

# **THE PENNSYLVANIA RAILROAD**

**EASTERN REGION**

---

## **PHILADELPHIA TERMINAL DIVISION**

---

### **Time-Table No. 21**

**In effect 2.01 A. M., Sunday, September 24, 1950**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

---

**H. L. NANCARROW,**  
General Manager.

**J. W. LEONARD,**  
Sup't Passenger Transportation.

**J. S. GILLUM,**  
Superintendent.

**W. C. ALLEN,**  
Sup't Freight Transportation.

**Original timetable from the collection of Rob Schoenberg**

**scanned by Rob Schoenberg -- robs@railfan.net**

**<http://PRR.Railfan.net>**

**2023**



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**EASTERN REGION**

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817	Chestnut Hill-Phila. Local.....	24-155	816	Phila.-Chestnut Hill Local.....	94-155
819	Chestnut Hill-Phila. Local.....	25-156	818	Phila.-Chestnut Hill Local.....	97-155
821	Chestnut Hill-Phila. Local.....	25-156	820	Phila.-Chestnut Hill Local.....	98-156
823	Chestnut Hill-Phila. Local.....	26-156	822	.....	.....
825	Chestnut Hill-Phila. Local.....	27-157	824	Phila.-Chestnut Hill Local.....	100-156
827	Chestnut Hill-Phila. Local.....	28-157	826	Phila.-Chestnut Hill Local.....	102-156
829	Chestnut Hill-Phila. Local.....	30-157	828	.....	.....
831	Chestnut Hill-Phila. Local.....	31-157	830	Phila.-Chestnut Hill Local.....	103-157
833	.....	.....	832	.....	.....
835	Chestnut Hill-Phila. Local.....	35-157	834	Phila.-Chestnut Hill Local.....	106-157
837	Chestnut Hill-Phila. Local.....	37-157	836	Phila.-Chestnut Hill Local.....	107-157
839	Chestnut Hill-Phila. Local.....	37-158	838	Phila.-Chestnut Hill Local.....	108-157
841	Chestnut Hill-Phila. Local.....	39-158	840	Phila.-Chestnut Hill Local.....	109-157
843	Chestnut Hill-Phila. Local.....	40-158	842	Phila.-Chestnut Hill Local.....	111-157
845	.....	.....	844	Phila.-Chestnut Hill Local.....	112-158
847	Chestnut Hill-Phila. Local.....	43-159	846	Phila.-Chestnut Hill Local.....	113-158
849	Chestnut Hill-Phila. Local.....	45-159	848	Phila.-Chestnut Hill Local.....	115-158
851	Chestnut Hill-Phila. Local.....	46-159	850	Phila.-Chestnut Hill Local.....	115-159
853	Chestnut Hill-Phila. Local.....	48-159	852	Phila.-Chestnut Hill Local.....	116-159
855	Chestnut Hill-Phila. Local.....	53-159	854	Phila.-Chestnut Hill Local.....	117-159
857	Chestnut Hill-Phila. Local.....	54-159	856	Phila.-White Marsh Local.....	159
859	(DEAD HEAD)	160	858	Phila.-Chestnut Hill Local.....	118-159
861	Chestnut Hill-Phila. Local.....	58-160	860	Phila.-Chestnut Hill Local.....	119-159
863	White Marsh-Phila. Local.....	160	862	Phila.-Chestnut Hill Local.....	119-160
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869	Chestnut Hill-Phila. Local.....	62-161	868	Phila.-Chestnut Hill Local.....	122-160
871	.....	.....	870	Phila.-Chestnut Hill Local.....	123-161
873	.....	.....	872	Phila.-Chestnut Hill Local.....	126-161
875	Chestnut Hill-Phila. Local.....	67-161	874	.....	.....
877	.....	.....	876	Phila.-Chestnut Hill Local.....	129-161
879	Chestnut Hill-Phila. Local.....	69-161	878	Phila.-Chestnut Hill Local.....	131-161
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905	Phila.-Wilmington Local.....	17	904	Wilmington-Phila. Local.....	83
907	Phila.-Wilmington Local.....	17	906	Wilmington-Phila. Local.....	84
909	Phila.-Wilmington Local.....	16	908	Wilmington-Phila. Local.....	85
911	Phila.-Wilmington Local.....	19	910	Wilmington-Phila. Local.....	89
913	Phila.-Wilmington Local.....	21	912	Wilmington-Phila. Local.....	91
915	Phila.-Wilmington Express.....	22	914	Wilmington-Phila. Local.....	92
917	Phila.-Wilmington Local.....	23	916	Wilmington-Phila. Local.....	83
919	Phila.-Wilmington Local.....	27	918	Wilmington-Phila. Local.....	94
921	Phila.-Wilmington Express.....	35	920	Wilmington-Phila. Local.....	99
923	Phila.-Wilmington Local.....	35	922	Wilmington-Phila. Local.....	101
925	Phila.-Wilmington Local.....	38	924	Wilmington-Phila. Local.....	105
927	Phila.-Wilmington Local.....	42	926	.....	.....
929	Phila.-Wilmington Express.....	45	928	Wilmington-Phila. Local.....	107
931	Phila.-Wilmington Local.....	47	930	Wilmington-Phila. Local.....	112
933	Phila.-Wilmington Express.....	52	932	Wilmington-Phila. Local.....	115
935	.....	.....	934	Wilmington-Phila. Express.....	115
937	Phila.-Wilmington Local.....	53	936	Wilmington-Phila. Local.....	117
939	Phila.-Wilmington Local.....	57	938	Wilmington-Phila. Express.....	117
941	Phila.-Wilmington Local.....	61	940	Wilmington-Phila. Local.....	120
943	Phila.-Wilmington Local.....	65	942	Wilmington-Phila. Express.....	119
945	Phila.-Wilmington Local.....	67	944	Wilmington-Phila. Express.....	121
947	Phila.-Wilmington Local.....	69	946	Wilmington-Phila. Local.....	123
949	Phila.-Wilmington Local.....	70	948	Wilmington-Phila. Local.....	125
951	Phila.-Wilmington Local.....	73	950	Wilmington-Phila. Local.....	130
953	Phila.-Wilmington Local.....	11	952	Wilmington-Phila. Local.....	133
955	Phila.-Wilmington Local.....	59	954	.....	.....
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961	Phila.-Wilmington Local.....	27	960	Wilmington-Phila. Local.....	127
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965	Phila.-Wilmington Local.....	67	964	Wilmington-Phila. Local.....	129
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969	Phila.-Wilmington Local.....	43	968	Wilmington-Phila. Local.....	134
971	Phila.-Chester Express.....	17	970	Chester-Phila. Local.....	75
973	Phila.-Chester Express.....	50	972	Chester-Phila. Express.....	124
975	Phila.-Chester Local.....	55	974	Chester-Phila. Local.....	85
977	.....	.....	976	Chester-Phila. Express.....	88
979	Phila.-Chester Local.....	32	978	Chester-Phila. Local.....	109
981	Phila.-Chester Local.....	71	980	.....	.....
983	.....	.....	982	.....	.....
985	.....	.....	984	.....	.....
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989	.....	.....	988	.....	.....
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1004	Atlantic City-Phila. Express.....		1005	.....	
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1012	Atlantic City-Phila. Express.....		1013	Phila.-Atlantic City Express.....	
1014	Atlantic City-Phila. Express.....	33	1015	Phila.-Atlantic City Express.....	
1016	Atlantic City-Phila. Express.....		1017	Phila.-Atlantic City Express.....	103
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1028	Atlantic City-Phila. Express.....		1029	Phila.-Atlantic City Express.....	114
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1058	Wildwood-Phila. Express.....		1059	Phila.-Wildwood-Cape May- Ocean City Express.....	
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1062	Wildwood-Phila. Express.....		1063	Phila.-Wildwood-Cape May- Ocean City Express.....	
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## MAIN LINE TO HOLMES

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
				BROAD ST.-PHILA.				
X	X			BROAD ST. SUBURBAN				
X	X	X		A	0.2			
				BROAD	0.2			
X	X	X		PENNA.-30th STREET	0.9			
				ZOO	2.4			
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 Broad St.-Phila. to Division Post (New York Div.) is Eastward.

X indicates in service continuously.

## MAIN LINE TO PAOLI

(Broad St. Suburban Line Included)

Interlocking	Interlocking Stations	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
				BROAD ST.-PHILA.				
X	X			BROAD ST. SUBURBAN				
X	X	X		A	0.2			
				BROAD	0.2			
X	X	X		PENNA.-30th STREET	0.9			
				ZOO	2.4			
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			
X	X	X		BRYN MAWR	10.1			
				BRYN MAWR	10.1			
				ROSEMONT	10.9			
				VILLANOVA	12.0			
				RADNOR	13.0			
				ST. DAVIDS	13.7			
				WAYNE	14.5			
				STRAFFORD	15.4			
				DEVON	16.4			
				BERWYN	17.5			
				DAYLESFORD	18.6			
X	X	X		PAOLI	19.8			
				PAOLI	19.9			
				DIVISION POST (Phila. Div.)	21.3			

NOTE—The direction from Broad St.-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	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				BROAD ST.-PHILA.				
				BROAD ST. SUBURBAN				
X	X			A	0.2			
X	X	X		BROAD	0.2			
				PENNA.-30th STREET	0.9			
X	X	X		ARSENAL	2.1			
X	X	X		BRILL	4.1			
				DARBY	6.0			
				DIVISION POST (Maryland Div.)	6.3			

NOTE—The direction from Broad St., 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	Dist. from Broad St. 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	Dist. from Broad St. 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	7.5			
				CHELTEN AVENUE	8.1			
				TULPEHOCKEN	8.5			
				UPSAL	9.1			
				CARPENTER	9.7			
B	B	B		ALLEN LANE	10.1			
				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	6.30 A.M. to 12.15 A.M. Daily except Sunday and Nov. 23, Dec. 25, Jan. 1. 7.00 A.M. to 12.15 A.M. Sunday and Nov. 23, Dec. 25, Jan. 1.
Allen Lane	7.01 A.M. to 7.01 P.M. Daily except Sat., Sun., and Nov. 23, Dec. 25, Jan. 1.

## FORT WASHINGTON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
<b>B</b>	<b>B</b>	<b>B</b>		ALLEN LANE	10.1			
				GERMANTOWN ROAD	10.8			
				EAST LANE	11.6			
				WYNDMOOR	12.0			
				HILL CREST	12.5			
				LAVEROCK	13.2			
				SANDY HILL	13.5			
				ENFIELD	14.1			
				SUNNYBROOK	15.1			
			<b>X</b>	<b>WI</b>	16.6			
				WHITE MARSH	16.6			

NOTE—The direction from Allen Lane to White Marsh 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
Allen Lane	7.01 A.M. to 7.01 P.M. Daily except Sat., Sun., and Nov. 23, Dec. 25, Jan. 1.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
<b>WI</b>	Allen Lane 7.01 A.M. to 7.01 P.M. Daily except Sat., Sun., and Nov. 23, Dec. 25, Jan. 1. North Philadelphia 7.01 P.M. to 7.01 A.M. Daily except Sat., Sun., and Nov. 23, Dec. 25, Jan. 1. North Philadelphia Sat., Sun., and Nov. 23, Dec. 25, Jan. 1.

## SCHUYLKILL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
<b>X</b>				<b>VALLEY</b>	4.0			
<b>X</b>				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			
<b>X</b>	<b>X</b>	<b>X</b>		NORRIS	16.5			
				NORRISTOWN	17.5			
<b>X</b>				SWEDE	17.6			
<b>X</b>		<b>X</b>		HAWS AVENUE	18.1			
				PORT INDIAN	20.1			
				BETZWOOD	21.8			
				PROTECTORY	23.2			
<b>X</b>				CREEK	24.6	90		
				OAKS	24.8			
				PORT PROVIDENCE	26.6			
				MONT CLARE	27.4			
<b>X</b>	<b>X</b>	<b>X</b>		PHOENIXVILLE	28.1			
				SPRING CITY	32.3			174
				PENNHURST	33.1			
				PARKERFORD	35.1			
				FRICK'S LOCK	36.8			
			<b>X</b>	LOCK	37.8			330
				POTTSTOWN	40.3			

# SCHUYLKILL BRANCH (Con'd)

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
				DOUGLASSVILLE.....	44.5			
				MONOCACY.....	46.7			
				DYER.....	47.2			
X				EAST BIRDSBORO.....	48.3			
				BIRDSBORO.....	49.1			79
X	X	X		BROOKE.....	49.2			74
X				WEST BROOKE.....	49.8			
				GIBRALTAR.....	52.5			
X				EAST READING.....	57.1			123
X	X	X		READING.....	58.3			217
X				WEST READING.....	60.5			
				GROUNDS.....	62.8			
				TEMPLE.....	64.2			
X			X	ORCHARD (*).....	67.1			
				LEESPORT.....	67.7			
			X	SHOEMAKERSVILLE.....	71.7			90
				HAMBURG.....	76.8			118
				AUBURN.....	84.8			
			X	ADAMSDALE.....	88.0			
				DALE.....	88.7			
		X		SCHUYLKILL HAVEN.....	90.6			
				CARBON.....	93.5			
			X	POTTSVILLE.....	94.7			
				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.

(\*) No signalman on duty. Signals will be set normally for movement of Pennsylvania Railroad trains. If a train is stopped by signal the conductor or engineman must immediately communicate with signalman in control of the block.

## 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
East Birdsboro	Brooke
West Brooke	Brooke
East Reading	Reading
West Reading	Reading

## WEST CHESTER BRANCH

Interlocking	Interlocking Stations	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. 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			
				FERNWOOD-YEADON	5.4			
				LANDSDOWNE	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			
				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	6.30 A.M. to 2.50 P.M. Daily except Sunday, and Nov. 23, Dec. 25, Jan. 1.
Cheyney	7.45 A.M. to 12.45 P.M. 2.50 P.M. to 5.50 P.M. Daily except Saturday, Sunday and Nov. 23, Dec. 25, Jan. 1.
	7.45 A.M. to 3.45 P.M. Saturday.
West Chester	6.20 A.M. to 10.00 P.M. Daily.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Elwyn	Wawa
Lenni	Wawa

## RIVER LINE

Interlocking	Interlocking Stations	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				
				PENNA.-30th STREET	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.....	4.8			

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			
	X	X	---	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

## HOLMES-PHILADELPHIA TO DARBY-PAOLI

STATIONS	FIRST CLASS			
	✠97	883	613	
	DAILY EX. SUN. & MON	DAILY	SUNDAY ONLY	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY.....	Will Not Run Nov. 24 Dec. 26 Jan. 2			
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Alt. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA..... }		\$ 12.16		
ZOO.....		12.20		
PENNA.-30th ST.....		\$ 12.24		
BROAD ST.-Sub..... Ar		\$ 12.27		
BROAD ST-PHILA. Ar				
		MU		
BROAD ST-PHILA. Lv				
BROAD ST.-Sub..... Lv				
PENNA.-30th ST..... Lv				
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	12.04		12.34	
FIFTY-SECOND ST.	12.06		12.36	
OVERBROOK.....	12.08		12.38	
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....	12.14		12.45	
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....	12.25		12.55	
Arrive	A. M.	A. M.	A. M.	
	97	883	613	

Note: No. 97 leaves Penna. Coach Yard 11.55 P. M.

Note: No. 613 leaves Penna. Coach Yard 12.25 A. M.

# WESTWARD - SOUTHWARD

11

FIRST CLASS					
●233 DAILY A. M.	●953 DAILY A. M.	37 DAILY A. M.	●385 DAILY A. M.	✠●145 MONDAY ONLY A. M.	✠431 DAILY EX. MON. A. M.
12.26		12.40		12.49	Will Not Run Dec. 25, Jan. 1 Will Also Run Tue. Dec. 26, Tue. Jan. 2
					Will Not Run Nov. 24 Dec. 26 Jan. 2
12.31		12.44		12.54	
D 12.35		C 12.50		S 12.58	
12.39		12.54		1.03	
D 12.44				S 1.08	
S 12.48					
	MU		MU		
	S 12.50		S 12.50		S 12.55
	S 12.53		S 12.53	1.10	S 1.09
	12.56			1.13	1.13
	12.59			1.17	1.16
	S 1.01				
		12.54	12.56		
		12.56	12.58		
		12.59	S 1.01		
			S 1.03		
			S 1.05		
			S 1.07		
			S 1.09		
			S 1.11		
		1.06	S 1.13		
			S 1.15		
			S 1.17		
			S 1.19		
			S 1.21		
			S 1.23		
			S 1.25		
			S 1.27		
			S 1.29		
			F 1.31		
		1.17	S 1.34		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
233	953	37	385	145	431

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS  Leave	FIRST CLASS			
	◇189 DAILY	◇55 DAILY	●11 DAILY	
	A. M.	A. M.	A. M.	
HOLMESBURG JCT.	12.55	12.59	1.20	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT. ....				
SHORE.....	12.59	1.04	1.25	
NORTH PENN.....				
NORTH PHILA.....	<b>D</b> 1.03	<b>U</b> 1.09	<b>S</b> 1.29	
ZOO.....	1.07	1.13	1.34	
PENNA.-30th ST.....	<b>D</b> 1.12			
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA. Ar	<b>S</b> 1.16			
BROADST-PHILA. Lv				
BROAD ST.-Sub..... Lv				
PENNA.-30th ST..... Lv				
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....		1.13	1.34	
FIFTY-SECOND ST. ....		1.17	1.38	
OVERBROOK.....		1.20	1.40	
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....		1.26	1.46	
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....		1.37	1.58	
Arrive	A. M.	A. M.	A. M.	
	189	55	11	

FIRST CLASS					
✠61 DAILY EX. SUN. A. M.	✠●93 DAILY EX. SUN.&MON A. M.	✠449 MONDAY ONLY A. M.	101 DAILY A. M.	605 DAILY EX. SUN. A. M.	✠●103 DAILY EX. SUN. A. M.
1.28 Will Not Run Nov. 24 Dec. 25 Jan. 1	1.40 Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 23	Will Also Run Fri. Nov. 24 Tue. Dec. 26 Tue. Jan. 2 Will Not Run Dec. 25, Jan. 1	2.12		2.50 Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22
1.33	1.46		2.17		2.55
C 1.37	1.49		S 2.21 2.24		3.03
1.43	1.55		2.28		3.08
			S 2.33		
				MU	
		S 2.05		S 2.40	
		S 2.12	2.43	S 2.45	3.14
		2.15	2.46		3.22
		2.18	2.49		3.25
1.43	1.55			2.48	
1.47	1.59			2.50	
1.50	2.03			2.52	
				S 2.55	
				S 3.02	
1.56	2.10			S 3.04 S 3.09	
				E 3.16 S 3.18	
				F 3.22 F 3.24	
2.07	2.20			S 3.28	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
61	93	449	101	605	103

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	107	±●165	±●251	
	DAILY	DAILY EX. SUN.& MON	DAILY EX. MON.	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.	2.55	3.30	4.00	
TACONY.....		Will Not Run	Will Not Run	
WISSINOMING.....		Nov. 24	Nov. 24	
BRIDESBURG.....		Dec. 26	Dec. 26	
FRANKFORD.....		Jan. 2	Jan. 2	
		Feb. 23	Feb. 23	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	3.00	3.34	4.05	
NORTH PENN.....				
NORTH PHILA.....	\$ 3.07	3.37	4.09	
ZOO.....				
PENNA.-30th ST.....	3.16		4.19	
BROAD ST.-Sub.....Ar	Arrive Mail Platform 3.20 A. M.			
BROAD ST-PHILA.Ar			E 4.25	
BROAD ST-PHILA.Lv	Leave Mail Platform 3.44 A. M.			
BROAD ST.-Sub.....Lv				
PENNA.-30th ST.....Lv		3.44		
ARSENAL.....	3.53	3.47		
BRILL.....	3.56	3.50		
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.	
	107	165	251	

FIRST CLASS					
✚453 DAILY EX. SUN. A. M.	415 DAILY EX. SUN. A. M.	✚119 DAILY EX. SUN. A. M.	13 DAILY A. M.	✚901 DAILY EX. SAT. & SUN. A. M.	173 DAILY A. M.
Will Not Run Nov. 23 Dec. 25 Jan. 1	----- ----- ----- -----	5.02 ----- Will Not Run Dec. 25 Jan. 1	5.10 ----- ----- -----	Will Not Run Nov. 23 Dec. 25 Jan. 1	5.30 ----- ----- -----
-----	-----	-----	-----	-----	-----
-----	-----	5.07	5.15	-----	5.35
-----	-----	-----	-----	-----	-----
-----	-----	S 5.11	S 5.19	-----	-----
-----	-----	5.16	5.23	-----	R 5.38
-----	-----	5.20	5.29	-----	5.42
-----	-----	S 5.25	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	MU	-----
S 4.20	S 4.45	-----	-----	-----	-----
S 4.27	S 4.50	5.38	-----	S 5.40	-----
4.31	4.53	5.42	-----	S 5.43	Z 5.48
4.34	4.56	5.45	-----	5.46	5.51
-----	-----	-----	-----	5.49	5.54
-----	-----	-----	-----	S 5.51	-----
-----	-----	-----	5.29	-----	-----
-----	-----	-----	5.31	-----	-----
-----	-----	-----	5.33	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	5.39	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	5.50	-----	-----
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
453	415	119	13	901	173

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS  Leave	FIRST CLASS			
	●909 SATURDAY ONLY	701 DAILY EX. SUN.	±●305 DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY			Will Not Run	
WISSINOMING			Nov. 23	
BRIDESBURG			Dec. 25	
FRANKFORD			Jan. 1	
JERSEY (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.				
ZOO				
PENNA.-30th ST.				
BROAD ST.-Sub. Ar				
BROAD ST-PHILA. Ar				
	MU	MU	MU	
BROAD ST-PHILA. Lv				
BROAD ST.-Sub. Lv	\$ 5.50	\$ 6.05	\$ 6.10	
PENNA.-30th ST. Lv	\$ 5.53	\$ 6.08	\$ 6.13	
ARSENAL	5.56	6.12		
BRILL	5.59			
DARBY	\$ 6.01			
ZOO			6.16	
FIFTY-SECOND ST.			\$ 6.18	
OVERBROOK			\$ 6.21	
MERION			\$ 6.23	
NARBERTH			\$ 6.25	
WYNNEWOOD			\$ 6.27	
ARDMORE			\$ 6.29	
HAVERFORD			\$ 6.31	
BRYN MAWR			\$ 6.33	
ROSEMONT			\$ 6.35	
VILLANOVA			\$ 6.37	
RADNOR			\$ 6.39	
ST. DAVIDS			\$ 6.41	
WAYNE			\$ 6.43	
STRAFFORD			\$ 6.45	
DEVON			\$ 6.47	
BERWYN			\$ 6.49	
DAYLESFORD			F 6.51	
PAOLI			\$ 6.54	
Arrive	A. M.	A. M.	A. M.	
	909	701	305	

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## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±●703 DAILY EX. SUN.	±●401 DAILY EX. SUN.	±●307 DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
Leave				
HOLMESBURG JCT.	Will Not Run	Will Not Run	Will Not Run	
TACONY.....	Nov. 23	Nov. 23	Nov. 23	
WISSINOMING.....	Dec. 25	Dec. 25	Dec. 25	
BRIDESBURG.....	Jan. 1	Jan. 1	Jan. 1	
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....				
ZOO.....				
PENNA.-30th ST.....				
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA.Ar				
	MU		MU	
BROADST-PHILA.Lv		\$ 7.10		
BROAD ST.-Sub.....Lv	\$ 7.08		\$ 7.15	
PENNA.-30th ST.....Lv	\$ 7.11	\$ 7.14	\$ 7.18	
ARSENAL.....	7.14	7.17		
BRILL.....		7.20		
DARBY.....				
ZOO.....			7.21	
FIFTY-SECOND ST.			\$ 7.23	
OVERBROOK.....			\$ 7.26	
MERION.....			\$ 7.28	
NARBERTH.....			\$ 7.30	
WYNNEWOOD.....			\$ 7.32	
ARDMORE.....			\$ 7.34	
HAVERFORD.....			\$ 7.36	
BRYN MAWR.....			\$ 7.38	
ROSEMONT.....			\$ 7.40	
VILLANOVA.....			\$ 7.42	
RADNOR.....			\$ 7.44	
ST. DAVIDS.....			\$ 7.46	
WAYNE.....			\$ 7.48	
STRAFFORD.....			\$ 7.50	
DEVON.....			\$ 7.52	
BERWYN.....			\$ 7.54	
DAYLESFORD.....				
PAOLI.....			\$ 7.59	
Arrive	A. M.	A. M.	A. M.	
	703	401	307	

