Lines trains or engines and DuPont Company trains or engines must not make movement between these Stop Signs, or enter this track at any switch between Stop Signs, without permission of Signalman at Redoak; after movement authorized has been completed, Conductor or Engineman must report track clear to Signalman at Redoak.

A train or engine must not be admitted to this track when it is occupied by an opposing train or engine or by a passenger train, and a passenger train must not be admitted to this track when it is occupied by any train; except, that after a train or engine has passed a switch where a train or engine moving in the opposite direction can enter yard track, it may be given permission to enter the yard track and proceed in opposite direction, after first having reported to Signalman at Redoak the number of train or engine which has passed and receiving permission to enter and proceed.

An engine, or a train other than a passenger train, may be permitted to follow an engine or a train other than a passenger train.

Normal position of switches on yard track will be for movement on yard track; after being used they must be left in normal position.

Signalman at Redoak must enter on his block record the train or engine number, time and place where train or engine enters and clears yard track.

If from any cause, Conductor or Engineman is unable to communicate with Signalman at Redoak Block Station, either by usual means of communication or the use of commercial line, and no cause for detaining the train or engine is known, train or engine may, after providing flag protection, occupy yard track and proceed with caution, preceded by a flagman a sufficient distance in advance of train or engine to insure full protection and the fact reported by wire as soon as communication is restored.

The DuPont Co. operate two round trips of passenger trains Daily Except Sunday between Penns Grove and Deep Water Point which must not be delayed by other movements; Pennsylvania-Reading Seashore Lines employes must keep informed of the time these trains operate.

D1640.**Spring Switches**

Special Instruction S5A, modified.

Spring switches are equipped for hand operation with switch lamps which will display white disc (green light at night) when switch is in normal position.

When switch is reversed switch lamp will display red disc (red light at night).

A speed of 15 miles per hour must not be exceeded while any part of train is trailing through a spring switch.

A speed of 30 miles per hour must not be exceeded by trains making facing movement over spring switch in normal position.

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

Track cars will not operate spring switches.

Spring switches located as follows;

(a) LAKE:**WEST END DOUBLE TRACK—**

Normal position for movement of trains from single track to eastward track.

Westward trains moving from westward track to single track will trail through spring switch.

(b) NEWFIELD:**EAST END DOUBLE TRACK—**

Normal position for movement of trains from single track to westward track.

Eastward trains moving from eastward track to single track will trail through spring switch.

(c) PLEASANTVILLE:**JUNCTION OF NEWFIELD AND****SOMERS POINT BRANCHES—**

Normal position for movement of trains to and from Somers Point Branch.

Eastward trains on Newfield Branch will trail through spring switch.

Spring switch must be reversed for westward movements to Newfield Branch.

WEST END DOUBLE TRACK**NEWFIELD BRANCH—**

Normal position for movement of trains from single track to eastward track.

Westward trains moving from westward track to single track will trail through spring switch.

EAST END DOUBLE TRACK**SOMERS POINT BRANCH—**

Normal position for movement of trains from single track to westward track.

Eastward trains moving from eastward track to single track will trail through spring switch.

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

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

Dwarf signal located east of switch at end of double track, Newfield Branch, governing westward movements on eastward track, fixed indication—STOP. Trains must not pass this signal except as authorized by the Superintendent.

S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. 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 movement against the current of traffic—

Between—Brown and Woodbine Jct.
Center and Glassboro
Lake and Newfield
Pleasantville and Penred.

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 prolong or repeat warning whistle Rule 14 (1).

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless 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.

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

D1650. At the following locations, Electric Light indicators are installed on the instrument cases of Flashing Light signals protecting road crossings. A light will be displayed when train is operating the Flashing Light signals; absence of light indicates commercial power has failed and that signals will be entirely dependent upon storage battery which may become exhausted and create a dangerous condition if commercial power is not restored within a reasonable period of time.

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

BETWEEN CAMDEN AND MINSON:

DeRousse Ave. Delair Station.

BETWEEN COOPER AND BAY HEAD JCT.:

Pleasant Ave. East of Pavonia.
Central Ave. West of Maple Shade Station.
Stiles Ave. East of Maple Shade.
Lenola Road East of Lenola Station.
Maines Road East of Lenola.
Borton Landing Road East of Stanwick Ave.
Buddtown Road West of Birmingham Station.
Four Mile Road West of New Lisbon Station.
Atlantic Blvd. East of Beachwood Station.
Ocean Gate Ave. West of Ocean Gate Station.

CAMDEN TO PINE:

Porchtown-Iona Road West of Iona.
 Malaga Turnpike West of Malaga.
 Oak Street East of Millville Station.
 Second Street East of Millville Station.
 Vine Street East of Millville Station.
 Third and Mulberry Sts. ... East of Millville Station.
 Fourth and Pine Sts. East of Millville Station.
 Fifth and Sassafras Sts. ... East of Millville Station.
 Main Street East of Millville Station.

NEWFIELD BRANCH:

State Highway Route 48.... West of Mt. Calvary.

CAPE MAY:

Broad Street West of Cape May Station.
 Lafayette Street West of Cape May Station.

Highway Crossings**D1651. Rule 832 amplified:**

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

Fourth paragraph to read:

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

The Crossing Watchman shall give signal for highway traffic to cross when it is safe to do so. The signal will be given by hand and NOT with red flag or lamp, and will be given from a safe point (Crossing Watchman's own safety) on the crossing.

D1652. Shifting movements over public highway or private crossings at grade not protected by a Crossing Watchman must be protected by a member of crew.

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.

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

D1653. CAMDEN, SOUTH CAMDEN, BULSON STREET, COOPERS POINT AND PAVONIA DISTRICTS.

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

(c) **SOUTH CAMDEN AND BULSON STREET DISTRICT**—Before making movements on yard and side 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	Atlantic Avenue
Front Street	Knight Street	Second Street
Ferry Avenue	10th Street	Jefferson 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.

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

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

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

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

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

Before making movement over Penn Street or Linden Street, the Conductor, or Trainman, of engines or trains to or from Coopers Point must reverse electric switch lever located in box on near side of street and observe that all traffic lights display stop signal for street traffic. 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.

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

The duties of the Bridge Watchman at Cooper River draw-bridge 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 side tracks of Standard Oil Co. or General Chemical Co., a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

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

(g) PAVONIA—Before making movements over Federal Street on track leading to Keystone Leather 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.

D1654. CAMDEN TO ATLANTIC CITY.

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

Daily 8.00 A.M. to 4.00 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 movements on side 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:

11th Street	12th Street	13th Street
Line Street	Passmore Avenue	Pleasant Street
Orchard Street		

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

(f) ATLANTIC CITY—When movement is to be made on Atlantic Iron & Metal Co. side 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.

(g) 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.

D1655. CAMDEN TO SOUTH SEAVILLE, VIA MILLVILLE

(a) GLOUCESTER—Before making movements on yard and side 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:

Broadway	Warren Street
Burlington Street	King 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) VINELAND—Before making movements over Railroad Boulevard on Angelucci Coal Company side tracks, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(d) MILLVILLE—Before making movements over North Buck Street on track leading to Whitall Tatem 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.

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

(f) TAVERN ROCK SAND CO.—Before making movements over Cumberland Road on Tavern Rock Sand Co. side track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(g) SOUTH SEAVILLE—Before making movements over Dennisville Road, on yard track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

D1656. GRENLOCH BRANCH

Before making movements over the following crossings on yard track between Brown and Grenloch, a member of the train crew must be stationed on the crossing to give warning to persons using the highway:

CROSSINGS	LOCATION
Essex Street	East Gloucester.
Hudson Street	East Gloucester.
State Highway 45	Crescent Boulevard.
Kings Highway	Mt. Ephraim.
Anderson Avenue	Bellmawr.
Browning Road	Bellmawr.
Clements Bridge Road ...	Runnemede.
Woodbury Lane	Glendora.
Almonesson Avenue	Blenheim.
Church Street	Blackwood.
Pine Street	Pine's side track, Blackwood.
Asyla Road	Lakeland.

D1657. PENNS GROVE BRANCH

(a) WOODBURY—At Glassboro Road, crossing watchman on duty—

Daily 5.45 A.M. to 9.45 P.M.

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

(b) PAULSBORO—At Delaware Street, crossing watchman on duty—

Weekdays Only 6.00 A.M. to 10.00 P.M.

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

(c) GIBBSTOWN—Before making movements over Main Street (Repaupo Avenue) a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(d) FRIENDSHIP—Before making movements over Penns Grove Road, 139 feet east of station, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(e) PENNS GROVE—Before making movements over Main Street a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(f) DEEP WATER POINT—Before making movement on DuPont 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.

