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2024

# THE PENNSYLVANIA RAILROAD

**EASTERN REGION**

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## PHILADELPHIA TERMINAL DIVISION

---

### Time-Table No. 5

**In effect 2.01 A. M., Sunday, June 28, 1953**

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**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

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**EASTERN STANDARD TIME**

---

**J. A. SCHWAB,**  
General Manager.

**H. B. STETSON,**  
Sup't Passenger Transportation.

**P. W. NEFF,**  
General Sup't Transportation.

**C. R. LUCAS,**  
Sup't Freight Transportation.

**H. D. KRUGGEL,**  
Superintendent.

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905	Phila.-Wilmington Local.....	14	904	Wilmington-Phila. Local.....	80
907	Phila.-Wilmington Local.....	15	908	Wilmington-Phila. Express.....	81
909	Phila.-Wilmington Local.....	16	908	Wilmington-Phila. Local.....	87
911	Phila.-Wilmington Local.....	17	910	Wilmington-Phila. Local.....	88
913	Phila.-Wilmington Express.....	19	912	Wilmington-Phila. Express.....	89
915	Phila.-Wilmington Local.....	25	914	Wilmington-Phila. Local.....	97
917	Phila.-Wilmington Local.....	33	916	Wilmington-Phila. Local.....	100
919	Phila.-Wilmington Local.....	35	918	Wilmington-Phila. Local.....	103
921	Phila.-Wilmington Local.....	39	920	Wilmington-Phila. Local.....	106
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931	Phila.-Wilmington Local.....	54	930	Wilmington-Phila. Express.....	119
933	Phila.-Wilmington Local.....	55	932	Wilmington-Phila. Local.....	121
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963	Phila.-Wilmington Local.....	64	962	Wilmington-Phila. Local.....	131
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## MAIN LINE TO HOLMES

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
				PHILADELPHIA				
X	X	X		SUBURBAN	0.2			
				BROAD	0.9			
X	X	X		PENNA.-30th ST. (Upper Level)	2.4			
				ZOO				
X	X	X		NORTH PHILADELPHIA	5.3			
				NORTH PHILADELPHIA	5.3			
X	X	X		NORTH PENN.	6.4			
				SHORE	8.2			
X	X	X		FRANKFORD JUNCTION	8.5			
				FORD	9.1			
				FRANKFORD	9.4			
				BRIDESBURG	10.2			
				WISSINOMING	11.0			
				TACONY	12.1			
X	X	X		HOLMES	13.1			
				HOLMESBURG JUNCTION	13.1			
				DIVISION POST (N. Y. Div.)	14.3			

NOTE—The direction from Suburban Sta., Phila. to Division Post (New York Div.) is Eastward.  
X indicates in service continuously.

## MAIN LINE TO PAOLI

(Suburban Line Included)

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
				PHILADELPHIA				
X	X	X		SUBURBAN	0.2			
				BROAD	0.9			
X	X	X		PENNA.-30th ST. (Upper Level)	2.4			
				ZOO				
X				52nd STREET	3.9			
				VALLEY	4.0			
X	X	X		OVERBROOK	5.4			
				OVERBROOK	5.4			
				MERION	6.0			
				NARBERTH	6.8			
				WYNNEWOOD	7.4			
				ARDMORE	8.5			
				HAVERFORD	9.1			
				BRYN MAWR	10.1			
X	X	X		BRYN MAWR	10.1			
				ROSEMONT	10.9			
				VILLANOVA	12.0			
				RADNOR	13.0			
				ST. DAVIDS	13.7			
				WAYNE	14.5			
				STRAFFORD	15.4			
				DEVON	16.4			
				BERWYN	17.5			
				DAYLESFORD	18.6			
				PAOLI	19.8			
X	X	X		PAOLI	19.9			
				DIVISION POST (Phila. Div.)	21.3			

NOTE—The direction from Suburban Sta., Phila. to Division Post (Philadelphia Div.) is Westward.  
X indicates in service continuously.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Valley	Overbrook

## MAIN LINE TO DARBY

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				PHILADELPHIA				
X	X	X		SUBURBAN	0.2			
X	X	X		BROAD	0.9			
				PENNA.-30th ST. (Upper Level)	2.1			
				ARSENAL				
X	X	X		BRILL	4.1			
				DARBY	6.0			
				DIVISION POST (Maryland Div.)	6.3			

NOTE—The direction from Suburban Sta., Phila. to Division Post (Maryland Div.) is Southward.

X indicates in service continuously.

## D. R. R. R. & B. CO. BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
X	X	X		SHORE	8.2			
				FRANKFORD JUNCTION	8.5			
				DIVISION POST (Atlantic Div.)	10.9			
X	X	X		JERSEY (Atlantic Division)	11.0			

NOTE—The direction from Shore to Division Post (Atlantic Div.) is Eastward.

X indicates in service continuously.

## CHESTNUT HILL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
X	X	X		NORTH PHILADELPHIA	5.3			
				WESTMORELAND	6.1			
				QUEEN LANE	7.6			
				CHELLEN AVENUE	8.1			
				TULPEHOCKEN	8.5			
				UPSAL	9.1			
				CARPENTER	9.7			
B	B	B		ALLEN LANE	10.1			
				ST. MARTINS	10.9			
				HIGHLAND	11.4			
		B		CHESTNUT HILL	11.9			

NOTE—The direction from North Philadelphia to Chestnut Hill is Eastward.

X indicates in service continuously.

B indicates in service part-time.

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

Station	Hours in Service
Chestnut Hill	5.30 A.M. to 11.15 P.M. Daily except Sunday and July 4, Sept. 7. 6.00 A.M. to 11.15 P.M. Sunday and July 4, Sept. 7.
Allen Lane	7.01 A.M. to 3.01 P.M. Daily except Saturday, Sunday and Sept. 7.

# SCHUYLKILL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
X				VALLEY	4.0			
X				PARK	4.5			
				WYNNEFIELD AVENUE	4.9			
				BALA	5.7			44
				CYNWYD	6.1			
				BARMOUTH	6.8			
				MANAYUNK	7.8			
				SHAWMONT	9.6			52
				MIQUON	10.8			
				SPRING MILL	12.4			
				CONSHOHOCKEN	13.6			
				IVY ROCK	15.1			
				ERNEST	15.9			
X	X	X		NORRIS	16.5			
				NORRISTOWN	17.5			
X				SWEDE	17.6			
X		X		HAWS AVENUE	18.1			
				PORT INDIAN	20.1			
				BETZWOOD	21.8			
				PROTECTORY	23.2			
X				CREEK	24.6	90		
				OAKS	24.8			
				PORT PROVIDENCE	26.6			
				MONT CLARE	27.4			
X	X	X		PHOENIXVILLE	28.1			
				SPRING CITY	32.3			174
				PENNHURST	33.1			
				PARKERFORD	35.1			
				FRICK'S LOCK	36.8			
			X	LOCK	37.8			330
				POTTSTOWN	40.3			
				DOUGLASSVILLE	44.5			
				MONOCACY	48.7			
				DYER	47.2			
X	X	X		BIRDSBORO	49.1			
				BROOKE	49.2			
				GIBRALTAR	52.5			
X	X	X		READING	58.3			
				GROUNDS	62.8			
				TEMPLE	64.2			
			X	ORCHARD	67.1			
				LEESPORT	67.7			
				SHOEMAKERSVILLE	71.7			
			X	HAMBURG	76.8			90
				AUBURN	84.8			118
				ADAMSDALE	88.0			
			X	DALE	88.7			
				SCHUYLKILL HAVEN	90.6			
		X		CARBON	93.5			
				POTTSVILLE	94.7			
			X	ULMER	95.4			
				LOWER ST. CLAIR	96.9			
				ST. CLAIR	97.5			
				DARKWATER	98.6			
				MORRIS	99.7			
				ROCK	102.1			
				MOREA	103.3			
				NEW BOSTON	104.6			
X	X	X	X	NEWTON	162.9			
				LAUREL JCT. } LV. R.R.	157.7			

NOTE—Mileage Laurel Jct. to Newton is computed from Jersey City.

The direction from Valley to Laurel Jct. is Westward.

X indicates in service continuously.

**Block-Limit Stations controlled as follows:**

Block-Limit Station	Controlled by
Lock	Phoenixville
Orchard	Reading
Hamburg	Reading
Dale	Reading
Ulmer	Carbon
Newton	Carbon

**Block Station—Remote controlled as follows:**

Block Station	Controlled by
Haws Avenue	Norris

NOTE—Applies to westward trains only.

**Interlockings—Remote controlled as follows:**

Interlocking	Controlled by
Valley	Overbrook
Park	Overbrook
Swede	Norris
Haws Avenue	Norris

**WEST CHESTER BRANCH**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Sidings Assigned Direction Car Capacity 45. ft cars		
						North	South	Both
X	X	X		ARSENAL.....	2.1			
				FORTY-NINTH STREET.....	3.2			
				ANGORA.....	4.4			
				FERN WOOD-YEADON.....	5.4			
				LANSDOWNE.....	6.3			
				GLADSTONE.....	6.9			
				CLIFTON-ALDAN.....	7.5			
				PRIMOS.....	8.1			
				SECANE.....	8.8			
				MORTON-RUTLEDGE.....	9.9			
				SWARTHMORE.....	11.2			
				WALLINGFORD.....	12.3			
				MOYLAN-ROSE VALLEY.....	13.2			
				MEDIA.....	14.0			
X				ELWYN.....	15.0			
				WILLIAMSON SCHOOL.....	15.8			
				GLEN RIDDLE.....	16.6			
X				LENNI.....	17.3			72
X	X	X		WAWA.....	18.0			
X	X	X		WAWA (Octorara Seconary Track).....	18.0			
				DIVISION POST (Maryland Div.).....	18.3			
		B		DARLINGTON.....	18.7			
				GLEN MILLS.....	20.2			29
				LOCKSLEY.....	21.5			
		B		CHEYNEY.....	22.2			24
				WESTTOWN.....	23.9			
				OAKBOURNE.....	25.4			
		B		WEST CHESTER.....	27.4			

NOTE—The direction from Arsenal to West Chester is Southward.

X indicates in service continuously.

B indicates in service part-time.

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

Station	Hours in Service
Glen Mills	6.00 A.M. to 2.00 P.M. Daily except Saturday, Sunday and Sept. 7.
Cheyney	6.45 A.M. to 11.45 A.M. 1.50 P.M. to 4.50 P.M. Daily except Saturday, Sunday and Sept. 7.
West Chester	5.20 A.M. to 9.00 P.M. Daily.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Elwyn	Wawa
Lenni	Wawa

## RIVER LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X	-----	ZOO				
X	X	X	-----	PENNA.-30th ST. (Lower Level)	1.5			
X	X	X	-----	PENN.	1.5			
X	X	X	-----	ARSENAL	2.6			

NOTE—The direction from Zoo to Arsenal is Southward.  
X indicates in service continuously.

## WEST PHILADELPHIA ELEVATED BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X	-----	ZOO				
X	X	X	-----	ARSENAL	2.5			
X	X	X	-----	BRILL	4.6			

NOTE—The direction from Zoo to Brill is Southward.  
X indicates in service continuously.

## GRAYS FERRY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X	-----	ZOO				
X	X	X	-----	ARSENAL	2.4			

NOTE—The direction from Zoo to Arsenal is Southward.  
X indicates in service continuously.

## DELAWARE EXTENSION

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Ars. Interlocking	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
X	X	X	---	ARSENAL	---	---	---	---
X	X	X	---	PENROSE	1.9	---	---	---
---	---	---	---	STADIUM	3.9	---	---	---

NOTE—The direction from Arsenal to Stadium is Eastward.  
X indicates in service continuously.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Penrose	Stadium

STATIONS	FIRST CLASS			
	‡◇191	61	‡●613	
	DAILY	DAILY	DAILY EX.	
	EX. MON.		SUN. & MON.	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.	12.15	12.20		
TACONY				
WISSINOMING	Will Not Run		Will Not Run	
BRIDESBURG	July 6		Sept. 8	
FRANKFORD	Sept. 8			
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE	12.20	12.25		
NORTH PENN.				
NORTH PHILA.	D 12.25	C 12.29		
ZOO	12.30	12.35		
PHILADELPHIA				
PENNA. - Lower Level	S 12.35			
30th ST. - Upper Level				
SUBURBAN - Ar				
SUBURBAN - Lv				
PENNA. - Upper Level				
30th ST. - Lower Level				
PHILADELPHIA				
ARSENAL				
BRILL				
DARBY				
ZOO		12.35	12.45	
FIFTY-SECOND ST.		12.38	12.47	
OVERBROOK		12.41	12.50	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		12.47	12.55	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI		1.00	1.05	
Arrive	A. M.	A. M.	A. M.	
	191	61	613	

Note: No. 613 leaves Penna. Coach Yard 12.30 A. M.

FIRST CLASS					
◇55 DAILY	101 DAILY	●11 DAILY EX. MON.	‡●93 DAILY EX. SUN.&MON	107 DAILY	‡●165 DAILY EX. SUN.&MON
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
12.54	1.12	1.20	1.35	2.10	2.35
			Will Not Run Sept. 8		Will Not Run Sept. 8
12.59	1.17	1.25	1.40	2.15	2.39
C 1.03	S 1.21				
1.09	1.24	E 1.29	1.45	S 2.22	2.43
1.15	1.29	1.34	1.51	2.28	2.48
	S 1.33			S 2.33	E 2.52
	1.43			3.19	3.12
	1.46			3.23	3.15
	1.49			3.26	3.19
1.15		1.34	1.51		
1.18		1.38	1.55		
1.20		1.40	1.58		
1.26		1.46	2.04		
1.37		1.58	2.16		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
55	101	11	93	107	165

STATIONS	FIRST CLASS			
	⚡103	⚡251	⚡409	●767
	DAILY EX. SAT. & SUN.	DAILY EX. MON.	DAILY EX. SUN.	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
HOLMESBURG JCT.	2.50	3.26		
TACONY			Will Not Run July 4 Sept. 7	
WISSINOMING	Will Not Run Sept. 7	Will Not Run Sept. 8		
BRIDESBURG				
FRANKFORD				
JERSEY.....(Atl. Div.)				
FRANKFORD JCT.				
SHORE	2.55	3.29		
NORTH PENN.				
NORTH PHILA.....}				
ZOO	2.59	3.33		
PHILADELPHIA	3.03	3.37		
PENNA.-} Lower Level	E 3.07	E 3.40		
30th ST.} Upper Level				
SUBURBAN.....Ar				
				MU
SUBURBAN.....Lv				\$ 4.20
PENNA.-} Upper Level				\$ 4.23
30th ST.} Lower Level	3.28		\$ 3.50	
PHILADELPHIA				
ARSENAL	3.31		3.53	4.26
BRILL	3.35		3.56	
DARBY				
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Arrive	A. M.	A. M.	A. M.	A. M.
	103	251	409	767

P. T. Divn.  
G. O. 502  
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Column 4

FIRST CLASS					
85 SUNDAY ONLY	13 DAILY EX. SUN.	✠●901 DAILY EX. SAT. & SUN.	173 DAILY	✠●651 DAILY EX. SUN.	●605 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
4.09	4.09		4.30		
		Will Not Run Sept. 7		Will Not Run July 4 Sept. 7	
4.14	4.14		4.34		
\$ 4.19	\$ 4.19				
4.23	4.23		R 4.38		
4.29	4.29		4.42		
					Open Baggage Car Leaving Paoli
		MU		MU	MU
		\$ 4.40		\$ 4.45	\$ 4.50
		\$ 4.43	Z 4.48	\$ 4.48	\$ 4.53
		4.46	4.51		
		4.49	4.54		
		\$ 4.51			
4.29	4.29			4.51	4.56
4.33	4.33			\$ 4.54	\$ 4.58
4.36	4.36				\$ 5.01
					\$ 5.03
					\$ 5.05
					\$ 5.07
					\$ 5.09
					\$ 5.11
4.43	4.43				\$ 5.13
					\$ 5.15
					\$ 5.17
					\$ 5.19
					\$ 5.21
					\$ 5.23
					\$ 5.25
					\$ 5.27
					\$ 5.29
					\$ 5.31
4.55	4.55				\$ 5.34
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
85	13	901	173	651	605

STATIONS	FIRST CLASS			
	⚡119	⚡903	●905	⚡769
	DAILY EX. SAT.&SUN.	DAILY EX. SAT.&SUN.	DAILY	DAILY EX. SAT.&SUN.
Leave	A. M.	A. M.	A. M.	A. M.
HOLMESBURG JCT.	4.42			
TACONY				
WISSINOMING	Will Not Run Sept. 7	Will Not Run Sept. 7		Will Not Run Sept. 7
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE	4.47			
NORTH PENN.				
NORTH PHILA.	\$ 4.51			
	4.56			
ZOO	5.02			
PHILADELPHIA				
PENNA.- Lower Level	\$ 5.06			
30th ST. Upper Level				
SUBURBAN	Ar			
		MU	MU	MU
SUBURBAN	Lv	\$ 5.19	\$ 5.35	\$ 6.05
PENNA.- Upper Level		\$ 5.22	\$ 5.38	\$ 6.08
30th ST. Lower Level	5.18			
PHILADELPHIA				
ARSENAL	5.22	5.25	5.41	6.11
BRILL	5.25	5.28	5.44	
DARBY	\$ 5.30	\$ 5.46		
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Arrive	A. M.	A. M.	A. M.	A. M.
	119	903	905	769

P. T. Divn.  
G. O. 502  
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Column 4

## WESTWARD - SOUTHWARD

15

FIRST CLASS					
●701 DAILY A. M.	±●907 DAILY EX. SUN. A. M.	±●801 DAILY EX. SUN. A. M.	±●411 DAILY EX. SAT. & SUN. A. M.	±●307 DAILY EX. SUN. A. M.	±●653 DAILY EX. SUN. A. M.
	Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7	Will Not Run Sept. 7	Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7
		\$ 5.54			
		5.58			
		\$ 6.02			
		\$ 6.05			
<b>MU</b>	<b>MU</b>	<b>MU</b>		<b>MU</b>	<b>MU</b>
\$ 5.40	\$ 6.00			\$ 6.15	\$ 6.20
\$ 5.43	\$ 6.03		\$ 6.10	\$ 6.18	\$ 6.23
5.46	6.06		6.13		
	6.09		6.16		
	\$ 6.11				
				6.21	6.26
				\$ 6.23	\$ 6.29
				\$ 6.26	
				\$ 6.28	
				\$ 6.30	
				\$ 6.32	
				\$ 6.34	
				\$ 6.36	
				\$ 6.38	
				\$ 6.40	
				\$ 6.42	
				\$ 6.44	
				\$ 6.46	
				\$ 6.48	
				\$ 6.50	
				\$ 6.52	
				\$ 6.54	
				\$ 6.59	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
<b>701</b>	<b>907</b>	<b>801</b>	<b>411</b>	<b>307</b>	<b>653</b>

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±3851	±3855	±909	±771
	DAILY EX. SAT. & SUN.	SATURDAY ONLY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
Leave	A. M.	A. M.	A. M.	A. M.
HOLMESBURG JCT.	\$ 5.52	\$ 5.52		
TACONY.....	\$ 5.54	\$ 5.54	Will Not Run	Will Not Run
WISSINOMING.....	\$ 5.56	\$ 5.56	July 4	Sept. 7
BRIDESBURG.....	\$ 5.58	\$ 5.58	Sept. 7	
FRANKFORD.....	\$ 6.01	\$ 6.01		
JERSEY..... (Att. Div.)				
FRANKFORD JCT.	\$ 6.03	\$ 6.03		
SHORE.....	6.04	6.04		
NORTH PENN.....				
NORTH PHILA.....	\$ 6.12	\$ 6.12		
ZOO.....	6.17	6.17		
PHILADELPHIA				
PENNA.-} Lower Level	\$ 6.21			
30th ST.} Upper Level		\$ 6.21		
SUBURBAN..... Ar		\$ 6.24		
		MU	MU	MU
SUBURBAN..... Lv			\$ 6.35	\$ 6.50
PENNA.-} Upper Level			\$ 6.38	\$ 6.53
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....			6.41	6.56
BRILL.....			6.44	
DARBY.....			\$ 6.46	
ZOO.....				
FIFTY-SECOND ST.				
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....	Will Not Run	Will Not Run		P. T. Divn.
DEVON.....	Sept. 7	July 4		G. O. 502
BERWYN.....				Page 16
DAYLESFORD.....				Column 4
PAOLI.....				
Arrive	A. M.	A. M.	A. M.	A. M.
	3851	3855	909	771

FIRST CLASS					
●803 DAILY EX. SAT.	◇187 DAILY	‡●3857 DAILY EX. SAT. & SUN.	●309 DAILY	‡●601 DAILY EX. SUN.	‡●911 DAILY EX. SAT. & SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	6.20	6.23			
Will Run July 4		Will Not Run Sept. 7		Will Not Run July 4 Sept. 7	Will Not Run Sept. 7
	6.25	6.28			
\$ 6.23	D 6.29	\$ 6.33			
6.27	6.35	6.38			
	S 6.40				
\$ 6.32		\$ 6.42			
\$ 6.35		\$ 6.45			
MU		MU	MU		MU
			\$ 6.45		\$ 6.55
			\$ 6.48		\$ 6.58
				\$ 6.50	
					7.01
					7.04
					\$ 7.06
			6.51	6.55	
			\$ 6.54	6.57	
			\$ 6.57	7.00	
			\$ 6.59		
			\$ 7.02		
			\$ 7.04		
			\$ 7.07		
			\$ 7.10		
			\$ 7.13	7.04	
			\$ 7.15		
			\$ 7.17		
			\$ 7.19		
			\$ 7.21		
			\$ 7.23		
			\$ 7.25		
			\$ 7.27		
			\$ 7.29		
			\$ 7.31		
			\$ 7.34	\$ 7.14	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
803	187	3857	309	601	911

STATIONS	FIRST CLASS			
	±●805	±●95	±●2591	
	DAILY EX. SUN.	DAILY EX. SUN. & MON.	DAILY EX. SAT. & SUN.	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT		6.40		
TACONY.....	Will Not Run July 4	Will Not Run	Will Not Run	
WISSINOMING.....	Sept. 7	Sept. 8	Sept. 7	
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Att. Div.)			6.45	
FRANKFORD JCT.....			\$ 6.50	
SHORE.....		6.45	6.52	
NORTH PENN.....				
NORTH PHILA.....	\$ 6.45	6.51	\$ 6.56	
ZOO.....	6.49	6.59		
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level	\$ 6.53			
SUBURBAN..... Ar	\$ 6.56			
	MU			
SUBURBAN..... Lv				
PENNA.-} Upper Level				
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....		6.59		
FIFTY-SECOND ST.....		7.02		
OVERBROOK.....		7.05		
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....		7.10		
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....		7.25		
Arrive	A. M.	A. M.	A. M.	
	805	95	2591	

FIRST CLASS					
✠●807 DAILY EX. SUN.	✠●311 DAILY EX. SUN.	✠●253 DAILY EX. SUN.	●131 DAILY	455 DAILY	✠●913 DAILY EX. SAT. & SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7	\$ 6.43 \$ 6.45 \$ 6.48 \$ 6.51 \$ 6.54	6.51		Will Not Run Sept. 7
		\$ 6.57 7.00 \$ 7.02	6.56		
\$ 7.03 7.07		\$ 7.06 7.11	\$ 7.01 7.05		
\$ 7.11 \$ 7.14		\$ 7.15 \$ 7.18			
MU	MU	MU			MU
	\$ 7.15 \$ 7.19		\$ 7.11	\$ 7.16	\$ 7.20 \$ 7.23
			7.14 7.17	7.20 7.23	7.26 7.29
	7.22				
	\$ 7.25				
	\$ 7.28				
	\$ 7.30				
	\$ 7.32				
	\$ 7.34				
	\$ 7.37				
	\$ 7.39				
	\$ 7.42				
	\$ 7.44				
	\$ 7.46				
	\$ 7.48				
	\$ 7.50				
	\$ 7.52	Will Not Run July 4 Sept. 7			
	\$ 7.54				
	\$ 7.56				
	\$ 7.58				
	\$ 8.02				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
807	311	253	131	455	913

STATIONS	FIRST CLASS			
	⚡1000	●703	⚡809	
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)	6.58			
FRANKFORD JCT.	\$ 7.04			
SHORE.....	7.05			
NORTH PENN.....				
NORTH PHILA.....	\$ 7.10		\$ 7.18	
ZOO.....	7.15		7.22	
PHILADELPHIA				
PENNA.-} Lower Level	\$ 7.20			
30th ST.} Upper Level			\$ 7.26	
SUBURBAN..... Ar			\$ 7.29	
		MU	MU	
SUBURBAN..... Lv		\$ 7.28		
PENNA.-} Upper Level		\$ 7.31		
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....		7.34		
BRILL.....				
DARBY.....				
ZOO.....				
FIFTY-SECOND ST.....				
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....	Will Not Run Sept. 7			
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Arrive	A. M.	A. M.	A. M.	
	1000	703	809	

FIRST CLASS					
✚●3853	●951	✚●201	●313	✚●811	●705
DAILY EX. SAT.&SUN.	SATURDAY ONLY	DAILY EX. SAT.&SUN.	DAILY	DAILY EX. SUN.	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
S 7.09		7.19			
S 7.11					
S 7.13		Will Not Run Sept. 7		Will Not Run July 4 Sept. 7	
S 7.16					
S 7.18					
7.19		7.23			
S 7.23		D 7.27		S 7.39	
7.28		7.32		7.43	
S 7.32		S 7.36		S 7.46	
S 7.35				S 7.49	
MU	MU		MU	MU	MU
	S 7.35		S 7.45		S 7.55
	S 7.38		S 7.48		S 7.58
	7.41				8.01
	7.44				
	S 7.46				
			7.52		
			S 7.54		
			S 7.57		
			S 7.59		
			S 8.01		
			S 8.03		
			S 8.05		
			S 8.07		
			S 8.09		
			S 8.11		
			S 8.13		
			S 8.15		
			S 8.17		
			S 8.19		
Will Not Run Sept. 7			S 8.21		
			S 8.23		
			S 8.25		
			S 8.27		
			S 8.30		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
3853	951	201	313	811	705

STATIONS	FIRST CLASS			
	⚡●163	●1004	●015	
	DAILY EX. SUN.&MON.	DAILY	DAILY	
	A. M.	A. M.	A. M.	
HOLMESBURG JCT.	7.30			
TACONY				
WISSINOMING	Will Not Run			
BRIDESBURG	Sept. 8			
FRANKFORD				
JERSEY (Atl. Div.)		7.33		
FRANKFORD JCT.		\$ 7.38		
SHORE	7.35	7.39		
NORTH PENN.				
NORTH PHILA.	7.40	\$ 7.45		
ZOO	7.45	7.50		
PHILADELPHIA				
PENNA.-} Lower Level	E 7.50	\$ 7.55		
30th ST.} Upper Level				
SUBURBAN. Ar				
			MU	
SUBURBAN. Lv			\$ 8.00	
PENNA.-} Upper Level			\$ 8.03	
30th ST.} Lower Level	8.25			
PHILADELPHIA				
ARSENAL	8.29			
BRILL	8.32			
DARBY				
ZOO			8.08	
FIFTY-SECOND ST.			\$ 8.08	
OVERBROOK			\$ 8.11	
MERION			\$ 8.13	
NARBERTH			\$ 8.15	
WYNNEWOOD			\$ 8.17	
ARDMORE			\$ 8.19	
HAVERFORD			\$ 8.21	
BRYN MAWR			\$ 8.23	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Arrive	A. M.	A. M.	A. M.	
	163	1004	015	

## WESTWARD - SOUTHWARD

23

FIRST CLASS					
⦿255 DAILY EX. SUN. A. M.	●111 DAILY A. M.	●815 DAILY A. M.	●315 DAILY A. M.	⦿●1050 A. M.	●655 DAILY EX. SUN. A. M.
7.44	7.51				
Will Not Run July 4 Sept. 7				Will Run Mon. and Sept. 8	
				7.56	
7.49	7.56			\$ 8.02	
				8.04	
\$ 7.53	\$ 8.00	\$ 8.03		\$ 8.10	
7.58	8.05	8.07		8.15	
	\$ 8.10				
\$ 8.02		\$ 8.11		\$ 8.20	
\$ 8.05		\$ 8.14			
MU		MU	MU		MU
			\$ 8.15		\$ 8.25
			\$ 8.18		\$ 8.28
	8.12				
	8.15				
	8.19				
			8.21		8.31
			8.23		\$ 8.33
			8.26		
			\$ 8.33		
			\$ 8.35		
			8.37		
			\$ 8.39		
			\$ 8.41		
			\$ 8.43		
			\$ 8.45	Will Not Run Sept. 7	
			\$ 8.47		
			\$ 8.49		
			\$ 8.53	Last Trip Sept. 8	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
255	111	815	315	1050	655

STATIONS	FIRST CLASS			
	⚡017	⚡817	⚡203	
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	
	A. M.	A. M.	A. M.	
Leave				
HOLMESBURG JCT.			8.16	
TACONY.....	Will Not Run	Will Not Run	Will Not Run	
WISSINOMING.....	Sept. 7	Sept. 7	Sept. 7	
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....			8.20	
NORTH PENN.....				
NORTH PHILA.....		\$ 8.21	D 8.24	
ZOO.....		8.25	8.29	
PHILADELPHIA				
PENNA.-} Lower Level			\$ 8.32	
30th ST.} Upper Level		\$ 8.29		
SUBURBAN..... Ar		\$ 8.32		
	MU	MU		
SUBURBAN..... Lv	\$ 8.30			
PENNA.-} Upper Level	\$ 8.33			
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	8.36			
FIFTY-SECOND ST..	\$ 8.38			
OVERBROOK.....	\$ 8.41			
MERION.....	\$ 8.43			
NARBERTH.....	\$ 8.45			
WYNNEWOOD.....	\$ 8.47			
ARDMORE.....	\$ 8.49			
HAVERFORD.....	\$ 8.51			
BRYN MAWR.....	\$ 8.53			
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Arrive	A. M.	A. M.	A. M.	
	017	817	203	

FIRST CLASS					
‡915 DAILY EX. SUN.	25 DAILY	953	●317 DAILY	●707 DAILY	‡1008 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run July 4 Sept. 7	8.25	Will Run Sunday and July 4 Sept. 7			Will Not Run July 4 Sept. 7
					8.37
					\$ 8.42
	8.30				8.43
	\$ 8.35				\$ 8.49
	8.38				
	8.44				8.54
					\$ 8.58
MU		MU	MU	MU	
\$ 8.35		\$ 8.45	\$ 8.50	\$ 8.55	
\$ 8.38		\$ 8.48	\$ 8.53	\$ 8.58	
8.42		8.51		9.01	
8.45		8.54			
\$ 8.48		\$ 8.56			
	8.44		8.56		
	8.48		8.58		
	8.51		\$ 9.01		
			\$ 9.03		
			\$ 9.05		
			\$ 9.07		
			\$ 9.09		
			\$ 9.11		
	8.56		\$ 9.13		
			\$ 9.15		
			\$ 9.17		
			\$ 9.19		
			\$ 9.21		
			\$ 9.23		
			\$ 9.25		
			\$ 9.27		
			\$ 9.29		
			\$ 9.31		
	\$ 9.07		\$ 9.34		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
915	25	953	317	707	1008

STATIONS	FIRST CLASS			
	⚡019	◇169	●819	
	DAILY	DAILY	DAILY	
	EX. SUN.			
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.		8.48		
TACONY.....	Will Not Run July 4 Sept. 7			
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....		8.53		
NORTH PENN.....				
NORTH PHILA.....		\$ 8.57	\$ 9.03	
ZOO.....		9.01	9.07	
PHILADELPHIA				
PENNA.-} Lower Level			\$ 9.11	
30th ST.} Upper Level			\$ 9.14	
SUBURBAN..... Ar				
	MU		MU	
SUBURBAN..... Lv	\$ 9.00			
PENNA.-} Upper Level	\$ 9.03			
30th ST.} Lower Level		\$ 9.07		
PHILADELPHIA				
ARSENAL.....		9.10		
BRILL.....		9.13		
DARBY.....				
ZOO.....	9.06			
FIFTY-SECOND ST..	9.08			
OVERBROOK.....	\$ 9.11			
MERION.....	\$ 9.13			
NARBERTH.....	\$ 9.15			
WYNNEWOOD.....	\$ 9.17			
ARDMORE.....	\$ 9.19			
HAVERFORD.....	\$ 9.21			
BRYN MAWR.....	\$ 9.23			
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Arrive	A. M.	A. M.	A. M.	
	019	169	819	

## WESTWARD - SOUTHWARD

27

FIRST CLASS					
‡1052 DAILY EX. SUN.	‡●319 DAILY EX. SUN.	281	‡●709 DAILY EX. SAT. & SUN.	‡●021 DAILY EX. SAT. & SUN.	109 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		9.03			9.08
	Will Not Run July 4 Sept. 7	Will Run Sunday and July 4 Sept. 7	Will Not Run Sept. 7	Will Not Run Sept. 7	
8.57					
\$ 9.03					
9.04		9.08			9.13
\$ 9.09		\$ 9.12			\$ 9.17
9.13		9.16			9.22
\$ 9.19		\$ 9.20			\$ 9.26
		\$ 9.23			
	MU	MU	MU	MU	
\$ 9.20			\$ 9.25	\$ 9.30	
\$ 9.23			\$ 9.28	\$ 9.33	9.34
			9.31		9.37
					9.40
	9.26			9.36	
	9.28			9.38	
	9.31			\$ 9.41	
				\$ 9.43	
				\$ 9.45	
				\$ 9.47	
				\$ 9.49	
				\$ 9.51	
				\$ 9.53	
	\$ 9.38				
	\$ 9.40				
	\$ 9.42				
	\$ 9.44				
	\$ 9.46				
	\$ 9.48				
	\$ 9.50				
	\$ 9.52				
	\$ 9.54				
Last Trip Sept. 8	\$ 9.58				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1052	319	281	709	021	109

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±●205	●321	±257	
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
HOLMESBURG JCT.	9.16		F 9.34	
TACONY.....			F 9.36	
WISSINOMING.....			Will Not Run	
BRIDESBURG.....	Will Not Run		July 4	
FRANKFORD.....	Sept. 7		Sept. 7	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.			F 9.40	
SHORE.....	9.20		9.41	
NORTH PENN.....				
NORTH PHILA.....	D 9.24		S 9.45	
ZOO.....	9.29		9.49	
PHILADELPHIA				
PENNA.-) Lower Level	S 9.32		S 9.53	
30th ST.) Upper Level				
SUBURBAN..... Ar				
		MU		
SUBURBAN..... Lv		S 9.50		
PENNA.-) Upper Level		S 9.53		
30th ST.) Lower Level				
PHILADELPHIA				
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....		9.56		
FIFTY-SECOND ST.		9.59		
OVERBROOK.....		S 10.01		
MERION.....		S 10.03		
NARBERTH.....		S 10.05		
WYNNEWOOD.....		S 10.07		
ARDMORE.....		S 10.09		
HAVERFORD.....		S 10.11		
BRYN MAWR.....		S 10.13		
ROSEMONT.....		S 10.15		
VILLANOVA.....		S 10.17		
RADNOR.....		S 10.19		
ST. DAVIDS.....		S 10.21		
WAYNE.....		S 10.23		
STRAFFORD.....		S 10.25		
DEVON.....		S 10.27		
BERWYN.....		S 10.29		
DAYLESFORD.....				
PAOLI.....		S 10.33		
Arrive	A. M.	A. M.	A. M.	
	205	321	257	

## WESTWARD - SOUTHWARD

29

FIRST CLASS					
●711 DAILY A. M.	●115 DAILY A. M.	611 DAILY EX. SUN. A. M.	●823 DAILY A. M.	413 SATURDAY ONLY A. M.	●323 DAILY EX. SUN. A. M.
	9.48				
	9.53				
	\$ 9.57		\$ 10.03		
	10.01		10.07		
			\$ 10.11		
			\$ 10.14		
MU			MU		MU
\$ 9.55					\$ 10.20
\$ 9.58					\$ 10.23
	\$ 10.07	\$ 10.10		\$ 10.20	
10.01	10.10			10.23	
	10.13			10.26	
				\$ 10.28	
		10.15			10.27
		10.18			10.29
		10.21			\$ 10.31
					\$ 10.33
					\$ 10.35
					\$ 10.37
					\$ 10.39
					\$ 10.41
		10.27			\$ 10.43
					\$ 10.45
					\$ 10.47
					\$ 10.49
					\$ 10.51
					\$ 10.53
					\$ 10.55
					\$ 10.57
					\$ 10.59
					\$ 11.01
		\$ 10.40			\$ 11.04
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
711	115	611	823	413	323

STATIONS	FIRST CLASS			
	⌘●713	⌘●971	●325	
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY	
	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY.....				
WISSINOMING.....	Will Not Run	Will Not Run		
BRIDESBURG.....	Sept. 7	Sept. 7		
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....				
ZOO.....				
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level				
SUBURBAN..... Ar				
	MU	MU	MU	
SUBURBAN..... Lv	\$ 10.25	\$ 10.30	\$ 10.50	
PENNA.-} Upper Level	\$ 10.28	\$ 10.33	\$ 10.53	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....	10.31	10.36		
BRILL.....		10.39		
DARBY.....		\$ 10.41		
ZOO.....			10.56	
FIFTY-SECOND ST.			10.58	
OVERBROOK.....			\$ 11.01	
MERION.....			\$ 11.03	
NARBERTH.....			\$ 11.05	
WYNNEWOOD.....			\$ 11.07	
ARDMORE.....			\$ 11.09	
HAVERFORD.....			\$ 11.11	
BRYN MAWR.....			\$ 11.13	
ROSEMONT.....			\$ 11.15	
VILLANOVA.....			\$ 11.17	
RADNOR.....			\$ 11.19	
ST. DAVIDS.....			\$ 11.21	
WAYNE.....			\$ 11.23	
STRAFFORD.....			\$ 11.25	
DEVON.....			\$ 11.27	
BERWYN.....			\$ 11.29	
DAYLESFORD.....				
PAOLI.....			\$ 11.33	
	A. M.	A. M.	A. M.	
	713	971	325	

FIRST CLASS					
●715	●1014	●121	825	±●327	±●625
DAILY	DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	SATURDAY ONLY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		10.48			
				Will Not Run Sept. 7	Will Not Run July 4
	10.36				
	10.43	10.53			
	\$ 10.47	\$ 10.57	\$ 11.03		
	10.52	11.01	11.07		
	\$ 10.58				
			\$ 11.11		
			\$ 11.14		
MU			MU	MU	MU
\$ 10.55				\$ 11.20	\$ 11.20
\$ 10.58				\$ 11.23	\$ 11.23
		\$ 11.07			
11.01		11.10			
		11.13			
				11.26	11.26
				11.28	11.28
				\$ 11.31	\$ 11.31
				\$ 11.33	\$ 11.33
				\$ 11.35	\$ 11.35
				\$ 11.37	\$ 11.37
				\$ 11.39	\$ 11.39
				\$ 11.41	\$ 11.41
				\$ 11.43	\$ 11.43
				\$ 11.45	\$ 11.45
				\$ 11.47	\$ 11.47
				\$ 11.49	\$ 11.49
				\$ 11.51	\$ 11.51
				\$ 11.53	\$ 11.53
				\$ 11.55	\$ 11.55
				\$ 11.57	\$ 11.57
				\$ 11.59	\$ 11.59
				\$ 12.01	\$ 12.01
				\$ 12.04	\$ 12.04
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
715	1014	121	825	327	625

STATIONS	FIRST CLASS			
	●685	●717	●957	
	SUNDAY ONLY	DAILY		
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....				
ZOO.....				
PHILADELPHIA				
PENNA.- } Lower Level				
30th ST. } Upper Level				
SUBURBAN..... Ar				
		MU	MU	
SUBURBAN..... Lv		\$ 11.25	\$ 11.34	
PENNA.- } Upper Level	\$ 11.24	\$ 11.28	\$ 11.37	
30th ST. } Lower Level				
PHILADELPHIA				
ARSENAL.....		11.31	11.40	
BRILL.....			11.43	
DARBY.....			\$ 11.45	
ZOO.....	11.28			
FIFTY-SECOND ST...	\$ 11.30			
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Arrive	A. M.	A. M.	A. M.	
	685	717	957	

FIRST CLASS					
✠917 DAILY EX. SUN. A. M.	●209 DAILY A. M.	●329 DAILY A. M.	●719 DAILY A. M.	✠●031 DAILY EX. SUN. NOON	●827 DAILY A. M.
Will Not Run July 4 Sept. 7	11.19			Will Not Run July 4 Sept. 7	
	11.23				
	D 11.27				\$ 11.59
	11.32				12.03
	\$ 11.36				
					\$ 12.07
					\$ 12.10
MU		MU	MU	MU	MU
\$ 11.35		\$ 11.45	\$ 11.55	\$ 12.00	
\$ 11.40		\$ 11.48	\$ 11.58	\$ 12.03	
11.43			12.01		
11.46					
\$ 11.48					
		11.51		12.06	
		11.53		12.08	
		\$ 11.56		\$ 12.11	
		\$ 11.58		\$ 12.13	
		\$ 12.00		\$ 12.15	
		\$ 12.02		\$ 12.17	
		\$ 12.04		\$ 12.19	
		\$ 12.06		\$ 12.21	
		\$ 12.08		\$ 12.23	
		\$ 12.10			
		\$ 12.12			
		\$ 12.14			
		\$ 12.16			
		\$ 12.18			
		\$ 12.20			
		\$ 12.22			
		\$ 12.24			
		\$ 12.26			
		\$ 12.29			
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
917	209	329	719	031	827

STATIONS	FIRST CLASS			
	◇133	◇75	‡●657	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
Leave	A. M.	P. M.	P. M.	
HOLMESBURG JCT.	11.55	12.03		
TACONY			Will Not Run July 4 Sept. 7	
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE	12.00	12.08		
NORTH PENN.				
NORTH PHILA.	\$ 12.04	\$ 12.13		
ZOO	12.09	12.18		
PHILADELPHIA				
PENNA.- Lower Level	\$ 12.13			
30th ST. Upper Level				
SUBURBAN Ar				
			MU	
SUBURBAN Lv			\$ 12.15	
PENNA.- Upper Level			\$ 12.18	
30th ST. Lower Level	12.20			
PHILADELPHIA				
ARSENAL	12.23			
BRILL	12.26			
DARBY				
ZOO		12.18	12.22	
FIFTY-SECOND ST.		12.20	12.24	
OVERBROOK		12.23		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		12.30		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI		\$ 12.41		
Arrive	P. M.	P. M.	P. M.	
	133	75	657	

## WESTWARD - SOUTHWARD

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[illegible]

STATIONS	FIRST CLASS			
	●723	‡●035	‡659	
	DAILY	DAILY	DAILY EX.	
	P. M.	P. M.	SAT. & SUN.	
Leave				
HOLMESBURG JCT.				
TACONY.....				
WISSINOMING.....		Will Not Run	Will Not Run	
BRIDESBURG.....		July 4	Sept. 7	
FRANKFORD.....		Sept. 7		
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....				
ZOO.....				
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level				
SUBURBAN..... Ar				
	MU	MU	MU	
SUBURBAN..... Lv	\$ 12.55	\$ 1.00	\$ 1.05	
PENNA.-} Upper Level	\$ 12.58	\$ 1.03	\$ 1.09	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....	1.01			
BRILL.....				
DARBY.....				
ZOO.....		1.06	1.13	
FIFTY-SECOND ST.		1.08	\$ 1.15	
OVERBROOK.....		\$ 1.11		
MERION.....		\$ 1.13		
NARBERTH.....		\$ 1.15		
WYNNEWOOD.....		\$ 1.17		
ARDMORE.....		\$ 1.19		
HAVERFORD.....		\$ 1.21		
BRYN MAWR.....		\$ 1.23		
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Arrive	P. M.	P. M.	P. M.	
	723	035	659	

FIRST CLASS					
‡415 DAILY EX. SUN. P. M.	●125 DAILY P. M.	●829 DAILY P. M.	‡●335 DAILY EX. SUN. P. M.	●959 P. M.	‡●725 DAILY EX. SAT. & SUN. P. M.
Will Not Run July 4 Sept. 7	12.51		Will Not Run July 4 Sept. 7	Will Run Sunday and July 4 Sept. 7	Will Not Run Sept. 7
	12.56				
	\$ 1.00	\$ 1.03			
	1.05	1.07			
	\$ 1.10				
		\$ 1.11			
		\$ 1.14			
		MU	MU	MU	MU
			\$ 1.20	\$ 1.20	\$ 1.25
\$ 1.10	1.15		\$ 1.23	\$ 1.23	\$ 1.28
1.13	1.18			1.26	1.31
1.17	1.21			1.29	
\$ 1.19				\$ 1.31	
			1.26		
			1.28		
			1.31		
			\$ 1.38		
			\$ 1.40		
			\$ 1.42		
			\$ 1.44		
			\$ 1.46		
			\$ 1.48		
			\$ 1.50		
			\$ 1.52		
			\$ 1.54		
			\$ 1.58		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
415	125	829	335	959	725

STATIONS	FIRST CLASS			
	±●037 DAILY EX. SAT. & SUN.	●213 DAILY	1018 DAILY	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.		1.16		
TACONY.....	Will Not Run Sept. 7			
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Att. Div.)			1.18	
FRANKFORD JCT.				
SHORE.....		1.20	1.23	
NORTH PENN.....				
NORTH PHILA.....		D 1.24	S 1.29	
ZOO.....		1.29	1.34	
PHILADELPHIA				
PENNA.-} Lower Level		S 1.33	S 1.40	
30th ST.} Upper Level				
SUBURBAN..... Ar				
	MU			
SUBURBAN..... Lv	S 1.30			
PENNA.-} Upper Level	S 1.33			
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	1.36			
FIFTY-SECOND ST..	1.38			
OVERBROOK.....	S 1.41			
MERION.....	S 1.43			
NARBERTH.....	S 1.45			
WYNNEWOOD.....	S 1.47			
ARDMORE.....	S 1.49			
HAVERFORD.....	S 1.51			
BRYN MAWR.....	S 1.53			
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Arrive	P. M.	P. M.	P. M.	
	037	213	1018	

FIRST CLASS					
33	●337	●727	‡●039	◇175	‡921
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.24			Will Not Run July 4 Sept. 7	1.50	Will Not Run Sept. 7
1.29				1.55	
C 1.34				\$ 1.59	
1.40				2.04	
	MU	MU	MU		MU
	\$ 1.50	\$ 1.55	\$ 2.00		\$ 2.10
	\$ 1.53	\$ 1.58	\$ 2.03		\$ 2.13
				\$ 2.09	
		2.01		2.12	2.16
				2.15	2.19
					\$ 2.21
1.40	1.56		2.06		
1.43	1.58		\$ 2.08		
1.46	\$ 2.01		\$ 2.11		
	\$ 2.03		\$ 2.13		
	\$ 2.05		\$ 2.15		
	\$ 2.07		\$ 2.17		
	\$ 2.09		\$ 2.19		
	\$ 2.11		\$ 2.21		
1.52	\$ 2.13		\$ 2.23		
	\$ 2.15				
	\$ 2.17				
	\$ 2.19				
	\$ 2.21				
	\$ 2.23				
	\$ 2.25				
	\$ 2.27				
	\$ 2.29				
	\$ 2.31				
\$ 2.05	\$ 2.34				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33	337	727	039	175	921

HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	831	±●339	●961	
	DAILY	DAILY		
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.				
TACONY.....		Will Not Run	Will Run	
WISSINOMING.....		July 4	Sat., Sun.,	
BRIDESBURG.....		Sept. 7	and	
FRANKFORD.....			Sept. 7	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....	\$ 2.04			
ZOO.....	2.08			
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level	\$ 2.12			
SUBURBAN..... Ar	\$ 2.15			
	MU	MU	MU	
SUBURBAN..... Lv		\$ 2.20	\$ 2.25	
PENNA.-} Upper Level		\$ 2.23	\$ 2.28	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....			2.31	
BRILL.....			2.34	
DARBY.....			\$ 2.36	
ZOO.....		2.26		
FIFTY-SECOND ST.		2.28		
OVERBROOK.....		2.31		
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....		\$ 2.38		
ROSEMONT.....		\$ 2.40		
VILLANOVA.....		\$ 2.42		
RADNOR.....		\$ 2.44		
ST. DAVIDS.....		\$ 2.46		
WAYNE.....		\$ 2.48		
STRAFFORD.....		\$ 2.50		
DEVON.....		\$ 2.52		
BERWYN.....		\$ 2.54		
DAYLESFORD.....		\$ 2.56		
PAOLI.....		\$ 2.59		
Arrive	P. M.	P. M.	P. M.	
	831	339	961	

FIRST CLASS					
✠●661 DAILY EX. SUN.	✠●729 DAILY EX. SAT. & SUN.	●215 DAILY	✠●609 DAILY EX. SUN.	●391	✠●923 DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Will Not Run July 4 Sept. 7	Will Not Run Sept. 7	2.19	Will Not Run July 4 Sept. 7	Will Run Sunday and July 4 Sept. 7	Will Not Run July 4 Sept. 7
		2.23			
		D 2.27			
		2.32			
		S 2.36	Open Baggage Car Leaving Paoli		
MU	MU		MU	MU	MU
\$ 2.25	\$ 2.25		\$ 2.40	\$ 2.40	\$ 2.50
\$ 2.28	\$ 2.28		\$ 2.43	\$ 2.43	\$ 2.53
	2.31				2.56
					2.59
2.32			2.47	2.47	
\$ 2.34			2.49	2.49	
			\$ 2.52	\$ 2.52	
			\$ 2.54	\$ 2.54	
			\$ 2.56	\$ 2.56	
			\$ 2.59	\$ 2.58	
			\$ 3.02	\$ 3.00	
			\$ 3.04	\$ 3.02	
			\$ 3.07	\$ 3.04	
			\$ 3.09	\$ 3.06	
			\$ 3.11	\$ 3.08	
			\$ 3.13	\$ 3.10	
			\$ 3.15	\$ 3.12	
			\$ 3.17	\$ 3.14	
			\$ 3.19	\$ 3.16	
			\$ 3.21	\$ 3.18	
			\$ 3.23	\$ 3.20	
			\$ 3.28	\$ 3.23	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
661	729	215	609	391	923

HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●731	±●041	419	
	DAILY	DAILY EX.	DAILY	
	SAT. & SUN.	SAT. & SUN.	EX. SAT.	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.				
TACONY.....				
WISSINOMING.....		Will Not Run Sept. 7		
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....				
ZOO.....				
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST. } Upper Level				
SUBURBAN..... Ar				
	MU	MU		
SUBURBAN..... Lv	\$ 2.55	\$ 3.00		
PENNA.-} Upper Level	\$ 2.58	\$ 3.03		
30th ST. } Lower Level			\$ 3.12	
PHILADELPHIA				
ARSENAL.....	3.01		3.15	
BRILL.....			3.19	
DARBY.....			\$ 3.22	
ZOO.....		3.06		
FIFTY-SECOND ST.		3.08		
OVERBROOK.....		\$ 3.11		
MERION.....		\$ 3.13		
NARBERTH.....		\$ 3.15		
WYNNEWOOD.....		\$ 3.17		
ARDMORE.....		\$ 3.19		
HAVERFORD.....		\$ 3.21		
BRYN MAWR.....		\$ 3.23		
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Arrive	P. M.	P. M.	P. M.	
	731	041	419	

## WESTWARD - SOUTHWARD

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[illegible]

STATIONS  Leave	FIRST CLASS			
	±●341 DAILY EX. SUN.	●217 DAILY	●045 DAILY	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.		3.18		
TACONY.....	Will Not Run July 4 Sept. 7			
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Att. Div.)				
FRANKFORD JCT.				
SHORE.....		3.22		
NORTH PENN.....				
NORTH PHILA.....		D 3.27		
ZOO.....		3.32		
PHILADELPHIA				
PENNA.-} Lower Level		S 3.36		
30th ST.} Upper Level				
SUBURBAN..... Ar				
	MU		MU	
SUBURBAN..... Lv	S 3.25		S 3.40	
PENNA.-} Upper Level	S 3.28		S 3.43	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	3.31		3.46	
FIFTY-SECOND ST.	3.33		3.48	
OVERBROOK.....	3.36		S 3.51	
MERION.....			S 3.53	
NARBERTH.....			S 3.55	
WYNNEWOOD.....			S 3.57	
ARDMORE.....			S 3.59	
HAVERFORD.....			S 4.01	
BRYN MAWR.....	S 3.43		S 4.03	
ROSEMONT.....	S 3.45			
VILLANOVA.....	S 3.47			
RADNOR.....	S 3.49			
ST. DAVIDS.....	S 3.51			
WAYNE.....	S 3.53			
STRAFFORD.....	S 3.55			
DEVON.....	S 3.57			
BERWYN.....	S 3.59			
DAYLESFORD.....	S 4.01			
PAOLI.....	S 4.04			
Arrive	P. M.	P. M.	P. M.	
	341	217	045	