# WESTWARD - SOUTHWARD

19

FIRST CLASS					
‡3851 DAILY EX. SUN. A. M.	⊕655 DAILY A. M.	‡●911 DAILY EX. SUN. A. M.	●803 DAILY EX. SAT. A. M.	187 DAILY A. M.	‡●601 DAILY EX. SUN. A. M.
\$ 6.52				7.20	
\$ 6.54		Will Not Run Nov. 23 Dec. 25 Jan. 1			Will Not Run Nov. 23 Dec. 25 Jan. 1
\$ 6.56					
\$ 6.58					
\$ 7.01					
\$ 7.03					
7.04				7.25	
\$ 7.08					
\$ 7.12			\$ 7.23	D 7.29	
7.16			7.27	7.34	
\$ 7.21			\$ 7.32	D 7.39	
			\$ 7.35		
\$ 7.25				\$ 7.45	
	MU	MU	MU		
					\$ 7.40
	\$ 7.30	\$ 7.32			
	\$ 7.33	\$ 7.35			\$ 7.44
		7.38			
		7.41			
		\$ 7.43			
	7.36				7.47
	\$ 7.38				7.49
Will Not Run Nov. 23 Dec. 25 Jan. 1					7.52
					7.57
					\$ 8.08
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
3851	655	911	803	187	601

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	⚡807 DAILY EX. SUN.	⚡95 DAILY EX. SUN.& MON	●309 DAILY	
	A. M.	A. M.	A. M.	
Leave				
HOLMESBURG JCT.		7.40		
TACONY.....	Will Not Run Nov. 23	Will Not Run Nov. 24	Baggage Service Nov. 23	
WISSINOMING.....	Dec. 25	Dec. 26	Dec. 25	
BRIDESBURG.....	Jan. 1	Jan. 2	Jan. 1	
FRANKFORD.....		Feb. 23		
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....		7.45		
NORTH PENN.....				
NORTH PHILA.....	\$ 7.45	7.49		
ZOO.....		7.54		
PENNA.-30th ST.....	\$ 7.53			
BROAD ST.-Sub..... Ar	\$ 7.56			
BROAD ST-PHILA. Ar				
	MU		MU	
BROAD ST-PHILA. Lv				
BROAD ST.-Sub..... Lv			\$ 7.45	
PENNA.-30th ST..... Lv			\$ 7.48	
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....		7.54	7.51	
FIFTY-SECOND ST.....		7.56	\$ 7.54	
OVERBROOK.....		7.59	\$ 7.57	
MERION.....			\$ 7.59	
NARBERTH.....			\$ 8.02	
WYNNEWOOD.....			\$ 8.04	
ARDMORE.....			\$ 8.07	
HAVERFORD.....			\$ 8.10	
BRYN MAWR.....		8.10	\$ 8.13	
ROSEMONT.....			\$ 8.15	
VILLANOVA.....			\$ 8.17	
RADNOR.....			\$ 8.19	
ST. DAVIDS.....			\$ 8.21	
WAYNE.....			\$ 8.23	
STRAFFORD.....			\$ 8.25	
DEVON.....			\$ 8.27	
BERWYN.....			\$ 8.29	
DAYLESFORD.....			F 8.31	
PAOLI.....		8.25	\$ 8.34	
Arrive	A. M.	A. M.	A. M.	
	807	95	309	

FIRST CLASS					
✚●913 DAILY EX. SAT. & SUN.	✚●2591 DAILY EX. SAT. & SUN.	⊕809 DAILY	✚253 DAILY EX. SUN.	●131 DAILY	●311 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	No Baggage Service Nov. 23 Dec. 25 Jan. 1	\$ 7.46 \$ 7.48 \$ 7.51 \$ 7.53 \$ 7.56	7.50	
	7.45				
	F 7.50		\$ 7.58		
	7.51		8.00	7.55	
			\$ 8.02		
	\$ 7.56	\$ 8.04	\$ 8.06	\$ 7.59	
	8.01	8.08	8.10	8.04	
	\$ 8.06	\$ 8.12	\$ 8.15		
	\$ 8.10	\$ 8.15	\$ 8.19		
MU		MU			MU
\$ 7.56					\$ 8.15
\$ 7.59				\$ 8.08	\$ 8.19
8.02				8.11	
8.05				8.14	
\$ 8.07					
					8.22
					\$ 8.25
			Will Not Run Nov. 23 Dec. 25 Jan. 1		\$ 8.28
					\$ 8.30
					\$ 8.32
					\$ 8.34
					\$ 8.37
					\$ 8.39
					\$ 8.42
					\$ 8.44
					\$ 8.46
					\$ 8.48
					\$ 8.50
					\$ 8.52
					\$ 8.54
					\$ 8.56
					\$ 8.58
					\$ 9.03
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
913	2591	809	253	131	311

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●705	‡●657	‡●915	
	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY.....	Baggage	Will Not Run	Will Not Run	
WISSINOMING.....	Service	Nov. 23	Nov. 23	
BRIDESBURG.....	Sunday	Dec. 25	Dec. 25	
FRANKFORD.....		Jan. 1	Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....				
ZOO.....				
PENNA.-30th ST.....				
BROAD ST.-Sub.....Ar				
BROAD ST-PHILA.Ar				
	MU	MU	MU	
BROAD ST-PHILA.Lv				
BROAD ST.-Sub.....Lv	\$ 8.18	\$ 8.20	\$ 8.20	
PENNA.-30th ST.....Lv	\$ 8.21	\$ 8.23	\$ 8.23	
ARSENAL.....	8.24		8.26	
BRILL.....			8.29	
DARBY.....				
ZOO.....		8.27		
FIFTY-SECOND ST.		\$ 8.29		
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.	
	705	657	915	

FIRST CLASS					
‡●811 DAILY EX. SUN. A. M.	‡●3853 DAILY EX. SAT.&SUN. A. M.	●917 DAILY A. M.	‡●201 DAILY EX. SUN. A. M.	‡●815 DAILY EX. SUN. A. M.	●313 DAILY A. M.
Will Not Run Nov. 23 Dec. 25 Jan. 1	\$ 8.09 \$ 8.12 \$ 8.15		8.19 Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	
	\$ 8.17 8.18		8.24		
\$ 8.18	\$ 8.23		D 8.28	\$ 8.31	
8.22	8.28		8.32	8.35	
\$ 8.26	\$ 8.32		D 8.36	\$ 8.39	
\$ 8.29	\$ 8.35		\$ 8.40	\$ 8.42	
MU	MU	MU		MU	MU
		\$ 8.35			\$ 8.45
		\$ 8.38			\$ 8.48
		8.41			
		8.44			
		\$ 8.46			
					8.52
					\$ 8.54
	Will Not Run Nov. 23 Dec. 25 Jan. 1				\$ 8.57
					\$ 8.59
					\$ 9.01
					\$ 9.03
					\$ 9.05
					\$ 9.07
					\$ 9.09
					\$ 9.11
					\$ 9.13
					\$ 9.15
					\$ 9.17
					\$ 9.19
					\$ 9.21
					\$ 9.23
					\$ 9.25
					F 9.27
					\$ 9.29
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
811	3853	917	201	815	313

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±●2593	±●163	±●817	
	DAILY EX. SUN.	DAILY EX. SUN.& MON	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.		8.30		
TACONY.....	Will Not Run Nov. 23	Will Not Run Nov. 24	Will Not Run Nov. 23	
WISSINOMING.....	Dec. 25	Dec. 26	Dec. 25	
BRIDESBURG.....	Jan. 1	Jan. 2	Jan. 1	
FRANKFORD.....		Feb. 23		
JERSEY..... (Atl. Div.)	8.22			
FRANKFORD JCT.....	F 8.28			
SHORE.....	8.29	8.35		
NORTH PENN.....				
NORTH PHILA.....	S 8.33			
ZOO.....		8.39	S 8.40	
PENNA.-30th ST.....	S 8.38	8.43	8.44	
BROAD ST.-Sub.....	Ar S 8.43	E 8.50	S 8.48	
BROAD ST-PHILA.....	Ar S 8.47		S 8.51	
			MU	
BROAD ST-PHILA.....	Lv			
BROAD ST.-Sub.....	Lv			
PENNA.-30th ST.....	Lv	9.20		
ARSENAL.....		9.24		
BRILL.....		9.27		
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.	
	2593	163	817	

FIRST CLASS					
1002 DAILY EX. SUN. A. M.	±255 DAILY EX. SUN. A. M.	±●819 DAILY EX. SAT. & SUN. A. M.	●111 DAILY A. M.	●315 DAILY A. M.	●821 DAILY A. M.
8.33	8.41	8.51	8.51	8.51	8.51
	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1			Baggage Service Sunday and Nov. 23 Dec. 25 Jan. 1
\$ 8.38	8.39	8.46	8.56		
\$ 8.45	\$ 8.50	\$ 8.54	\$ 9.00		\$ 9.07
8.50	8.54	8.58	9.05		9.11
\$ 8.55	\$ 9.00	\$ 9.03	\$ 9.10		\$ 9.16
\$ 9.00	\$ 9.05	\$ 9.06			\$ 9.18
		MU		MU	MU
				\$ 9.15	
			9.12	\$ 9.18	
			9.15		
			9.19		
				9.21	
				\$ 9.23	
				\$ 9.26	
				\$ 9.28	
				\$ 9.30	
				\$ 9.32	
				\$ 9.34	
				\$ 9.36	
				\$ 9.38	
				\$ 9.40	
				\$ 9.42	
				\$ 9.44	
				\$ 9.46	
				\$ 9.48	
				\$ 9.50	
				\$ 9.52	
				\$ 9.54	
				\$ 9.59	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1002	255	819	111	315	821

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±823	±203	25	±919
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
Leave	A. M.	A. M.	A.M.	A. M.
HOLMESBURG JCT.		9.17	9.25	
TACONY.....	Will Not Run Nov. 23	Will Not Run Nov. 23		Will Not Run Nov. 23
WISSINOMING.....	Dec. 25	Dec. 25		Dec. 25
BRIDESBURG.....	Jan. 1	Jan. 1		Jan. 1
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....		9.22	9.30	
NORTH PENN.....				
NORTH PHILA.....	\$ 9.21	\$ 9.26	\$ 9.35	
ZOO.....	9.25	9.30	9.39	
PENNA.-30th ST.....	\$ 9.29	D 9.35		
BROAD ST.-Sub..... Ar	\$ 9.32			
BROAD ST-PHILA. Ar		\$ 9.39		
	MU			MU
BROAD ST-PHILA. Lv				\$ 9.40
BROAD ST.-Sub..... Lv				\$ 9.44
PENNA.-30th ST..... Lv				9.47
ARSENAL.....				9.50
BRILL.....				\$ 9.53
DARBY.....				
ZOO.....			9.39	
FIFTY-SECOND ST.			9.42	
OVERBROOK.....			9.45	
MERION.....				P. T. Divn
NARBERTH.....				G. O. 2105
WYNNEWOOD.....				Page 26
ARDMORE.....				Column 4
HAVERFORD.....				
BRYN MAWR.....			9.53	
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....			\$ 10.07	
Arrive	A. M.	A. M.	A. M.	A. M.
	823	203	25	919

FIRST CLASS					
●317		⊕825	961	⊕1008	◇169
DAILY		DAILY EX. SAT. & SUN.	SUN. & HOLIDAYS	DAILY EX. SUN.	DAILY
A. M.		A. M.	A. M.	A. M.	A. M.
		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	9.48
				9.37	
				\$ 9.42	
				9.43	9.53
		\$ 9.46		\$ 9.49	\$ 9.57
		9.50		9.53	10.01
		\$ 9.54		\$ 9.59	
		\$ 9.57			
				\$ 10.03	
MU		MU	MU		
\$ 9.45			\$ 9.58		
\$ 9.48			\$ 10.01		\$ 10.07
			10.04		10.10
			10.07		10.13
			\$ 10.09		
9.51					
\$ 9.53					
\$ 9.56					
\$ 9.58	P. T. Divn. G. O. 2105 Page 27 Column 2				
\$ 10.00					
\$ 10.02					
\$ 10.04					
\$ 10.06					
\$ 10.08					
\$ 10.10					
\$ 10.12					
\$ 10.14					
\$ 10.16					
\$ 10.18					
\$ 10.20					
\$ 10.22					
\$ 10.24					
F 10.26					
\$ 10.29					
A. M.		A. M.	A. M.	A. M.	A. M.
317		825	961	1008	169

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	455	827	319	
	DAILY	DAILY	DAILY EX. SAT. & SUN.	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY.....			Will Not Run	
WISSINOMING.....			Nov. 23	
BRIDESBURG.....			Dec. 25	
FRANKFORD.....			Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....		\$ 10.03		
ZOO.....		10.07		
PENNA.-30th ST.....		\$ 10.11		
BROAD ST.-Sub..... Ar		\$ 10.14		
BROAD ST-PHILA Ar				
		MU	MU	
BROAD ST-PHILA Lv	\$ 10.05			
BROAD ST.-Sub..... Lv			\$ 10.15	
PENNA.-30th ST..... Lv	\$ 10.12		\$ 10.18	
ARSENAL.....	10.16			
BRILL.....	10.19			
DARBY.....				
ZOO.....			10.21	
FIFTY-SECOND ST.....			\$ 10.23	
OVERBROOK.....			\$ 10.26	
MERION.....			\$ 10.28	
NARBERTH.....			\$ 10.30	
WYNNEWOOD.....			\$ 10.32	
ARDMORE.....			\$ 10.34	
HAVERFORD.....			\$ 10.36	
BRYN MAWR.....			\$ 10.38	
ROSEMONT.....			\$ 10.40	
VILLANOVA.....			\$ 10.42	
RADNOR.....			\$ 10.44	
ST. DAVIDS.....			\$ 10.46	
WAYNE.....			\$ 10.48	
STRAFFORD.....			\$ 10.50	
DEVON.....			\$ 10.52	
BERWYN.....			\$ 10.54	
DAYLESFORD.....				
PAOLI.....			\$ 10.59	
Arrive	A. M.	A. M.	A. M.	
	455	827	319	

## WESTWARD - SOUTHWARD

29

FIRST CLASS					
<b>‡709</b> DAILY EX. SUN. A. M.	<b>●678</b> DAILY A. M.	<b>109</b> DAILY A. M.	<b>281</b> SUN. & HOLIDAYS A. M.	<b>‡257</b> DAILY EX. SUN. A. M.	<b>763</b> SUN. & HOLIDAYS A. M.
Will Not Run Nov. 23 Dec. 25 Jan. 1		10.02	10.09 Will Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	F 10.15 F 10.17 Will Not Run Nov. 23, Dec. 25 Jan. 1 Feb. 22	Will Run Nov. 23 Dec. 25 Jan. 1
		10.07	10.14	F 10.21 10.22	
		\$ 10.11	\$ 10.18	\$ 10.26	
		10.16	10.22	10.30	
		\$ 10.20	\$ 10.26 \$ 10.29	\$ 10.34 \$ 10.39	
MU	MU		MU		MU
\$ 10.18	\$ 10.22				\$ 10.40
\$ 10.21	\$ 10.25	10.27			\$ 10.43
10.24		10.31			10.46
		10.34			
	10.29				
	\$ 10.31				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
<b>709</b>	<b>673</b>	<b>109</b>	<b>281</b>	<b>257</b>	<b>763</b>

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	◇●205	‡●829	●321	
	DAILY	DAILY EX. SUN.	DAILY	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.	10.20			
TACONY.....		Will Not Run		
WISSINOMING.....		Nov. 23		
BRIDESBURG.....		Dec. 25		
FRANKFORD.....		Jan. 1		
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	10.25			
NORTH PENN.....				
NORTH PHILA.....	D 10.29	S 10.33		
ZOO.....				
PENNA.-30th ST.....	D 10.37	S 10.41		
BROAD ST.-Sub..... Ar		S 10.44		
BROAD ST-PHILA. Ar	S 10.42			
		MU	MU	
BROAD ST-PHILA. Lv				
BROAD ST.-Sub..... Lv			S 10.45	
PENNA.-30th ST..... Lv			S 10.48	
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....			10.51	
FIFTY-SECOND ST.			10.53	
OVERBROOK.....			S 10.56	
MERION.....			S 10.58	
NARBERTH.....			S 11.00	
WYNNEWOOD.....			S 11.02	
ARDMORE.....			S 11.04	
HAVERFORD.....			S 11.06	
BRYN MAWR.....			S 11.08	
ROSEMONT.....			S 11.10	
VILLANOVA.....			S 11.12	
RADNOR.....			S 11.14	
ST. DAVIDS.....			S 11.16	
WAYNE.....			S 11.18	
STRAFFORD.....			S 11.20	
DEVON.....			S 11.22	
BERWYN.....			S 11.24	
DAYLESFORD.....			F 11.26	
PAOLI.....			S 11.29	
Arrive	A. M.	A. M.	A. M.	
	205	829	321	

# WESTWARD - SOUTHWARD

31

FIRST CLASS					
1010 SUNDAY ONLY	●115 DAILY	17 SUNDAY ONLY	19 DAILY EX. SUN.	831 DAILY	±●323 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	10.48				Will Not Run Nov. 23 Dec. 25 Jan. 1
10.36					
10.42	10.53				
\$ 10.47	\$ 10.57			\$ 11.05	
10.51	11.01			11.09	
\$ 10.56				\$ 11.13	
\$ 11.00				\$ 11.16	
				MU	MU
		\$ 11.10	\$ 11.10		
	\$ 11.07	\$ 11.14	\$ 11.17		\$ 11.20
					\$ 11.23
	11.10				
	11.13				
		11.17	11.20		11.26
		11.19	11.22		\$ 11.28
		11.21	11.24		\$ 11.31
					\$ 11.33
					\$ 11.35
					\$ 11.37
					\$ 11.39
					\$ 11.41
		11.27	11.32		\$ 11.43
					\$ 11.45
					\$ 11.47
					\$ 11.49
					\$ 11.51
					\$ 11.53
					\$ 11.55
					\$ 11.57
					\$ 11.59
					F 12.01
		\$ 11.40	\$ 11.45		\$ 12.04
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
1010	115	17	19	831	323

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	✚●979	417	◇127	
	DAILY EX. SAT. & SUN.	SATURDAY ONLY	DAILY	
Leave	A. M.	A. M.	A. M.	
HOLMESBURG JCT.			11.14	
TACONY.....	Will Not Run			
WISSINOMING.....	Nov. 23		First Trip	
BRIDESBURG.....	Dec. 25		Dec. 1	
FRANKFORD.....	Jan. 1			
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....			11.19	
NORTH PENN.....				
NORTH PHILA.....			P 11.24	
ZOO.....			11.28	
PENNA.-30th ST.....				
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA. Ar				
	MU			
BROAD ST-PHILA. Lv		\$ 11.25		
BROAD ST.-Sub..... Lv	\$ 11.25			
PENNA.-30th ST..... Lv	\$ 11.28	\$ 11.29	P 11.33	
ARSENAL.....	11.31	11.32	11.36	
BRILL.....	11.34	11.35	11.40	
DARBY.....	\$ 11.36	\$ 11.37		
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.	
	979	417	127	

## FIRST CLASS

●207 DAILY A. M.	●325 DAILY A. M.	±1014 DAILY EX. SUN. A. M.	◇117 DAILY A. M.	663 DAILY EX. SUN. P. M.	±●711 DAILY EX. SUN. P. M.
11.18		Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	11.45 Last Trip Apr. 7		Will Not Run Nov. 23 Dec. 25 Jan. 1
		11.39			
11.22		11.45	11.50		
D 11.26		S 11.50	P 11.55		
11.30		11.54	11.59		
D 11.36		S 11.59			
S 11.40		S 12.03			
	MU			MU	MU
	S 11.45			S 12.10	S 12.15
	S 11.48		P 12.05	S 12.13	S 12.18
			12.08		12.21
			12.12		
	11.51			12.17	
	S 11.53			S 12.19	
	S 11.56				
	S 11.58				
	S 12.00		P. T. Divn. G. O. 2113 Page 33 Column 4		
	S 12.02				
	S 12.04				
	S 12.06				
	S 12.08				
	S 12.10				
	S 12.12				
	S 12.14				
	S 12.16				
	S 12.18				
	S 12.20				
	S 12.22				
	S 12.24				
	F 12.26				
	S 12.29				
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
207	325	1014	117	663	711

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±●327 DAILY EX. SAT. & SUN.	●625 SATURDAY ONLY	121 DAILY	
	P. M.	P. M.	A. M.	
HOLMESBURG JCT.			11.55	
TACONY.....	Will Not Run Nov. 23 Dec. 25 Jan. 1			
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....			12.00	
NORTH PENN.....				
NORTH PHILA..... }			\$ 12.04	
ZOO.....			12.08	
PENNA.-30th ST.....			\$ 12.13	
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA Ar				
	MU	MU		
BROAD ST-PHILA Lv				
BROAD ST.-Sub..... Lv	\$ 12.15	\$ 12.15		
PENNA.-30th ST..... Lv	\$ 12.19	\$ 12.19	12.20	
ARSENAL.....			12.23	
BRILL.....			12.26	
DARBY.....				
ZOO.....	12.22	12.22		
FIFTY-SECOND ST.	12.24	12.24		
OVERBROOK.....	\$ 12.27	\$ 12.27		
MERION.....	\$ 12.29	\$ 12.29		
NARBERTH.....	\$ 12.31	\$ 12.31		
WYNNEWOOD.....	\$ 12.33	\$ 12.33		
ARDMORE.....	\$ 12.35	\$ 12.35		
HAVERFORD.....	\$ 12.37	\$ 12.37		
BRYN MAWR.....	\$ 12.39	\$ 12.39		
ROSEMONT.....	\$ 12.41	\$ 12.41		
VILLANOVA.....	\$ 12.43	\$ 12.43		
RADNOR.....	\$ 12.45	\$ 12.45		
ST. DAVIDS.....	\$ 12.47	\$ 12.47		
WAYNE.....	\$ 12.49	\$ 12.49		
STRAFFORD.....	\$ 12.51	\$ 12.51		
DEVON.....	\$ 12.53	\$ 12.53		
BERWYN.....	\$ 12.55	\$ 12.55		
DAYLESFORD.....	F 12.57	F 12.57		
PAOLI.....	\$ 12.59	\$ 12.59		
	P. M.	P. M.	P. M.	
	327	625	121	

Note—No. 625 leave Paoli 1.03 P. M.