D1658.

SALEM BRANCH

(a) WOODBURY—At Glassboro Road, crossing watchman on duty—

Daily 5.45 A.M. to 9.45 P.M.

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

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

D1659.

BRIDGETON BRANCH

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

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

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

Weekdays Ex. Sat. 4.55 A.M. to 7.00 P.M.

Saturdays Only 4.55 A.M. to 7.40 P.M.

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

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

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

D1660.

WILLIAMSTOWN BRANCH

(a) GLASSBORO—Before making movements over Broad Street (Delsea Drive) a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

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

Clayton Road Church Street Blue Bell Road
Main Street State Highway Route 42

D1661. MULLICA HILL BRANCH

(a) Before making movements over Mullica Hill Road, 9500 feet west of Mullica Hill, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

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

D1662. NEWFIELD AND SOMERS POINT BRANCHES

(a) **NEWFIELD**—at Catawba Avenue, crossing watchman on duty:

Weekdays	8.15 A.M. to 9.15 A.M. 11.30 A.M. to 6.30 P.M.
Sundays	7.00 A.M. to 10.00 A.M. 5.00 P.M. to 7.30 P.M.

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

(b) **MINOTOLA**—Before making movement over Central Avenue, a member of the train 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.

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

Weekdays Only	6.45 A.M. to 10.45 A.M. 2.45 P.M. to 6.45 P.M.
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When crossing watchman is not on duty, before making movements over the crossing, trains must stop and not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

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

(e) **MAYS LANDING**—At Farragut Avenue, 675 feet east of station, crossing bells operated by crossing watchman at Main Street, in service.

Weekdays Only	6.00 A.M. to 9.00 P.M.
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When crossing bells are not in service trains must stop and not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

(f) **MAYS LANDING**—At Main Street, 1900 feet east of station, crossing watchman on duty—

Weekdays Only	6.00 A.M. to 9.00 P.M.
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When crossing watchman is not on duty trains must stop and not proceed until a member of the train crew is stationed on the crossing to give warning to persons using the highway.

(g) **PLEASANTVILLE**—Before making movements on side 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:

Franklin Avenue	Shore Road
New Road	Doughty Road

(h) **NORTHFIELD**—(SOMERS POINT BRANCH):

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

(i) **SMITH'S LANDING**—(SOMERS POINT BRANCH):

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

D1663. MAURICE RIVER BRANCH

(a) **PORT ELIZABETH**—Before making movements over State Highway 49, east of Port Elizabeth, trains or engines must stop and not proceed until a member of the crew is stationed on the crossing to give warning to persons using the highway.

D1664. CAMDEN TO CAPE MAY VIA CLEMENTON.

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

(b) **WINSLOW**—At Egg Harbor 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.

(c) **CAPE MAY COURT HOUSE**—Before making movements over Goshen Road, on side track, a member of the train crew must be stationed on the crossing to give warnings to persons using the highway.

(d) **SCHELLENGERS LANDING**—Before making movements over State Highway No. 4 a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

(e) **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.

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

(g) **CAPE MAY**—Lafayette Street crossing protected by flashing light highway crossing signals which operate automatically for eastward trains only on station tracks 1 and 2.

For westward trains, 30 seconds before train moves a member of the train crew will operate the flashing lights with push button located on west end of platform and not proceed over Lafayette Street until a member of the 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.

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.

D1665. ATCO BRANCH

Before making movements over Egg Harbor Road and White Horse Pike, between Williamstown Jct. and Atco, a member of the crew must be stationed on the crossing to give warning to persons using the highway.

D1666. OCEAN CITY BRANCH.

(a) **OCEAN CITY**—When crossing watchman is not on duty, before making movements over 9th Street crossing, on any 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 North Street and 2nd Street on Wye tracks, and Haven Avenue on Pontzler's and Eastern Supply Co. side tracks, a member of the train crew must be stationed on the crossings to give warning to persons using the highway.

D1667.**STONE HARBOR BRANCH**

(a) **CAPE MAY COURT HOUSE**—Before making movements over State Highway No. 4, first crossing east of Cape May Court House Station, 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.

(b) **STONE HARBOR**—Before making movements over Stone Harbor Boulevard, on Stone Harbor Lumber Co. side track, a member of the train crew must be stationed on the crossing to give warning to persons using the highway.

D1668.**CAMDEN TO BAY HEAD JUNCTION**

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

Weekdays Ex. Sat.	5.45 A.M. to 9.45 A.M. 3.45 P.M. to 7.45 P.M.
Saturdays Only	5.45 A.M. to 9.45 A.M. 12.45 P.M. to 7.45 P.M.
Sundays & Nov. 25, Dec. 25, Jan. 1	7.45 A.M. to 8.45 A.M. 7.00 P.M. to 8.00 P.M.

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

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

(b) **HAINESPORT**—Before making movements across State Highway No. 38 on Wheelers Sand Pit track west 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.

(c) **MT. HOLLY**—The signalman will protect train movements over Madison Avenue crossing—

Weekdays	5.00 A.M. to 9.00 P.M.
Crossing watchman on duty—	
Sundays & Nov. 25, Dec. 25, Jan. 1	8.00 A.M. to 9.00 A.M. 6.30 P.M. to 7.30 P.M.

When signalman or crossing watchman is not on duty trains 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.

(d) **MT. HOLLY**—At Pine Street, first crossing east of Mt. Holly passenger station, crossing watchman on duty—

Weekdays Ex. Sat.	5.15 A.M. to 9.30 A.M. 3.45 P.M. to 7.30 P.M.
Saturdays Only	5.15 A.M. to 9.30 A.M. 1.30 P.M. to 7.30 P.M.
Sundays & Nov. 25, Dec. 25, Jan. 1	8.00 A.M. to 9.00 A.M. 6.30 P.M. to 7.30 P.M.

When crossing watchman is not on duty, trains 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.

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

(f) **NEW LISBON**—Before making movements across Four Mile 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.

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

SEASIDE PARK—Fifth Avenue, first crossing east.

SEASIDE HEIGHTS—Hamilton Avenue, first crossing west.

LAVALLETTE—Reese Avenue, first crossing east.

MANTOLOKING—Downer Avenue, first crossing east.

D1669.

KINKORA BRANCH

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

(b) At York Road crossing 0.8 mile east of Sharp. Trains, or engines, must stop 50 feet clear of crossing and not proceed until a member of the crew is stationed on the crossing to give warning to persons using the highway.

D1670.

MEDFORD BRANCH.

(a) **LUMBERTON**—Before making movements across State Highway No. 38 on yard 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.

(b) **MEDFORD**—Before making movements across State Highway No. 40 on yard 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 highway to give warning to persons using the highway.

S17.

MOVEMENT BY TRAIN ORDERS.

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

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

D1703. At the following locations, yellow flashing light signals located directly below top arm of fixed signal are in service and will be used in addition to the train order signal as provided in Rule 221a.

BROWN: Eastward Home Signals, on eastward and westward tracks, at Viola Street.

VERNON: Eastward Home Signal, Bridge Route.

ATCO: Eastward Fixed Signal, 2300 feet west of station.

ATCO: Westward Fixed Signal, 2950 feet east of station.

GLASSBORO: Eastward Home Signal, 900 feet west of tower.

S18. YARDS AND YARD INSTRUCTIONS.

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

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

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

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

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

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

WOODBURY—Salem Branch and Penns Grove Branch only.

GLASSBORO—Bridgeton Branch only.

PAULSBORO.

PENNS GROVE.

SWEDESBORO

WOODSTOWN

SALEM.

ELMER.

BRIDGETON.

VINELAND.

MILLVILLE.

NEWFIELD—From 500 feet west of Lake to 2000 feet east of Newfield Station and 3500 feet east on Newfield Branch.

TUCKAHOE—Ocean City Branch only.

SEA ISLE CITY.

51ST STREET, OCEAN CITY—Sea Isle City Branch only.

OCEAN CITY—

WILDWOOD JCT.—From 1500 feet west of Wildwood Jct. Station to 2000 feet east toward Cape May and 1500 feet east toward Wildwood.

COLD SPRING HARBOR.

CAPE MAY.

PAVONIA.

Mt. HOLLY.

LEWIS.

BAY HEAD.

PEMBERTON—From 1900 feet west of Birmingham Passenger Station to 3600 feet east of Pemberton Passenger Station and to 3500 feet east of South Pemberton.

D1803. Except where otherwise provided, engines of regular trains may occupy main track within yard limits on the time of trains to be run by same engine, for the purpose of switching train or turning engine.

D1804. At Woodbury, within yard limits on Penns Grove and Salem Branches, engines of regular trains may, with proper block permission from signalman, occupy main track on the time of superior trains for the purpose of switching train or turning engine.