FIRST CLASS					
◇113 DAILY P. M.	‡●663 DAILY EX. SUN. P. M.	●925 DAILY EX. SUN. P. M.	1054 P. M.	●393 SUNDAY ONLY P. M.	‡●343 DAILY EX. SAT. & SUN. P. M.
3.25	Will Not Run July 4 Sept. 7		Will Run Sunday and July 4, Sept. 7		Will Not Run Sept. 7
			3.25		
3.30			\$ 3.30		
			3.31		
\$ 3.34			\$ 3.38		
3.39			3.43		
			\$ 3.48		
	MU	MU		MU	MU
\$ 3.43	\$ 3.43	\$ 3.43	\$ 3.50	\$ 3.50	\$ 3.50
\$ 3.44	\$ 3.46	\$ 3.46	\$ 3.53	\$ 3.53	\$ 3.53
3.48		3.50			
3.51		3.54			
		\$ 3.56			
	3.50			3.56	3.56
	\$ 3.52			3.58	3.58
				4.01	4.01
				\$ 4.08	\$ 4.08
				\$ 4.10	\$ 4.10
				\$ 4.12	\$ 4.12
				\$ 4.14	\$ 4.14
				\$ 4.16	\$ 4.16
				\$ 4.18	\$ 4.18
				\$ 4.20	\$ 4.20
				\$ 4.22	\$ 4.22
				\$ 4.24	\$ 4.24
				\$ 4.26	\$ 4.26
				\$ 4.29	\$ 4.29
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
113	663	925	1054	393	343

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●617	±●835	●735	
	DAILY EX.	DAILY EX.	DAILY	
	SAT. & SUN.	SAT. & SUN.		
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.				
TACONY.....				
WISSINOMING.....	Will Run	Will Not Run		
BRIDESBURG.....	Sat. and	Sept. 7		
FRANKFORD.....	Sept. 7			
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....				
NORTH PENN.....				
NORTH PHILA..... {				
ZOO.....		\$ 3.40		
PHILADELPHIA		3.44		
PENNA.-} Lower Level				
30th ST. } Upper Level		\$ 3.48		
SUBURBAN..... Ar		\$ 3.51		
	MU	MU	MU	
SUBURBAN..... Lv	\$ 3.50		\$ 3.55	
PENNA.-} Upper Level	\$ 3.53		\$ 3.58	
30th ST. } Lower Level				
PHILADELPHIA				
ARSENAL.....			4.01	
BRILL.....				
DARBY.....				
ZOO.....	3.56			
FIFTY-SECOND ST.	3.58			
OVERBROOK.....	4.01			
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....	\$ 4.08			
ROSEMONT.....	\$ 4.10			
VILLANOVA.....	\$ 4.12			
RADNOR.....	\$ 4.14			
ST. DAVIDS.....	\$ 4.16			
WAYNE.....	\$ 4.18			
STRAFFORD.....	\$ 4.20			
DEVON.....	\$ 4.22			
BERWYN.....	\$ 4.24			
DAYLESFORD.....	\$ 4.26			
PAOLI.....	\$ 4.29			
Arrive	P. M.	P. M.	P. M.	
	617	835	735	

FIRST CLASS					
‡259 DAILY EX. SAT. & SUN.	‡267 SATURDAY ONLY	●177 DAILY	‡●345 DAILY EX. SAT. & SUN.	‡●973 DAILY EX. SUN.	‡●737 DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
S 3.39	S 3.39	3.45	Will Not Run Sept. 7	Will Not Run July 4 Sept. 7	Will Not Run Sept. 7
S 3.42	S 3.42				
F 3.44	F 3.44				
S 3.47	S 3.47				
S 3.50	S 3.50				
S 3.52	S 3.52				
3.54	3.54	3.50			
S 3.58	S 3.58	S 3.54			
4.03	4.03	3.59			
S 4.08					
	S 4.08				
	S 4.11				
	MU		MU	MU	MU
			S 4.03	S 4.04	S 4.05
			S 4.07	S 4.07	S 4.08
		S 4.03			
		4.06		4.11	4.11
		4.10		4.14	
				S 4.17	
			4.10		
			4.12		
			4.14		
			S 4.18		
			S 4.20		
			S 4.23		
			S 4.26		
			S 4.29		
			S 4.31		
			S 4.33		
			S 4.35		
			S 4.37		
			S 4.39		
			S 4.42		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
259	267	177	345	973	737

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±●347	±●739	±●665	
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.				
TACONY				
WISSINOMING	Will Not Run Sept. 7	Will Not Run Sept. 7	Will Not Run Sept. 7	
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.				
ZOO				
PHILADELPHIA				
PENNA. - Lower Level				
30th ST. - Upper Level				
SUBURBAN Ar				
	MU	MU	MU	
SUBURBAN Lv	\$ 4.08	\$ 4.10	\$ 4.11	
PENNA. - Upper Level	\$ 4.12	\$ 4.13	\$ 4.14	
30th ST. - Lower Level				
PHILADELPHIA				
ARSENAL		4.16		
BRILL				
DARBY				
ZOO	4.15		4.18	
FIFTY-SECOND ST.	4.17		4.20	
OVERBROOK	4.19			
MERION				
NARBERTH				
WYNNEWOOD	\$ 4.23			
ARDMORE	\$ 4.26			
HAVERFORD	\$ 4.28			
BRYN MAWR	\$ 4.30			
ROSEMONT	\$ 4.32			
VILLANOVA				
RADNOR	\$ 4.36			
ST. DAVIDS				
WAYNE	\$ 4.40			
STRAFFORD				
DEVON	\$ 4.45			
BERWYN	\$ 4.47			
DAYLESFORD	\$ 4.50			
PAOLI	\$ 4.55			
Arrive	P. M.	P. M.	P. M.	
	347	739	665	

FIRST CLASS					
●837	◇105	±●927	±●349	●741	●351
DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	3.55				
		Will Not Run July 4 Sept. 7	Will Not Run Sept. 7		
	4.00				
\$ 4.03	\$ 4.04				
4.07	4.09				
\$ 4.11					
\$ 4.14					
MU		MU	MU	MU	MU
		\$ 4.14	\$ 4.15	\$ 4.18	\$ 4.18
		\$ 4.18	\$ 4.19	\$ 4.21	\$ 4.22
	\$ 4.14				
	4.17	4.22		4.25	
	4.21	4.25			
			4.21		4.25
			4.23		4.27
			4.26		\$ 4.30
					\$ 4.32
			\$ 4.29		\$ 4.34
			\$ 4.31		\$ 4.36
			\$ 4.33		\$ 4.38
					\$ 4.40
			\$ 4.37		\$ 4.42
					\$ 4.44
			\$ 4.41		\$ 4.46
					\$ 4.48
			\$ 4.45		\$ 4.50
			\$ 4.47		\$ 4.52
			\$ 4.49		\$ 4.54
			\$ 4.51		\$ 4.56
			\$ 4.53		\$ 4.58
			\$ 4.55		\$ 5.00
			\$ 4.59		\$ 5.03
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
837	105	927	349	741	351

STATIONS	FIRST CLASS		
	●929	527	±●353
	DAILY	DAILY	DAILY EX.
		EX. SUN.	SAT. & SUN.
Leave	P. M.	P. M.	P. M.
HOLMESBURG JCT.			
TACONY			
WISSINOMING			Will Not Run
BRIDESBURG			Sept. 7
FRANKFORD			
JERSEY (Atl. Div.)			
FRANKFORD JCT.			
SHORE			
NORTH PENN.			
NORTH PHILA.			
ZOO			
PHILADELPHIA			
PENNA. - Lower Level			
30th ST. - Upper Level			
SUBURBAN - Ar			
	MU		MU
SUBURBAN - Lv	\$ 4.22		\$ 4.30
PENNA. - Upper Level	\$ 4.25		\$ 4.34
30th ST. - Lower Level		\$ 4.25	
PHILADELPHIA			
ARSENAL	4.29		
BRILL	4.32		
DARBY	\$ 4.34		
ZOO		4.30	4.37
FIFTY-SECOND ST.		4.33	4.39
OVERBROOK		4.36	4.41
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			\$ 4.46
HAVERFORD			\$ 4.48
BRYN MAWR		4.41	\$ 4.50
ROSEMONT			\$ 4.52
VILLANOVA			\$ 4.54
RADNOR			\$ 4.56
ST. DAVIDS			\$ 4.58
WAYNE			\$ 5.00
STRAFFORD			\$ 5.02
DEVON			\$ 5.04
BERWYN			\$ 5.06
DAYLESFORD			\$ 5.08
PAOLI		\$ 4.52	\$ 5.11
Arrive	P. M.	P. M.	P. M.
	929	527	353

## WESTWARD - SOUTHWARD

51

[illegible]

STATIONS	FIRST CLASS			
	525	±●621	●745	
	SUNDAY ONLY	DAILY EX. SAT. & SUN.	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.				
TACONY.....		Will Not Run Sept. 7		
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....				
ZOO.....				
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST. } Upper Level				
SUBURBAN..... Ar				
		MU	MU	
SUBURBAN..... Lv		\$ 4.43	\$ 4.45	
PENNA.-} Upper Level		\$ 4.46	\$ 4.48	
30th ST. } Lower Level	\$ 4.40			
PHILADELPHIA				
ARSENAL.....			4.51	
BRILL.....				
DARBY.....				
ZOO.....	4.45	4.49		
FIFTY-SECOND ST.	4.48	4.51		
OVERBROOK.....	4.51	4.53		
MERION.....		\$ 4.54		
NARBERTH.....				
WYNNEWOOD.....		\$ 4.57		
ARDMORE.....				
HAVERFORD.....		\$ 4.59		
BRYN MAWR.....	4.57	5.01		
ROSEMONT.....		\$ 5.03		
VILLANOVA.....				
RADNOR.....		\$ 5.07		
ST. DAVIDS.....				
WAYNE.....		\$ 5.10		
STRAFFORD.....				
DEVON.....		\$ 5.14		
BERWYN.....		\$ 5.16		
DAYLESFORD.....				
PAOLI.....	\$ 5.10	\$ 5.20		
Arrive	P. M.	P. M.	P. M.	
	525	621	745	

FIRST CLASS					
‡●355 DAILY EX. SAT. & SUN.	●395	‡1056 DAILY EX. SUN.	‡●055 DAILY EX. SAT. & SUN.	‡261 DAILY EX. SUN.	●153 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Will Not Run Sept. 7	Will Run Sat., Sun., and Sept. 7	Will Not Run July 4 Sept. 7	Will Not Run Sept. 7	S 4.34 S 4.38 F 4.38 F 4.40 F 4.42	4.42
		4.32			
		S 4.37		S 4.44	
		4.38		4.48	4.46
		S 4.45		S 4.52	S 4.50
		4.49		4.57	4.54
		S 4.54		S 5.02	
MU	MU		MU		
S 4.45	S 4.45		S 5.00		
S 4.48	S 4.48		S 5.03		S 4.59
					5.02
					5.05
4.52	4.51		5.06		
4.54	4.53		5.08		
S 4.56	S 4.56		S 5.11		
	S 4.58		S 5.13		
S 5.00	S 5.00		S 5.15		
	S 5.02		S 5.17		
S 5.03	S 5.04		S 5.19		
	S 5.06		S 5.21		
S 5.06	S 5.08		S 5.23		
	S 5.10				
S 5.09	S 5.12				
	S 5.14				
S 5.12	S 5.16				
	S 5.18				
S 5.15	S 5.20	Last Trip Sept. 12		Will Not Run July 4 Sept. 7	
S 5.17	S 5.22				
S 5.19	S 5.24				
S 5.21	S 5.26				
S 5.24	S 5.30				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
355	395	1056	055	261	153

STATIONS	FIRST CLASS			
	±●931	±●841	±●747	
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.				
TACONY.....				
WISSINOMING.....	Will Not Run	Will Not Run	Will Not Run	
BRIDESBURG.....	July 4	Sept. 7	Sept. 7	
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....		\$ 4.55		
ZOO.....		4.59		
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level		\$ 5.03		
SUBURBAN..... Ar		\$ 5.08		
	MU	MU	MU	
SUBURBAN..... Lv	\$ 5.02		\$ 5.10	
PENNA.-} Upper Level	\$ 5.05		\$ 5.13	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....	5.08		5.16	
BRILL.....	5.11			
DARBY.....	\$ 5.14			
ZOO.....				
FIFTY-SECOND ST.				
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Arrive	P. M.	P. M.	P. M.	
	931	841	747	

## FIRST CLASS

●357	◇195	●669	●933	‡●749	◇49
DAILY	DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	5.00				5.16
				Will Not Run Sept. 7	
	5.05				5.20
	S 5.09				Q 5.26
	5.13				5.31
MU		MU	MU	MU	
S 5.15		S 5.20	S 5.25	S 5.30	
S 5.18		S 5.23	S 5.28	S 5.33	
	S 5.19				
	5.23		5.31	5.36	
	5.26		5.34		
			S 5.36		
5.21		5.26			5.31
5.23		5.30			5.35
S 5.26					5.37
S 5.28					
S 5.30					
S 5.32					
S 5.34					
S 5.36					
S 5.38					5.42
S 5.40					
S 5.42					
S 5.44					
S 5.46					
S 5.48					
S 5.50					
S 5.52					
S 5.54					
S 5.59					Q 5.52
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
357	195	669	933	749	49

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●221	●359	●1024	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.	5.21			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)			5.32	
FRANKFORD JCT.				
SHORE.....	5.25		5.38	
NORTH PENN.....				
NORTH PHILA.....	D 5.29		S 5.42	
ZOO.....	5.34		5.47	
PHILADELPHIA				
PENNA.- Lower Level	S 5.38		S 5.52	
30th ST. Upper Level				
SUBURBAN..... Ar				
		MU		
SUBURBAN..... Lv		S 5.50		
PENNA.- Upper Level		S 5.53		
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....		5.56		
FIFTY-SECOND ST.		5.58		
OVERBROOK.....		S 6.01		
MERION.....		S 6.03		
NARBERTH.....		S 6.05		
WYNNEWOOD.....		S 6.07		
ARDMORE.....		S 6.09		
HAVERFORD.....		S 6.11		
BRYN MAWR.....		S 6.13		
ROSEMONT.....		S 6.15		
VILLANOVA.....		S 6.17		
RADNOR.....		S 6.19		
ST. DAVIDS.....		S 6.21		
WAYNE.....		S 6.23		
STRAFFORD.....		S 6.25		
DEVON.....		S 6.27		
BERWYN.....		S 6.29		
DAYLESFORD.....		S 6.31		
PAOLI.....		S 6.34		
Arrive	P. M.	P. M.	P. M.	
	221	359	1024	

FIRST CLASS					
●751	‡263	●843	◇157	●155	●361
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	5.43		5.47	5.52	
	Will Not Run July 4 Sept. 7				
	5.47		5.52	5.57	
	D 5.53	S 5.55	S 5.56	S 6.01	
	5.57	5.59	6.01	6.05	
	S 6.01			S 6.10	
		S 6.03			
		S 6.06			
MU		MU			MU
S 6.00					S 6.15
S 6.03			S 6.05	6.15	S 6.18
6.06			6.09	6.19	
			6.12	6.22	
					6.21
					6.23
					S 6.26
					S 6.28
					S 6.30
					S 6.32
					S 6.34
					S 6.36
					S 6.38
					S 6.40
					S 6.42
					S 6.44
					S 6.46
					S 6.48
					S 6.50
					S 6.52
					S 6.54
					S 6.56
					S 6.59
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
751	263	843	157	155	361

STATIONS	FIRST CLASS			
	±●753	283	●29	
	DAILY EX. SAT. & SUN.		DAILY	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.		6.03	6.12	
TACONY.....	Will Not Run Sept. 7	F 6.05		
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....		F 6.09		
JERSEY.....(Atl. Div.)				
FRANKFORD JCT.				
SHORE.....		6.11	6.16	
NORTH PENN.....				
NORTH PHILA.....		S 6.15	U 6.21	
ZOO.....		6.19	6.25	
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level		S 6.23		
SUBURBAN.....Ar		S 6.26		
	MU	MU		
SUBURBAN.....Lv	S 6.25			
PENNA.-} Upper Level	S 6.28			
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....	6.31			
BRILL.....				
DARBY.....				
ZOO.....			6.25	
FIFTY-SECOND ST.			6.28	
OVERBROOK.....			6.30	
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....			6.36	
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....		Will Run Sun. and July 4 Sept. 7		
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....			U 6.46	
Arrive	P. M.	P. M.	P. M.	
	753	283	29	


## WESTWARD - SOUTHWARD

59

<b>FIRST CLASS</b>					
<b>●935 DAILY P. M.</b>	<b>423 DAILY EX. SAT. P. M.</b>	<b>●845 DAILY P. M.</b>	<b>●223 DAILY P. M.</b>	<b>21 DAILY P. M.</b>	<b>●1028  P. M.</b>
			6.28	6.32	Will Run Sunday and July 4 Sept. 7
			6.32	6.36	6.33
					S 6.38
					6.39
		S 6.33	D 6.36	C 6.41	S 6.44
		6.37	6.41	6.45	6.49
			S 6.45		S 6.55
		S 6.41			
		S 6.44			
MU		MU			
S 6.30					
S 6.33					
	S 6.35				
6.36	6.38				
6.39	6.42				
S 6.41					
				6.45	
				6.48	
				6.50	
					Last Trip Sept. 7
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
935	423	845	223	21	1028

STATIONS	FIRST CLASS			
	69	●363	●755	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.	6.38			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE.....	6.42			
NORTH PENN.....				
NORTH PHILA.....	C 6.48			
ZOO.....	6.53			
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level				
SUBURBAN..... Ar				
		MU	MU	
SUBURBAN..... Lv		\$ 6.50	\$ 6.55	
PENNA.-} Upper Level		\$ 6.53	\$ 6.58	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....			7.01	
BRILL.....				
DARBY.....				
ZOO.....	6.53	6.56		
FIFTY-SECOND ST.	6.55	6.58		
OVERBROOK.....	6.58	\$ 7.01		
MERION.....		\$ 7.03		
NARBERTH.....		\$ 7.05		
WYNNEWOOD.....		\$ 7.07		
ARDMORE.....		\$ 7.09		
HAVERFORD.....		\$ 7.11		
BRYN MAWR.....	7.04	\$ 7.13		
ROSEMONT.....		\$ 7.15		
VILLANOVA.....		\$ 7.17		
RADNOR.....		\$ 7.19		
ST. DAVIDS.....		\$ 7.21		
WAYNE.....		\$ 7.23		
STRAFFORD.....		\$ 7.25		
DEVON.....		\$ 7.27		
BERWYN.....		\$ 7.29		
DAYLESFORD.....		\$ 7.31		
PAOLI.....	\$ 7.15	\$ 7.34		
Arrive	P. M.	P. M.	P. M.	
	69	363	755	

FIRST CLASS					
41 DAILY	◇159 SUNDAY ONLY	137 DAILY EX. SUN.	◇31 DAILY	581 DAILY	●365 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
6.45	6.52	6.56	7.05		
6.50	6.56	7.01	7.10		
X 6.55	\$ 7.00	\$ 7.06	C 7.14		
6.59	7.05	7.11	7.18		
		\$ 7.15			
					MU
					\$ 7.20
	\$ 7.10	7.22		\$ 7.20	\$ 7.25
	7.13	7.25			
	7.16	7.29			
6.59			7.18	7.25	7.29
7.02			7.21	7.27	7.31
7.05			7.23	7.30	\$ 7.34
					\$ 7.36
					\$ 7.38
					\$ 7.40
					\$ 7.42
					\$ 7.44
7.11			7.31	7.37	\$ 7.46
					\$ 7.48
					\$ 7.50
					\$ 7.52
					\$ 7.54
					\$ 7.56
					\$ 7.58
					\$ 8.00
					\$ 8.02
					\$ 8.04
X 7.22			\$ 7.43	\$ 7.49	\$ 8.07
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
41	159	137	31	581	365



FIRST CLASS					
1	●367	●757	●1030	●847	●1066
DAILY	DAILY	DAILY		DAILY	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
7.34			Will Run Sunday and July 4 Sept. 7		Will Run Sunday and Sept. 7
			7.35		7.54
					S 7.59
7.39			7.41		8.00
C 7.44			S 7.47	S 8.03	S 8.05
7.50			7.52	8.07	8.09
			S 7.56		
				S 8.11	S 8.14
				S 8.14	
	MU	MU		MU	
	S 7.50	S 7.55			
	S 7.53	S 7.58			
		8.01			
7.50	7.56				
7.53	7.58				
7.56	S 8.01				
	S 8.03				
	S 8.05				
	S 8.07				
	S 8.09				
	S 8.11				
8.01	S 8.13				
	S 8.15				
	S 8.17				
	S 8.19				
	S 8.21				
	S 8.23				
	S 8.25				
	S 8.27				
	S 8.29				
	S 8.31				
S 8.12	S 8.34				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1	367	757	1030	847	1066

HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	◇171	●369	●963	
	DAILY	DAILY		
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	7.58			
TACONY.....			Will Run Sunday and July 4 Sept. 7	
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Att. Div.)				
FRANKFORD JCT.				
SHORE.....	8.03			
NORTH PENN.....				
NORTH PHILA.....	\$ 8.07			
ZOO.....	8.12			
PHILADELPHIA				
PENNA.- Lower Level				
30th ST. Upper Level				
SUBURBAN..... Ar				
		MU	MU	
SUBURBAN..... Lv	\$ 8.20	\$ 8.25		
PENNA.- Upper Level	\$ 8.23	\$ 8.28		
30th ST. Lower Level	\$ 8.17			
PHILADELPHIA				
ARSENAL.....	8.20		8.31	
BRILL.....	8.23		8.34	
DARBY.....			\$ 8.36	
ZOO.....		8.26		
FIFTY-SECOND ST.		8.28		
OVERBROOK.....	\$ 8.31			
MERION.....	\$ 8.33			
NARBERTH.....	\$ 8.35			
WYNNEWOOD.....	\$ 8.37			
ARDMORE.....	\$ 8.39			
HAVERFORD.....	\$ 8.41			
BRYN MAWR.....	\$ 8.43			
ROSEMONT.....	\$ 8.45			
VILLANOVA.....	\$ 8.47			
RADNOR.....	\$ 8.49			
ST. DAVIDS.....	\$ 8.51			
WAYNE.....	\$ 8.53			
STRAFFORD.....	\$ 8.55			
DEVON.....	\$ 8.57			
BERWYN.....	\$ 8.59			
DAYLESFORD.....	\$ 9.01			
PAOLI.....	\$ 9.04			
Arrive	P. M.	P. M.	P. M.	
	171	369	963	

FIRST CLASS					
✚939 DAILY EX. SUN. P. M.	✚●285 P. M.	1034 DAILY P. M.	39 DAILY P. M.	●371 DAILY P. M.	●759 DAILY P. M.
Will Not Run July 4 Sept. 7	8.17 Will Run Sunday and Sept. 7		8.32		
		8.29			
		S 8.35			
	8.22	8.36	8.37		
			C 8.41		
	D 8.26	S 8.41	8.45		
	8.31	8.45	8.49		
	S 8.35	S 8.51			
MU				MU	MU
S 8.25				S 8.45	S 8.55
S 8.29				S 8.48	S 8.58
8.34					9.01
8.37					
S 8.39					
			8.49	8.52	
			8.52	8.55	
			8.55	S 8.58	
				S 9.00	
				S 9.02	
				S 9.04	
				S 9.06	
				S 9.08	
			9.00	S 9.10	
				S 9.12	
				S 9.14	
				S 9.16	
				S 9.18	
				S 9.20	
				S 9.22	
				S 9.24	
				S 9.26	
			S 9.12	S 9.30	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
939	285	1034	39	371	759

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS  Leave	FIRST CLASS			
	◇143	‡●941	●1058	
	DAILY P. M.	DAILY EX. SUN. P. M.	P. M.	
HOLMESBURG JCT.	8.48			
TACONY		Will Not Run July 4 Sept. 7	Will Run Sunday and Sept. 7	
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY.....(Atl. Div.)			8.49	
FRANKFORD JCT.			\$ 8.54	
SHORE	8.53		8.55	
NORTH PENN.				
NORTH PHILA.....}	\$ 8.57		\$ 9.00	
ZOO	9.01		9.05	
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level			\$ 9.10	
SUBURBAN.....Ar				
		MU		
SUBURBAN.....Lv		\$ 9.08		
PENNA.-} Upper Level		\$ 9.11		
30th ST.} Lower Level	\$ 9.07			
PHILADELPHIA				
ARSENAL	9.11	9.14		
BRILL	9.14	9.17		
DARBY		\$ 9.19		
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD			Last Trip Sept. 7	
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Arrive	P. M.	P. M.	P. M.	
	143	941	1058	

## WESTWARD - SOUTHWARD

67

FIRST CLASS					
●849 DAILY EX. SAT. P. M.	3 DAILY P. M.	±●673 DAILY EX. SUN. P. M.	±●1060 DAILY EX. SUN. P. M.	±265 DAILY EX. SUN. P. M.	71 DAILY P. M.
Will Run July 4	8.56	Will Not Run July 4 Sept. 7	Will Not Run July 4	F 9.05 F 9.07 F 9.09	9.10
			9.03		
	9.01		S 9.08 9.09	F 9.13 9.14	9.16
S 9.03 9.07	U 9.06 9.12		S 9.14 9.19	D 9.21 9.26	C 9.19 9.24
S 9.11 S 9.14			S 9.25	D 9.30 S 9.33	
MU		MU		MU	
		S 9.10 S 9.13			
	9.12	9.16			9.24
	9.15	S 9.19			9.27
	9.18				9.29
	9.24				9.35
			Last Trip Sept. 5	Will Not Run July 4 Sept. 7	
U 9.35					S 9.46
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
849	3	673	1060	265	71

STATIONS	FIRST CLASS			
	●373	●943	⊕229	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.			9.24	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....			9.29	
NORTH PENN.....				
NORTH PHILA.....			D 9.33	
ZOO.....			9.38	
PHILADELPHIA				
PENNA.- } Lower Level			S 9.42	
30th ST. } Upper Level				
SUBURBAN..... Ar				
	MU	MU		
SUBURBAN..... Lv	S 9.20	S 9.38		
PENNA.- } Upper Level	S 9.25	S 9.41		
30th ST. } Lower Level				
PHILADELPHIA				
ARSENAL.....		9.44		
BRILL.....		9.47		
DARBY.....		S 9.49		
ZOO.....	9.28			
FIFTY-SECOND ST..	9.30			
OVERBROOK.....	S 9.33			
MERION.....	S 9.35			
NARBERTH.....	S 9.37			
WYNNEWOOD.....	S 9.39			
ARDMORE.....	S 9.41			
HAVERFORD.....	S 9.43			
BRYN MAWR.....	S 9.45			
ROSEMONT.....	S 9.47			
VILLANOVA.....	S 9.49			
RADNOR.....	S 9.51			
ST. DAVIDS.....	S 9.53			
WAYNE.....	S 9.55			
STRAFFORD.....	S 9.57			
DEVON.....	S 9.59			
BERWYN.....	S 10.01			
DAYLESFORD.....	S 10.03			
PAOLI.....	S 10.06			
Arrive	P. M.	P. M.	P. M.	
	373	943	229	

FIRST CLASS					
±●199	●375	●761	●1038	1040	±●147
DAILY	DAILY			DAILY	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
9.28			Will Run Sunday and July 4 Sept. 7	First Trip Sept. 8	9.50
Will Run Sunday and Sept. 7					Will Run Sun. and Sept. 7
			9.35	9.35	
				\$ 9.41	
9.33			9.42	9.42	9.55
\$ 9.37			\$ 9.48	\$ 9.48	\$ 9.59
4.42			9.53	9.53	10.03
			\$ 9.58	\$ 9.58	
	MU	MU			
\$ 9.50	\$ 9.50	\$ 9.55			
\$ 9.53	\$ 9.53	\$ 9.58			
\$ 9.47					\$ 10.09
9.50		10.01			10.13
9.54					10.16
	9.56				
	9.58				
\$ 10.01					
\$ 10.03					
\$ 10.05					
\$ 10.07					
\$ 10.09					
\$ 10.11					
\$ 10.13					
\$ 10.15					
\$ 10.17					
\$ 10.19					
\$ 10.21					
\$ 10.23					
\$ 10.25					
\$ 10.27					
\$ 10.29					
\$ 10.31					
\$ 10.34					
Will Not Run Sept. 6			Last Trip Sept. 7		Will Not Run Sept. 6
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
199	375	761	1038	1040	147

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●977	●851	35	●763
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	EX SAT. P. M.	P. M.
Leave				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY.....(Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.....				
ZOO		\$ 10.05		
		10.09		
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level		\$ 10.13		
SUBURBAN.....Ar		\$ 10.16		
	MU	MU		MU
SUBURBAN.....Lv	\$ 10.14			\$ 10.25
PENNA.-} Upper Level	\$ 10.17			\$ 10.28
30th ST.} Lower Level			\$ 10.20	
PHILADELPHIA				
ARSENAL	10.20			10.31
BRILL	10.23			
DARBY	\$ 10.25			
ZOO			10.25	
FIFTY-SECOND ST.			10.28	
OVERBROOK			10.31	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			10.37	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI			\$ 10.50	
Arrive	P. M.	P. M.	P. M.	P. M.
	977	851	35	763

FIRST CLASS					
●287 SUNDAY ONLY	●377 DAILY	●1042 DAILY	469 DAILY	135 DAILY EX. SUN.	181 SUNDAY ONLY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
10.25				10.37	10.49
		10.34			
		\$ 10.40			
10.30		10.41		10.42	10.54
\$ 10.35		\$ 10.46		\$ 10.48	\$ 10.59
10.40		10.51		10.52	11.04
\$ 10.45		\$ 10.56		\$ 10.57	\$ 11.07
	MU				
	\$ 10.50				
	\$ 10.53				
			\$ 11.10	11.25	11.14
			11.14	11.29	11.17
			11.17	11.32	11.21
	10.56				
	\$ 10.58				
	\$ 11.01				
	\$ 11.03				
	\$ 11.05				
	\$ 11.07				
	\$ 11.09				
	\$ 11.11				
	\$ 11.13				
	\$ 11.15				
	\$ 11.17				
	\$ 11.19				
	\$ 11.21				
	\$ 11.23				
	\$ 11.25				
	\$ 11.27				
	\$ 11.29				
	\$ 11.31				
	\$ 11.34				
		Last Trip Sept. 7			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
287	377	1042	469	135	181

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●1062	●945	635	◇189
	DAILY	DAILY	SATURDAY ONLY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.
HOLMESBURG JCT.				11.04
TACONY.....	Will Run			
WISSINOMING.....	Sunday and			
BRIDESBURG.....	July 4			
FRANKFORD.....	Sept. 7			
JERSEY..... (Atl. Div.)	10.53			
FRANKFORD JCT.....	\$ 10.59			
SHORE.....	11.00			11.09
NORTH PENN.....				
NORTH PHILA.....	\$ 11.04			D 11.13
ZOO.....	11.09			11.18
PHILADELPHIA				
PENNA.-} Lower Level				\$ 11.23
30th ST.} Upper Level	\$ 11.15			
SUBURBAN..... Ar				
		MU		
SUBURBAN..... Lv		\$ 11.16		
PENNA.-} Upper Level		\$ 11.19		
30th ST.} Lower Level			\$ 11.20	
PHILADELPHIA				
ARSENAL.....		11.22		
BRILL.....		11.25		
DARBY.....		\$ 11.27		
ZOO.....			11.25	
FIFTY-SECOND ST.....			11.28	
OVERBROOK.....			11.30	
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....			11.36	
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....	Last Trip			
DEVON.....	Sept. 7			
BERWYN.....				
DAYLESFORD.....				
PAOLI.....			\$ 11.47	
Arrive	P. M.	P. M.	P. M.	P. M.
	1062	945	635	189

FIRST CLASS					
●765	●853	●379	◇141	67	‡●145
DAILY	DAILY	DAILY	DAILY	DAILY	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			11.35	11.44	11.55
					Will Run Sunday and Sept. 7
			11.40	11.49	12.00
	S 11.16		P 11.44	C 11.54	S 12.04
	11.20		11.48	11.59	12.08
	S 11.24				
	S 11.27				
MU	MU	MU			
S 11.24		S 11.45			
S 11.27		S 11.48			
			P 11.54		S 12.14
11.30			11.58		12.17
			12.01		12.21
		11.51		11.59	
		11.53		12.01	
		S 11.56		12.04	
		S 11.58			
		S 12.00			
		S 12.02			
		S 12.04			
		S 12.06			
		S 12.08		12.10	
		S 12.10			
		S 12.12			
		S 12.14			
		S 12.16			
		S 12.18			
		S 12.20			Will Not Run Sept. 6
		S 12.22			
		S 12.24			
		S 12.26			
		S 12.29		S 12.20	
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
765	853	379	141	67	145

STATIONS	FIRST CLASS			
	172	974	162	770
	A. M.	A. M.	A. M.	A. M.
Arrive				
HOLMESBURG JCT.	12.28		1.50	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE	12.23		1.45	
NORTH PENN.				
NORTH PHILA.	\$ 12.18		\$ 1.40	
ZOO	12.12		1.34	
PHILADELPHIA				
PENNA. - Lower Level	\$ 12.08		1.30	
30th ST. Upper Level				
SUBURBAN Lv				
		MU		MU
SUBURBAN Ar	\$ 12.14		\$ 12.35	
PENNA. - Upper Level	\$ 12.11		\$ 12.32	
30th ST. Lower Level			\$ 12.25	
PHILADELPHIA				
ARSENAL	12.04	12.08	12.21	12.29
BRILL	12.01	12.05	12.18	
DARBY		\$ 12.02		
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				P. T. Divn.
ROSEMONT				G. O. 502
VILLANOVA				Page 74
RADNOR				Column 4
ST. DAVIDS				
WAYNE				
STRAFFORD		Will Not Run		
DEVON		Sept. 8		
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN. & MON	DAILY	DAILY
	172	± 974	162	770

FIRST CLASS					
18	102	110	22	108	250
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
2.15	2.55	4.47	5.04	5.00	5.12
					\$ 5.07
					\$ 5.02
					5.00
2.08	2.50	4.42	4.59	4.55	
2.02	\$ 2.44	\$ 4.37	4.55	\$ 4.50	\$ 4.53
\$ 1.47			D 4.45		
1.42	2.38	4.32	4.40	4.45	4.48
	2.34	4.27		4.41	\$ 4.43
					\$ 4.40
					MU
	\$ 2.30	\$ 4.18		\$ 4.36	
	2.26	4.14		4.32	
	2.23	4.11		4.29	
1.42			4.40		
1.39			4.37		
1.37			4.35		
1.81			4.30		
					Will Not Run July 4
1.19			D 4.19		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY	SATURDAY ONLY
●18	102	110	22	●108	±250

STATIONS	FIRST CLASS			
	252	66	468	
Arrive	A. M.	A. M.	A. M.	
HOLMESBURG JCT.	5.10	5.18		
TACONY				
WISSINOMING				
BRIDESBURG	S 5.07			
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.	S 5.03			
SHORE	5.02	5.13		
NORTH PENN.				
NORTH PHILA.	S 4.58	5.08		
		D 5.01		
ZOO	4.52	4.56		
PHILADELPHIA				
PENNA.- Lower Level				
30th ST. Upper Level	S 4.48			
SUBURBAN Lv	S 4.45			
	MU			
SUBURBAN Ar				
PENNA.- Upper Level				
30th ST. Lower Level			S 5.07	
PHILADELPHIA				
ARSENAL			5.04	
BRILL			5.00	
DARBY				
ZOO		4.56		
FIFTY-SECOND ST.		4.53		
OVERBROOK		4.50		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		4.45		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD	Will Not Run			
DEVON	Sept. 7			
BERWYN				
DAYLESFORD				
PAOLI		Y 4.35		
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SAT. & SUN.	DAILY	DAILY	
	‡252	66	468	

FIRST CLASS					
60	304	4	900	38	254
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
5.30		5.56		6.04	6.08
5.25		5.52		5.59	6.04
<b>D</b> 5.20		<b>D</b> 5.47		<b>D</b> 5.55	<b>S</b> 5.59
5.14		5.40		5.49	5.54
					<b>S</b> 5.50
	<b>MU</b>		<b>MU</b>		
	<b>S</b> 5.42		<b>S</b> 5.47		
	<b>S</b> 5.39		<b>S</b> 5.44		
			5.41		
			5.38		
			<b>S</b> 5.35		
5.14	5.34	5.40		5.49	
5.11	<b>S</b> 5.32	5.37		5.46	
5.09	<b>S</b> 5.29	5.35		5.44	
	<b>S</b> 5.27				
	<b>S</b> 5.25				
	<b>S</b> 5.23				
	<b>S</b> 5.21				
	<b>S</b> 5.19				
5.04	<b>S</b> 5.17	5.30		5.39	
	<b>S</b> 5.15				
	<b>S</b> 5.13				
	<b>S</b> 5.11				
	<b>S</b> 5.09				
	<b>S</b> 5.07				
	<b>S</b> 5.05				
	<b>S</b> 5.03				
	<b>S</b> 5.01				
	<b>S</b> 4.59				
<b>D</b> 4.54	<b>S</b> 4.57	5.20		<b>D</b> 5.29	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.
60	●304	4	●900	38	±●254

Will Not Run  
Sept. 7

STATIONS	FIRST CLASS			
	274	700	200	
Arrive	A. M.	A. M.	A. M.	
HOLMESBURG JCT.	6.08		6.17	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE	6.04		6.12	
NORTH PENN.				
NORTH PHILA.	\$ 5.59		\$ 6.08	
ZOO	5.54		6.04	
PHILADELPHIA				
PENNA.-} Lower Level	\$ 5.50		\$ 6.00	
30th ST.} Upper Level				
SUBURBAN Lv				
		MU		
SUBURBAN Ar		\$ 5.50		
PENNA.-} Upper Level		\$ 5.47		
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL		5.44		
BRILL				
DARBY				
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD	Will Not Run July 4	Will Not Run Sept. 7	Will Not Run Sept. 7	
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	SATURDAY ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	±●274	±●700	±●200	

FIRST CLASS					
36	800	3850	650	1051	902
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 6.34		Last Trip Sept. 7	
		\$ 6.32			
		\$ 6.30			
		\$ 6.28			
		\$ 6.26			
				6.44	
		\$ 6.24		\$ 6.36	
		6.23		6.35	
	\$ 6.16	\$ 6.19		\$ 6.30	
	6.12	6.15		6.24	
				\$ 6.20	
	\$ 6.08	\$ 6.11			
	\$ 6.05	\$ 6.08			
	MU	MU	MU		MU
			\$ 6.10		\$ 6.23
\$ 6.05			\$ 6.07		\$ 6.20
					6.17
					6.14
					\$ 6.12
6.00			6.03		
5.57			\$ 6.01		
5.55					
5.50					
Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7	Will Run Sunday and July 4 Sept. 7	Will Not Run Sept. 7
D 5.40					
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.		DAILY EX. SAT. & SUN.
⚡36	⚡800	⚡3850	⚡650	●1051	⚡902

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	702	606	904	
Arrive	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
FACONY		Will Not Run July 4 Sept. 7		
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.				
ZOO				
PHILADELPHIA				
PENNA. - } Lower Level				
30th ST. } Upper Level				
SUBURBAN.....Lv				
	MU	MU	MU	
SUBURBAN.....Ar	\$ 6.28	\$ 6.36	\$ 6.42	
PENNA. - } Upper Level	\$ 6.25	\$ 6.33	\$ 6.39	
30th ST. } Lower Level				
PHILADELPHIA				
ARSENAL	6.22		6.35	
BRILL			6.32	
DARBY			\$ 6.29	
ZOO		6.29		
FIFTY-SECOND ST		\$ 6.25		
OVERBROOK		\$ 6.22		
MERION		\$ 6.20		
NARBERTH		\$ 6.18		
WYNNEWOOD		\$ 6.16		
ARDMORE		\$ 6.14		
HAVERFORD		\$ 6.12		
BRYN MAWR		\$ 6.10		
ROSEMONT		\$ 6.08		
VILLANOVA		\$ 6.06		
RADNOR		\$ 6.04		
ST. DAVIDS		\$ 6.02		
WAYNE	Will Not Run July 4 Sept. 7	\$ 6.00		
STRAFFORD		\$ 5.58		
DEVON		\$ 5.56		
BERWYN		\$ 5.54		
DAYLESFORD		\$ 5.52		
PAOLI		\$ 5.50		
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	±702	±606	±904	

Note: No. 606 arrives Paoli 5.48 A. M.

## EASTWARD - NORTHWARD

81

FIRST CLASS					
<b>652</b>	<b>704</b>	<b>308</b>	<b>40</b>	<b>802</b>	<b>906</b>
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			6.55		
			6.50		
			6.44	\$ 6.41	
			D 6.40		
			6.35	6.37	
				S 6.33	
				S 6.30	
MU	MU	MU		MU	MU
\$ 6.43	\$ 6.44	\$ 6.47			\$ 6.53
\$ 6.40	\$ 6.41	\$ 6.44			\$ 6.50
	6.38				6.46
					6.43
6.37		6.41	6.35		
\$ 6.34		6.38	6.31		
		6.36	6.29		
		\$ 6.30			
		\$ 6.28	6.23		
		\$ 6.26			
		\$ 6.24			
		\$ 6.22			
		\$ 6.20			
Will Run July 4		\$ 6.18		Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7
		\$ 6.15			
		\$ 6.13			
		\$ 6.11			
		\$ 6.08			
		\$ 6.05	D 6.12		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.
●652	●704	●308	40	‡802	‡906

STATIONS	FIRST CLASS			
	008	708	310	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING			Will Not Run	
BRIDESBURG			Sept. 7	
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.				
ZOO				
PHILADELPHIA				
PENNA.- Lower Level				
30th ST. Upper Level				
SUBURBAN Lv				
	MU	MU	MU	
SUBURBAN Ar	\$ 6.55	\$ 6.53	\$ 7.05	
PENNA.- Upper Level	\$ 6.52	\$ 6.50	\$ 7.02	
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL		6.47		
BRILL				
DARBY				
ZOO	6.48		6.58	
FIFTY-SECOND ST.	6.46		6.56	
OVERBROOK	\$ 6.43		\$ 6.54	
MERION	\$ 6.41	P. T. Divn.	\$ 6.52	
NARBERTH	\$ 6.39	G. O. 502	\$ 6.50	
WYNNEWOOD	\$ 6.36	Page 82	\$ 6.48	
ARDMORE	\$ 6.34	Column 2	\$ 6.45	
HAVERFORD	\$ 6.32		\$ 6.42	
BRYN MAWR	6.30		\$ 6.40	
ROSEMONT			\$ 6.38	
VILLANOVA			\$ 6.36	
RADNOR			\$ 6.34	
ST. DAVIDS			\$ 6.32	
WAYNE			\$ 6.30	
STRAFFORD		Will Not Run	\$ 6.28	
DEVON		Sept. 7	\$ 6.26	
BERWYN			\$ 6.24	
DAYLESFORD			\$ 6.22	
PAOLI			\$ 6.20	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX.	DAILY EX.	
	0008	SAT. & SUN.	SAT. & SUN.	
		708	310	

## EASTWARD - NORTHWARD

83

FIRST CLASS					
48	312	654	28	202	68
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
7.01	Will Not Run July 4 Sept. 7		7.12	7.16	7.20
6.56			7.07	7.12	7.15
D 6.51			D 7.03 6.59	S 7.08	D 7.10 7.06
6.46			6.55	7.04	7.02
				S 7.00	
	MU	MU			
S 7.18		S 7.22			
S 7.15		S 7.19			
6.46	7.11	7.15	6.55		7.02
6.42	7.09	7.12	6.52		6.59
6.40	7.07		6.50		6.57
6.35	S 7.00 S 6.58 S 6.55 S 6.53 S 6.51		6.45		6.52
	S 6.49 S 6.47 S 6.44 S 6.42 S 6.40	Will Not Run July 4 Sept. 7		Will Not Run Sept. 7	
Y 6.25	S 6.38 S 6.30		W 6.35		D 6.42
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY
◇48	‡●312	‡●654	●28	‡●202	68

STATIONS	FIRST CLASS			
	256	804	1003	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.	7.24			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)			7.33	
FRANKFORD JCT.			\$ 7.26	
SHORE	7.20		7.25	
NORTH PENN.				
NORTH PHILA.	\$ 7.15	\$ 7.15	\$ 7.20	
ZOO	7.09	7.11	7.15	
PHILADELPHIA				
PENNA.- Lower Level	\$ 7.05		\$ 7.10	
30th ST. Upper Level		\$ 7.07		
SUBURBAN Lv		\$ 7.04		
		MU		
SUBURBAN Ar				
PENNA.- Upper Level				
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL				
BRILL				
DARBY				
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD		Will Run July 4		
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX. SAT.	DAILY	
	●256	●804	●1003	

## EASTWARD - NORTHWARD

85

[illegible]

STATIONS	FIRST CLASS			
	806	012	712	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.	\$ 7.35			
ZOO	7.31			
PHILADELPHIA				
PENNA.- Lower Level				
30th ST. Upper Level	\$ 7.27			
SUBURBAN Lv	\$ 7.24			
	MU	MU	MU	
SUBURBAN Ar		\$ 7.25	\$ 7.33	
PENNA.- Upper Level		\$ 7.22	\$ 7.30	
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL			7.27	
BRILL				
DARBY				
ZOO		7.18		
FIFTY-SECOND ST.		7.16		
OVERBROOK		\$ 7.13		
MERION		\$ 7.11		
NARBERTH		\$ 7.09		
WYNNEWOOD		\$ 7.07		
ARDMORE		\$ 7.05		
HAVERFORD		\$ 7.03		
BRYN MAWR		7.01		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE		Will Not Run	Will Not Run	
STRAFFORD		July 4	Sept. 7	
DEVON		Sept. 7		
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY EX.	
	EX. SUN.	EX. SUN.	SAT. & SUN.	
	●806	±●012	±●712	

## EASTWARD - NORTHWARD

87

FIRST CLASS					
314	908	714	316	716	656
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run Sept. 7					
MU	MU	MU	MU	MU	MU
\$ 7.34	\$ 7.37	\$ 7.40	\$ 7.43	\$ 7.44	\$ 7.45
\$ 7.31	\$ 7.34	\$ 7.37	\$ 7.40	\$ 7.41	\$ 7.42
	7.31	7.34		7.38	
	7.28				
	\$ 7.25				
7.27			7.36		7.38
7.25			7.33		7.35
\$ 7.23			\$ 7.31		
\$ 7.21			\$ 7.29		
\$ 7.19			\$ 7.27		
\$ 7.17			\$ 7.24		
\$ 7.15			\$ 7.22		
\$ 7.12			\$ 7.19		
\$ 7.10			\$ 7.16		
			\$ 7.14		
			\$ 7.12		
\$ 7.05			\$ 7.10		
\$ 7.03			\$ 7.08		
\$ 7.01		Will Not Run July 4 Sept. 7	\$ 7.06		Will Not Run July 4 Sept. 7
\$ 6.59			\$ 7.04		
\$ 6.57			\$ 7.02		
\$ 6.55			\$ 7.00		
\$ 6.53			\$ 6.58		
\$ 6.51			\$ 6.56		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SAT.&SUN.	DAILY	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SUN.
⊕314	●908	⊕714	●316	●716	⊕656

STATIONS	FIRST CLASS			
	318	910	628	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING	Will Not Run Sept. 7		Will Run July 4 Sept. 7	
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.				
ZOO				
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level				
SUBURBAN.....Lv				
	MU	MU	MU	
SUBURBAN.....Ar	\$ 7.48	\$ 7.50	\$ 7.55	
PENNA.-} Upper Level	\$ 7.45	\$ 7.47	\$ 7.52	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL		7.44		
BRILL		7.41		
DARBY		\$ 7.38		
ZOO	7.41		7.48	
FIFTY-SECOND ST.	7.39		\$ 7.45	
OVERBROOK	7.37		\$ 7.43	
MERION			\$ 7.41	
NARBERTH	\$ 7.34		\$ 7.39	
WYNNEWOOD	\$ 7.31		\$ 7.37	
ARDMORE	\$ 7.29		\$ 7.35	
HAVERFORD			\$ 7.33	
BRYN MAWR	\$ 7.26		\$ 7.31	
ROSEMONT	\$ 7.23		\$ 7.28	
VILLANOVA	\$ 7.21		\$ 7.26	
RADNOR	\$ 7.19		\$ 7.24	
ST. DAVIDS	\$ 7.17	Will Not Run Sept. 7	\$ 7.22	
WAYNE	\$ 7.15		\$ 7.20	
STRAFFORD	\$ 7.13		\$ 7.18	
DEVON	\$ 7.11		\$ 7.16	
BERWYN	\$ 7.09		\$ 7.14	
DAYLESFORD			\$ 7.12	
PAOLI	\$ 7.05		\$ 7.10	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.		
	±●318	±●910	628	

FIRST CLASS					
618	636	912	320	20	1053
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run July 4 Sept. 7			Will Not Run Sept. 7	8.00	Last Trip Sept. 7
					8.07
					\$ 8.01
				7.55	8.00
				D 7.51	\$ 7.55
				7.45	7.50
					\$ 7.45
MU		MU	MU		
\$ 7.40		\$ 7.54	\$ 7.56		
\$ 7.37		\$ 7.51	\$ 7.53		
	\$ 7.40				
		7.48			
		7.45			
7.33	7.34		7.49	7.45	
7.31	7.31		7.47	7.42	
7.29	7.29		7.45	7.40	
			\$ 7.39		
7.24	7.24		\$ 7.37	7.35	
			\$ 7.33		
			\$ 7.31		
	Will Run Sunday and July 4 Sept. 7	Will Not Run July 4 Sept. 7	\$ 7.28		Will Run Sunday and Sept. 7
			\$ 7.25		
			\$ 7.23		
\$ 7.14	\$ 7.14		\$ 7.19	D 7.25	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.		DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY	
⚡618	636	⚡912	⚡320	20	●1053

STATIONS	FIRST CLASS			
	1005	204	020	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.		8.16		
TACONY				
WISSINOMING	Last Trip			
BRIDESBURG	Sept. 7			
FRANKFORD				
JERSEY (Atl. Div.)	8.16			
FRANKFORD JCT.	\$ 8.10			
SHORE	8.09	8.12		
NORTH PENN.				
NORTH PHILA.	\$ 8.05	\$ 8.08		
ZOO	8.00	8.04		
PHILADELPHIA				
PENNA.- Lower Level	\$ 7.55	\$ 8.00		
30th ST. Upper Level				
SUBURBAN Lv				
			MU	
SUBURBAN Ar			\$ 8.06	
PENNA.- Upper Level			\$ 8.03	
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL				
BRILL				
DARBY				
ZOO			7.59	
FIFTY-SECOND ST.			\$ 7.57	
OVERBROOK			\$ 7.54	
MERION			\$ 7.52	
NARBERTH			\$ 7.49	
WYNNEWOOD			\$ 7.47	
ARDMORE			\$ 7.45	
HAVERFORD			\$ 7.43	
BRYN MAWR			7.40	
ROSEMONT	Will Run			
VILLANOVA	Sat., Sun.,			
RADNOR	and			
ST. DAVIDS	Sept. 7			
WAYNE		Will Not Run	Will Not Run	
STRAFFORD		Sept. 7	Sept. 7	
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
		DAILY EX.	DAILY EX.	
		SAT. & SUN.	SAT. & SUN.	
	●1005	±●204	±●020	

FIRST CLASS					
322	30	188	120	718	658
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run July 4 Sept. 7	8.21	8.27	8.34		
	8.16	8.22	8.29		
	D 8.12	S 8.18	S 8.24		
	8.07	8.14	8.18		
		S 8.10	S 8.14		
MU				MU	MU
S 8.16				S 8.17	S 8.20
S 8.13				S 8.14	S 8.17
			8.10	8.11	
			8.07		
8.09	8.07				8.13
8.07	8.04				8.10
S 8.04	8.02				
S 8.02					
S 8.00					
S 7.57					
S 7.55					
S 7.53					
S 7.51	7.57				
S 7.49					
S 7.47					
S 7.45					
S 7.43					
S 7.41					
S 7.39				Will Not Run Sept. 7	Will Not Run July 4 Sept. 7
S 7.37					
S 7.35					
S 7.33					
S 7.31	D 7.47				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY
±●322	◇30	◇188	●120	±●718	±●658