## WESTWARD - SOUTHWARD

<b>FIRST CLASS</b>					
<b>●835 DAILY P. M.</b>	<b>685 SUNDAY ONLY P. M.</b>	<b>●921 SATURDAY ONLY P. M.</b>	<b>#923 DAILY EX. SUN. P. M.</b>	<b>●967 SUN. &amp; HOLIDAYS P. M.</b>	<b>●689 SATURDAY ONLY P. M.</b>
			Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1	
\$ 12.05					
12.09					
\$ 12.13					
\$ 12.16					
MU \$ 12.20		MU \$ 12.24	MU \$ 12.32	MU \$ 12.34	MU \$ 12.43
\$ 12.24		\$ 12.27	\$ 12.37	\$ 12.37	\$ 12.46
		12.30	12.40	12.40	
		12.33	12.43	12.43	
			\$ 12.45	\$ 12.45	
	12.28				12.49
\$ 12.30					\$ 12.51
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
<b>835</b>	<b>685</b>	<b>921</b>	<b>923</b>	<b>967</b>	<b>689</b>

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●329	●713	●75	
	DAILY	SAT. SUN. & HOLIDAYS	DAILY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.			12.23	
TACONY.....	Baggage Service	Will Run		
WISSINOMING.....	Nov. 23	Nov. 23		
BRIDESBURG.....	Dec. 25	Dec. 25		
FRANKFORD.....	Jan. 1	Jan. 1		
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....			12.28	
NORTH PENN.....				
NORTH PHILA..... }			\$ 12.32	
ZOO.....			12.37	
PENNA.-30th ST.....			D 12.41	
BROAD ST.-Sub.....Ar				
BROAD ST-PHILA.Ar			\$ 12.45	
	MU	MU		
BROAD ST-PHILA.Lv			\$ 1.05	
BROAD ST.-Sub.....Lv	\$ 12.45	\$ 12.45		
PENNA.-30th ST.....Lv	\$ 12.48	\$ 12.48	\$ 1.09	
ARSENAL.....		12.51		
BRILL.....				
DARBY.....				
ZOO.....	12.51		1.14	
FIFTY-SECOND ST.	\$ 12.53		1.17	
OVERBROOK.....	\$ 12.56		1.20	
MERION.....	\$ 12.58			
NARBERTH.....	\$ 1.00			
WYNNEWOOD.....	\$ 1.02			
ARDMORE.....	\$ 1.04			
HAVERFORD.....	\$ 1.06			
BRYN MAWR.....	\$ 1.08		1.26	
ROSEMONT.....	\$ 1.10			
VILLANOVA.....	\$ 1.12			
RADNOR.....	\$ 1.14			
ST. DAVIDS.....	\$ 1.16			
WAYNE.....	\$ 1.18			
STRAFFORD.....	\$ 1.20			
DEVON.....	\$ 1.22			
BERWYN.....	\$ 1.24			
DAYLESFORD.....	F 1.26			
PAOLI.....	\$ 1.29		\$ 1.38	
Arrive	P. M.	P. M.	P. M.	
	329	713	75	

# WESTWARD - SOUTHWARD

37

FIRST CLASS					
‡837 DAILY EX. SUN. P. M.	‡●3855 DAILY EX. SUN. P. M.	●123 DAILY P. M.	●331 DAILY EX. SUN. P. M.	‡●839 DAILY EX. SUN. P. M.	‡●665 DAILY EX. SUN. P. M.
Will Not Run Nov. 23 Dec. 25 Jan. 1	F 12.42 F 12.45 F 12.47 F 12.49	12.50		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1
	F 12.51 12.52	12.55			
\$ 12.35	\$ 12.56	\$ 12.59		\$ 1.05	
12.39	1.00	1.04		1.09	
\$ 12.43	\$ 1.05			\$ 1.13	
\$ 12.46	\$ 1.08			\$ 1.16	
MU	MU		MU	MU	MU
			\$ 1.15		\$ 1.19
		\$ 1.09	\$ 1.18		\$ 1.22
		1.12			
		1.15			
			1.21		1.26
			\$ 1.23		\$ 1.28
	Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22		\$ 1.26		
			\$ 1.29		
			\$ 1.31		
			\$ 1.33		
			\$ 1.36		
			\$ 1.38		
			\$ 1.40		
			\$ 1.42		
			\$ 1.44		
			\$ 1.46		
			\$ 1.48		
			\$ 1.50		
			\$ 1.52		
			\$ 1.54		
			\$ 1.56		
			\$ 1.59		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
837	3855	123	331	839	665

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±●925 DAILY EX. SUN.	±●717 DAILY EX. SUN.	●211 DAILY	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.			1.20	
TACONY.....	Will Not Run	Will Not Run		
WISSINOMING.....	Nov. 23	Nov. 23		
BRIDESBURG.....	Dec. 25	Dec. 25		
FRANKFORD.....	Jan. 1	Jan. 1		
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....			1.25	
NORTH PENN.....				
NORTH PHILA.....			D 1.28	
ZOO.....			1.32	
PENNA.-30th ST.....			D 1.36	
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA. Ar			S 1.40	
	MU	MU		
BROAD ST-PHILA. Lv				
BROAD ST.-Sub..... Lv	\$ 1.20	\$ 1.23		
PENNA.-30th ST..... Lv	\$ 1.23	\$ 1.26		
ARSENAL.....	1.26	1.29		
BRILL.....	1.29			
DARBY.....	\$ 1.31			
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.	
	925	717	211	

FIRST CLASS					
●333 DAILY P. M.	±●841 DAILY EX. SUN. P. M.	●125 DAILY P. M.	±651 DAILY EX. SUN. P. M.	●751 SATURDAY ONLY P. M.	±335 DAILY EX. SUN. P. M.
	Will Not Run Nov. 23 Dec. 25 Jan. 1	1.52	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1
		1.57			
	\$ 1.35	\$ 2.01			
	1.39	2.05			
	\$ 1.43				
	\$ 1.46				
MU	MU		MU	MU	MU
\$ 1.45			\$ 2.10	\$ 2.11	\$ 2.15
\$ 1.48		\$ 2.10	\$ 2.14	\$ 2.14	\$ 2.18
		2.14		2.17	
		2.17			
1.51			2.18		2.22
1.53			\$ 2.20		\$ 2.24
\$ 1.56					\$ 2.26
\$ 1.58					\$ 2.28
\$ 2.00					\$ 2.30
\$ 2.02					\$ 2.32
\$ 2.04					\$ 2.35
\$ 2.06					\$ 2.37
\$ 2.08					\$ 2.40
\$ 2.10					\$ 2.42
\$ 2.12					\$ 2.44
\$ 2.14					\$ 2.46
\$ 2.16					\$ 2.48
\$ 2.18					\$ 2.50
\$ 2.20					\$ 2.52
\$ 2.22					\$ 2.54
\$ 2.24					\$ 2.56
F 2.26					
\$ 2.29					\$ 2.59
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
333	841	125	651	751	335

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	‡ 421 DAILY EX. SUN.	● 843 DAILY	● 963 SUN. & HOLIDAYS	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.				
TACONY.....	Will Not Run		Will Run	
WISSINOMING.....	Nov. 23		Nov. 23	
BRIDESBURG.....	Dec. 25		Dec. 25	
FRANKFORD.....	Jan. 1		Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA..... }		\$ 2.05		
ZOO.....		2.09		
PENNA.-30th ST.....		\$ 2.13		
BROAD ST.-Sub..... Ar		\$ 2.16		
BROAD ST-PHILA. Ar				
		MU	MU	
BROAD ST-PHILA. Lv	\$ 2.15			
BROAD ST.-Sub..... Lv		\$ 2.20		
PENNA.-30th ST..... Lv	\$ 2.19	\$ 2.23		
ARSENAL.....	2.22		2.26	
BRILL.....	2.26		2.29	
DARBY.....	\$ 2.28	\$ 2.31		
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.	
	421	843	963	

# WESTWARD - SOUTHWARD

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FIRST CLASS					
⊕765 SUN. & HOLIDAYS P. M.	33 DAILY P. M.	●213 DAILY P. M.	⊕●719 DAILY EX. SUN. P. M.	●337 DAILY P. M.	1018 DAILY P. M.
Will Run Nov. 23 Dec. 25 Jan. 1	2.14	2.18	Will Not Run Nov. 23 Dec. 25 Jan. 1		
					2.23
	2.19	2.23			2.28
	C 2.24	D 2.28			S 2.34
	2.29	2.31			2.38
		D 2.36			S 2.46
		S 2.40			S 2.50
MU			MU	MU	
S 2.23			S 2.41	S 2.45	
S 2.26			S 2.44	S 2.48	
2.29			2.47		
	2.29			2.51	
	2.31			2.53	
	2.34			S 2.56	
				S 2.58	
				S 3.00	
				S 3.02	
				S 3.04	
				S 3.06	
	2.42			S 3.08	
				S 3.10	
				S 3.12	
				S 3.14	
				S 3.16	
				S 3.18	
				S 3.20	
				S 3.22	
				S 3.24	
				F 3.26	
	S 2.53			S 3.29	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
765	33	213	719	337	1018

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	◇175	≠927	≠0339	
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	2.45			
TACONY.....		Will Not Run Nov. 23	Will Not Run Nov. 23	
WISSINOMING.....		Dec. 25	Dec. 25	
BRIDESBURG.....		Jan. 1	Jan. 1	
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	2.50			
NORTH PENN.....				
NORTH PHILA..... } \$	2.54			
ZOO.....	2.58			
PENNA.-30th ST.....				
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA Ar				
			MU	
BROAD ST-PHILA Lv	\$ 3.11			
BROAD ST.-Sub..... Lv		\$ 3.15		
PENNA.-30th ST..... Lv	\$ 3.04	\$ 3.15	\$ 3.18	
ARSENAL.....	3.07	3.18		
BRILL.....	3.10	3.21		
DARBY.....		\$ 3.24		
ZOO.....			3.21	
FIFTY-SECOND ST.			\$ 3.23	
OVERBROOK.....			\$ 3.26	
MERION.....			\$ 3.28	
NARBERTH.....			\$ 3.30	
WYNNEWOOD.....			\$ 3.32	
ARDMORE.....			\$ 3.34	
HAVERFORD.....			\$ 3.36	
BRYN MAWR.....			\$ 3.38	
ROSEMONT.....			\$ 3.40	
VILLANOVA.....			\$ 3.42	
RADNOR.....			\$ 3.44	
ST. DAVIDS.....			\$ 3.46	
WAYNE.....			\$ 3.48	
STRAFFORD.....			\$ 3.50	
DEVON.....			\$ 3.52	
BERWYN.....			\$ 3.54	
DAYLESFORD.....			\$ 3.56	
PAOLI.....			\$ 3.59	
Arrive	P. M.	P. M.	P. M.	
	175	927	339	

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## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	◇193	●215	±●609	
	DAILY	DAILY	DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	3.15	3.19		
TACONY.....			Will Not Run	
WISSINOMING.....	First Trip		Nov. 23	
BRIDESBURG.....	Dec. 14		Dec. 25	
FRANKFORD.....			Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	3.20	3.24		
NORTH PENN.....				
NORTH PHILA.....	P 3.24	D 3.28		
ZOO.....	3.28	3.32		
PENNA.-30th ST.....		D 3.36		
BROAD ST.-Sub..... Ar			Open Baggage	
BROAD ST-PHILA.Ar		S 3.40	Car Leaving	
			Paoli	
			MU	
BROAD ST-PHILA.Lv				
BROAD ST.-Sub..... Lv			S 3.40	
PENNA.-30th ST..... Lv	P 3.34		S 3.44	
ARSENAL.....	3.37			
BRILL.....	3.41			
DARBY.....				
ZOO.....			3.47	
FIFTY-SECOND ST.			3.49	
OVERBROOK.....			S 3.52	
MERION.....			S 3.54	
NARBERTH.....			S 3.56	
WYNNEWOOD.....			S 3.59	
ARDMORE.....			S 4.02	
HAVERFORD.....			S 4.04	
BRYN MAWR.....			S 4.07	
ROSEMONT.....			S 4.09	
VILLANOVA.....			S 4.11	
RADNOR.....			S 4.13	
ST. DAVIDS.....			S 4.15	
WAYNE.....			S 4.17	
STRAFFORD.....			S 4.19	
DEVON.....			S 4.21	
BERWYN.....			S 4.23	
DAYLESFORD.....				
PAOLI.....			S 4.28	
Arrive	P. M.	P. M.	P. M.	
	193	215	609	

FIRST CLASS					
●393 SUN. & HOLIDAYS	⊕●849 DAILY EX. SAT. & SUN.	⊕●929 DAILY EX. SUN.	105 DAILY	425 DAILY	129 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	3.43		3.55
			3.48		4.00
	\$ 3.35		P 3.52		\$ 4.05
	3.39		3.56		4.09
	\$ 3.43				\$ 4.14
	\$ 3.46				
MU	MU				
		\$ 3.47		\$ 4.12	
\$ 3.45					
\$ 3.48		\$ 3.52	P 4.02	\$ 4.16	4.21
		3.55	4.06	4.19	4.25
		3.58	4.09	4.23	4.28
				\$ 4.26	
	3.51				
\$ 3.53					
\$ 3.56					
\$ 3.58					
\$ 4.00					
\$ 4.02					
\$ 4.04					
\$ 4.06					
\$ 4.08					
\$ 4.10					
\$ 4.12					
\$ 4.14					
\$ 4.16					
\$ 4.18					
\$ 4.20					
\$ 4.22					
\$ 4.24					
F 4.26					
\$ 4.29					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
393	849	929	105	425	129

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●343	●851	◇195	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.			4.05	
TACONY.....	Baggage			
WISSINOMING.....	Service			
BRIDESBURG.....	Nov. 23			
FRANKFORD.....	Dec. 25			
	Jan. 1			
JERSEY..... (Atl. Div.)				
FRANKFORD JCT....				
SHORE.....			4.10	
NORTH PENN.....				
NORTH PHILA.....		\$ 4.07	P 4.15	
ZOO.....		4.11	4.19	
PENNA.-30th ST....		\$ 4.15		
BROAD ST.-Sub.....Ar		\$ 4.18		
BROAD ST-PHILA.Ar				
	MU	MU		
BROAD ST-PHILA.Lv				
BROAD ST.-Sub.....Lv	\$ 4.15			
PENNA.-30th ST....Lv	\$ 4.18		P 4.25	
ARSENAL.....			4.29	
BRILL.....			4.32	
DARBY.....				
ZOO.....	4.21			
FIFTY-SECOND ST.	\$ 4.23			
OVERBROOK.....	\$ 4.26			
MERION.....	\$ 4.28			
NARBERTH.....	\$ 4.30			
WYNNEWOOD.....	\$ 4.32			
ARDMORE.....	\$ 4.34			
HAVERFORD.....	\$ 4.36			
BRYN MAWR.....	\$ 4.38			
ROSEMONT.....	\$ 4.40			
VILLANOVA.....	\$ 4.42			
RADNOR.....	\$ 4.44			
ST. DAVIDS.....	\$ 4.46			
WAYNE.....	\$ 4.48			
STRAFFORD.....	\$ 4.50			
DEVON.....	\$ 4.52			
BERWYN.....	\$ 4.54			
DAYLESFORD.....	F 4.56			
PAOLI.....	\$ 4.59			
Arrive	P. M.	P. M.	P. M.	
	343	851	195	

FIRST CLASS					
23 DAILY P. M.	±●723 DAILY EX. SUN. P. M.	113 DAILY P. M.	±●345 DAILY EX. SAT.&SUN. P. M.	●931 DAILY EX. SUN. P. M.	◇●217 DAILY P. M.
4.10	Will Not Run Nov. 23 Dec. 26 Jan. 1	4.18 First Trip Dec. 14	Will Not Run Nov. 23 Dec. 25 Jan. 1		4.23 No Sealed Bag- gage Service Nov. 23 Dec. 25, Jan. 1 Feb. 22
4.15		4.23			4.27
C 4.20		P 4.28			D 4.31
4.25		4.33			4.35
					D 4.39
					S 4.43
	MU		MU		
	S 4.33		S 4.40	S 4.42	
	S 4.37	P 4.38	S 4.43	S 4.46	
	4.41	4.42		4.49	
		4.45		4.52	
				S 4.55	
4.25			4.46		
4.28			4.48		
4.31			4.50		
		P. T. Divn. G. O. 2108 Page 47 Column 3			
			S 4.55		
4.37			S 4.57		
			S 4.59		
			S 5.01		
			S 5.03		
			S 5.05		
			S 5.07		
			S 5.09		
			S 5.11		
			S 5.13		
			S 5.16		
			F 5.18		
S 4.48			S 5.20		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
23	723	113	345	931	217

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	‡853	‡0671	●395	
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	SUNDAY ONLY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.				
TACONY.....	Will Not Run	Will Not Run		
WISSINOMING.....	Nov. 23	Nov. 23		
BRIDESBURG.....	Dec. 25	Dec. 25		
FRANKFORD.....	Jan. 1	Jan. 1		
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA.....	\$ 4.31			
ZOO.....				
PENNA.-30th ST.....	\$ 4.39			
BROAD ST.-Sub..... Ar	\$ 4.42			
BROAD ST-PHILA. Ar				
	MU	MU	MU	
BROAD ST-PHILA. Lv				
BROAD ST.-Sub..... Lv	\$ 4.43	\$ 4.45		
PENNA.-30th ST..... Lv	\$ 4.46	\$ 4.48		
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	4.50	4.51		
FIFTY-SECOND ST.....	\$ 4.52	4.53		
OVERBROOK.....		\$ 4.55		
MERION.....		\$ 4.56		
NARBERTH.....		\$ 5.00		
WYNNEWOOD.....		\$ 5.02		
ARDMORE.....		\$ 5.04		
HAVERFORD.....		\$ 5.06		
BRYN MAWR.....		\$ 5.08		
ROSEMONT.....		\$ 5.10		
VILLANOVA.....		\$ 5.12		
RADNOR.....		\$ 5.14		
ST. DAVIDS.....		\$ 5.16		
WAYNE.....		\$ 5.18		
STRAFFORD.....		\$ 5.20		
DEVON.....		\$ 5.22		
BERWYN.....		\$ 5.24		
DAYLESFORD.....		F 5.26		
PAOLI.....		S 5.29		
Arrive	P. M.	P. M.	P. M.	
	853	671	395	

FIRST CLASS					
±●347 DAILY EX. SAT.&SUN. P. M.	●617 SAT.& HOLIDAYS P. M.	●149 DAILY P. M.	±●725 DAILY EX. SAT.&SUN. P. M.	●767 SUN. & HOLIDAYS P. M.	±259 DAILY EX. SUN. P. M.
Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run (Baggage Service) Nov. 23 Dec. 25 Jan. 1	4.30	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1	S 4.37 S 4.40 F 4.42 S 4.45 S 4.48
		4.35			S 4.50 4.52
					S 4.54
		P 4.40			S 4.58
		4.44			5.01
	Cars Cut Off at Paoli				S 5.06 S 5.10
MU	MU		MU	MU	
S 4.45	S 4.45		S 4.55	S 4.55	
S 4.48	S 4.48	P 4.50	S 4.58	S 4.58	
		4.53	5.01	5.01	
		4.57			
4.53	4.53				
S 4.55	S 4.55				
S 4.58	S 4.58				
S 5.01	S 5.01				Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22
S 5.04	S 5.04				
S 5.06	S 5.06				
S 5.09	S 5.09				
S 5.11	S 5.11				
S 5.15	S 5.15				
S 5.17	S 5.17				
S 5.19	S 5.19				
S 5.21	S 5.21				
S 5.23	S 5.23				
S 5.25	S 5.25				
S 5.27	S 5.27				
S 5.29	S 5.29				
S 5.32	S 5.32				
F 5.34	F 5.34				
S 5.38	S 5.38				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
347	617	149	725	767	259

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS  Leave	FIRST CLASS			
	●177	527	±●973	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	EX. SUN. P. M.	
HOLMESBURG JCT.	4.45			
TACONY.....			Will Not Run	
WISSINOMING.....			Nov. 23	
BRIDESBURG.....			Dec. 25	
FRANKFORD.....			Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	4.50			
NORTH PENN.....				
NORTH PHILA.....	\$ 4.54			
ZOO.....				
PENNA.-30th ST.....				
BROAD ST.-Sub.....Ar				
BROAD ST-PHILA.Ar				
BROAD ST-PHILA.Lv		\$ 5.03	\$ 5.04	
BROAD ST.-Sub.....Lv				
PENNA.-30th ST.....Lv	\$ 5.03	\$ 5.07	\$ 5.08	
ARSENAL.....	5.06		5.11	
BRILL.....	5.10		5.14	
DARBY.....			\$ 5.17	
ZOO.....		5.10		
FIFTY-SECOND ST.		5.13		
OVERBROOK.....		5.16		
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....		5.21		
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....		\$ 5.33		
Arrive	P. M.	P. M.	P. M.	
	177	527	973	

## WESTWARD - SOUTHWARD

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[illegible]

**HOLMES - PHILADELPHIA TO DARBY - PAOLI**

STATIONS	FIRST CLASS			
	133	±●938	±●351	
	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	4.55			
TACONY.....		Will Not Run	Will Not Run	
WISSINOMING.....	First Trip	Nov. 23	Nov. 23	
BRIDESBURG.....	Dec. 1	Dec. 25	Dec. 25	
FRANKFORD.....		Jan. 1	Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	5.00			
NORTH PENN.....				
NORTH PHILA.....	P 5.05			
ZOO.....				
PENNA.-30th ST.....				
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA. Ar				
			MU	
BROAD ST-PHILA. Lv		\$ 5.14		
BROAD ST.-Sub..... Lv			\$ 5.15	
PENNA.-30th ST..... Lv	P 5.15	\$ 5.19	\$ 5.18	
ARSENAL.....	5.19	5.22		
BRILL.....	5.22	5.25		
DARBY.....				
ZOO.....			5.22	
FIFTY-SECOND ST.			5.24	
OVERBROOK.....			5.26	
MERION.....				
NARBERTH.....			\$ 5.28	
WYNNEWOOD.....			\$ 5.30	
ARDMORE.....			\$ 5.32	
HAVERFORD.....			\$ 5.34	
BRYN MAWR.....			\$ 5.37	
ROSEMONT.....			\$ 5.39	
VILLANOVA.....			\$ 5.41	
RADNOR.....			\$ 5.43	
ST. DAVIDS.....			\$ 5.46	
WAYNE.....			\$ 5.48	
STRAFFORD.....			\$ 5.50	
DEVON.....			\$ 5.52	
BERWYN.....			\$ 5.55	
DAYLESFORD.....				
PAOLI.....			\$ 6.00	
Arrive	P. M.	P. M.	P. M.	
	133	938	351	

## WESTWARD - SOUTHWARD

FIRST CLASS					
●855 DAILY P. M.	⦿729 DAILY EX. SAT.&SUN. P. M.	●353 DAILY P. M.	●937 DAILY P. M.	753 SAT. & HOLIDAYS P. M.	⦿355 DAILY EX. SAT.&SUN. P. M.
Baggage Service Saturday and Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1			Will Run (No Baggage Service) Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1
\$ 5.06					
5.10					
\$ 5.14					
\$ 5.17					
MU	MU	MU	MU	MU	MU
	\$ 5.18	\$ 5.18	\$ 5.22	\$ 5.27	\$ 5.30
	\$ 5.21	\$ 5.21	\$ 5.26	\$ 5.31	\$ 5.33
	5.25		5.29	5.34	
			5.32		
			\$ 5.34		
		5.25			5.36
		\$ 5.27			5.38
		\$ 5.29			5.40
		\$ 5.31			
		\$ 5.33			
		\$ 5.35			
		\$ 5.37			\$ 5.45
		\$ 5.39			\$ 5.47
		\$ 5.41			\$ 5.49
		\$ 5.43			\$ 5.51
		\$ 5.45			\$ 5.53
		\$ 5.47			\$ 5.55
		\$ 5.49			\$ 5.57
		\$ 5.51			\$ 5.59
		\$ 5.53			\$ 6.01
		\$ 5.55			\$ 6.03
		\$ 5.59			\$ 6.05
		\$ 6.03			\$ 6.07
		\$ 6.08			\$ 6.12
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
855	729	353	937	753	355

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	1022	±857	●219	
	DAILY	DAILY EX. SAT. & SUN.	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.			5.20	
TACONY		Will Not Run Nov. 23 Dec. 25 Jan. 1		
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Div.)	5.10			
FRANKFORD JCT.	\$ 5.16			
SHORE	5.17		5.24	
NORTH PENN.				
NORTH PHILA.	\$ 5.23	\$ 5.25	D 5.29	
ZOO	5.27	5.29	5.34	
PENNA.-30th ST.	\$ 5.35	\$ 5.33	D 5.38	
BROAD ST.-Sub. Ar		\$ 5.36		
BROAD ST-PHILA. Ar	\$ 5.40		\$ 5.42	
		MU		
BROAD ST-PHILA. Lv				
BROAD ST.-Sub. Lv				
PENNA.-30th ST. Lv				
ARSENAL				
BRILL				
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	P. M.	P. M.	P. M.	
	1022	857	219	