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

S19.**SPEED TABLE**

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

S20.**SPEED RESTRICTIONS**

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10" minimum diameter.

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

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

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

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

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

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by Brake and Train Air Signal Instructions No. 99-B-1.

D2001. Maximum Speed.

	Miles Per hour
Main Line	
Between Camden Terminal and Newton Ave.—Center Interlocking:	
With passenger engines	30
With freight engines	30
Between Signal Bridge at Newton Avenue and eastward limits of Center Interlocking:	
With passenger engines	40
With freight engines	40
Between eastward limits, Center Interlocking and Atco:	
With passenger engines	75
With freight engines	50
Between Atco and Penred:	
With passenger engines.....	78
With freight engines.....	50
Between Penred and Atlantic City:	
With passenger engines.....	75
With freight engines.....	50
Between Brown and Woodbine Jct. via Clementon:	
With passenger engines	75
With freight engines	50
Between Woodbine Jct. and Cape May:	
With passenger engines	65
With freight engines	50
Passenger Trains	
Between Minson and Jersey on single track (Morris Branch):	
With passenger engines	30
With freight engines	30
Between Jersey and Jordan:	
With passenger engines.....	60
With freight engines.....	50
Between Jordan and Vernon:	
With passenger engines.....	70
With freight engines.....	50
Between Camden Terminal and 12th Street—Center Interlocking:	
With passenger engines	30
With freight engines	30
Between 12th Street—Center Interlocking and westward limits Jersey Interlocking:	
With passenger engines	40
With freight engines	40
Between westward limits Jersey Interlocking and Morris:	
With passenger engines	60
With freight engines	50
Between eastward limits, Center Interlocking and Millville:	
With passenger engines	60
With freight engines	50
Between Millville and Manumuskinn:	
With passenger engines	45
With freight engines	45

	Miles per hour
Between Manumuskinn and Pine:	
With passenger engines	50
With freight engines	50
Between Pine and Woodbine Jct.:	
With passenger engines	30
With freight engines	30
Between Wildwood Jct. and Cold Spring Harbor:	
With passenger engines	50
With freight engines	50
Between Cooper and Birmingham:	
With passenger engines	60
With freight engines	50
Between Birmingham and Toms River:	
With passenger engines	70
With freight engines	50
Between Toms River and Bay Head Jct.:	
With passenger engines	60
With freight engines	50
Passenger Trains—	
NEWFIELD BRANCH:	
With passenger engines	50
With freight engines	50
PENNS GROVE BRANCH:	
With passenger engines	45
With freight engines	45
SALEM BRANCH:	
With passenger engines	45
With freight engines	45
BRIDGETON BRANCH:	
With passenger engines	45
With freight engines	45
OCEAN CITY BRANCH:	
With passenger engines	50
With freight engines	50
SEA ISLE CITY BRANCH:	
With passenger engines	45
With freight engines	45
KINKORA BRANCH:	
With passenger engines	30
With freight engines	30

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

		Miles per hour
	Unless otherwise specified:	
	Main Line:	
	Between Camden and Eastward limits, Center Interlocking	30
	Between Eastward limits, Center Interlocking and Atlantic City.	50
	Between Eastward limits, Center Interlocking and Newfield	40
	Between Eastward limits, Center Interlocking and Morris	40
	Between Jersey and Vernon	40
	Between Brown and Woodbine Jct. via Clementon	45
Freight trains....	Between Newfield and Pine	40
	Between Woodbine Jct. and Cape May	40
	Between Wildwood Jct. and Cold Spring Harbor	30
	Between Woodbine Jct. and Pine	20
	Between Cooper and Bay Head Jct.	45
	Between Minson and Jersey on single track (Morris Branch)...	30
	Newfield Branch	40
	Penns Grove Branch	30
	Salem Branch	30
	Bridgeton Branch	40
	Ocean City Branch	30
	Sea Isle City Branch	30
	Kinkora Branch	20
Passenger and Freight Trains	Fish House Branch	15
	Between Jordan and Pensauken	15
	Between Center and Coopers Point.	10
	Yard tracks:	
	Grenloch Branch	25
	Riddleton Branch	15
	Quinton Branch	15
	Williamstown Branch	25
Passenger and Freight Trains	Mullica Hill Branch	25
	Elmer Branch	15
	Maurice River Branch	20
	South Seaville Branch	15
	Stone Harbor Branch	20
	Atco Branch	15
	Between Penns Grove and Deep Water Point	15
	Medford Branch	15
Circus Trains		30
	Main Line:	
Wreck trains....	Boom trailing	30
	Boom forward	20
	Branches:	
	Boom trailing	30
	Boom forward	20
Track cars.....	Unless otherwise specified	20
	When hauling track cars or trailers.	10
	Through turnouts and over switches, frogs, street and highway crossings	5
	Hand Cars	5

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

LOCATION	CLASS OF ENGINE							
	MU	E2 E3 E5	E6 P5 P6	G5	H6	H8 H9 I8	K2 K4 G1 G2	L1
	MILES PER HOUR							
MAIN LINE:								
At Vernon, Westward track to- ward Camden		50	50	50	50	50	50	45
Between Penred and South Draw tracks 3 and 4.....		45	45	45	45	45	45	45
Between Wildwood Crest and Cold Spring Harbor		15	15	15	15	15	15	X
Between Harbor Branch Jct. and Cape May		35	35	35	35	35	35	X
Between Viola St. and Bulson St., South Camden	30	30	30	30	30	30	30	30
Eastward track, between overhead bridge 7.95, Hunter St., Wood- bury and Signal 89-C	50	50	50	50	50	50	50	30
Between Cooper and Pavonia, Bay Head Line		40	40	40	40	40	40	20
Between Locust St. 1250 feet west of West Moorestown and Zelley Ave. 925 feet west of Stanwick Ave.		25	25	25	25	25	25	X
Between State Street and Birm- ingham							45	X
Between Toms River and Bay Head Jct.							45	X
BRANCHES:								
Between Newfield and Penred ..			45	45			45	X
Between Irving Ave. and Bridge- ton		30	30	30	30	30	30	X
Between Ocean City and Ocean City Gardens		10	10	10	10	10	10	X
Between Birmingham and Kinkora			20				20	X

X—Prohibited.

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

(Continued)

LOCATION	CLASS OF ENGINE							
	MU	E2 E3 E5	E6 P5 P6	G5	H6	H8 H9 I8	K2 K4 G1 G2	L1
	MILES PER HOUR							
ON CURVES:								
At Vernon, on Bridge route		30	30	30	30	30	30	25
Winslow, Westward track, Cape May-Vernon route		30	30	30	30	30	30	X
At Winslow, Eastward track, Clementon-Cape May route.....		30	30	30	30	30	30	X
Winslow, Eastward tracks, both routes, at Egg Harbor Road overhead Bridge 26.35		30	30	30	30	30	30	X
At Penred, No. 1 track		55	55	55	50	50	55	50
At Penred, No. 2 track.....		45	45	45	45	45	45	45
At Center, west of Wright Ave.	15	15	15	15	15	15	15	15
At Kaighn Ave. and between Atlantic Ave., and Van Hook St., South Camden	45	45	45	45	45	45	45	25
Between Chelton Ave. & Shipyard Mile Post 2, between Brown and West Collingswood		25	25	25	25	25	25	25
At Little Newton Creek Bridge No. 2.56		60	60	60	50	50	60	25
		60	60	60	50	50	60	25
West of Brooklawn	40	40	40	40	40	40	40	20
At Tuckahoe		55	55	55	50	50	55	X
East of Dennisville		55	55	55	50	50	55	X
At Wildwood Jct. to and from Wildwood		15	15	15	15	15	15	X
At 51st Street, Ocean City:								
Ocean City Branch		40	40	40	40	40	40	X
Sea Isle City Branch		15	15	15	15	15	15	X
Corsons Inlet at east and west ends of bridge		20	20	20	20	20	X	X
Bay Head Line:								
East of Pavonia Station		15	15	15	15	15	15	X
Westfield Ave. Mile Post 3....		30	30	30	30	30	30	X
Between Mile Post 16 and Hainesport; reverse curves		40	40	40	40	40	40	X
At Mt. Holly, between Freight Station and Pine St.		20	20	20	20	20	20	X
At Lewis		10	10	10	10	10	10	X

X—Prohibited.