STATIONS	FIRST CLASS			
	406	1057	408	
Arrive	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY				
WISSINOMING		Last Trip Sept. 13		
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)		8.52		
FRANKFORD JCT.		\$ 8.46		
SHORE		8.45		
NORTH PENN.				
NORTH PHILA.		\$ 8.40		
ZOO		8.35		
PHILADELPHIA				
PENNA.- } Lower Level		\$ 8.30		
30th ST. } Upper Level				
SUBURBAN.....Lv				
SUBURBAN.....Ar				
PENNA.- } Upper Level				
30th ST. } Lower Level	\$ 8.24		\$ 8.32	
PHILADELPHIA				
ARSENAL	8.21		8.28	
BRILL	8.18		8.25	
DARBY	\$ 8.15		\$ 8.22	
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Not Run July 4 Sept. 7			
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	SUNDAY ONLY	
	±●406	1057	408	

FIRST CLASS					
104	720	324	604	114	600
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
8.55				9.05	
8.50				9.00	
\$ 8.45				\$ 8.55	
8.40				8.49	
\$ 8.36				\$ 8.45	
	MU	MU			
\$ 8.44	\$ 8.44	\$ 8.45			
\$ 8.41	\$ 8.41	\$ 8.42			
			\$ 8.30		\$ 8.45
8.33	8.38			8.41	
8.30				8.38	
		8.38	8.25		8.41
		8.36	8.22		8.39
		\$ 8.34	8.20		8.37
		\$ 8.32			
		\$ 8.30			
		\$ 8.28			
		\$ 8.26			
		\$ 8.24			
		\$ 8.22	8.15		8.31
		\$ 8.19			
		\$ 8.17			
		\$ 8.15			
		\$ 8.13			
		\$ 8.11	Will Not Run July 4 Sept. 7		Will Not Run July 4 Sept. 7
		\$ 8.09			
		\$ 8.07			
		\$ 8.05			
		\$ 8.03			
		\$ 8.01	\$ 8.05		\$ 8.21
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
◇104	●720	●324	‡604	◇114	‡●600

STATIONS	FIRST CLASS			
	808	1009	024	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)		9.13		
FRANKFORD JCT.		\$ 9.06		
SHORE		9.05		
NORTH PENN.				
NORTH PHILA.	\$ 8.59	\$ 9.00		
ZOO	8.55	8.55		
PHILADELPHIA				
PENNA.- Lower Level		\$ 8.50		
30th ST. Upper Level	\$ 8.51			
SUBURBAN Lv	\$ 8.48			
	MU		MU	
SUBURBAN Ar			\$ 9.04	
PENNA.- Upper Level			\$ 9.01	
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL				
BRILL				
DARBY				
ZOO			8.57	
FIFTY-SECOND ST.			8.55	
OVERBROOK			\$ 8.52	
MERION			\$ 8.50	
NARBERTH			\$ 8.48	
WYNNEWOOD			\$ 8.46	
ARDMORE			\$ 8.44	
HAVERFORD			\$ 8.42	
BRYN MAWR			\$ 8.40	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY EX.	
	●808	1009	SAT. & SUN.	
			‡024	

Will Not Run  
Sept. 7

FIRST CLASS					
	410	326	70	722	124
	A. M.	A. M.	A. M.	A. M.	A. M.
			9.28		9.41
			9.23		9.36
			9.19		\$ 9.31
			D 9.16		
			9.12		9.26
					\$ 9.22
		MU		MU	
		\$ 9.13		\$ 9.14	
		\$ 9.10		\$ 9.11	
	\$ 9.07				
	9.03			9.08	9.18
	9.00				9.15
	\$ 8.56				
		9.06	9.12		
		9.04	9.08		
		9.02	9.06		
		\$ 8.55	9.01		
		\$ 8.53			
		\$ 8.51			
		\$ 8.49			
		\$ 8.47			
		\$ 8.45			
		\$ 8.43			
		\$ 8.41			
		\$ 8.39			
		\$ 8.35	D 8.51		
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY
	410	●326	70	±●722	●124

STATIONS	FIRST CLASS			
	026	724	660	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.				
ZOO				
PHILADELPHIA				
PENNA. - Lower Level				
30th ST. - Upper Level				
SUBURBAN - Lv				
	MU	MU	MU	
SUBURBAN - Ar	\$ 9.34	\$ 9.44	\$ 9.46	
PENNA. - Upper Level	\$ 9.31	\$ 9.41	\$ 9.43	
30th ST. - Lower Level				
PHILADELPHIA				
ARSENAL		9.38		
BRILL				
DARBY				
ZOO	9.27		9.39	
FIFTY-SECOND ST.	9.25		9.37	
OVERBROOK	\$ 9.22			
MERION	\$ 9.20			
NARBERTH	\$ 9.18			
WYNNEWOOD	\$ 9.16			
ARDMORE	\$ 9.14			
HAVERFORD	\$ 9.12			
BRYN MAWR	\$ 9.10			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	●026	●724	✚●660	

Will Not Run  
July 4  
Sept. 7

FIRST CLASS					
	328	2	1013	810	914
	A. M.	A. M.	A. M.	A. M.	A. M.
		10.03	Last Trip Sept. 7		
			10.12		
			\$ 10.06		
		9.58	10.05		
		D 9.53	\$ 10.00	\$ 9.59	
		9.47	9.54	9.55	
			\$ 9.50		
				\$ 9.51	
				\$ 9.48	
	MU			MU	MU
	\$ 9.50				\$ 9.54
	\$ 9.47				\$ 9.51
					9.48
					9.44
					\$ 9.41
	9.43	9.47			
	9.41	9.44			
	\$ 9.38	9.42			
	\$ 9.36				
	\$ 9.34				
	\$ 9.32				
	\$ 9.30				
	\$ 9.28				
	\$ 9.26	9.37			
	\$ 9.24				
	\$ 9.22				
	\$ 9.20				
	\$ 9.18				
	\$ 9.16				
	\$ 9.14		Will Run Sunday and July 4 Sept. 7		
	\$ 9.12				
	\$ 9.10				
	\$ 9.08				
	\$ 9.06	D 9.27			
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY		DAILY	DAILY EX. SUN.
	●328	◇2	●1013	810	●914

STATIONS	FIRST CLASS			
	194	028	726	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.	10.25			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE	10.20			
NORTH PENN.				
NORTH PHILA.	\$ 10.16			
ZOO	10.10			
PHILADELPHIA				
PENNA.- Lower Level	\$ 10.06			
30th ST. Upper Level				
SUBURBAN Lv				
		MU	MU	
SUBURBAN Ar	\$ 10.14	\$ 10.14		
PENNA.- Upper Level	\$ 10.11	\$ 10.11		
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL	10.02		10.08	
BRILL	9.59			
DARBY				
ZOO		10.07		
FIFTY-SECOND ST.		10.05		
OVERBROOK	\$ 10.02			
MERION	\$ 10.00			
NARBERTH	\$ 9.58			
WYNNEWOOD	\$ 9.56			
ARDMORE	\$ 9.54			
HAVERFORD	\$ 9.52			
BRYN MAWR	\$ 9.50			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE		Will Not Run	Will Not Run	
STRAFFORD		Sept. 7	Sept. 7	
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX.	DAILY EX.	
	◇194	SAT. & SUN.	SAT. & SUN.	
		±0028	±0726	

FIRST CLASS					
330	126	526	030	728	1015
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run July 4 Sept. 7	10.47				Last Trip Sept. 7
					11.07
	10.42				11.00
	\$ 10.37				\$ 10.55
	10.31				10.50
	10.27				\$ 10.45
MU			MU	MU	
\$ 10.18			\$ 10.34	\$ 10.44	
\$ 10.15	\$ 10.22	\$ 10.25	\$ 10.31	\$ 10.41	
	10.18			10.38	
	10.15				
10.11		10.20	10.27		
10.09		10.18	10.25		
10.07		10.16	\$ 10.22		
			\$ 10.20		
			\$ 10.18		
			\$ 10.16		
			\$ 10.14		
			\$ 10.12		
\$ 10.00		10.08	\$ 10.10		
\$ 9.58					
\$ 9.56					
\$ 9.54					
\$ 9.52					
\$ 9.50					
\$ 9.48			Will Not Run July 4 Sept. 7		
\$ 9.46					
\$ 9.44					
\$ 9.42					
\$ 9.40		\$ 9.57			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY
±●330	126	526	±●030	●728	●1015

STATIONS	FIRST CLASS			
	662	812	916	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.		\$ 10.59		
ZOO		10.55		
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level		\$ 10.51		
SUBURBAN. Lv		\$ 10.48		
	MU	MU	MU	
SUBURBAN. Ar	\$ 10.48		\$ 10.48	
PENNA.-} Upper Level	\$ 10.45		\$ 10.45	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL			10.42	
BRILL			10.39	
DARBY			\$ 10.36	
ZOO	10.42			
FIFTY-SECOND ST.	10.40			
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Not Run July 4 Sept. 7			
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	DAILY	
	± 662	● 812	● 916	

FIRST CLASS					
332	210	174	730	334	814
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	11.17	11.30		Will Not Run July 4 Sept. 7	
	11.12	11.25			
	\$ 11.08	\$ 11.21			\$ 11.45
	11.04	11.16			11.41
	\$ 11.00	\$ 11.12			\$ 11.37
					\$ 11.34
MU			MU	MU	MU
\$ 10.54			\$ 11.14	\$ 11.24	
\$ 10.51			\$ 11.11	\$ 11.21	
		11.08	11.08		
		11.05			
10.47				11.17	
10.45				11.15	
\$ 10.42				\$ 11.12	
\$ 10.40				\$ 11.10	
\$ 10.38				\$ 11.08	
\$ 10.36				\$ 11.06	
\$ 10.34				\$ 11.04	
\$ 10.32				\$ 11.02	
\$ 10.30				\$ 11.00	
\$ 10.28				\$ 10.58	
\$ 10.26				\$ 10.56	
\$ 10.24				\$ 10.54	
\$ 10.22				\$ 10.52	
\$ 10.20				\$ 10.50	
\$ 10.18			Will Not Run Sept. 7	\$ 10.48	
\$ 10.16				\$ 10.46	
\$ 10.14				\$ 10.44	
				\$ 10.42	
\$ 10.10				\$ 10.40	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY
●332	●210	◇174	‡●730	‡●334	●814

STATIONS	FIRST CLASS			
	1059	732	148	
	P. M.	A. M.	P. M.	
Arrive				
HOLMESBURG JCT.			12.01	
TACONY.....	Last Trip Sept. 5			
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)	12.03			
FRANKFORD JCT.....	\$ 11.56			
SHORE.....	11.55		11.56	
NORTH PENN.....				
NORTH PHILA.....	\$ 11.50		\$ 11.52	
ZOO.....	11.44		11.47	
PHILADELPHIA				
PENNA.-} Lower Level	\$ 11.40		\$ 11.43	
30th ST.} Upper Level				
SUBURBAN.....Lv				
		MU		
SUBURBAN.....Ar		\$ 11.44		
PENNA.-} Upper Level		\$ 11.41		
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL.....		11.38	11.40	
BRILL.....			11.37	
DARBY.....				
ZOO.....				
FIFTY-SECOND ST...				
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....	Will Not Run July 4			
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	DAILY	
	±●1059	●732	◇148	

FIRST CLASS					
918	336	212	128	734	338
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		12.17	12.30		Will Not Run July 4 Sept. 7
		12.12	12.25		
		\$ 12.08	\$ 12.20		
		12.04	12.15		
		\$ 12.00	\$ 12.11		
<b>MU</b>	<b>MU</b>			<b>MU</b>	<b>MU</b>
\$ 11.53	\$ 11.54			\$ 12.14	\$ 12.24
\$ 11.50	\$ 11.51			\$ 12.11	\$ 12.21
11.47			12.07	12.08	
11.44			12.04		
\$ 11.41					
	11.47				12.17
	11.45				12.15
\$ 11.42					\$ 12.12
\$ 11.40					\$ 12.10
\$ 11.38					\$ 12.08
\$ 11.36					\$ 12.06
\$ 11.34					\$ 12.04
\$ 11.32					\$ 12.02
\$ 11.30					\$ 12.00
\$ 11.28					\$ 11.58
\$ 11.26					\$ 11.56
\$ 11.24					\$ 11.54
\$ 11.22					\$ 11.52
\$ 11.20					\$ 11.50
\$ 11.18					\$ 11.48
\$ 11.16					\$ 11.46
\$ 11.14					\$ 11.44
\$ 11.12					\$ 11.42
\$ 11.10					\$ 11.40
A. M.	A. M.	NOON	P. M.	P. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
●918	●336	●212	●128	‡734	‡338

STATIONS	FIRST CLASS			
	14	262	664	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.	12.50	F 12.43		
TACONY		S 12.41		
WISSINOMING		F 12.39		
BRIDESBURG				
FRANKFORD		S 12.37		
JERSEY (Att. Div.)				
FRANKFORD JCT.		S 12.35		
SHORE	12.45	12.34		
NORTH PENN.				
NORTH PHILA.	12.40	S 12.30		
	D 12.28			
ZOO	12.22	12.25		
PHILADELPHIA				
PENNA.-} Lower Level				
30th ST.} Upper Level		S 12.21		
SUBURBAN. Lv		S 12.18		
		MU	MU	
SUBURBAN. Ar			S 12.30	
PENNA.-} Upper Level			S 12.27	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL				
BRILL				
DARBY				
ZOO	12.22		12.23	
FIFTY-SECOND ST.	12.19		S 12.21	
OVERBROOK	12.16			
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	12.10			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD		Will Not Run July 4	Will Not Run July 4 Sept. 7	
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	S 11.59			
Leave	A. M.	P. M.	P. M.	
	DAILY EX. SUN.	SATURDAY ONLY	DAILY EX. SUN.	
	14	±●262	±●664	



STATIONS	FIRST CLASS			
	214	920	106	
Arrive	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	1.17		1.37	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE	1.12		1.32	
NORTH PENN.				
NORTH PHILA.	\$ 1.08		\$ 1.27	
ZOO	1.04		1.22	
PHILADELPHIA				
PENNA.-} Lower Level	\$ 1.00		1.18	
30th ST.} Upper Level				
SUBURBAN Lv				
		MU		
SUBURBAN Ar		\$ 1.05		
PENNA.-} Upper Level		\$ 1.02		
30th ST.} Lower Level			\$ 1.05	
PHILADELPHIA				
ARSENAL		12.56	1.02	
BRILL		12.53	12.58	
DARBY		\$ 12.50		
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE		Will Not Run		
STRAFFORD		July 4		
DEVON		Sept. 7		
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	● 214	‡ 920	◇ 106	

## 107



FIRST CLASS					
264	344	216	044	742	346
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
<b>F</b> 2.18		2.17			Will Not Run July 4 Sept. 7
<b>S</b> 2.15					
<b>S</b> 2.12					
<b>S</b> 2.10					
<b>S</b> 2.07					
<b>S</b> 2.05					
2.03		2.12			
<b>S</b> 1.59		<b>S</b> 2.08			
1.53		2.04			
<b>S</b> 1.49		<b>S</b> 2.00			
	<b>MU</b>		<b>MU</b>	<b>MU</b>	<b>MU</b>
	<b>S</b> 1.54		<b>S</b> 2.14	<b>S</b> 2.14	<b>S</b> 2.18
	<b>S</b> 1.51		<b>S</b> 2.11	<b>S</b> 2.11	<b>S</b> 2.15
				2.08	
	1.47		2.07		2.11
	1.45		2.05		2.09
	<b>S</b> 1.42		<b>S</b> 2.02		2.07
	<b>S</b> 1.40		<b>S</b> 2.00		
	<b>S</b> 1.38		<b>S</b> 1.58		
	<b>S</b> 1.36		<b>S</b> 1.56		
	<b>S</b> 1.34		<b>S</b> 1.54		
	<b>S</b> 1.32		<b>S</b> 1.52		
	<b>S</b> 1.30		<b>S</b> 1.50		<b>S</b> 2.00
	<b>S</b> 1.28				<b>S</b> 1.58
	<b>S</b> 1.26				<b>S</b> 1.56
	<b>S</b> 1.24				<b>S</b> 1.54
Will Not Run July 4 Sept. 7	<b>S</b> 1.22				<b>S</b> 1.52
	<b>S</b> 1.20		Will Not Run Sept. 7	Will Not Run Sept. 7	<b>S</b> 1.50
	<b>S</b> 1.18				<b>S</b> 1.48
	<b>S</b> 1.16				<b>S</b> 1.46
	<b>S</b> 1.14				<b>S</b> 1.44
	<b>S</b> 1.12				<b>S</b> 1.42
	<b>S</b> 1.10				<b>S</b> 1.40
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
±●264	●344	●216	±●044	±●742	±●346

STATIONS	FIRST CLASS			
	132	046	822	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.	2.52			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE	2.47			
NORTH PENN.				
NORTH PHILA.	S 2.42		S 2.45	
ZOO	2.36		2.41	
PHILADELPHIA				
PENNA.- Lower Level	2.32			
30th ST. Upper Level			S 2.37	
SUBURBAN Lv			S 2.34	
		MU	MU	
SUBURBAN Ar		S 2.34		
PENNA.- Upper Level		S 2.31		
30th ST. Lower Level	S 2.24			
PHILADELPHIA				
ARSENAL	2.21			
BRILL	2.18			
DARBY				
ZOO		2.27		
FIFTY-SECOND ST.		2.25		
OVERBROOK		S 2.22		
MERION		S 2.20		
NARBERTH		S 2.18		
WYNNEWOOD		S 2.16		
ARDMORE		S 2.14		
HAVERFORD		S 2.12		
BRYN MAWR		S 2.10		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE		Will Not Run		
STRAFFORD		July 4		
DEVON		Sept. 7		
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	132	±●046	●822	

FIRST CLASS					
744	666	348	32	954	218
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			3.09		3.18
			3.04		3.13
			D 2.59		S 3.09
			2.53		3.04
					S 3.00
MU	MU	MU		MU	
S 2.44	S 2.48	S 2.54		S 2.58	
S 2.41	S 2.45	S 2.51		S 2.53	
2.38				2.50	
				2.47	
				S 2.44	
	2.42	2.47	2.53		
	S 2.40	S 2.45	2.50		
		S 2.42	2.47		
		S 2.40			
		S 2.38			
		S 2.36			
		S 2.34			
		S 2.32			
		S 2.30	2.41		
		S 2.28			
		S 2.26			
		S 2.24			
		S 2.22			
		S 2.20			
	Will Not Run July 4 Sept. 7	S 2.18		Will Run Sunday and July 4 Sept. 7	
		S 2.16			
		S 2.14			
		S 2.12			
		S 2.10	S 2.30		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SUN.	DAILY	DAILY		DAILY EX. SAT. & SUN.
●744	±●666	●348	32	●954	●218

STATIONS	FIRST CLASS			
	276	824	922	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JOT.	\$ 3.29			
TACONY	\$ 3.27			
WISSINOMING	\$ 3.25			
BRIDESBURG	\$ 3.23			
FRANKFORD	\$ 3.20			
JERSEY (Atl. Div.)				
FRANKFORD JCT.	\$ 3.17			
SHORE	3.16			
NORTH PENN.				
NORTH PHILA.	\$ 3.12	\$ 3.13		
ZOO	3.06	3.09		
PHILADELPHIA				
PENNA.- Lower Level				
30th ST. Upper Level	\$ 3.01	\$ 3.05		
SUBURBAN. Lv	\$ 2.57	\$ 3.02		
	MU	MU	MU	
SUBURBAN. Ar			\$ 3.07	
PENNA.- Upper Level			\$ 3.00	
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL			2.57	
BRILL			2.54	
DARBY			\$ 2.51	
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Not Run	Will Not Run	Will Not Run	
STRAFFORD	July 4	July 4	July 4	
DEVON		Sept. 7	Sept. 7	
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	SATURDAY ONLY	DAILY EX. SUN.	DAILY EX. SUN.	
	±276	±824	±922	

FIRST CLASS					
142	048	266	746	350	050
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3.29		S 3.47		Will Not Run July 4 Sept. 7	
		S 3.45			
		S 3.42			
		S 3.40			
		S 3.37			
		S 3.34			
3.24		3.32			
S 3.20		S 3.27			
3.15		3.22			
S 3.11		S 3.18			
		S 3.15			
	MU	MU	MU	MU	MU
S 3.14			S 3.16	S 3.18	S 3.40
S 3.11			S 3.13	S 3.15	S 3.37
3.07			3.10		
3.04					
	3.07			3.11	3.33
	3.05			3.09	S 3.30
S 3.02				3.07	S 3.27
S 3.00					S 3.25
S 2.58					S 3.23
S 2.56					S 3.21
S 2.54					S 3.19
S 2.52					S 3.17
S 2.50				S 3.00	S 3.15
				S 2.58	
				S 2.56	
				S 2.54	
				S 2.52	
				S 2.50	
				S 2.48	
				S 2.46	
				S 2.44	
				S 2.42	
				S 2.40	2.55
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.
●142	±048	±266	±746	±350	±050

STATIONS	FIRST CLASS			
	72	826	352	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.	3.48			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE	3.43			
NORTH PENN.				
NORTH PHILA.	3.38	\$ 3.36		
	\$ 3.33			
ZOO	3.28	3.32		
PHILADELPHIA				
PENNA. - Lower Level				
30th ST. - Upper Level		\$ 3.28		
SUBURBAN - Lv		\$ 3.25		
		MU	MU	
SUBURBAN - Ar			\$ 3.54	
PENNA. - Upper Level			\$ 3.51	
30th ST. - Lower Level				
PHILADELPHIA				
ARSENAL				
BRILL				
DARBY				
ZOO	3.28		3.47	
FIFTY-SECOND ST.	3.25		\$ 3.45	
OVERBROOK	3.22		\$ 3.42	
MERION			\$ 3.40	
NARBERTH			\$ 3.38	
WYNNEWOOD			\$ 3.36	
ARDMORE			\$ 3.34	
HAVERFORD			\$ 3.32	
BRYN MAWR	3.17		\$ 3.30	
ROSEMONT			\$ 3.28	
VILLANOVA			\$ 3.26	
RADNOR			\$ 3.24	
ST. DAVIDS			\$ 3.22	
WAYNE			\$ 3.20	
STRAFFORD			\$ 3.18	
DEVON			\$ 3.16	
BERWYN			\$ 3.14	
DAYLESFORD			\$ 3.12	
PAOLI	\$ 3.07		\$ 3.10	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	◇⊕72	●826	●352	

FIRST CLASS					
54	1029	748	924	926	220
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3.53					4.17
	4.07				
	\$ 4.00				
3.48	3.59				4.12
\$ 3.44	\$ 3.55				\$ 4.08
3.38	3.50				4.04
	\$ 3.45				\$ 4.00
		MU	MU	MU	
		\$ 3.45	\$ 3.48	\$ 3.51	
		\$ 3.42	\$ 3.45	\$ 3.48	
		3.39	3.42	3.45	
			3.39	3.42	
			\$ 3.36		
3.38					
3.35					
3.33					
3.28					
			Will Not Run Sept. 7	Will Not Run Sept. 7	
\$ 3.18					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY
54	1029	748	924	926	220

STATIONS	FIRST CLASS			
	828	170	830	
Arrive	P. M.	P. M.	P. M.	
HOLMESBURG JCT.		4.31		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE		4.26		
NORTH PENN.				
NORTH PHILA.	\$ 4.09	\$ 4.22	\$ 4.23	
ZOO	4.05	4.17	4.19	
PHILADELPHIA				
PENNA.-} Lower Level		\$ 4.18		
30th ST.} Upper Level	\$ 4.01		\$ 4.15	
SUBURBAN. Lv	\$ 3.58		\$ 4.12	
	MU		MU	
SUBURBAN. Ar				
PENNA.-} Upper Level				
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL		4.09		
BRILL		4.06		
DARBY				
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD	Will Not Run Sept. 7		Will Not Run July 4 Sept. 7	
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	
	±●828	◇170	±●830	

FIRST CLASS					
052	268	354	750	3854	668
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	<b>S</b> 4.50			4.42	
	<b>S</b> 4.47				
	<b>S</b> 4.44				
	<b>S</b> 4.41				
	<b>S</b> 4.38				
	<b>S</b> 4.35				
	4.34			4.37	
	<b>S</b> 4.31				
	<b>S</b> 4.29			<b>S</b> 4.32	
	4.23			4.27	
	<b>S</b> 4.19			<b>S</b> 4.23	
	<b>S</b> 4.16			<b>S</b> 4.20	
<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
<b>S</b> 4.14		<b>S</b> 4.18	<b>S</b> 4.19		<b>S</b> 4.21
<b>S</b> 4.11		<b>S</b> 4.15	<b>S</b> 4.16		<b>S</b> 4.18
			4.13		
4.07		4.11			4.14
4.05		4.09			4.12
<b>S</b> 4.02		4.07			
<b>S</b> 4.00					
<b>S</b> 3.58					
<b>S</b> 3.56					
<b>S</b> 3.54					
<b>S</b> 3.52					
<b>S</b> 3.50		<b>S</b> 4.00			
		<b>S</b> 3.58			
		<b>S</b> 3.56			
		<b>S</b> 3.54			
		<b>S</b> 3.52			
		<b>S</b> 3.50			
		<b>S</b> 3.48			
		<b>S</b> 3.46			
		<b>S</b> 3.44			
		<b>S</b> 3.42			
		<b>S</b> 3.40			
Will Not Run Sept. 7	Will Not Run July 4 Sept. 7		Will Not Run Sept. 7	Will Not Run Sept. 7	No Baggage Service July 4, Sept. 7
<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>
DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
±●052	±●268	●354	±●750	±●3854	668

STATIONS	FIRST CLASS			
	928	1031	832	
Arrive	P. M.	P. M.	P. M.	
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)		4.48		
FRANKFORD JCT.		\$ 4.41		
SHORE		4.40		
NORTH PENN.				
NORTH PHILA.		\$ 4.35	\$ 4.38	
ZOO		4.30	4.34	
PHILADELPHIA				
PENNA. - Lower Level		\$ 4.25		
30th ST. - Upper Level			\$ 4.30	
SUBURBAN. - Lv			\$ 4.27	
	MU		MU	
SUBURBAN. - Ar	\$ 4.25			
PENNA. - Upper Level	\$ 4.22			
30th ST. - Lower Level				
PHILADELPHIA				
ARSENAL	4.19			
BRILL	4.16			
DARBY	\$ 4.13			
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD	Will Not Run Sept. 7	Will Not Run Sept. 7	Will Not Run Sept. 7	
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	±●928	±●1031	±●832	

## EASTWARD - NORTHWARD

119

FIRST CLASS					
2594	184	930	1063	054	278
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4.50		Last Trip Sept. 5		5.00
4.61			5.01		
\$ 4.45			\$ 4.54		
4.43	4.45		4.53		4.55
\$ 4.38	\$ 4.40		\$ 4.48		\$ 4.50
	4.35		4.42		4.44
	\$ 4.30		\$ 4.38		\$ 4.40
		MU		MU	
		\$ 4.30		\$ 4.39	
		\$ 4.27		\$ 4.36	
		4.24			
		4.21			
				4.32	
				\$ 4.30	
				\$ 4.27	
				\$ 4.25	
				\$ 4.23	
				\$ 4.21	
				\$ 4.19	
				\$ 4.17	
				\$ 4.15	
Will Not Run Sept. 7	Will Run Mon., Wed., and Fri. June 29 to Sept. 4 Inc.	Will Not Run Sept. 7	Will Not Run July 4		Will Run Sunday and July 4 Sept. 7
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT. & SUN		DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY	
♣2594	◇184	♣930	♣1063	●054	●278

STATIONS	FIRST CLASS			
	412	686	834	
Arrive	P. M.	P. M.	P. M.	
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.			\$ 4.58	
ZOO			4.54	
PHILADELPHIA				
PENNA.- } Lower Level				
30th ST. } Upper Level			\$ 4.50	
SUBURBAN..... Lv			\$ 4.47	
			MU	
SUBURBAN..... Ar				
PENNA.- } Upper Level		\$ 4.42		
30th ST. } Lower Level	\$ 4.42			
PHILADELPHIA				
ARSENAL	4.38			
BRILL	4.35			
DARBY				
ZOO		4.38		
FIFTY-SECOND ST.		\$ 4.36		
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	SUNDAY ONLY	DAILY	
	412	686	834	

FIRST CLASS					
752	356	932	222	754	152
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			5.25		5.23
			5.20		5.18
			5.16		\$ 5.15
			\$ 5.10		
			5.05		5.10
			\$ 5.01		\$ 5.06
MU	MU	MU		MU	
\$ 4.49	\$ 4.54	\$ 4.56		\$ 5.02	
\$ 4.46	\$ 4.51	\$ 4.53		\$ 4.59	
4.43		4.50		4.56	5.03
		4.47			5.00
		\$ 4.44			
	4.47				
	\$ 4.45				
	\$ 4.42				
	\$ 4.40				
	\$ 4.38				
	\$ 4.36				
	\$ 4.34				
	\$ 4.32				
	\$ 4.30				
	\$ 4.28				
	\$ 4.26				
	\$ 4.24				
	\$ 4.22				
	\$ 4.20		Will Not Run July 4 Sept. 7	Will Not Run Sept. 7	
	\$ 4.18				
	\$ 4.16				
	\$ 4.14				
	\$ 4.12				
	\$ 4.10				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY
●752	●356	⊕932	⊕●222	⊕●754	●152

STATIONS	FIRST CLASS			
	838	934	1065	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING			Last Trip Sept. 4	
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)			5.37	
FRANKFORD JCT.			\$ 5.31	
SHORE			5.30	
NORTH PENN.				
NORTH PHILA.	\$ 5.21		\$ 5.25	
ZOO	5.17		5.20	
PHILADELPHIA				
PENNA. - } Lower Level			\$ 5.15	
30th ST. } Upper Level	\$ 5.13			
SUBURBAN. Lv	\$ 5.10			
	MU	MU		
SUBURBAN. Ar		\$ 5.12		
PENNA. - } Upper Level		\$ 5.09		
30th ST. } Lower Level				
PHILADELPHIA				
ARSENAL		5.08		
BRILL		5.03		
DARBY		\$ 5.00		
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Not Run July 4	Will Not Run Sept. 7	First Trip July 3	
STRAFFORD	Sept. 7			
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	FRIDAY ONLY	
	±●838	±●934	●1065	

FIRST CLASS					
168	358	3852	840	936	360
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
5.42		5.51			
		F 5.49			
		S 5.46			
		S 5.44			
		S 5.42			
5.37		5.41			
S 5.33		S 5.37	S 5.45		
5.27		5.32	5.41		
S 5.23		S 5.28	S 5.37		
		S 5.25	S 5.34		
	MU	MU	MU	MU	MU
	S 5.24			S 5.37	S 5.54
	S 5.21			S 5.34	S 5.51
5.19				5.31	
5.16				5.28	
				S 5.25	
	5.17				5.47
	S 5.15				5.45
	S 5.12				S 5.42
	S 5.10				S 5.40
	S 5.08				S 5.38
	S 5.06				S 5.36
	S 5.04				S 5.34
	S 5.02				S 5.32
	S 5.00				S 5.30
	S 4.58				S 5.28
	S 4.56				S 5.26
	S 4.54				S 5.24
	S 4.52				S 5.22
	S 4.50				S 5.20
	S 4.48	Will Not Run Sept. 7		Will Not Run July 4 Sept. 7	S 5.18
	S 4.46				S 5.16
	S 4.44				S 5.14
	S 4.42				S 5.12
	S 4.40				S 5.10
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	DAILY
◇168	●358	‡●3852	●840	‡●936	●360

STATIONS	FIRST CLASS			
	756	298	956	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.		6.18		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE		6.13		
NORTH PENN.				
NORTH PHILA.		\$ 6.08		
ZOO		6.04		
PHILADELPHIA				
PENNA. } Lower Level		\$ 6.00		
30th ST. } Upper Level				
SUBURBAN. } Lv				
	MU	MU	MU	
SUBURBAN. } Ar	\$ 5.55		\$ 6.06	
PENNA. } Upper Level	\$ 5.52		\$ 6.03	
30th ST. } Lower Level				
PHILADELPHIA				
ARSENAL	5.49		6.00	
BRILL			5.57	
DARBY			\$ 5.54	
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT		Will Not Run		
VILLANOVA		Sept. 6		
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD		Will Run	Will Run	
DEVON		Sunday and	Sat., Sun.,	
BERWYN		Sept. 7	and	
DAYLESFORD			Sept. 7	
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY			
	●756	‡●298	●956	

FIRST CLASS					
060	602	154	844	938	362
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		6.35			
		6.30			
		\$ 6.26	\$ 6.43		
		6.21	6.39		
		\$ 6.17			
			\$ 6.35		
			\$ 6.32		
MU			MU	MU	MU
\$ 6.17				\$ 6.34	\$ 6.36
\$ 6.14				\$ 6.28	\$ 6.33
	\$ 6.10				
		6.13		6.25	
		6.10		6.22	
				\$ 6.19	
6.10	6.05				6.29
6.08	6.03				\$ 6.27
\$ 6.05	6.01				\$ 6.24
\$ 6.02					\$ 6.22
\$ 6.00					\$ 6.20
\$ 5.57					\$ 6.18
\$ 5.55					\$ 6.16
\$ 5.52					6.14
\$ 5.50	5.56				\$ 6.12
					\$ 6.10
					\$ 6.08
					\$ 6.06
Will Not Run Sept. 7				Will Not Run Sept. 7	\$ 6.04
					\$ 6.02
					\$ 6.00
					\$ 5.58
					\$ 5.56
					\$ 5.54
	\$ 5.46				\$ 5.52
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY
±060	●602	●154	●844	±938	●362

STATIONS	FIRST CLASS			
	670	134	758	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.		7.10		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE		7.05		
NORTH PENN.				
NORTH PHILA.		\$ 7.00		
ZOO		6.55		
PHILADELPHIA				
PENNA.- Lower Level		6.51		
30th ST. Upper Level				
SUBURBAN Lv				
	MU		MU	
SUBURBAN Ar	\$ 6.46		\$ 6.54	
PENNA.- Upper Level	\$ 6.43		\$ 6.51	
30th ST. Lower Level		\$ 6.46		
PHILADELPHIA				
ARSENAL		6.43	6.48	
BRILL		6.40		
DARBY				
ZOO	6.39			
FIFTY-SECOND ST.	6.37			
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Not Run July 4 Sept. 7			
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	
	± 670	134	● 758	

FIRST CLASS					
364	98	1033	280	138	454
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	7.10		7.18	7.18	
		7.16			
	7.05	7.10	7.13	7.13	
	7.00	\$ 7.05	\$ 7.08	\$ 7.08	
	6.54	7.00	7.04	7.04	
		\$ 6.55	\$ 7.00	7.00	
<b>MU</b>					
\$ 6.54					
\$ 6.51				\$ 6.51	\$ 7.00
				6.48	6.56
				6.45	6.53
6.47	6.54				
6.45	6.51				
\$ 6.42	6.48				
\$ 6.40					
\$ 6.38					
\$ 6.36					
\$ 6.34					
\$ 6.32					
\$ 6.30	6.42	Will Not Run July 4 Sept. 7			
\$ 6.28					
\$ 6.26					
\$ 6.24					
\$ 6.22					
\$ 6.20	Will Not Run July 5 Sept. 8		Will Run Sept. 7		
\$ 6.18					
\$ 6.16					
\$ 6.14					
\$ 6.12					
\$ 6.10	6.30				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. MON.	DAILY EX. SUN.		SUNDAY ONLY	DAILY
●364	±●98	±●1033	●280	138	454

STATIONS	FIRST CLASS			
	940	156	622	
Arrive	P. M.	P. M.	P. M.	
HOLMESBURG JCT.		7.32		
TACONY				
WISSINOMING			Will Not Run Sept. 7	
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE		7.27		
NORTH PENN.				
NORTH PHILA.		S 7.23		
ZOO		7.17		
PHILADELPHIA				
PENNA. - Lower Level		S 7.13		
30th ST. - Upper Level				
SUBURBAN - Lv				
	MU		MU	
SUBURBAN - Ar	S 7.11		S 7.33	
PENNA. - Upper Level	S 7.08		S 7.30	
30th ST. - Lower Level				
PHILADELPHIA				
ARSENAL	7.05	7.09		
BRILL	7.02	7.08		
DARBY	S 6.59			
ZOO			7.26	
FIFTY-SECOND ST.			S 7.24	
OVERBROOK			S 7.21	
MERION			S 7.19	
NARBERTH			S 7.17	
WYNNEWOOD			S 7.15	
ARDMORE			S 7.13	
HAVERFORD			S 7.11	
BRYN MAWR			S 7.09	
ROSEMONT			S 7.07	
VILLANOVA			S 7.05	
RADNOR			S 7.03	
ST. DAVIDS			S 7.01	
WAYNE			S 6.59	
STRAFFORD			S 6.57	
DEVON			S 6.55	
BERWYN			S 6.53	
DAYLESFORD			S 6.51	
PAOLI			S 6.49	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	
	●940	●156	±●622	

FIRST CLASS					
846	760	366	958	74	282
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				8.16	8.20
				8.11	8.15
\$ 7.45				\$ 8.06	\$ 8.10
7.41				8.00	8.04
					\$ 8.00
\$ 7.37					
\$ 7.34					
MU	MU	MU	MU		
	\$ 7.44	\$ 7.54	\$ 7.55		
	\$ 7.41	\$ 7.51	\$ 7.52		
	7.38		7.49		
			7.46		
			\$ 7.43		
		7.47		8.00	
		7.45		7.57	
		\$ 7.42		7.55	
		\$ 7.40			
		\$ 7.38			
		\$ 7.36			
		\$ 7.34			
		\$ 7.32			
		\$ 7.30		7.50	
		\$ 7.28			
		\$ 7.26			
		\$ 7.24			
		\$ 7.22			
		\$ 7.20	Will Run Sunday and July 4 Sept. 7		Will Run Sunday and July 4 Sept. 7
		\$ 7.18			
		\$ 7.16			
		\$ 7.14			
		\$ 7.12			
		\$ 7.10		\$ 7.40	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY		DAILY	
●846	●760	●366	●958	74	●282

STATIONS	FIRST CLASS			
	158	1037	368	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.	8.34			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)		8.42		
FRANKFORD JCT.				
SHORE	8.29	8.37		
NORTH PENN.				
NORTH PHILA.	\$ 8.25	\$ 8.31		
ZOO	8.19	8.24		
PHILADELPHIA				
PENNA.-} Lower Level	\$ 8.15	\$ 8.20		
30th ST.} Upper Level				
SUBURBAN	Lv			
			MU	
SUBURBAN	Ar		\$ 8.29	
PENNA.-} Upper Level			\$ 8.26	
30th ST.} Lower Level				
PHILADELPHIA				
ARSENAL	8.11			
BRILL	8.08			
DARBY				
ZOO			8.22	
FIFTY-SECOND ST.			\$ 8.20	
OVERBROOK			\$ 8.17	
MERION			\$ 8.15	
NARBERTH			\$ 8.13	
WYNNEWOOD			\$ 8.11	
ARDMORE			\$ 8.09	
HAVERFORD			\$ 8.07	
BRYN MAWR			\$ 8.05	
ROSEMONT			\$ 8.03	
VILLANOVA			\$ 8.01	
RADNOR			\$ 7.59	
ST. DAVIDS			\$ 7.57	
WAYNE		Will Run	\$ 7.55	
STRAFFORD		Fri., Sat.,	\$ 7.53	
DEVON		Sunday and	\$ 7.51	
BERWYN		Sept. 7	\$ 7.49	
DAYLESFORD			\$ 7.47	
PAOLI			\$ 7.45	
Leave	P. M.	P. M.	P. M.	
	DAILY		DAILY	
	●158	●1037	●368	

FIRST CLASS					
270	848	646	762	672	962
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
9.01					
<b>S</b> 8.59					
<b>S</b> 8.57					
<b>S</b> 8.54					
<b>S</b> 8.51					
8.49					
8.45	<b>S</b> 8.44				
<b>S</b> 8.40					
8.35	8.40				
<b>S</b> 8.30					
	<b>S</b> 8.37				
	<b>S</b> 8.34				
	<b>MU</b>		<b>MU</b>	<b>MU</b>	<b>MU</b>
			<b>S</b> 8.44	<b>S</b> 8.47	<b>S</b> 8.50
			<b>S</b> 8.41	<b>S</b> 8.44	<b>S</b> 8.47
		<b>S</b> 8.35			
			8.38		8.44
					8.41
		8.30		8.40	
		8.27		<b>S</b> 8.38	
		8.24			
		8.18			
	Will Run July 4				
		<b>S</b> 8.07			
<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>
DAILY EX. SUN.	DAILY EX. SAT.	SUNDAY ONLY	DAILY	DAILY EX. SUN.	FRIDAY ONLY
●270	●848	646	●762	●672	●962

STATIONS	FIRST CLASS			
	370	284	612	
Arrive	P. M.	P. M.	P. M.	
HOLMESBURG JCT.		9.18		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Alt. Div.)				
FRANKFORD JCT.				
SHORE		9.13		
NORTH PENN				
NORTH PHILA.		\$ 9.09		
ZOO		9.04		
PHILADELPHIA				
PENNA.-} Lower Level		\$ 9.00		
30th ST.} Upper Level				
SUBURBAN. Lv				
	MU			
SUBURBAN. Ar	\$ 8.54			
PENNA.-} Upper Level	\$ 8.51			
30th ST.} Lower Level			\$ 9.05	
PHILADELPHIA				
ARSENAL				
BRILL				
DARBY				
ZOO	8.47		9.00	
FIFTY-SECOND ST.	8.45		8.57	
OVERBROOK	\$ 8.42		8.54	
MERION	\$ 8.40			
NARBERTH	\$ 8.38			
WYNNEWOOD	\$ 8.36			
ARDMORE	\$ 8.34			
HAVERFORD	\$ 8.32			
BRYN MAWR	\$ 8.30		8.47	
ROSEMONT	\$ 8.28	Will Not Run Sept. 6		
VILLANOVA	\$ 8.26			
RADNOR	\$ 8.24			
ST. DAVIDS	\$ 8.22			
WAYNE	\$ 8.20			
STRAFFORD	\$ 8.18	Will Run Sunday and Sept. 7		
DEVON	\$ 8.16			
BERWYN	\$ 8.14			
DAYLESFORD	\$ 8.12			
PAOLI	\$ 8.10		\$ 8.35	
Leave	P. M.	P. M.	P. M.	
	DAILY		DAILY EX. SUN.	
	●370	±●284	612	

FIRST CLASS					
372	160	850	164	764	960
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	9.47		10.25		
	9.42		10.20		
	\$ 9.38	\$ 9.45	10.15		
			E 10.07		
	9.32	9.41	10.02		
	\$ 9.28		9.57		
		\$ 9.37			
		\$ 9.34			
MU		MU		MU	MU
\$ 9.24				\$ 9.44	\$ 9.54
\$ 9.21				\$ 9.41	\$ 9.51
			E 9.42		
	9.24		9.38	9.38	9.48
	9.21		9.35		9.45
					\$ 9.42
9.17					
9.15					
\$ 9.12					
\$ 9.10					
\$ 9.08					
\$ 9.06					
\$ 9.04					
\$ 9.02					
\$ 9.00					
\$ 8.58					
\$ 8.56					
\$ 8.54					
\$ 8.52					
\$ 8.50					
\$ 8.48					
\$ 8.46					
\$ 8.44					
\$ 8.42					
\$ 8.40					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY	SUNDAY ONLY
●372	●160	●850	●164	●764	●960

STATIONS	FIRST CLASS			
	374	198	376	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.		10.30		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)				
FRANKFORD JCT.				
SHORE		10.25		
NORTH PENN.				
NORTH PHILA.		S 10.20		
ZOO		10.14		
PHILADELPHIA				
PENNA.- Lower Level		S 10.10		
30th ST. Upper Level				
SUBURBAN Lv				
	MU		MU	
SUBURBAN Ar	S 9.54		S 10.24	
PENNA.- Upper Level	S 9.51		S 10.21	
30th ST. Lower Level				
PHILADELPHIA				
ARSENAL		10.07		
BRILL		10.04		
DARBY				
ZOO	9.47		10.17	
FIFTY-SECOND ST.	9.45		10.15	
OVERBROOK	S 9.42		S 10.12	
MERION	S 9.40		S 10.10	
NARBERTH	S 9.38		S 10.08	
WYNNEWOOD	S 9.36		S 10.06	
ARDMORE	S 9.34		S 10.04	
HAVERFORD	S 9.32		S 10.02	
BRYN MAWR	S 9.30		S 10.00	
ROSEMONT	S 9.28		S 9.58	
VILLANOVA	S 9.26		S 9.56	
RADNOR	S 9.24		S 9.54	
ST. DAVIDS	S 9.22		S 9.52	
WAYNE	S 9.20		S 9.50	
STRAFFORD	S 9.18		S 9.48	
DEVON	S 9.16		S 9.46	
BERWYN	S 9.14		S 9.44	
DAYLESFORD	S 9.12		S 9.42	
PAOLI	S 9.10		S 9.40	
Leave	P. M.	P. M.	P. M.	
	DAILY	SUNDAY ONLY	DAILY	
	●374	●198	●376	

FIRST CLASS					
852	272	286	766	378	46
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	F 11.06	F 11.07			11.29
	F 11.03	F 11.04			
	F 11.01	F 11.02			
	S 11.00	S 11.00			
	S 10.57	S 10.57			
	S 10.54	S 10.55			
	10.53	10.53			11.22
S 10.45	S 10.49	S 10.49			11.14
					S 11.02
10.41	10.44	10.44			10.55
	S 10.40	S 10.40			
S 10.37					
S 10.34					
MU			MU	MU	
			S 10.44	S 10.54	
			S 10.41	S 10.51	
			10.38		
				10.47	10.55
				10.45	10.52
				S 10.42	10.50
				S 10.40	
				S 10.38	
				S 10.36	
				S 10.34	
				S 10.32	
				S 10.30	10.45
				S 10.28	
				S 10.26	
				S 10.24	
				S 10.22	
				S 10.20	
				S 10.18	
				S 10.16	
				S 10.14	
				S 10.12	
				S 10.10	S 10.35
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SUN.	SUNDAY ONLY	DAILY	DAILY	DAILY
●852	272	286	●766	●378	46

STATIONS	FIRST CLASS			
	150	166	1041	
Arrive	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	11.21	11.24		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Att. Div.)			11.31	
FRANKFORD JCT.				
SHORE	11.16	11.19	11.25	
NORTH PENN.				
NORTH PHILA.	\$ 11.12	\$ 11.15	\$ 11.20	
ZOO	11.06	11.10	11.14	
PHILADELPHIA				
PENNA.-} Lower Level	11.02	11.05	\$ 11.10	
30th ST.} Upper Level				
SUBURBAN.....Lv				
SUBURBAN.....Ar				
PENNA.-} Upper Level				
30th ST.} Lower Level	\$ 10.52	\$ 10.55		
PHILADELPHIA				
ARSENAL	10.48	10.52		
BRILL	10.45	10.49		
DARBY				
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	SUNDAY ONLY	DAILY	
	150	●166	1041	



# SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	±●651	±653	●655	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PHILADELPHIA				
SUBURBAN.....	\$ 4.45	\$ 6.20	\$ 8.25	
PENNA.-30th ST. UL.....	\$ 4.48	\$ 6.23	\$ 8.28	
FIFTY-SECOND ST.....	\$ 4.54	\$ 6.29	\$ 8.33	
WYNNEFIELD AVE.....	\$ 4.56	\$ 6.31	\$ 8.35	
BALA.....	\$ 4.58	\$ 6.33	\$ 8.37	
CYNWYD.....	\$ 5.00	\$ 6.35	\$ 8.39	
BARMOUTH.....	\$ 5.02	\$ 6.37	\$ 8.42	
MANAYUNK.....	\$ 5.04	\$ 6.39	\$ 8.44	
SHAWMONT.....	F 5.06	6.41	F 8.46	
MIQUON.....	F 5.08	F 6.43	F 8.48	
SPRING MILL.....	\$ 5.10	\$ 6.45	F 8.50	
CONSHOHOCKEN.....	\$ 5.12	\$ 6.48	\$ 8.53	
IVY ROCK.....	F 5.14	F 6.50	F 8.55	
ERNEST.....	F 5.16	F 6.52	F 8.56	
NORRIS.....	5.17	6.53	8.58	
NORRISTOWN.....	\$ 5.19	\$ 6.55	\$ 9.00	
HAWS AVE.....	\$ 5.21	\$ 6.58	\$ 9.03	
	MU	MU	MU	
PORT INDIAN.....				
BETZWOOD.....				
PROTECTORY.....	Will Not Run	Will Not Run		
CREEK.....	July 4	July 4		
OAKS.....	Sept. 7	Sept. 7		
PORT PROVIDENCE				
MONT CLARE.....				
PHOENIXVILLE.....				
SPRING CITY.....				
PENNHURST.....				
PARKERFORD.....				
FRICK'S LOCK.....				
LOOK.....				
POTTSTOWN.....				
DOUGLASSVILLE.....				
BIRDSBORO.....				
BROOKE.....				
GIBALTAR.....				
READING.....				
Arrive	A. M.	A. M.	A. M.	
	651	653	655	

## FIRST CLASS

●685 SUNDAY ONLY	±●657 DAILY EX. SUN.	±659 DAILY EX. SAT. & SUN.	±●661 DAILY EX. SUN.	±●663 DAILY EX. SUN.	±●665 DAILY EX. SAT. & SUN.
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 12.15	\$ 1.05	\$ 2.25	\$ 3.43	\$ 4.11
\$ 11.24	\$ 12.18	\$ 1.09	\$ 2.28	\$ 3.46	\$ 4.14
\$ 11.30	12.24	\$ 1.15	\$ 2.34	\$ 3.52	4.20
\$ 11.32	\$ 12.26	\$ 1.17	\$ 2.36	\$ 3.55	\$ 4.23
\$ 11.36	\$ 12.28	\$ 1.19	\$ 2.38	\$ 3.57	\$ 4.25
\$ 11.39	\$ 12.30	\$ 1.21	\$ 2.40	\$ 3.59	\$ 4.27
\$ 11.42	\$ 12.31	\$ 1.22	\$ 2.42	\$ 4.01	\$ 4.29
\$ 11.46	\$ 12.34	\$ 1.24	\$ 2.44	\$ 4.03	\$ 4.31
11.49	12.36	1.27	F 2.46	F 4.06	F 4.34
	F 12.38		F 2.48	F 4.09	F 4.37
F 11.53	F 12.41	F 1.29	\$ 2.51	F 4.12	\$ 4.40
\$ 11.56	\$ 12.43	\$ 1.32	\$ 2.54	\$ 4.15	\$ 4.43
	F 12.45		F 2.56	F 4.17	F 4.45
F 11.59	F 12.47	F 1.36	F 2.58	F 4.18	
12.00	12.49	1.37	2.59	4.19	4.47
\$ 12.02	\$ 12.51	\$ 1.39	\$ 3.01	\$ 4.21	\$ 4.49
\$ 12.04	\$ 12.53	\$ 1.41	\$ 3.03	\$ 4.23	\$ 4.51
	MU	MU	MU	MU	MU
F 12.08					
F 12.11					
F 12.15	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run
12.18	July 4	Sept. 7	July 4	July 4	Sept. 7
F 12.19	Sept. 7		Sept. 7	Sept. 7	
F 12.25					
\$ 12.28					
\$ 12.35					
F 12.37					
F 12.41					
F 12.45					
12.46					
\$ 12.51					
F 12.58					
\$ 1.07					
1.08			Baggage		
			Service		
			Saturday		
\$ 1.23					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
685	657	659	661	663	665

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	±●667	●669	●671	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	P. M.	P. M.	P. M.	
PHILADELPHIA				
SUBURBAN	\$ 4.35	\$ 5.20	\$ 7.25	
PENNA.-30th ST. UL.	\$ 4.38	\$ 5.23	\$ 7.28	
FIFTY-SECOND ST.	\$ 4.46	5.30	7.34	
WYNNEFIELD AVE.	\$ 4.49	\$ 5.33	\$ 7.36	
BALA	\$ 4.51	\$ 5.35	\$ 7.38	
CYNWYD	\$ 4.53	\$ 5.37	\$ 7.40	
BARMOUTH	\$ 4.55	\$ 5.39	\$ 7.41	
MANAYUNK	\$ 4.57	\$ 5.41	\$ 7.43	
SHAWMONT	5.00	F 5.43	F 7.45	
MIQUON	F 5.03	F 5.45	F 7.47	
SPRING MILL	\$ 5.05	\$ 5.47	F 7.50	
CONSHOCKEN	\$ 5.07	\$ 5.50	\$ 7.53	
IVY ROCK		F 5.52	F 7.55	
ERNEST		F 5.54	F 7.57	
NORRIS	5.10	5.55	7.58	
NORRISTOWN	\$ 5.12	\$ 5.57	\$ 8.00	
HAWS AVE.	\$ 5.14	\$ 5.59	\$ 8.02	
	MU	MU	MU	
PORT INDIAN				
BETZWOOD				
PROTECTORY	Will Not Run July 4 Sept. 7			
CREEK				
OAKS				
PORT PROVIDENCE				
MONT CLARE				
PHOENIXVILLE				
SPRING CITY				
PENNHURST				
PARKERFORD				
FRICK'S LOCK				
LOCK				
POTTSTOWN				
DOUGLASSVILLE				
BIRDSBORO				
BROOKE				
GIBRALTAR				
READING				
Arrive	P. M.	P. M.	P. M.	
	667	669	671	