FIRST CLASS					
77 DAILY P. M.	✠●731 DAILY EX. SAT.&SUN. P. M.	●677 DAILY EX. SUN. P. M.	✠●975 DAILY EX. SAT.&SUN. P. M.	✠●621 DAILY EX. SAT.&SUN. P. M.	✠●733 DAILY EX. SAT.&SUN. P. M.
5.25	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1
5.30					
V 5.35					
5.40					
	MU	MU		MU	MU
	\$ 5.35	\$ 5.35	\$ 5.38	\$ 5.43	\$ 5.45
	\$ 5.38	\$ 5.38	\$ 5.42	\$ 5.46	\$ 5.48
	5.41		5.45		5.51
			5.48		
			\$ 5.51		
5.40		5.43		5.49	
5.43		\$ 5.46		5.51	
5.46				5.53	
				\$ 5.54	
				\$ 5.57	
5.53				\$ 5.59	
				6.01	
				\$ 6.03	
				\$ 6.07	
				\$ 6.10	
				\$ 6.14	
				\$ 6.16	
V 6.06				\$ 6.20	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
77	731	677	975	621	733

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±●359	●397	±261	
	DAILY EX. SAT. & SUN.	SAT. SUN. & HOLIDAYS	DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.			S 5.37	
TACONY.....	Will Not Run	Will Run	S 5.39	
WISSINOMING.....	Nov. 23	Nov. 23	F 5.41	
BRIDESBURG.....	Dec. 25	Dec. 25	F 5.43	
FRANKFORD.....	Jan. 1	Jan. 1	F 5.44	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT....			S 5.46	
SHORE.....			5.47	
NORTH PENN.....			S 5.49	
NORTH PHILA.....			S 5.54	
ZOO.....			5.59	
PENNA.-30th ST.			S 6.04	
BROAD ST.-Sub.....Ar			S 6.08	
BROAD ST-PHILA.Ar			S 6.08	
	MU	MU		
BROAD ST-PHILA.Lv				
BROAD ST.-Sub.....Lv	S 5.45	S 5.45		
PENNA.-30th ST.....Lv	S 5.48	S 5.48		
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	5.52	5.52		
FIFTY-SECOND ST.	5.54	S 5.54		
OVERBROOK.....	S 5.56	S 5.56		
MERION.....		S 5.58		
NARBERTH.....	S 6.00	S 6.00	Will Not Run	
WYNNEWOOD.....		S 6.02	Nov. 23	
ARDMORE.....	S 6.03	S 6.04	Dec. 25	
			Jan. 1	
HAVERFORD.....		S 6.06		
BRYN MAWR.....	S 6.06	S 6.08		
ROSEMONT.....		S 6.10		
VILLANOVA.....	S 6.09	S 6.12		
RADNOR.....		S 6.14		
ST. DAVIDS.....	S 6.12	S 6.16		
WAYNE.....		S 6.18		
STRAFFORD.....	S 6.15	S 6.20		
DEVON.....	S 6.17	S 6.22		
BERWYN.....	S 6.19	S 6.24		
DAYLESFORD.....	F 6.21	F 6.26		
PAOLI.....	S 6.24	S 6.29		
Arrive	P. M.	P. M.	P. M.	
	359	397	261	

FIRST CLASS					
●153 DAILY	✠●939 DAILY EX. SUN.	✠●361 DAILY EX. SAT. & SUN.	✠●735 DAILY EX. SUN.	✠●679 DAILY	●769 SUN. & HOLIDAYS
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
5.42	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1
5.46					
\$ 5.50					
5.54					
		MU	MU	MU	MU
\$ 5.58	\$ 6.00	\$ 6.03	\$ 6.07	\$ 6.10	\$ 6.13
\$ 5.59	\$ 6.03	\$ 6.06	\$ 6.10	\$ 6.13	\$ 6.16
6.02	6.06	6.09	6.12	6.15	6.18
6.05	6.09	6.12	6.15	6.18	6.21
	\$ 6.12	6.15	6.18	6.21	6.23
		6.18	6.21	6.23	6.25
		6.21	6.23	6.25	6.27
		6.23	6.25	6.27	6.29
		6.25	6.27	6.29	6.31
		6.27	6.29	6.31	6.33
		6.29	6.31	6.33	6.36
		6.31	6.33	6.36	6.38
		6.33	6.36	6.38	6.40
		6.36	6.38	6.40	
		6.38	6.40		
		6.40			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
153	939	361	735	679	769

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●861	●363	◇157	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.			6.06	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....			6.10	
NORTH PENN.....				
NORTH PHILA.....	\$ 6.00		P 6.14	
ZOO.....	6.04		6.19	
PENNA.-30th ST.....	\$ 6.08			
BROAD ST.-Sub..... Ar	\$ 6.11			
BROAD ST-PHILA Ar				
	MU	MU		
BROAD ST-PHILA Lv				
BROAD ST.-Sub..... Lv	\$ 6.15			
PENNA.-30th ST..... Lv	\$ 6.18	P 6.23		
ARSENAL.....			6.27	
BRILL.....			6.30	
DARBY.....				
ZOO.....		6.21		
FIFTY-SECOND ST.	\$ 6.23			
OVERBROOK.....	\$ 6.26			
MERION.....	\$ 6.29			
NARBERTH.....	\$ 6.31			
WYNNEWOOD.....	\$ 6.33			
ARDMORE.....	\$ 6.35			
HAVERFORD.....	\$ 6.37			
BRYN MAWR.....	\$ 6.39			
ROSEMONT.....	\$ 6.41			
VILLANOVA.....	\$ 6.43			
RADNOR.....	\$ 6.45			
ST. DAVIDS.....	\$ 6.47			
WAYNE.....	\$ 6.49			
STRAFFORD.....	\$ 6.51			
DEVON.....	\$ 6.53			
BERWYN.....	\$ 6.55			
DAYLESFORD.....				
PAOLI.....	\$ 6.59			
Arrive	P. M.	P. M.	P. M.	
	861	363	157	

## WESTWARD - SOUTHWARD

59

[illegible]

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●365	±263	41	
	DAILY	DAILY EX. SUN.	DAILY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	.....	6.43	6.47	.....
TACONY.....	.....	Will Not Run		.....
WISSINOMING.....	.....	Nov. 23		.....
BRIDESBURG.....	.....	Dec. 25		.....
FRANKFORD.....	.....	Jan. 1		.....
.....	.....	Feb. 22		.....
JERSEY..... (Atl. Div.)	.....			.....
FRANKFORD JCT.....	.....			.....
SHORE.....	.....	6.47	6.52	.....
NORTH PENN.....	.....			.....
NORTH PHILA..... }	.....	D 6.53	X 6.56	.....
ZOO.....	.....	6.57	7.02	.....
PENNA.-30th ST.....	.....	D 7.03		.....
BROAD ST.-Sub..... Ar	.....			.....
BROAD ST-PHILA Ar	.....	S 7.08		.....
	MU			
BROAD ST-PHILA Lv				
BROAD ST.-Sub..... Lv	S 6.45			
PENNA.-30th ST..... Lv	S 6.48			
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	6.51		7.02	
FIFTY-SECOND ST.	6.53		7.05	
OVERBROOK.....	S 6.56		7.08	
MERION.....	S 6.59			
NARBERTH.....	S 7.01			
WYNNEWOOD.....	S 7.03			
ARDMORE.....	S 7.05			
HAVERFORD.....	S 7.07			
BRYN MAWR.....	S 7.09		7.13	
ROSEMONT.....	S 7.11			
VILLANOVA.....	S 7.13			
RADNOR.....	S 7.15			
ST. DAVIDS.....	S 7.17			
WAYNE.....	S 7.19			
STRAFFORD.....	S 7.21			
DEVON.....	S 7.23			
BERWYN.....	S 7.25			
DAYLESFORD.....	F 7.27			
PAOLI.....	S 7.29		X 7.23	
Arrive	P. M.	P. M.	P. M.	
	365	263	41	

FIRST CLASS					
●155 DAILY	●367 DAILY	●867 DAILY	●941 DAILY	1026 DAILY	283 SUN. & HOLIDAYS
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
6.53					7.03
					F 7.04
					F 7.08
				7.02	
6.58				7.08	7.11
\$ 7.03		\$ 7.05		\$ 7.14	\$ 7.15
7.08		7.09		7.18	7.19
\$ 7.12		\$ 7.13		\$ 7.24	\$ 7.23
		\$ 7.16		\$ 7.30	\$ 7.26
	MU	MU	MU		MU
	\$ 7.15		\$ 7.25		
7.16	\$ 7.18		\$ 7.28		
7.19			7.31		
7.22			7.34		
			\$ 7.36		
	7.22				
	7.24				
	\$ 7.26				Will Run Nov. 23 Dec. 25 Jan. 1 Feb. 22
	\$ 7.28				
	\$ 7.30				
	\$ 7.32				
	\$ 7.34				
	\$ 7.36				
	\$ 7.38				
	\$ 7.40				
	\$ 7.42				
	\$ 7.44				
	\$ 7.46				
	\$ 7.48				
	\$ 7.50				
	\$ 7.52				
	\$ 7.54				
	F 7.56				
	\$ 7.59				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
155	367	867	941	1026	283

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●29	429	●869	
	DAILY	DAILY EX. SAT.	DAILY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	7.12			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	7.16			
NORTH PENN.....				
NORTH PHILA.....	U 7.21		S 7.33	
ZOO.....				
PENNA.-30th ST.....			S 7.41	
BROAD ST.-Sub..... Ar			S 7.44	
BROAD ST-PHILA Ar				
			MU	
BROAD ST-PHILA Lv				
BROAD ST.-Sub..... Lv				
PENNA.-30th ST..... Lv		S 7.30		
ARSENAL.....		7.33		
BRILL.....		7.37		
DARBY.....				
ZOO.....	7.25			
FIFTY-SECOND ST.	7.28			
OVERBROOK.....	7.30			
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....	7.36			
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....	U 7.46			
Arrive	P. M.	P. M.	P. M.	
	29	429	869	

# WESTWARD - SOUTHWARD

63

FIRST CLASS					
●223	✠●31	65	●369	●739	●151
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
7.28	7.32	7.36			7.45
	Will Not Run				
	Nov. 23				
	Dec. 23				
	Dec. 24				
	Dec. 30				
7.32	7.36	7.41			7.50
D 7.36	C 7.40	T 7.46			P 7.55
7.41	7.44	7.50			8.00
D 7.45					
S 7.49					
			MU	MU	
			S 7.45	S 7.55	
			S 7.48	S 7.58	P 8.05
				8.01	8.08
					8.11
	7.44	7.50	7.52		
	7.48	7.53	S 7.55		
	7.50	7.55	S 7.57		
			S 7.59		
			S 8.01		
			S 8.03		
			S 8.05		
			S 8.07		
	7.55	8.03	S 8.09		
			S 8.11		
			S 8.13		
			S 8.15		
			S 8.17		
			S 8.19		
			S 8.21		
			S 8.23		
			S 8.25		
			F 8.27		
	S 8.05	T 8.14	S 8.29		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
223	31	65	369	739	151

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●137	1	581	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HOLMESBURG JCT.	7.52	8.02		
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	7.56	8.07		
NORTH PENN.....				
NORTH PHILA.....	S 8.00	C 8.11		
ZOO.....				
PENNA.-30th ST.....				
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA Ar				
BROAD ST-PHILA Lv			S 8.10	
BROAD ST.-Sub..... Lv				
PENNA.-30th ST..... Lv	S 8.10		S 8.15	
ARSENAL.....	8.13			
BRILL.....	8.16			
DARBY.....				
ZOO.....		8.15	8.20	
FIFTY-SECOND ST.		8.17	8.22	
OVERBROOK.....		8.19	8.24	
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....		8.28	8.35	
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....		S 8.39	S 8.47	
Arrive	P. M.	P. M.	P. M.	
	137	1	581	



## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	●225	●1032	◇171	
	DAILY	SUN. & HOLIDAYS	DAILY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	8.23	Will Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	8.47	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)		8.35		
FRANKFORD JCT.....				
SHORE.....	8.28	8.41	8.52	
NORTH PENN.....				
NORTH PHILA.....	D 8.32	S 8.46	S 8.56	
ZOO.....	8.35	8.51	9.00	
PENNA.-30th ST.....	D 8.41	S 8.56		
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA Ar	S 8.45	S 9.00		
BROAD ST-PHILA Lv				
BROAD ST.-Sub..... Lv				
PENNA.-30th ST..... Lv			S 9.05	
ARSENAL.....			9.08	
BRILL.....			9.11	
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	P. M.	P. M.	P. M.	
	225	1032	171	

FIRST CLASS					
●875 DAILY	3 DAILY	●375 DAILY	●965 SUN. & HOLIDAYS	±945 DAILY EX. SUN.	71 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	8.56		Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	9.21
	9.01				9.26
\$ 9.05	AA 9.06				C 9.31
9.09	9.11				9.36
\$ 9.13					
\$ 9.16					
MU		MU	MU	MU	
		\$ 9.15	\$ 9.20	\$ 9.25	
		\$ 9.18	\$ 9.23	\$ 9.29	
			9.26	9.34	
			9.29	9.37	
			\$ 9.31	\$ 9.39	
	9.11	9.22			9.38
	9.13	\$ 9.24			9.39
	9.15	\$ 9.26			9.41
		\$ 9.28			
		\$ 9.30			
		\$ 9.32			
		\$ 9.35			
	9.23	\$ 9.37			
		\$ 9.39			9.46
		\$ 9.41			
		\$ 9.43			
		\$ 9.45			
		\$ 9.47			
		\$ 9.49			
		\$ 9.51			
		\$ 9.53			
		\$ 9.55			
		F 9.57			
	AA 9.35	\$ 10.01			\$ 9.58
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
875	3	375	965	945	71

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	±●687	●377	●743	
	DAILY EX. SAT. & SUN.	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	Will Not Run Nov. 23 Dec. 25 Jan. 1			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA..... }				
ZOO.....				
PENNA.-30th ST.....				
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA Ar				
	MU	MU	MU	
BROAD ST-PHILA Lv				
BROAD ST.-Sub..... Lv	\$ 9.40	\$ 9.45	\$ 9.45	
PENNA.-30th ST..... Lv	\$ 9.43	\$ 9.48	\$ 9.48	
ARSENAL.....			9.51	
BRILL.....				
DARBY.....				
ZOO.....	9.46	9.51		
FIFTY-SECOND ST.	\$ 9.48	9.53		
OVERBROOK.....		\$ 9.56		
MERION.....		\$ 9.58		
NARBERTH.....		\$ 10.00		
WYNNEWOOD.....		\$ 10.02		
ARDMORE.....		\$ 10.04		
HAVERFORD.....		\$ 10.06		
BRYN MAWR.....		\$ 10.08		
ROSEMONT.....		\$ 10.10		
VILLANOVA.....		\$ 10.12		
RADNOR.....		\$ 10.14		
ST. DAVIDS.....		\$ 10.16		
WAYNE.....		\$ 10.18		
STRAFFORD.....		\$ 10.20		
DEVON.....		\$ 10.22		
BERWYN.....		\$ 10.24		
DAYLESFORD.....				
PAOLI.....		\$ 10.29		
Arrive	P. M.	P. M.	P. M.	
	687	377	743	

# WESTWARD - SOUTHWARD

69

FIRST CLASS					
✚●285 SUN. & HOLIDAYS P. M.	✚●459 SUNDAY ONLY P. M.	✚67 DAILY P. M.	●143 DAILY P. M.	●947 DAILY P. M.	●879 DAILY EX. SAT. P. M.
9.27	Will Also Run Mon. Dec. 25 Mon. Jan. 1 Will Not Run Dec. 24 Dec. 31	9.44 Will Not Run Dec. 24	9.48		
9.32		9.49	9.53		
D 9.36		C 9.54	S 9.57		S 10.03
9.41		9.58	10.02		10.07
D 9.45					S 10.11
S 9.50					S 10.14
				MU	MU
				S 10.08	
	S 9.55		S 10.06	S 10.11	
	9.59		10.10	10.14	
	10.02		10.13	10.17	
				S 10.19	
		9.58			
		10.02			
Will Run Nov. 23 Dec. 25 Jan. 1		10.04			
Will Not Run Dec. 24 Dec. 31 Feb. 22		10.10			
		S 10.20			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
285	459	67	143	947	879

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS	FIRST CLASS			
	39	●379	●949	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	10.05			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	10.10			
NORTH PENN.....				
NORTH PHILA.....	T 10.15			
ZOO.....				
PENNA.-30th ST.....	10.20			
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA. Ar				
		MU	MU	
BROAD ST-PHILA. Lv				
BROAD ST.-Sub..... Lv		\$ 10.20	\$ 10.38	
PENNA.-30th ST..... Lv		\$ 10.23	\$ 10.41	
ARSENAL.....			10.44	
BRILL.....			10.47	
DARBY.....			\$ 10.49	
ZOO.....	10.20	10.26		
FIFTY-SECOND ST.	10.22	10.28		
OVERBROOK.....	10.24	\$ 10.30		
MERION.....		\$ 10.32		
NARBERTH.....		\$ 10.34		
WYNNEWOOD.....		\$ 10.36		
ARDMORE.....		\$ 10.38		
HAVERFORD.....		\$ 10.40		
BRYN MAWR.....	10.30	\$ 10.42		
ROSEMONT.....		\$ 10.44		
VILLANOVA.....		\$ 10.46		
RADNOR.....		\$ 10.48		
ST. DAVIDS.....		\$ 10.50		
WAYNE.....		\$ 10.52		
STRAFFORD.....		\$ 10.54		
DEVON.....		\$ 10.56		
BERWYN.....		\$ 10.58		
DAYLESFORD.....		F 11.01		
PAOLI.....	T 10.42	\$ 11.04		
Arrive	P. M.	P. M.	P. M.	
	39	379	949	

# WESTWARD - SOUTHWARD

71

FIRST CLASS					
‡265 DAILY EX. SUN. P. M.	‡●745 DAILY EX. SUN. P. M.	●381 DAILY P. M.	469 DAILY P. M.	●981 DAILY P. M.	●881 DAILY P. M.
F 10.13	Will Not Run Nov. 23 Dec. 25 Jan. 1	-----	10.25	-----	-----
F 10.15		-----	-----	-----	-----
F 10.17		-----	-----	-----	-----
-----		-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
F 10.21	-----	-----	-----	-----	-----
10.22	-----	-----	10.30	-----	-----
-----	-----	-----	-----	-----	-----
D 10.29	-----	-----	\$ 10.35	-----	\$ 11.05
10.34	-----	-----	10.40	-----	11.09
D 10.38	-----	-----	\$ 10.45	-----	\$ 11.13
S 10.41	-----	-----	-----	-----	\$ 11.16
-----	-----	-----	-----	-----	-----
MU	MU	MU	-----	MU	MU
-----	\$ 10.45	\$ 10.50	-----	\$ 11.14	-----
-----	\$ 10.48	\$ 10.53	11.10	\$ 11.17	-----
-----	10.51	-----	11.14	11.20	-----
-----	-----	-----	11.17	11.23	-----
-----	-----	-----	\$ 11.25	-----	-----
-----	-----	10.56	-----	-----	-----
-----	-----	\$ 10.58	-----	-----	-----
Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	-----	\$ 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	-----	-----	-----
-----	-----	F 11.31	-----	-----	-----
-----	-----	\$ 11.34	-----	-----	-----
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
265	745	381	469	981	881

## HOLMES - PHILADELPHIA TO DARBY - PAOLI

STATIONS  Leave	FIRST CLASS			
	135 DAILY	±35 DAILY EX. SAT.	1038 DAILY	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	10.57			
TACONY.....		Will Not Run Nov. 23 Dec. 24 Dec. 31		
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)			11.00	
FRANKFORD JCT.....			\$ 11.05	
SHORE.....	11.01		11.06	
NORTH PENN.....				
NORTH PHILA.....	\$ 11.05 11.10		\$ 11.13	
ZOO.....				
PENNA.-30th ST.....	\$ 11.20		\$ 11.23	
BROAD ST.-Sub..... Ar				
BROAD ST-PHILA. Ar			\$ 11.30	
BROAD ST-PHILA. Lv		\$ 11.25		
BROAD ST.-Sub..... Lv				
PENNA.-30th ST..... Lv	11.30	\$ 11.33		
ARSENAL.....	11.34			
BRILL.....	11.37			
DARBY.....				
ZOO.....		11.38		
FIFTY-SECOND ST.....		11.40		
OVERBROOK.....		11.43		
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....		11.49		
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....		\$ 12.01		
Arrive	P. M.	A. M.	P. M.	
	135	35	1038	

FIRST CLASS					
●141	⊕747	●693	●383	●951	635
DAILY	DAILY	DAILY	DAILY	DAILY	SATURDAY ONLY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
11.23	No Baggage Service Saturday and Nov. 23 Dec. 25 Jan. 1				Will Also Run Thur. Nov. 23 Sun. Dec. 24 Sun. Dec. 31
11.28					
\$ 11.33					
11.37					
	MU	MU	MU	MU	
	\$ 11.45	\$ 11.46	\$ 11.50	\$ 11.59	\$ 11.59
\$ 11.42	\$ 11.48	\$ 11.49	\$ 11.53	\$ 12.02	\$ 12.04
11.45	11.51			12.05	
11.49				12.08	
				\$ 12.10	
		11.52	11.56		12.09
		\$ 11.54	\$ 11.58		12.11
			\$ 12.01		12.14
			\$ 12.04		
			\$ 12.06		
			\$ 12.08		
			\$ 12.10		
			\$ 12.12		
			\$ 12.14		12.20
			\$ 12.16		
			\$ 12.18		
			\$ 12.20		
			\$ 12.22		
			\$ 12.24		
			\$ 12.26		
			\$ 12.28		
			\$ 12.30		
			F 12.32		
			\$ 12.34		\$ 12.80
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
141	747	693	383	951	635

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	162	186	956	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.	2.20	12.53		
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	2.15	12.48		
NORTH PENN.....				
NORTH PHILA.....	\$ 2.10	\$ 12.44		
ZOO.....	2.02	12.38		
PENNA.-30th ST.....Lv	Leave	\$ 12.33		
BROAD ST.-Sub.....Lv	Mall			
BROAD ST-PHILA.Lv	Platform	\$ 12.25		
	1.55 A. M.			
			MU	
BROAD ST-PHILA.Ar	Arrive			
BROAD ST.-Sub.....Ar	Mall	\$ 12.34		
PENNA.-30th ST.....	Platform	\$ 12.31		
	12.17 A. M.			
ARSENAL.....	12.10	12.28		
BRILL.....	12.07	12.25		
DARBY.....		\$ 12.22		
ZOO.....				
FIFTY-SECOND ST.				
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	162	186	956	

FIRST CLASS					
888	970	172	452	18	440
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		1.36		3.19	
		1.31		3.14	
\$ 12.46		\$ 1.27		\$ 3.09	
				\$ 2.54	
12.42		1.22		2.49	
\$ 12.38		\$ 1.18			
\$ 12.35					
MU	MU				
			\$ 1.35		\$ 3.43
	\$ 1.13				
	\$ 1.10		\$ 1.30		\$ 3.38
	1.07	1.14	1.26		3.31
	1.04	1.11	1.23		3.28
	\$ 1.02				
				2.49	
				2.46	
				2.44	
				2.38	
	Will Not Run Nov. 24 Dec. 26 Jan. 2		Will Not Run Nov. 24 Dec. 26 Jan. 2		Will Not Run Dec. 25 Jan. 1
				2.26	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY EX. SUN. & MON.	DAILY	DAILY EX. MON.	DAILY	MONDAY ONLY
●888	±970	172	±452	●18	±440