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

(Continued)

LOCATION	CLASS OF ENGINE							
	MU	E2 E3 E5	E6 P5 P6	G5	H6	H8 H9 I8	K2 K4 G1 G2	L1
	MILES PER HOUR							
BRIDGES:								
57.62, Atlantic City, North Draw	20	20	20	20	20	20	10
54.86, Atlantic City, South Draw	20	20	20	20	20	20	10
3.10, Newton Creek	40	40	40	40	40	40	40	20
5.55, Big Timber Creek:								
Eastward track	20
Westward track	20	20	X
13.70, Paulsboro	6	6	6	6	6	X	X
20.79, Bridgeport	15	15	15	15	15	X	X
23.80, Jumbo	6	6	6	6	6	X	X
57.84, Woodbine Jct.	40	40	40	40	40	40	X
59.75, Crook Horn	10	10	10	10	10	10	X
69.44, Corsons Inlet:								
Trestle	20	20	20	20	20	X	X
Draw	6	6	6	6	6	X	X
75.29, Old Turtle	30	30	30	30	30	30	X
76.27, Grassy Sound, Trestle and Draw	15	15	15	15	15	15	X
77.17, Sunset Lake	30	30	30	30	30	30	X
1.50, Cooper River	20	20	20	20	20	20	15
3.26, Petty Island	10	10	10	10	10	X	X
2.74, East of Jersey, Bridge Route	45	45	45	45	25
4.34, West of Jordan	55	....	....	55	25
5.28, East of Merchantville	20	20	....	20	20	X
12.38, East of Stanwick Avenue	40	X
15.15, East of Masonville	45	X
16.68, West of Hainesport	40	40	40	40	40	40	X
47.25, East of Crosley	45	X
59.19, Barnegat Bay	20	20	20	20	20	20	X

X—Prohibited.

D2003. Various.

	Miles per hour
CAMDEN TO ATLANTIC CITY	
Winslow on single track, connecting double tracks.....	20
BROWN TO CAPE MAY VIA CLEMENTON	
At Tuckahoe, Crossover and Junction Switch.....	25
Through switches at Woodbine Jct.	15
Between Harbor Branch Jct. and Schellengers Landing.....	20
Cape May—Broad Street and Lafayette Street.....	6
WILDWOOD JCT. TO COLD SPRING HARBOR	
Wildwood Jct., State Highway 4.....	6
Wildwood between Hudson and Lincoln Avenues (By ordinance)	10
On reverse curve between Lotus and Myrtle Avenues, 2000 feet east of Wildwood Crest trains or engines moving backwards	5
On Loop track at Cold Spring Harbor—	
With engine moving forward	12
With engine moving backward	5
CAMDEN TO PINE VIA MILLVILLE	
At Newfield, over Pearl Street—Main line	35
Through Vineland (By ordinance)	20
Through Millville (By ordinance)	10
GRENLOCH BRANCH	
Runnemede—Third Avenue crossing	20
Glendora—Ninth Avenue	6
Blenheim—Woodland Avenue crossing	6
PENNS GROVE BRANCH	
At Gibbstown, through switches east and west end of Siding	15
Penns Grove, over Pitman Avenue and Harmony Street (By ordinance)	5
SALEM BRANCH	
South Woodstown, at Station and road crossing.....	15
Salem, Glass Works Branch, crossing streets on any track (By ordinance)	4
BRIDGETON BRANCH	
At Elmer, over Main and Broad Streets.....	10
At Elmer (Elmer Branch), over Front Street (Malaga Road) and State Street	10
NEWFIELD BRANCH	
Newfield, over Pearl Street, Newfield Branch	6
OCEAN CITY BRANCH	
At Ocean City, over Ninth Street	6
Ocean City, yard tracks on West Avenue, between Eighth Street and Second Street (By ordinance)	6
WILLIAMSTOWN BRANCH	
Glassboro, over Union Street, Main Street, Academy Street and Williams Street	6
COOPER TO BAY HEAD JCT.	
At Birmingham, through turnout to and from Kinkora Branch	15
South Pemberton, over Hanover St., When no crossing watchman is on duty	5
Whitings, over C.R.R. of N.J. crossing	30
Beachwood, over C.R.R. of N.J. crossing	30
Trains which do not make station stop must not exceed a speed of twenty (20) miles per hour over the following street crossings:	
Seaside Park	Fifth Avenue, first crossing east.
Seaside Heights	Hamilton Avenue, first crossing west.
Lavallette	Reese Avenue, first crossing east.
Mantoloking	Downer Avenue, first crossing east.
KINKORA BRANCH	
Lewis, Road crossing on wye track	6

GENERAL		Miles per hour
Over track troughs when scooping water.....		45
Over spring switches:		
Facing movements		30
Trailing movements		15
Light engines running forward;		
Passenger		50
Freight		40
Engines running backward:		
With train		30
Light		30
Engines of Class A or B type, under steam or being hailed		20
Movements over crossovers or turnouts not interlocked;		
Engine running forward		15
Engine running backward		10

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

	Passenger Trains	Passenger trains with 50% or more MP-54 cars
CAMDEN TO ATLANTIC CITY VIA VERNON	Mins.	Mins.
Camden and Vernon	8	8
Vernon and Winslow	16½	19½
Winslow and Absecon	19	23
Absecon and Atlantic City	7	8
Total	50½	58½
JERSEY TO ATLANTIC CITY		
Jersey and Vernon	6½	7
Vernon and Winslow	16½	19½
Winslow and Absecon	19	23
Absecon and Atlantic City	7	8
Total	49	57½
CAMDEN TO WILDWOOD VIA CLEMENTON		
Camden and Brown	6	6
Brown and Clementon	9	10
Clementon and Winslow	10	11
Winslow and Richland	10	11½
Richland and Tuckahoe	12½	14
Tuckahoe and Woodbine Jct.	4	4
Woodbine Jct. and Wildwood Jct.	14	14
Total	65½	70½
Wildwood Jct. and Wildwood	6½	6½
Wildwood Jct. and Cape May.....	9	9
CAMDEN TO PINE VIA MILLVILLE		
Camden and Brown	6	6
Brown and Redoak	7	7
Redoak and Glassboro	10	10
Glassboro and Newfield	14	14
Newfield and Millville	16	16
Millville and Pine	27	27
Total	80	80
CAMDEN TO BAY HEAD JUNCTION		
Camden and Pensauken	11	11
Pensauken and Birmingham	21	21
Birmingham and Whitings	16	17
Whitings and Seaside Park	21	22
Seaside Park and Bay Head Jct.	15	15
Total	84	86

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

BRIDGEPORT:

Bridge watchman on duty,
Weekdays 4.00 A.M. to 8.00 P.M.

JUMBO:

Bridge watchman on duty,
Weekdays 4.00 A.M. to 8.00 P.M.

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

D2005. CORSON'S INLET DRAWBRIDGE:

Drawbridge open continuously for water traffic and no watchman on duty.

D2006. Trains hauling industrial cranes or pile drivers, must not exceed speed of 10 miles per hour unless the boom is lowered, properly secured and resting on idler car.

With boom lowered and properly secured, maximum speed:

Boom trailing30 miles per hour.

Boom forward20 miles per hour.

D2007. Snow plows must be brought to a stop before meeting or passing a passenger train on adjacent track and must not exceed 4 miles per hour passing a passenger train or a passenger station.

D2008. When electrically equipped Multiple Unit cars are moved dead-head in trains over a route other than that on which they normally are used, a speed of 20 miles per hour must not be exceeded.

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

D2009. Additional Regulations to govern the handling of Dead Engines in Freight Trains:

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

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

D2010. Rule 750 amplified. When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

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

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

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

D2011. Trains or drafts hauling gas or gas-electric cars must not exceed a speed of 20 miles per hour.

S21.**SIGNAL RULES**

RULES 282, 283, 284 and 285, modified to read:

RULE 282

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

NAME—CAUTION SIGNAL**RULE 283**

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

NAME—APPROACH SIGNAL**RULE 284**

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

NAME—APPROACH-RESTRICTING SIGNAL**RULE 285**

Indication—Proceed at not exceeding one-half the speed authorized for passenger trains here, but not exceeding 30 miles per hour.

NAME—CLEAR-RESTRICTING SIGNAL

D2101. Rule 282 (Caution Signal), and Rule 283 (Approach Signal). Trains must not exceed one-half maximum authorized speed when passing the signal; except, that, where the signal cannot be seen a sufficient distance to reduce speed to not exceeding one-half maximum authorized speed at the signal, the speed must be so reduced as soon as proper handling of the train will permit.

S21A.**SIGNAL ASPECTS.****D2105.****Signal Aspects Not Standard**

(a) **LAKE**—When Lake is attended, eastward Block Signal when displaying Aspect, Rule 283, Figure 1, (**APPROACH SIGNAL**) indicates clear block.

When Lake is unattended, eastward and westward signals remain lighted and govern movements through switch at end of Double Track.

Rules 287 and 342, modified.