FIRST CLASS					
‡●673 DAILY EX. SUN. P. M.					
S 9.10					
S 9.13					
S 9.19					
S 9.21					
S 9.23					
S 9.25					
S 9.27					
S 9.30					
9.32					
F 9.35					
S 9.37					
S 9.39					
F 9.41					
F 9.43					
9.44					
S 9.46					
S 9.48					
MU					
Will Not Run July 4 Sept. 7					
P. M.					
673					

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	650	652	654	
	A. M.	A. M.	A. M.	
Arrive				
PHILADELPHIA				
SUBURBAN	\$ 6.10	\$ 6.43	\$ 7.22	
PENNA.-30th ST. UL.	\$ 6.07	\$ 6.40	\$ 7.19	
FIFTY-SECOND ST.	\$ 6.01	\$ 6.34	7.12	
WYNNEFIELD AVE.	\$ 5.59	\$ 6.32	\$ 7.09	
BALA	\$ 5.58	\$ 6.30	\$ 7.07	
CYNWYD	\$ 5.56	\$ 6.28	\$ 7.05	
BARMOUTH	F 5.54	F 6.25	F 7.02	
MANAYUNK	\$ 5.52	\$ 6.23	\$ 7.00	
SHAWMONT	F 5.49	F 6.20	F 6.57	
MIQUON	F 5.47		F 6.55	
SPRING MILL	\$ 5.45	\$ 6.16	\$ 6.53	
CONSHOCKEN	\$ 5.43	\$ 6.14	\$ 6.51	
IVY ROCK	F 5.40	F 6.11		
ERNEST	F 5.39		F 6.49	
NORRIS	5.38	6.09	6.47	
NORRISTOWN	\$ 5.36	\$ 6.07	\$ 6.45	
HAWS AVE.	\$ 5.34	\$ 6.05	\$ 6.43	
	MU	MU	MU	
PORT INDIAN				
BETZWOOD				
PROTECTORY	Will Not Run	Will Run	Will Not Run	
CREEK	July 4	July 4	July 4	
OAKS	Sept. 7		Sept. 7	
PORT PROVIDENCE				
MONT CLARE				
PHOENIXVILLE				
SPRING CITY				
PENNHURST				
PARKERFORD				
FRICK'S LOCK				
LOCK				
POTTSTOWN				
DOUGLASSVILLE				
BIRDSBORO				
BROOKE				
GIBRALTAR				
READING				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX.	DAILY	
	EX. SUN.	SAT. & SUN.	EX. SUN.	
	±●650	●652	±●654	

[illegible]

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	668	686	670	
	P. M.	P. M.	P. M.	
<b>Arrive</b>				
PHILADELPHIA				
SUBURBAN	S 4.21		S 6.46	
PENNA.-30th ST. UL.	S 4.18	S 4.42	S 6.43	
FIFTY-SECOND ST.	4.12	S 4.36	6.37	
WYNNEFIELD AVE.	S 4.10	S 4.34	S 6.35	
BALA	S 4.08	S 4.32	S 6.33	
OYNWYD	S 4.06	S 4.29	S 6.31	
BARMOUTH	F 4.03	F 4.25	F 6.29	
MANAYUNK	S 4.01	S 4.22	S 6.27	
SHAWMONT	F 3.58	4.18	F 6.24	
MIQUON	F 3.56	F 4.16	F 6.22	
SPRING MILL	S 3.53	S 4.13	F 6.20	
CONSHOHOCKEN	S 3.51	S 4.10	S 6.18	
IVY ROCK	F 3.48	F 4.06	F 6.15	
ERNEST	F 3.47	F 4.04	F 6.14	
NORRIS	3.46	4.03	6.13	
NORRISTOWN	S 3.44	S 4.01	S 6.12	
HAWS AVE.	S 3.42	S 3.59	S 6.10	
	<b>MU</b>		<b>MU</b>	
PORT INDIAN		F 3.55		
BETZWOOD		F 3.51		
PROTECTORY	No Baggage Service July 4 Sept. 7	F 3.48	Will Not Run July 4 Sept. 7	
CREEK		3.45		
OAKS		F 3.44		
PORT PROVIDENCE		F 3.41		
MONT CLARE		F 3.39		
PHOENIXVILLE		S 3.37		
SPRING CITY		S 3.29		
PENNHURST		F 3.26		
PARKERFORD		F 3.22		
FRICK'S LOCK		F 3.19		
LOCK		3.17		
POTTSTOWN		S 3.13		
DOUGLASSVILLE		F 3.06		
BIRDSBORO		S 2.58		
BROOKE		2.57		
GIBRALTAR				
READING		S 2.45		
	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	
<b>Leave</b>	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	
	668	●686	±●670	



## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	●767	±●0767	●701	●0701
	DAILY	DAILY EX.	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA				
SUBURBAN	\$ 4.20		\$ 5.40	
PENNA.-30th ST. UL.	\$ 4.23		\$ 5.43	
ARSENAL	4.26		5.46	
FORTY-NINTH ST.			\$ 5.49	
ANGORA	\$ 4.31		\$ 5.51	
FERNWOOD-YEADON			\$ 5.53	
LANDSOWNE	\$ 4.35		\$ 5.55	
GLADSTONE			\$ 5.56	
CLIFTON-ALDAN			\$ 5.58	
PRIMOS			\$ 6.00	
SECANE		Will Not Run	\$ 6.02	
MORTON-RUTLEDGE	\$ 4.44	Sept. 7	\$ 6.04	
SWARTHMORE			\$ 6.06	
WALLINGFORD			\$ 6.08	
MOYLAN-ROSE VALLEY			\$ 6.10	
MEDIA	\$ 4.50	\$ 4.55	\$ 6.11	\$ 6.20
ELWYN				F 6.22
WILLIAMSON SCHOOL				F 6.24
GLEN RIDDLE				F 6.26
LENNI				F 6.28
WAWA				F 6.29
DARLINGTON				F 6.30
GLEN MILLS				F 6.33
LOCKSLEY				F 6.35
CHEYNEY				F 6.36
WESTTOWN				F 6.39
OAKBOURNE				F 6.41
WEST CHESTER		\$ 5.15		\$ 6.44
	MU	MU	MU	MU
Arrive	A. M.	A. M.	A. M.	A. M.
	767	0767	701	0701

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	770	700	0702	702
	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA				
SUBURBAN	\$ 12.35	\$ 5.50		\$ 6.28
PENNA.-30th ST. UL.	\$ 12.32	\$ 5.47		\$ 6.25
ARSENAL	12.29	5.44		6.22
FORTY-NINTH ST.	\$ 12.27	\$ 5.40		\$ 6.20
ANGORA	\$ 12.24	\$ 5.38		\$ 6.17
FERNWOOD-YEADON	\$ 12.22	\$ 5.36		\$ 6.15
LANDSOWNE	\$ 12.19	\$ 5.34		\$ 6.12
GLADSTONE	\$ 12.16	\$ 5.32		\$ 6.10
CLIFTON-ALDAN	\$ 12.15	\$ 5.31		\$ 6.09
PRIMOS	\$ 12.13	\$ 5.29		\$ 6.07
SECANE	\$ 12.11	\$ 5.27		\$ 6.05
MORTON-RUTLEDGE	\$ 12.09	\$ 5.25		\$ 6.03
SWARTHMORE	\$ 12.07	\$ 5.23		\$ 6.01
WALLINGFORD	\$ 12.05	\$ 5.21		\$ 5.59
MOYLAN-ROSE VALLEY	\$ 12.03	\$ 5.19		\$ 5.57
MEDIA	\$ 12.01	\$ 5.18	\$ 5.52	\$ 5.55
ELWYN			F 5.50	
WILLIAMSON SCHOOL			F 5.47	
GLEN RIDDLE		Will Not Run	F 5.43	Will Not Run
LENNI		Sept. 7	F 5.41	July 4
WAWA			F 5.40	Sept. 7
DARLINGTON			F 5.39	
GLEN MILLS			F 5.36	
LOCKSLEY			F 5.34	
CHEYNEY			F 5.33	
WESTTOWN			F 5.30	
OAKBOURNE			F 5.28	
WEST CHESTER			\$ 5.25	
	MU	MU	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX.	DAILY	DAILY
	●770	±●700	±●0702	±●702

FIRST CLASS					
<b>±0769</b>	<b>●0773</b>	<b>±0771</b>	<b>●703</b>	<b>●0703</b>	<b>●705</b>
DAILY EX. SAT.&SUN.	DAILY	DAILY EX. SAT.&SUN.	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 6.05		\$ 6.50	\$ 7.28		\$ 7.55
\$ 6.08		\$ 6.53	\$ 7.31		\$ 7.58
6.11		6.56	7.34		8.01
\$ 6.13		\$ 6.58	\$ 7.36		\$ 8.03
\$ 6.16		\$ 7.00	\$ 7.38		\$ 8.05
\$ 6.18		\$ 7.03	\$ 7.41		\$ 8.07
\$ 6.21		\$ 7.06	\$ 7.44		\$ 8.09
\$ 6.23		\$ 7.08	\$ 7.46		\$ 8.11
\$ 6.25		\$ 7.11	\$ 7.48		\$ 8.13
\$ 6.27		\$ 7.14	\$ 7.50		\$ 8.15
\$ 6.29		\$ 7.16	\$ 7.52		\$ 8.17
\$ 6.31		\$ 7.19	\$ 7.54		\$ 8.19
\$ 6.33		\$ 7.21	\$ 7.56		\$ 8.21
\$ 6.36		\$ 7.24	\$ 7.59		\$ 8.23
\$ 6.38		\$ 7.26	\$ 8.01		\$ 8.25
\$ 6.40	\$ 7.15	\$ 7.28	\$ 8.03	\$ 8.13	\$ 8.27
				F 8.15	
				F 8.17	
				F 8.19	
				F 8.21	
				F 8.23	
				F 8.25	
				F 8.28	
				F 8.30	
				F 8.32	
				F 8.35	
				F 8.38	
				S 8.42	
<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
<b>769</b>	<b>0773</b>	<b>771</b>	<b>703</b>	<b>0703</b>	<b>705</b>

**FIRST CLASS**

0704	704	0706	706	708	710
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.44		\$ 6.53	\$ 7.17	\$ 7.20
	\$ 6.41		\$ 6.50	\$ 7.14	\$ 7.17
	6.38		6.47	7.11	7.14
	\$ 6.35				\$ 7.11
	\$ 6.33			\$ 7.04	
	\$ 6.31		\$ 6.42	\$ 7.01	\$ 7.07
	\$ 6.29		\$ 6.39	\$ 6.58	\$ 7.06
	\$ 6.27				\$ 7.03
	\$ 6.25			\$ 6.55	\$ 7.01
	\$ 6.23			\$ 6.53	\$ 6.59
	\$ 6.21		\$ 6.33	\$ 6.51	\$ 6.57
	\$ 6.19		\$ 6.30	\$ 6.49	\$ 6.55
	\$ 6.15		\$ 6.27		\$ 6.52
	\$ 6.12		\$ 6.24		\$ 6.50
	\$ 6.10		\$ 6.22		\$ 6.48
	\$ 6.08	\$ 6.18	\$ 6.20	\$ 6.38	\$ 6.46
\$ 6.07		\$ 6.16			
F 6.03		F 6.14			
F 6.00		F 6.12	Will Not Run	Will Not Run	
		F 6.10	Sept. 7	Sept. 7	
F 5.58		F 6.09			
F 5.56					
F 5.55					
F 5.54		F 6.07			
F 5.51		F 6.04			
F 5.49		F 6.02			
F 5.48		F 6.01			
F 5.45		F 5.58			
F 5.43		F 5.56			
\$ 5.40		\$ 5.53			
MU	MU	MU	MU	MU	MU
Will Run Sun. and July 4, Sept. 7		Will Not Run Sept. 7			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY EX.	DAILY EX.	DAILY EX.	DAILY
		SAT. & SUN.	SAT. & SUN.	SAT. & SUN.	
00704	0704	0706	0706	0708	0710

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	●707	±●709	●711	●0711
	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA				
SUBURBAN	\$ 8.55	\$ 9.25	\$ 9.55	
PENNA.-30th ST. UL.	\$ 8.58	\$ 9.28	\$ 9.58	
ARSENAL	9.01	9.31	10.01	
FORTY-NINTH ST.	\$ 9.03	\$ 9.33	\$ 10.03	
ANGORA	\$ 9.05	\$ 9.35	\$ 10.05	
FERNWOOD-YEADON	\$ 9.07	\$ 9.37	\$ 10.07	
LANDSDOWNE	\$ 9.09	\$ 9.39	\$ 10.09	
GLADSTONE	\$ 9.10	\$ 9.40	\$ 10.10	
CLIFTON-ALDAN	\$ 9.12	\$ 9.42	\$ 10.12	
PRIMOS	\$ 9.14	\$ 9.44	\$ 10.14	
SECANE	\$ 9.16	\$ 9.46	\$ 10.16	
MORTON-RUTLEDGE	\$ 9.18	\$ 9.48	\$ 10.18	
SWARTHMORE	\$ 9.20	\$ 9.50	\$ 10.20	
WALLINGFORD	\$ 9.22	\$ 9.52	\$ 10.22	
MOYLAN-ROSE VALLEY	\$ 9.24	\$ 9.54	\$ 10.24	
MEDIA	\$ 9.25	\$ 9.55	\$ 10.25	\$ 10.26
ELWYN				F 10.28
WILLIAMSON SCHOOL				F 10.30
GLEN RIDDLE				F 10.32
LENNI		Will Not Run Sept. 7		F 10.34
WAWA				F 10.35
DARLINGTON				F 10.36
GLEN MILLS				F 10.39
LOCKSLEY				F 10.42
CHEYNEY				F 10.43
WESTTOWN				F 10.46
OAKBOURNE				F 10.49
WEST CHESTER				\$ 10.54
	MU	MU	MU	MU
Arrive	A. M.	A. M.	A. M.	A. M.
	707	709	711	0711

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	712	714	0716	716
	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA				
SUBURBAN	\$ 7.33	\$ 7.40		\$ 7.44
PENNA.-30th ST. UL.	\$ 7.30	\$ 7.37		\$ 7.41
ARSENAL	7.27	7.34		7.38
FORTY-NINTH ST.		\$ 7.31		
ANGORA	\$ 7.21	\$ 7.28		
FERNWOOD-YEADON	\$ 7.18	\$ 7.26		
LANDSDOWNE	\$ 7.15	\$ 7.23		\$ 7.31
GLADSTONE	\$ 7.12	\$ 7.20		
CLIFTON-ALDAN	\$ 7.10	\$ 7.18		
PRIMOS	\$ 7.08			
SECANE	\$ 7.06			
MORTON-RUTLEDGE	\$ 7.04			\$ 7.24
SWARTHMORE	\$ 7.01			\$ 7.22
WALLINGFORD	\$ 6.59			\$ 7.19
MOYLAN-ROSE VALLEY	\$ 6.57			\$ 7.17
MEDIA	\$ 6.55	\$ 7.08	\$ 7.14	\$ 7.15
ELWYN			F 7.10	
WILLIAMSON SCHOOL			F 7.08	
GLEN RIDDLE			F 7.06	
LENNI	Will Not Run Sept. 7	Will Not Run July 4 Sept. 7	F 7.04	
WAWA			F 7.02	
DARLINGTON			F 7.01	
GLEN MILLS			F 6.58	
LOCKSLEY			F 6.56	
CHEYNEY			F 6.55	
WESTTOWN			F 6.52	
OAKBOURNE			F 6.50	
WEST CHESTER			\$ 6.47	
	MU	MU	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SUN	DAILY	DAILY
	±●712	±●714	●0716	●716

## FIRST CLASS

±●713 DAILY EX. SAT.&SUN. A. M.	●715 DAILY A. M.	●717 DAILY A. M.	●719 DAILY A. M.	●0719 P. M.	±●721 DAILY EX. SAT.&SUN. P. M.
\$ 10.25	\$ 10.55	\$ 11.25	\$ 11.55	-----	\$ 12.25
\$ 10.28	\$ 10.58	\$ 11.28	\$ 11.58	-----	\$ 12.28
\$ 10.31	\$ 11.01	\$ 11.31	\$ 12.01	-----	\$ 12.31
\$ 10.33	\$ 11.03	\$ 11.33	\$ 12.03	-----	\$ 12.33
\$ 10.36	\$ 11.05	\$ 11.35	\$ 12.05	-----	\$ 12.35
\$ 10.37	\$ 11.07	\$ 11.37	\$ 12.07	-----	\$ 12.37
\$ 10.39	\$ 11.09	\$ 11.39	\$ 12.09	-----	\$ 12.39
\$ 10.40	\$ 11.10	\$ 11.40	\$ 12.10	-----	\$ 12.40
\$ 10.42	\$ 11.12	\$ 11.42	\$ 12.12	Will Run Sat., Sun., and Sept. 7	\$ 12.42
\$ 10.44	\$ 11.14	\$ 11.44	\$ 12.14		\$ 12.44
\$ 10.46	\$ 11.16	\$ 11.46	\$ 12.16		\$ 12.46
\$ 10.48	\$ 11.18	\$ 11.48	\$ 12.18		\$ 12.48
\$ 10.50	\$ 11.20	\$ 11.50	\$ 12.20	-----	\$ 12.50
\$ 10.52	\$ 11.22	\$ 11.52	\$ 12.22	-----	\$ 12.52
\$ 10.54	\$ 11.24	\$ 11.54	\$ 12.24	-----	\$ 12.54
\$ 10.55	\$ 11.25	\$ 11.55	\$ 12.25	\$ 12.26	\$ 12.55
-----	-----	-----	-----	F 12.28	-----
-----	-----	-----	-----	F 12.30	-----
Will Not Run Sept. 7	-----	-----	-----	F 12.32	Will Not Run Sept. 7
-----	-----	-----	-----	F 12.34	-----
-----	-----	-----	-----	F 12.36	-----
-----	-----	-----	-----	F 12.37	-----
-----	-----	-----	-----	F 12.40	-----
-----	-----	-----	-----	F 12.42	-----
-----	-----	-----	-----	F 12.43	-----
-----	-----	-----	-----	F 12.46	-----
-----	-----	-----	-----	F 12.49	-----
-----	-----	-----	-----	\$ 12.54	-----
<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
-----	-----	-----	-----	-----	-----
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
<b>713</b>	<b>715</b>	<b>717</b>	<b>719</b>	<b>0719</b>	<b>721</b>

## NORTHWARD

## FIRST CLASS

718 A. M.	0720 A. M.	720 A. M.	722 A. M.	724 A. M.	726 A. M.
\$ 8.17	-----	\$ 8.44	\$ 9.14	\$ 9.44	\$ 10.14
\$ 8.14	-----	\$ 8.41	\$ 9.11	\$ 9.41	\$ 10.11
\$ 8.11	-----	\$ 8.38	\$ 9.08	\$ 9.38	\$ 10.08
\$ 8.09	-----	\$ 8.36	\$ 9.06	\$ 9.36	\$ 10.06
-----	-----	\$ 8.34	\$ 9.04	\$ 9.34	\$ 10.04
\$ 8.04	-----	\$ 8.32	\$ 9.02	\$ 9.32	\$ 10.02
\$ 8.02	-----	\$ 8.30	\$ 9.00	\$ 9.30	\$ 10.00
\$ 7.59	-----	\$ 8.28	\$ 8.68	\$ 9.28	\$ 9.58
\$ 7.58	-----	\$ 8.27	\$ 8.57	\$ 9.27	\$ 9.57
\$ 7.56	-----	\$ 8.25	\$ 8.55	\$ 9.25	\$ 9.55
\$ 7.54	-----	\$ 8.24	\$ 8.54	\$ 9.24	\$ 9.54
\$ 7.52	-----	\$ 8.22	\$ 8.52	\$ 9.22	\$ 9.52
\$ 7.50	-----	\$ 8.20	\$ 8.50	\$ 9.20	\$ 9.50
\$ 7.47	-----	\$ 8.18	\$ 8.48	\$ 9.18	\$ 9.48
\$ 7.45	-----	\$ 8.16	\$ 8.46	\$ 9.16	\$ 9.46
\$ 7.43	\$ 8.12	\$ 8.15	\$ 8.45	\$ 9.15	\$ 9.45
-----	F 8.08	-----	-----	-----	-----
-----	F 8.06	-----	-----	-----	-----
Will Not Run Sept. 7	F 8.04	-----	Will Not Run Sept. 7	-----	Will Not Run Sept. 7
-----	F 8.02	-----	-----	-----	-----
-----	F 8.00	-----	-----	-----	-----
-----	F 7.58	-----	-----	-----	-----
-----	F 7.55	-----	-----	-----	-----
-----	F 7.53	-----	-----	-----	-----
-----	F 7.51	-----	-----	-----	-----
-----	F 7.48	-----	-----	-----	-----
-----	F 7.46	-----	-----	-----	-----
-----	\$ 7.42	-----	-----	-----	-----
<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
-----	-----	-----	-----	-----	-----
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SAT.&SUN. ±●718	DAILY ●0720	DAILY ●720	DAILY EX. SAT.&SUN. ±●722	DAILY ●724	DAILY EX. SAT.&SUN. ±●726

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	±0721 DAILY EX. SAT. & SUN.	0723 DAILY	±0725 DAILY EX. SAT. & SUN.	0727 DAILY
	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA				
SUBURBAN		\$ 12.56	\$ 1.25	\$ 1.55
PENNA.-30th ST. UL.		\$ 12.58	\$ 1.28	\$ 1.58
ARSENAL		1.01	1.31	2.01
FORTY-NINTH ST.		\$ 1.03	\$ 1.33	\$ 2.03
ANGORA		\$ 1.05	\$ 1.35	\$ 2.05
FERNWOOD-YEADON		\$ 1.07	\$ 1.37	\$ 2.07
LANDSDOWNE		\$ 1.09	\$ 1.39	\$ 2.09
GLADSTONE		\$ 1.10	\$ 1.40	\$ 2.10
CLIFTON-ALDAN		\$ 1.12	\$ 1.42	\$ 2.12
PRIMOS		\$ 1.14	\$ 1.44	\$ 2.14
SECANE		\$ 1.16	\$ 1.46	\$ 2.16
MORTON-RUTLEDGE		\$ 1.18	\$ 1.48	\$ 2.18
SWARTHMORE		\$ 1.20	\$ 1.50	\$ 2.20
WALLINGFORD		\$ 1.22	\$ 1.52	\$ 2.22
MOYLAN-ROSE VALLEY		\$ 1.24	\$ 1.54	\$ 2.24
MEDIA	\$ 12.56	\$ 1.25	\$ 1.55	\$ 2.25
ELWYN	F 12.58			
WILLIAMSON SCHOOL	F 1.00			
GLEN RIDDLE	F 1.02			
LENNI	F 1.04		Will Not Run	
WAWA	F 1.06		Sept. 7	
DARLINGTON	F 1.07			
GLEN MILLS	F 1.10			
LOCKSLEY	F 1.12			
CHEYNEY	F 1.13			
WESTTOWN	F 1.16			
OAKBOURNE	F 1.19			
WEST CHESTER	\$ 1.24			
	MU	MU	MU	MU
Arrive	P. M.	P. M.	P. M.	P. M.
	0721	723	725	727

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	0728	728	730	732
	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA				
SUBURBAN		\$ 10.44	\$ 11.14	\$ 11.44
PENNA.-30th ST. UL.		\$ 10.41	\$ 11.11	\$ 11.41
ARSENAL		10.38	11.08	11.38
FORTY-NINTH ST.		\$ 10.36	\$ 11.06	\$ 11.36
ANGORA		\$ 10.34	\$ 11.04	\$ 11.34
FERNWOOD-YEADON		\$ 10.32	\$ 11.02	\$ 11.32
LANDSDOWNE		\$ 10.30	\$ 11.00	\$ 11.30
GLADSTONE		\$ 10.28	\$ 10.58	\$ 11.28
CLIFTON-ALDAN		\$ 10.27	\$ 10.57	\$ 11.27
PRIMOS		\$ 10.25	\$ 10.55	\$ 11.25
SECANE		\$ 10.24	\$ 10.54	\$ 11.24
MORTON-RUTLEDGE		\$ 10.22	\$ 10.52	\$ 11.22
SWARTHMORE		\$ 10.20	\$ 10.50	\$ 11.20
WALLINGFORD		\$ 10.18	\$ 10.48	\$ 11.18
MOYLAN-ROSE VALLEY		\$ 10.16	\$ 10.46	\$ 11.16
MEDIA	\$ 10.14	\$ 10.15	\$ 10.45	\$ 11.15
ELWYN	F 10.09			
WILLIAMSON SCHOOL	F 10.05			
GLEN RIDDLE	F 10.03			
LENNI	F 10.01		Will Not Run	
WAWA	F 10.00		Sept. 7	
DARLINGTON	F 9.59			
GLEN MILLS	F 9.56			
LOCKSLEY	F 9.54			
CHEYNEY	F 9.53			
WESTTOWN	F 9.50			
OAKBOURNE	F 9.48			
WEST CHESTER	\$ 9.46			
	MU	MU	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY EX.	DAILY
	00728	0728	SAT. & SUN.	0732
			±0730	

**FIRST CLASS**

FIRST CLASS					
00727	±0729 DAILY EX. SAT.&SUN.	±00729 DAILY EX. SAT.&SUN.	0731 DAILY	±0733 DAILY EX. SAT.&SUN.	0735 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.25		\$ 2.55	\$ 3.25	\$ 3.55
	\$ 2.28		\$ 2.58	\$ 3.28	\$ 3.58
	2.31		3.01	3.31	4.01
	\$ 2.33		\$ 3.03	\$ 3.33	
	\$ 2.35		\$ 3.05	\$ 3.35	
	2.37		\$ 3.07	\$ 3.37	\$ 4.06
	2.39		\$ 3.09	\$ 3.40	\$ 4.08
	\$ 2.40		\$ 3.10	\$ 3.42	
	\$ 2.42		\$ 3.12	\$ 3.44	
Will Run	\$ 2.44	Will Not Run	\$ 3.14	\$ 3.46	
Sat., Sun.,	\$ 2.46	Sept. 7	\$ 3.16	\$ 3.48	
and Sept. 7	\$ 2.48		\$ 3.18	\$ 3.50	\$ 4.13
	\$ 2.50		\$ 3.20	\$ 3.52	\$ 4.16
	\$ 2.52		\$ 3.22	\$ 3.54	\$ 4.18
	\$ 2.54		\$ 3.24	\$ 3.56	\$ 4.20
	\$ 2.55		\$ 3.25	\$ 3.58	\$ 4.22
\$ 2.26		\$ 2.56			
\$ 2.28		2.58			
\$ 2.30		3.00			
2.32	Will Not Run	3.02		Will Not Run	
2.34	Sept. 7	3.04		Sept. 7	
2.36		3.06			
2.37		3.07			
2.40		3.10			
2.42		3.12			
2.43		3.13			
2.46		3.16			
2.49		3.19			
2.54		3.24			
MU	MU	MU	MU	MU	MU
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0727	729	0729	731	733	735

## NORTHWARD

**FIRST CLASS**

<b>734</b>	<b>0736</b>	<b>736</b>	<b>738</b>	<b>740</b>	<b>742</b>
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.14		\$ 12.44	\$ 1.14	\$ 1.44	\$ 2.14
\$ 12.11		\$ 12.41	\$ 1.11	\$ 1.41	\$ 2.11
12.08		12.38	1.08	1.38	2.08
\$ 12.06		\$ 12.36	\$ 1.06	\$ 1.36	\$ 2.06
\$ 12.04		\$ 12.34	\$ 1.04	\$ 1.34	\$ 2.04
\$ 12.02		\$ 12.32	\$ 1.02	\$ 1.32	\$ 2.02
\$ 12.00		\$ 12.30	\$ 1.00	\$ 1.30	\$ 2.00
\$ 11.58		\$ 12.28	\$ 12.58	\$ 1.28	\$ 1.58
\$ 11.57		\$ 12.27	\$ 12.57	\$ 1.27	\$ 1.57
\$ 11.56		\$ 12.25	\$ 12.55	\$ 1.25	\$ 1.55
\$ 11.54		\$ 12.24	\$ 12.54	\$ 1.24	\$ 1.54
\$ 11.52		\$ 12.22	\$ 12.52	\$ 1.22	\$ 1.52
\$ 11.50		\$ 12.20	\$ 12.50	\$ 1.20	\$ 1.50
\$ 11.48		\$ 12.18	\$ 12.48	\$ 1.18	\$ 1.48
\$ 11.46		\$ 12.16	\$ 12.46	\$ 1.16	\$ 1.46
\$ 11.45		\$ 12.15	\$ 12.45	\$ 1.15	\$ 1.45
	\$ 12.14				
	F 12.09				
	F 12.05				
Will Not Run Sept. 7	F 12.03		Will Not Run Sept. 7		Will Not Run Sept. 7
	F 12.01				
	F 12.00				
	F 11.59				
	F 11.56				
	F 11.54				
	F 11.53				
	F 11.50				
	F 11.48				
	S 11.45				
MU	MU	MU	MU	MU	MU
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT.&SUN.	DAILY	DAILY	DAILY EX. SAT.&SUN.	DAILY	DAILY EX. SAT.&SUN.
±●734	●0736	●736	±●738	●740	±●742

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	●0735	±●737	±●739	●741
	DAILY	DAILY EX.	DAILY EX.	DAILY
Leave	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA				
SUBURBAN		\$ 4.05	\$ 4.10	\$ 4.18
PENNA.-30th ST. UL.		\$ 4.08	\$ 4.13	\$ 4.21
ARSENAL		4.11	4.16	4.25
FORTY-NINTH ST.			\$ 4.19	
ANGORA		\$ 4.15		\$ 4.30
FERNWOOD-YEADON			\$ 4.24	\$ 4.32
LANDSDOWNE		\$ 4.18	\$ 4.27	\$ 4.34
GLADSTONE			\$ 4.29	\$ 4.36
CLIFTON-ALDAN		\$ 4.21	\$ 4.31	\$ 4.38
PRIMOS			\$ 4.34	\$ 4.40
SECANE		\$ 4.24	\$ 4.36	\$ 4.42
MORTON-RUTLEDGE		\$ 4.26	\$ 4.39	\$ 4.44
SWARTHMORE		\$ 4.29	\$ 4.42	\$ 4.46
WALLINGFORD		\$ 4.31	\$ 4.44	\$ 4.48
MOYLAN-ROSE VALLEY		\$ 4.34	\$ 4.47	\$ 4.50
MEDIA	\$ 4.23	\$ 4.36	\$ 4.49	\$ 4.52
ELWYN	F 4.25			
WILLIAMSON SCHOOL	F 4.27			
GLEN RIDDLE	F 4.29			
LENNI	F 4.31	Will Not Run	Will Not Run	
WAWA	F 4.33	Sept. 7	Sept. 7	
DARLINGTON	F 4.34			
GLEN MILLS	F 4.37			
LOCKSLEY	F 4.39			
CHEYNEY	F 4.40			
WESTTOWN	F 4.43			
OAKBOURNE	F 4.45			
WEST CHESTER	\$ 4.50			
	MU	MU	MU	MU
Arrive	P. M.	P. M.	P. M.	P. M.
	0735	737	739	741

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	0744	744	746	748
	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA				
SUBURBAN		\$ 2.44	\$ 3.16	\$ 3.45
PENNA.-30th ST. UL.		\$ 2.41	\$ 3.13	\$ 3.42
ARSENAL		2.38	3.10	3.39
FORTY-NINTH ST.		\$ 2.36	\$ 3.08	\$ 3.37
ANGORA		\$ 2.34	\$ 3.06	\$ 3.35
FERNWOOD-YEADON		\$ 2.32	\$ 3.04	\$ 3.33
LANDSDOWNE		\$ 2.30	\$ 3.02	\$ 3.31
GLADSTONE		\$ 2.28	\$ 3.00	\$ 3.29
CLIFTON-ALDAN		\$ 2.27	\$ 2.58	\$ 3.27
PRIMOS		\$ 2.25	\$ 2.56	\$ 3.25
SECANE		\$ 2.24	\$ 2.54	\$ 3.23
MORTON-RUTLEDGE		\$ 2.22	\$ 2.52	\$ 3.21
SWARTHMORE		\$ 2.20	\$ 2.50	\$ 3.19
WALLINGFORD		\$ 2.18	\$ 2.48	\$ 3.17
MOYLAN-ROSE VALLEY		\$ 2.16	\$ 2.46	\$ 3.15
MEDIA	\$ 2.14	\$ 2.15	\$ 2.45	\$ 3.13
ELWYN	F 2.09			
WILLIAMSON SCHOOL	F 2.06			
GLEN RIDDLE	F 2.04			
LENNI	F 2.02		Will Not Run	
WAWA	F 2.01		Sept. 7	
DARLINGTON	F 1.59			
GLEN MILLS	F 1.56			
LOCKSLEY	F 1.54			
CHEYNEY	F 1.53			
WESTTOWN	F 1.50			
OAKBOURNE	F 1.48			
WEST CHESTER	\$ 1.45			
	MU	MU	MU	MU
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY EX.	DAILY
	●0744	●744	±●746	●748

## FIRST CLASS

±●743 DAILY EX. SAT.&SUN. P. M.	±●0743 DAILY EX. SAT.&SUN. P. M.	●745 DAILY P. M.	●0745 P. M.	±●747 DAILY EX. SAT.&SUN. P. M.	±●0747 DAILY EX. SAT.&SUN. P. M.
\$ 4.35		\$ 4.45		\$ 5.10	
\$ 4.38		\$ 4.48		\$ 5.13	
4.41		4.51		5.16	
		4.54		5.18	
		4.57		5.20	
\$ 4.47		4.59		5.22	
		5.01		5.24	
\$ 4.50		5.03		5.26	
		5.05		5.28	
	Will Not Run Sept. 7	5.07	Will Run Sat., Sun., and Sept. 7	5.30	Will Not Run Sept. 7
\$ 4.54		5.09		5.32	
\$ 4.57		5.11		5.34	
\$ 4.59		5.13		5.37	
\$ 5.01		5.15		5.39	
\$ 5.03		5.17		5.41	
		5.19		5.43	
	\$ 5.04		\$ 5.20		\$ 5.44
	F 5.06		F 5.22		F 5.46
	F 5.08		F 5.24		F 5.48
Will Not Run Sept. 7	F 5.10		F 5.26	Will Not Run Sept. 7	F 5.50
	F 5.12		F 5.28		F 5.52
	F 5.14		F 5.30		F 5.54
	F 5.15		F 5.31		F 5.55
	F 5.18		F 5.34		F 5.58
	F 5.20		F 5.36		F 6.00
	F 5.23		F 5.37		F 6.01
	F 5.25		F 5.40		F 6.04
	\$ 5.27		F 5.43		F 6.07
	\$ 5.32		\$ 5.48		\$ 6.12
MU	MU	MU	MU	MU	MU
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
743	0743	745	0745	747	0747

## NORTHWARD

## FIRST CLASS

750 P. M.	0752 P. M.	752 P. M.	754 P. M.	0756 P. M.	±756± P. M.
\$ 4.19		\$ 4.49	\$ 5.02		\$ 5.55
\$ 4.16		\$ 4.48	\$ 4.59		\$ 5.52
4.13		4.43	4.56		5.49
\$ 4.10		\$ 4.40	\$ 4.54		\$ 5.47
\$ 4.07		\$ 4.38	\$ 4.52		\$ 5.45
\$ 4.06		\$ 4.36	\$ 4.50		\$ 5.43
\$ 4.03		\$ 4.33	\$ 4.48		\$ 5.41
\$ 4.01		\$ 4.31	\$ 4.46		\$ 5.39
\$ 3.59		\$ 4.29	\$ 4.44		\$ 5.38
\$ 3.57		\$ 4.27	\$ 4.42		\$ 5.36
\$ 3.55		\$ 4.25	\$ 4.40		\$ 5.35
\$ 3.53		\$ 4.23	\$ 4.38		\$ 5.33
\$ 3.51		\$ 4.21	\$ 4.36		\$ 5.31
\$ 3.49		\$ 4.19	\$ 4.34		\$ 5.29
\$ 3.47		\$ 4.17	\$ 4.32		\$ 5.27
\$ 3.45		\$ 4.15	\$ 4.30	\$ 5.15	\$ 5.25
	\$ 4.14				
	F 4.09				
	F 4.06				
Will Not Run Sept. 7	F 4.04		Will Not Run Sept. 7		
	F 4.02				
	F 4.01				
	F 3.59				
	F 3.56				
	F 3.54				
	F 3.53				
	F 3.50				
	F 3.48				
	\$ 3.45			\$ 4.55	
MU	MU	MU	MU	MU	MU
				Will Run Sat., Sun., and Sept. 7	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT.&SUN. ±●750	DAILY ●0752	DAILY ●752	DAILY EX. SAT.&SUN. ±●754	●0756	DAILY ●756

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	±●749 DAILY EX. SAT. & SUN.	±●751 DAILY	●0751	±●753 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.
Leave				
PHILADELPHIA				
SUBURBAN	\$ 5.30	\$ 6.00		\$ 6.25
PENNA.-30th ST. UL.	\$ 5.33	\$ 6.03		\$ 6.28
ARSENAL	\$ 5.36	\$ 6.06		\$ 6.31
Forty-Ninth St.	\$ 5.38	\$ 6.08		\$ 6.33
ANGORA	\$ 5.40	\$ 6.10		\$ 6.35
FERNWOOD-YEADON	\$ 5.42	\$ 6.12		\$ 6.37
LANSDOWNE	\$ 5.44	\$ 6.14		\$ 6.39
GLADSTONE	\$ 5.45	\$ 6.15		\$ 6.40
CLIFTON-ALDAN	\$ 5.47	\$ 6.17		\$ 6.42
PRIMOS	\$ 5.49	\$ 6.19		\$ 6.44
SECANE	\$ 5.51	\$ 6.21		\$ 6.46
MORTON-RUTLEDGE	\$ 5.53	\$ 6.23	Will Run Sat., Sun., and Sept. 7	\$ 6.48
SWARTHMORE	\$ 5.55	\$ 6.25		\$ 6.50
WALLINGFORD	\$ 5.57	\$ 6.27		\$ 6.52
MOYLAN-ROSE VALLEY	\$ 5.59	\$ 6.29		\$ 6.54
MEDIA	\$ 6.00	\$ 6.30	\$ 6.31	\$ 6.55
ELWYN			F 6.33	
WILLIAMSON SCHOOL			F 6.35	
GLEN RIDDLE			F 6.37	
LENNI	Will Not Run Sept. 7		F 6.40	Will Not Run Sept. 7
WAWA			F 6.42	
DARLINGTON			F 6.43	
GLEN MILLS			F 6.46	
LOCKSLEY			F 6.48	
CHEYNEY			F 6.49	
WESTTOWN			F 6.52	
OAKBOURNE			F 6.54	
WEST CHESTER			\$ 6.59	
	MU	MU	MU	MU
Arrive	P. M.	P. M.	P. M.	P. M.
	749	751	0751	753

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	0758	758	0760	760
	P. M.	P. M.	P. M.	P. M.
Arrive				
PHILADELPHIA				
SUBURBAN		\$ 6.54		\$ 7.44
PENNA.-30th ST. UL.		\$ 6.51		\$ 7.41
ARSENAL		\$ 6.48		\$ 7.38
Forty-Ninth St.		\$ 6.46		\$ 7.36
ANGORA		\$ 6.44		\$ 7.34
FERNWOOD-YEADON		\$ 6.42		\$ 7.32
LANSDOWNE		\$ 6.40		\$ 7.30
GLADSTONE		\$ 6.38		\$ 7.28
CLIFTON-ALDAN		\$ 6.37		\$ 7.27
PRIMOS		\$ 6.35		\$ 7.25
SECANE		\$ 6.34	Will Not Run Sept. 7	\$ 7.24
MORTON-RUTLEDGE		\$ 6.32		\$ 7.22
SWARTHMORE		\$ 6.30		\$ 7.20
WALLINGFORD		\$ 6.28		\$ 7.18
MOYLAN-ROSE VALLEY		\$ 6.26		\$ 7.16
MEDIA	\$ 6.24	\$ 6.25	\$ 7.14	\$ 7.15
ELWYN	F 6.19		F 7.10	
WILLIAMSON SCHOOL	F 6.14		F 7.08	
GLEN RIDDLE	F 6.12		F 7.06	
LENNI	F 6.10		F 7.04	
WAWA	F 6.09		F 7.02	
DARLINGTON	F 6.08		F 7.00	
GLEN MILLS	F 6.05		F 6.57	
LOCKSLEY	F 6.03		F 6.55	
CHEYNEY	F 6.02		F 6.53	
WESTTOWN	F 5.59		F 6.50	
OAKBOURNE	F 5.57		F 6.48	
WEST CHESTER	\$ 5.54		\$ 6.45	
	MU	MU	MU	MU
Will Run Sat., Sun., and Sept. 7				
Leave	P. M.	P. M.	P. M.	P. M.
	●0758	●758	DAILY EX. SAT. & SUN. ±●0760	DAILY ●760

## FIRST CLASS

●755 DAILY P. M.	±●0755 DAILY EX. SAT. & SUN. P. M.	●757 DAILY P. M.	●0757 P. M.	●759 DAILY P. M.	±●0759 DAILY EX. SAT. & SUN. P. M.
\$ 6.55		\$ 7.55		\$ 8.55	
\$ 6.58		\$ 7.58		\$ 8.58	
7.01		8.01		9.01	
\$ 7.03		\$ 8.03		\$ 9.03	
\$ 7.05		\$ 8.05		\$ 9.05	
\$ 7.07		\$ 8.07		\$ 9.07	
\$ 7.09		\$ 8.09		\$ 9.09	
\$ 7.10		\$ 8.10		\$ 9.10	
\$ 7.12		\$ 8.12		\$ 9.12	
\$ 7.14	Will Not Run Sept. 7	\$ 8.14	Will Run Sat., Sun., and Sept. 7	\$ 9.14	Will Not Run Sept. 7
\$ 7.16		\$ 8.16		\$ 9.16	
\$ 7.18		\$ 8.18		\$ 9.18	
\$ 7.20		\$ 8.20		\$ 9.20	
\$ 7.22		\$ 8.22		\$ 9.22	
\$ 7.24		\$ 8.24		\$ 9.24	
\$ 7.25		\$ 8.25		\$ 9.25	
	\$ 7.26		\$ 8.26		\$ 9.26
	F 7.28		F 8.28		F 9.28
	F 7.30		F 8.30		F 9.30
	F 7.32		F 8.32		F 9.32
	F 7.34		F 8.34		F 9.34
	F 7.36		F 8.36		F 9.36
	F 7.37		F 8.37		F 9.37
	F 7.40		F 8.40		F 9.40
	F 7.42		F 8.42		F 9.42
	F 7.44		F 8.43		F 9.44
	F 7.47		F 8.46		F 9.47
	F 7.50		F 8.49		F 9.50
	\$ 7.55		\$ 8.54		\$ 9.55
<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
755	0755	757	0757	759	0759

## NORTHWARD

## FIRST CLASS

0762 P. M.	762 P. M.	0764 P. M.	764 P. M.	0766 P. M.	766 P. M.
	\$ 8.44		\$ 9.44		\$ 10.44
	\$ 8.41		\$ 9.41		\$ 10.41
	8.38		9.38		10.38
	\$ 8.36		\$ 9.36		\$ 10.36
	\$ 8.34		\$ 9.34		\$ 10.34
	\$ 8.32		\$ 9.32		\$ 10.32
	\$ 8.30		\$ 9.30		\$ 10.30
	\$ 8.28		\$ 9.28		\$ 10.28
	\$ 8.27		\$ 9.27		\$ 10.27
	\$ 8.25		\$ 9.25		\$ 10.25
	\$ 8.24		\$ 9.24		\$ 10.24
	\$ 8.22		\$ 9.22		\$ 10.22
	\$ 8.20		\$ 9.20		\$ 10.20
	\$ 8.18		\$ 9.18		\$ 10.18
	\$ 8.16		\$ 9.16		\$ 10.16
\$ 8.14		\$ 9.14		\$ 10.14	
F 8.09		F 9.10		F 10.09	
F 8.06		F 9.08		F 10.06	
F 8.04		F 9.06		F 10.04	
F 8.02		F 9.04		F 10.02	
F 8.01		F 9.02		F 10.01	
F 7.59		F 9.00		F 9.59	
F 7.56		F 8.57		F 9.56	
F 7.54		F 8.55		F 9.54	
F 7.53		F 8.53		F 9.53	
F 7.50		F 8.50		F 9.50	
F 7.48		F 8.48		F 9.48	
\$ 7.45		\$ 8.45		\$ 9.45	
<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Run Sat., Sun., and Sept. 7		Will Not Run Sept. 7		Will Run Sat., Sun., and Sept. 7	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
●0762	DAILY ●762	DAILY EX. SAT. & SUN. ±●0764	DAILY ●764	●0766	DAILY ●766





CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	‡●801	●803	‡●805	
	DAILY EX. SUN.	DAILY EX. SAT.	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
CHESTNUT HILL.....	\$ 5.36	\$ 6.05	\$ 6.27	.....
HIGHLAND.....	\$ 5.37	\$ 6.06	\$ 6.28	.....
ST. MARTINS.....	\$ 5.38	\$ 6.07	\$ 6.29	.....
ALLEN LANE.....	\$ 5.40	\$ 6.09	\$ 6.31	.....
CARPENTER.....	\$ 5.41	\$ 6.10	\$ 6.32	.....
UPSAL.....	\$ 5.43	\$ 6.12	\$ 6.34	.....
TULPEHOCKEN.....	\$ 5.45	\$ 6.14	\$ 6.36	.....
CHELTEN AVENUE.....	\$ 5.47	\$ 6.16	\$ 6.38	.....
QUEEN LANE.....	\$ 5.49	\$ 6.18	\$ 6.40	.....
WESTMORELAND.....	\$ 5.52	\$ 6.21	\$ 6.43	.....
NORTH PHILA.....	\$ 5.54	\$ 6.23	\$ 6.45	.....
ZOO.....	\$ 5.58	\$ 6.27	\$ 6.49	.....
PENNA.-30th ST. UL.....	\$ 6.02	\$ 6.32	\$ 6.53	.....
SUBURBAN.....	\$ 6.05	\$ 6.35	\$ 6.56	.....
PHILADELPHIA	MU	MU	MU	
	Will Not Run July 4 Sept. 7	Will Run July 4	Will Not Run July 4 Sept. 7	
Arrive	A. M.	A. M.	A. M.	
	801	803	805	

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	800	802	804	
	A. M.	A. M.	A. M.	
Arrive	A. M.	A. M.	A. M.	
CHESTNUT HILL.....	\$ 6.35	\$ 7.00	\$ 7.34	.....
HIGHLAND.....	\$ 6.33	\$ 6.58	\$ 7.32	.....
ST. MARTINS.....	\$ 6.31	\$ 6.56	\$ 7.30	.....
ALLEN LANE.....	\$ 6.29	\$ 6.54	\$ 7.28	.....
CARPENTER.....	\$ 6.27	\$ 6.52	\$ 7.26	.....
UPSAL.....	\$ 6.25	\$ 6.50	\$ 7.24	.....
TULPEHOCKEN.....	\$ 6.23	\$ 6.48	\$ 7.22	.....
CHELTEN AVENUE.....	\$ 6.22	\$ 6.47	\$ 7.21	.....
QUEEN LANE.....	\$ 6.20	\$ 6.45	\$ 7.19	.....
WESTMORELAND.....	\$ 6.18	\$ 6.43	\$ 7.17	.....
NORTH PHILA.....	\$ 6.16	\$ 6.41	\$ 7.15	.....
ZOO.....	\$ 6.12	\$ 6.37	\$ 7.11	.....
PENNA.-30th ST. UL.....	\$ 6.08	\$ 6.33	\$ 7.07	.....
SUBURBAN.....	\$ 6.05	\$ 6.30	\$ 7.04	.....
PHILADELPHIA	MU	MU	MU	
	Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7	Will Run July 4	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN. ‡●800	DAILY EX. SUN. ‡●802	DAILY EX. SAT. ●804	

FIRST CLASS					
±●807 DAILY EX. SUN. A. M.	±●809 DAILY EX. SUN. A. M.	±●811 DAILY EX. SUN. A. M.	●815 DAILY A. M.	±●817 DAILY EX. SUN. A. M.	●819 DAILY A. M.
\$ 6.45	\$ 7.00	\$ 7.20	\$ 7.45	\$ 8.03	\$ 8.45
\$ 6.46	\$ 7.01	\$ 7.21	\$ 7.46	\$ 8.04	\$ 8.46
\$ 6.47	\$ 7.02	\$ 7.22	\$ 7.47	\$ 8.05	\$ 8.47
\$ 6.49	\$ 7.04	\$ 7.24	\$ 7.49	\$ 8.07	\$ 8.49
\$ 6.50	\$ 7.05	\$ 7.25	\$ 7.50	\$ 8.08	\$ 8.50
\$ 6.52	\$ 7.07	\$ 7.27	\$ 7.52	\$ 8.10	\$ 8.52
\$ 6.54	\$ 7.09	\$ 7.29	\$ 7.54	\$ 8.12	\$ 8.54
\$ 6.56	\$ 7.11	\$ 7.31	\$ 7.56	\$ 8.14	\$ 8.56
\$ 6.58	\$ 7.13	\$ 7.33	\$ 7.58	\$ 8.16	\$ 8.58
\$ 7.01	\$ 7.16	\$ 7.36	\$ 8.01	\$ 8.19	\$ 9.01
\$ 7.03	\$ 7.18	\$ 7.39	\$ 8.03	\$ 8.21	\$ 9.03
\$ 7.07	\$ 7.22	\$ 7.43	\$ 8.07	\$ 8.25	\$ 9.07
\$ 7.11	\$ 7.26	\$ 7.46	\$ 8.11	\$ 8.29	\$ 9.11
\$ 7.14	\$ 7.29	\$ 7.49	\$ 8.14	\$ 8.32	\$ 9.14
MU	MU	MU	MU	MU	MU
Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7	Will Not Run July 4 Sept. 7	----- ----- -----	Will Not Run July 4 Sept. 7	----- ----- -----
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
807	809	811	815	817	819

## EASTWARD

FIRST CLASS					
806 A. M.	808 A. M.	810 A. M.	812 A. M.	814 P. M.	816 P. M.
\$ 7.54	\$ 9.18	\$ 10.18	\$ 11.18	\$ 12.04	\$ 1.04
\$ 7.52	\$ 9.16	\$ 10.16	\$ 11.16	\$ 12.02	\$ 1.02
\$ 7.50	\$ 9.14	\$ 10.14	\$ 11.14	\$ 12.00	\$ 1.00
\$ 7.48	\$ 9.12	\$ 10.12	\$ 11.12	\$ 11.58	\$ 12.58
\$ 7.46	\$ 9.10	\$ 10.10	\$ 11.10	\$ 11.56	\$ 12.56
\$ 7.44	\$ 9.08	\$ 10.08	\$ 11.08	\$ 11.54	\$ 12.54
\$ 7.42	\$ 9.06	\$ 10.06	\$ 11.06	\$ 11.52	\$ 12.52
\$ 7.41	\$ 9.05	\$ 10.05	\$ 11.05	\$ 11.51	\$ 12.51
\$ 7.39	\$ 9.03	\$ 10.03	\$ 11.03	\$ 11.49	\$ 12.49
\$ 7.37	\$ 9.01	\$ 10.01	\$ 11.01	\$ 11.47	\$ 12.47
\$ 7.35	\$ 8.59	\$ 9.59	\$ 10.59	\$ 11.45	\$ 12.45
\$ 7.31	\$ 8.55	\$ 9.55	\$ 10.55	\$ 11.41	\$ 12.41
\$ 7.27	\$ 8.51	\$ 9.51	\$ 10.51	\$ 11.37	\$ 12.37
\$ 7.24	\$ 8.48	\$ 9.48	\$ 10.48	\$ 11.34	\$ 12.34
MU	MU	MU	MU	MU	MU
----- ----- -----	----- ----- -----	----- ----- -----	----- ----- -----	----- ----- -----	----- ----- -----
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
DAILY EX. SUN. ●806	DAILY ●808	DAILY 810	DAILY ●812	DAILY ●814	DAILY 816