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	102	108	66	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.	4.24	5.00	5.10	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE	4.19	4.55	5.05	
NORTH PENN.				
NORTH PHILA.	4.13	4.50	5.00	
	S 4.07	D 4.56		
ZOO	4.03	4.45	4.52	
PENNA.-30th ST. Lv	3.58	4.41		
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv				
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar				
PENNA.-30th ST.	S 3.52	S 4.36		
ARSENAL	3.48	4.32		
BRILL	3.45	4.29		
DARBY				
ZOO			4.52	
FIFTY-SECOND ST.			4.49	
OVERBROOK			4.47	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			4.42	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD			Will Not Run	
DEVON			Dec. 26	
BERWYN				
DAYLESFORD				
PAOLI			Y 4.32	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	102	●108	±66	

FIRST CLASS					
22	110	16	4	468	250
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
5.18	5.23	5.52	5.57	6.02	\$ 6.15
					\$ 6.12
					\$ 6.10
					\$ 6.08
					\$ 6.05
					\$ 6.02
5.13	5.18	5.47	5.52	5.57	6.00
					\$ 5.57
5.08	\$ 5.14	\$ 5.42	D 5.47	\$ 5.52	\$ 5.55
D 5.02					
4.58	5.09	5.35	5.42	5.47	5.50
	5.04			5.42	\$ 5.46
					\$ 5.42
	\$ 4.57			\$ 5.25	
	4.53			5.21	
	4.51			5.18	
4.58		5.35	5.42		
4.55		5.32	5.39		
4.53		5.30	5.37		
4.48		5.25	5.30		
		Will Not Run Nov. 24 Dec. 25 Jan. 1			
D 4.38		\$ 5.15	5.20		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	SATURDAY ONLY
22	110	16	4	468	250

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	252	400	60	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JOT.	\$ 6.15		6.30	
TACONY	\$ 6.12			
WISSINOMING	\$ 6.10			
BRIDESBURG	\$ 6.08			
FRANKFORD	\$ 6.05			
JERSEY..... (Atl. Div.)				
FRANKFORD JOT.	\$ 6.02			
SHORE	6.00		6.25	
NORTH PENN.	\$ 5.57			
NORTH PHILA.	\$ 5.55		6.20	
			D 6.17	
ZOO	5.50		6.13	
PENNA.-30th ST.	Lv \$ 5.46			
BROAD ST.-Sub.	Lv			
BROAD ST-PHILA.	Lv \$ 5.42			
BROAD ST-PHILA.	Ar	\$ 5.45		
BROAD ST.-Sub.	Ar			
PENNA.-30th ST.		\$ 5.41		
ARSENAL		5.33		
BRILL		5.30		
DARBY				
ZOO			6.13	
FIFTY-SECOND ST.			6.10	
OVERBROOK			6.07	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			6.01	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Not Run		Will Not Run	
STRAFFORD	Nov. 23		Nov. 24	
DEVON	Dec. 25		Dec. 25	
BERWYN	Jan. 1		Jan. 1	
	Feb. 22			
DAYLESFORD				
PAOLI			5.50	
Leave	A. M.	A. M.	A. M.	
	DAILY EX.	DAILY	DAILY	
	SAT. & SUN.	EX. MON.	EX. SUN.	
	‡252	400	‡◇60	

## EASTWARD - NORTHWARD

79

FIRST CLASS					
86	304	38	40	76	254
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
6.35		6.42	6.55	7.04	7.08
6.30		6.37	6.50	6.59	7.04
6.25		6.32	6.45	Y 6.54	S 7.00
D 6.22		D 6.29	D 6.39		
6.18		6.25	6.35	6.49	6.54
					S 6.50
					S 6.46
	MU				
	S 6.48				
	S 6.45				
6.18	6.41	6.25	6.35	6.49	
6.15	S 6.39	6.22	6.32	6.46	
6.13	S 6.36	6.20	6.30	6.44	
	S 6.33				
	S 6.31				
	S 6.29				
	S 6.27				
6.08	S 6.24				
	S 6.22	6.15	6.25	6.39	
	S 6.19				
	S 6.17				
	S 6.15				
Will Run Sunday and Nov. 24 Dec. 25 Jan. 1	S 6.13				Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22
	S 6.11				
	S 6.09				
	S 6.07				
	S 6.05				
	F 6.03				
D 5.58	S 6.01	D 6.05	S 6.15	Y 6.29	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SEE NOTE	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
86	●304	38	40	76	±●254

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS Arrive	FIRST CLASS			
	902	702	650	
	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA..... }				
ZOO.....				
PENNA.-30th ST.....Lv				
BROAD ST.-Sub.....Lv				
BROAD ST-PHILA.Lv				
	MU	MU	MU	
BROAD ST-PHILA.Ar				
BROAD ST.-Sub.....Ar	\$ 6.47	\$ 6.50	\$ 7.03	
PENNA.-30th ST.....	\$ 6.44	\$ 6.47	\$ 7.00	
ARSENAL.....	6.41	6.44		
BRILL.....	6.38			
DARBY.....	\$ 6.35			
ZOO.....			6.56	
FIFTY-SECOND ST.			\$ 6.54	
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....		Will Not Run Nov. 23 Dec. 25 Jan. 1		
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	
	●902	±●702	●650	

# EASTWARD - NORTHWARD

81

FIRST CLASS					
48	200	802	606	68	36
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
7.25	7.21		Will Not Run Nov. 23 Dec. 25 Jan. 1	7.32	
7.20	7.16			7.27	
7.16	\$ 7.12	\$ 7.18		7.23	
D 7.08				D 7.20	
7.04	7.08	7.14		7.16	
	\$ 7.04	\$ 7.10			
		\$ 7.07			
	\$ 7.00				
		MU	MU		
					\$ 7.35
			\$ 7.36		
			\$ 7.33		D 7.31
7.04			7.29	7.16	7.25
7.01			\$ 7.25	7.13	7.22
6.59			\$ 7.22	7.11	7.20
			\$ 7.20		
			\$ 7.18		
			\$ 7.16		
			\$ 7.14		
			\$ 7.12		
6.53			\$ 7.10	7.05	7.15
			\$ 7.08		
			\$ 7.06		
			\$ 7.04		
Will Not Run Nov. 24 Nov. 25 Dec. 24 Dec. 25 Dec. 31	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	\$ 7.02 \$ 7.00 \$ 6.58 \$ 6.56 \$ 6.54		Will Not Run Nov. 24 Dec. 25 Jan. 1
			\$ 6.52		
W 6.43			\$ 6.50	D 6.55	\$ 7.05
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
✠48	✠200	✠802	✠606	68	✠36

Note: No. 606 arrives Paoli 6.48 A. M.

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	644	3850	118	904
	A. M.	A. M.	A. M.	A. M.
Arrive				
HOLMESBURG JCT.		S 7.37	7.45	
TACONY.....		S 7.35		
WISSINOMING.....		S 7.33		
BRIDESBURG.....		S 7.31		
FRANKFORD.....		S 7.29		
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....		S 7.27		
SHORE.....		7.26	7.40	
NORTH PENN.....		S 7.24		
NORTH PHILA.....		S 7.22	P 7.35	
ZOO.....		7.18	7.29	
PENNA.-30th ST. Lv		S 7.14	P 7.23	
BROAD ST.-Sub. Lv		S 7.11		
BROAD ST-PHILA. Lv				
		MU		MU
BROAD ST-PHILA. Ar	S 7.35			
BROAD ST.-Sub. Ar				S 7.23
PENNA.-30th ST.....	D 7.31			S 7.20
ARSENAL.....			7.19	7.17
BRILL.....			7.16	7.14
DARBY.....				S 7.12
ZOO.....	7.27			
FIFTY-SECOND ST.	7.24			
OVERBROOK.....	7.22			
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....	7.16			
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....	Will Run Nov. 24 only	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....	S 7.05			
Leave	A. M.	A. M.	A. M.	A. M.
	SEE NOTE	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.
	◇644	±●3850	●118	±●904

P. T. Divn.  
G. O. 2105  
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Column 4

## EASTWARD - NORTHWARD

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[illegible]

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	654	906	390	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY			Will Run	
WISSINOMING			Nov. 23	
BRIDESBURG			Dec. 25	
FRANKFORD			Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA..... }				
ZOO				
PENNA.-30th ST. Lv				
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv				
	MU		MU	
BROAD ST-PHILA. Ar		\$ 7.53		
BROAD ST.-Sub. Ar	\$ 7.52		\$ 7.55	
PENNA.-30th ST.	\$ 7.49	\$ 7.49	\$ 7.52	
ARSENAL		7.46		
BRILL		7.43		
DARBY		\$ 7.40		
ZOO	7.45		7.49	
FIFTY-SECOND ST.	\$ 7.43		\$ 7.46	
OVERBROOK			\$ 7.44	
MERION			\$ 7.41	
NARBERTH			\$ 7.39	
WYNNEWOOD			\$ 7.37	
ARDMORE			\$ 7.35	
HAVERFORD			\$ 7.33	
BRYN MAWR			\$ 7.31	
ROSEMONT			\$ 7.29	
VILLANOVA			\$ 7.27	
RADNOR			\$ 7.25	
ST. DAVIDS			\$ 7.23	
WAYNE	Will Not Run	Will Not Run	\$ 7.21	
STRAFFORD	Nov. 23	Nov. 23	\$ 7.19	
DEVON	Dec. 25	Dec. 25	\$ 7.17	
BERWYN	Jan. 1	Jan. 1	\$ 7.15	
DAYLESFORD			F 7.13	
PAOLI			\$ 7.10	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX.	SAT. SUN. &	
	EX. SUN.	SAT. & SUN.	HOLIDAYS	
	±●654	±●906	●390	

## EASTWARD - NORTHWARD

85

FIRST CLASS					
308	908	708	310	974	720
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run Nov. 23 Dec. 25 Jan. 1			Will Not Run Nov. 23 Dec. 25 Jan. 1		
MU		MU	MU	MU	MU
\$ 7.57	\$ 7.58	\$ 8.03	\$ 8.10	\$ 8.14	\$ 8.17
\$ 7.54	\$ 7.54	\$ 8.00	\$ 8.07	\$ 8.11	\$ 8.14
	7.51	7.57		8.08	8.11
	7.48			\$ 8.05	
				\$ 8.02	
7.51			8.03		
7.48			\$ 8.01		
7.46			\$ 7.58		
\$ 7.44			\$ 7.55		
\$ 7.41			\$ 7.53		
\$ 7.39			\$ 7.51		
\$ 7.37			\$ 7.48		
\$ 7.35			\$ 7.44		
			\$ 7.42		
			\$ 7.40		
			\$ 7.38		
\$ 7.30			\$ 7.36		
\$ 7.28			\$ 7.34		
\$ 7.26	Will Not Run Nov. 23	Will Not Run Nov. 23	\$ 7.32	Will Not Run Nov. 23	Will Not Run Nov. 23
\$ 7.23	Dec. 25	Dec. 25	\$ 7.30	Dec. 25	Dec. 25
\$ 7.21	Jan. 1	Jan. 1	\$ 7.28	Jan. 1	Jan. 1
\$ 7.19			\$ 7.26		
F 7.17					
\$ 7.15			\$ 7.23		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SAT.&SUN.
⌘308	⌘908	⌘708	⌘310	⌘974	⌘720

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	710	656	312	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY.....			Will Not Run	
WISSINOMING.....			Nov. 23	
BRIDESBURG.....			Dec. 25	
FRANKFORD.....			Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA..... }				
ZOO.....				
PENNA.-30th ST.....Lv				
BROAD ST.-Sub.....Lv				
BROAD ST-PHILA.Lv				
	MU	MU	MU	
BROAD ST-PHILA.Ar				
BROAD ST.-Sub.....Ar	\$ 8.20	\$ 8.22	\$ 8.24	
PENNA.-30th ST.....	\$ 8.17	\$ 8.19	\$ 8.21	
ARSENAL.....	8.14			
BRILL.....				
DARBY.....				
ZOO.....		8.15	8.18	
FIFTY-SECOND ST.....		\$ 8.12	8.16	
OVERBROOK.....			\$ 8.14	
MERION.....			\$ 8.11	
NARBERTH.....			\$ 8.09	
WYNNEWOOD.....			\$ 8.05	
ARDMORE.....			\$ 8.03	
HAVERFORD.....			\$ 8.00	
BRYN MAWR.....			\$ 7.57	
ROSEMONT.....			\$ 7.54	
VILLANOVA.....			\$ 7.52	
RADNOR.....			\$ 7.50	
ST. DAVIDS.....			\$ 7.48	
WAYNE.....	Will Not Run		\$ 7.46	
STRAFFORD.....	Nov. 23		\$ 7.44	
DEVON.....	Dec. 25		\$ 7.42	
BERWYN.....	Jan. 1		\$ 7.40	
DAYLESFORD.....			\$ 7.38	
PAOLI.....			\$ 7.30	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY EX.	
	EX. SUN.	EX. SUN.	SAT. & SUN.	
	±●710	●656	±●312	

FIRST CLASS					
30	28	202	256	810	258
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
8.10	8.16	8.20	8.29		\$ 8.55
					\$ 8.51
					\$ 8.47
					\$ 8.44
					\$ 8.42
8.05	8.11	8.16	8.24		\$ 8.39
					8.38
					\$ 8.36
8.01	8.07	\$ 8.12	\$ 8.20	\$ 8.21	\$ 8.34
D 7.58	D 8.01				
7.54	7.57	8.08	8.14	8.17	8.28
		\$ 8.04	\$ 8.10	\$ 8.13	\$ 8.24
				\$ 8.10	
		\$ 8.00	\$ 8.05		\$ 8.20
				MU	
7.54	7.57				
7.51	7.55				
7.49	7.53				
7.44	7.49			Baggage Service Sunday	
Will Not Run Nov. 24 Dec. 25 Dec. 26 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1
Y 7.34	W 7.39				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SAT.	DAILY EX. SUN.
±030	028	±0202	0256	±0810	±258

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS Arrive	FIRST CLASS			
	812	1001	976	
	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)		8.55		
FRANKFORD JCT.				
SHORE		8.48		
NORTH PENN.				
NORTH PHILA.....	\$ 8.35	\$ 8.43		
ZOO	8.31	8.35		
PENNA.-30th ST. Lv	\$ 8.27	\$ 8.30		
BROAD ST.-Sub. Lv	\$ 8.24			
BROAD ST-PHILA. Lv		\$ 8.25		
	MU			
BROAD ST-PHILA. Ar			\$ 8.31	
BROAD ST.-Sub. Ar			\$ 8.27	
PENNA.-30th ST.			8.24	
ARSENAL			8.21	
BRILL				
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	A. M. DAILY EX. SUN. ●812	A. M. DAILY 1001	A. M. DAILY EX. SAT. & SUN. ±●976	

## EASTWARD - NORTHWARD

89

FIRST CLASS					
712	192	314	658	910	714
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	8.53	Will Not Run Nov. 23 Dec. 25 Jan. 1			
	8.48				
	P 8.43				
	8.37				
	P 8.33				
MU		MU	MU	MU	MU
\$ 8.34		\$ 8.36	\$ 8.37	\$ 8.40	\$ 8.44
\$ 8.30		\$ 8.33	\$ 8.34	\$ 8.37	\$ 8.41
8.27	8.29			8.34	8.38
	8.26			\$ 8.31	
				\$ 8.28	
		8.29	8.30		
		8.27	\$ 8.28		
		\$ 8.25			
		G 8.23			
		\$ 8.21			
		G 8.19			
		\$ 8.17			
		\$ 8.14			
		\$ 8.12			
		\$ 8.10			
		\$ 8.08			
		\$ 8.06			
Will Not Run Nov. 23 Dec. 25 Jan. 1	First Trip Dec. 14	\$ 8.04	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1
		\$ 8.02			
		\$ 7.59			
		\$ 7.57			
		\$ 7.55			
		\$ 7.53			
		\$ 7.51			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
±0712	192	±0314	±0658	0910	±0714

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	316	318	64	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.			8.44	
TACONY		Will Not Run		
WISSINOMING		Nov. 23		
BRIDESBURG		Dec. 25		
FRANKFORD		Jan. 1		
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE			8.39	
NORTH PENN.				
NORTH PHILA.....			8.35	
			D 8.31	
ZOO			8.27	
PENNA.-30th ST. Lv				
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv				
	MU	MU		
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar	\$ 8.44	\$ 8.47		
PENNA.-30th ST.	\$ 8.41	\$ 8.44		
ARSENAL				
BRILL				
DARBY				
ZOO	8.37	8.40	8.27	
FIFTY-SECOND ST.	\$ 8.34	8.38	8.24	
OVERBROOK	\$ 8.31	8.36	8.22	
MERION	\$ 8.29			
NARBERTH	\$ 8.27			
WYNNEWOOD	\$ 8.24			
ARDMORE	\$ 8.22	\$ 8.31		
HAVERFORD	\$ 8.19	\$ 8.29		
BRYN MAWR	\$ 8.16	\$ 8.26	8.17	
ROSEMONT	\$ 8.14	\$ 8.24		
VILLANOVA	\$ 8.12	\$ 8.22		
RADNOR	\$ 8.10	\$ 8.20		
ST. DAVIDS	\$ 8.08	\$ 8.18		
WAYNE	\$ 8.06	\$ 8.16		
STRAFFORD	\$ 8.04	\$ 8.13		
DEVON	\$ 8.02	\$ 8.11		
BERWYN	\$ 8.00	\$ 8.09		
DAYLESFORD	\$ 7.58			
PAOLI	\$ 7.56	\$ 8.02	Y 8.07	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SAT.	DAILY EX. SAT. & SUN.	DAILY	
	●316	⚡●318	64	

# EASTWARD - NORTHWARD

91

FIRST CLASS					
628	618	114	912	386	384
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Will Run Nov. 23 Dec. 26 Jan. 1		9.10		Will Not Run Nov. 23 Dec. 26 Jan. 1	
		9.05			
		P 9.01			
		8.55			
		8.50			
MU	MU		MU	MU	
\$ 8.53	\$ 8.40		\$ 8.51	\$ 8.55	\$ 9.03
\$ 8.50	\$ 8.37	P 8.46	\$ 8.48	\$ 8.52	\$ 9.00
		8.42	8.45		
		8.39	8.42		
			\$ 8.39		
8.46	8.33			8.49	8.56
\$ 8.44	8.31			8.47	\$ 8.54
\$ 8.42	8.29			\$ 8.45	\$ 8.51
\$ 8.40					\$ 8.49
\$ 8.38					\$ 8.47
\$ 8.36				\$ 8.41	\$ 8.45
\$ 8.34					\$ 8.43
\$ 8.32				\$ 8.38	\$ 8.41
\$ 8.30	8.24			\$ 8.36	\$ 8.39
\$ 8.28					\$ 8.37
\$ 8.26				\$ 8.33	\$ 8.35
\$ 8.24				\$ 8.31	\$ 8.33
\$ 8.22					\$ 8.31
\$ 8.20	Will Not Run Nov. 23 Dec. 26 Jan. 1		Will Not Run Nov. 23 Dec. 26 Jan. 1	\$ 8.28	\$ 8.29
\$ 8.18					\$ 8.27
\$ 8.16				\$ 8.25	\$ 8.25
\$ 8.14				\$ 8.23	\$ 8.23
\$ 8.12					F 8.21
\$ 8.10	\$ 8.14			\$ 8.19	\$ 8.19
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOLIDAYS ONLY	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	SATURDAY ONLY
628	⚡◇618	114	⚡●912	⚡●386	●384

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	636	914	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				
PENNA.-30th ST. Lv				
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv				
			MU	
BROAD ST-PHILA. Ar	\$ 8.50			
BROAD ST.-Sub. Ar		\$ 8.55	\$ 8.58	
PENNA.-30th ST.	D 8.46	\$ 8.51	\$ 8.55	
ARSENAL		8.48		
BRILL		8.45		
DARBY				
ZOO	8.42		8.51	
FIFTY-SECOND ST.	8.39		\$ 8.49	
OVERBROOK	8.37			
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	8.32			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Run	Will Not Run	Will Not Run	
STRAFFORD	Nov. 23	Nov. 23	Nov. 23	
DEVON	Dec. 25	Dec. 25	Dec. 25	
BERWYN	Jan. 1	Jan. 1	Jan. 1	
DAYLESFORD				
PAOLI	\$ 8.22			
Leave	A. M.	A. M.	A. M.	
	SUN. & HOLIDAYS	DAILY EX. SUN.	DAILY EX. SUN.	
	636	±●914	±660	

FIRST CLASS					
204	188	104	320	120	716
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
9.20	9.25	9.30	Will Not Run Nov. 23 Dec. 25 Jan. 1	9.34	
9.16	9.21	9.25		9.29	
\$ 9.12	\$ 9.17	P 9.21		\$ 9.24	
9.08	9.13	9.16		9.18	
\$ 9.04	\$ 9.09	9.11		\$ 9.14	
\$ 9.00	\$ 9.05				
			MU		MU
			\$ 9.15		\$ 9.17
		P 9.07	\$ 9.12		\$ 9.14
		9.04		9.10	9.11
		9.01		9.07	
			9.08		
			\$ 9.06		
			\$ 9.03		
			\$ 9.01		
			\$ 8.59		
			\$ 8.57		
			\$ 8.55		
			\$ 8.53		
			\$ 8.51		
			\$ 8.49		
			\$ 8.47		
			\$ 8.45		
Will Not Run Nov. 23 Dec. 25 Jan. 1			\$ 8.43		Will Not Run Nov. 23 Dec. 25 Jan. 1
			\$ 8.41		
			\$ 8.39		
			\$ 8.37		
			\$ 8.35		
			F 8.33		
			\$ 8.31		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
‡●204	◇188	104	‡●320	●120	‡716

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	918	604	816	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA..... }			\$ 9.45	
ZOO			9.41	
PENNA.-30th ST. Lv			\$ 9.37	
BROAD ST.-Sub. Lv			\$ 9.34	
BROAD ST-PHILA. Lv				
	MU		MU	
BROAD ST-PHILA. Ar		\$ 9.30		
BROAD ST.-Sub. Ar	\$ 9.21			
PENNA.-30th ST.	\$ 9.18	D 9.25		
ARSENAL	9.15			
BRILL	9.12			
DARBY	\$ 9.09			
ZOO		9.18		
FIFTY-SECOND ST.		9.15		
OVERBROOK		9.13		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		9.08		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Not Run	Will Not Run		
STRAFFORD	Nov. 23	Nov. 23		
DEVON	Dec. 25	Dec. 25		
BERWYN	Jan. 1	Jan. 1		
DAYLESFORD				
PAOLI		\$ 8.58		
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY EX.	
	EX. SUN.	EX. SUN.	SATURDAY	
	±●918	±604	816	

FIRST CLASS					
664	322	122	718	408	324
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		10.07			Will Not Run Nov. 23 Dec. 26 Jan. 1
		10.01			
		P 9.56			
		9.51			
		9.47			
MU	MU		MU		MU
				\$ 9.58	
\$ 9.41	\$ 9.45		\$ 9.45		\$ 10.01
\$ 9.38	\$ 9.42	P 9.42	\$ 9.42	\$ 9.54	\$ 9.58
		9.38	9.39	9.51	
		9.35		9.48	
				\$ 9.45	
9.34	9.38				9.54
\$ 9.32	9.36				\$ 9.52
	\$ 9.34				\$ 9.49
	\$ 9.32				\$ 9.47
	\$ 9.30				\$ 9.45
	\$ 9.28				\$ 9.43
	\$ 9.26				\$ 9.41
	\$ 9.24				\$ 9.39
	\$ 9.22				\$ 9.37
	\$ 9.19				\$ 9.35
	\$ 9.17				\$ 9.33
	\$ 9.15				\$ 9.31
	\$ 9.13		Baggage Service Nov. 23 Dec. 26 Jan. 1		\$ 9.29
	\$ 9.11				\$ 9.27
	\$ 9.09				\$ 9.25
	\$ 9.07				\$ 9.23
	\$ 9.05				\$ 9.21
	F 9.03				F 9.19
	\$ 9.01				\$ 9.17
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	SUNDAY ONLY	DAILY EX. SUN.
●664	●322	122	●718	408	±●324