(b) **NEWFIELD**—When Newfield is attended, westward Block Signal when displaying Aspect, Rule 283, Figure 1, (**APPROACH SIGNAL**) or Aspect, Rule 286, Figure 1, (**CLEAR SIGNAL**) indicates clear block. Rule 287, modified.

D2106.

(a) **COOPER**—Eastward Block Signal at Cooper when displaying Aspect, Rule 283, Figure 1, (**APPROACH SIGNAL**) or Aspect, Rule 286, Figure 1, (**CLEAR SIGNAL**) indicates clear block. Rule 287, modified.

(b) **STATE STREET**—Westward Block Signal at State Street when displaying Aspect, Rule 283, Figure 1, (**APPROACH SIGNAL**) indicates clear block. Rule 287, modified.

D2111. Signal Aspects Not Standard—Con.

SIGNAL ASPECTS NOT STANDARD														
NAME	INDICATION													
Stop Signal														
Stop														
Stop then Proceed Signal														
Stop then Proceed	Rule 505 or 660													
Caution Slow Speed Signal														
Caution Slow Speed	Proceed at not exceeding 15 miles per hour with Caution prepared to Stop short of train or obstruction													
Slow Speed Signal														
Slow Speed	Proceed at not exceeding 15 miles per hour prepared to Stop at next Signal													
Caution Signal														
Caution Signal	Approach next Signal prepared to Stop Where a facing switch is connected with the signal, approach that switch prepared to Stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce speed exceeding that speed.													
Approach Signal														
Approach Signal	Approach next Signal prepared to Stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.													
Approach Restricting Signal														
Approach Restricting Signal	Train approach next Signal at not exceeding one-half its maximum authorized speed at point involved but not exceeding 30 miles per hour													
Clear Restricting Signal														
Clear Restricting Signal	Train proceed at not exceeding one-half its maximum authorized speed at point involved but not exceeding 30 miles per hour													
Clear Signal														
Clear Signal	PROCEED													
Clear Block Signal														
Clear Block Signal	Proceed—Manual or Controlled Manual (Stock Clear)													

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

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

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

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

D2204.

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

(b) 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.

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

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

D2207. Rules 365 and 505e amplified:

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

S23. MANUAL BLOCK SYSTEM.

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

D2302. Rule 317a will apply; between—

Tuckahoe and Wildwood Jct.

Tuckahoe and Gardens.

State Street and Bay Head Jct.

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

D2303. Rule 317b will apply; between—

Glassboro and Lake.

Newfield and Pine.

Pine and Woodbine Jct.

Newfield and Pleasantville.

Woodbury and Penns Grove.

Woodbury and Salem.

Glassboro and Bridgeton.

51st Street—Ocean City and Sea Isle City.

Wildwood Jct. and Cold Spring Harbor.

Wildwood Jct. and Cape May.

Cooper and State Street.

Birmingham and Kinkora.

D2304. Rule 318a will apply; between—

D2305. Rule 318b will apply; between—

Lake and Newfield.

S23A. UNATTENDED BLOCK STATIONS.

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

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

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

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

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

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

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

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

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

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

(To be printed on green paper, size 5 $\frac{1}{3}$ x 3 $\frac{1}{2}$.)

FORM K	Pennsylvania-Reading Seashore Lines Clearance Card	FORM K
<p>..... Block Station,.....M. ....19.....</p> <p>To Conductor and Engineman: Train.....</p> <p>Proceed at</p> <p>as though.....signal was displayed.</p> <p>Report clear at.....</p> <p>.....</p> <p style="text-align: right;">Signalman.</p> <p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p>		

D2307. When Bay Head Jct. Block Station is unattended, eastward and westward signals remain in service and govern movements through switches to and from N.Y. & L.B.R.R.

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

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

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

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. _____.

S25. AUTOMATIC BLOCK SYSTEM.

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

Jersey and Vernon.
Center and Atlantic.
Brown and Winslow.
Winslow and Tuckahoe.
Camden and Jersey.
Center and Glassboro.
Pleasantville and Penred.

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

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

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

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

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

S25A. Rule 505a.

D2504. Rule 505a in effect between—

Center Interlocking and Brown Interlocking.

D2504a. Trains having established the direction of traffic on tracks where Rule 505a is in effect must not move in the reverse direction without the proper interlocking signal or orders from the superintendent.

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

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

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

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

Equipped Train—A train operating under cab signal protection.

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

With current of traffic;

Between Jersey and Vernon.

Between Center and Atlantic.

Between Brown and Winslow.

Cab Signals will not indicate conditions ahead when engine is—

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

(b) Pushing cars.

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

Cutting-in sections located—

For westward trains:

At Atlantic City:

Tracks 1 and 2, 500 feet west of North Draw.

Tracks 3 and 4, 500 feet west of South Draw.

At Jordan:

On single track connection, for trains from Pensauken.

At Jersey:

On Fish House Branch, for trains to Phila. Terminal Division.

For eastward trains:

At Center:

Undergrade Bridge 141.

At South Camden:

200 feet east of Jefferson Avenue.

Between Minson and Jersey:

On single track, beginning 1700 feet west of Minson and extending 1800 feet westward, for trains from Minson.

The following rules are in effect:

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

Pennsylvania-Reading Seashore Lines.

Atlantic Division

New York Division

Philadelphia Terminal Division

New York & Long Branch Railroad

Central Railroad of New Jersey.

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

Testing sections, additional to those at terminals, located—

At Winslow:

Between Signal 200R west of Folsom and westward Home Signal.

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

4. When Cab Signal and fixed signal aspects conflict, the more restrictive indication governs, except when there is a failure in the cab signal apparatus or when cab signal aspects conflict with fixed signal aspects at two fixed signal locations in succession thereby indicating a probable defect in the cab signal apparatus, a train may proceed as a non-equipped train, governed by fixed signal indication, to the next point of communication, report and be governed by instructions from the Superintendent. When there is a failure in the Cab Signal apparatus, engineer may cut out the warning whistle if it continues sounding, after he has acknowledged.

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

(a) Trains other than passenger trains 20 miles per hour.

(b) Passenger trains—

Between Jersey and Jordan 30 miles per hour.

Between Jordan and Vernon 35 miles per hour.

Between Center and Penred 38 miles per hour.

Between Brown and Winslow 38 miles per hour.

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

5a. The following train and engine movements are authorized to operate as non-equipped trains:

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 and Penred.

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

7. —————.

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

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

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

D2506. 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.

D2507. Except within interlocking limits, when a defect in the cab signal apparatus, referred to in Cab Signal Rule 4, has been reported, instructions to proceed will be issued in writing, in the manner prescribed by the Superintendent.

S25C.**NEW RULE 511a.**

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D.**GRADE SIGNALS.****D2510. Location of Grade Signals:**

Westward track, between Jersey and Pavonia — automatic signal No. 33.

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

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

S26.**INTERLOCKING RULES.**

D2601. Interlocking plant at Penred, operated by Atlantic.

S26A. Rule 663 amplified:

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

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

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

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Redoak	Switch to C. W. Shivers track.
Merchantville ..	East switch of siding; west switch of freight house track and switch to Hower Bros. side track.
Moorestown ...	Crossover between Main track and siding and switch leading to Elwood Hollingshead track.
Mt. Holly	Switch to East Junction; switch to Chas. E. Rogers side track and east switch of siding.

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

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

(b) Rule 829, paragraph 10, amplified:

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

(c) Rule 206, amplified:

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

(d) Rule 80, amplified:

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

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

Day Signals—two red flags, torpedoes and fuses.

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

(f) Rule 80, fifth paragraph, amplified:

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory.

(g) An employe who has been on duty sixteen consecutive hours during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 10 consecutive hours of rest.

An employe who has been on duty 16 hours in the aggregate during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 8 consecutive hours of rest.

An employe coming within the provisions of paragraph 1 or 2 must take action through his immediate superior at least two hours in advance of the time his services would be restricted to avoid being called upon to operate or be responsible for the operation of a track car when on duty in excess of 16 hours.

Employes called upon for service before the expiration of the full rest period, as required in paragraph 1 or 2, must report the fact to his immediate superior before going on duty.

D2801

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

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

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

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

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

(6) Where Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by controlled manual block system rules, track cars must clear main track and report clear to the Superintendent, or signalman before an opposing or following passenger train is due to enter block at a block station; signalmen will not permit

any train to enter a block occupied by a track car without instructions from the Superintendent.

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

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

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

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

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

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

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

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

All engines heavier than Class L1s:

Between Camden and Atlantic City via Vernon.

Between Brown and Winslow

Between Camden and Jersey and Morris.

Between Jersey and Vernon.