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	●823	825	●827	
	DAILY	DAILY	DAILY	
Leave	A. M.	A. M.	A. M.	
CHESTNUT HILL.....	\$ 9.45	\$ 10.45	\$ 11.41	
HIGHLAND.....	\$ 9.46	\$ 10.46	\$ 11.42	
ST. MARTINS.....	\$ 9.47	\$ 10.47	\$ 11.43	
ALLEN LANE.....	\$ 9.49	\$ 10.49	\$ 11.45	
CARPENTER.....	\$ 9.50	\$ 10.50	\$ 11.46	
UPSAL.....	\$ 9.52	\$ 10.52	\$ 11.48	
TULPEHOOKEN.....	\$ 9.54	\$ 10.54	\$ 11.50	
CHELLEN AVENUE.....	\$ 9.56	\$ 10.56	\$ 11.52	
QUEEN LANE.....	\$ 9.58	\$ 10.58	\$ 11.54	
WESTMORELAND.....	\$ 10.01	\$ 11.01	\$ 11.57	
NORTH PHILA.....	\$ 10.03	\$ 11.03	\$ 11.59	
ZOO.....	10.07	11.07	12.03	
PENNA.-30th ST. UL.....	\$ 10.11	\$ 11.11	\$ 12.07	
SUBURBAN.....	\$ 10.14	\$ 11.14	\$ 12.10	
PHILADELPHIA				
	MU	MU	MU	
Arrive	A. M.	A. M.	P. M.	
	823	825	827	

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	818	822	824	
	P. M.	P. M.	P. M.	
Arrive				
CHESTNUT HILL.....	\$ 2.04	\$ 3.04	\$ 3.32	
HIGHLAND.....	\$ 2.02	\$ 3.02	\$ 3.30	
ST. MARTINS.....	\$ 2.00	\$ 3.00	\$ 3.28	
ALLEN LANE.....	\$ 1.58	\$ 2.58	\$ 3.26	
CARPENTER.....	\$ 1.56	\$ 2.56	\$ 3.24	
UPSAL.....	\$ 1.54	\$ 2.54	\$ 3.22	
TULPEHOOKEN.....	\$ 1.52	\$ 2.52	\$ 3.20	
CHELLEN AVENUE.....	\$ 1.51	\$ 2.51	\$ 3.19	
QUEEN LANE.....	\$ 1.49	\$ 2.49	\$ 3.17	
WESTMORELAND.....	\$ 1.47	\$ 2.47	\$ 3.15	
NORTH PHILA.....	\$ 1.45	\$ 2.45	\$ 3.13	
ZOO.....	1.41	2.41	3.09	
PENNA.-30th ST. UL.....	\$ 1.37	\$ 2.37	\$ 3.05	
SUBURBAN.....	\$ 1.34	\$ 2.34	\$ 3.02	
PHILADELPHIA				
	MU	MU	MU	
			Will Not Run July 4 Sept. 7	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	●818	●822	±●824	

# WESTWARD

159

FIRST CLASS					
●829	831	●833	±●835	●837	●839
DAILY	DAILY	DAILY	DAILY EX. SAT.&SUN.	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.45	\$ 1.45	\$ 2.45	\$ 3.22	\$ 3.45	\$ 4.07
\$ 12.46	\$ 1.46	\$ 2.46	\$ 3.23	\$ 3.46	\$ 4.08
\$ 12.47	\$ 1.47	\$ 2.47	\$ 3.24	\$ 3.47	\$ 4.09
\$ 12.49	\$ 1.49	\$ 2.49	\$ 3.26	\$ 3.49	\$ 4.11
\$ 12.50	\$ 1.50	\$ 2.50	\$ 3.27	\$ 3.50	\$ 4.12
\$ 12.52	\$ 1.52	\$ 2.52	\$ 3.29	\$ 3.52	\$ 4.14
\$ 12.54	\$ 1.54	\$ 2.54	\$ 3.31	\$ 3.54	\$ 4.16
\$ 12.56	\$ 1.56	\$ 2.56	\$ 3.33	\$ 3.56	\$ 4.18
\$ 12.58	\$ 1.58	\$ 2.58	\$ 3.35	\$ 3.58	\$ 4.20
\$ 1.01	\$ 2.01	\$ 3.01	\$ 3.38	\$ 4.01	\$ 4.23
\$ 1.03	\$ 2.04	\$ 3.03	\$ 3.40	\$ 4.03	\$ 4.25
\$ 1.07	\$ 2.08	\$ 3.07	\$ 3.44	\$ 4.07	\$ 4.29
\$ 1.11	\$ 2.12	\$ 3.11	\$ 3.48	\$ 4.11	\$ 4.33
\$ 1.14	\$ 2.15	\$ 3.14	\$ 3.51	\$ 4.14	\$ 4.36
MU	MU	MU	MU	MU	MU
			Will Not Run Sept. 7		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
829	831	833	835	837	839

# EASTWARD

FIRST CLASS					
826	828	830	832	834	838
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.55	\$ 4.28	\$ 4.42	\$ 4.57	\$ 5.17	\$ 5.40
\$ 3.53	\$ 4.26	\$ 4.40	\$ 4.55	\$ 5.15	\$ 5.38
\$ 3.51	\$ 4.24	\$ 4.38	\$ 4.53	\$ 5.13	\$ 5.36
\$ 3.49	\$ 4.22	\$ 4.36	\$ 4.51	\$ 5.11	\$ 5.34
\$ 3.47	\$ 4.20	\$ 4.34	\$ 4.49	\$ 5.09	\$ 5.32
\$ 3.45	\$ 4.18	\$ 4.32	\$ 4.47	\$ 5.07	\$ 5.30
\$ 3.43	\$ 4.16	\$ 4.30	\$ 4.45	\$ 5.05	\$ 5.28
\$ 3.42	\$ 4.15	\$ 4.29	\$ 4.43	\$ 5.04	\$ 5.27
\$ 3.40	\$ 4.13	\$ 4.27	\$ 4.41	\$ 5.02	\$ 5.25
\$ 3.38	\$ 4.11	\$ 4.25	\$ 4.40	\$ 5.00	\$ 5.23
\$ 3.36	\$ 4.09	\$ 4.23	\$ 4.38	\$ 4.58	\$ 5.21
\$ 3.32	\$ 4.05	\$ 4.19	\$ 4.34	\$ 4.54	\$ 5.17
\$ 3.28	\$ 4.01	\$ 4.15	\$ 4.30	\$ 4.50	\$ 5.13
\$ 3.25	\$ 3.58	\$ 4.12	\$ 4.27	\$ 4.47	\$ 5.10
MU	MU	MU	MU	MU	MU
	Will Not Run Sept. 7	Will Not Run July 4 Sept. 7	Will Not Run Sept. 7		Will Not Run July 4 Sept. 7
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY ●826	DAILY EX. SAT.&SUN. ±●828	DAILY EX. SUN. ±●830	DAILY EX. SAT.&SUN. ±●832	DAILY ●834	DAILY EX. SUN. ±●838

# CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	±●841	●843	●845	
	DAILY EX.	DAILY	DAILY	
	SAT. & SUN.			
Leave	P. M.	P. M.	P. M.	
CHESTNUT HILL.....	\$ 4.36	\$ 5.37	\$ 6.15	
HIGHLAND.....	\$ 4.37	\$ 5.38	\$ 6.16	
ST. MARTINS.....	\$ 4.39	\$ 5.39	\$ 6.17	
ALLEN LANE.....	\$ 4.41	\$ 5.41	\$ 6.19	
CARPENTER.....	\$ 4.42	\$ 5.42	\$ 6.20	
UPSAL.....	\$ 4.44	\$ 5.44	\$ 6.22	
TULPEHOCKEN.....	\$ 4.46	\$ 5.46	\$ 6.24	
CHELLEN AVENUE.....	\$ 4.48	\$ 5.48	\$ 6.26	
QUEEN LANE.....	\$ 4.50	\$ 5.50	\$ 6.28	
WESTMORELAND.....	\$ 4.53	\$ 5.53	\$ 6.31	
NORTH PHILA.....	\$ 4.55	\$ 5.55	\$ 6.33	
ZOO.....	\$ 4.59	\$ 5.59	\$ 6.37	
PENNA.-30th ST. UL.....	\$ 5.03	\$ 6.03	\$ 6.41	
SUBURBAN.....	\$ 5.06	\$ 6.06	\$ 6.44	
PHILADELPHIA				
	MU	MU	MU	
	Will Not Run			
	Sept. 7			
Arrive	P. M.	P. M.	P. M.	
	841	843	845	

# CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	840	844	846	
	P. M.	P. M.	P. M.	
Arrive				
CHESTNUT HILL.....	\$ 6.04	\$ 7.02	\$ 8.04	
HIGHLAND.....	\$ 6.02	\$ 7.00	\$ 8.02	
ST. MARTINS.....	\$ 6.00	\$ 6.58	\$ 8.00	
ALLEN LANE.....	\$ 5.58	\$ 6.56	\$ 7.58	
CARPENTER.....	\$ 5.56	\$ 6.54	\$ 7.56	
UPSAL.....	\$ 5.54	\$ 6.52	\$ 7.54	
TULPEHOCKEN.....	\$ 5.52	\$ 6.50	\$ 7.52	
CHELLEN AVENUE.....	\$ 5.51	\$ 6.49	\$ 7.51	
QUEEN LANE.....	\$ 5.49	\$ 6.47	\$ 7.49	
WESTMORELAND.....	\$ 5.47	\$ 6.45	\$ 7.47	
NORTH PHILA.....	\$ 5.45	\$ 6.43	\$ 7.45	
ZOO.....	\$ 5.41	\$ 6.39	\$ 7.41	
PENNA.-30th ST. UL.....	\$ 5.37	\$ 6.35	\$ 7.37	
SUBURBAN.....	\$ 5.34	\$ 6.32	\$ 7.34	
PHILADELPHIA				
	MU	MU	MU	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	●840	●844	●846	

# WESTWARD

161

FIRST CLASS					
●847	●849	●851	●853		
DAILY	DAILY	DAILY	DAILY		
P. M.	P. M.	P. M.	P. M.		
\$ 7.45	\$ 8.45	\$ 9.47	\$ 10.58		
\$ 7.46	\$ 8.46	\$ 9.48	\$ 10.59		
\$ 7.47	\$ 8.47	\$ 9.49	\$ 11.00		
\$ 7.49	\$ 8.49	\$ 9.51	\$ 11.02		
\$ 7.50	\$ 8.50	\$ 9.52	\$ 11.03		
\$ 7.52	\$ 8.52	\$ 9.54	\$ 11.05		
\$ 7.54	\$ 8.54	\$ 9.56	\$ 11.07		
\$ 7.56	\$ 8.56	\$ 9.58	\$ 11.09		
\$ 7.58	\$ 8.58	\$ 10.00	\$ 11.11		
\$ 8.01	\$ 9.01	\$ 10.03	\$ 11.14		
\$ 8.03	\$ 9.03	\$ 10.05	\$ 11.16		
\$ 8.07	\$ 9.07	\$ 10.09	\$ 11.20		
\$ 8.11	\$ 9.11	\$ 10.13	\$ 11.24		
\$ 8.14	\$ 9.14	\$ 10.16	\$ 11.27		
MU	MU	MU	MU		
	Will Run July 4				
P. M.	P. M.	P. M.	P. M.		
847	849	851	853		

# EASTWARD

FIRST CLASS					
848	850	852			
P. M.	P. M.	P. M.			
\$ 9.04	\$ 10.04	\$ 11.04			
\$ 9.02	\$ 10.02	\$ 11.02			
\$ 9.00	\$ 10.00	\$ 11.00			
\$ 8.58	\$ 9.58	\$ 10.58			
\$ 8.56	\$ 9.56	\$ 10.56			
\$ 8.54	\$ 9.54	\$ 10.54			
\$ 8.52	\$ 9.52	\$ 10.52			
\$ 8.51	\$ 9.51	\$ 10.51			
\$ 8.49	\$ 9.49	\$ 10.49			
\$ 8.47	\$ 9.47	\$ 10.47			
\$ 8.44	\$ 9.45	\$ 10.45			
\$ 8.40	\$ 9.41	\$ 10.41			
\$ 8.37	\$ 9.37	\$ 10.37			
\$ 8.34	\$ 9.34	\$ 10.34			
MU	MU	MU			
Will Run July 4					
P. M.	P. M.	P. M.			
DAILY EX. SAT. ●848	DAILY ●850	DAILY ●852			

# TICKET OFFICES OPEN FOR SALE OF TICKETS MAIN LINE TO HOLMES — PAOLI — DARBY

Station	Monday to Friday	Saturday	Sunday
Suburban Penna.-30th St. North Phila. Frankford Jet.	5.00 AM to 12 MID. All Trains All Trains 7.15 AM to 11.15 AM; 12.15 PM to 4.15 PM	5.00 AM to 12 MID. All Trains All Trains Closed Closed Closed	5.00 AM to 12 MID. All Trains All Trains Closed Closed Closed
52nd Street Overbrook Merion	5.00 AM to 8.10 AM 6.15 AM to 4.15 PM 6.30 AM to 11.00 AM; 11.30 AM to 3.00 PM	Closed Closed Closed Closed	Closed Closed Closed Closed
Narberth Wynnewood Ardmore	5.00 AM to 4.30 PM 5.15 AM to 4.30 PM 6.00 AM to 6.45 PM	Closed Closed Closed 7.00 AM to 11.00 AM; 12 NOON to 3.30 PM	Closed Closed Closed 7.00 AM to 11.00 AM; 12 NOON to 3.30 PM
Haverford Bryn Mawr	6.00 AM to 5.45 PM 6.00 AM to 6.45 PM	Closed 6.00 AM to 6.45 PM	Closed 7.00 AM to 11.00 AM; 12 NOON to 4.00 PM
Rosemont Villanova	6.00 AM to 10.05 AM 5.30 AM to 11.15 AM; 12.30 PM to 2.45 PM	Closed Closed	Closed Closed
Radnor	5.50 AM to 11.15 AM; 12.15 PM to 2.50 PM	Closed	Closed
St. Davids	5.30 AM to 11.35 AM; 1.10 PM to 3.05 PM	Closed	Closed
Wayne	5.40 AM to 5.30 PM	7.00 AM to 11.00 AM; 12 NOON to 4.00 PM	Closed
Stratford	6.15 AM to 10.30 AM; 12.15 PM to 4.00 PM	Closed	Closed
Devon	5.30 AM to 10.35 AM; 12.05 PM to 3.00 PM	Closed	Closed
Berwyn	6.05 AM to 11.00 AM; 11.30 AM to 2.35 PM	Closed	Closed
Paoli	5.30 AM to 8.15 PM	5.30 AM to 8.15 PM	5.30 AM to 8.15 PM
Darby	5.15 AM to 10.45 AM; 12.45 PM to 3.55 PM	Closed	Closed

## CHESTNUT HILL BRANCH

Station	Monday to Friday	Saturday	Sunday
Queen Lane	5.45 AM to 10.50 AM; 11.50 AM to 2.45 PM	Closed	Closed
Cheltenham Ave. Tulpehocken	5.30 AM to 5.00 PM 6.10 AM to 10.55 AM; 11.45 AM to 3.00 PM	6.30 AM to 11.00 AM Closed	Closed
Upsal	5.30 AM to 11.00 AM; 11.30 AM to 2.00 PM	Closed	Closed
Carpenter	6.00 AM to 11.15 AM; 12.40 PM to 3.25 PM	Closed	Closed
Allen Lane St. Martins	5.30 AM to 6.00 PM 6.00 AM to 10.50 AM; 11.45 AM to 2.55 PM	Closed	Closed
Chestnut Hill	5.30 AM to 11.05 PM	5.30 AM to 11.05 PM	6.00 AM to 11.05 PM

**WEST CHESTER BRANCH**

Station	Monday to Friday	Saturday	Sunday
49th Street	5.30 AM to 7.11 AM	Closed	Closed
Angora	6.00 AM to 10.30 AM; 11.15 AM to 2.45 PM	Closed	Closed
Fernwood-			
Yeadon	6.30 AM to 8.35 AM	Closed	Closed
Lansdowne	6.00 AM to 10.15 AM; 11.00 AM to 2.45 PM	Closed	Closed
Clifton-Aldan	6.00 AM to 10.10 AM	Closed	Closed
Primos	6.10 AM to 10.10 AM	Closed	Closed
Secane	6.00 AM to 9.30 AM	Closed	Closed
Morton-			
Rutledge	6.00 AM to 10.50 AM; 12.15 PM to 3.25 PM	Closed	Closed
Swarthmore	5.55 AM to 4.10 PM	5.55 AM to 10.05 AM 10.35 AM to 2.25 PM	Closed
Wallingford	6.00 AM to 10.20 AM; 11.10 AM to 2.50 PM	Closed	Closed
Moylan-Rose	5.45 AM to 11.15 AM; 12.05 PM to 2.35 PM	Closed	Closed
Valley	5.45 AM to 11.10 AM; 12.10 PM to 2.45 PM	Closed	Closed
Media	5.45 AM to 11.10 AM; 12.10 PM to 2.45 PM	Closed	Closed
Glen Riddle	5.45 AM to 8.15 AM; 9.30 AM to 10.15 AM	Closed	Closed
Lenni	10.15 AM to 11.00 AM; 12 NOON to 3.00 PM	Closed	Closed
Wawa	6.10 AM to 8.05 AM; 9.45 AM to 10.15 AM; 2.00 PM to 3.15 PM; 3.50 PM to 5.05 PM	Closed	Closed
Glen Mills	6.00 AM to 2.00 PM	Closed	Closed
Cheyney	6.45 AM to 11.45 AM; 1.50 PM to 4.50 PM	Closed	Closed
West Chester	5.30 AM to 8.15 PM	5.30 AM to 8.15 PM	5.30 AM to 8.15 PM

**SCHUYLKILL BRANCH**

Station	Monday to Friday	Saturday	Sunday
Wynnefield Ave.	5.45 AM to 10.45 AM	Closed	Closed
Bala	6.30 AM to 10.45 AM	Closed	Closed
Cynwyd	5.35 AM to 2.45 PM	Closed	Closed
Manayunk	6.45 AM to 10.45 AM	Closed	Closed
Conshohocken	6.00 AM to 10.30 AM; 11.30 AM to 3.00 PM	Closed	Closed
Norristown	7.00 AM to 4.00 PM	Closed	Closed
Haws Avenue	6.30 AM to 7.45 AM	Closed	Closed

## EXTRA STOPS — PASSENGER TRAINS

Train No.	Stop at	For
0701	Nields St., West Chester...	To let off passengers.
0703	Nields St., West Chester...	To let off passengers.
0719	Nields St., West Chester...	To let off passengers.
0727	Nields St., West Chester...	To let off passengers.
0745	Nields St., West Chester...	To let off passengers.
0728	Nields St., West Chester...	To take on passengers Saturday only.
0704	Nields St., West Chester...	To take on passengers Saturday only.
0716	Nields St., West Chester...	To take on passengers Saturday only.
0758	Nields St., West Chester...	To take on passengers Saturday only.
0736	Nields St., West Chester...	To take on passengers.
0744	Nields St., West Chester...	To take on passengers.
0752	Nields St., West Chester...	To take on passengers.
18	Paoli.....	Employees.
613	Paoli.....	Employees.
375	Fifty-Second St.....	Employees.
379	Fifty-Second St.....	Employees.

## TRAINS WAIT FOR CONNECTION

### AT PENNA. STA.-30th STREET

Divn.	Train No.	Penna. Sta.-30th St.	Mins. Wait	For Divn.	Train No.	Penna. Sta.-30th St.	For Psgrs.
N. Y.....	254	5.50 AM	3	{ P. T.....	304	5.39 AM	
N. Y.....	274	5.50 AM	3	{ Md.....	900	5.44 AM	
N. Y.....	200	6.00 AM	3	{ P. T.....	304	5.39 AM	
Md.....	909	6.38 AM	2	{ P. T.....	700	5.47 AM	
Md.....	911	6.58 AM	2	{ N. Y.....	3851	6.21 AM	
N. Y.....	202	7.00 AM	3	{ P. T.....	308	6.44 AM	
P. T.....	703	7.31 AM	2	{ P. T.....	805	6.53 AM	
Md.....	913	7.23 AM	3	{ P. T.....	706	6.52 AM	
Md.....	915	8.38 AM	5	{ P. T.....	654	7.19 AM	
P. T.....	327	11.23 AM	3	{ P. T.....	710	7.17 AM	
P. T.....	625	11.23 AM	3	{ P. T.....	654	7.19 AM	
P. T.....	621	4.46 PM	5	{ P. T.....	312	7.15 AM	
P. T.....	359	5.53 PM	3	{ N. Y.....	203	8.32 AM	
P. T.....	751	6.03 PM	3	{ N. Y.....	121	11.07 AM	
N. Y.....	154	6.17 PM	3	{ N. Y.....	219	4.38 PM	
P. T.....	363	6.53 PM	3	{ N. Y.....	221	5.38 PM	
P. T.....	755	6.58 PM	3	{ Phila.....	602	6.10 PM	
P. T.....	757	7.58 PM	3	{ N. Y.....	223	6.45 PM	
P. T.....	367	7.53 PM	3	{ N. Y.....	225	7.40 PM	
P. T.....	371	8.48 PM	3	{ N. Y.....	285	8.35 PM	
P. T.....	759	8.58 PM	3	{ N. Y.....	229	9.42 PM	
P. T.....	375	9.53 PM	3	{ Atlantic..	1038	9.58 PM	
P. T.....	761	9.58 PM	3	{ N. Y.....	287	10.45 PM	
Phila.....	35	10.20 PM	5	{ N. Y.....	189	11.23 PM	
P. T.....	377	10.53 PM	3				
P. T.....	765	11.27 PM	3				
P. T.....	379	11.48 PM	5				

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

When trains are running late and have passengers for suburban points and cannot connect at Penna. Sta.-30th Street with the last local train, the conductor must notify the superintendent as to the number of passengers and their destinations.

### AT NORTH PHILADELPHIA

Divn.	Train No.	No. Phila.	Mins. Wait	For Divn.	Train No.	No. Phila.	For Psgrs.
N. Y.....	254	5.59 AM	3	P. T.....	801	5.54 AM	
N. Y.....	202	7.08 AM	3	P. T.....	807	7.03 AM	
P. T.....	834	4.58 PM	3	N. Y.....	219	4.30 PM	
P. T.....	840	5.45 PM	5	N. Y.....	221	5.29 PM	
P. T.....	844	6.43 PM	5	N. Y.....	223	6.36 PM	
P. T.....	846	7.45 PM	5	N. Y.....	225	7.32 PM	
P. T.....	850	9.45 PM	5	N. Y.....	229	9.33 PM	

NOTE—P.R.S.L. trains will wait 5 minutes at North Philadelphia station for delayed New York-Philadelphia hourly trains, and trains from Washington and the West.

Trains to Washington and Harrisburg, will wait 5 minutes at North Philadelphia station for delayed P.R.S.L. trains.

### EXPRESS AND MAIL TRAINS

(Run as Passenger Extra and time shown conveys no time-table authority.)

Stations	SOUTHWARD ±D-453 Daily Ex. Sun.		NORTHWARD D-452	
	Leave	Arrive	Leave	Arrive
Penna. Sta.-30th St.	E 3.40		E 1.30	
Arsenal.....	3.44		1.26	
Brill.....	3.47		1.23	
Arrive	A.M.	Leave	A.M.	Arrive
	D-453		Daily Ex. Mon. ±D-452	

D-453 will not run July 4, Sept. 7.

D-452 will not run July 5, Sept. 8.

# ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no time-table authority

Stations	P-29 (1)	S-3 (8)	P-19 (14)	N-3 (3)	P-9 (14)	N-21 (2)	MD-7 (14)	S-5 (2)	MD-117 (1)	TP-1 (3)	ME-1 (1)	BL-5 (1)	1. Daily. 2. Daily except Sunday. 3. Daily except Monday. 4. Daily except Tuesday. 5. Daily except Saturday. 6. Runs Tuesday, Thursday and Saturday. 7. Runs Sunday, Monday, Wednesday and Thursday. 8. Runs Wednesday, Friday and Sunday. 9. Daily except Friday and Saturday. 10. Seasonable. 11. Monday, Wednesday and Friday. 12. Daily except Sunday and seven recognized holidays. 13. Daily except Saturday and Sunday. 14. As required.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Holmes.....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

# ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	FJ-6 (1) A.M.	P-2 (1) A.M.	BL-6 (1) A.M.	MD-116 (1) A.M.	S-6 (3) A.M.	MD-14 (1) A.M.	MD-16 (1) A.M.	TP-2 (1) A.M.	S-12 (6) A.M.	LCL-2 (4) A.M.	BF-14 (1) A.M.	MD-6 (1) A.M.
Paoli.....	12.15	2.00								7.00	7.45	
Overbrook.....	2.45									7.30		
Mt. Carbon.....									5.45			
Reading.....					3.00				11.59			
Park.....					9.15			5.45				9.00
Brill.....			2.30	2.45		3.30	4.30	6.45			9.30	
Zoo.....												
Stadium.....		5.00										
Frankford Jct.....	2.00			4.30		4.15	5.15			8.30		9.45
Jersey.....			3.00									
Holmes.....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Stations	MD-12 (1) P.M.	P-8 (1) P.M.	ME-2 (1) P.M.	SP-8 (1) P.M.	BP-2 (1) P.M.	MD-10 (6) P.M.	S-14 (2) P.M.	BP-6 (1) P.M.	PT-84 (1) P.M.	N-9 (5) P.M.	N-28 (2) P.M.	FW-8 (1) P.M.	CS-2 (1) P.M.	S-4 (2) P.M.	SP-2 (1) P.M.	HC-2 (1) P.M.
Paoli.....		1.30		2.30												
Overbrook.....		2.30														
Mt. Carbon.....																
Reading.....							6.30									
Park.....							Norris									
Brill.....	12.45		1.45		3.30	6.00	9.00P	7.30	8.00					11.01		
Zoo.....								8.30						3.15		
Stadium.....		4.45		4.30	5.30					8.10	10.00				1.30	
Frankford Jct.....										10.45	12.45					
Jersey.....									8.55							1.15
Holmes.....	1.15		4.15			6.30				11.01	1.00	12.01	12.30		A.M.	A.M.
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

ARRANGED FREIGHT TRAIN SERVICE -- EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	2/PT-28 (3) A.M.	S-8 (2) A.M.	PT-42 (5) P.M.	PT-46 (5) A.M.	PT-92 (11) P.M.	PT-36 (2) P.M.	PT-28 (2) P.M.	PT-34 (2) P.M.	PT-88 (2) P.M.								
Paoli.....		A.M.		11.05	P.M.				P.M.								
Overbrook.....				1.30													
Darby.....	2.40						3.00										
Paschall.....								4.00									
Grays Ferry.....	3.20						3.45										
Stadium.....								4.45									
Mt. Carbon.....		8.15															
Birdsboro.....		11.01															
Oaks.....					12.45				6.30								
Norris.....									6.55								
Manayunk.....									8.00								
Park.....					3.30												
Glen Mills.....			1.00														
Media.....																	
Fernwood.....						1.30P											
Penrose.....			2.40			2.00P											
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.								

# **ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD**

The time shown conveys no time-table authority

Stations	PT-47 (5)	PT-35 (2)	PT-29 (2)	PT-93 (11)	PT-33 (2)	PT-41 (5)	S-7 (2)	PT-37 (2)	PT-39 (2)	2/PT-29 (2)							
Penrose.....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.							
Fernwood.....		7.40 8.15				8.30											
Media.....																	
Glen Mills.....						12.01											
Park.....				9.30													
Manayunk.....									9.00								
Norris.....				12.01				3.20	10.00								
Oaks.....								3.45									
Birdsboro.....							12.30										
Mt. Carbon.....							3.30										
Stadium.....					9.35												
Grays Ferry.....			9.00							9.00							
Paschall.....					10.15												
Darby.....			10.00							9.50							
Overbrook.....	6.55																
Paoli.....	10.00																
	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.							

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Uniforms

**100J-1A.** 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 coat may be worn May 1st to October 31st, both inclusive.

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

### Firing Steam Engines—Restrictions

**100L-1A.** Working at fires or applying blowers while in piers or warehouses, is prohibited.

Barring or hooking the fire or applying fuel just before entering or while passing through tunnels and under bridges is prohibited.

Enginemen and firemen must not shake or bar fires on engines while on either No. 1 or No. 2 tracks between Shore and Jersey and on No. 2 and No. 3 tracks, West Philadelphia Elevated Branch, between Arsenal and Zoo.

Enginemen and firemen must work together to prevent the unnecessary blowing of safety valves. All other unnecessary noises must be eliminated.

At all points on the division, the grates must not be disturbed or shaken and the scraper and slash bar must not be used while on trestles or undergrade bridges.

Enginemen and firemen must know that ash pans are closed before shaking grates, to prevent fire from falling to ties or any other portion of the roadbed.

### Instructions While on Property—Oil Refineries

**100L-2A.** While on the property of the Atlantic Refining Company, Point Breeze and Gulf Refining Company, Girard Point, all employes will be governed by the following instructions:

Smoking, or the carrying of lighted cigars, cigarettes, or pipes, or the striking of matches for any purposes whatsoever is prohibited.

The use of oil hand lanterns or lighted torches is prohibited. This includes lighted hand lanterns on engines.

Electric hand lanterns are located at the assistant yardmaster's office at Girard Point, and it is the duty of the conductor of a crew entering or doing work on either of the above properties to know that his crew is equipped with electric hand lanterns.

### Snow Melting Oil—Use of

**100L-3A.** Oil for melting snow is used on switches of all interlockings.

Unauthorized employes are prohibited from handling hydrocarbon (snow melting oil) or containers, regardless of whether they are loaded or empty.

Smoking or using open flame (including hand lamps) where this oil is stored is prohibited.

### Employes Permitted to Ride on Engines, etc.

**100O-1A.** Referring to Rule O, the following designated employes will be permitted to ride on freight trains and engines, or on front platforms of multiple unit trains.

Movement Directors.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors of Telegraph and Signals, Assistants, T. and S. Inspectors, Foremen, Power Directors, Linemen and Maintainers in their district.

Supervisors of Track, Assistants and Foremen in their districts.

Fire Marshal.

Special Duty Enginemen.

Instructors of Firemen and Air-Brake Instructor.

Smoke Inspector.

Instructors Train Service.

Supervisor of Structures and Assistant.

Railroad Police Officers in discharge of their duties.

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 operating cab of an engine hauling a passenger train, two men in addition to the engineman and fireman.

### Unauthorized Persons on Rear of Passenger Trains

100O-2A. Unauthorized persons are prohibited from riding on the rear of passenger trains.

Trainmen are required to ride on the rear of trains through tunnels and over bridges indicated below:

#### Tunnels

No. 1.17—Market Street

No. 87.81—Race Street

No. 87.41—Powelton Avenue

No. 2.23—36th Street

No. 2.68—New York-Pittsburgh Subway

#### Bridges

No. 2.07—Delaware River—between Shore and Jersey Interlocking.

No. 87.14—Schuylkill River—Girard Avenue (Zoo Interlocking).

No. 4.17—52nd Street Jumpover—Schuylkill Branch.

No. 7.70—Schuylkill River—between Barmouth and Manayunk.

Designated employes will be permitted to ride on the rear end of passenger trains only upon presentation of special permit endorsed by the superintendent.

### Hours of Service

100Q-1. Referring to Rule Q, conductor, trainman, engineman, fireman, or driver of track car after being on duty 14 hours must notify the superintendent the time he will be on duty 16 hours.

### Personal Injuries

#### 100R-2A. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone Number
Philadelphia	F. L. Abbott, M.D.	
	3116 North Broad Street	RAcliff 5-2396
	J. Wesley Anders, M.D.	
	1329 W. Somerset Street	Baldwin 9-3700
	George E. Firth, M.D.	
	Office: 3258 Knorr Street	Mayfair 4-6122
	Residence: 1001 Howarth Street	CUMbrld 8-1130

Location	Name and Address	Telephone Number
Philadelphia	A. Weise Hammer, M.D. 323 S. 17th Street Wm. J. Harrison, M.D. 6609 Lincoln Drive H. B. Hamilton, M.D. 15 North 32nd Street O. K. Reed, M.D. 4310 Walnut Street Joseph S. Kenny, M.D. 5500 Lansdowne Avenue J. J. Simkins, M.D. 1521 N. 15th Street L. W. Stevens, M.D. 133 S. 36th Street, or Presbyterian Hospital Leopold S. Vaccaro, M.D. 1917 S. Broad Street	PE 5-8233 FRemont 7-2100  Victor 4-0994 EVergreen 2-1000 Ext. 2955  EVergreen 6-7086  TRinity 7-9235  STevenson 4-4890  EVergreen 2-2211 EVergreen 2-4200  DEwey 4-4370
Chestnut Hill	E. W. McCloskey, M.D. 7 East Chestnut Avenue	CHesthil 7-0141
Narberth	E. C. Town, M.D. 200 Narberth Avenue	Narberth 8-3640
Bryn Mawr	Alan P. Parker, M.D. Office: Bryn Mawr Medical Building Residence: Radnor and Fishers Roads C. S. Pennypacker, M.D. Office: Bryn Mawr Medical Building Residence: 111 E. Montgomery Ave.	BRynmr 5-2037 BRynmr 5-3123  BRynmr 5-1427 Ardmore 0347
Paoli	R. C. Hughes, M.D. Darby and Lancaster Pike	Paoli 2092
Norristown	E. S. Buyers, M.D. 1533 DeKalb Street	Norristown 0350
Phoenixville	J. E. Gotwals, M.D. 500 Gay Street	Phoenixville 2525
Reading	H. B. Hamilton, M.D. Medical Examiner W. A. Lebkicker, M.D. 25 South Fifth Street Residence: Sinking Spring M. B. DeWire, M.D. 225 North Sixth Street	Reading 4-4966  Reading 3-2472 Sinking Spring 8229  Reading 2-5426
Hamburg	G. F. Potteiger, M.D. 13 North Fourth Street	Hamburg 562
Pottsville	H. B. Hamilton, M.D. Medical Examiner J. S. Carpenter, Jr., M.D. Office: 718 Mahantongo Street Residence: 1335 Howard Avenue	Pottsville 671  Pottsville 432-J Pottsville 432-M
West Chester	I. Pemberton P. Hollingsworth, M.D. 411 North Walnut Street	West Chester 3188

¶At Reading —2.15 P.M. to 4.30 P.M. Second  
Thursday of each month.

§At Pottsville —10.00 A.M. to 12.00 Noon Third  
Thursday of each month.

NOTE—Medical Examiners will not have office hours on New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

**100R-3A. Location of Hospitals**

Location	Name and Address	Telephone Number
Philadelphia	Hahnemann Hospital Broad above Race Streets	LOcust 4-5000
	Presbyterian Hospital 39th and Filbert Streets	EVergreen 2-4200
	University Hospital 34th and Spruce Streets	EVergreen 2-4600
	St. Agnes Hospital Broad and Mifflin Streets	HOward 5-2500
	Methodist Episcopal Hospital Broad and Wolf Streets	HOward 5-1234
	Mt. Sinai Hospital 1429 South 5th Street	HOward 5-1100
	Jefferson Hospital 10th and Sansom Streets	KIngsly 6-1000
	Graduate Hospital (U. of P.) 19th and Lombard Streets	PEnpkr 5-2400
	Temple University Hospital Broad and Ontario Streets	BAldwin 3-8000
	St. Luke's Hospital Thompson and Franklin Streets	FRemont 7-2100
	Episcopal Hospital Front Street and Lehigh Avenue	REgent 9-5446
	Northeastern Hospital Allegheny Avenue and Tulip Street	REgent 9-8300
	Frankford Hospital Frankford Ave. and Wakeling St.	JEfferson 5-1170
Chestnut Hill	Chestnut Hill Hospital 8835 Germantown Avenue	CHesthil 7-4600
Bryn Mawr	Bryn Mawr Hospital Bryn Mawr Avenue	BRynmr 5-1800
West Chester	Chester County Hospital Boot Road	West Chester 0895
Roxborough	Memorial Hospital Ridge Ave. and Jamestown Street	IVyridge 3-4550
Norristown	Montgomery Hospital Powell and Fornance Streets	Norristown 5500
Phoenixville	Phoenixville Hospital Nutt Road	Phoenixville 821
Pottstown	Pottstown Hospital 724 North Charlotte Street	Pottstown 1600
Reading	Community General 135 North Sixth Street	Reading 5175
	Reading Hospital Sixth Avenue and Spruce Streets, West Reading	Reading 5101
	St. Joseph's Hospital Walnut and Birch Streets	Reading 7251
Pottsville	Pottsville Hospital Mauch Chunk and Jackson Streets	Pottsville 3200

**100R-4A. First-Aid Boxes and Stretchers, Location of First-Aid Boxes:**

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

At each passenger and freight station.

At yard offices and other suitable places in the larger yards, car inspectors' offices, power plants, substations, block and inter-

locking 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, except multiple unit trains.

Stretchers are in each block and interlocking station and yard offices.

# OPERATING RULES

## STANDARD TIME

1001-A1. Eastern Standard Time applies on this Division.

## TIME-TABLES

### Letters and Characters

1004-A. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✚—Passenger train—rail motor cars.
- \*—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates shown on schedule pages.

### 1004-B1.

- MU**—Multiple unit.
- UL**—Upper Level Penna. Station-30th St.
- P**—Regular stop to receive or discharge passengers to or from points south of Washington.
- Q**—Regular stop to receive passengers for Lancaster and beyond.
- R**—Regular stop Saturday, Sunday and Sept. 7.
- T**—Regular stop to receive or discharge passengers for Lancaster, Pittsburgh and beyond.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- V**—Regular stop to receive passengers for Harrisburg and points west and north thereof.
- W**—Stop only on notice to conductor to discharge passengers from points west of Pittsburgh.
- X**—Regular stop to receive passengers for Lewistown and points west of Pittsburgh.
- Y**—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
- Z**—Stop daily except Saturday, Sunday and Sept. 7, to discharge passengers.  
Saturday, Sunday and Sept. 7, to receive and discharge passengers.

## ENGINE WHISTLE SIGNALS

### 1014-1. Recalling Flagman

Single Track	Westward	Eastward
Between Phoenixville and Laurel Jct...	14-E-----	14-D-----
Single Track	Northward	Southward
Between West Chester and Elwyn.....	14-D-----	14-E-----

### TWO OR MORE MAIN TRACKS

West Chester Branch	No. 2 Track	No. 1 Track
Between Elwyn and 49th St.....	14-E-----	14-D-----
Between 49th St. and Arsenal.....	14-EC-----oo	14-DC-----oo

Schuylkill Branch	No. 2 Track	No. 1 Track		
Between Valley and Park.....	14-EC-----oo	14-DC-----oo		
Between Park and Phoenixville.....	14-E-----	14-D-----		
Chestnut Hill Branch	No. 2 Track	No. 1 Track		
Between Chestnut Hill and North Phila.	14-EC-----oo	14-DC-----oo		
D. R. R. and B. Co. Branch	No. 2 Track	No. 1 Track		
Between Shore and Division Post (Atlantic Division).....	14-EC-----oo	14-DC-----oo		
Grays Ferry Branch	No. 2 Track	No. 1 Track		
Between Zoo and Arsenal.....	14-E-----	14-D-----		
West Phila. Elevated Branch	No. 3 Track	No. 2 Track		
Between Zoo and Brill.....	14-EB-----o	14-DB-----o		
Delaware Extension	No. 2 Track	No. 1 Track		
Between Arsenal and End of Main Track.....	14-EC-----oo	14-DC-----oo		
Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Between Arsenal and Brill.....	14-E -----			14-D -----
Brill to Division Post (Mary- land Division).....	14-E -----	14-EB -----o	14-DB -----o	14-DA -----
Division Post (Phila. Divn.) and Division Post (New York Division).....	14-EA -----	14-EB -----o	14-DB -----o	14-DA -----
Suburban Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Between Zoo and Broad.....	14-EA -----	14-EB -----o	14-DB -----o	14-DA -----

**1014(l)-A1. In the application of Rule 14 (l).**

The signals prescribed by Rule 14 (l) will not be prolonged or repeated between the following points:

Eastward Limit, Brooke interlocking and Mile Post 50  
Court Street Track, Reading.  
Westward Limit, Reading interlocking and Grounds  
Borough of Hamburg.  
Carbon and Pottsville.

**Discovery of Fire—Girard Point District**

**1014(p)-A1.** Any employe who discovers a fire in the Girard Point district will at once notify the engineman of any engine in that district, who will immediately sound an alarm by a succession of short blasts of the engine whistle.

**1014(r)A-1. Rule 14 (r) will apply:**

When stops are to be made for water:

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Eastward	Brooke	Pottstown
Westward	Phoenixville	Pottstown
Westward	Brooke	Reading

Signalman will notify train dispatcher promptly.

## USES OF SIGNALS

### Fusees and Torpedoes

**1035-B1.** On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

Fusees must not be used between Suburban station and Zoo interlocking.

**1035-C1.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	20
Freight Service	6	12
Runner Service	6	12
Engines	3	6
Track Cars	8	8

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

### Facing Hand-Operated Switches

**1037-C.** Train orders on main tracks and verbal permission of signalman when authorized by the superintendent on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal.

## Facing Hand-Operated Switches Connected with Manual Block Signal

### 1037-C1. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
<b>Schuylkill Branch:</b> Phoenixville	Westward	Single	Phoenixville—Block Station and M. P. 29
Phoenixville	Westward	Single	Phoenixville—Block Station and M. P. 30
Phoenixville	Eastward	No. 1	Phoenixville—Block Station and M. P. 26
Brooke	Eastward	Single	Brooke—Block Station and M. P. 47
Brooke	Eastward	Single	Brooke—Block Station and M. P. 47
Brooke	Westward	Single	Brooke—Block Station and M. P. 52
Reading (East Reading)	Eastward	Single	Reading—Block Station (East Reading) and M. P. 56
Carbon	Eastward	Single	Carbon—Block Station and M. P. 93
Carbon	Westward	Single	Carbon—Block Station and M. P. 94
<b>West Chester Branch:</b> Glen Mills	Northward	Single	Glen Mills—Block Station M. P. 20
Cheyney	Southward	Single	Cheyney—Block Station and M. P. 23
Cheyney	Southward	Single	Cheyney—Block Station and M. P. 23

NOTE—A train or engine receiving train order on main track or in the application of **Rule 362** verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

### Classification of Cars Over Humps—53rd Street and Greenwich

**1045-A1.** Repeater color lights at 59th Street and Greenwich, and color light fixed signal indications governing switching movements over humps are as follows:

Green—Switching movement proceed.

Red—Switching movement stop.

Double Red—Switching movement reverse.

Other than switching movements over these humps will be governed by hand or lamp signals, or instructions from yard master or his representative.

### SUPERIORITY OF TRAINS

**1072-A1. West Chester Branch.** (Between Wawa and West Chester.) Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

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

**Schuylkill Branch.** (Between Phoenixville and Laurel Jct.) Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

### GENERAL ORDERS

#### Bulletin Boards, Employees' Registers, Standard Clocks

**1075-A1.** Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
		X	Superintendent's Office— Train Dispatcher's Office.	
X	X	X	Suburban Station— Station Master's Office.	Md., N. Y., Phila.
X	X	X	Penna. Station-30th St.— Crew Dispatcher's Office.	Phila., N. Y., Md., Delmarva. P R S L-Atlantic N. Y. & L. B. R. R. Wash. Terminal
X	X	X	Race Street Engine Terminal— Crew Dispatcher's Office.	N. Y., Md., Phila., Delmarva. Atlantic-P R S L N. Y. & L. B. R. R. Wash. Terminal
X	X		Pennsylvania Coach Yard— Crew Dispatcher's Office.	
X	X		Mantua Yard.	Philadelphia New York Maryland
X	X		44th Street—Yard Office.	
X	X	X	46th Street Engine House— Foreman's Office.	Philadelphia New York Penna.-Reading Seashore Lines Atlantic Maryland N. Y. & L. B. R. R. Wash. Terminal
X	X	X	53rd Street—Yard Office.	Philadelphia Maryland New York
X	X		Gray's Ferry—Yard Office.	Maryland
X	X		16th and Washington Avenue— Yard Office.	
X	X		D-16—Yard Office.	
X	X		Dock Street—Yard Office.	
X	X		Delaware Ave. and Morris St.— Yard Office.	
X	X		Pennsylvania Produce Terminal Yard—Yard Office.	
X	X		Old Greenwich—Yard Office.	
X	X		Burma—Yard Office.	
X	X		Greenwich Classification Yard— Yard Office.	
X	X		Greenwich Coal Yard—Yard Off.	
X	X	X	South Philadelphia Engine House— Foreman's Office.	Philadelphia Maryland New York
X	X		Girard Point—Yard Office.	
X	X		Penrose Yard—Yard Office.	Maryland
X	X		Engelside Freight Station— Agent's Office.	
X	X		Margie Street Yard—Yard Office.	
X	X		Midvale—Yard Office.	
X	X	X	Chestnut Hill Passenger Station.	New York
X	X		Tacony—Yard Office.	
X	X		Frankford Junction— Crew Dispatcher's Office.	Penna.-Reading Seashore Lines Atlantic
X	X		C Street—Yard Office.	
X	X		Tioga Street—Freight Agent's Office	
X	X		Shackamaxon—Yard Office.	

Bulletin Board	Employee's Register	Standard Clock	Location	Other Divisions
X	X	X	Paoli—Yard Office.	Philadelphia
X	X	X	Media—Passenger Station.	Maryland
X	X	X	Wawa Interlocking Station.	Maryland
X	X	X	West Chester Passenger Station.	Maryland
X	X	X	Carbon: Yard Office	Susquehanna Philadelphia L.V.R.R. D.&H.R.R.
X	X	X	Reading: Block Station	Philadelphia
X	X	-----	Pottstown: Yard Office	-----
X	X	X	Phoenixville: Block Station	-----
-----	X	-----	Phoenixville: Nutt's Ave. Machinists Bldg.	-----
X	X	-----	Haws Avenue Passenger Station.	-----
X	X	-----	Machinist's Office, Chain Street, Norristown.	Philadelphia
X	-----	-----	Lehigh Valley R. R. Crew Dis- patcher—Delano	Phila. Term.

NOTE—X indicates in service.

**1075-A2.** Bulletin board locations where sixth paragraph, Rule 75, will apply:

Point	Location of Bulletin Boards
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No exceptions to sixth paragraph, Rule 75, on this Division.

### Standard Clocks

**1075-A3.** Standard clocks at other points:  
All Block and Interlocking Stations.

### General Order Zones

**1075-A4.** General order zones of this division are as follows:

**Zone A—**Westward limits Overbrook interlocking to Division Post (Philadelphia Division).

**Zone B—**Eastward limits Zoo interlocking (33rd Street) to Division Post (New York Division) and to Division Post (Atlantic Division) Jersey, including Chestnut Hill branch, and all adjacent yard territory eastward from Zoo interlocking (33rd Street) and north of Callowhill Street.

**Zone C—**Suburban station to westward limits of Overbrook Interlocking, eastward limits Zoo interlocking (33rd Street), Division Post (Maryland Division), and Delaware Extension, including all yard territory in this area and north on Delaware Avenue to Callowhill Street.

**Zone D—**Schuylkill Branch: Valley to Laurel Junction and to Division Post (Phila. Division) Ernest, including Wye tracks.

**Zone E—**West Chester Branch: Arsenal to Division Post (Maryland Division) Octoraro Secondary track and Naught yard running track and to West Chester, also to Division Post (Phila. Division), Frazer yard running track.

## Qualification of Conductor or Engineman

**1075-A5.** A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of twelve months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

Conductors or enginemen extending their qualifications by making trips (not in service) must be re-examined after the expiration of one year.

**NOTE—**Referring to **Rule 75** and **Special Instruction 1075-A5:** It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under this instruction

## Crews Relieved—No Register

**1075-A6.** Conductor of crew relieving a crew at point where there is no employees' register will be responsible for the engine and train crew when starting work, but all employees must personally register at the first opportunity after going on duty.

## Train and Engine Crews— Report and Register for Duty

**1075-A7.** Unless otherwise instructed, train and engine employees will be required to report for duty as indicated below but in no instance must register later than the time specified, nor more than thirty minutes prior thereto.

		Number of minutes required to register in advance of departing time.			
Location	Service	Passenger Trainmen	Passenger Engine Crews		
			Steam Engines	Electric Engines	MU Trains
Suburban Station	MU Trains	25	—	—	25
Chestnut Hill	MU Trains	20	—	—	20
Paoli	MU Trains	20	—	—	20
Haws Avenue	MU Trains	20	—	—	20
Media	MU Trains	25	—	—	25
Wawa	MU Trains	25	—	—	25
West Chester	MU Trains	25	—	—	25
46th St. Engine Terminal	Trains from Zoo, North Phila., Penna. coach yard, Penna. Sta- tion-30th St. and adjacent points.	—	90	—	—
Penna. Station- 30th Street	Trains from Penna. Station-30th St., Penna. coach yard, Mail platform and adjacent points.	35	—	—	—
	Trains from North Phila., Zoo and Suburban Station.....	60	—	—	—
Race St. Engine Terminal	Trains from Penna. Station-30th St., Zoo, Penna. coach yard and adjacent points.....	—	—	70	—
	Trains from North Phila.	—	—	90	—
	Relief crews.	—	60	60	—
	Trains from Mail Platform.	—	—	—	25

## MOVEMENT OF TRACK CARS

### Referring to Rule 80

**1080-A1.** On the Schuylkill branch (Between Haws Avenue and Laurel Jct). The movement of track cars on main tracks will be governed by **Rule 317**, except, that trains must not be admitted to a block occupied by a track car.

## MOVEMENT OF TRAINS

### Referring to Rule S-83

**1083-A1. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

### Referring to Rule D-83

**1083-B. Rule D-83:** Except on portions of the railroad where **Rules 251** or **261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

### Train Ready Indicators—Penna. Sta.-30th Street—Upper Level

**1084-A1.** At Penna. Sta.-30th Street, when eastward passenger trains are ready to leave, conductor will push button on post adjacent to track on which train is standing, unless interlocking signal is displayed for train to proceed. Receipt of signal by Broad will be indicated by flashlight. If flashlight is not received, conductor will call Broad on telephone located on platform. After train has started, train director at Broad will extinguish flashlight.

### Train Ready Indicators—Penna. Sta.-30th Street—Lower Level

**1084-A2.** Train Ready Indicators located overhead, applying to trains on each track, made up of two (2) lights—Green and Yellow, and push buttons at convenient locations marked conductor, flagman, Penn and cancel.

When train is ready to proceed insofar as each individual member of train crew and station force is concerned, they will be governed as follows:

When travel has descended from main concourse to platform at about fifteen (15) seconds before time of departure, when possible, the station attendant will press key in receptacle in stairhead in concourse, illuminating amber light on platform columns above button locations.

Upon receipt of station attendant's amber light and travel has boarded in his vicinity, flagman will press button marked flagman, illuminating yellow light on indicator. Conductor, or other member of his crew at his direction, will press button marked conductor, illuminating green light on indicator.

The conductor will observe indicator and when the green and yellow lights are illuminated and the amber light above the button locations is illuminated, will tap to Penn and give proper communicating signal to proceed.

After train has departed station attendant will press button marked cancel, which will extinguish all lights on indicators and columns.

### Train Ready Indicators—North Philadelphia—Eastward Platform—Westward Platform

**1084-A3.** At North Philadelphia station, eastward platform, when passenger trains are ready to leave, conductor will push button on post adjacent to track on which train is standing, unless interlocking signal is displayed for train to proceed. Receipt of signal by signalman North Philadelphia will be indicated by flash-

light. If flashlight is not received, conductor will call signalman North Philadelphia on telephone located at top of stairway.

After train has started, signalman at North Philadelphia will extinguish flashlight.

At North Philadelphia station, westward platform, train ready indicators located overhead, applying to trains on each track, made up three (3) lights—green, yellow and lunar white, with push buttons at convenient locations marked conductor, flagman, starter, and cancel.

The departure of a train will be effected as follows:

When travel in his vicinity has boarded train, flagman will press button marked flagman, illuminating yellow light on indicators. Conductor (or other member of his crew, at his direction) will press button marked conductor, illuminating green light on indicators. Platform attendant will then press button marked Starter, illuminating lunar white light on indicators, and green light in light panel on operator's table in North Philadelphia Interlocking Station.

The conductor will observe indicator, and when all lights are illuminated will give proper communicating signal to enginemen to proceed.

After train has departed platform attendant will press button marked Cancel, which will extinguish all lights on indicator.