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	600	206	406	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.		10.20		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE		10.16		
NORTH PENN.				
NORTH PHILA..... }		\$ 10.12		
ZOO		10.08		
PENNA.-30th ST. Lv		\$ 10.04		
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv		\$ 10.00		
BROAD ST-PHILA. Ar	\$ 9.50		\$ 10.14	
BROAD ST.-Sub. Ar				
PENNA.-30th ST.	D 9.46		\$ 10.09	
ARSENAL			10.03	
BRILL			10.00	
DARBY			\$ 9.57	
ZOO	9.42			
FIFTY-SECOND ST.	9.40			
OVERBROOK	9.38			
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	9.32			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE	Will Not Run Nov. 23 Dec. 25 Jan. 1			
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	\$ 9.22			
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	±●600	●206	406	

FIRST CLASS					
326	70	2	818	124	1011
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	10.28	10.42		10.48	
					11.00
	10.23	10.37		10.43	\$ 10.53
					10.52
	10.19	10.33	\$ 10.36	\$ 10.39	\$ 10.47
D	10.16	D 10.30			
	10.12	10.26	10.32	10.34	10.40
			\$ 10.28	\$ 10.29	\$ 10.36
			\$ 10.25		\$ 10.30
MU			MU		
\$ 10.30					
\$ 10.27					
				10.25	
				10.22	
10.24	10.12	10.26			
\$ 10.22	10.10	10.24			
\$ 10.19	10.07	10.21			
\$ 10.17					
\$ 10.15					
\$ 10.13					
\$ 10.11					
\$ 10.08					
\$ 10.06	10.01	10.15			
\$ 10.04					
\$ 10.02					
\$ 10.00					
\$ 9.58					
\$ 9.56					
\$ 9.54					
\$ 9.52					
\$ 9.50					
\$ 9.46	\$ 9.51	Y 10.05			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	SUNDAY ONLY	DAILY	DAILY
●326	70	◇2	●818	●124	1011

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	820	722	666	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA.....	\$ 10.45			
ZOO	10.41			
PENNA.-30th ST. Lv	\$ 10.37			
BROAD ST.-Sub. Lv	\$ 10.34			
BROAD ST-PHILA. Lv				
	MU	MU	MU	
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar	\$ 10.45	\$ 10.57		
PENNA.-30th ST.	\$ 10.42	\$ 10.54		
ARSENAL		10.39		
BRILL				
DARBY				
ZOO			10.50	
FIFTY-SECOND ST.			\$ 10.48	
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
	●820	●722	●666	

FIRST CLASS					
920	208	328	194	126	724
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	11.20		11.29	11.36	
	11.16		11.24	11.31	
	S 11.12		P 11.20	S 11.27	
	11.08		11.15	11.22	
	S 11.04		P 11.10	S 11.17	
	S 11.00				
MU		MU			MU
S 10.58		S 11.03			S 11.25
S 10.55		S 11.00			S 11.22
10.52			11.06	11.13	11.19
10.49			11.03	11.10	
S 10.46					
		10.56			
		S 10.54			
		S 10.51	P. T. Divn. G. O. 2108 Page 99 Column 4		
		S 10.49			
		S 10.47			
		S 10.45			
		S 10.43			
		S 10.41	First Trip Dec. 4		
		S 10.39			
		S 10.37			
		S 10.35			
		S 10.33			
		S 10.31			
		S 10.29			
		S 10.27			
		S 10.25			
		S 10.23			
		F 10.21			
		S 10.19			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY
●920	●208	●328	◇194	●126	±●724

Will Not Run  
Nov. 23  
Dec. 25  
Jan. 1

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	330	526	824	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.	Will Not Run Nov. 23 Dec. 25 Jan. 1			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA..... }			\$ 11.45	
ZOO			11.41	
PENNA.-30th ST.....Lv			\$ 11.37	
BROAD ST.-Sub.....Lv			\$ 11.34	
BROAD ST-PHILA.Lv				
	MU		MU	
BROAD ST-PHILA.Ar		\$ 11.20		
BROAD ST.-Sub.....Ar	\$ 11.33			
PENNA.-30th ST.....	\$ 11.30	D 11.16		
ARSENAL				
BRILL				
DARBY				
ZOO	11.26	11.11		
FIFTY-SECOND ST.	\$ 11.24	11.09		
OVERBROOK	\$ 11.21	11.07		
MERION	\$ 11.19			
NARBERTH	\$ 11.17			
WYNNEWOOD	\$ 11.15			
ARDMORE	\$ 11.13			
HAVERFORD	\$ 11.11			
BRYN MAWR	\$ 11.09	11.02		
ROSEMONT	\$ 11.07			
VILLANOVA	\$ 11.05			
RADNOR	\$ 11.03			
ST. DAVIDS	\$ 11.01			
WAYNE	\$ 10.59			
STRAFFORD	\$ 10.57			
DEVON	\$ 10.55			
BERWYN	\$ 10.53			
DAYLESFORD	F 10.51			
PAOLI	\$ 10.48	\$ 10.52		
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	
	± 330	526	824	

## EASTWARD - NORTHWARD

101

FIRST CLASS					
	148 P. M.	922 A. M.	668 A. M.	196 P. M.	210 P. M.
	12.04			12.13	12.20
	11.59			12.08	12.16
P	11.55			P 12.04	S 12.12
	11.50			11.59	12.08
P	11.46			P 11.54	S 12.04
					S 12.00
	MU	MU			
16	\$ 11.53	\$ 11.56			
13	\$ 11.50	\$ 11.53			
10	11.42	11.47		11.50	
	11.39	11.44		11.47	
	\$ 11.41				
			11.49		
			\$ 11.47		
				First Trip Nov. 30	
Run 23 25 1			Will Not Run Nov. 23 Dec. 25 Jan. 1		No Sealed Baggage Service Nov. 23 Dec. 25, Jan. 1 Feb. 22
A. M. DAILY EX. SUN. #726	A. M. DAILY ◇148	A. M. DAILY ●922	A. M. DAILY EX. SUN. ‡668	A. M. DAILY ●196	NOON DAILY ◇210

STATIONS	FIRST CLASS			
	332	826	174	726
	P. M.	P. M.	P. M.	P. M.
Arrive				
HOLMESBURG JCT.			12.30	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE			12.25	
NORTH PENN.				
NORTH PHILA..... }		\$ 12.15	\$ 12.21	
ZOO		12.11	12.16	
PENNA.-30th ST. Lv		\$ 12.07	\$ 12.12	
BROAD ST.-Sub. Lv		\$ 12.04		
BROAD ST-PHILA. Lv				
	MU	MU		MU
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar	\$ 12.03			\$ 12.40
PENNA.-30th ST.	\$ 12.00			\$ 12.37
ARSENAL			12.08	12.34
BRILL			12.08	
DARBY				
ZOO	11.56			
FIFTY-SECOND ST.	\$ 11.54			
OVERBROOK	\$ 11.51			
MERION	\$ 11.49			
NARBERTH	\$ 11.47			
WYNNEWOOD	\$ 11.45			
ARDMORE	\$ 11.43			
HAVERFORD	\$ 11.41			
BRYN MAWR	\$ 11.39			
ROSEMONT	\$ 11.37			
VILLANOVA	\$ 11.35			
RADNOR	\$ 11.33			
ST. DAVIDS	\$ 11.31			
WAYNE	\$ 11.29	Will Not Run		Will Not Run
STRAFFORD	\$ 11.27	Nov. 23		Nov. 23
DEVON	\$ 11.25	Dec. 25		Dec. 25
BERWYN	\$ 11.23	Jan. 1		Jan. 1
DAYLESFORD				
PAOLI	\$ 11.19			
Leave	A. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.
	●332	‡●826	◇174	‡●726

P. T. Divn.  
G. O. 2105  
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Column 4

Will Not Run  
Nov. 23  
Dec. 25  
Jan. 1

FIRST CLASS					
860	128	180	1017	334	830
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
F 12.41	12.36	12.36		Will Not Run Nov. 23 Dec. 25 Jan. 1	
F 12.38					
F 12.36					
F 12.34					
N 12.32					
			12.56		
S 12.30			S 12.49		
12.29	12.31	12.31	12.48		
S 12.25	P 12.27	P 12.27	S 12.44		S 12.45
12.19	12.23	12.23	12.39		12.41
S 12.15	P 12.18	P 12.18	S 12.34		S 12.37
S 12.10					S 12.34
			S 12.30		
MU				MU	MU
				S 12.33	
				S 12.30	
	12.14	12.14			
	12.10	12.10			
				12.26	
				12.24	
		P. T. Divn. G. O. 2113 Page 103 Column 3		S 12.21	
				S 12.19	
				S 12.17	
				S 12.15	
				S 12.13	
				S 12.11	
				S 12.09	
				S 12.07	
				S 12.05	
				S 12.03	
				S 12.01	
				S 11.59	
				S 11.57	
				S 11.55	
				S 11.53	
				F 11.51	
				S 11.49	
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
DAILY	DAILY	DAILY	SAT. SUN & HOLIDAYS	DAILY EX. SUN.	DAILY
860	●128	180	●1017	±●334	●830

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	194	924	212	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.	1.10		1.21	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	1.05		1.16	
NORTH PENN.....				
NORTH PHILA.....	P 1.01		S 1.12	
ZOO.....	12.56		1.08	
PENNA.-30th ST.....Lv	P 12.51		S 1.04	
BROAD ST.-Sub.....Lv				
BROAD ST-PHILA.Lv			S 1.00	
		MU		
BROAD ST-PHILA.Ar				
BROAD ST.-Sub.....Ar		S 12.55		
PENNA.-30th ST.....		S 12.52		
ARSENAL.....	12.47	12.49		
BRILL.....	12.44	12.46		
DARBY.....		S 12.41		
ZOO.....				
FIFTY-SECOND ST.				
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....	Last Trip			
VILLANOVA.....	Dec. 3			
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....				
STRAFFORD.....				
DEVON.....				
BERWYN.....				
DAYLESFORD.....				
PAOLI.....				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	◇194	●924	●212	

FIRST CLASS					
336	14	130	262	670	338
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1.25	1.42	F 1.46		Will Not Run Nov. 23 Dec. 25 Jan. 1
			S 1.44		
			F 1.43		
			S 1.40		
			S 1.38		
	1.20	1.37	1.37		
	1.15	S 1.32	S 1.33		
D	1.04				
	1.00	1.28	1.28		
		S 1.23	S 1.24		
			S 1.21		
MU			MU	MU	MU
\$ 1.03				S 1.30	S 1.33
\$ 1.00				S 1.27	S 1.30
		1.18			
		1.15			
12.56	1.00			1.23	1.26
\$ 12.54	12.57			S 1.21	1.24
\$ 12.51	12.55				S 1.21
\$ 12.49					S 1.19
\$ 12.47					S 1.17
\$ 12.45					S 1.15
\$ 12.43					S 1.13
\$ 12.41					S 1.11
\$ 12.39	12.50				S 1.09
\$ 12.37					S 1.07
\$ 12.35					S 1.05
\$ 12.33					S 1.03
\$ 12.31					S 1.01
\$ 12.29					S 12.59
\$ 12.27					S 12.57
\$ 12.25					S 12.55
\$ 12.23					S 12.53
F 12.21					F 12.51
\$ 12.19	S 12.40				S 12.49
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	SATURDAY ONLY	DAILY	DAILY EX. SUN.
●336	14	130	●262	670	±●338

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	106	1021	834	962
Arrive	P. M.	P. M.	P. M.	P. M.
HOLMESBURG JCT.	1.47			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)		2.00		
FRANKFORD JCT.		\$ 1.53		
SHORE	1.42	1.52		
NORTH PENN.				
NORTH PHILA.	P 1.37	\$ 1.47	\$ 1.45	
ZOO	1.33	1.40	1.41	
PENNA.-30th ST. Lv	P 1.28	\$ 1.36	\$ 1.37	
BROAD ST.-Sub. Lv			\$ 1.34	
BROAD ST-PHILA. Lv		\$ 1.30		
			MU	MU
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar				\$ 1.55
PENNA.-30th ST.				\$ 1.52
ARSENAL	1.23			1.49
BRILL	1.20			1.46
DARBY				\$ 1.43
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION	P. T. Divn.			P. T. Divn.
NARBERTH	G. O. 2108			G. O. 2105
WYNNEWOOD	Page 106			Page 106
ARDMORE	Column 1			Column 4
HAVERFORD				
BRYN MAWR				
ROSEMONT	First Trip			
VILLANOVA	Dec. 4			
RADNOR				
ST. DAVIDS		Will Not Run		Will Run
WAYNE		Nov. 23		Nov. 23
STRAFFORD		Dec. 25		Dec. 25
DEVON		Jan. 1		Jan. 1
BERWYN		Feb. 22		
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	SUN. & HOLIDAYS
	◇106	‡1021	●834	●962

FIRST CLASS					
728	214	340	836	928	176
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	2.21	No Baggage Service Nov. 23 Dec. 25 Jan. 1			2.31
	2.16				2.26
	\$ 2.12		\$ 2.16		\$ 2.22
	2.08		2.12		2.17
	\$ 2.04		\$ 2.07		\$ 2.13
	\$ 2.00		\$ 2.04		
MU		MU	MU	MU	
\$ 1.46		\$ 2.03		\$ 2.05	
\$ 1.43		\$ 2.00		\$ 2.02	
1.40				1.56	2.09
				1.53	2.06
				\$ 1.50	
		1.56			
		\$ 1.54			
		\$ 1.51		P. T. Divn. G. O. 2105 Page 107 Column 5	
		\$ 1.49			
		\$ 1.47			
		\$ 1.45			
		\$ 1.43			
		\$ 1.41			
		\$ 1.39			
		\$ 1.37			
		\$ 1.35			
		\$ 1.33			
		\$ 1.31			
		\$ 1.29	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	
		\$ 1.27			
		\$ 1.25			
		\$ 1.23			
		\$ 1.21			
		\$ 1.19			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
⊕728	●214	⊕340	⊕●836	⊕928	◇176

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS Arrive	FIRST CLASS			
	342	32	838	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.		2.50		
TACONY.....	Will Not Run Nov. 23 Dec. 25 Jan. 1			
WISSINOMING.....				
BRIDEBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....		2.45		
NORTH PENN.....				
NORTH PHILA.....	D	2.41	S 2.45	
		2.36		
ZOO.....		2.32	2.41	
PENNA.-30th ST.....Lv			S 2.37	
BROAD ST.-Sub.....Lv			S 2.34	
BROAD ST-PHILA.Lv				
	MU		MU	
BROAD ST-PHILA.Ar				
BROAD ST.-Sub.....Ar	S 2.33			
PENNA.-30th ST.....	S 2.30			
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	2.26	2.32		
FIFTY-SECOND ST...	S 2.24	2.29		
OVERBROOK.....	S 2.21	2.27		
MERION.....	S 2.19			
NARBERTH.....	S 2.17			
WYNNEWOOD.....	S 2.15			
ARDMORE.....	S 2.13			
HAVERFORD.....	S 2.11			
BRYN MAWR.....	S 2.09	2.22		
ROSEMONT.....	S 2.07			
VILLANOVA.....	S 2.05			
RADNOR.....	S 2.03			
ST. DAVIDS.....	S 2.01			
WAYNE.....	S 1.59			
STRAFFORD.....	S 1.57			
DEVON.....	S 1.55			
BERWYN.....	S 1.53			
DAYLESFORD.....	F 1.51			
PAOLI.....	S 1.49	S 2.12		
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY	
	±●342	32	●838	

FIRST CLASS					
978	264	730	216	344	840
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	<b>F</b> 3.18		3.21	Baggage Service Nov. 23 Dec. 25 Jan. 1	
	<b>S</b> 3.15				
	<b>S</b> 3.12				
	<b>S</b> 3.10				
	<b>S</b> 3.07				
	<b>S</b> 3.05				
	3.03		3.16		
	<b>S</b> 2.58		<b>S</b> 3.12		<b>S</b> 3.16
	2.54		3.08		3.12
	<b>S</b> 2.49		<b>S</b> 3.04		<b>S</b> 3.07
					<b>S</b> 3.04
	<b>S</b> 2.45		<b>S</b> 3.00		
<b>MU</b>		<b>MU</b>		<b>MU</b>	<b>MU</b>
<b>S</b> 2.45		<b>S</b> 2.55		<b>S</b> 3.03	
<b>S</b> 2.42		<b>S</b> 2.52		<b>S</b> 3.00	
2.39		2.49			
2.36					
<b>S</b> 2.33					
				2.56	
				<b>S</b> 2.54	
				<b>S</b> 2.51	
				<b>S</b> 2.49	
				<b>S</b> 2.47	
				<b>S</b> 2.45	
				<b>S</b> 2.43	
				<b>S</b> 2.41	
				<b>S</b> 2.39	
				<b>S</b> 2.37	
				<b>S</b> 2.35	
				<b>S</b> 2.33	
	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1		<b>S</b> 2.31	Will Not Run Nov. 23 Dec. 25 Jan. 1
				<b>S</b> 2.29	
				<b>S</b> 2.27	
				<b>S</b> 2.25	
				<b>S</b> 2.23	
				<b>F</b> 2.21	
				<b>S</b> 2.19	
<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	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY EX. SUN.
●978	±●264	±●730	●216	●344	±●840

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS Arrive	FIRST CLASS			
	132	764	346	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	3.43			
TACONY			Will Not Run	
WISSINOMING			Nov. 23	
BRIDESBURG			Dec. 25	
FRANKFORD			Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE	3.38			
NORTH PENN.				
NORTH PHILA.....	\$ 3.33			
ZOO	3.27			
PENNA.-30th ST. Lv	3.23			
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv				
		MU	MU	
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar		\$ 3.26	\$ 3.33	
PENNA.-30th ST.	\$ 3.18	\$ 3.23	\$ 3.30	
ARSENAL	3.15	3.20		
BRILL	3.12			
DARBY				
ZOO			3.26	
FIFTY-SECOND ST.			\$ 3.24	
OVERBROOK			\$ 3.21	
MERION			\$ 3.19	
NARBERTH			\$ 3.17	
WYNNEWOOD			\$ 3.15	
ARDMORE			\$ 3.13	
HAVERFORD			\$ 3.11	
BRYN MAWR			\$ 3.09	
ROSEMONT			\$ 3.07	
VILLANOVA			\$ 3.05	
RADNOR			\$ 3.03	
ST. DAVIDS			\$ 3.01	
WAYNE		Will Run	\$ 2.59	
STRAFFORD		Nov. 23	\$ 2.57	
DEVON		Dec. 25	\$ 2.55	
BERWYN		Jan. 1	\$ 2.53	
DAYLESFORD			F 2.51	
PAOLI			\$ 2.49	
Leave	P. M.	P. M.	P. M.	
	DAILY	SUN. & HOLIDAYS	DAILY EX. SAT. & SUN.	
	132	●764	±●346	

FIRST CLASS					
842	672	732	348	72	54
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				4.04	4.10
				3.59	4.05
\$ 3.45				\$ 3.55	\$ 4.00
3.41				3.45	3.50
\$ 3.37					
\$ 3.34					
MU	MU	MU	MU		
	\$ 3.36	\$ 3.50	\$ 4.03		
	\$ 3.33	\$ 3.47	\$ 4.00		
		3.44			
	3.30		3.56	3.45	3.50
	\$ 3.27		\$ 3.54	3.42	3.47
			\$ 3.51	3.40	3.45
			\$ 3.49		
			\$ 3.47		
			\$ 3.45		
			\$ 3.43		
			\$ 3.41		
			\$ 3.39	3.34	3.40
			\$ 3.37		
			\$ 3.35		
			\$ 3.33		
	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	\$ 3.31		
			\$ 3.29		
			\$ 3.27		
			\$ 3.25		
			\$ 3.23		
			F 3.21		
			\$ 3.19	\$ 3.24	\$ 3.30
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY	DAILY	DAILY
⊕842	⊕●672	⊕●732	●348	●72	54

STATIONS Arrive	FIRST CLASS			
	218	930	844	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	4.22			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....	4.17			
NORTH PENN.....				
NORTH PHILA.....	\$ 4.13		\$ 4.21	
ZOO.....	4.08		4.17	
PENNA.-30th ST.....Lv	\$ 4.04		\$ 4.13	
BROAD ST.-Sub.....Lv			\$ 4.10	
BROAD ST-PHILA.Lv	\$ 4.00			
		MU	MU	
BROAD ST-PHILA.Ar				
BROAD ST.-Sub.....Ar		\$ 4.07		
PENNA.-30th ST.....		\$ 3.59		
ARSENAL.....		3.56		
BRILL.....		3.53		
DARBY.....		\$ 3.50		
ZOO.....				
FIFTY-SECOND ST.				
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....				
ROSEMONT.....				
VILLANOVA.....				
RADNOR.....				
ST. DAVIDS.....				
WAYNE.....			Will Not Run	
STRAFFORD.....			Nov. 23	
DEVON.....			Dec. 25	
BERWYN.....			Jan. 1	
DAYLESFORD.....				
PAOLI.....				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY EX. SUN.	
	●218	930	±●844	

## EASTWARD - NORTHWARD

113

FIRST CLASS					
142	190	266	846	350	116
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4.35	4.44	S 4.56		Will Not Run Nov. 23 Dec. 25 Jan. 1	5.03
		S 4.53			
		S 4.52			
		S 4.50			
		S 4.47			
		S 4.44			
4.30	4.39	4.42			4.58
		S 4.39			
S 4.26	P 4.34	S 4.37	S 4.40		P 4.53
4.22	4.29	4.33	4.36		4.47
S 4.17	P 4.24	S 4.29	S 4.32		P 4.43
		S 4.29			
		S 4.25			
			MU	MU	
				S 4.33	
				S 4.30	
4.13	4.20				4.37
4.10	4.17				4.34
				4.26	
				S 4.24	
				S 4.21	P. T. Divn. G. O. 2113 Page 113 Column 6
				S 4.19	
				S 4.17	
				S 4.15	
				S 4.13	
	First Trip Dec. 16			S 4.11	Last Trip Apr. 9
				S 4.09	
				S 4.07	
				S 4.05	
				S 4.03	
		Will Not Run Nov. 23 Dec. 25 Jan. 1		S 4.01	
				S 3.59	
				S 3.57	
				S 3.55	
				S 3.53	
				F 3.51	
				S 3.49	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY
●142	190	±●266	●846	±●350	◇116

STATIONS	FIRST CLASS			
	1029	734	2592	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)	5.07		5.13	
FRANKFORD JCT.	\$ 5.00		\$ 5.06	
SHORE	4.59		5.06	
NORTH PENN.				
NORTH PHILA.	\$ 4.53		\$ 5.01	
ZOO	4.48		4.57	
PENNA.-30th ST. Lv	\$ 4.44		\$ 4.52	
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv	\$ 4.40		\$ 4.48	
		MU		
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar		\$ 4.44		
PENNA.-30th ST.		\$ 4.41		
ARSENAL		4.38		
BRILL				
DARBY				
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE		Will Not Run	Will Not Run	
STRAFFORD		Nov. 23	Nov. 23	
DEVON		Dec. 25	Dec. 25	
BERWYN		Jan. 1	Jan. 1	
DAYLESFORD			Feb. 22	
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY EX.	DAILY	
	1029	SAT. & SUN.	EX. SUN.	
		±●734	±●2592	

## EASTWARD - NORTHWARD

115

FIRST CLASS					
848	678	932	934	220	850
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				5.21	
\$ 5.02				\$ 5.13	\$ 5.15
4.58				5.08	5.09
\$ 4.54				\$ 5.04	\$ 5.05
\$ 4.51				\$ 5.00	\$ 5.02
MU	MU	MU	MU		MU
\$ 4.52	\$ 4.54	\$ 4.59			
\$ 4.49	\$ 4.51	\$ 4.56			
	4.48	4.53			
	4.45	4.50			
	\$ 4.42				
	4.46				
\$ 4.44					
Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.
†848	678	†932	†934	●220	†850