Between Minson and Jersey, except that Class M1, Electric L6, P5 and GG1, engines may operate between Minson and Jersey in detour movements.

All engines heavier than Class K4s and G2sa:

Between Winslow and Cape May.

Between Woodbine Jct. and Pine.

Curve on Morris Branch. Vernon Route.

Between Jordan and Pensauken.

Between Pavonia and Bay Head Jct.

Between Newfield and Pine.

Between Wildwood Jct. and Cold Spring Harbor.

Between Camden and Newfield; except: that Class L1s engines may be operated between Camden and Redoak, and only on Eastward track in both directions over bridge 5.55, Big Timber Creek.

Newfield Branch

Bridgeton Branch.

Kinkora Branch.

Ocean City Branch.

Yard tracks:

Maurice River Branch.

South Seaville Branch.

Between Second and Sixth Streets on West Avenue,
Ocean City.**All engines heavier than E3sd, P5, P6, H9 and I8:****Yard tracks:**

Grenloch Branch.

Quinton Branch.

Elmer Branch.

Atco Branch.

Williamstown Branch.

Mullica Hill Branch.

Stone Harbor Branch.

Medford Branch.

All engines heavier than E6, P5, P6, H9 and I8:

Penns Grove Branch.

Salem Branch.

Sea Isle City Branch.

BETWEEN LEWIS AND CAMP DIX:

Class K4 and lighter engines may operate on Union Transportation Company track between Lewis and switch 1 Camp Dix, at a speed not exceeding 15 miles per hour and may enter Camp Dix Yard at switches 3, 2 and 1 and proceed at not exceeding 5 miles per hour.

Class K4 and K2 engines can move in forward motion only on curves at eastward end of loop at a speed not exceeding 5 miles per hour.

Class G5, H9 and H8 engines may use switch at west end of warehouse No. 77 track, and switch leading to I and L track, at a speed not exceeding 5 miles per hour.

Class B engines only, may operate around curve and through turnout at east end of warehouse No. 77 track.

D2902. The following side tracks and yard tracks restricted to class of engines as designated:

All engines heavier than Class H9 and I8:**CAMDEN:**

Freight Yard, tracks No. 10 and No. 16.

Lower freight yard, tracks No. 10 to No. 16, inclusive, and no passenger type engine heavier than Class D16.

No. 22 track to No. 2 freight slip.

Crossover from slip to No. 7 switch.

Newton Coal Co. trestle.

City of Camden side track.

West end of crossover to Warren Webster side track.

PAVONIA:

Tracks for Pavonia Shop yard.

JERSEY:

Track leading to Steven's side track.

MERCHANTVILLE:

Freight House track.

Delivery track.

Rich Bros. side track.

J. S. Collins side track.

Weikel Troth Coal Co. side track.

MAPLE SHADE:

Freight House track.

Passing siding.

J. S. Collins & Sons side track.

Graham Brick Mfg. Co. side track.

LENOLA:

Delivery track.

MASONVILLE:

Whitehead Bros. side track.

MT. HOLLY:

Pettinos side track.

Sinclair Oil Co. side track.

SOUTH PEMBERTON:

Freight House track.

SEASIDE PARK:

Delivery track.

SEASIDE HEIGHTS:

Delivery track.

MANTOLOKING:

Delivery track.

BAY HEAD:

Freight House track.

E2, E3, H6 and H9 engines only.**JULIUSTOWN:**

Walker-Gordon Dairy Cos. side track.

All engines heavier than E3sd and H6s.**PENNS GROVE:**

du Pont track, plant No. 1, Carneys Point.

All engines heavier than Class B.**CAMDEN:**

Pine Street Extension, east of Haddon Avenue.

Camden Pottery Co. side track.

Bush Coal Co. side track.

Camden Freight house connection, Second Street.

American Ice Co. trestle east of Center.

Belt Line connection, Front Street and Kaighn Avenue.

J. Danenhowe, side track, Atlantic Avenue.

I. Boudov side track, Atlantic Avenue.

Morris Berman side track, Third Street and Lansdowne Ave.

Eavenson & Levering side track, Ferry Ave. and Jackson St.

McAndrews & Forbes, Jefferson Avenue, tracks 4 and 5,
North and South tracks.**PAVONIA:**

General Chemical Co. side track, River Road.

Standard Oil Co. side track, River Road.

Keystone Leather Co. side track, River Road.

Irvin & Leighton side track, River Road.

Concrete Steel Co. side track, River Road.

Power House track.

Beaumont Co. side track.

Victor side track, beyond a point 200 feet west of State St.
Jantzen side track.

Victor track, connecting with No. 7.

Pavonia Ice & Coal Co. side track.

Eisenberg Paper Bag Co. side track.

Haddon Press Co. side track, State Street.

Dubell Lumber Co. side track, State Street.

Rundle Mfg. Co. side track, Mozart.

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

FISH HOUSE BRANCH:

Spur track beyond a point 250 feet from switch.

Kieckhefer side track beyond a point 1000 feet from switch.

SOUTH CAMDEN:

Castle Kid Co. side track.

C. W. Brennan Co. side track.

Jefferson Avenue yard, all tracks except No. 1.

New York Shipbuilding Co. side tracks.

Sitely & Sons side track.

GLOUCESTER:

American Radiator Co. side track.

Lang Paper Co., Wharf track.

Hinde & Dauch Paper Co. side track.

Quigley Coal & Lumber Co. side track.

Track leading from eastward main track to Gloucester Yard.

American Brown Boveri Co. side track.

COLLINGSWOOD:

Mohrfeld Coal Co. side track.

WESTMONT:

Dill Coal & Lumber Co. side track.

WINSLOW:

Hydraulic Press Brick Co. side track.

ATLANTIC CITY:

Mediterranean Avenue tracks.
 Sitley's side track, Mississippi Avenue.
 Burkhardt & Cudahy side track, Baltic Avenue.
 Seashore Supply Co. side track, Baltic Avenue.
 McAllister Coal Co. side track, Baltic Avenue.
 Wheeler Coal Co. side track, Baltic Avenue.
 Atlantic City Sewerage track, Baltic Avenue.
 Tracks 5 and 6, Delaware and Baltic Avenues.
 William Heald & Co. side track, Baltic Avenue.
 Freight Delivery track, Connecticut and Baltic Avenues.

CAPE MAY COURT HOUSE:

W. J. Tyler side track.
 Electric Light Co. side track.

WILDWOOD:

Engine house track.
 Goslin Lumber Co. side track.
 Central Power & Light Co. side track.
 Ottens Harbor Branch.
 Pacific Oil Co. side track.
 Atlantic Coal Co. side track.
 Seashore Supply Co. side track.

All engines heavier than Class A.**ATLANTIC CITY:**

Atlantic City Brewery side track, Arctic Avenue.
 Avedno Coal Co. side track, Mississippi Ave.
 John Murtland side track, Baltic Avenue.
 Shils-Sinderbrand side track, Baltic Avenue.
 Louis Mason Co. side track, Baltic Avenue.
 Abbotts Dairy side track, Baltic Avenue.
 Edwin Smith side track, Baltic Avenue.
 J. L. Bader & Son side track, Baltic Avenue.

D2903. Cars having a combined weight of car and lading in excess of weights indicated must not be permitted on tracks, bridges, etc., named:

Quinton Branch	190,000 lbs.
Sea Isle City Branch	210,000 "
Salem, Glass Works Branch (2nd Street to end)	150,000 "
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 Nos. 1 and 2, Camden, provided such cars are separated from each other by an empty car. A combination of two heavy cars must not be coupled together when passing over the transfer bridge.

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

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

D2904. On account of curvature on track of Mason & Co., Kentucky Avenue, Atlantic City, engines must not pass point of switch; and when shifting on that track, a sufficient number of cars must be used to avoid engine passing switch.

D2905. In old yard, Bridgeton, engines must not be permitted on any coal trestle, except No. 1 trestle.

D2906. Engines must not be permitted on coal trestle portion of Burlington County Almshouse side track at New Lisbon.

D2907. NORTH WOODBURY—Account of curvature, engines heavier than class H6 not permitted on side track of Holloway Coal and Lumber Co.; when placing cars with engine heavier than H6, a sufficient number of cars must be used to avoid engine passing switch.

D2908. OCEAN CITY—Account curvature, engines not permitted on Burkhardt Coal Co. side track, when placing cars a sufficient number of cars must be used to avoid engine passing switch.