### Yard Limits

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

TRACK	BETWEEN	AND
West Chester Branch.....	2,783 feet South of MP 26.	Southward Home Signal
West Chester		
Spring City	4,873 feet West of MP 30.	890 feet West of MP 33.
Pottstown..	3,284 feet West of MP 37.	1,300 feet West of MP 42.
Reading....	5,048 feet West of MP 55.	230 feet West of MP 61.
Carbon....	4,112 feet West of MP 92.	3,216 feet West of MP 95.

**1093-B1. Rule D-93 in effect as follows:**

	TRACK	BETWEEN	AND
Main Line to Holmes	No. 1, No. 2, No. 3 and No. 4	Zoo Interlocking	North Phila. Interlocking
Main Line to Paoli	No. 1, No. 2 and No. 4	Overbrook Interlocking	Zoo Interlocking
Suburban Line	No. 1, No. 2, No. 3 and No. 4	Zoo Interlocking	Broad Interlocking
Main Line to Darby	No. 1 and No. 4	Arsenal Interlocking	Brill Interlocking
BRANCHES			
West Phila. Elevated	No. 2 and No. 3	Zoo Interlocking	Brill Interlocking
Grays Ferry	No. 1 and No. 2	Zoo Interlocking	Arsenal Interlocking
Delaware Extension	No. 1 and No. 2	Arsenal Interlocking	End of Main Track

### Authority to Proceed as an Extra

**1097-A1.** Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except at Suburban station, Pennsylvania Station-30th Street, North Philadelphia station by station master, Pennsylvania coach yard, Paoli coach yard by yard master or their representative.

### Non-Interlocked Railroad Crossings At Grade

**1098-A1.** Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Grade crossing of the B&O Railroad with P.R.R. at Delaware Ave. and Vandalia St.	P.R.R. Position Light B&O Color Light	Proceed 10 miles per hour	All switches are hand operated	1
Grade crossing of the P.R.R. 80th Street Track and Reading Co., Chester Branch	Semaphore	Proceed	Signals and derails must be operated by trainmen.	2
Grade crossing of the Red Arrow Railroad with P.R.R. at W. Chester Pike, Llanerch, Pa.	Stop Sign	Stop		3
Pottsville: East of Norwegian Street; Reading Co.	Position Light	Clear	It must be known that crossing is clear. Permission obtained from Carbon.	4

#### NOTE:

1. Controlled by Baltimore and Ohio Railroad. In case signals fail to operate for movement of trains or engines over the crossing a Baltimore and Ohio Railroad clearance card must be procured.
2. Normal position of signals and derails, Reading Co. signals at stop and derails open. P. R. R. signals at proceed and derails closed.

If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will, after protecting crossing ascertain that derails are in proper position for movement, pass signal in stop position and report to superintendent involved from first point of communication where the report can be made without serious delay.

3. Each movement of engine, car or train will approach this crossing at grade prepared to stop and before moving over this crossing at grade a member of train crew equipped with a red flag by day and a red light by night must precede each movement.
4. Normal position of target is for P. R. R. movement. Trainmen of Reading Company trains who operate this target will leave same in normal position after using.

### Movable Bridge—Not Part of an Interlocking

**1098-B1.** To authorize an engine with or without cars to pass a stop signal governing movements over Grays Ferry movable bridge, the following instructions will apply:

1. The bridge tender must personally examine or have knowledge from an authorized maintainer or M W representative that the movable bridge is in place, with rails lining up properly, locked and safe for the movement and that smash boards are secured in vertical position.
2. This information must then be given to the Yard Master or his representative who will, in writing, authorize the engine to proceed as though restricting signal were displayed.

**1099-A2.** At Paoli, engineman or conductor of eastward trains will call the flagman with push button located in telephone box at eastward home signal bridge, 1,370 feet westward from Paoli Interlocking Station, operating call bells approximately 800 feet apart, from a point 1,500 feet westward from home signal bridge to Division Board (Philadelphia Division).

At Overbrook, engineman or conductor of eastward trains will call the flagman with push-button located in telephone box at eastward home signal bridge or on signal relay case 1,300 feet eastward from Overbrook interlocking station, operating call bells approximately 800 feet apart between Merion and Narberth. Standard code will be used.

The engine whistle must not be used for calling flagmen of eastward trains unless push-button is out of order.

**1099-A3.** Westward trains stopped at Phoenixville will not use engine whistle to recall flagman.

An electric horn is located at east end of Phoenixville Bridge to be operated from a switch located on east side of telephone box at westward home signal.

### Referring to First Paragraph Rule 103

**1103-A1.** When cars are being pushed or backed by an engine between 52nd Street and Overbrook, and signals from the trainman stationed on the leading car cannot be properly observed by the engine crew, a back-up hose must be used.

When multiple unit cars are being pushed or backed between Suburban station, Pennsylvania Station-30th Street and the passenger car yards, or mail house, a back-up hose must be used and engineman notified.

### Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

**1103-A2.** At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location
Warehouse	Gates Street	Manayunk
Storage	Righter Street	Spring Mill
*Middle Siding	Synthane Corp.	Creek
Storage	Bridge Street	Spring City
Lock Siding	Moser Road	Pottstown
Lock Siding	Keim Street	Pottstown
Lock Siding	Hanover Street	Pottstown
*Hoppel Ind. and No. 1 and No. 2 Storage	State Highway Route No. 83	West of Monocacy
Storage	Main Street	Shoemakersville
*Siding	State Street	Hamburg
Newtown Square	Garrett Road	Upper Darby

\* If lights are not flashing a member of crew must operate push button located in box marked "PB" adjacent to crossing, hold it pushed, prior to and during movements and observe that crossing lights are operating properly.

### Interrupting Operation of Automatic Highway Crossing Protection Manually

**1103-A5.** At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location
Main	*Walnut Street	Hamburg
Main	*Pine Street	Hamburg
Main	*Washington Street	Hamburg
Main	*State Street	Hamburg

\* Button located at Water Station, east of Walnut Street.

### Interrupting Operation of Automatic Highway Crossing Protection Automatically

**1103-A6.** At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Note
No. 2 Main	Synthane Corp.	Creek	
Main	Bridge Street	Spring City	3
Main	Keim Street	Pottstown	
Main	Hanover Street	Pottstown	2
Main	Schuylkill Road	West of Monocacy	
	Route No. 83		
Main	Temple Road	Temple	
Main	Main Street	Shoemakersville	
Main	Walnut Street	Hamburg	
Main	Pine Street	Hamburg	
Main	Washington Street	Hamburg	
Main	State Street	Hamburg	
Main	Norwegian Street	Pottsville	1
Main	Arch Street	Pottsville	
No. 1	Swarthmore	Swarthmore	5
(Northbound)	Avenue		
No. 1 and No. 2	Union Avenue	Lansdowne	4-6
No. 1 and No. 2	Wycombe Avenue	Lansdowne	6
No. 1 and No. 2	Turner Road	Wallingford	

**NOTE 1.**—Engines or trains shifting west of Norwegian Street, or moving eastward after making a movement over the crossing, must approach Norwegian Street not exceeding 5 miles per hour.

Before switching movements are made to or from freight house or old yard tracks, push buttons located in small box on pedestal adjacent to switch leading to freight house must be operated to insure full protection to highway traffic.

**NOTE 2.**—Eastward trains making station stop at Pottstown must clear insulated joints located 70 feet east of Hanover Street crossing.

Engines or trains shifting west of Hanover Street, or moving eastward after making a movement over the crossing, must approach Hanover Street not exceeding 5 miles per hour.

**NOTE 3.**—Eastward trains making station stop at Spring City must clear insulated joints located 70 feet east of Bridge Street crossing.

Engines or trains making movements from Spring City Yard to Royersford track must set switch for that track before switch from yard to main track is set to avoid delay to highway traffic.

**NOTE 4.**—To avoid unnecessary operation of automatic highway crossing protection signals at Union Ave., Lansdowne, by movements of southward trains from No. 2 track to the Newtown Square track, such trains must stop and not pass fixed signal B55, located 355 feet south of Fernwood passenger station, until switch is lined for movement to Newtown Square track.

**NOTE 5.**—A marker striped black and white adjacent to northward track, 9 car lengths northward from Swarthmore station track switch. To avoid excessive flashing of highway crossing signals at Swarthmore Avenue, cars must not be left standing northward of this location longer than necessary when movements are being made to or from station track.

**NOTE 6.**—The provisions of 9th paragraph **Rule 4103-B** must be observed.

### Protection for Public Highway Crossings At Grade

**1103-B1.** Trains or engines must stop before passing over the following public highway crossings at grade, during the hours

there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on duty between the hours of	Note
Washington Avenue	15th Street	Philadelphia	11.00 P.M.-3.00 P.M.	1
	16th Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
	16th St. Middle	Philadelphia	11.00 P.M.-7.00 A.M.	1
	17th Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
	18th Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
	19th Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
	20th Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
	21st Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
	22nd Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
	23rd Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
	24th Street	Philadelphia	11.00 P.M.-7.00 A.M.	1
Old Greenwich Yard	Stone House Lane South Side Only	Philadelphia	7.00 A.M.-3.00 P.M.	2

NOTE 1.—Not protected on Saturdays, Sundays or following holidays: New Year's, Washington's Birthday, Decoration, Independence, Labor, Thanksgiving and Christmas. When holidays fall on Sunday no protection on following Monday.

NOTE 2.—Not protected on Sundays or following holidays: New Year's, Washington's Birthday, Decoration, Independence, Labor, Thanksgiving and Christmas. When holidays fall on Sunday no protection on following Monday.

**1103-C1.** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

NOTE—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of an engine, car or train.

Track	Crossing	Location
Bustleton	All public crossings	Philadelphia
K & T	All public crossings	Philadelphia
Westmoreland Street	All public crossings	Philadelphia
Frankford Arsenal	State Road (see Note A)	Philadelphia
Tacony	All public crossings (State Road see Note A)	Philadelphia
Bleigh Street	All public crossings (State Road see Note A)	Philadelphia
Delaware Avenue	All public crossings	Philadelphia
Lead to Industrial Tracks, 31st and Market Streets	Chestnut Street	Philadelphia
Washington Avenue	All public crossings between Broad Street and Delaware Avenue (see Note B)	South Philadelphia
Swanson Street	All public crossings	South Philadelphia
Girard Point	Magazine Lane	South Philadelphia
60th Street Track	All public crossings (see Note A)	Philadelphia
Grays Ferry Yard	49th Street crossings	Grays Ferry Philadelphia
Industrial Track	Grays Ferry Ave. and 34th Street (see Note C)	Philadelphia
Paoli Yard (Wye)	Central Avenue	Paoli

Track	Crossing	Location
West Chester Branch: Newtown Square Track	Pembroke Avenue Pembroke Yard State Road Cedar Lane Township Line Rd. West Chester Pike Eagle Road Paoli Road (see Note A)	Pembroke Pembroke Arlington Arlington North of Llanerch Llanerch Grassland Newtown Square
Cardington Frazer Track	All public crossings Market Street Biddle Street State Road 202	Delaware Co., Pa. West Chester West Chester West Chester
Farm Track	Worthington Street (see Note D)	West Chester
Schuylkill Branch: Freight House Middle Siding Norris Track	Wright Street Port Royal Road Conshohocken Highway (see Note A)	Manayunk Shawmont Ernest
Norristown Freight Station	Mill Street	Norristown
Phoenixville Yard Running	Bridge and Pot- house Roads	Wilmer
Phoenixville Yard Running	Charlestown (see Note E)	Wilmer
Lock Siding	Keim Street	Pottstown
Lock Siding	Washington Street	Pottstown
Pottstown Metal Products Company	Grosstown Road (see Note D)	Pottstown
East Reading	Pump House Road	Reading
North Reading, Carpenter Steel and Team	Exeter Street and all Carpenter Steel Company Pedestrian Crossings	Reading
North Reading and Carpenter Steel Industrial	Bern Street	Reading
	U. S. Route No. 122	Tracks leading to Prizer - Painter and Orr & Sem- bower Compa- nies east of Reading
Court Street	Penn. Chestnut and Spruce Streets	Reading
North Reading	U. S. Route No. 122	3,679 feet west of Junction with Main Track
Storage and Freight House	Temple Road	Temple
Storage Shoemakersville Storage	Water Street Old Pottsville- Reading Pike (Main Street)	Leesport Shoemakersville
Glen Gery Shale Brick Corp.	U. S. Route No. 122 (see Note D)	Shoemakersville
Siding	Grand Street	Hamburg
Siding, Coal and Warehouse	Walnut Street	Hamburg
Siding	Pine Street	Hamburg
Siding	Washington Street	Hamburg

NOTE A.—In addition, before movement is made, or when a train is standing on this crossing between sunset and sunrise, a burning fusee must be placed on crossing, on both sides of train. After train clears crossing fusees must be extinguished and removed from crossing.

NOTE B.—Broad and Washington Avenue Highway Crossing: Standard Highway Traffic Signals in service.

When a movement is to be made across Broad Street, the following will govern:

All movements must stop clear of sidewalks.

Movement must not be made across Broad Street when traffic lights for Broad Street indicate green or proceed.

Before making movement across Broad Street, conductor, engineman, or his representative, must go to signal control box on traffic light post, located at southwest corner of South Broad Street and Washington Avenue, open door of small iron box, secured by standard switch lock, take plug attached to chain and wait until traffic lights of the synchronized system go to red or stop indication for Broad Street traffic; immediately after lights for Broad Street traffic indicate red or stop, conductor or engineman will insert the plug in receptacle provided in the control box; this will hold all lights in red or stop indication for Broad Street traffic. A member of crew must precede such movement to warn the public of approaching engine or cars. Movement may then proceed across Broad Street. When movement across Broad Street has been completed, conductor, engineman, or his representative will remove control plug, place it inside of control box and lock door. On removal of control plug, traffic lights on Broad Street will be restored to automatic operation.

Trainmen will, as far as possible, avoid blocking road or street crossings with trains and delaying traffic and when trains are stopped for more than five minutes, will, at the expiration of that time, cut and clear all crossings except at Sixteenth Street and Washington Avenue, which must not be blocked longer than two minutes while cars of the Philadelphia Transportation Company are waiting, except in case of a moving train.

NOTE C.—Grays Ferry Avenue and 34th Street highway crossing: Standard highway traffic signals in service.

When a movement is to be made across 34th Street the following will govern: All movements must stop clear of sidewalks.

Movement must not be made across 34th Street when traffic lights for 34th Street indicate green or proceed.

Before making movement across 34th Street, conductor, engineman, or his representative, must go to the nearest of the two signal control boxes (located at the southwest and southeast corners of the crossing and secured with a standard switch lock), open the box, and when traffic signals indicate stop for movement over 34th Street the small switch located in the box is to be operated. This will hold the traffic signals Red for movement of City traffic across 34th Street. A member of crew must precede each movement to warn the public of approaching engine with or without cars. Movement may then proceed across 34th Street. When movement across 34th Street has been completed, conductor, engineman, or his representative, must operate the switch in the signal control box, traffic lights on 34th Street will be restored to automatic operation. The control of the traffic signals may be taken or restored to automatic operation from either control box or can be taken from one control box and restored from the other.

Signal control box must be locked when movement is completed.

NOTE D.—A member of the train crew, equipped with a red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness, precede each and every movement of each engine, car or train across the crossing at grade, and properly warn the traveling public of the approach of such engine, car or train.

NOTE E.—Prior to and during the passage of trains over Charlestown Road Crossing, Phoenixville track, Wilmer, Pa., a member of the crew equipped with a red flag during daylight hours, and with a red and a white lantern during hours of darkness, must be stationed on each side of the crossing to provide protection to traffic.

### 1104-A1. Normal Position of Switches and Crossovers at Specified Locations

Location	Track	Normal Position Is for Movements
Penna. Coach Yard	Car Washing	Through on this Track
Penna. Station-30th Street	No. 11	Through on this Track

### Switches B. & O.

**1104-A4.** All switches in Baltimore and Ohio Railroad tracks between Penrose and Stadium equipped with Baltimore and Ohio and Pennsylvania Railroad switch locks and switches must be lined in normal position when not in use.

**1104-B2.** Switch tenders are stationed at and have charge of yard switches for movements as indicated:

Location	Switches for Movements	Note
Penna. Coach Yard—north of Spring Garden St. Overhead Bridge Box No. 0	Via No. 1, No. 2 Leads; No. 1, No. 2 Tail Tracks.	
Penna. Coach Yard—150 feet north of Yardmaster's Office Box No. 1	Via No. 1, No. 2 Leads; Nos. 30 to 37 Tracks, inclusive; Plug Track.	
Penna. Coach Yard—between No. 26 and No. 27 Tracks Box No. 2	Via No. 1, No. 2 Leads; Nos. 20 to 29 Tracks, inclusive.	
Penna. Coach Yard—between No. 11 Yard Running Track and Race St. Engine Terminal Box No. 3	Via No. 1 Lead; No. 11 Yard Running Track; Lead to U. S. Post Office facilities; Lead to Race St. Engine Terminal (north end).	
South of Mail Platforms—between Chestnut and Walnut Sts. Box No. 4	In area between No. 18 Track, U. S. Post Office (south end) and switch 500 feet south of Walnut St. Overhead Bridge on No. 37 track, inclusive.	
52nd St. District—West End 46th St. Engine house	Via west end 46th St. Engine house; inward and outward Engine tracks; eastward and westward Belt Line tracks.	2
52nd St. District—44th St.	In area westward from 44th St. Overhead Bridge to Thompson St., inclusive.	1
52nd St. District—"M-1"	In area eastward from 44th St. Overhead Bridge to 42nd St. Overhead Bridge, inclusive.	1
Frankford Junction District—"K-1"	In area between D.R.R.R.&B. Co. Branch Overhead Bridge and WYE track switch west of Butler St., inclusive.	
Frankford Junction District—"K-2"	In area between Castor Ave. Undergrade Bridge and switch leading to Tioga St. Branch, inclusive.	3

Location	Switches for Movements	Note
South Phila. District— Stadium	Eastward from end of Main Track, Broad St. Overhead Bridge, to private road crossing to ramp, including leads to Coal Receiving Yard.	1
South Phila. District— 11th St.	Eastward from private road crossing to ramp including, west end No. 5 and No. 6 Departure tracks.	

NOTE 1.—When movement is governed by fixed signal, second paragraph, **Rule 33**, will not apply.

NOTE 2.—On duty 9:30 P.M. to 5:30 A.M. only.

NOTE 3.—On duty 6:00 A.M. to 2:00 P.M. only.

### Hand-Operated Switches Equipped With Electric Locks

**1104-D1.** The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled By
<b>Main Line to Paoli: Division Post—</b> (Philadelphia Division) 38th St. Phila.....	Hall & Smedley	Zoo
Philadelphia, Westward from 42nd St. Overhead Bridge.....	Operated from M-1 switch cabin by switch tender (through freight route Zoo Interlocking)	Zoo
Philadelphia, Westward from 44th St. Overhead Bridge.....	Departure track to through freight route Zoo Interlocking	Zoo
Philadelphia, Eastward from 59th St. Overhead Bridge.....	Both Crossovers between No. 2 Main and No. 3 receiving yard	Overbrook
Rosemont.....	Mehl and Latta	Bryn Mawr
<b>Main Line to Holmes: Division</b> Post—(New York Division) Philadelphia, Westward from Ash- burner St. Overhead Bridge.....	Prison	Holmes
<b>Main Line to Darby: Division Post—</b> (Maryland Division) Darby, North of .....	Woolford Co.	Brill
Philadelphia, South of 71st St. Overhead Bridge.....	Keystone Coal Co.	Brill
Philadelphia, North of 71st St. Overhead Bridge.....	General Electric Co.	Brill
<b>Branches—</b> Chestnut Hill Branch.....	Hahn Shoe Mfg. Co.	North Phila.
<b>West Chester Branch</b> Philadelphia.....	Breyer Co.	Arsenal
<b>Schuylkill Branch</b> Ernest .....	Eastward end extension	Norris
Norristown-Ford St.....	Westward end Norris track	Norris
Reading.....	Main track to stock track	Reading
	Main track to North Reading track	
Gibraltar.....	Main track to public delivery track	Brooke
East end, Brooke.....	Main Track to Birdsboro Steel Foundry & Machine Co. No. 2	Brooke
<b>Other Tracks</b> Philadelphia.....	United States Quartermaster Depot	Arsenal
Philadelphia.....	Philadelphia Electric Co.	Arsenal
Philadelphia, Grays Ferry.....	Barrett Co.	Grays Ferry— Movable Bridge Operator

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

Location	Switch	Method of Operation
Bala.....	Switch leading from eastward end Bala Middle siding to No. 1 track	See instructions in telephone booth
Bala.....	Facing hand operated switch, No. 2 track leading to eastward end Bala middle siding	See Note
Cynwyd.....	Facing hand operated switch, No. 1 track leading to westward end Bala middle siding	See Note
Eastward from Manayunk	Switch leading from No. 1 track to Pen-coyd track	See instructions in telephone booth
Manayunk.....	Crossover switches between No. 1 and No. 2 tracks and switch leading to storage tracks	See instructions in telephone booth
Spring Mill.....	Facing hand operated switch, No. 2 track leading to eastward end Cherry Street storage track	See Note
Conshohocken.....	Crossover switches between No. 1 and No. 2 tracks and switch leading to westward end Cherry Street storage track	See instructions in telephone booth
Creek.....	No. 2 track to B. F. Goodrich Co. track	Crews
Between Arsenal and Penrose.....	Facing hand operated switch, No. 1 track leading to public delivery track Facing hand operated switch, No. 2 leading to No. 3 industrial track	See Note
Between Penrose and Stadium.....	First and second facing hand operated crossovers leading from No. 1 to No. 2 track. First and second facing hand operated crossovers leading from No. 1 to B. & O. No. 1	See Note
Between Clifton-Aldan and Primos.....	Facing hand-operated switch, No. 1 track leading to J. W. Jones coal company track	See Note
Between Secane and Morton.....	Facing hand operated switch, No. 2 track leading to Lansdowne Iron and Steel Company	See Note

**NOTE**—Referring to **Rule 502**, the switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman.

Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper it will be necessary for a period of approximately five (5) minutes to elapse before electric lock can be released.

After electric lock releases step on bottom treadle to release handle of switch mechanism.

Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.

**1104-E1. Spring Switches Located**

Location	Normal Position	Route for Which Sprung	Note
Schuylkill Branch Pottsville— 1300 feet east of Mile Post 95	Main	Yard running track to main	1
Pottsville— 1666 feet west of Mile Post 94	Main	Yard running track to main	2

NOTE 1.—Normal position of switch is for main track. Eastward movements from Ulmer yard running track may trail through spring switch.

NOTE 2.—Normal position of switch is for main track. Westward movements from Carbon yard running track may trail through spring switch.

**Track Assignments****1151-A1. Single Track**

Track	Between	And
West Chester Branch	Elwyn Interlocking	Southward Home Signal West Chester
Schuylkill Branch	Phoenixville	Laurel Junction

**1151-B1. Two or More Tracks**

Current of traffic is as follows:

Between: Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (Phila. Division) and Overbrook.....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger
Overbrook and Zoo.....	Westward Passenger		Eastward Freight	Eastward Passenger
Zoo and Division Post (New York Division).....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger
Arsenal and Brill.....	Southward Passenger			Northward Passenger
Brill and Division Post (Maryland Division).....	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Suburban Line	Westward Passenger	Westward Passenger	Eastward Passenger	Eastward Passenger
Zoo and Broad.....	Westward Passenger	Westward Passenger	Eastward Passenger	Eastward Passenger
<b>BRANCHES</b>				
West Phila. Elevated		Southward Freight	Northward Freight	
Zoo and Brill.....				
Grays Ferry			Southward Freight	Northward Freight
Zoo and Arsenal.....				
D. R. R. R. & B. Co.				
Shore and Division Post (Atlantic Division).....			Westward Passenger	Eastward Passenger
Chestnut Hill				
North Phila. and (Signal Bridge westward from Chestnut Hill passenger station).....			Westward Passenger	Eastward Passenger
Schuylkill			Westward Passenger	Eastward Passenger
Valley and Phoenixville.....				
West Chester			Southward Passenger	Northward Passenger
Arsenal and Elwyn.....				
Delaware Extension				
Arsenal and End of Main track (Broad St. overhead bridge)			Westward Freight	Eastward Freight

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

**1151-D1. Secondary Tracks of No Assigned Direction**

Track	Between	And	Controlled by	Note
Octoraro (N)....	Division Post (Maryland Div.)	Wawa Interlocking	Wawa	1

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

NOTE 1.—All Operating, Signal and Interlocking Rules, as they apply to main tracks and sidings, except **Rules 201 to 223**, inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent of the Maryland division; authority for the movement of passenger extras must be in writing.

**1151-E1. Employees in Charge of Sidings of Assigned Direction as follows:**

Siding	Employee in Charge	Note
Creek—Westward	Signalman Phoenixville	

**1151-G1. B. & O. No. 1 and No. 2 Yard Tracks—Penrose—Stadium**

B. & O. No. 1 and No. 2 Yard tracks, between Penrose Interlocking and Stadium Block and Interlocking Station in charge of yardmaster Penrose.

**Yard Running Tracks**

**1151-G2.** All movements on the following tracks will be governed as indicated:

Track	Between	And	Controlled by	Note
Naught (N).....	Brill Interlocking	Grays Ferry Yard	Yardmaster Grays Ferry	1
60th St. (S).....	Connection with Naught Track Brill	Connection with Chester and Phila. Track So. of Fort Mifflin	Brill	1-2
Chester & Phila. (S).....	Fort Mifflin	Island Road Crossing	Brill	1-2
Shifting (N).....	Arsenal Interlocking	Arsenal Interlocking	Arsenal	1
No. 5 (River Line) (N).....	Connection with Arsenal shifting track	Penn Interlocking	Penn	1
No. 11 (N).....	Connection with No. 12 track south end mail house	Connection with Penn Interlocking, north end	Penn	1
Belmont (N).....	Zoo Interlocking	Junction Reading Co. Belmont Interlocking	Train Director Zoo for Yard Master 44th Street	1-3
Eastward (E)....	44th Street	Zoo Interlocking	Yardmaster 44th Street	1-3
Westward (W)...	Zoo Interlocking	44th Street	Yardmaster 44th Street	1-3
Eastward Jersey (E).....	44th Street	Zoo Interlocking	Yardmaster 44th Street	1-3
Westward Jersey (W).....	Zoo Interlocking	44th Street	Yardmaster 44th Street	1-3
Westward Belt... (W).....	44th Street	52nd Street	Yardmaster 52nd Street	1-3
Eastward Belt (E).....	52nd Street	44th Street	Yardmaster 52nd Street	1-3
No. 15 (W).....	52nd Street	Overbrook Interlocking	Yardmaster 52nd Street	1-3
Norris (E).....	Norris Interlocking	Division Post (Phila. Divn.) Ernest (Including Wye tracks)	Norris	1

Track	Between	And	Controlled by	Note
Fort Washington (E)	Connection with Chestnut Hill Branch	End of Track 4.9 miles east of Allen Lane	Train Dispatcher	1
Phoenixville (W)	Phoenixville	Devault	Phoenixville	1
Carbon (W) . . . . .	Carbon	Pottsville	Carbon	1
Ulmer (E) . . . . .	Ulmer	Pottsville	Carbon	1
Minersville (W) .	Ulmer	Lytle	Carbon	1
Girardville (E) ..	Shenandoah	200 feet east of Br. 0.90	Carbon	1
Newtown Sq. (S)	Connection with No. 2 track (Fernwood)	Newtown Square	Wawa	1
Naught (S) . . . . .	Wawa Interlocking	Division Post (Maryland Division)	Wawa	1
Fraser (E) . . . . .	Division Post (Phila. Division)	West Chester Market St.	Thorn (Phila. Divn.)	1

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

Train dispatchers, signalmen and yardmasters must keep a record for the tracks under their jurisdiction and record thereon all movements.

**NOTE 1.**—A train or engine after being routed by a fixed signal to this track may proceed.

Before entering this track at a hand operated switch, permission must be obtained, except where a switch tender is in charge, at such locations after switches are lined for the movement, and after receiving a hand or flag signal from the switch tender the movement may proceed.

When clearing this track at hand operated switches in charge of a switch tender it will not be necessary to report clear.

**NOTE 2.**—60th St. track T box south of switch to Naught track.

To call Brill from this T box, see instructions in T box.

Before passing this location, conductor or engineman must obtain permission from signalman Brill.

Chester and Philadelphia yard running track T box, name (HOG) located south of Hog Island overseas base switch. Before passing this location, conductor or engineman, must obtain permission from signalman Brill, see instructions in T box.

**NOTE 3.**—Trains and engines will protect against following movements on tracks as indicated.

### Track Assignment—Chestnut Hill

**1151-G3.** The tracks between signal bridge westward from Chestnut Hill passenger station and end of track will be known as No. 1 and No. 2 station tracks

## PASSENGER TRAIN OPERATION

### Train Diversion—River Line

**1154-A1.** Electric trains, scheduled to Suburban Station, routed to River Line, will continue to Penna. Station-30th Street and there ask for instructions.

Electric trains, scheduled to Lower Level, Penna. Station-30th Street, routed to Upper Level will continue to Penna. Station-30th Street and there ask for instructions.

**1154-A2.** Announcements must be made in each car before train departs from Suburban Station and between Suburban Station and Penna. Station-30th Street to enable passengers who have boarded wrong train to transfer.

The same announcements must be made on all trains between Penna. Station-30th Street and North Phila. station. Trainmen making these announcements must face passengers.

### **Train Brake Tests at Other Than Initial Terminals**

**1154-A8.** Train brake tests will be made at North Phila. Passenger Station, Zoo Interlocking and Pennsylvania Station-30th Street in accordance with Paragraph 5 of Instruction 14, page 39, Brake and Train Air Signal Instructions **99-D-1**. It will be the duty of the inbound engineman to notify verbally the outbound engineman of the condition of the train brakes.

### **Station Stop Markers—Penna. Station-30th Street—Lower Level**

**1154-A10.** Engineman to properly platform trains at Penna. Station-30th St., will stop with the front of the engine opposite the respective station stop marker:

#### **NORTHWARD TRAINS—No. 3 AND No. 4 TRACKS**

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

#### **SOUTHWARD TRAINS—No. 5 AND No. 6 TRACKS**

Total Cars in Train	All Working	1 Non-Working	2 Non-Working	3 Non-Working	4 Non-Working
<b>STATION STOP MARKERS</b>					
Up to 12 cars	12	13	14	15	16
13 cars.....	13	14	15	16	17
14 cars.....	14	15	16	17	18
15 cars.....	15	15	16	17	18
16-17-18 cars	16	17	17	18	18

**NOTE**—No. 15 station stop markers located opposite south end of platform No. 3 and 50 feet north of north end of platform No. 2.

When the first car is a working baggage or mail car the front of the engine must not be moved beyond the No. 15 station stop marker on northward trains and the No. 16 station stop marker on southward trains in order to platform first car. Double-headed trains will count the second engine as one deadhead car.

Conductors will advise enginemen the position of the first working baggage or mail car to be platformed. When, on account of the make-up, trains cannot be properly platformed in accordance with the above instructions, the conductor will advise engineman at which station stop marker to stop.

### **Station Stop Markers—Paoli**

**1154-A11.** For passenger trains, other than multiple unit trains, located on light standards on station platform, adjacent to No. 1 track. Enginemen will stop with engine opposite station stop marker corresponding to number of cars in train.

Station stop markers have been installed along No. 4 track, Paoli. Enginemen of westward passenger trains, other than multiple unit trains, will be governed as follows:

Marker E—Trains with first working car next to engine will stop with front end of engine opposite this marker.

Marker D-1

Marker D-2 } Trains with cars between engine and first working  
Marker D-3 } car will stop at marker corresponding to number  
Marker D-4 } of such cars in train.

Marker D-5

Double-headed trains will count the second engine as deadhead car.

### **Electric Engines, Fuel Oil and Water Stops— Penna. Station-30th St.—Lower Level**

**1154-A12.** Where electric engines take fuel oil or water, in emergency, at Pennsylvania Station-30th Street, the train will stop, regardless of the number of cars in the train or make-up, as follows:

Southward trains—with engine only off station platform—(water only).

Southward trains—with engine opposite north end of platform—(oil only).

Northward trains—with engine only off station platform—(oil and water).

Where water or oil, or both, are required at Penna. Station-30th Street, in emergency, enginemen of southward trains will advise the superintendent of the Phila. Term. Div. before passing Trenton, and on northward trains before passing Wilmington.

### **Frankford Junction Passenger Station—Station Stop**

**1154-A13.** Westward passenger trains from the Atlantic Division having schedule stop at Frankford Junction station must not run the cab of engine beyond the home signal at Shore interlocking, when signal is in proceed position.

Trainmen must have Frankford Junction passengers in the first five cars so that they may be unloaded promptly at the station platform.

### **Station Stops—Authority for**

**1154-A14.** The station master at Suburban Station, Penna. Station-30th Street and North Philadelphia station is authorized to verbally instruct the conductors of trains to stop at Penna. Station-30th Street, North Philadelphia, Frankford Jct. and 52nd Street stations.

### **Passenger Car Lighting**

**1154-A15.** Referring to **Rule 4154-J—Daylight Burning.** The following instructions will also apply:

Trainmen will turn on lights in passenger cars occupied by passengers on trains for Penna. Station-30th Street (Lower Level), and Suburban Station, as follows:

Trains from Chestnut Hill Branch, New York and Atlantic Divisions—After train has departed from North Philadelphia Station.

Trains from Philadelphia Division, Paoli, and Schuylkill Branch—After train has passed 44th Street.

Trains from Maryland Division—After train has passed Brill Interlocking Station.

Trains from West Chester Branch—After train has passed Angora Station.

Trains from Suburban Station and Penna. Station-30th Street (Lower Level) will have the lights turned off by the time trains pass the above points.

**CT 220—Preparation of**

**1154-A16.** When interdivisional trains change crews at Philadelphia it will not be necessary for the conductor taking charge of the train to compile a CT 220 report when the consist of the train has not been changed or the position of the cars reversed.

In lieu of the CT 220 report, the conductor going on duty will forward a message to the superintendent of the connecting division, showing the change in personnel of the crew, including information relative to the time the crew has been on duty.

Passenger conductors in preparing CT 220 reports will show the initials of members of engine and train crews in addition to the surnames

**Doors of Toilets—Locked, Etc.**

**1154-A17.** Passenger trainmen and employees of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked within the zone bounded by Suburban station and Overbrook, Valley and Arsenal; and when standing in station at Paoli, also when standing in, or passing through North Philadelphia Station and Penna. Station-30th Street.

On trains terminating at or starting from Chestnut Hill, West Chester, Wawa and Media, doors of toilet rooms in passenger equipment must be kept locked within yard limits. Exceptions to this rule may be made when passengers are in distress.

**Lost Articles**

**1154-A18.** Referring to **Rule 4154-F**, articles found on trains terminating at the following stations must be delivered to the point designated:

Suburban Station—to Station Master's Office (when closed)  
to Station Master's representative.

Penna. Station-30th St. —Lost and Found Bureau.

Paoli —to Yard Clerk (when not available, to Signalman at Paoli).

Chestnut Hill, Media, Wawa,  
West Chester, Haws Avenue —to Agent.

NOTE—When agencies are closed, articles found must be protected and delivered to Lost and Found Bureau, Penna. Station-30th St. or Station Master's Office, Suburban station, as soon as practicable.

**Movements Paoli Yard Tracks to Duck-Under**

**1154-A19.** Trains moving from yard tracks to Duck-under track, Paoli, conductors must be stationed on leading car.

**Passenger Cars—Interchange of—North Philadelphia**

**1154-A20.** Conductors making interchange of passenger cars at North Philadelphia will leave duplicate car report at office of yardmaster at Margie Street yard.

**Engine—Handling of Cars Occupied by Passengers**

**1154-A21.** Road engines being attached to or detached from passenger trains; and yard and road engines handling cars or trains occupied by passengers must be handled by engineman.

**Employees Carried Mail Trains, etc.**

**1154-A22.** Employees may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

**FREIGHT TRAIN OPERATION****Instructions For Preparation And Handling Of Freight Trains On Grades, etc.****Schuylkill Branch—Newton to Pottsville**

**1155-A1.** Instructions supplementing Air Brake and Train Air Signal Instruction Book 99-D-1 for controlling freight trains with power brakes on descending grades:

Trains of less than 65 tons per effective brake are not required to make the terminal and retaining valve tests as prescribed by Air Brake and Train Air Signal Instructions, Rules 56-a and 56-b at Newton and will be governed by the following instructions between these points:

Inspectors at originating points will make the air brake tests as required by rules and furnish conductor and enginemen in charge of train with MP 261-A form. Cars added after leaving originating terminal must have terminal and retaining valve tests made by crew in charge before leaving Newton and conductor will prepare a new MP 261-A form to cover such additional cars.

Enginemen on eastward freight trains approaching Newton will increase the brake pipe pressure to between 95 and 100 pounds. A road test of the train brake will then be made and retaining valves turned up before leaving that point. Retaining valves will be turned down on arrival at Carbon Yard, or at Ulmer, if a stop is made at that point.

In moving eastward between Newton and Pottsville not more than 3500 gross tons may be moved in any train.

#### **Various**

**1155-A2.** A running test of the air brakes must be made before descending grades on the Minersville and Phoenixville yard running tracks.

**1155-A3.** When moving loaded cars from Morea colliery complete air brake and retaining valve tests must be made before such cars are moved from the colliery tracks.

**1155-A4.** Brakemen will ride out on trains on all descending grades west of Haws Avenue, when the use of retainers is necessary.

The conductor will be held responsible for having trainmen in their proper places when the train is descending grades and the handles of the pressure retaining valves on each car turned to the position for service as may be required.

#### **Attaching and Detaching Helper Engines**

**1155-A6.** After attaching or detaching helper engines in passenger or freight train service, an application and release test of the train brakes must be made from the engine in charge of the train, provided a terminal test had been previously made from the hauling engine. Inspectors or trainmen will note that the rear brakes of the train apply and then signal for a release. Pushing engines may be detached from rear of train without making the brake test.

Road enginemen will be advised when and where a pusher engine is to be attached. After the pusher engine is attached, and the road test of the brakes has been made, the engineman of the pusher will start to push when given a signal by a trainman of the train to be assisted.

#### **Air Brake Test—Bala Grade**

**1155-A7.** A running test of the air brakes must be made before descending Bala grade.

Enginemen in charge of loaded trains, before starting down this grade and after making a running test of brakes, will adjust the brake pipe pressure to 95 pounds, or if engine is not equipped with M-3 feed valve, place brake valve handle in full release position to obtain required air pressure in the train.

#### **Doubling Train—Bala Grade**

**1155-A8.** Eastward freight trains having tonnage that require doubling over Bala grade will leave the rear portion of their train at Manayunk, eastward from the passenger station, while moving the front portion to Cynwyd.

#### **Helper Engines—Bala Grade**

**1155-A9.** Helper engines coupled to the rear of freight trains assisting over Bala grade must not detach from the train until the entire train is over the grade.

### Shifting Movements on Grades

**1155-A10.** On account of grade, when performing service at following locations, engine and cars must have air brake hose coupled and air brakes operative:

- (a) Fels Co., Darby.
- (b) Lachmen's Track, Phoenixville.
- (c) Allied Chemical Corp., Grays Ferry.

### Air Brakes—Test, etc. Before Passing Paoli

**1155-A11.** A running test of the air brakes must be made on eastward freight trains before passing Paoli. Retaining valves will be used on the front end of eastward freight trains between Paoli and Valley as follows:

Train Flat Tons	Trains with equipment of 50% or less consisting of mineral freight, grain or other heavy freight, oil and petroleum products.	Trains with equipment of 50% or more consisting of mineral freight, grain or other heavy freight, oil and petroleum products.
Up to 3000 tons...	None	10%
3001 to 4300 tons...	10%	15%
4301 to 5000 tons...	15%	20%
5001 to 6300 tons...	20%	25%
6301 tons or more...	25%	30%

Trains of empty equipment of 50 cars or more 10%.

Conductors must advise engineman of consist and tonnage of train.

Additional retainers may be used if required by engineman.

Retainers set at 45'—On loaded cars.

Retainers set at 90'—On empty cars.

In addition to the use of retaining valves on front portion of eastward freight trains between Paoli and Valley. On trains consisting of 5001 tons or more, or trains with equipment of 50% or more consisting of mineral freight, grain or heavy freight, oil and petroleum products, the engineman will increase the brake pipe pressure to 95 lbs. before passing Paoli

### Use of Retainers Through Yards—Overbrook-Zoo

**1155-A12.** Eastward freight trains from Philadelphia Division operating through yard between Overbrook and Zoo interlocking, consisting of 2500 flat tons or more, when no helper is attached to the rear, will have the retainers set on the first five cars in train. When helper is used they will have retainers set on ten (10) cars. If train is not stopped at Zoo interlocking, retainers will be released at first stop made after passing Zoo interlocking.

### Retainers—When Stopped

**1155-A13.** If stopped for any cause, trainmen must turn down retainers, release brakes and turn retainers up again if use of retainers is required during remaining portion of trip

### Starting Freight Trains—Descending Grades, East of Paoli

**1155-A14.** Before starting trains, enginemen must assure themselves that air brakes have been properly released in accordance with the current issue of the Brake and Train Air Signal Instructions, after which engineman will move engine approximately 6 to 8 feet, apply the independent brake and stop, then move 6 to 8 feet further and continue to follow this procedure until the slack has run out on the entire train. It may be necessary to hold the independent brake slightly applied to overcome the final run-out of slack and until the entire train is moving.

If difficulty is experienced in starting train where slack must be taken, and it is not possible to start the train in the manner prescribed above, then as much slack as possible should be taken and continue to follow the procedure outlined above.

Where retainers are used, trainmen must turn down retainers, release the brakes and turn the retainers up again before signalling enginemen to start.

**NOTE:** There is approximately one foot of slack action between freight cars; a train consisting of 125 cars has approximately 3 to 4 car lengths of slack.

### **Starting Trains with Electric or Diesel Engines on Rear**

**1155-A15.** When starting trains where an electric or diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to electric or diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher on the rear, the following procedure must be followed:

When train is ready to start, power will be used to start the train by the hauling engines. If the hauling engines cannot start the train a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the electric or diesel pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

It is important that the engineman of the pusher engine observe the brake pipe pointer on the gauge very closely after the brakes have been applied with the 25-lb. brake pipe reduction. Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start the train.

The four (4) minute interval must be timed with a watch by both the hauling and pushing engineman.

During the four (4) minute interval, if necessary for pusher engine to apply the independent brake to keep the slack from running out, be sure to have independent brake released at end of four (4) minute interval.

### **Helper Engines—Detach Light—Overbrook and Bryn Mawr**

**1155-A16.** In order that the crews of engines pushing freight trains at certain points on the division may know whether they are to continue to assist or detach the helping engine, there has been placed in service on the eastward side of the interlocking stations mentioned below and on the upper deck of the westward home signal bridge at Bryn Mawr an electric light to be operated by signalmen in accordance with the following code:

For trains moving westward.

Overbrook. No light—continue to assist.

One light—cut helping engine off westward from interlocking.

Bryn Mawr. No light—continue to assist.

One light—cut helping engine off westward from interlocking.

The manipulation of lights will be handled by the signalman upon instructions from the train dispatcher.

### **Helper Engines—New York-Pittsburgh Subway.**

**1155-A17.** When helping engines are pushing trains through the New York and Pittsburgh Subway, Zoo interlocking, they must assist through the tunnel, or until the train is stopped in the tunnel, and then, if necessary, due to smoke and gas, crew will ask by telephone for instructions.

### **Freight Car Markers—Use of—Woodbine Ave.—Villanova**

**1155-A18.** Between Woodbine Avenue and Merion: To expedite the movement of freight trains making reverse move at Woodbine avenue, numerals, indicating the number of car lengths including two engine lengths, westward, from west switch of cross-over from No. 2 track to No. 3 track westward from Woodbine Avenue, have been stencilled on catenary poles to the right of No. 4 track, as follows:

25 cars—1st catenary pole westward from City Line.

40 cars—3rd catenary pole westward from City Line.

50 cars—3rd catenary pole eastward from Mile Post No. 6.

70 cars—1st catenary pole eastward from Mile Post No. 6.  
 100 cars—4th catenary pole westward from Mile Post No. 6.  
 125 cars—1st catenary pole westward from 1st overhead  
 Bridge westward from Mile Post No. 6.

Between Villanova and Ardmore: For the information of train and engine crews of eastward freight trains, numerals, indicating the number of car lengths including two engine lengths, have been stencilled on catenary poles to right of No. 1 track, to indicate when the rear of their train is over the apex of the grade at Villanova and Bryn Mawr as follows:

Eastward from Villanova Passenger Station	Eastward from Bryn Mawr Passenger Station
50 cars—Pole 11.70	50 cars—Pole 9.40
75 cars—Pole 11.52	75 cars—Pole 9.22
100 cars—Pole 11.30	100 cars—Pole 9.05
125 cars—Pole 11.01	125 cars—Pole 8.82

### **Illuminated Sign—Use of—Overbrook**

1155-C1. Electrically illuminated sign, located northwest corner of interlocking station, designating track number to which eastward freight trains are routed at Woodbine Avenue and track on which set-off is to be made in 53rd Street receiving yard.

When the letter X is displayed—train will cross over at 59th Street.

When the letter E is displayed—set-off will be made on the eastward end of the track designated.

When the letter W is displayed—set-off will be made on the westward end of the track designated.

The letter L displayed—indicates Ladder track, etc.

### **Freight Crews Relieved—Instructions to**

1155-C2. When freight road crews are relieved on the Philadelphia Terminal division, short of their destination, the road conductor will turn over his wheel reports together with the tickets to the Philadelphia Terminal division conductor, who will fill in the upper left hand column on the reverse side of the wheel report.

### **Movements Over Firing Range—Frankford Arsenal**

1155-C3. Before entering Frankford Arsenal from Naught track, movements must stop at State Road—(Tacony Street) and obtain permission from officer in charge. Phone JE 5-2935—Extension 355.

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

### **Trains—Blocking Station Platforms— North Phila. to Holmes**

1155-C4. Movements on No. 0 and No. 5 tracks between North Philadelphia and Holmes must not block the platforms at stations so that passenger trains cannot discharge or receive passengers and must approach stations looking out for passengers.

### **Movements—No. 5 Track—Darby**

1155-C5. Movements on No. 5 track at Darby must not block the platform at station so that passenger trains cannot discharge or receive passengers and must approach station looking out for passengers.

## FREIGHT AND PASSENGER TRAIN OPERATION

### Referring to Rule 4156-A— 52nd Street District

**1156-A1.** Cars delivered to 52nd Street district must be secured by hand brakes placed on both eastward and westward ends of cut.

### Forms—Preparation and Use of

**1156-A3.** Conductors and enginemen of trains will prepare Form MP-217 (for passenger equipment) and Form MP-401 (for freight equipment) in cases where defects are found or where repairs are made by train or engine crews. For any repairs made or material applied to Pullman, private or foreign passenger cars and foreign and individual freight cars, full information must be shown including place repairs are made, number of parts, whether new or second hand and reason for repairs.

In cases where repairs are not made at intermediate points, the Form MP-217 must be forwarded on the same train with defective car. The forms in the case of passenger equipment will be turned in at the end of the trip. The form in case of freight equipment must be turned over to the car inspector or yard master at end of trip.