STATIONS	FIRST CLASS			
	352	170	852	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.		5.31		
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....		5.26		
NORTH PENN.....				
NORTH PHILA..... }		\$ 5.22	\$ 5.23	
ZOO.....		5.17	5.19	
PENNA.-30th ST. Lv		\$ 5.13	\$ 5.15	
BROAD ST.-Sub. Lv			\$ 5.12	
BROAD ST-PHILA. Lv				
	MU		MU	
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar	\$ 5.03			
PENNA.-30th ST.	\$ 4.59			
ARSENAL.....		5.09		
BRILL.....		5.06		
DARBY.....				
ZOO.....	4.56			
FIFTY-SECOND ST.	\$ 4.54			
OVERBROOK.....	\$ 4.51			
MERION.....	\$ 4.49			
NARBERTH.....	\$ 4.47			
WYNNEWOOD.....	\$ 4.45			
ARDMORE.....	\$ 4.43			
HAVERFORD.....	\$ 4.41			
BRYN MAWR.....	\$ 4.39			
ROSEMONT.....	\$ 4.37			
VILLANOVA.....	\$ 4.35			
RADNOR.....	\$ 4.33			
ST. DAVIDS.....	\$ 4.31			
WAYNE.....	\$ 4.29			
STRAFFORD.....	\$ 4.27			
DEVON.....	\$ 4.25			
BERWYN.....	\$ 4.23			
DAYLESFORD.....	\$ 4.21			
PAOLI.....	\$ 4.19			
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY EX. SUN.	
	●352	◇170	‡●852	

## EASTWARD - NORTHWARD

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[illegible]

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	858	354	680	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN				
NORTH PHILA.....	\$ 5.43			
ZOO	5.39			
PENNA.-30th ST....Lv	\$ 5.35			
BROAD ST.-Sub....Lv	\$ 5.32			
BROAD ST-PHILA.Lv				
	MU	MU	MU	
BROAD ST-PHILA.Ar				
BROAD ST.-Sub....Ar	\$ 5.33	\$ 5.38		
PENNA.-30th ST.	\$ 5.30	\$ 5.35		
ARSENAL				
BRILL				
DARBY				
ZOO		5.26	5.31	
FIFTY-SECOND ST.	\$ 5.24	\$ 5.29		
OVERBROOK	\$ 5.21			
MERION	\$ 5.19			
NARBERTH	\$ 5.17			
WYNNEWOOD	\$ 5.15			
ARDMORE	\$ 5.13			
HAVERFORD	\$ 5.11			
BRYN MAWR	\$ 5.09			
ROSEMONT	\$ 5.07			
VILLANOVA	\$ 5.05			
RADNOR	\$ 5.03			
ST. DAVIDS	\$ 5.01			
WAYNE	\$ 4.59			
STRAFFORD	\$ 4.57			
DEVON	\$ 4.55			
BERWYN	\$ 4.53			
DAYLESFORD	F 4.51			
PAOLI	\$ 4.49			
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
	●858	●354	●680	

## EASTWARD - NORTHWARD

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FIRST CLASS					
<b>736</b>	<b>860</b>	<b>942</b>	<b>686</b>	<b>766</b>	<b>862</b>
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.54				\$ 6.06
	5.50				6.01
\$ 5.46					\$ 5.57
\$ 5.43					\$ 5.54
MU	MU	MU		MU	MU
\$ 5.40		\$ 5.44	\$ 5.46	\$ 5.49	
\$ 5.37		\$ 5.41	\$ 5.42	\$ 5.46	
5.34		5.38		5.43	
		5.35			
			5.38		
			\$ 5.36		
Baggage Service Saturday					
Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Run Nov. 23 Dec. 25 Jan. 1	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY EX. SAT.&SUN.	DAILY EX. SAT.&SUN.	SUNDAY ONLY	SUN. & HOLIDAYS	DAILY EX. SUN.
✱736	✱860	✱942	686	766	862

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS Arrive	FIRST CLASS			
	412	940	356	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE				
NORTH PENN.				
NORTH PHILA..... }				
ZOO				
PENNA.-30th ST. ....Lv				
BROAD ST.-Sub. ....Lv				
BROAD ST-PHILA.Lv				
		MU	MU	
BROAD ST-PHILA.Ar	\$ 5.56			
BROAD ST.-Sub.Ar		\$ 5.56	\$ 5.56	
PENNA.-30th ST.	\$ 5.52	\$ 5.53	\$ 5.53	
ARSENAL	5.45	5.50		
BRILL	5.42	5.47		
DARBY		\$ 5.44		
ZOO			5.49	
FIFTY-SECOND ST.			\$ 5.47	
OVERBROOK			\$ 5.44	
MERION			\$ 5.42	
NARBERTH			\$ 5.40	
WYNNEWOOD			\$ 5.38	
ARDMORE			\$ 5.36	
HAVERFORD			\$ 5.34	
BRYN MAWR			\$ 5.32	
ROSEMONT			\$ 5.30	
VILLANOVA			\$ 5.28	
RADNOR			\$ 5.26	
ST. DAVIDS			\$ 5.24	
WAYNE		No Baggage Service	\$ 5.22	
STRAFFORD		Nov. 23	\$ 5.20	
DEVON		Dec. 25	\$ 5.18	
BERWYN		Jan. 1	\$ 5.16	
DAYLESFORD			F 5.14	
PAOLI			\$ 5.12	
Leave	P. M. DAILY EX. SUN. 412	P. M. DAILY 9940	P. M. DAILY 356	

FIRST CLASS					
222	152	866	684	944	168
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
6.26	6.23				6.42
6.20	6.18				6.37
\$ 6.16	\$ 6.15	\$ 6.17			\$ 6.33
6.09	6.10	6.13			6.27
\$ 6.05	\$ 6.06	\$ 6.09			\$ 6.23
\$ 6.01		6.06			
		MU	MU	MU	
			\$ 6.13	\$ 6.12	
			\$ 6.10	\$ 6.09	
	6.03			6.06	6.19
	6.00			6.03	6.16
				\$ 6.00	
			6.06		
			\$ 6.04		
				P. T. Divn. G. O. 2105 Page 121 Column 5	
No Sealed Baggage Service Nov. 23 Dec. 25 Jan. 1, Feb. 22		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY
◇●222	●152	±●866	±●684	±●944	◇168

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	3852	868	388	946
	P. M.	P. M.	P. M.	P. M.
Arrive				
HOLMESBURG JCT.	6.46			
TACONY	F 6.44		Will Run	
WISSINOMING			Nov. 23	
BRIDEBURG	S 6.41		Dec. 25	
FRANKFORD	S 6.39		Jan. 1	
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.	S 6.37			
SHORE	6.36			
NORTH PENN.				
NORTH PHILA.	S 6.32	S 6.36		
ZOO	6.27	6.32		
PENNA.-30th ST.	Lv S 6.23	S 6.28		
BROAD ST.-Sub.	Lv S 6.20	S 6.25		
BROAD ST-PHILA.	Lv			
	MU	MU	MU	MU
BROAD ST-PHILA.	Ar			
BROAD ST.-Sub.	Ar		S 6.33	S 6.37
PENNA.-30th ST.			S 6.30	S 6.34
ARSENAL				6.31
BRILL				6.28
DARBY				S 6.25
ZOO			6.26	
FIFTY-SECOND ST.			S 6.24	
OVERBROOK			S 6.21	
MERION			S 6.19	
NARBERTH			S 6.17	
WYNNEWOOD			S 6.15	
ARDMORE			S 6.13	
HAVERFORD			S 6.11	
BRYN MAWR			S 6.09	
ROSEMONT			S 6.07	
VILLANOVA			S 6.05	
RADNOR			S 6.03	
ST. DAVIDS			S 6.01	
WAYNE	Will Not Run		S 5.59	Will Not Run
STRAFFORD	Nov. 23		S 5.57	Nov. 23
DEVON	Dec. 25		S 5.55	Dec. 25
BERWYN	Jan. 1		S 5.53	Jan. 1
DAYLESFORD			F 5.51	
PAOLI			S 5.49	
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY	HOLIDAYS ONLY	DAILY EX. SUN.
	±●3852	●868	388	±●946

FIRST CLASS					
610		768	738	870	360
P. M.		P. M.	P. M.	P. M.	P. M.
Will Not Run Nov. 23 Dec. 25 Jan. 1					
				\$ 7.05	
				7.01	
				\$ 6.57	
				\$ 6.54	
MU		MU	MU	MU	MU
\$ 6.40		\$ 6.47	\$ 6.48		\$ 6.59
\$ 6.37		\$ 6.44	\$ 6.45		\$ 6.56
		6.41	6.42		
6.33					6.52
\$ 6.31					\$ 6.50
\$ 6.28	P. T. Divn. G. O. 2105 Page 123 Column 2				\$ 6.47
\$ 6.26					\$ 6.45
\$ 6.24					\$ 6.43
\$ 6.22					\$ 6.41
\$ 6.20					\$ 6.39
\$ 6.18					\$ 6.37
\$ 6.16					\$ 6.35
\$ 6.14					\$ 6.33
\$ 6.12					\$ 6.31
\$ 6.10					\$ 6.29
\$ 6.08		Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	\$ 6.27
\$ 6.06					\$ 6.25
\$ 6.04					\$ 6.23
\$ 6.02					\$ 6.21
\$ 6.00					\$ 6.19
F 5.58					F 6.17
\$ 5.56					\$ 6.15
P. M.		P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.		SUN. & HOLIDAYS	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY
‡610		768	‡738	‡870	360

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	224	570	972	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.	7.21			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE	7.16			
NORTH PENN.				
NORTH PHILA.	\$ 7.13			
ZOO	7.08			
PENNA.-30th ST. Lv	\$ 7.04			
BROAD ST.-Sub Lv				
BROAD ST-PHILA. Lv	\$ 7.00			
			MU	
BROAD ST-PHILA. Ar	\$ 7.05			
BROAD ST.-Sub. Ar		\$ 7.06		
PENNA.-30th ST.	D 7.00	\$ 7.03		
ARSENAL		7.00		
BRILL		6.57		
DARBY		\$ 6.54		
ZOO		6.56		
FIFTY-SECOND ST.		6.53		
OVERBROOK		6.51		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		6.46	Will Run Nov. 23 Dec. 25 Jan. 1	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	\$ 6.36			
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	SAT. SUN. & HOLIDAYS	
	●224	◇570	●972	

FIRST CLASS					
454	154	134	362	948	96
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	7.41	7.50			7.55
	7.36	7.45			7.50
	\$ 7.32	\$ 7.41			7.43
	7.26	7.35			7.38
	\$ 7.22	7.31			
			MU	MU	
\$ 7.15					
			\$ 7.33	\$ 7.20	
\$ 7.07		\$ 7.26	\$ 7.30	\$ 7.17	
7.03	7.18	7.23		7.14	
7.00	7.15	7.20		7.11	
				\$ 7.08	
			7.26		7.38
			\$ 7.24		7.33
			\$ 7.21		7.29
			\$ 7.19	P. T. Divn. G. O. 2105 Page 125 Column 5	
			\$ 7.17		
			\$ 7.15		
			\$ 7.13		
			\$ 7.11		
			\$ 7.09		7.22
			\$ 7.07		
			\$ 7.05		
			\$ 7.03		
			\$ 7.01		
			\$ 6.59	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 24 Dec. 26 Jan. 2
			\$ 6.57		
			\$ 6.55		
			\$ 6.53		
			F 6.51		
			\$ 6.49		7.10
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. MON.
454	●154	134	●362	‡948	‡●96

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	872	740	280	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.			8.21	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....			8.16	
NORTH PENN.....				
NORTH PHILA.....	\$ 7.45		\$ 8.12	
ZOO.....	7.41		8.08	
PENNA.-30th ST.....Lv	\$ 7.37		\$ 8.04	
BROAD ST.-Sub.....Lv	\$ 7.34			
BROAD ST-PHILA.Lv			\$ 8.00	
	MU	MU		
BROAD ST-PHILA.Ar				
BROAD ST.-Sub.....Ar		\$ 7.50		
PENNA.-30th ST.....		\$ 7.47		
ARSENAL.....		7.44		
BRILL.....				
DARBY.....				
ZOO.....				
FIFTY-SECOND ST.....				
OVERBROOK.....				
MERION.....				
NARBERTH.....				
WYNNEWOOD.....				
ARDMORE.....				
HAVERFORD.....				
BRYN MAWR.....			Will Not Run	
ROSEMONT.....			Dec. 24	
VILLANOVA.....			Dec. 31	
RADNOR.....			Feb. 22	
ST. DAVIDS.....				
WAYNE.....		Will Not Run	Will Run	
STRAFFORD.....		Nov. 23	Nov. 23	
DEVON.....		Dec. 25	Dec. 25	
BERWYN.....		Jan. 1	Jan. 1	
DAYLESFORD.....				
PAOLI.....				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY EX. SUN.	SUN. & HOLIDAYS	
	●872	±●740	±●280	

FIRST CLASS					
364	624	688	960	156	622
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				8.34	Will Not Run Nov. 23 Dec. 25 Jan. 1
				8.29	
				\$ 8.25	
				8.19	
				\$ 8.15	
MU		MU	MU		MU
	\$ 8.00				
\$ 8.03		\$ 8.00	\$ 8.12		\$ 8.33
\$ 8.00	D 7.56	\$ 7.57	\$ 8.09		\$ 8.30
			8.06	8.11	
			8.03	8.08	
			\$ 8.00		
7.56	7.51	7.53			8.27
\$ 7.54	7.49	\$ 7.51			\$ 8.24
\$ 7.51	7.47				\$ 8.21
\$ 7.49					\$ 8.19
\$ 7.47					\$ 8.17
\$ 7.45					\$ 8.15
\$ 7.43					\$ 8.13
\$ 7.41					\$ 8.11
\$ 7.39	7.41				\$ 8.09
\$ 7.37					\$ 8.07
\$ 7.35					\$ 8.05
\$ 7.33					\$ 8.03
\$ 7.31					\$ 8.01
\$ 7.29	Will Not Run Nov. 23 Dec. 25 Jan. 1				\$ 7.59
\$ 7.27					\$ 7.57
\$ 7.25					\$ 7.55
\$ 7.23					\$ 7.53
F 7.21					F 7.51
\$ 7.19	\$ 7.30				\$ 7.49
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.
●364	±624	●688	●960	●156	±622

Note—No. 622 arrive Paoli 7.47 P. M.

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	366	84	24	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.	Will Run Nov. 23 Dec. 25 Jan. 1			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.....				
SHORE.....				
NORTH PENN.....				
NORTH PHILA..... }				
ZOO.....				
PENNA.-30th ST. Lv				
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv				
	MU			
BROAD ST-PHILA. Ar		\$ 8.20	\$ 8.30	
BROAD ST.-Sub. Ar	\$ 8.33			
PENNA.-30th ST.	\$ 8.30	D 8.16	D 8.26	
ARSENAL.....				
BRILL.....				
DARBY.....				
ZOO.....	8.27	8.12	8.17	
FIFTY-SECOND ST.	\$ 8.24	8.10	8.14	
OVERBROOK.....	\$ 8.21	8.08	8.12	
MERION.....	\$ 8.19			
NARBERTH.....	\$ 8.17			
WYNNEWOOD.....	\$ 8.15			
ARDMORE.....	\$ 8.13			
HAVERFORD.....	\$ 8.11			
BRYN MAWR.....	\$ 8.09	8.02	8.07	
ROSEMONT.....	\$ 8.07			
VILLANOVA.....	\$ 8.05			
RADNOR.....	\$ 8.03			
ST. DAVIDS.....	\$ 8.01			
WAYNE.....	\$ 7.59			
STRAFFORD.....	\$ 7.57			
DEVON.....	\$ 7.55			
BERWYN.....	\$ 7.53			
DAYLESFORD.....	F 7.51			
PAOLI.....	\$ 7.49	\$ 7.52	\$ 7.57	
Leave	P. M.	P. M.	P. M.	
	SAT. SUN. & HOLIDAYS	SUNDAY ONLY	DAILY EX. SUN.	
	●366	84	24	

FIRST CLASS					
876	1035	964	368	#174	282
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				9.20	9.24
	9.05				
	8.57			9.15	9.19
\$ 8.45	\$ 8.51			\$ 9.07	\$ 9.14
8.41	8.44			9.01	9.09
\$ 8.37	\$ 8.40				\$ 9.04
\$ 8.34					
	\$ 8.35				\$ 9.00
MU		MU	MU		
		\$ 8.55	\$ 9.03		
		\$ 8.52	\$ 9.00		
		8.49			
		8.46			
		\$ 8.43			
			8.56	9.01	
			\$ 8.54	8.59	
			\$ 8.51	8.57	
			\$ 8.49		
			\$ 8.47		
			\$ 8.45		
			\$ 8.43		
			\$ 8.41		
			\$ 8.39	8.52	Will Not Run Feb. 22
			\$ 8.37		
			\$ 8.35		
			\$ 8.33		
		Will Run Nov. 23 Dec. 25 Jan. 1	\$ 8.31		Will Run Nov. 23 Dec. 25 Jan. 1
			\$ 8.29		
			\$ 8.27		
			\$ 8.25		
			\$ 8.23		
			F 8.21		
			\$ 8.19	\$ 8.42	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	SUN. & HOLIDAYS	DAILY	DAILY	SUN. & HOLIDAYS
●876	1035	●964	●368	74	±●282

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS Arrive	FIRST CLASS			
	742	950	100	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.			9.48	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE			9.43	
NORTH PENN				
NORTH PHILA..... }			\$ 9.39	
ZOO			9.34	
PENNA.-30th ST.....Lv			\$ 9.29	
BROAD ST.-Sub.....Lv				
BROAD ST-PHILA.Lv				
	MU			
BROAD ST-PHILA.Ar		\$ 9.24		
BROAD ST.-Sub.....Ar	\$ 9.15			
PENNA.-30th ST.....	\$ 9.12	\$ 9.20		
ARSENAL	9.09	9.17	9.25	
BRILL		9.14	9.22	
DARBY		\$ 9.11		
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE		Will Not Run		
STRAFFORD		Nov. 23		
DEVON		Dec. 25		
BERWYN		Jan. 1		
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY EX. SUN.	SUNDAY ONLY	
	●742	‡950	●100	

FIRST CLASS					
270	370	878	158	744	284
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
10.07			10.04		10.22
\$ 10.05					
\$ 10.03					
\$ 10.00					
\$ 9.57					
9.55			9.59		10.17
\$ 9.51		\$ 9.45	\$ 9.55		\$ 10.13
9.40		9.41	9.49		10.09
\$ 9.38		\$ 9.37	9.44		\$ 10.04
		\$ 9.34			
\$ 9.32					\$ 10.00
	MU	MU		MU	
	\$ 9.33			\$ 9.55	
	\$ 9.30		\$ 9.38	\$ 9.52	
			9.34	9.49	
			9.31		
	9.26				
	\$ 9.24				
	\$ 9.21				
	\$ 9.19				
	\$ 9.17				
	\$ 9.16				
	\$ 9.13				
	\$ 9.11				
	\$ 9.09				
	\$ 9.07				
	\$ 9.05				
	\$ 9.03				
	\$ 9.01				
	\$ 8.59				
	\$ 8.57				
	\$ 8.55				
	\$ 8.53				
	F 8.51				
	\$ 8.49				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY	SUN. & HOLIDAYS
270	●370	●878	●158	744	●284

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	372	966	198	
	P. M.	P. M.	P. M.	
Arrive				
HOLMESBURG JCT.			10.30	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE			10.25	
NORTH PENN.				
NORTH PHILA.			\$ 10.20	
ZOO			10.15	
PENNA.-30th ST. Lv			\$ 10.10	
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv				
	MU	MU		
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar	\$ 10.03	\$ 10.08		
PENNA.-30th ST.	\$ 10.00	\$ 10.05		
ARSENAL		10.02	10.07	
BRILL		9.59	10.04	
DARBY		\$ 9.56		
ZOO	9.56			
FIFTY-SECOND ST.	9.54			
OVERBROOK	\$ 9.51			
MERION	\$ 9.49			
NARBERTH	\$ 9.47			
WYNNEWOOD	\$ 9.45			
ARDMORE	\$ 9.43			
HAVERFORD	\$ 9.41			
BRYN MAWR	\$ 9.39			
ROSEMONT	\$ 9.37			
VILLANOVA	\$ 9.35			
RADNOR	\$ 9.33			
ST. DAVIDS	\$ 9.31			
WAYNE	\$ 9.29			
STRAFFORD	\$ 9.27			
DEVON	\$ 9.25			
BERWYN	\$ 9.23			
DAYLESFORD	F 9.21			
PAOLI	\$ 9.19			
Leave	P. M.	P. M.	P. M.	
	DAILY	SUNDAY ONLY	SUNDAY ONLY	
	●372	●966	●198	

FIRST CLASS					
952	374	160	882	164	376
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		10.53		11.32	
		10.48		11.27	
		\$ 10.44	\$ 10.45	11.22	
		10.39	10.41	11.17	
		10.35	\$ 10.37	11.12	
			\$ 10.34		
MU	MU		MU		MU
\$ 10.29	\$ 10.33				\$ 11.03
\$ 10.26	\$ 10.30	\$ 10.30		E 10.57	\$ 11.00
10.23		10.26		10.53	
10.20		10.23		10.50	
\$ 10.17					
	10.26				10.56
	\$ 10.24				10.54
	\$ 10.21				\$ 10.51
	\$ 10.19				\$ 10.49
	\$ 10.17				\$ 10.47
	\$ 10.15				\$ 10.45
	\$ 10.13				\$ 10.43
	\$ 10.11				\$ 10.41
	\$ 10.09				\$ 10.39
	\$ 10.07				\$ 10.37
	\$ 10.05				\$ 10.35
	\$ 10.03				\$ 10.33
	\$ 10.01				\$ 10.31
	\$ 9.59				\$ 10.29
	\$ 9.57				\$ 10.27
	\$ 9.55				\$ 10.25
	\$ 9.53				\$ 10.23
	F 9.51				F 10.21
	\$ 9.49				\$ 10.19
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY	DAILY	DAILY
●952	●374	160	●882	●164	●376

## PAOLI - DARBY TO PHILADELPHIA - HOLMES

STATIONS	FIRST CLASS			
	692	968	150	378
	P. M.	P. M.	P. M.	P. M.
Arrive				
HOLMESBURG JCT.			11.44	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY..... (Atl. Div.)				
FRANKFORD JCT.				
SHORE			11.39	
NORTH PENN.				
NORTH PHILA..... }			\$ 11.35	
ZOO			11.30	
PENNA.-30th ST. Lv			11.26	
BROAD ST.-Sub. Lv				
BROAD ST-PHILA. Lv				
	MU	MU		MU
BROAD ST-PHILA. Ar				
BROAD ST.-Sub. Ar	\$ 11.06	\$ 11.07		\$ 11.39
PENNA.-30th ST.	\$ 11.03	\$ 11.04	\$ 11.22	\$ 11.30
ARSENAL		11.01	11.18	
BRILL		10.58	11.15	
DARBY		\$ 10.55		
ZOO	10.59			11.28
FIFTY-SECOND ST.	\$ 10.57			\$ 11.24
OVERBROOK				\$ 11.21
MERION				\$ 11.19
NARBERTH				\$ 11.17
WYNNEWOOD				\$ 11.15
ARDMORE				\$ 11.13
HAVERFORD				\$ 11.11
BRYN MAWR				\$ 11.09
ROSEMONT				\$ 11.07
VILLANOVA				\$ 11.05
RADNOR				\$ 11.03
ST. DAVIDS				\$ 11.01
WAYNE	Will Not Run Nov. 23 Dec. 25 Jan. 1			\$ 10.59
STRAFFORD				\$ 10.57
DEVON				\$ 10.55
BERWYN				\$ 10.53
DAYLESFORD				\$ 10.51
PAOLI				\$ 10.49
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	SUNDAY ONLY	DAILY	DAILY EX. SAT. & SUN.
	±●692	●968	150	●378