D2909. Engines and Steam Derricks in excess of class and weight indicated must not be permitted on Bridges of Industrial side tracks named:

	CLASS OF ENGINES	DERRICKS STEAM
NEW YORK SHIPYARD, CAMDEN: Newton Creek Bridge	H9, I8	100 tons
MILLVILLE MFG. CO., MILLVILLE: Raceway Bridge	H9, I8	100 tons
No. 43 Siding Bridge	H9, I8	100 tons
Shipping Shed Bridge	H6, L7	100 tons
Tail Race Bridge	H6, L7	75 tons
DUPONT POWDER WORKS, CARNEY'S POINT: Drying House Bridge No. 120	I	150 tons
Drying House Bridge No. 312	I	150 tons
Spur Track Bridge	I	150 tons
Waste Stream Bridge	I	150 tons
MARTIN DYE WORKS, BRIDGETON: Waste Race Bridge No. 1	Lls	150 tons
Waste Race Bridge No. 2	Lls	150 tons

S30. ELECTRICAL OPERATION.

D3001. The following tracks equipped for electric 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:

Eastward and westward tracksThird rail.

BROWN AND SOUTH GLOUCESTER:

Eastward and westward tracksOverhead trolley.

SOUTH GLOUCESTER AND GLASSBORO:

Eastward and westward tracksThird rail.

GLASSBORO AND LAKE:

Main trackThird rail.

LAKE AND NEWFIELD:

Eastward and Westward tracksThird rail.

NEWFIELD AND MILLVILLE:

Main trackThird rail.

PLEASANTVILLE AND PENRED:

Eastward and westward tracksThird rail.

BETWEEN PENRED AND CHELSEA BRANCH

VIA ELECTRIC DRAW (A.C. & S.R.R.):

Eastward and westward tracksThird rail.

BETWEEN CHELSEA BRANCH AND ATLANTIC

AVENUE, ATLANTIC CITY:

Tracks on Georgia and Mississippi
AvenuesOverhead trolley.

Terminal tracks:

CAMDEN TERMINAL:

Station tracks 13 and 14Third rail.

MILLVILLE:

Station tracks 1 and 2Third rail.

Sidings and yard tracks:

Camden MU storage yard, tracks 16, 17, 18,

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

Brown, Middle trackOverhead trolley.

Woodbury, middle siding Cooper Street to

RedoakThird rail.

Glassboro, middle siding and storage tracks

2 and 3Third rail.

Clayton, Siding and westward storage track Third rail.

Franklinville, SidingThird rail.

Home, sidingThird rail.

South Vineland, sidingThird rail.

D3002. (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 eastward 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.

D3003. When two or more electric trains have been stopped on the same track a short distance apart, care must be exercised to avoid the excessive use of power when movement is resumed; each train must be operated in series for one minute after starting—the second and following trains must not start until preceding train has been under headway 30 seconds.

D3004. When necessary to remove the bus line jumper, the jumper should be started slowly in order to ascertain if it is carrying current; if so, it should be pushed back in position and the cause of current passing through the jumper investigated. If it is found that the shoes are insulated from the third rail by ice, or cars standing where there is no third rail, or contact shoes broken, etc., the jumper should not be removed until all switches have been opened.

D3005. 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.

D3006. The master controller handle on M. U. cars must not be locked while car is in motion.

The cut-out cocks on air brake emergency attachment pipe to the master controller are sealed in the open position; when necessary to break seals, prompt report must be made by 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 M. U. Trains—The Terminal Test, or the Road Test required when engineman changes his position on train, is not complete until the engineman, in the presence of the inspector, has tested the emergency air brake attachment of the master controller from which the train is to be operated. At points where there are no inspectors, the conductor must witness this test.

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

If there are no facilities for shifting at point where defect is discovered, a controller other than that on the front end of the leading car may be used to move train to first siding or crossover where it can be shifted, observing the following precautions: The conductor must take position on front end of leading car to govern movement, operate bell, alarm whistle, communicating signal, and when necessary, the emergency air brake.

If communicating signal or air brakes are inoperative, the movement will be governed by signals from the conductor in accordance with Rule 103. Attention is called to Rule 24. When air brakes are inoperative on leading car or cars, hand brakes must be used on same and air brakes applied carefully to balance of train. In any case controller must not be used for a faster speed than series position, and a speed of ten (10) miles per hour must not be exceeded at road crossings.

D3007. Train line and bus line jumpers on M. U. cars, when not coupled at both ends to the sockets on cars, must be detached and placed under cover to prevent damage by weather or other conditions.

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

S31.

EMPLOYEE'S REGISTER

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

D3101. Registers for this purpose are located as follows:

EMPLOYEES WHO MUST REGISTER	
CAMDEN—Station Master's Office	Passenger trainmen in road service, enginemen in electric road and yard service, yard trainmen in electric service.
Crew Dispatcher's Office	Enginemen and Firemen: Freight trainmen in road and yard service, Yard Conductors, Yard Brakemen and Switch Tenders working in Camden District.
Yard Master's Office ...	Bulson Street
PAVONIA—Yard Master's Office { 30th Street.....	Freight trainmen, enginemen and firemen in road and yard service.
{ State Street.....	
COOPER'S POINT—Yard Office	Enginemen, firemen and trainmen in yard service.
ATLANTIC CITY—	
Station Master's Office..	Passenger and yard trainmen in road service, enginemen in road and yard service.
Engine House Foreman's Office	Enginemen, firemen and freight trainmen.
PAULSBORO—	Yard Office.
PENNS GROVE—	Ticket Office.
SALEM—	Baggage Room.
GLASSBORO—	Interlocking Station.
BRIDGETON—	Baggage Room.
MILLVILLE—	Baggage Room.
OCEAN CITY—4TH ST.—	Trainmen's Room
COLD SPRING HARBOR—	Employees' Room.
CAPE MAY—	Passenger Station.
WINSLOW—	Passenger Station.
HAMMONTON—	Ticket Office.
PEMBERTON—	Trainmen's Room
BAY HEAD JCT.—	Yard Master's Office.

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

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

S32. PERSONAL INJURIES.

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

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

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

D3201.**Medical Examiners and Company Surgeons**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
CAMDEN.....	A. P. ISENBERG, M. D., Ferry Building	W.J. 37
	PAUL M. MECRAY, M. D., 405 Cooper Street	Bell 1125
	ALBERT H. SHAFER, M. D., (<i>sub.</i>) 405 Cooper Street	Bell 3192
	GARNETT SUMMERILL, M. D. 330 Cooper Street (<i>substitute</i>)	Bell 384
MILLVILLE.....	F. VERNON WARE, M. D., 223 N. Second Street	Bell 210
	H. G. MILLER, M. D., (<i>substitute</i>) 203 E. Main Street	Bell 196
Penns Grove....	HARRY F. SUTER, M. D., 49 West Main Street	Bell 65
HAMMONTON....	F. J. ELLIOTT, M. D., 10 N. Second Street	Bell 23W
	J. C. BITLER, M. D., 325 Bellevue Ave.	Bell 4
ATLANTIC CITY..	SAMUEL L. WINN, M. D., Professional Arts Bldg.	Bell 52577
	C. D. SINKINSON, JR., M. D., Professional Arts Bldg.	Bell 41703
	F. W. BENNETT, M. D., 17 N. Pelham Ave., Longport	Bell 21839
	G. F. SPENCER, M. D., (<i>sub.</i>) 101 S. Indiana Ave.	Bell 54979
WILDWOOD.....	G. F. DANDOIS, M. D., 220 East Wildwood Ave.	Bell 294
	H. H. TOMLIN, M. D., (<i>substitute</i>). Cor. Magnolia & Atlantic Aves	Bell 86
OCEAN CITY.....	A. C. CROWE, M. D., Eighth St. and Atlantic Ave.	Bell 799
	HERSCHELL PETTIT, M. D., 807 Wesley Ave.	Bell 176
CAPE MAY.....	FRANK R. HUGHES, M. D., Ocean & Columbia	Bell 60
POINT PLEASANT	FRANK DENNISTON, M. D., River Avenue	Bell 164
MT. HOLLY.....	D. F. REMER, M. D., 29 Washington Street	Bell 218
	H. E. LONGSDORF, M. D., 200 Garden Street	Bell 244

D3202.**Hospitals**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
CAMDEN	COOPER—Sixth and Stevens Sts.	Bell 6600
CAMDEN	WEST JERSEY HOMEOPATHIC— Mt. Ephraim & Atlantic Aves.	Bell 8830
WOODBURY	UNDERWOOD—509 N. Broad St. (Private)	Bell 100
WOODBURY	BREWER—104 N. Broad St. (Private)	Bell 322
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
MOUNT HOLLY..	BURLINGTON COUNTY—Madison Avenue.	Bell 700
POINT PLEASANT	DR. E. DENNISTON—River Ave. (Private)	Bell 164
LAKEWOOD	PAUL KIMBALL—Lakewood St.	Bell 410

D3203. 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.

S33. USE OF TELEPHONES.