## SPEED RESTRICTIONS

### 1157-A. Speed Table

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

### Minimum Running Times and Speeds on Descending Grades—Freight Trains—Schuylkill Branch

**1157-B1.** The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded.

Trains having an average tonnage of less than 51 tons per effective brake:

Points	Grade	Dis- tance Miles	Miles per Hour	Minutes
Newton to Rock	1.5 to 1.75	3.4	20	10
Rock to Morris	1.2 to 2.9	2.5	15	10
Morris to St. Clair	2.9 to 3.1	2.2	12	11
St. Clair to Pottsville	.5 to 1.5	2.7	20	8
<b>TOTAL</b>		10.8		39

Trains having an average tonnage of 51 to 80 tons per effective brake:

Points	Grade	Distance Miles	Miles per Hour	Minutes
Newton to Rock	1.5 to 1.75	3.4	16	13
Rock to Morris	1.2 to 2.9	2.5	10	15
Morris to St. Clair	2.9 to 3.1	2.2	8	16.5
St. Clair to Pottsville	.5 to 1.5	2.7	16	10
TOTAL		10.8		54.5

Trains having an average tonnage of 80 to 95 tons per effective brake:

Points	Grade	Distance Miles	Miles per Hour	Minutes
Newton to Rock	1.5 to 1.75	3.4	16	13
Rock to Morris	1.2 to 2.9	2.5	8	19
Morris to St. Clair	2.9 to 3.1	2.2	6	22
St. Clair to Pottsville	.5 to 1.5	2.7	16	10
TOTAL		10.8		64

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

### PASSENGER TRAINS AND FREIGHT TRAINS 1157-C1. Maximum Speeds, unless otherwise Specified

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Tracks	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Miles per Hour										
Main Line to Paoli: Division Post (Philadelphia Division)										
Suburban Station, Penna. Station-30th St. Upper Level (Broad Interlocking) and 34th St. OH Bridge.	30	---	30	---	30	---	30	---	30	---
Suburban Line.....										
36th Street Connection Penna. Station-30th St., lower level... (Penn Interlocking) and connection Main Line to Paoli (Zoo Interlocking)	30	15					30	15		
(Zoo Interlocking)										
34th St. OH Br and 44th St. OH Br..	50	20			30	20	50	20		
44th St. OH Br. and Zoo Interlocking Sta. via New York-Pgh. Subway:										
Eastward Track.....									30	20
Westward Track.....									35	35

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Tracks	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	P-gr.	Frt.
	Miles per Hour									
44th St. OH Br. and 52nd St.	50	30			50	20	50	20		
52nd St. and Overbrook westward interlocking limits	70	45			50	20	65	20		
Overbrook westward interlocking limits and Ardmore Passenger Station	70	50	70	50	70	50	70	50		
Passing Ardmore Passenger Station							45	45		
Ardmore Passenger Station and Division Post (Phila. Division)	70	50	70	50	70	50	70	50		
Main Line to Holmes: Division Post (New York Division) Suburban Station, Penna. Station-30th St. Upper Level (Broad Interlocking) and 34th St. OH Bridge, Suburban Line	30		30		30		30		30	
34th St. OH Br. and Girard Ave. UG Br. (Zoo Interlocking)									30	20
Girard Ave. UG Br. and Westward Limit North Phila. Interlocking	70	45	70	45	70	45	70	45		
Through North Phila. Interlocking	50	40	50	40	50	40	50	40	50	40
Eastward Limit North Phila. Interlocking and Shore Interlocking Sta.	70	45	70	45	70	45	70	45		
Shore Interlocking Station and Holmes Interlocking Station	75	50	75	50	75	50	75	50		
Holmes Interlocking Station and Division Post (N. Y. Division)	80	50	75	50	75	50	80	50		
Main Line to Darby: Division Post (Maryland Division) Suburban Station and Penna. Station-30th St. Upper Level (Broad Interlocking) and north end Market Street Tunnel (Arsenal Interlocking)									30	
Northward End Market St. Tunnel and Sig. Br. Southward from Market St. Tunnel (Arsenal Interlocking)									30	20
Sig. Br. Southward from Market St. Tunnel and Arsenal Interlocking Sta.									40	20
Arsenal Interlocking Sta. and Grays Ferry Avenue OH Br.	50	40					50	40		
Grays Ferry Avenue OH Br. and Brill Interlocking Sta.	75	40					75	40		
Brill Interlocking Station and Division Post (Maryland Division)	75	50	75	50	75	40	75	40		
<b>BRANCHES</b>										
<b>Between:</b>										
<b>D.R.R. &amp; B. Co. Branch</b>										
Shore Interlocking Station and Division Post (Atlantic Division)					30	30	30	30		
<b>Chestnut Hill Branch</b>										
North Philadelphia and Signal Bridge Westward from Chestnut Hill Passenger Station					50	25	50	40		
Multiple Unit Trains					60		60			
<b>River Line</b>										
Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes	60	30					60	30		
Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking.	All Routes, passenger and freight 30 miles per hour in either direction									
South end of Penn Interlocking and Arsenal Interlocking Station	60	30					60	30		

BRANCHES	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
<b>Between:</b>	Miles per Hour									
<b>Schuylkill Branch</b>										
Multiple Unit Trains Valley to Haws Ave. Valley and Cynwyd .....							60		60	
							50	30	50	20
Cynwyd and Barmouth .....							50	30	50	40
Barmouth and Norris Interlocking Station .....							50	40	50	40
Norris Interlocking Station and Haws Avenue .....							50	35	50	35
Haws Avenue and Phoenixville .....							50	45	50	45
Phoenixville and Reading .....	50	45								
Reading and Carbon .....	45	45								
Carbon and Newton .....	25	25								
Newton and Pottsville (Eastward) For Freight Trains see Special Instruction 1157-B1.										
Newton and Laurel Junction .....	45	30								
<b>West Chester Branch</b>										
Arsenal Interlocking Station and Elwyn Interlocking .....							50	40	50	40
Multiple Unit Trains .....							60		60	
Elwyn Interlocking and End Main Track .....	50	30								
Multiple Unit Trains Elwyn Interlocking to Yard Limit Board West Chester .....	60									
Yard Limit Board West Chester to End Main Track .....	50									
<b>West Philadelphia Elevated Branch</b>										
Zoo and Arsenal Interlocking Station .....				30	30		30	30		
Arsenal Interlocking Station and Brill Interlocking Station .....				45	40		45	40		
<b>Grays Ferry Branch</b>										
Zoo Interlocking and Arsenal Interlocking .....							30	20	30	20
<b>Delaware Extension</b>										
Arsenal Interlocking and End of Main Track .....							30	30	30	30

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

### 1157-C2. Wreck Trains

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line.</b>		
To Holmes: Division Post (N. Y. Divn.)	50	40
To Paoli: Division Post (Phila. Divn.)	50	40
To Darby: Divn. Post (Maryland Divn.)	50	40
<b>D. R. R. R. &amp; B. Co. Branch</b>		
<b>Between:</b>		
Shore and Divn. Post (Atlantic Divn.)	30	20
<b>Chestnut Hill Branch</b>		
<b>Between:</b>		
N. Phila. and Signal Bridge Westward from Chestnut Hill Passenger Station.	40	30

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Schuylkill Branch</b>		
<b>Between:</b>		
Valley and Haws Avenue .....	40	30
Haws Avenue and Carbon .....	35	25
Carbon and Laurel Jct. ....	30	25
<b>West Chester Branch</b>		
<b>Between:</b>		
Arsenal and West Chester .....	40	30
<b>River Line</b>		
<b>Between:</b>		
Zoo and Arsenal .....	30	20
<b>West Philadelphia Elevated Branch</b>		
<b>Between:</b>		
Zoo and Brill .....	30	20
<b>Grays Ferry Branch</b>		
<b>Between:</b>		
Zoo and Arsenal .....	20	20
<b>Delaware Extension</b>		
<b>Between:</b>		
Arsenal and End of Main Track .....	20	20

### 1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line:</b>			
To Holmes: Division Post (New York Division) .....	50	40	30
To Paoli: Division Post (Philadelphia Division) .....	50	40	30
To Darby: Division Post (Maryland Division) .....	50	40	30
<b>D. R. R. &amp; B. Co. Branch</b>			
<b>Between:</b>			
Shore and Division Post (Atlantic Division) .....	30	20	20
<b>Chestnut Hill Branch</b>			
<b>Between:</b>			
North Philadelphia and Signal Bridge Westward from Chest- nut Hill Passenger Station....	40	30	20
<b>Schuylkill Branch</b>			
<b>Between:</b>			
Valley and Haws Avenue .....	40	30	20
Haws Avenue and Carbon .....	35	25	20
Carbon and Laurel Jct. ....	30	25	20
<b>West Chester Branch</b>			
<b>Between:</b>			
Arsenal and West Chester .....	40	30	20
<b>River Line</b>			
<b>Between:</b>			
Zoo and Arsenal .....	30	20	20

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>West Philadelphia Elevated Branch</b>			
<b>Between:</b>			
Zoo and Brill .....	30	20	20
<b>Grays Ferry Branch</b>			
<b>Between:</b>			
Zoo and Arsenal .....	20	20	20
<b>Delaware Extension</b>			
<b>Between:</b>			
Arsenal and End of Main Track ..	20	20	20

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

Main Line	Miles per Hour	
1157-C4. Circus Trains.....	*40	
Circus Trains, Schuylkill Branch, West of Haws Avenue.....	30	
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, pile drivers, etc.; moving on own wheels see Rule 4155-A. —on straight track..... —on curves.....	*30 *20	
1157-C6. Freight trains that consist of 50 per cent or more mineral freight..... Eastward between Wynnewood and Overbrook Freight trains that consist of 50 per cent or more mineral freight and freight trains that consist of over 125 cars..... NOTE—When handling such trains conductors must know that enginemen have been so advised.	*40  *20	
1157-C7. Snow Plows in service..... Snow Flangers in service..... Passing station platforms and trains on adjacent tracks	*20 *15 * 5	
* When operating over territory other than Main Line shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.		
1157-C8. Operating against current of traffic, except where Rule 261 is in effect:		
Main Line	Psg'r	Frt.
To Holmes: Division Post (New York Division)....	50	40
To Paoli: Division Post (Philadelphia Division).....	50	40
To Darby: Division Post (Maryland Division).....	50	40
Branches		
D.R.R.R. & B. Co. Division Post (Atlantic Division)...	30	30
Chestnut Hill.....	40	30
Schuylkill—Valley to Haws Avenue.....	50	30
Haws Avenue to Phoenixville.....	45	40

Branches	Miles per Hour	
	Psg.	Frt.
West Chester—Arsenal to Elwyn.....	40	30
Except Fernwood to Lansdowne (No. 1 track).....	30	30
West Philadelphia Elevated.....	30	30
Grays Ferry.....	30	20
Delaware Extension.....	30	30
<b>1157-C10.</b> Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	65	
NOTE—For purpose of identification, P.R.R. Subur- ban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be iden- tified by means of the description on board located in toilet.		
Schuylkill Branch—West of Haws Avenue.....	45	
When handling such cars, conductors must know that enginemen have been so advised.		
<b>1157-C11.</b> Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30	
Schuylkill Branch—West of Haws Avenue.....	20	
<b>1157-C12.</b> Pushing Cars—Passenger Trains.....	25	
—Freight Trains.....	25	
—Multiple Unit Cars Multi- ple Unit Trains.....	30	
Schuylkill Branch—West of Haws Avenue { Psg.....	20	
{ Frt.....	20	
<b>1157-C13.</b> Track Cars—unless otherwise restricted...	20	
—when hauling track cars or trailers.....	15	
—through crossovers and turn- outs, and over highway and railroad crossings....	5	
<b>1157-C15.</b> Trains hauling foamite cars.....	50	
Conductor must notify engineman when foamite cars are in train.		
<b>1157-C16.</b> Troop trains consisting of freight equip- ment or of mixed passenger and freight equipment...	40	
<b>1157-C17.</b> Mixed trains which include freight cars not equipped for passenger train service will be gov- erned by freight train speed.		
<b>1157-C18.</b> Freight trains hauling FNA cars loaded with anti-aircraft twin gun mounts.....	40	
<b>1157-C19.</b> Movement over track scales.....	4	
<b>1157-C20.</b> Movements on car washing track Penn coach yard, through car washing machine.....	2	
NOTE—After cars have been washed, movement must be stopped, to permit M. E. employes to leave cars.		

**1157-C21.** Where speed is restricted, the specified speed must be observed while engine and any portion of train is within restricted limits, except where speed is restricted for the purpose of delivering United States mail, newspapers, or due to engine restrictions.

**1157-C25.** Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
	Miles per Hour	
<b>Main Line to Holmes</b>		
<b>Between:</b>		
Girard Ave. and eastward limit of North Phila. Interlocking.....	30	15
Eastward limit North Phila. Interlocking and Div. Post (N. Y. Div.)	40	20
<b>Main Line to Paoli</b>		
<b>Between:</b>		
44th St. and Overbrook		
Pass. Tracks.....	30	15
Frt. Tracks.....	15	10
Overbrook and Div. Post (Phila. Div.)	40	20
<b>Main Line to Darby</b>		
<b>Between:</b>		
Arsenal and Brill		
Pass. Tracks.....	40	20
Brill and Div. Post Darby (Md. Div.)	40	20
<b>Zoo Interlocking</b>		
<b>Between:</b>		
34th St. O. H. Bridge and 44th St...	15	10
N. Y.-Pgh. Subway.....	15	10
<b>Branches:</b>		
River Line.....	30	15
D. R. R. R. & B. Co.....	20	10
Chestnut Hill.....	20	10
West Chester.....	20	10
West Phila. Elevated.....	20	10
Grays Ferry.....	15	10
Delaware Extension.....	20	10
Schuylkill—		
Between:		
Valley and Haws Avenue.....	20	10
Haws Avenue and Carbon.....	30	20
Carbon and Laurel Junction.....	25	20

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

When handling such cars, conductors must know that engine-men have been so advised.

# TURNOUTS

## 1157-D1. Maximum Speeds, unless otherwise Specified

### Spring Switches—Schuylkill Branch.

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Pottsville— East End Ulmer yard running track...	Trailing—Springing switch through turnout.....	15
Pottsville— West End Carbon yard running track.	Trailing—Springing switch through turnout.....	15

Non-interlocked turnouts—diverging movements..... 15

M-1 and L-1 engines on Northward and L-1 engines on Southward (West Philadelphia Elevated Branch) tracks at junction with N. Y.-Pittsburgh Subway Zoo interlocking.  
Forward..... 15  
Backward..... 5

Other Crossovers and Turnouts	Miles per Hour	
	Forward	Backward
Class M-1 and I-1 engines through No. 8 crossovers or turnouts must not exceed speed indicated: 40th Street to 53rd Street..... (except Main Track)..... Paoli Yard.....	10	5
<b>Schuylkill Branch.</b> Ivy Rock to Haws Avenue..... (except Main Track)		
Birdsboro, west end, L-1 engines.....	..	5
All other turnouts.....	10	..

This will apply to all hand-operated crossovers and turnouts and the following interlocked crossovers or turnouts:

### Schuylkill Branch:

PHOENIXVILLE	{ Crossover between main tracks 716 feet east of Block Station. Switch No. 1 track to east end Phoenixville siding.
BIRDSBORO	{ Switch to Reading Co. tracks, 165 feet west of Block Station. Switch to west end Birdsboro track. Switch to Birdsboro Freight Station. Switch to Brooke track, 394 feet west of Block Station. Switch to west end of Brooke track.
READING	—Switch to Court Street track.

**1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a track not Protected by both a Home Signal and a Distant Signal**

Location	Miles per Hour
D. R. R. & B. Co. Branch. Approaching Jersey interlocking signal, 1250 feet west of Delaware River Movable Bridge on No. 2 track.	15

**CURVES, BRIDGES, ETC.**

**1157-F1. Maximum Speeds, unless otherwise Specified**

	Miles per Hour
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....	12
<b>Main Line to Paoli: Division Post (Phila. Division)</b>	
Through Valley interlocking No. 2 track .....	30
Between 52nd St. and westward end of Valley curve No. 4 track.....	30
Curve between Mile Post 5 and eastward limit Overbrook interlocking No. 4 track .....	60
Curve from Narberth passenger station eastward to Merion.....	65
Curve eastward from St. Davids.....	60
Curve westward from Devon.....	65
Curve eastward from Berwyn.....	45
<b>Main Line to Holmes: Division Post (New York Division)</b>	
Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track.....	60
Curve North Penn to 2nd St. overhead Br.....	65
Curve between Shore and Ford .....	50
Curve eastward from Ford.....	60
<b>Main Line to Darby: Division Post (Md. Division)</b>	
Curve from Grays Ferry overhead Br. to M P 3.....	60
<b>Chestnut Hill Branch:</b>	
Curve at North Phila. station.....	15
Curve westward from Westmoreland passenger station.	50
Curve between Queen Lane and Chelten Ave.....	40
Curve between Chelten Ave. passenger station and undergrade Br. 3.10 eastward .....	25
First curve eastward from Allen Lane .....	40
Curve between Signal bridge westward from Chestnut Hill passenger station and Highland .....	40
<b>Schuylkill Branch:</b>	
Curve at Valley interlocking, No. 2 track.....	15
Curve between Jefferson St. Br. and 52nd St., No. 1 track .....	20
Bala reverse curve westward from platform, No. 2 track	30
Curve eastward from Wynnefield Ave.....	50
Curves Cynwyd to Manayunk .....	40
Mile Post 8 to Mile Post 9 .....	45
Curve westward from Mile Post 10 .....	40
Curve at Miquon.....	40
Curve westward from Mile Post 11 .....	50
Curve at Spring Mill .....	50
Curve eastward from Conshohocken .....	20
Conshohocken Street Crossings.....	20
Curve eastward from Mile Post 14.....	50
All curves from Mile Post 14 to Ivy Rock.....	50
Curve at Ernest .....	55
Curves Norris to Haws Ave.....	40
Norristown (Chain St.).....	17
Creek, Reading Co. crossing .....	30

	Miles per Hour
Curve at Mont Clare.....	35
Curves Phoenixville to tunnel.....	40
First and second curves west of Phoenixville tunnel...	35
Between 1000 feet east and 1000 feet west of Hanover St. Crossing, Pottstown.....	15
First and second curves east of Birdsboro.....	40
Crossing, Reading Co. Brooke.....	15
Reverse curve east of Bridge 56.03.....	45
First curve west of Bridge 56.03.....	40
Curve at west end East Reading yard.....	30
Between Mile Post 58 and Mile Post 59.....	30
First curve west of Mile Post 59.....	30
Reading, over Exeter Street and Bern Street crossings.	30
First curve west of Mile Post 73.....	40
Curve at Mile Post 74.....	35
Curve at Bridge 78.10.....	40
Curve east of Mile Post 79.....	40
Curve one-half mile west of Mile Post 79 to 1000 feet east of Mile Post 80.....	30
Curve at Mile Post 80.....	35
First curve east of Mile Post 81.....	40
First curve west of Mile Post 81.....	35
Bridge 83.40—6265 feet east of Auburn.....	30
First curve west of Mile Post 86.....	30
First and second curves west of Mile Post 87.....	30
Curve at Adamsdale.....	40
Second curve west of Mile Post 90.....	35
Curve at L. V. R. R. overhead bridge—Schuylkill Haven.....	30
First curve east of storage track, Schuylkill Haven...	30
First and second curves west of Mile Post 92.....	30
First curve east of Mile Post 93.....	10
Washington St., Pottsville to Mile Post 95.....	20
Crossing, Reading Co. Pottsville.....	20
Curve at Mile Post 95.....	25
First and second curves east and first and second curves west of Mile Post 103.....	20
Cemetery road crossing, 1500 ft. west of Newton.....	10
All curves between Newton and Pottsville and between Frackville Jct. and Morris, I-1 engines backward...	15
Curve, Mile Post 5 Minersville yard running track...	10

#### West Chester Branch:

Curves Arsenal interlocking to Woodland Ave. over- head Br.....	40
Curve northward from Fernwood.....	45
Curve southward from Lansdowne.....	50
Morton, No. 1 and No. 2 track, Amosland Road, Morton Ave., Woodland Ave., and Blue Church Rd.	30
Curve at Swarthmore.....	50
First curve southward from Swarthmore.....	50
Curve at Moylan-Rose Valley.....	45
Media curve southward to Br. 14.41, Ridley Creek:	
No. 1 track.....	35
No. 2 track.....	45
Curve southward from Br. 14.41.....	45
Curve at Elwyn passenger station.....	45
First curve southward from Elwyn passenger station...	30
Lenni curve.....	50
Lenni Station crossing, Weekdays, 11.35 P.M. and 5.00 A.M.; Sunday, 11.35 P.M., and 5.40 A.M.....	6
Chester Creek Railroad: Parkmount crossing Lenni freight station.....	6
First curve northward from Wawa.....	40
Curve southward from Wawa passenger station.....	40
All curves southward from Darlington passenger sta- tion to curve northward from Locksley passenger station.....	45
Curve at Cheyney passenger station.....	50
West Chester, Union St., 11.50 P.M. Daily to 4.40 A.M. Daily except Sunday. Sunday to 5.25 A.M.....	6

	Miles per Hour
<b>River Line:</b>	
All curves between Girard Ave. undergrade Br. and 34th St. overhead Br. ....	30
All curves 34th St. overhead Br. to South St. overhead Br. ....	40
All curves South St. overhead Br. to Arsenal Inter- locking Station .....	50

### ENGINES

#### 1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	20	20	20
B.....	25	25	25
C.....	20	20	20
E.....	35	50	80
G.....	35	50	75
H.....	35	40	50
I.....	25	40	50
K.....	35	50	80
L.....	35	40	50
M-Psgr. Service.....	35	50	80
M-Frt. Service.....	35	50	50
N.....	30	40	50
S-2.....	10	50	80
Reading Class K and I.....	25	40	50
Rail Motor Cars.....	65	65	65

Class Electric Engines	Miles per Hour	
	Light	With train
B.....	25	25
DD.....	50	50
E2B-E2C-E3B.....	50	50
GG-Psgr. Service.....	50	80
GG-Freight Service.....	50	50
O.....	50	80
P-Psgr. Service.....	50	70
P-Freight Service.....	50	50
R.....	50	80
Multiple Unit Eng. (with trains).....	..	65

Class Diesel Engines	Miles per Hour	
	Light	With train
Road:		
Passenger Engines.....	60	80
Freight Engines.....	50	50
Combined Passenger & Freight Engines:		
Passenger Service.....	50	75
Freight Service.....	50	50
Road Shifters:		
All Classes.....	50	50
Yard Switchers:		
All Classes.....	50	50
except,		
A6.....	20	20
A6B.....	20	20
GS4.....	30	30

NOTE—

### Road Diesel Engines

First letter designates builder:

- "A"—American Locomotive Works-General Electric Company.
- "B"—Baldwin-Lima-Hamilton Corporation.
- "E"—Electro-Motive Division of General Motors Corporation.
- "F"—Fairbanks, Morse and Company.
- "G"—General Electric Locomotive Works.
- "L"—Lima Locomotive Works.

Second letter (and third letter where used) designates service:

- "F"—Freight.
- "H"—Freight with lower speed gearing, primarily for helper service.
- "P"—Passenger.
- "FP"—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

- "15"—1500 Horsepower.
- "16"—1600 Horsepower.
- "20"—2000 Horsepower.
- "22"—2250 Horsepower.
- "30"—3000 Horsepower.
- "32"—3200 Horsepower.
- "40"—4000 Horsepower.
- "45"—4500 Horsepower.
- "48"—4800 Horsepower.
- "50"—5000 Horsepower.
- "60"—6000 Horsepower.
- "64"—6400 Horsepower.

Final letter indicates special features as follows:

- "T"—Tonnage rating increased.

### Yard Diesel Engines

The first letter indicates the same as for road diesel engines.  
 The second letter indicates the service (shifting).  
 The numeral indicates the horsepower.  
 For example:

- "A"—American Locomotive Company.
- "S"—Shifting service.
- "6"—600 or 660 Horsepower.

## SECONDARY TRACKS AND SIDINGS

### 1157-H1. Maximum Speeds, unless otherwise Specified

Track	Between	And	Miles per Hour
Octoraro Secondary track	Wawa interlocking.....	Division Post (Maryland Div.)	30
All Sidings.....			15

**1157-J1.** Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

### ENGINE RESTRICTIONS

**1160-A1. Engines are restricted at locations shown below:**

**NOTE—Letters and figures indicate:**

**X—Prohibited.**

**A—Backward movement prohibited.**

**B—Backward movement restricted to speed indicated.**

**D—Operation of engines coupled prohibited.**

**E—Operation of engines coupled restricted to speed indicated.**

**R—Restricted account of light rail.**

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

**Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.**

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

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	A5s, A56, A6, A6b, B1, BS6, BS6a, BS7, ES6, GS4	AS10, AS10am, AS10as, AS10s, BS10a, BS10s, BS12, ES10, ES12	C	E, L6, O1	G, AP, BP20, EP, FP	H6	H8-9-10, AF, BF, BH, BS24M, EF, EFP, EH, FF, LS	I	K	L	M	
<b>BROAD TO ZOO:</b>												
Broad Interlocking; Powelton Ave. Yard; Eastward Shuttle Track												X
18th St. Railway Express Tracks 1 to 4, inc.			X					X		X	X	X
<b>PASSENGER REPAIR YARD:</b>												
Scrap dock Track			X	X	X	X	X	X	X	X	X	X
Curve at west end No. 1 and 2 Shops			X	X	X	X	X	X	X	X	X	X
Oil House Track			X	X	X	X	X	X	X	X	X	X
Leads to Steam Heat Plant and Storehouse				X	X			X	X		X	X
<b>ZOO TO HOLMES: DIVISION</b>												
<b>POST (New York Division)</b>			X					X				
Br. 85.76—25th Street								X		45	45	
Margie St. Yard Tracks 7 to 10, inc.				X	X			X	X		X	X
Diamond St. Yard No. 6 Track				X	X			X	X		X	X
Este Yard Tracks 7 to 12, inc.			X	X	X	X	X	X	X	X	X	X
Br. 85.61—Dauphin St.								X	55	45	35	45
<b>North Philadelphia:</b>												
Reading Interchange								X	X	X	X	X
International Harvester			X	X	X	X	X	X	X	X	X	X
Ward Baking Co.			X	X	X	X	X	X	X	X	X	X
Br. 84.30—12th St.								X	50	40	40	40
Br. 83.93—Allegheny Ave.								X		45	45	60
C St. Yard Tracks 7 to 12, inc.					X			X	X		X	X
Br. 81.53—Castor Ave.								X		45	45	60
Br. 80.71—Tacony				60	60			X	60	45	45	60
Br. 78.51—Levick St.				70	70			X	60	45	45	60
Br. 78.29—Magee St.				70	70			X	60	45	45	60
Br. 77.68—Princeton St.				70	70			X	60	45	35	60
Prison Track			X	X	X	X	X	X	X	X	X	X
Engines used in shifting service may use straight track.												
<b>ZOO TO PAOLI: DIVISION</b>												
<b>POST (Philadelphia Division)</b>												
M1 engines must not be moved under 42nd St. Br. on No. 1 Track and must not be used on No. 3 Track. West Phila. Elev. at junction of New York-Pittsburgh Subway at Zoo.												
Must not be moved in either direction over 53rd St. Hump.												

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
	AS5, AS6, A6, A6b, B1, B55, BS5a, BS7, ES6, GS4	AS10, AS10am, AS10as, AS10s, B6a, BS10, BS10a, BS12, ES10, ES12	C	E, L6, O1	G, AP, BP20, EP, FP	H6	H8-9, 10, AF, BF, BH, BS24M, EF, EFP, EH, FF, LS	I	K	L	M		BP60T, P5, GG-1, R1, E2B, E2C, E3B
Hall and Smedley Track .....			X	X	X			X	X	X	X	X	X
Mantua Yard:													
Curves at west end of Tracks 3 to 12 .....								X	X	X	X	X	X
Tracks 13 to 19 inc. ....								X					
Curves at west end of Tracks 20 to 26 inc. ....				X	X			X	X	X	X	X	X
40th to 52nd Street:													
South Side Yard, Tracks 1, 2 and 3 Industrial Tracks .....			X	X	X	X	X	X	X	X	X	X	X
Oil House Lead Track .....			X	X	X		X	X	X	X	X	X	X
Coal Track, Park Power Plant .....			X	X	X		X	X	X	X	X	X	X
Crossover and Curves to Parkside Ave. Public Delivery Tracks .....			X	X	X	X	X	X	X	X	X	X	X
092 Ladder East of 52nd St. ....			X	X	X	X	X	X	X	X	X	X	X
52nd St. to Paoli:													
Industrial Tracks 59th Street to Overbrook .....			X	X	X			X	X	X	X	X	X
Narberth: Industrial Track .....			X	X	X			X	X	X	X	X	X
Wynnewood: Br. 7.52 .....						40	25	50	40	40	40	55	
Ardmore: Yard Tracks 1 to 9 inc. ....			X	X	X		X	X	X	X	X	X	X
Trestle—Newton Coal Co. ....			X	X	X		X	X	X	X	X	X	X
Haverford: Smedley & Mehl .....			X	X			X	X	X	X	X	X	X
Bryn Mawr:													
All Yard Tracks west of water plug except No. 1 .....							X	X	X	X	X	X	X
Rosemont: Team Track .....							X	X	X	X	X	X	X
Mehl & Latta Track .....			X	X	X		X	X	X	X	X	X	X
Radnor: Br. 13.06 .....							20	40	35	35	35	55	
St. Davids: Industrial Tracks .....			X	X	X		X	X	X	X	X	X	X
Wayne: Burkets Coal Track .....			X	X	X		X	X	X	X	X	X	X
Br. 14.54 .....							35	50	50	50	50	55	
Strafford: Industrial Tracks .....			X	X	X		X	X	X	X	X	X	X
Berwyn: Industrial and Shifting Tracks .....			X	X	X		X	X	X	X	X	X	X
Paoli:													
Yard Tracks 4 to 8 inclusive .....				X	X		X	X	X	X	X	X	X
Industrial and Team Tracks .....				X	X		X	X	X	X	X	X	X
East end of Car Shop Tracks .....				X	X		X	X	X	X	X	X	X
West end of Car Shop Tracks and west end of No. 4 Spur Track .....			X	X	X	X	X	X	X	X	X	X	X
Duck Under Track .....							X	X	X	X	5	X	X
ZOO TO DARBY: DIVISION													
POST (Maryland Division)													
Grays Ferry Branch .....							X			X			
Paschall and Darby:													
Station and Yard Tracks .....							X			X	X		
Br. 6.19—Darby .....							20		40	30		30	
General Electric:													
Company portion of .....							X			X	X		
Industrial Tracks .....			X	X	X		X	X	X	X	X	X	X
Except Fels and Co. ....			X	X	X	X	X	X	X	X	X	X	X
Wrecking derricks must not use this trestle.													
Breyer, Brady-Hindle, and Kealy Tracks .....			X	X	X	X	X	X	X	X	X	X	X
D. R. R. & B. Co. BRANCH:													
DIVISION POST (Atlantic Division):													
Shore to westward end viaduct. ....	30	X	30	30	30	30	X	30	15	10	30	30	
Westward end viaduct to Jersey ..	15	X	15	15	15	15	X	15	15	10	15	15	

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS5, AS6A6, AB1, BS6, BS6a, BS7, ES6, GS4	AS10, AS10am, AS10as, AS10s, BS6sa, BS10, BS10a, BS12, ES10, ES12	C	E, L6, O1	G, AP, BP20, EP, FP	H6	H8-9-10, AF, BF, BS24M, EF, EFP, EH, FF, LS	I	K	L	M	BP60T, P5, GG-1, RI, EZB, E2C, E3B	
<b>CHESTNUT HILL BRANCH:</b>													
North Philadelphia to													
Allen Lane.....			X					X			X		
Allen Lane to													
Chestnut Hill.....			X	X	X		X	X	X	X	X	X	X
North Phila. to Queen Lane:													
Electric Storage Battery Co.													
(Straight Track only)			X	X	X			X	X	X	X	X	X
Zingers, American Ice, Pioneer													
Paper, Chevrolet Co.....			X	X	X	X	X	X	X	X	X	X	X
Budd's at Hunting Park.....			X	X	X	X	X	X	X	X	X	X	X
Midvale Yard—No. 2 to No. 14,													
Inc. and Industrial Tracks.....			X	X	X	X	X	X	X	X	X	X	X
Queen Lane to Allen Lane:													
Lead to Cheltenham Ave.....			X	X	X	X	X	X	X	X	X	X	X
Br. 3.47—Pomona St.....			X	50	50		X	50	20	X	20	30	
Upsal Station Track.....			X	X	X	X	X	X	X	X	X	X	X
Germantown steam heat plant			X	X	X	X	X	X	X	X	X	X	X
Allen Lane to Chestnut Hill:													
Br. 5.44—Cresheim Valley.....	10	5	X	X	X	5	X	X	X	X	X	X	X
<b>FORT WASHINGTON</b>													
<b>YARD RUNNING TRACK:</b>			X					X			X		
St. Martins Coal Co.													
Pa. Inst. D. and D., R. C. White,													
Globe Holst Co., Metlab Co.,													
National Crucible Co., Public													
Delivery and Century Vault Co.			X	X	X	X	X	X	X	X	X	X	X
All Other Tracks.....			X	X	X		X	X	X	X	X	X	X
<b>SCHUYLKILL BRANCH:</b>													
Between 52nd St. and Park No. 2													
Main Track.....								X	X		X	X	X
Industrial Tracks, Wynnefield													
Ave. to Manayunk Station.....			X	X	X		X	X	X	X	X	X	X
Br. 5.29—Woodbine Ave.....							20		40	25			
Pencoyd Track.....					X		X	X	X	X	X	X	X
<b>MANAYUNK:</b>													
Hendren Coal Track.....			X	X	X	X	X	X	X	X	X	X	X
Robinson Steel Co. Track.....			X	X	X		X	X	X	X	X	X	X
<b>MIQUON:</b>													
Industrial Track.....			X	X	X		X	X	X	X	X	X	X
<b>SPRING MILL:</b>													
Lee Tire and Rubber Co.....			X	X	X	X	X	X	X	X	X	X	X
Quaker Oil Products Co.....			X	X	X		X	X	X	X	X	X	X
<b>CONSHOHOCKEN:</b>													
Back Track at Freight Station...				X	X	X	X	X	X	X	X	X	X
F. & J. H. Davis, Geo. J. McFad-													
den Tracks.....			X	X	X	X	X	X	X	X	X	X	X
Leroy & Williams Track.....			X	X	X		X	X	X	X	X	X	X
<b>IVY ROCK:</b>													
Industrial Tracks.....					X		X	X		X	X	X	X
<b>ERNEST:</b>													
Capital Furniture Co.....		X	X	X	X	X	X	X	X	X	X	X	X
W. A. Case & Son Mfg. Co.....		X	X	X	X	X	X	X	X	X	X	X	X
Atlantic Refinery, American													
Equipment Co. and Cochran													
Corp. to end of trestle only.....			X	X	X	X	X	X	X	X	X	X	X
Lukens & Yerkes.....			X	X	X	X	X	X	X	X	X	X	X
<b>NORRIS:</b>													
Classification Tracks, East End											X		
Extension Track.....													
Mann Co. Track to Scale only....			X	X	X		X	X		X	X	X	X
Kneass Lumber Co.....			X	X	X	X	X	X	X	X	X	X	X
V. Arena & Sons.....			X	X	X	X	X	X	X	X	X	X	X
Rambo & Regar, Reading Screw													
and W. F. Doran.....	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	A35, A36, A6, A6b, B1, B56, B56a, B57, E56, G54 AS10, AS10am, AS10as, AS10s, B6sa, BS10, BS10a, BS12, ES10, ES12	C	E, L6, O1	G, AP, BP20, EP, FP	H6	H6-9-10, AF, BF, BH, BS24M, EF, EFP, EH, FF, LS	I	K	L	M	BP60T, P5, GG-1, RI, E2B, E2C, E3B	
<b>HAWS AVENUE:</b>												
Dill Co. Track.....		X	X	X	X	X	X	X	X	X	X	X
Other Industrial and Yard Tracks Br. 18.10—Haws Ave.....		X	X	X			40	X	40	40	X	X
<b>PORT INDIAN:</b>												
Station Track.....							X			X	X	X
<b>BETZWOOD:</b>												
Taylor Track.....							X	X	X	X	X	X
Station Track.....							X			X	X	X
<b>PROTECTORY:</b>												
Philadelphia Protectory for Boys from Main Track connection to Pawling road crossing.....				X			X	X	X	X	X	X
From Pawling road crossing to end of Track.....		X	X	X	X	X	X	X	X	X	X	X
<b>OAKS:</b>												
B. F. Goodrich Co.....	B5	B5	B5	X	B5	X	X	X	X	X	X	X
Hasett Chute and Conveyor, Industrial Track.....							X	X	X	X	X	X
<b>BRIDGE 26.42:</b>												
327 feet east of Port Providence..							40			45	X	
<b>BRIDGE 27.24:</b>												
125 feet east of Mont Clare.....							40			45	X	
<b>MONT CLARE:</b>												
G L Rapp.....			X	X	X	X	X	X	X	X	X	X
<b>PHOENIXVILLE:</b>												
Phoenixville Yard Running Track from Phoenixville to Mile Post 2							X			X	X	X
Phoenixville Yard Running Track west of Mile Post 2.....			X				X	X	X	X	X	X
Jct. Phoenixville Yard Running Track to Freight Station.....				X	X	X	X	X	X	X	X	X
New Mill coal trestle, Phoenix Iron Co.....			X	X	X	X	X	X	X	X	X	X
Industrial Tracks.....				X	X	X	X	X	X	X	X	X
<b>BRIDGE 31.70:</b>												
2,253 feet east of Spring City.....							45			45	X	
<b>SPRING CITY:</b>												
Canal Track.....				X	X	X	X	X	X	X	X	X
Dust Mill.....				X	X	X	X	X	X	X	X	X
Tracks south of Freight Station				X	X	X	X	X	X	X	X	X
Royersford Track.....				X	X	X	X	X	X	X	X	X
Royersford Spring Bed.....		X	X	X	X	X	X	X	X	X	X	X
Buckwalter No. 1.....		X	X	X	X	X	X	X	X	X	X	X
Royersford Fdry. & Mach. Co....		X	X	X	X	X	X	X	X	X	X	X
Diamond Glass Co., No. 2.....		X	X	X	X	X	X	X	X	X	X	X
<b>PENNHURST:</b>												
State School.....				X	X	X	X	X	X	X	X	X
<b>PARKERFORD:</b>												
Track between station track and H. W. Johnson coal trestle.....							X	X		X	X	X
H. W. Johnson coal trestle.....			X				X	X	X	X	X	X
Wm. E. Wells.....			X				X	X	X	X	X	X
Kinsey Distillery Corporation be- yond a point 280 feet east of bridge over Schuylkill River.....			X	X	X	X	X	X	X	X	X	X
<b>POTTSTOWN:</b>												
Firestone Tire & Rubber Co.....							X	X	X	X	X	X
Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14.....							X	X	X	X	X	X
Bethlehem Steel Co.....			X	X	X	X	X	X	X	X	X	X
Mayer-Pollock Co.....			X	X	X	X	X	X	X	X	X	X
Stowe-Extension.....			X	X	X	X	X	X	X	X	X	X
Track off Public Delivery to Sun- shine Stores, Inc.....			X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES												
	A55, A56, A6, A6b, B1, B56, B58a, B57, E56, G54	AS10, AS10am, AS10as, AS10s, B65a, BS10, BS10a, BS12, ES10, ES12	C	E, L6, O1	G, AP, BP20, EP, FP	H6	H6-9-10, AF, BF, BH, BS24M, EF, EFP, EH, FF, LS	I	K	L	M	BP60T, P5, GG-1, RI, E2B, E2C, E3B	Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
<b>MONOCACY:</b>													
West of: J. T. Dyer Quarry Co.													
No. 2								X	X		X	X	X
Reading Casting Co.			X					X	X	X	X	X	X
Samuel Hoppel								X			X	X	X
<b>BRIDGE 48.78:</b>													
722 feet east of Birdsboro								45			45	X	
<b>BRIDGE 48.87:</b>													
254 feet east of Birdsboro								35			45	X	
<b>BIRDSBORO:</b>													
Track west of Brooke Block Station leading to Reading Company								X	X		X	X	X
Focht & Lacey Company								X	X	X	X	X	X
West End, Brooke track								X	X	X	X	X	X
Freight House Track					X			X	X	X	X	X	X
Birdsboro Steel Foundry & Machine Co.								X	X		X	X	X
<b>GIBALTAR:</b>													
Station Track								X	X		X	X	X
<b>BRIDGE 54.83:</b>													
1,856 feet east of Mile Post 55								45			45	X	
<b>BRIDGE 55.35:</b>													
1,848 feet west of Mile Post 55								35			40	X	
<b>READING:</b>													
East Reading Yard								X	X		X	X	X
Water St. Track					X			X	X	X	X	X	X
Court Street Track				X	X	X	X	X	X	X	X	X	X
North Reading Track				X	X	X	X	X	X	X	X	X	X
Carpenter Stee. Co.				X	X	X	X	X	X	X	X	X	X
Track to Wm. Fryermuth								X	X	X	X	X	X
Berks Art Metal Service			X	X	X	X	X	X	X	X	X	X	X
Switch must be lined for No. 2 or No. 3 Fr. Sta.								X	X	X	X	X	X
<b>MUHLBERG:</b>													
Fair Ground Track								X	X	X	X	X	X
<b>TEMPLE:</b>													
Quarry Track								X	X		X	X	X
Beryllium Co.					X			X	X	X	X	X	X
Trestle Station Track		X	X	X	X	X	X	X	X	X	X	X	X
<b>LEESPORT:</b>													
All Industrial Tracks								X			X	X	X
<b>MOHRSVILLE:</b>													
Station Track								X			X	X	X
<b>SHOEMAKERSVILLE:</b>													
Alleman Track east of derail					X			X	X	X	X	X	X
<b>HAMBURG:</b>													
Spiedel Elevator Corp.					X	X	X	X	X	X	X	X	X
Hahn Motor Truck Co.					X	X	X	X	X	X	X	X	X
Penn Electric Steel Casting Company				X	X	X	X	X	X	X	X	X	X
Boiler Works								X	X	X	X	X	X
Allen Sherman Hoff Co.								X	X	X	X	X	X
Coal Trestle			X					X	X	X	X	X	X
Other Industrial Tracks								X			X	X	X
<b>BRIDGE 83.40:</b>													
6,265 feet east of Auburn	30	30	30	30	30	30	30	30	30	30	30	X	30
<b>SCHUYLKILL HAVEN:</b>													
Station Track					X			X	X	X	X	X	X
Trestle at Freight Station		X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES											
	A5s, A5b, A6, A6b, B1, B5b, B5ba, B57, E5b, G54	AS10, AS10am, AS10as, AS10as, B510, B510a, B512, ES10, ES12	C	E, L8, O1	G, AP, BP20, EP, FP	H6	H8-9-10, AF, BF, BH, BS21M, EF, EP, EH, FF, LS	I	K	L	M	BP60T, P5, GG-1, R1, E2B, E2C, E3B
<b>CARBON YARD:</b>												
North side, west end Nos. 3 and 4 Tracks				X	X			X	X	X	X	X
South Side, Spur Track								X	X		X	X
<b>BRIDGE 93.59:</b>												
339 feet west of Carb on								30				
<b>BRIDGE 1.82:</b>												
296 feet east of St. Clair								30			40	
<b>POTTSVILLE:</b>												
Freight Station Tracks Nos. 1, 2, 3 and 4 from Main Track switch to a point designated by a yellow stripe on rail					X			X	X	X	X	X
South side No. 5 Track					X			X	X	X	X	X
Nicholas St. Yard Nos. 1, 2, 3, 4 and 5 Tracks								X	X		X	X
National Biscuit Co.					X			X	X	X	X	X
<b>DARKWATER:</b>												
Replifier Coal Co.	B5	B5	B5	X	X	X	X	X	X	X	X	X
Other Colliery Tracks												
<b>BRIDGE 157 NBS:</b>												
East, Laurel Junction								15			15	
<b>MINERSVILLE YARD RUNNING TRACK:</b>												
Lytic Coal Co. empty and condemned coal tracks				X	X	X	X	X	X	X	X	X
<b>GIRARDVILLE YARD RUNNING TRACK:</b>												
	B5	X	B5	B5	B5	B5	X	X	X	X	X	X
<b>MOREA TRACK:</b>												
										X	X	X
<b>WEST CHESTER BRANCH:</b>												
Large tenders prohibited on account of clearance and coal height on regular tenders must not exceed normal dimensions of tender without coal.			X	X				X		X	X	X
E6, GG1 and P5 engines single unit only may be operated between Arsenal and West Chester.												
Two H8, H9, or H10, K2, K4 may be operated between Arsenal and Angora. When operated beyond Angora they must be spaced by two cars.												
Not more than 2 G5 type or a G5 with light type engine coupled may be operated on West Chester and Newtown Square yard running track.												
Br. 4.79—Angora	30	X	30	30	30	30	X	X	X	X	25	X
Br. 7.11—Gladstone	15	X	15	15	15	15	X	X	X	X	15	X
Br. 11.87—N. of Wallingford	30	X	30	30	30	30	X	X	X	X	25	X
Br. 14.41—Media	30	X	30	30	30	30	X	X	X	X	25	X
Br. 20.31—N. of Glen Mills	20	X	20	20	20	20	X	X	X	X	20	X
Br. 25.75—S. of Oakbourne	25	X	25	25	25	25	X	X	X	X	25	X
<b>NEWTOWN SQUARE TRACK:</b>												
Br. 11.22—S. of Llanerch	20	X	X	X	20	20	X	X	X	X	X	X
<b>CARDINGTON TRACK</b>												
							X	X	X	X	X	X
<b>NAUGHT TRACK WAWA</b>												
		X	X				X	X	X	X	X	X
<b>FRAZER TRACK</b>												
		X					X	X	X	X	X	X
<b>WEST PHILA. ELEVATED BRANCH:</b>												
All viaducts and bridges							20			20		

LOCATION	CLASS OF ENGINES										
	A55, A56, A6, A6h, B1, B56, B56a, B57, E56, G54 AS10, AS10am, AS10as, AS10s, B65a, B510, B510a, B512, E510, E512	C	E, L6, O1	G, AP, BP20, EP, FP	H6	H8-9, 10, AF, BF, BH, BS24M, EF, EFP, EH, FF, LS	I	K	L	M	BP60T, P5, GG-1, RI, E2B, E2C, E3B Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
<b>FORD TO KENSINGTON:</b> R1 engines prohibited. All bridges and viaducts.....	15	15	15	15	15	15	15	15	15	15	15
<b>K. &amp; T. TRACK.....</b>		X	X	X	X	X	X	X	X	X	X
<b>FRANKFORD AVENUE.....</b>		X	X	X	X	X	X	X	X	X	X
<b>ENGELSDALE:</b> Yard except No. 1 Track.....		X	X	X	X	X	X	X	X	X	X
No. 1 Track and No. 1 Spur.....		X								X	X
<b>OXFORD ROAD:</b> Br. 1.53 (Taony Creek).....	15	X	X	X	15	X	X	X	X	X	X
<b>BUSTLETON:</b> 0.81 trestle.....	10	X	X	X	10	10	X	X	X	X	X
<b>FAIRHILL:</b> H6, H8, H9, H10 engines pro- hibited on industrial tracks.....		X	X	X			X	X	X	X	X
<b>BELMONT TRACK:</b> M engines may be used in pas- senger detour service only.....									X		
<b>WASHINGTON AVENUE:</b> B, E, G and H engines may be used only on the north and south tracks. Wooden trestle between Arsenal and 24th St.....	15	X	X	X	15	15	X	X	X	X	X
Grays Ferry Movable Bridge.....	15	X	X	X	15	15	X	X	X	X	X
<b>DELAWARE EXTENSION AND DELAWARE AVENUE:</b> Greenwich to Junction Trenton Ave. Elevated.....	15	X	X	X	15	15	X	X	X	X	X
Arsenal Movable Bridge.....		X	X	X							
<b>60th STREET, CHESTER and PHILADELPHIA, track.....</b>		R					X	X	X	X	X
Haenn Lumber Co.....		X	X	X	X	X	X	X	X	X	X
<b>ARSENAL TO OLD GREENWICH:</b> Industrial Leads—D-6 to Passyunk Lead to Phila. Electric Co.....		X	X	X	X	X	X	X	X	X	X
East End Tidewater Yard.....		X	X	X	X	X	X	X	X	X	X
West End Tidewater Yard.....			X	X			X	X	X	X	X
Produce Terminal Leads.....			X	X			X	X	X	X	X
Long Curve Running Track to Pay Yard.....			X	X			X	X	X	X	X
Short Curve Running Track to Pay Yard.....			X	X			X	X	X	X	X
Lead to Swanson St. Track at Pay Yard.....			X	X	X	X	X	X	X	X	X
<b>GIRARD POINT:</b> Mud Yard—all tracks.....							X	X		X	X
Storage Yard—all tracks.....							X	X		X	X
New Yard—all tracks.....							X	X		X	X
Old Yard—all tracks.....							X	X		X	X
<b>CANAL STREET:</b> Commerce St. Washington Ave. to South St.....	X	X	X	X	X	X	X	X	X	X	X
<b>SWANSON STREET:</b> C, E, G and H types prohibited on industrial tracks.....							X	X	X	X	X

**D. R. R. & B. Co. Branch**—Between westward end of approach viaduct and Jersey:

**1160-A2.** Except in detour service M type engine coupled to any type engine must not be operated between westward end of approach viaduct and Jersey Interlocking Station.

Between westward end of approach viaduct and Jersey Interlocking Station: When M, L, K5, K4, H9, H8 engine coupled to GG-1, P-5, DD-2, R1, etc., in **Passenger Detour Service** or the M type is used singly in any service the train dispatcher must see that no train is permitted on adjacent track while such movement is being made.

If M, L1, K5, K4, H9, H8 engine is used with GG-1, P-5, DD-2, R1, in **Freight Detour Service**, engines must be separated by at least ten cars of gross weight not exceeding 100,000 lbs. each and no trains must be operated on adjacent track.

Not more than two engines coupled, steam or electric, not otherwise restricted shall be operated. Additional engines of any class must be spaced from the two coupled engines with at least ten cars between them and in either case train dispatcher must see that no train is permitted on adjacent track while such movement is being made.

If train consists of mineral, grain or other heavy lading, operated by M type engine, the engine must be separated from such mineral, grain or other heavy lading, by at least ten cars not exceeding 100,000 lbs. gross weight per car, and if an additional M engine is used such engine must be similarly separated both from the M engine operating the train and the mineral, grain or other heavy lading. If a lighter engine is used such engine must be similarly separated only from the M engine operating the train. In either case train dispatcher must see that no train is permitted on adjacent track while such movements are being made.

In emergency, in passenger detour service only, if the engine or engines operating the train are disabled, the following movements may be made: L type or lighter engine may move the M type engine coupled to an electric engine with train on the approach viaduct; or the L type or lighter engine may be moved light on adjacent track on the approach viaduct to pass an M type coupled to an electric engine standing; H type or lighter engine may move M type coupled to electric engine with train on the four truss spans of the bridge; or H type or lighter may be moved light on adjacent track to pass M type engine coupled to electric engine standing on the four truss spans of the bridge.

### **Chestnut Hill Branch**

**1160-A3.** Two engines, except multiple unit engines, must not be coupled together crossing the bridge over Cresheim Valley; at least one empty car must be placed between any two steam engines operating over the bridge.

### **Arsenal Movable Bridge**

**1160-A5.** When three or more electric engines, coupled together, are operated over the Arsenal Movable Bridge and approaches thereto, the train dispatcher must see that no train is permitted on adjacent track while such movement is being made.

### **Suburban Line**

**1160-A6.** Steam and Diesel engines must not enter the Subway of Suburban line eastward of 20th Street.

### **River Line**

**1160-A7.** Steam engines must not operate under overhead structures Penna. Station-30th Street, all tracks, unless otherwise instructed by the superintendent.

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**1160-A8.** The handling of freight cars by Diesel rail motor cars, is prohibited.

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### **Diesel or Electric Engines—Movement Over Humps**

**1160-A9.** Diesel or Electric engines with articulated trucks must not be operated over humps.

### **Movement Diesel Shifting Engines**

**1160-A10.** P.R.R. or L.I.R.R. Diesel-electric shifting engines of 380, 600 or 1000 H.P. type, either dead in trains or moving under their own power (when being moved from Builders to destination), must not be moved at a speed exceeding 30 miles per hour.

These instructions will also apply to Diesel-electric shifting engines of other Lines moved over P.R.R. unless instructed otherwise by messengers who may accompany the engines.

### **Reading Co. Engines—Class G1 and G2**

**1160-A12.** Reading Company engines Class G1 and G2 will be governed by restrictions applying to P.R.R. engines, Class K4.

### **Reading Co. T-1 Engines Between Belmont and Pavonia Yard**

**1160-A13.** Reading Co. Class T-1 engine must not be moved between Belmont and Pavonia Yard unless authorized by Superintendent.

### **Frankford Junction Engine House Tracks**

**1160-A14.** Movement of H Class engines or larger on No. 3, No. 4, No. 5 and No. 6 tracks is prohibited.

H Class engines or larger are prohibited on No. 2 yard track beyond a point 480 feet east of switch leading from D.R.R.R. & B. Company branch, Shore Interlocking.

### **Old Greenwich and Callowhill Street**

**1160-A15.** C engines may be used between Old Greenwich and Callowhill Street on Delaware Avenue, except No. 6 Cross-over between Reading and P.R.R. north of Pine and north of Arch Streets and all Industrial and Freight House Tracks.

H engines may operate on tracks between Old Greenwich and D-16.

### **P-5 Electric Engines Restricted— Powelton Avenue Yard**

**1160-A16.** Powelton Avenue Yard curves on Tracks No. 3 to No. 17 between Powelton Avenue overhead bridge and 30th Street.

### **Diesel Test Engines— Chester and Philadelphia Yard Running Track**

**1160-A17.** New diesel engines being turned out at Baldwin Locomotive Works are authorized to use Chester and Philadelphia Yard Running track for test purposes between the Division Board, located at Island Road Crossing, and a point one engine length north of Hog Island Wye, designated by a sign reading, DIESEL TEST ENGINES MUST NOT PASS THIS POINT.

Restricted speed must not be exceeded. These engines may also use this wye for purpose of turning.

## **OTHER EQUIPMENT RESTRICTIONS**

### **Cars 50 Feet or More in Length**

**1160-B2.** Cars 50 feet or longer must be handled separately on industrial tracks where engines are prohibited or nothing larger than a Class A-5 engine can operate on account of curvature.

### **Electrically Equipped Passenger Cars**

**1160-B3.** Passenger cars electrically equipped moved in freight trains must be placed on rear just ahead of cabin car.

### **Passenger Equipped Cars Prohibited— Cardington Track**

**1160-B4.** Movement of all passenger equipped cars prohibited through arch tunnel No. 8.21 under Philadelphia-West Chester Pike, Cardington track.

### **Movement of Cars Maximum Weight—Various Tracks**

**1160-B6.** A maximum weight of 251,000 pounds (car and lading) can be handled over the Philadelphia Terminal Division, except as follows:

Cars exceeding a maximum weight (car and lading) of 210,000 pounds, must not be accepted for movement over the following tracks:

Stiftown	Bustleton	Newtown Square	Oxford Road
Washington Ave.	West Chester Branch	Fairhill	60th Street
Delaware River R.	R. & B. Co. Br.	Frankford Creek	

Cars exceeding a maximum weight (car and lading) of 150,000 pounds must not be accepted for movement over the tracks of the Chestnut Hill Branch (Allen Lane to Chestnut Hill).

### **Oxford Road (Bridge 1.53 Tacony Creek)**

**1160-B7.** Cars exceeding maximum weight (car and lading) of 169,000 pounds must not be accepted for movement over this bridge, unless separated from the engine and from other cars exceeding 169,000 pounds, by three or more cars weighing 169,000 pounds or less.

### **Schuylkill Branch—Phoenixville Yard Running Track**

**1160-B8.** Cars with gross weight of more than 210,000 pounds prohibited west of Mile Post 2.

### **Spring City-Royersford Track**

**1160-B9.** Cars with gross weight of more than 210,000 pounds prohibited.

### **M. W. Camp Car Equipment—Handling**

**1160-B10.** Movement of M. W. Camp Car Equipment (painted gray) must conform to authorized speeds and must be handled carefully in road movement and while being shifted.

### **Model 40 Burro Cranes**

**1160-B11.** Model 40 Burro Cranes with booms greater than 35 feet in length must be stopped while movements are being made on adjacent tracks.

### **250-Ton Wrecking Derricks**

**1160-C1.** Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory of this division, unless authorized by Superintendent.

### **Wrecking Derricks—Prohibited**

**1160-C2.** On account of weight wrecking derricks must not be moved over the following bridges:

Bridge No. 1.32 Wissinoming Creek, Kensington and Tacony Track.

Bridge No. 1.50 Frankford Creek, Kensington and Tacony Track.

### **Movement Wrecking Derricks—West Chester Branch**

**1160-C3.** Trains hauling wreck derrick must not exceed speed indicated over the following bridges:

Br. 4.79 Angora 25 miles per hour.

Br. 7.11 Gladstone 15 miles per hour.

Br. 11.87 Northward from Wallingford 25 miles per hour.

Br. 14.41 Media 25 miles per hour.

Br. 20.31 Northward from Glen Mills 20 miles per hour.

Br. 25.75 Southward from Oakbourne 25 miles per hour.

Br. 11.22 Southward from Llanerch 10 miles per hour.

(Newtown Square yard running track.)

### **Movement Wrecking Derricks—(Cresheim Valley Bridge) Chestnut Hill Branch**

**1160-C4.** Wrecking derricks over 150 tons prohibited. Wrecking derricks 150 tons or less may be moved over this bridge not exceeding 5 miles per hour, and must have 2 empty cars between the derrick and engine.

No other movement must be made on adjacent track while derrick is being moved over this bridge.

## **FREIGHT TRAIN CLEARANCES**

### **Este's Yard**

**1162-A3.** Train and engine crews are warned of close clearance between track No. 0 and catenary poles Nos. 85.64, 85.69 and 85.75 westward from Este's Yard, there being approximately 18 inches clearance between poles and side of standard equipment, also catenary pole south side of ladder track eastward end, Este's yard, will not clear a man on side of car.