FIRST CLASS					
886	272	746	46	1041	380
P. M.	A. M.	P. M.	P. M.	A. M.	A. M.
	F 12.18				
	F 12.15				
	F 12.13				
	S 12.12				
	S 12.09				
				12.26	
	S 12.06				
	12.05			12.19	
S 11.45	S 12.01			S 12.14	
11.41	11.56			12.07	
S 11.37	S 11.52			S 12.03	
S 11.34				S 11.59	
	S 11.45				
MU		MU			MU
			S 11.55		
		S 11.51			S 12.22
		S 11.48	D 11.47		S 12.19
		11.45			
			11.43		12.15
			11.41		S 12.13
			11.39		S 12.10
					S 12.08
					S 12.06
					S 12.04
					S 12.02
					S 12.00
			11.34		S 11.58
					S 11.56
					S 11.54
					S 11.52
					S 11.50
					S 11.48
					S 11.46
					S 11.44
					S 11.42
					F 11.40
			S 11.23		S 11.38
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
●886	272	●746	46	1041	●380

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	±●653 DAILY EX. SUN.	●655 DAILY	±●657 DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
Leave				
BROAD ST.-PHILA.				
BROAD ST.-Suburban	\$ 6.30	\$ 7.30	\$ 8.20	
PENNA.-30th ST.	\$ 6.33	\$ 7.33	\$ 8.23	
FIFTY-SECOND ST.	\$ 6.39	\$ 7.38	\$ 8.29	
WYNNEFIELD AVE.	\$ 6.41	\$ 7.41	\$ 8.31	
BALA	\$ 6.43	\$ 7.43	\$ 8.33	
CYNWYD	\$ 6.45	\$ 7.45	\$ 8.35	
BARMOUTH	\$ 6.47	\$ 7.47	\$ 8.36	
MANAYUNK	\$ 6.49	\$ 7.49	\$ 8.38	
SHAWMONT	6.51	F 7.51	8.40	
MIQUON	F 6.53	F 7.53	F 8.42	
SPRING MILL	F 6.55	\$ 7.55	F 8.44	
CONSHOHOCKEN	\$ 6.57	\$ 7.58	\$ 8.47	
IVY ROCK	F 6.59	F 8.00	F 8.49	
ERNEST	F 7.01	F 8.02	F 8.51	
NORRIS	7.02	8.03	8.52	
NORRISTOWN	\$ 7.04	\$ 8.05	\$ 8.54	
HAWS AVE.	\$ 7.06	\$ 8.08	\$ 8.57	
	MU	MU	MU	
PORT INDIAN				
BETZWOOD				
PROTECTORY	Will Not Run Nov. 23		Will Not Run Nov. 23	
CREEK	Dec. 25		Dec. 25	
OAKS	Jan. 1		Jan. 1	
PORT PROVIDENCE				
MONT CLARE				
PHOENIXVILLE				
SPRING CITY				
PENNHURST				
PARKERFORD				
FRICK'S LOCK				
LOCK				
POTTSTOWN				
DOUGLASSVILLE				
MONOCAOY				
BIRDSBORO				
BROOKE				
GIBRALTAR				
EAST READING				
READING				
Arrive	A. M.	A. M.	A. M.	
	653	655	657	

FIRST CLASS				
673	663		685	689
DAILY	DAILY EX. SUN.		SUNDAY ONLY	SATURDAY ONLY
A. M.	P. M.		P. M.	P. M.
S 10.22	S 12.10		S 12.20	S 12.43
S 10.25	S 12.13		S 12.24	S 12.46
S 10.31	S 12.19		S 12.30	S 12.51
S 10.33	S 12.21		S 12.32	S 12.54
S 10.35	S 12.23		S 12.36	S 12.57
S 10.37	S 12.25		S 12.39	S 12.59
S 10.38	S 12.27		S 12.42	S 1.00
S 10.40	S 12.30		S 12.46	S 1.02
F 10.42	12.32		12.49	F 1.04
F 10.43				
F 10.45	F 12.35		F 12.53	F 1.07
S 10.47	S 12.37		S 12.56	S 1.10
F 10.49				
F 10.51	F 12.40		F 12.59	
10.52	12.41		1.00	1.14
S 10.54	S 12.43		S 1.02	S 1.17
S 10.56	S 12.45		S 1.04	S 1.19
MU	MU			MU
			F 1.08	
			F 1.11	
			F 1.15	
			1.18	
			F 1.19	
		P.T. Divn.	F 1.25	
		G. O. 2112	S 1.28	
		Page 137	S 1.35	
		Column 3	F 1.37	
			F 1.41	
			F 1.45	
			1.46	
			S 1.51	
			F 1.58	
			F 2.02	
			S 2.07	
			2.08	
			2.20	
			S 2.23	
A. M.	A. M.		P. M.	P. M.
673	663		685	689

P.T. Divn.  
G. O. 2112  
Page 137  
Column 6

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	⚡●665	⚡651	●669	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	
	P. M.	P. M.	P. M.	
Leave				
BROAD ST.-PHILA...				
BROAD ST.-Suburban	\$ 1.19	\$ 2.10	\$ 3.25	
PENNA.-30th ST.....	\$ 1.22	\$ 2.14	\$ 3.28	
FIFTY-SECOND ST...	\$ 1.28	\$ 2.20	\$ 3.34	
WYNNEFIELD AVE.	\$ 1.30	\$ 2.22	\$ 3.36	
BALA.....	\$ 1.32	\$ 2.24	\$ 3.38	
CYNWYD.....	\$ 1.34	\$ 2.26	\$ 3.40	
BARMOUTH.....	\$ 1.35	\$ 2.27	\$ 3.42	
MANAYUNK.....	\$ 1.38	\$ 2.29	\$ 3.44	
SHAWMONT.....	1.40	2.32	F 3.46	
MIQUON.....	F 1.42		F 3.48	
SPRING MILL.....	F 1.45	F 2.34	S 3.51	
CONSHOHOCKEN....	\$ 1.47	\$ 2.37	\$ 3.54	
IVY ROCK.....	F 1.49		F 3.56	
ERNEST.....	F 1.51	F 2.41	F 3.58	
NORRIS.....	1.53	2.42	3.59	
NORRISTOWN.....	\$ 1.55	\$ 2.44	\$ 4.01	
HAWS AVE.....	\$ 1.57	\$ 2.46	\$ 4.03	
	MU	MU	MU	
PORT INDIAN.....				
BETZWOOD.....				
PROTECTORY.....	Will Not Run	Will Not Run		
CREEK.....	Nov. 23	Nov. 23		
OAKS.....	Dec. 25	Dec. 25		
	Jan. 1	Jan. 1		
PORT PROVIDENCE				
MONT CLARE.....				
PHOENIXVILLE.....				
SPRING CITY.....				
PENNHURST.....				
PARKERFORD.....				
FRICK'S LOCK.....				
LOCK.....				
POTTSTOWN.....				
DOUGLASSVILLE.....				
MONOCACY.....				
BIRDSBORO.....				
BROOKE.....				
GIBRALTAR.....				
EAST READING.....				
READING.....				
Arrive	P. M.	P. M.	P. M.	
	665	651	669	



## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	±●687	●693		
	DAILY EX. SAT. & SUN.	DAILY		
	P. M.	P. M.		
Leave				
BROAD ST.-PHILA.				
BROAD ST.-Suburban	\$ 9.40	\$ 11.46		
PENNA.-30th ST.	\$ 9.43	\$ 11.49		
FIFTY-SECOND ST.	\$ 9.48	\$ 11.54		
WYNNEFIELD AVE.	\$ 9.50	\$ 11.56		
BALA	\$ 9.52	\$ 11.58		
CYNWYD	\$ 9.54	\$ 12.00		
BARMOUTH	\$ 9.57	\$ 12.01		
MANAYUNK	\$ 9.59	\$ 12.03		
SHAWMONT	10.01			
MIQUON	F 10.03			
SPRING MILL	F 10.05	\$ 12.09		
CONSHOHOCKEN	\$ 10.08	\$ 12.13		
IVY ROCK		F 12.15		
ERNEST	F 10.12			
NORRIS	10.13	12.17		
NORRISTOWN	\$ 10.15	\$ 12.20		
HAWS AVE.	\$ 10.17	\$ 12.22		
	MU	MU		
PORT INDIAN				
BETZWOOD				
PROTECTORY	Will Not Run			
CREEK	Nov. 23			
OAKS	Dec. 25			
PORT PROVIDENCE	Jan. 1			
MONT CLARE				
PHOENIXVILLE				
SPRING CITY				
PENNHURST				
PARKERFORD				
FRICK'S LOCK				
LOCK				
POTTSTOWN				
DOUGLASSVILLE				
MONOCACY				
BIRDSBORO				
BROOKE				
GIBRALTAR				
EAST READING				
READING				
Arrive	P. M.	A. M.		
	687	693		



## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	650	654	656	
	A. M.	A. M.	A. M.	
Arrive				
BROAD ST.-PHILA.				
BROAD ST.-Suburban	\$ 7.03	\$ 7.52	\$ 8.22	
PENNA.-30th ST.	\$ 7.00	\$ 7.49	\$ 8.19	
FIFTY-SECOND ST.	\$ 5.54	\$ 7.43	\$ 8.12	
WYNNEFIELD AVE.	\$ 6.52	\$ 7.41	\$ 8.09	
BALA	\$ 6.50	\$ 7.39	\$ 8.07	
CYNWYD	\$ 6.48	\$ 7.37	\$ 8.05	
BARMOUTH	F 6.46	F 7.34	F 8.02	
MANAYUNK	\$ 6.44	\$ 7.32	\$ 8.00	
SHAWMONT	F 6.41	F 7.29	F 7.57	
MIQUON	F 6.39		F 7.55	
SPRING MILL	\$ 6.37	\$ 7.25	\$ 7.53	
CONSHOHOCKEN	\$ 6.35	\$ 7.23	\$ 7.51	
IVY ROCK	F 6.32	F 7.20		
ERNEST	F 6.31		F 7.49	
NORRIS	6.30	7.18	7.47	
NORRISTOWN	\$ 6.28	\$ 7.16	\$ 7.45	
HAWS AVE.	\$ 6.26	\$ 7.14	\$ 7.43	
	MU	MU	MU	
PORT INDIAN				
BETZWOOD				
PROTECTORY		Will Not Run Nov. 23 Dec. 25 Jan. 1		
CREEK				
OAKS				
PORT PROVIDENCE				
MONT CLARE				
PHOENIXVILLE				
SPRING CITY				
PENNHURST				
PARKERFORD				
FRICK'S LOCK				
LOCK				
POTTSTOWN				
DOUGLASSVILLE				
MONOCACY				
BIRDSBORO				
BROOKE				
GIBRALTAR				
EAST READING				
READING				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
	●650	±●654	●656	

[illegible]

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	672		678	
	P. M.		P. M.	
Arrive				
BROAD ST.-PHILA.				
BROAD ST.-Suburban	\$ 3.36		\$ 4.52	
PENNA.-30th ST.	\$ 3.33		\$ 4.49	
FIFTY-SECOND ST.	\$ 3.27		\$ 4.44	
WYNNEFIELD AVE.	\$ 3.24		\$ 4.42	
BALA	\$ 3.23		\$ 4.40	
CYNWYD	\$ 3.21		\$ 4.38	
BARMOUTH	\$ 3.19		\$ 4.35	
MANAYUNK	\$ 3.17		\$ 4.33	
SHAWMONT	\$ 3.14		\$ 4.30	
MIQUON	\$ 3.13		\$ 4.28	
SPRING MILL	\$ 3.11		\$ 4.26	
CONSHOHOCKEN	\$ 3.09		\$ 4.24	
IVY ROCK	\$ 3.06		\$ 4.21	
ERNEST	\$ 3.05		\$ 4.20	
NORRIS	\$ 3.04		\$ 4.19	
NORRISTOWN	\$ 3.02		\$ 4.17	
HAWS AVE.	\$ 3.00		\$ 4.15	
	MU		MU	
PORT INDIAN				
BETZWOOD				
PROTECTORY	Will Not Run			
CREEK	Nov. 23			
OAKS	Dec. 25			
PORT PROVIDENCE	Jan. 1			
MONT CLARE		P.T. Divn.		
PHOENIXVILLE		G. O. 2112		
SPRING CITY		Page 144		
PENNHURST		Column 2		
PARKERFORD				
FRICK'S LOCK				
LOCK				
POTTSTOWN				
DOUGLASSVILLE				
MONOCACY				
BIRDSBORO				
BROOKE				
GIBRALTAR				
EAST READING				
READING				
Leave	P. M.		P. M.	
	DAILY EX.		DAILY	
	SAT. & SUN.			
	± 672	± 696	678	

FIRST CLASS					
680	686	684	688	692	
P. M.	P. M.	P. M.	P. M.	P. M.	
	\$ 5.46				
\$ 5.38		\$ 6.13	\$ 8.00	\$ 11.06	
\$ 5.35	\$ 5.42	\$ 6.10	\$ 7.57	\$ 11.03	
\$ 5.29	\$ 5.36	\$ 6.04	\$ 7.51	\$ 10.57	
\$ 5.27	\$ 5.34	\$ 6.01	\$ 7.49	\$ 10.55	
\$ 5.25	\$ 5.32	\$ 5.59	\$ 7.47	\$ 10.52	
\$ 5.23	\$ 5.29	\$ 5.57	\$ 7.45	\$ 10.50	
F 5.20	F 5.25	F 5.55	F 7.42	F 10.48	
\$ 5.18	\$ 5.22	\$ 5.53	\$ 7.40	\$ 10.46	
\$ 5.15	5.18	F 5.50	F 7.37	F 10.43	
F 5.13	F 5.16	F 5.48	F 7.35	F 10.41	
\$ 5.11	\$ 5.13	F 5.45	F 7.33	\$ 10.39	
\$ 5.08	\$ 5.10	\$ 5.43	\$ 7.31	\$ 10.37	
F 5.05	F 5.06	F 5.40	F 7.29	F 10.35	
F 5.04	F 5.04	F 5.39	F 7.27	F 10.33	
5.03	5.03	5.38	7.26	10.32	
\$ 5.01	\$ 5.01	\$ 5.36	\$ 7.24	\$ 10.31	
\$ 4.59	\$ 4.59	\$ 5.34	\$ 7.22	\$ 10.29	
MU		MU	MU	MU	
	F 4.55				
	F 4.51				
	F 4.48	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	
	4.45				
	4.44				
	F 4.41				
	F 4.39				
	4.37				
	\$ 4.29				
	F 4.26				
	F 4.22				
	F 4.19				
	4.17				
	\$ 4.13				
	F 4.06				
	F 4.02				
	\$ 3.58				
	3.57				
	3.47				
	\$ 3.45				
P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.	
●680	686	±●684	●688	±●692	

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	701	703	705	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	
Leave	A. M.	A. M.	A. M.	
BROAD ST.-Suburban	\$ 6.06	\$ 7.08	\$ 8.18	
PENNA.-30th ST.	\$ 6.08	\$ 7.11	\$ 8.21	
ARSENAL	6.12	7.14	8.24	
Forty-Ninth St.	\$ 6.14	\$ 7.16	\$ 8.26	
ANGORA	\$ 6.16	\$ 7.18	\$ 8.28	
FERNWOOD-YEADON	\$ 6.19	\$ 7.20	\$ 8.30	
LANDSDOWNE	\$ 6.26	\$ 7.23	\$ 8.32	
GLADSTONE	\$ 6.28	\$ 7.25	\$ 8.33	
CLIFTON-ALDAN	\$ 6.31	\$ 7.27	\$ 8.35	
PRIMOS	\$ 6.33	\$ 7.29	\$ 8.37	
SECANE	\$ 6.35	\$ 7.31	\$ 8.39	
MORTON-RUTLEDGE	\$ 6.39	\$ 7.33	\$ 8.41	
SWARTHMORE	\$ 6.47	\$ 7.35	\$ 8.44	
WALLINGFORD	\$ 6.51	\$ 7.38	\$ 8.46	
MOYLAN-ROSE VALLEY	\$ 6.54	\$ 7.40	\$ 8.48	
MEDIA	\$ 7.00	\$ 7.42	\$ 8.54	
ELWYN	\$ 7.02	\$ 7.44	\$ 8.56	
WILLIAMSON SCHOOL	\$ 7.04	\$ 7.45	\$ 8.58	
GLEN RIDDLE	\$ 7.08	\$ 7.47	\$ 9.00	
LENNI	\$ 7.08	\$ 7.48	\$ 9.02	
WAWA	\$ 7.12	\$ 7.50	\$ 9.05	
DARLINGTON	F 7.14	F 7.51	F 9.07	
GLEN MILLS	\$ 7.17	\$ 7.54	\$ 9.10	
LOCKSLEY	F 7.22	F 7.55	F 9.12	
CHEYNEY	\$ 7.26	\$ 8.00	\$ 9.14	
WESTTOWN	\$ 7.30	\$ 8.03	\$ 9.17	
OAKBOURNE	\$ 7.33	F 8.09	F 9.20	
WEST CHESTER	\$ 7.37	\$ 8.13	\$ 9.24	
	MU	MU	MU	
		Will Not Run Nov. 23 Dec. 25 Jan. 1	Baggage Service Sunday	
Arrive	A. M.	A. M.	A. M.	
	701	703	705	

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	702	704	706	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Arrive	A. M.	A. M.	A. M.	
BROAD ST.-Suburban	\$ 6.50	\$ 7.33	\$ 7.44	
PENNA.-30th ST.	\$ 6.47	\$ 7.30	\$ 7.41	
ARSENAL	6.44	7.27	7.38	
Forty-Ninth St.	\$ 6.40	\$ 7.25	\$ 7.35	
ANGORA	\$ 6.38	\$ 7.22	\$ 7.33	
FERNWOOD-YEADON	\$ 6.36	\$ 7.20	\$ 7.31	
LANDSDOWNE	\$ 6.34	\$ 7.17	\$ 7.29	
GLADSTONE	\$ 6.32	\$ 7.15	\$ 7.27	
CLIFTON-ALDAN	\$ 6.31	\$ 7.14	\$ 7.25	
PRIMOS	\$ 6.29	\$ 7.12	\$ 7.23	
SECANE	\$ 6.27	\$ 7.10	\$ 7.21	
MORTON-RUTLEDGE	\$ 6.25	\$ 7.08	\$ 7.19	
SWARTHMORE	\$ 6.23	\$ 7.06	\$ 7.16	
WALLINGFORD	\$ 6.21	\$ 7.04	\$ 7.14	
MOYLAN-ROSE VALLEY	\$ 6.19	\$ 7.02	\$ 7.12	
MEDIA	\$ 6.18	\$ 7.00	\$ 7.10	
ELWYN	\$ 6.15	\$ 6.58		
WILLIAMSON SCHOOL	\$ 6.13	\$ 6.56		
GLEN RIDDLE	F 6.11	\$ 6.54		
LENNI	\$ 6.10	\$ 6.52		
WAWA	\$ 6.09	\$ 6.50		
DARLINGTON	F 6.08	F 6.49		
GLEN MILLS	\$ 6.05	\$ 6.46		
LOCKSLEY	F 6.03	F 6.44		
CHEYNEY	\$ 6.02	\$ 6.43		
WESTTOWN	\$ 5.59	\$ 6.40		
OAKBOURNE	F 5.56	F 6.37		
WEST CHESTER	\$ 5.53	\$ 6.34		
	MU	MU	MU	
	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	702	704	706	

# SOUTHWARD

147

FIRST CLASS					
±709 DAILY EX. SUN.	763 SUN. & HOLIDAYS	±711 DAILY EX. SUN.	713 SAT. SUN. & HOLIDAYS	±717 DAILY EX. SUN.	751 SATURDAY ONLY
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
\$ 10.18	\$ 10.40	\$ 12.15	\$ 12.45	\$ 1.23	\$ 2.11
\$ 10.21	\$ 10.43	\$ 12.18	\$ 12.48	\$ 1.26	\$ 2.14
10.24	10.46	12.21	12.51	1.29	2.17
\$ 10.28	\$ 10.48	\$ 12.23	\$ 12.53	\$ 1.31	\$ 2.19
\$ 10.28	\$ 10.50	\$ 12.25	\$ 12.55	\$ 1.33	\$ 2.21
\$ 10.30	\$ 10.52	\$ 12.27	\$ 12.58	\$ 1.35	\$ 2.23
\$ 10.33	\$ 10.55	\$ 12.29	\$ 1.00	\$ 1.37	\$ 2.25
\$ 10.36	\$ 10.57	\$ 12.30	\$ 1.01	\$ 1.38	\$ 2.26
\$ 10.38	\$ 10.59	\$ 12.32	\$ 1.03	\$ 1.40	\$ 2.28
\$ 10.40	\$ 11.00	\$ 12.34	\$ 1.05	\$ 1.42	\$ 2.30
\$ 10.42	\$ 11.02	\$ 12.35	\$ 1.07	\$ 1.44	\$ 2.32
\$ 10.46	\$ 11.04	\$ 12.37	\$ 1.09	\$ 1.46	\$ 2.34
\$ 10.54	\$ 11.07	\$ 12.39	\$ 1.12	\$ 1.48	\$ 2.36
\$ 10.58	\$ 11.09	\$ 12.41	\$ 1.14	\$ 1.50	\$ 2.38
\$ 10.58	\$ 11.11	\$ 12.43	\$ 1.16	\$ 1.52	\$ 2.40
\$ 11.02	\$ 11.13	\$ 12.45	\$ 1.17	\$ 1.53	\$ 2.42
F 11.05	F 11.15	-----	F 1.19	F 1.58	-----
F 11.07	F 11.17	-----	F 1.21	F 1.58	-----
\$ 11.09	\$ 11.18	-----	\$ 1.22	\$ 1.59	-----
\$ 11.11	\$ 11.19	-----	\$ 1.24	\$ 2.01	-----
\$ 11.13	\$ 11.22	-----	\$ 1.26	\$ 2.03	-----
F 11.15	F 11.23	-----	F 1.27	F 2.04	-----
\$ 11.17	\$ 11.26	-----	\$ 1.30	\$ 2.07	-----
F 11.18	F 11.28	-----	F 1.32	F 2.09	-----
\$ 11.20	\$ 11.30	-----	\$ 1.33	\$ 2.10	-----
\$ 11.23	\$ 11.33	-----	\$ 1.36	\$ 2.12	-----
F 11.28	F 11.36	-----	F 1.39	F 2.16	-----
\$ 11.30	\$ 11.40	-----	\$ 1.42	\$ 2.20	-----
MU	MU	MU	MU	MU	MU
Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	-----
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
709	763	711	713	717	751

# NORTHWARD

FIRST CLASS					
708	720	710	712	714	716
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 8.03	\$ 8.17	\$ 8.20	\$ 8.34	\$ 8.44	\$ 9.17
\$ 8.00	\$ 8.14	\$ 8.17	\$ 8.30	\$ 8.41	\$ 9.14
7.57	8.11	8.14	8.27	8.38	9.11
-----	\$ 8.07	\$ 8.11	\$ 8.24	-----	\$ 9.09
-----	\$ 8.04	\$ 8.09	\$ 8.21	-----	\$ 9.07
\$ 7.52	\$ 8.01	\$ 8.07	\$ 8.18	-----	\$ 9.04
\$ 7.49	\$ 7.58	\$ 8.05	\$ 8.15	\$ 8.31	\$ 9.02
-----	-----	\$ 8.03	\$ 8.12	-----	\$ 8.59
-----	\$ 7.55	\$ 8.01	\$ 8.10	-----	\$ 8.58
-----	-----	\$ 7.59	\$ 8.08	-----	\$