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

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

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

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

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

D3301. Telephones are located at all block stations, passenger stations, freight stations, water stations, power plants, Supervisors' and Yard Masters' offices; at or near all crossovers and main track switches; at or near all westward automatic signals between Camden—Jersey and Atlantic City via Vernon. On patrol line between 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 unattended block stations) and carbon sheets, at a telephone booth or box, the fact must be promptly reported by telephone to the person from whom orders are received, who will arrange for necessary supply.

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

D3302. 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.

S34. MISCELLANEOUS.

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

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

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

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

D3401. Rule 702, ninth paragraph revised:

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

D3402. Rule 706 modified:

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

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

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

D3403. Rule 707, second paragraph, modified:

On passenger trains making local stops, side and trap doors must be kept closed between stations whenever practicable to do so.

D3404. Rule 737 modified:

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

D3405. When a car is placed on a siding next to a concrete bumper, space must be left between the bumper and the car so as to relieve the strain on the draft gear when the car is coupled up.

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

D3407. Marker lights will be located at entering and leaving end of the water troughs at Ancora Water Station.

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

D3408. At Franklinville and Iona switches controlling station platform lights are located on poles on platforms, and at Malaga on station building.

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.

D3409.

(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:

Redoak	Newfield	Hammonton	Vernon
Mt. Holly	Mays Landing	Cape May	Winslow
Glassboro	Atlantic	Pleasantville	Brown
Williamstown Jct.			

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

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

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

D3410. 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."

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

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

Camden:—Delaware Ave., Pine Street Extension

Atlantic City:—Mediterranean Ave., Atlantic Ave.

Margate:—Atlantic Ave.

Longport:—Atlantic Ave.

Millville:—Dock Street.

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

D3413. A device has been installed at Brown, visible to westward trains, by means of which numbers, illuminated by night, corresponding with track numbers in East Yard, Pavonia, will be displayed to indicate to westward freight trains, destined to that point, the number of the track they are to enter at west end of East Yard.

D3414. Overhead Obstructions

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

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

(c) Cross arms on high tension pole line between Cape May Court House and Stone Harbor extends over track at a height which will not clear a man standing on top of box car or other high equipment.

(d) High tension pole line adjacent to and over new connecting tracks at Germania Fruit Growers Society side track and at Egg Harbor will not clear a man standing on top of box car or other high equipment.

(e) Trolley wires at Haddon Avenue and Line Street, Camden, will not clear a man standing on top of box car or other high equipment.

(f) Overhead pipe lines and cables on tracks of DuPont Co. plant No. 1, Carneys Point, will not clear a man standing on top of box car or other high equipment. See Rule N.

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

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

Between Brown and Woodbine Jct. via Clementon all overhead bridges have bridge warnings for normal movements only; when trains are operated against the current of traffic Employees must take necessary precaution.

D3415. Gas or gas-electric cars hauled in trains shall be placed only at the end of a train.

If hauled by passenger train, train should not consist of more than 15 cars.

If hauled by freight train, train should not consist of more than 35 cars.

D3416. Air Brake Instructions.

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

D3417. PARAGRAPH 19, PAGE 26, BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS No. 99-B-1, AMPLIFIED AS FOLLOWS:

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

Helping engines detached from rear of moving freight trains, with cabin car on rear of train equipped with tool for turning angle cock and chain attachments for lifting lock pin and disconnecting air hose, must be uncoupled in the following manner:

Upon arrival at point where helper engine is to be detached, trainmen will close angle cock on cabin car; lift lock pin on cabin, which will permit knuckle to open, leaving angle cock on engine open. Trainmen will then part the air hose between cabin car and engine by use of hose cutting device. When hose is separated this will cause emergency application of brakes on helper engine. Care must be exercised to prevent air hose from pulling apart.

On trains where rear car is not equipped with tool for turning angle cock and chain attachments for lifting lock pin and parting air hose, stop must be made to detach pusher engine. Conductors will be responsible for notifying engine-men on leading and helping engines as to the manner in which the helper engine will be detached.

Helping engines, when possible, must be detached so that they will stop clear of interlocking circuits.

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

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

Other persons must hold proper transportation issued by the Superintendent.

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

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

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

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

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

S35. INSPECTION OF PASSING TRAINS.**D3501. Rule 703 amplified:**

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

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

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

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

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

Home Division

Name

Occupation

QUALIFIED FOR SERVICE

DIVISION

ZONE

PART OF ZONE QUALIFIED FOR

GENERAL ORDERS

PENNSYLVANIA-READING SEASHORE LINES

THE PENNSYLVANIA RAILROAD
EASTERN REGION—ATLANTIC DIVISION

Camden, N. J., September 22, 1937.

GENERAL ORDER No. $\left\{ \begin{array}{l} 1401, \text{ Zone A} \\ 1401, \text{ Zone B} \\ 1401, \text{ Zone C} \\ 1401, \text{ Zone D} \\ 1401, \text{ Zone E} \end{array} \right.$

EFFECTIVE 3.00 A.M., SUNDAY, SEPTEMBER 26, 1937:

Time Table No. 14 takes effect 3.00 A.M., Sunday, September 26, 1937, and contains the necessary instructions issued in General Order form up to and including—

No. 1305, Zone A
No. 1305, Zone B
No. 1303, Zone C
No. 1305, Zone D
No. 1304, Zone E

Important changes have been made in Special Instructions.

Each employe must carefully examine Time Table No. 14 to see that his copy is complete; all schedule pages properly lined across, and note the changes.

Employes must turn in old Time Tables to Bulletin Board Attendant when Time Table No. 14 takes effect.

(a) BETWEEN FOLSOM AND NEWTONVILLE:

Account close clearance, engine and train crews take necessary precaution against injury while passing new bridge under construction at 12th Street (Hammonton Road) crossing, 2 miles east of Folsom.

(b) BETWEEN SEWELL AND WENONAH:

Account close clearance, engine and train crews take necessary precaution against injury while passing new bridge under construction 3300 feet west of Sewell.

BETWEEN MENANTICO AND MANUMUSKIN:

Temporary grade crossing 1450 feet east of Mile Post 45, in service; approaching this crossing enginemen will sound whistle as prescribed by Special Instruction D703.

JERSEY, HATCH, DIVIDE AND MINSON:

Jersey Interlocking includes all switches and signals at Hatch, Divide and Minson.

Hatch and Divide discontinued as stations in the time table. Minson Block Station controlled from Jersey.

WILDWOOD:

No. 0 station track out of service from a point 190 feet east of Hudson Avenue to Wildwood station.

New Hand operated switch, 190 feet east of Hudson Avenue, leading eastwardly from No. 1 station track to Seashore Supply Co. side track, in service.

Special Instruction D1605 has been amplified; Special Instruction D1650 added.

BETWEEN TUCKAHOE AND WOODBINE JCT.:

Double Track operation discontinued.

End of Double Track at Tuckahoe.

Automatic Block System discontinued.

Hall type signals 225 and 225-AX located on eastward Home Signal mast at Tuckahoe out of service; semaphore type signals remain in service.

Signal 224, out of service. Signal 222-X in service as distant signal to westward Home Signal at Tuckahoe and Signal 222.

Eastward track from 2500 feet east of Tuckahoe to Woodbine Jct., out of service.

Westward track will be operated as SINGLE TRACK between Tuckahoe and Woodbine Jct.

Manual Block Rules 301 to 375, inclusive, except Rules 317b, 318a and 318b, in effect between Tuckahoe and Woodbine Jct.

Manual Block indication at Tuckahoe will be by flag and lamp signals.

WILDWOOD JCT.:

Interlocking discontinued.

Switches hand operated and equipped with switch lamps.

Normal position of junction switch for movements to and from Wildwood.

Westward Block Signal, Wildwood Branch, out of service.

Westward Home Signal, Wildwood Branch, changed to Block Signal.

Dwarf signal governing eastward movements from siding, out of service.

S17. MOVEMENT BY TRAIN ORDERS**GLASSBORO:**

Yellow flashing light train order signal in service and located directly below top arm of eastward Home Signal, 900 feet west of tower and will be used in addition to the train order signal as provided in Rule 221a.

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

B. H. HUDSON,
Superintendent

GETTING DOWN TO - PENNIES



TODAY the railroads haul a ton of freight a mile for an average revenue of less than a cent. That's 23½ per cent less than they got for hauling a ton a mile fifteen years ago.

With average revenue shrinking, railroads have had to face mounting expenses. Yet they have pushed ahead — giving better service on lessened income.

On that record, the railroads have earned the right to ask for equality in regulation and treatment.

SAFETY FIRST
-friendliness too

ASSOCIATION OF AMERICAN RAILROADS