### **Handling X31 cars etc., North Philadelphia-15th St. Yard**

**1162-A4.** North Philadelphia, 15th Street yard: X31 cars and similar type equipment must be handled with extreme care and not coupled to other cars while being moved over Reading Bridge on track leading to Power House.

### **Handling Diesel Engines and Long Cars certain industrial tracks, North Philadelphia**

**1162-A5.** Movements to and from No. 5 track to No. 6 Hill track and No. 7 Hill track (lead to J. M. Bruner and Company Coal Yard) with Diesel type engine or with cars longer than 41 feet, and to and from W. J. Alexander and Sons industrial track, with Diesel type engine, must not be made without first obtaining permission from the signalman, North Philadelphia interlocking station, and movements on No. 4 track protected as prescribed by Rule 99.

### **Handling Cars certain industrial tracks, North Philadelphia**

**1162-A6.** While cars are being placed upon or removed from industrial tracks used by

Weil McLain and Co.	} North Philadelphia
Tri-State Dist. Co.	
North American Warehouse Co.	

Connected with naught track, cars and engines will not properly clear passing trains on No. 1 track.

Movement to and from these tracks must not be made without first obtaining permission from the signalman at North Philadelphia and movement on No. 1 track protected as prescribed by Rule 99. After movement has been completed and switches returned to normal position track must be reported clear to signalman.

### **West Chester Branch—Arsenal-49th Street**

**1162-A7.** Between Arsenal and five hundred thirty-nine (539) feet southward from 49th Street Passenger station:

Cars, loads and other equipment for movement between Arsenal and five hundred thirty-nine (539) feet southward from 49th Street Passenger Station, must not exceed the following dimensions above top of rail.

Cars.....	14' 11"
Loads.....	14' 11"
Other Equipment.....	14' 11"

Cranes mounted on flat cars in M. W. service, not exceeding 15' 2" in height above top of rail, may work between Arsenal interlocking and a point 100 feet northward from Kingessing Avenue Overhead Bridge, and from a point 100 feet southward from Chester Avenue Overhead Bridge southward on the West Chester Branch. Movement of this equipment under Kingessing Avenue, 49th Street and Chester Avenue Overhead Bridges must not be made until the power is off the overhead trolley wire over the track to be used, and boom secured not to exceed a height of 14' 10" above the top of rail.

#### Exceptions:

1. Engines with stacks not exceeding fifteen (15) feet in height above top of rail are permitted, temporarily, to operate in this territory.

2. Wreck derricks exceeding 14' 11½" in height above top of rail must not be operated in this restricted territory except on written permission of the superintendent.

3. Such wreck derricks must not be operated in this restricted territory until the power has been shut off from overhead trolley wire over the track on which derrick is authorized to be moved; and before such movements are made, conductors must know that the boom is down tight and properly fastened.

#### **Brown Hoist and Speno Ballast Cleaning Equipment; Track Sweeper—East of 44th Street**

**1162-A9.** Due to close overhead clearance, the Brown Hoist Ballast Cleaning Equipment, Speno Ballast Cleaning Equipment and Track Sweepers must not be moved on eastward passenger track under 44th and 42nd Street overhead bridges, or between Pennsylvania Station-30th Street and Suburban station.

#### **Taking Water—Restrictions, Various Locations**

**1162-A10.** Steam engines must not take water on East End Philadelphia Transfer ladder track.

#### **Storm Windows-Awnings, Various Locations**

**1162-A12.** Storm windows must be hooked back and awnings fastened up on cabs of all engines on Washington Avenue.

**Overhead Clearance**

**1163-A1.** Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

Bridge No.	Location	Description
1.33	Belmont—Belmont Tunnel.	Tunnel bridge
1.30	Belmont—Belmont Tunnel.	Tunnel bridge
1.15	Belmont—Girard Avenue..	Overhead bridge
0.14	Belmont—Montgomery Ave.....	Overhead bridge
86.76	33rd Street (Engelside)....	No. 0 track
86.36	Montgomery Avenue.....	Nos. 0 and 5 tracks
85.11	Margie Street.....	Nos. 0 and 5 tracks—Entrance to Continental Distilling Co.
	Broad Street—East Side—North Philadelphia.....	General Electric Co.
0.52	Luzerne Street—Oxford Road.....	Concrete Arch
83.02	Front Street.....	Tracks, south side:
	Wheatsheaf Lane—Overhead Bridge.....	Nos. 1 and 2 Yard tracks at first and second catenary bridges—west of.
0.19	D. R. R. R. & B. Co. Branch — Overhead Bridge.....	Overhead bridge over Frankford Junction Yard tracks.
1.76	Abbottsford Road—Chestnut Hill Branch.....	Yard tracks leading to Midvale Yard
3.77	Willow Grove Avenue—Chestnut Hill Branch....	St. Martins station track
	44th Street.....	Overhead bridge
	52nd Street (Phila. Transfer)	North Side No. 9 platform
		South Side No. 11 platform
	Ernest	W. A. Case and Son
	Norristown.....	Lukens and Yerkes track
	Norristown.....	Mann Iron & Steel Co. track
	Norristown.....	Reading Screw Co. track
3.17	Norristown.....	W. F. Doran Co. track
21.74	Betzwood	
0.54	Phoenixville Yard Running track	
36.51	Frick's Lock	
40.71	Pottstown	
48.56	Birdsboro	
54.89	Reading, East of	
61.19	Reading	
61.23	Reading	
71.13	Shoemakersville	
83.40	Auburn	
88.27	Adamsdale	
90.96	Schuylkill Haven	
94.29	Pottsville	
4.95	Minersville Yard Running track	
1.35	St. Clair	
	Phoenixville.....	Phoenix Iron Works Corp., tracks Nos. 1, Brick House and New Mill
	Phoenixville-Reading	Coal loaders
	Spring City.....	Keystone Drawn Steel Co. track
	Royersford.....	Royersford Foundry and Machine Co. track
	Parkerford.....	Kinsey Distilling Corporation tracks

Bridge No.	Location	Description
	Pottstown.....	Pottstown Metal Processing Co. track Bethlehem Steel Co., tracks Nos. 5 and Reading Connection Firestone Tire and Rubber Co. tracks, Nos. 1 and 5
	Monocacy.....	Barrett Company track
	Reading.....	Orr and Sembower track Carpenter Steel Co., tracks Nos. 4 and 5 Reading Milling Co. track Parish Pressed Steel Co., all tracks Wilhelm Paint Company tracks
	Hamburg.....	Allen-Sherman-Hoff track Penn Electric Co. track Hamburg Boiler Works Co. track
	Kingsessing Avenue—Foot Bridge—West Chester Branch.....	Track to 47th and Woodland Avenue freight yard
	Gay Street—West Chester. Walnut Street—South St. Yard.....	Overhead bridge Spur track—Old Hay Warehouse
	Walnut Street—South St. Yard.....	Entrance to 31st and Chestnut Streets freight station
	Walnut Street—South St. Yard.....	Track Dead Ending under Walnut Street bridge
	Washington Avenue..... (Grays Ferry Avenue)	Portals of Grays Ferry Movable Bridge
2.35	Washington Avenue (Grays Ferry Avenue)...	Abattoir track
3.11	49th Street Bridge—Grays Ferry.....	Tracks under bridge
	B. & O. Bridge—Grays Ferry.....	No. 5 track
	Brill Interlocking—60th Street.....	No. 5 track—non-energized overhead wire
6.09	4th Street—Darby.....	No. 5 track
	7th Street and 10th Street Overhead Bridges—Greenwich Yard.....	Yard tracks

Overhead warnings removed without further notice.

Other locations on Schuylkill Branch as follows:

All Breakers, Collieries, Tunnels and Overhead Signal Bridges.

Doors leading into all Enginehouses.

Bridges in turntable supporting power lines at Mt. Carbon.

**1163-B1.** Unless adjacent tracks are clear, the following classes of engines must not be operated between the points indicated below:

Class of Engines	Location	Tracks
H-9	Between 20th and 25th Sts. Washington Ave.	Middle and Northward

### USE OF TELEPHONES

#### List of Telephones

**1164-A2.** Telephones are generally located in boxes at signal bridges, home signal poles, main track switches, and, for emergency use, at all block stations, agents' and yardmasters' offices.

**1164-A3.** The train dispatcher is reached through General Office Exchange (EVergreen 2-1000 Bell Telephone).

Call train dispatcher, General Office 566.

The power director is reached through General Office Exchange or by direct line where indicated in telephone boxes.

Call power director, General Office 666.

**1164-A4.** Instructions covering the use of telephones or train-phones in train operation as outlined on card effective September 1, 1952, and posted at all telephone locations, must be followed.

### **EXPLOSIVES AND OTHER DANGEROUS ARTICLES**

**1165-A1.** Cars containing shipments of class A explosives, except laboratory samples, all class B and C explosives in excess of 200 pounds, are prohibited under all overhead structures, on all tracks, Penna. Station-30th Street, Lower Level, and Suburban Station.

#### **Cars Placarded Explosives**

**1165-A2.** Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

### **ELECTRICAL OPERATION**

#### **Power Director—Location and Jurisdiction**

**1167-A1.** Power Directors are located at Penna. Sta.-30th St. (Telephone 666) and have jurisdiction over following tracks equipped for A.C. electrical operation:

#### **MAIN TRACKS:**

BETWEEN

AND

Suburban Station

{ Division Post (Philadelphia Division)  
Haws Avenue  
Division Post (New York Division)  
Chestnut Hill  
Division Post (Atlantic Division)  
Division Post (Maryland Division)  
West Chester

#### **MAIN TRACKS:**

BETWEEN

AND

Zoo

Arsenal (Grays Ferry Branch)

Zoo

Brill (W. Philadelphia Elevated Branch)

Penn

Zoo (36th Street connection tracks No. 1 and No. 4)

Arsenal

Broad St. (Del. Ext. Elev. Branch)

#### **Hand-operated Crossovers:**

Manayunk

2075 feet westward from station

Conshohocken

1600 feet eastward from station

Ivy Rock

100 feet eastward from station

Shore

3340 feet eastward from Interlocking Station

Chestnut Hill

Westward from station

Fernwood

700 feet southward from station

Media

1100 feet southward from station

49th Street

West Philadelphia Elevated Branch

#### **RIVER LINE:**

BETWEEN

AND

Zoo

Arsenal

All tracks, all connections, including mail facilities. Race St., Engine Terminal—Pit track and Nos. 1, 2, 3, and 4 tracks.

No. 5 and No. 11 yard running tracks and all connections.

Walnut St., coach yard, between Walnut Street and South Street—Nos. 6, 7, 8, and 9 tracks.

#### **SIDINGS:**

PAOLI:

No. 1 Passenger Car Track, south side, distance 640 feet

BRYN MAWR:

Passenger Car Track, south side distance 381 feet.

BALA:

Middle Siding.

SHAWMONT:

Middle Siding

LENNI:

Siding and Crossover.

WAWA:

Two Multiple Unit Passenger Coach Storage Tracks.

**GLEN MILLS:**

Siding.

**CHEYNEY:**

Siding.

**YARD TRACKS:****SPRING GARDEN STREET YARD:**

Tracks Nos. 1 to 8 inclusive, also No. 11 (derrick track).

**POWELTON AVENUE COACH YARD:**

All Tracks.

**BETWEEN BROAD INTERLOCKING AND ZOO INTERLOCKING:**

No. 5 and Run Down Track.

**PENNSYLVANIA COACH YARD:**

Tracks Nos. 20 to 37, inclusive, including leads to yard.

Car Washing track from point of connection with No. 37 track, Pennsylvania Coach Yard, on south end, and point of connection with Run-Down track, on north end.

**ARSENAL INTERLOCKING:**

Shifting track.

Arsenal Connecting track

Crossovers between No. 2 track, West Philadelphia Elevated Branch and Arsenal Connecting Track.

**CHESTNUT HILL COACH YARD:**

Tracks Nos. 3 to 8, inclusive.

**NORRIS BLOCK AND INTERLOCKING STATION:**

Extension track and 900 feet of eastward end of Norris Siding.

**HAWS AVENUE:**

Front Track, Chain Street.

Back Track, Chain Street.

Yard Connecting track.

Nos. 1 and 2 Coach tracks

**MEDIA:**

Two Multiple Unit Passenger Coach Storage tracks between No. 1 and No. 2 Tracks southward from Media Passenger Station

**WEST CHESTER:**

Passenger Station, Nos. 1 and 2 Tracks and Express Track.

Multiple Unit Passenger Coach Storage track, between Nields and Union Streets.

Crossover and Track northward of Union Street to station.

**PAOLI COACH YARD:**

Nos. 0 to 8 tracks, including connection

Wye Tracks.

Hill Track.

Connecting track.

Nos. 3, 4 and freight tracks, West Yard

Duck Under track.

**FREIGHT YARDS OVERBROOK TO ZOO**

No. 3 Track Overbrook.

Crossover between No. 2 and No. 3 Tracks at Overbrook.

Crossovers between No. 10 Ladder and No. 15 Yard Tracks at Overbrook.

**59TH STREET RECEIVING YARD:**

Connecting ladder track west end of yard.

Nos. 3, 4, 5 and 6 tracks between Overbrook and connections with No. 2 track at 53rd Street.

Crossover between No. 2 and No. 3 tracks east of 59th St. Overhead Bridge.

Crossover between Nos. 3 and 4 tracks east of 59th St. Overhead Bridge.

West End of No. 7 track, distance of 700 feet.

West End of No. 8 track, distance of 775 feet.

No. 10 Ladder track.

Connecting Ladder east of 59th Street Overhead Bridge.

Nos. 12, 13, 14 and 15 tracks and crossovers between these tracks.

Crossover between No. 2 and No. 3 tracks at 53rd Street.

No. 1 PSV track between its junction with Westward Engine track and its connections with No. 2 Main track, Schuylkill Branch.

Crossover between No. 15 track and No. 1 PSV track at 52nd Street.

Crossover between Westward Engine track and No. 15 track at 52nd Street.

Crossover between No. 14 and No. 15 tracks at 52nd Street.  
No. 14 Track between crossover at 52nd Street and its connection with, and ladder to A12 track.

A12 Track distance of 160 feet.

Westward Engine track between its connection with Westward Belt Track and No. 1 PSV track.

Crossover between No. 2 track and Departure track at 52nd Street.

Departure Track from crossover to No. 2 track for a distance of 315 feet.

B20 Track at 52nd Street distance of 280 feet.

Eastward Belt track between connection with No. 15 Track and connection with Overflow Ladder and No. 6 Overflow Track.

Overflow Ladder track between its connection with No. 15 Track and No. 6 Overflow Track.

No. 2 Transfer Track distance of 585 feet.

No. 6 Overflow Track.

West end of No. 7 Overflow track distance of 325 feet.

Westward Belt track.

Eastward Engine Track.

Transfer Ladder Track.

East end of No. 5 Transfer Track for a distance of 100 feet.

Crossover between Westward Belt track and Eastward Engine Track.

East end of No. B18 track distance of 125 feet.

East end of No. B19 track distance of 200 feet.

East end of No. A26 track distance of 250 feet.

East end of No. A27 track distance of 100 feet.

East end of No. C1 track distance of 200 feet.

Departure track from center of 44th Street Overhead Bridge to a point 500 feet westward.

Ladder track between Cutting Track and No. 2 Track.

Hand operated crossover between Cut track and Departure track, under 44th Street Overhead Bridge, facing point for westward movement.

All crossovers between electrified tracks at 44th Street.

Cutting Track.

Eastward Jersey track between Zoo Interlocking and its connection with Westward Jersey Track east of 44th Street.

Westward Jersey track between its connection with Eastward Jersey track east of 44th Street and Westward yard running Track west of 44th Street.

Westward track and its connections to Berry Tracks at Zoo Interlocking to 44th Street.

Crossover between Eastward Jersey Track and Westward Track east of 42nd Street Overhead Bridge.

#### MANTUA YARD:

Tracks Nos. 19 and 20 East End of Mantua Yard from connection with Eastward Jersey Track and Westward New York-Pittsburgh Subway Tracks a distance of 375 feet on each track.

#### 33RD STREET EAST OF ZOO INTERLOCKING:

No. 5 Yard Track from the connection to No. 4 Track at 33rd Street eastward a distance of 1200 feet.

No. 5 Yard Track, from a point 630 feet westward from Margie Street Overhead Bridge, extending eastward a distance of 6100 feet, to a point 475 feet eastward from Germantown Avenue Undergrade Bridge.

Crossover between westward Station Track and No. 5 Yard track, eastward end of North Philadelphia Interlocking.

#### SHORE INTERLOCKING:

No. 0 Yard Track for a distance of 475 feet westward from Shore Interlocking Station.

#### FRANKFORD JUNCTION YARD:

No. 0 Yard Track from its junction with Westward Yard Track to a point 30 feet eastward from Frankford Passenger Station.

Crossover between No. 0 Yard Track and No. 1 Track at Ford Interlocking.

Eastward Yard Track from No. 0 Yard Track to its connection with Westward Yard Track 300 feet east of Venango Street.

Westward Yard Track from No. 0 Yard Track to Ontario Street.

Frankford Junction Wye.

No. 1 Yard Track from its connection with Eastward Yard Track westward a distance of 300 feet.

#### GRAYS FERRY YARD:

Westward Ladder Track from its interlocked connection with No. 2 Track, West Philadelphia Elevated Branch.

No. 8 Yard Track and No. 0 Track to Brill including connections to No. 2 Track, West Philadelphia Elevated Branch at 49th Street.

West End of No. 9 Track for a distance of 300 feet from its connection with No. 8 Yard Track.

West End of No. 10 Track for a distance of 300 feet from its connection with No. 8 Yard Track.

East End of Nos. 9 and 10 Tracks from their connection to No. 8 Yard Track for a distance of 300 feet.

#### GREENWICH YARD:

Nos. 1 and 2 Thoroughfare tracks between Broad St. and 7900 feet eastward from Broad St. O. H. Bridge.

Crossovers between:—

No. 1 and No. 2 Thoroughfare tracks, 7525 feet east of Broad St.

Two Crossovers at Broad Street.

North and South Lead.

East Yard lead track and south lead track.

North and South lead tracks between connections with No. 1 thoroughfare track to Nos. 5 and 6 departure tracks.

West End of Nos. 5 and 6 departure tracks from point of switch 700 feet eastward.

West End of East Yard lead track, from point of switch 832 feet eastward.

West End of No. 7 departure track, from point of switch 2030 feet eastward.

West End of No. 8 departure track, from point of switch 2169 feet eastward.

Nos. 3 and 4 departure tracks between connection with south lead track to 440 feet eastward from connection to Engine Track.

No. 2 departure track from connection with No. 3 departure track for a distance of 460 feet.

Crossover between South Lead and Inbound Receiving Yard.

Inbound Receiving Yard ladder to its connection with South Lead.

Westward Steam Engine Track.

No. 11 and No. 12, Inbound Receiving tracks to their connection with Eastward Engine track.

No. 13 Inbound Receiving.

No. 14 Inbound Receiving.

Crossovers east end inbound Receiving yard between Engine track and ladder track.

Ladder track east end Inbound Receiving Yard extending eastward to a point 80 feet west of Greenwich Switch Cabin.

#### COAL RECEIVING YARD:

North Ladder track between its connection with south lead track, to connection with No. 4 departure track.

Nos. 9 and 10 tracks.

West End of No. 7 track from the point of switch 180 feet eastward.

South ladder from its connection with north ladder track 390 feet eastward.

Ladder track east end of Hump between Nos. 7 and 10 tracks.

#### SOUTH PHILADELPHIA ENGINE HOUSE:

Engine track from its connection with No. 4 departure track to its connection with eastward engine track.

Engine track from its connection with engine track eastward for a distance of 1,425 feet.

Engine Storage Track a distance of 1000 feet.

Pit Track.

Cabin Track a distance of 300 feet from its westward connection with Engine Track.

**OTHER TRACKS:****PAOLI YARD:**

Pit Track.

Nos. 1 to 5 Tracks and connections East and West of Paoli Car Shop.

**46TH STREET ENGINE HOUSE:**

Electric Engine Inspection Pit Track.

No. 1 Electric Engine Storage Track.

No. 2 Electric Engine Storage Track.

**High Wire and Low Wire—52nd Street District**

1167-A2. HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks

**Standpipes**

1167-A3. Sections of trolley wire are arranged at standpipe locations to permit steam engines to take water. Operation of electric engines and multiple-unit cars through these sections and use of the standpipes are governed by Electrical Operating Instructions.

**Dead Sections**

1167-A4. Standpipes at the following points can be used under dead sections installed in the trolley wire. Limits of these sections are designated by DS signs.

Track	Location
WYE	East Leg, Paoli Yard.
No. 2	D. R. R. R. & B. Co. Branch—Eastward from Frankford Jct. Sta.

**High Wire Standpipe Sections**

1167-A5. Standpipes at the following points can be used under high wire and are equipped to automatically de-energize trolley wire for at least 50 feet in each direction when standpipe is moved into position for taking water. Limits of these sections are designated by STANDPIPE signs.

**SECTION**

Track	Location
No. 2	Westward from 52nd Street Jumpover Bridge.
Westward Belt	Eastward from 52nd Street.

**Phase Break****1167-A6.**

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
MAIN LINE TO HOLMES 22nd & York Sts. 22nd & York Sts.	1 & 2 3 & 4	Cat. Br. 85.81 Cat. Br. 85.81	100 Ft. Westward & Eastward 100 Ft. Eastward & Westward
MAIN LINE TO PAOLI Paoli Paoli	1 & 2 3 & 4	Cat. Br. P10 Cat. Br. P10	100 Ft. Eastward & Westward 100 Ft. Eastward & Westward
SCHUYLKILL BRANCH 52nd Street 52nd Street 52nd Street	1 2 1-Yd.	Cat. Br. 4.48 Cat. Br. 4.43 Cat. Br. 4.43	100 Ft. Eastward & Westward 100 Ft. Eastward & Westward 100 Ft. Eastward & Westward

**1167-A7. Position Light Phase Break Indicator**

Location	Tracks	Location of Indicators	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
<b>MAIN LINE TO HOLMES</b> 25th Street	1 & 2	Sig. Br. 86.0	4050 Ft. Eastward from Signal 868.
	3 & 4	Cat. Br. 85.46	2070 feet Westward from 2nd. Home Signal Br. No. 850, North Phila.
<b>MAIN LINE TO PAOLI</b> Paoli	1 & 2	Cat. Br. P17	243 Ft. Eastward from Division Post (Phila. Div.)
	3 & 4	Cat. Br. P3	2477 Ft. Westward from Paoli Interlocking Station
<b>SCHUYKILL BRANCH</b> 52nd Street	1	Cat. Br. 4.88	2400 Ft. Eastward from Signal No. 54
	1	Cat. Br. 4.35	100 Ft. Westward from Westward End of Tunnel for Movement Against the Current of Traffic
	2	Cat. Br. 4.32	250 Ft. Westward from Westward End of Jumpover
	1-Yd.	Cat. Br. PT543T	380 Ft. Westward from Point of Switch Leading from Eastward Engine Track

**West Chester Branch PB Signs**

**1167-A8.** A wood stick section break ten feet long in the catenary system located 1,300 feet north of Lenni Station. Power must not be used while any pantograph is under this section break.

**Examination of Pantographs  
Passenger Service**

**1167-A9.** During sleet storms pantographs of electric engines in passenger service and multiple unit trains will be examined by maintenance forces on trains making schedule stops at Paoli, North Philadelphia and Penna. Sta.-30th St. (Lower Level).

**PAOLI:**

Enginemen of westward passenger trains hauled by electric engines making stop, will stop with front end of engine at station stop marker Eng. Stop. With double-headed engines at marker D-1. Eastward trains making station stop, stop with leading engine at station stop marker No. 14.

**NORTH PHILADELPHIA:**

Enginemen will stop with engine opposite the inspection platforms located on top of the shelter sheds at the extreme end.

**PENNA. STA.-30TH ST. (RIVER LINE):**

Enginemen will stop front of leading engine at end of platform for northward trains, and not beyond station stop marker No. 15 for southward trains.

When requested by inspectors at the above points, enginemen will lower pantographs immediately to permit qualified employees to make the inspection. Enginemen must not raise pantographs until after the inspection has been made and so advised.

Firemen must be prepared to place boiler in manual operation immediately when request to lower pantographs has been made.

**Freight Service**

The inspection of pantographs on electric engines in freight service will be made as follows:

Northward—Stop engine at 34th Street, West Philadelphia Elevated Branch.

Southward—Stop engine at Arsenal Interlocking Station, West Philadelphia Elevated Branch.

Eastward—Stop at Paoli if retainers are to be set; if retainers are not set continue to 52nd Street.

Westward—Stop at 52nd Street Freight Yard.

**Power Removal**

**1167-A10.** When necessary to have the power removed for the purpose of going to the roof of multiple unit equipment or electric locomotives, the engineman must personally arrange to have the power removed and to have the power restored; unless a Class "A" employe is in charge.

### **Removal or Application of Jumpers**

**1167-A11.** When necessary to remove or apply jumpers between electric engines, all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during period of insertion or removal of jumpers.

### **Blowers—Multiple Unit Equipment**

**1167-A12.** On multiple unit trains departing from Suburban Station, car inspectors will close all blower motor switches four (4) minutes before scheduled departing time. As soon as practical after train has departed from Suburban station the train crew will make a check on all cars to determine if the blower is running, as a car operating without ventilating air will overheat the transformer and main motors and cause this equipment to fail. Car inspectors will open blower motor switches on all cars upon arrival of trains at Suburban station.

When cab signal test cannot be made with the blower stopped, the blower motor switch must be closed.

Multiple unit equipment moving deadhead to and from Powelton Avenue multiple unit yard and Suburban station must have all blower motor switches closed. Shifting crews must close blower motor switches on all multiple unit cars prior to making shifting movements in Suburban station or Powelton Avenue multiple unit yard.

### **Employees—High Equipment**

**1167-A13.** Employees must not be on top of box cars, engine or other high equipment when movements are being made from sidings, yards or other tracks, which are not electrified, to tracks which are electrified, except in High Wire Territory.

### **Employees Working on or Near Energized Wires Permission—Proper Protection**

**1167-A14.** Employees working on or near energized wires must obtain permission and proper protection from power director.

Conductors are responsible for knowing that trainmen; engine-men are responsible for knowing that firemen; foremen are responsible for knowing that their men understand and comply with instructions for electrical operation.

When inexperienced employees are required to work in electrified territory, experienced employees must call their attention to the danger.

### **Operation of (1) Multiple Unit Car**

**1167-A15.** Operation of one (1) multiple unit car is prohibited except when shifting in yards or for movement between Suburban station and Mail Platform, Penna. Sta.-30th St., Powelton Avenue multiple unit yard and Pennsylvania coach yard. Before moving one (1) multiple unit car, the air brake and both hand brakes must be tested and known to be operative. The engineman operating the car and the trainman accompanying him, must be stationed one at each end of the car and both must be prepared to control it with the hand brake in the event of failure of the air brake. These movements must not exceed a speed of 10 miles per hour.

### **Operation of Steam Heat Boilers—Penna. Sta.-30th Street**

**1167-A16.** Upper Level—Boiler may be operated in low flame position.

Lower Level—When outside temperature is below 40 degrees the boiler may be operated in low flame position. When outside temperature is over 40 degrees the boiler must be shut down and the main steam valve shut off. On southward trains not later than passing Zoo interlocking station and on northward trains not later than passing Arsenal interlocking station.

When boilers are shut down, they must not be restarted until engine has cleared overhead portion of the station. After maximum boiler pressure is obtained, the main steam valve to the steam trainline is to be opened.

Lower Level—Trains terminating—The boiler must be shut down before passing Zoo interlocking station—Southward and Arsenal interlocking station—Northward.

Trainmen will observe if steam escapes out rear end valve, after leaving Penna. Sta.-30th Street.

## **Operation of Steam Heat Boilers—Suburban Station and U. S. Post Office**

**1167-A17.** Steam heat boilers must be shut down:

### **Display of Heat Numerals**

**1167-A18.** Heat numeral signs 0-1-2-3 will be displayed at:

Station Master's Office, Suburban station;  
 Assistant Yard Master's Office, Suburban station;  
 Powelton Avenue Multiple Unit yard;  
 Chestnut Hill Passenger station;  
 Assistant Yard Master's Office, Paoli;  
 Ticket office, Media;  
 Wawa interlocking station;  
 Ticket office, West Chester;  
 Outside second floor window, Norris interlocking station.

Employees at Haws Avenue must obtain information from signalman at Norris as to which heat board is in effect.

The temperature of the first car in a multiple unit train averages several degrees warmer than the other cars due to the front door being kept closed; it is the duty of the train crews to reduce the amount of heat in this car whenever practical.

### **Heater Switches—Use of**

**1167-A19.** Heater switches on all cars in multiple unit trains destined to Suburban Station must be opened not later than just after passing North Philadelphia, 52nd Street, 49th Street station or Brill interlocking station.

### **Position of Pantographs (Sleet Storms)**

**1167-A20.** During sleet-forming weather, when multiple unit cars are lying in yards or terminals, pantographs should be kept against the wires and heaters turned on in the car, so that the roof will be warm, with the blower motors shut down until the car is moved.

On short turn-around trains at outlying terminals, where no multiple unit car inspectors are on duty, the pantographs are not to be lowered during sleet storms when ice is forming on the pantograph for the purpose of making a pantograph test unless a drop order is in effect.

When practicable, multiple unit trains arriving at a terminal in making turn-around movements, the train shall be prepared as promptly as possible and pantographs lowered, unless special instructions prevent, or it is necessary to heat the train. The pantographs should not, under ordinary conditions, be raised more than 10 minutes before the train leaves.

### **Lowering and Raising Pantographs Suburban Station**

**1167-A21.** At Suburban station—Car inspectors will confer with Broad interlocking station before lowering and before raising pantographs.

Sectionalizing switches operated from Broad interlocking station serve to individually de-energize catenary over each track in Suburban station. The proper sectionalizing switch must be opened before raising or before lowering pantographs in Suburban station. Trains must not be allowed to enter tracks when catenary is de-energized.

Grounding switch may be closed on cars standing on tracks in Suburban station, in accordance with the following:

First—The train director at Broad interlocking station must open the trolley switch on the proper track.

Second—The pantograph must be lowered on car in question if it has not already been lowered automatically or otherwise.

Third—The grounding switch must be closed and safety key inserted, the employee performing this operation must stand on the end ladder of car.

On account of close catenary clearance on tracks, employees must not go on roof of multiple unit cars to work unless catenary is de-energized and a proper ground applied.

### **Detour of Trains Hauled by Electric Engines**

**1167-A22.** Trains hauled by electric engines, detoured via foreign lines or to tracks other than normal route, with steam

engines coupled ahead, will keep their pantographs against the wire until just prior to leaving the electrified territory in order to assist the steam engine. Trains received from foreign divisions or railroads in detour service, will immediately, upon reaching electrified territory, place their pantographs against the wire and assist in hauling of the trains, unless orders to the contrary are received.

### MOVEMENT BY TRAIN ORDERS

#### 1201-A1. Location of Train Dispatchers—

Philadelphia (Penna. Station-30th St.)

Train Dispatchers in charge as follows:

<b>Main Line to Paoli to Holmes to Darby</b>	<b>Branches:</b>	
	D.R.R.R. & B. Co.	River Line
	Chestnut Hill	W. Phila. Elevated
	Schuylkill	Grays Ferry
	West Chester	Delaware Extension

**1201-A2.** Except where not provided for on the time table, train orders will be issued by authority and over the signatures of the Superintendents of connecting divisions, as follows:

New York Division: Between Holmes and Division Post (New York Division).

Maryland Division: Between Brill and Division Post (Maryland Division).

Philadelphia Division: Between Paoli and Division Post (Philadelphia Division).

#### Schuylkill Branch

**1201-A3.** Movements on New Boston Branch of Lehigh Valley Railroad will be in charge of train dispatcher at Philadelphia and employes will be governed by The Pennsylvania Railroad Book of Rules, Rules for Conducting Transportation and Philadelphia Terminal division time-table.

#### Referring to Rule 204.

**1204-A1.** A copy of the train order for the engineman of each helping engine pushing the train will not be supplied on this division.

## SIGNAL RULES

### Movement of Trains in the same Direction by Block Signals

#### 1251-A1. Rules 251, 253 and 254 in effect:

	TRACK	BETWEEN	AND
Main Line to Holmes	No. 1, No. 2, No. 3 and No. 4	Zoo Interlocking	Division Post (New York Division)
Main Line to Paoli	No. 1, No. 2 and No. 4	Overbrook Interlocking	Paoli
	No. 1, No. 2, No. 3 and No. 4	Paoli	Division Post (Phila. Divn.)
	No. 4	Zoo Interlocking	Overbrook Interlocking
Main Line to Darby	No. 1 and No. 4	Arsenal Interlocking	Brill Interlocking
	No. 2, No. 3 and No. 4	Brill Interlocking	Division Post (Md. Divn.)
Chestnut Hill Branch	No. 1 and No. 2	North Phila. Interlocking	Signal Bridge Westward from Chestnut Hill passenger station
Schuylkill Branch	No. 1 and No. 2	Valley Interlocking	Phoenixville Interlocking
	Single	Phoenixville Interlocking	Reading Interlocking
West Chester Branch	No. 1 and No. 2	Arsenal Interlocking	Elwyn Interlocking
D.R.R.R. & B. Co. Branch	No. 1 and No. 2	Shore Interlocking	Jersey Interlocking

# **Opposing and Following Movement of Trains by Block Signals**

**1261-A1. Rules 261, 262, 263 and 264 in effect:**

	TRACK	BETWEEN	AND
Main Line to Paoli (Suburban Line included)	No. 3	Overbrook Interlocking	Paoli Interlocking
	No. 1 and No. 2	Zoo Interlocking	Overbrook Interlocking
	No. 1, No. 2, No. 3 and No. 4	Broad Interlocking	Zoo Interlocking
West Chester Branch	Single	Elwyn Interlocking	Wawa Interlocking

## **1285A-A1. Distant Switch Indicator.**

Note: Y-Yellow; G-Green.



Indication—  
Switch open.  
Name—Caution  
Indicator.



Indication—  
Switch closed.  
Name—Clear  
Indicator.

## **1285A-A2. Distant Switch Indicators in service:**

Station	Indication displayed for movements	Distance in feet from switch protected	Switch protected
Westtown	Northward	4,130	Public Delivery Track
Spring City	Eastward	5,946	Philadelphia Electric Track

## **CAB SIGNALS**

**1295-A1. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:**

For movements with current of traffic.

	TRACK	BETWEEN	AND
Main Line to Paoli	No. 1, No. 2, No. 3 and No. 4	Division Post (Phila. Divn.)	Overbrook
	No. 1, No. 2 and No. 4	Overbrook	44th Street
	No. 1 and No. 4	44th Street	34th Street
	No. 1 and No. 4 36th St. Connection	Penn Interlocking	Connecting No. 1 and No. 4 Main Line to Paoli
	Westward and Eastward	34th Street	Girard Avenue Undergrade Bridge
	Eastward and Westward		New York and Pittsburgh Subway
	No. 2 (Connecting track)	44th Street	Southward limits, Zoo Interlocking West Phila. Elevated Branch
Main Line to Holmes	No. 1, No. 2, No. 3 and No. 4	Girard Avenue Undergrade Bridge	Division Post (New York Division)
	Eastward Station Westward Station	North Phila. Interlocking	
Main Line to Darby	No. 1 and No. 4	Arsenal Interlocking	Brill Interlocking
	No. 1 (Brill Interlocking), No. 2, No. 3 and No. 4	Brill Interlocking	Division Post (Maryland Division)

River Line	TRACK	BETWEEN	AND
	Normal Route	Arsenal	Penn
	No. 3, No. 4, No. 5 and No. 6	Penn Interlocking	
	Normal Route	Penn	Zoo
Chestnut Hill Branch	No. 2	North Phila. Interlocking	
D. R. R. R. & B. Co. Branch	No. 1 and No. 2	Shore	Division Post (Atlantic Division)
West Philadelphia Elevated Branch	No. 2 and No. 3	Zoo, Southward Interlocking Limits	Brill
	No. 2	Southward limits, Zoo Interlocking	Eastward New York and Pittsburgh Subway
	No. 3	Westward New York and Pittsburgh Subway	Southward limits, Zoo Interlocking
Delaware Extension	No. 1 and No. 2	Arsenal Interlocking	End of Main Track

For movements against current of traffic.

Main Line to Paoli	No. 3	Paoli	Overbrook
	No. 2	Overbrook	Zoo Southward Interlocking Limits (West Phila. Elevated Branch)
Zoo Interlocking (Reverse Movement)	Westward	New York and Pittsburgh Subway	
	No. 4	38th Street	34th Street
Penn Interlocking (Reverse Movement)	Northward N3 Route	Race Street	Spring Garden Street O. H. Bridge
Arsenal Interlocking (Reverse Movement)	Northward No. 4	Arsenal Interlocking Station	Penn Interlocking

### Cab Signal Test—Operation of Circuit Switch

**1295-A2.** When making cab signal departure tests, the fireman or helper must operate the switch for the test circuit.

On multiple unit equipment the conductor will operate the switch for the test circuit.

### Cab Signal Test—Requirements When Leading Car or Cars Are Detached—Suburban Station

**1295-A3.** On certain trains at Suburban Station where it is required to test the cab signals on two or more positions on the train, it will be permissible to close the cab signal warning whistle cock after the test has been made on other than the leading car of these trains.

When leading cars are cut off these trains and before the engineman departs with the balance of the train, the conductor must personally see and know that the cab signal warning whistle is cut in, and the engineman, before departing, will operate the acknowledging switch in the presence of the conductor in order to verify that the cab signal warning whistle is cut in and functioning properly.

### Control Plug—Requirements When Removed or Re-Set Is Necessary

**1295-A4.** When necessary for the engineman of multiple unit equipment to remove the control plug for the purpose of operating the re-set circuit or move the controller to the reverse position, the cab signal warning whistle must be permitted to sound until the control plug is again placed in its normal operating position.

## MANUAL BLOCK SIGNAL SYSTEM

**1305-A1.** Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	TRACK	BETWEEN	AND
BRANCHES			
West Chester	Single	Wawa Interlocking	Southward Home Signal, West Chester
Octoraro	Secondary	Wawa Interlocking	Division Post (Maryland Division)
Schuylkill	No. 1 and No. 2	Haws Avenue Interlocking	Phoenixville Interlocking
	Single	Phoenixville Interlocking	Laurel Junction

**1316-A1.** Rule 316 will apply:

	TRACK	FROM	TO
BRANCHES			
Schuylkill	Single	Newton	Ulmer

**1317-A1.** Rule 317 will apply:

	TRACK	BETWEEN	AND
BRANCHES			
West Chester	Single	Wawa Interlocking	Southward Home Signal, West Chester
Octoraro	Secondary	Wawa Interlocking	Division Post (Maryland Division)
Schuylkill	No. 1 and No. 2	Haws Avenue Interlocking	Phoenixville Interlocking
	Single	Phoenixville Interlocking	Laurel Junction Westward
		Laurel Junction	Newton Eastward
		Ulmer	Phoenixville Interlocking Eastward

### For Movements Against Current of Traffic

On two or more main tracks except where Rule 261 is in effect

### Referring to Rule 342

**1342-A1.** During the hours West Chester block station is not in service, the lights in northward block signal will remain lighted.

The signal will then function as a distant signal to the following hand-operated switches:

Facing — South end coach track.

Grocery Products Mfg. Corp. track.

Trailing — 1st crossover to yard north of Union Street.

North end coach track. Lead to yard north of Nields Street.

### Referring to Rule 365

**1365-A1.** Trains routed to Reading track at west end, Reading interlocking and Birdsboro track east end, Brooke interlocking must report when clear.

## AUTOMATIC BLOCK SIGNAL SYSTEM

**1501-A1.** Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	TRACK	BETWEEN	AND
Suburban Line	No. 1, No. 2, No. 3 and No. 4	Broad Interlocking	Zoo Interlocking
Chestnut Hill Branch	No. 1 and No. 2	North Phila. Interlocking	Signal Bridge Westward from Chestnut Hill Passenger Station
Schuylkill Branch	No. 1 and No. 2	Valley Interlocking	Haws Avenue Interlocking
West Chester Branch	No. 1 and No. 2	Arsenal Interlocking	Elwyn Interlocking
	Single	Elwyn Interlocking	Wawa Interlocking
Grays Ferry Branch	No. 1 and No. 2	Zoo Interlocking	Arsenal Interlocking

For movements against current of traffic.

Main Line to Paoli (Suburban Line Included)	No. 1	Zoo Interlocking	Overbrook Interlocking
	No. 1, No. 2, No. 3 and No. 4	Broad Interlocking	Zoo Interlocking

**1501-B1.** Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	TRACK	BETWEEN	AND
Main Line to Paoli	No. 1, No. 2 and No. 4	Zoo Interlocking	Overbrook Interlocking
	No. 1, No. 2, No. 3 and No. 4	Overbrook Interlocking	Division Post (Phila. Divn.)
Main Line to Holmes	No. 1, No. 2, No. 3 and No. 4	Zoo Interlocking	Division Post (New York Division)
Main Line to Darby	No. 1 and No. 4	Arsenal Interlocking	Brill Interlocking
	No. 2, No. 3 and No. 4	Brill Interlocking	Division Post (Maryland Division)
D. R. R. R. & B. Co. Branch	No. 1 and No. 2	Shore Interlocking	Division Post (Atl. Division)
West Philadelphia Elevated Branch	No. 2 and No. 3	Zoo Interlocking	Brill Interlocking
Delaware Extension	No. 1 and No. 2	Arsenal Interlocking	End of Main Track

For movements against current of traffic.

Main Line to Paoli	No. 3	Paoli Interlocking	Overbrook Interlocking
	No. 2	Zoo Interlocking	Overbrook Interlocking

### Entering Main Track—Chestnut Hill

**1502-A1.** During the hours Chestnut Hill Block station is in service, westward trains before entering main track must obtain permission from signalman. During the hours Chestnut Hill Block station is not in service, this permission and other instructions must be obtained from the signalman at North Philadelphia three (3) minutes prior to leaving time.

### Clearing Main Track—Chestnut Hill

**1505-A1.** During the hours Chestnut Hill Block station is in service, eastward trains must report to signalman immediately when clear of main track. When Chestnut Hill Block station is not in service, this report will be made to signalman at North Philadelphia.

**1515-A1.** Testing sections, in addition to those at terminals, located:

	TRACK					
Chestnut Hill Branch Hunting Park Avenue to Home Signal (North Phila. Interlocking).....			No. 2			
Schuylkill Branch Between Park and Val- ley Interlocking.....		No. 1				

NOTE— A member of the train crew of multiple unit trains must observe the indications of the cab signals on the opposite end from which the engineman is operating while making cab signal test on running test sections, and check with engineman immediately after the test.

### Exceptions Authorized

**1515-B1. Rule 515**—following exceptions authorized:

Yard engines or runner engines with or without cars.

Work, wire and wreck trains.

Class A-B and C engines enroute to or from shop.

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

### INTERLOCKING

**1606-A1.** Emergency Signals—Whistle or Horn, in service as follows:

Zoo, Ford, Overbrook, Arsenal, Broad, North Phila., Holmes, Bryn Mawr, Brill, Penrose, Penn, Shore, Valley and Paoli.

#### Referring to Rule 606

**1606-A2. SOUND:** o o—

INDICATION: Call car inspector at locations where emergency whistle or horn is in service.

### Entering Interlockings—Electrically Locked Switches

**1611-A1.** Train or engine permitted to enter an interlocking at electrically locked hand operated switches will proceed at restricted speed.

### Application Rule 663 Allen Lane when not in service

**1663-A1.** In the application of Rule 663. During the time Allen Lane interlocking and block station is not in service, interlocked switches will be lined for main track movements, Chestnut Hill branch.

If the interlocking signal indicates stop, the conductor or engineman must examine all interlocked switches and if properly lined for the movement, the train will pass stop signal and proceed through the interlocking (and when, with the current of traffic), through next block at restricted speed, reporting the signal failure at next point of communication.

### Broad Interlocking—Position of Engine

**1663-A2.** A train, the engine of which stands beyond the first interlocking signal in such position that the indication cannot be seen by the engine crew, must not be moved until either the engineman or fireman has observed the signal or a member of train crew personally notifies the engineman the indication displayed by the signal.

### Broad Interlocking—Trains Starting From Station Tracks

**1663-A3.** Trains must not start from Suburban station tracks, until first interlocking signal located at westward end of platform displays a proceed indication, except when authorized by train director Broad interlocking station.

## AUTOMATIC INTERLOCKING

### Schuylkill Branch—Creek

**1663-A4.** The B. F. Goodrich Company turnout, located in No. 2 track, 290 feet west of the westward home signal, equipped with pipe connected derail, locked with an electric lock, controlled from hand operated device, located in shelter box adjacent to turnout.

For movements to and from B. F. Goodrich Company industrial track, trainmen will be governed by instructions posted in shelter box.

After the B. F. Goodrich Company turnout is unlocked, movements may be made from this turnout over the crossing.

Signals located at crossing govern movements over the crossing only and do not convey any indication of the block.

When shifting movements are being made, or train is delayed within approach limits (approaching distant signals to home signals), on any track; a member of the crew doing the shifting, or of train delayed, must push the button marked "push when shifting" and hold it pushed for approximately three (3) seconds. Push buttons are located in boxes marked "PB" adjacent to crossovers and turnouts.

When shifting movements are completed, or movement of delayed train resumed, member of train crew must push the button marked "push when shifting is completed" and hold it pushed for approximately three (3) seconds.

A preference control manually operated is located at Phoenixville Block Station controlling movements in either direction on the Reading Company Railroad.

Instructions for operating the preference control are posted in Phoenixville Block Station.

The Haslett Chute and Conveyor Company turnout, located in No. 1 track 100 feet east of the eastward home signal, out of service. Switch spiked and blocked in the normal position.

Movements to and from Haslett Chute and Conveyor Company track may be made upon authority of the superintendent.

When a train is stopped at a home signal and there is no train approaching on the Reading Company track, or should no other cause for detaining train be known; after obtaining permission from the superintendent the conductor will, after a thorough understanding with the engineman, arrange for train movement as follows:

Push buttons and time release marked "PRR," located in shelter box near the crossing, must be operated and after the signal displays a proceed indication for movement to be made, the train may proceed over the crossing.

If after push button and time release have been operated, the signal does not display proceed indication after expiration of three (3) minutes, the conductor will report the fact to the superintendent and be governed by his instructions.

Instructions for operation of push buttons and time release are posted in shelter box near the crossing.

A reverse movement after a forward movement, or a forward movement after a reverse movement with entire train, must not be made over the crossing on main track except on authority of the superintendent.

If proceed signal is not displayed, movements must be made in accordance with instructions posted in the shelter box located near the crossing.

When a train is stopped at a home signal and means of communication have failed and should no cause for not proceeding over the crossing be known, the conductor will, after a thorough understanding with the engineman, provide full protection against trains on the Reading Company Railroad, pass stop signal and proceed over the crossing.

Track cars must stop and not proceed over the crossing until the driver has ascertained there are no trains approaching on Reading Company track and proper protection is provided against Reading Company movements.

**Interlocked Crossing at Grade**

1663-A5. Movement of engines and cars over interlocked switches indicated below must be made as follows:

Location	Requirements	Note
B. & O. Railroad Company Swanson St., Phila.	Hand operated switches with pipe connected derails. Lamps on switches and derails. Leading to A.&P. Warehouses and Swanson St. track electrically locked. A white light on top of lock when switches are unlocked for P.R.R. movement. In addition permission from B.&O. Signalman, Swanson Street Block Station, is required.	Effective by B.&O.R.R. Co. General Order No. 24, dated December 15, 1947.

### NON-INTERLOCKING SWITCHES AND SIGNALS

**Emergency Signals**

1697-1. Whistle or Horn at the following non-interlocked locations. The requirements of Rule 606 must be observed.

Yard Masters' Offices....44th Street and Greenwich  
Push Button Office.....52nd Street  
Signalman's Office.....Stadium

**Movement of Trains and Engines at Stadium, M-1, 44th Street and 52nd Street**

1697-2. Movements will be governed by fixed signals. Permission in writing must be obtained from signalman at Stadium, yard master or his representative at M-1, 44th Street and 52nd Street, when necessary to pass a non-interlocked signal, when signal cannot be cleared.

**Movement of Trains or Engines at Chestnut Hill and West Chester**

1697-3. Movements will be governed by non-interlocked fixed signals.

During the hours Chestnut Hill and West Chester Block stations are in service and non-interlocked signals cannot be cleared, permission in writing must be obtained from the signalman to pass a signal, and it must also be known that switches are properly lined before movement is made.

During the hours Chestnut Hill or West Chester Block stations are not in service, this permission in writing must be authorized by the train dispatcher.

**Suburban Station Tracks**

1697-4. A fixed signal displaying aspect Rule 290 FIG B located 180 feet westward from block end of each track, governing eastward movements on station tracks No. 6, No. 7, No. 8, No. 9, No. 10, No. 11 and No. 12 in service.

Verbal permission from train director Broad Interlocking station must be obtained, to pass any of these signals imperfectly displayed.



**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., JUNE 22, 1953

**GENERAL ORDER No. 501**

**Effective 2.01 A.M., Sunday, June 28, 1953**

**Applies in All Zones**

- (a) Time-Table No. 5 in effect. It contains the necessary instructions issued in general orders up to and including No. 406, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 5 to see that his copy is complete, with pages properly lined up, and note changes.

Employes must turn in Time-Table No. 4 to bulletin board attendant after Time-Table No. 5 takes effect.

**(b) REFERRING TO RULES 515 and 516**

The movement of a train by an engine not equipped with cab signal apparatus is prohibited, except as provided on the time-table or by permission of the signalman when authorized by the superintendent, and then only at not exceeding 20 miles per hour governed by fixed signal indication unless otherwise instructed.

When instructed orally by the signalman to proceed at authorized speed governed by fixed signal indication but not exceeding 75 miles per hour, the train must not pass a Stop-and-Proceed or a Restricting signal unless permitted by the signalman when authorized by the superintendent.

**Applies in Zone D**

**(c) SCHUYLKILL BRANCH  
PENCOYD TRACK**

Bridge No. 2, over Schuylkill River, out of service.

**Applies in Zone E**

**(d) WEST CHESTER BRANCH  
OAKBOURNE**

Trains and engines must not exceed a speed of 20 miles per hour between a point 3,720 feet south of Oakbourne Station and a point 4,120 feet south of Oakbourne Station account of construction of overhead bridge.

Special Instruction 1157-C1, changed.

This General Order is printed in Time-Table No. 5 and will not be issued in sticker form.

**H. D. KRUGGEL,  
Superintendent.**

**THE PENNSYLVANIA RAILROAD**  
**PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., JUNE 25, 1953.

**GENERAL ORDER No. 502**  
**Effective 2.02 A.M., Sunday, June 28, 1953**  
**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedules of No. 767, No. 0767, No. 769, No. 771, No. 0773, No. 0747, No. 0755, No. 0759, No. 770, No. 0702, No. 0706, No. 0756, No. 0760, No. 0764 and No. 0768, added.

Schedules of No. 701, No. 0703, No. 0751, No. 0757, No. 0704, No. 706, No. 0716, No. 0720, No. 0758, No. 0762 and No. 0766, changed.

Sticker pages and coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Coupon for No. 767 over blank column, page 12.

Coupon for No. 769 over blank column, page 14.

Coupon for No. 771 over blank column, page 16.

Coupon for No. 770 over blank column, page 74.

Coupon for No. 706 over No. 706, page 82.

Page 146 over page 146.

Page 147 over page 147.

Page 148 over page 148.

Page 149 over page 149.

Page 150 over page 150.

Page 151 over page 151.

Page 152 over page 152.

Page 153 over page 153.

Page 154 over page 154.

Page 155 and four (4) folded columns over page 155.

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No. 817 will not run July 4.

No. 298, delete the letters MU from schedule column.

Baggage service No. 133 and No. 164 added.

Employees must correct pages 24, 34, 124 and 133, in ink.

**(b) EXTRA STOPS—PASSENGER TRAINS**

No. 0704, stop withdrawn, Nields St., West Chester.

No. 0706 and No. 0747 stop at Nields St., West Chester, for passengers, Saturday only.

Employees must correct page 164, in ink.

**(c) MAIN LINE TO PAOLI  
OVERBROOK-VALLEY**

Hand-operated crossover between No. 2 track and No. 3 yard track (52nd Street Receiving Yard), with pipe-connected derail, 20 feet East of 59th Street overhead bridge, equipped with electric lock, controlled from Overbrook, out of service.

Special Instructions 1104-D1 and 1167-A1, changed.

**H. D. KRUGGEL,**  
Superintendent.











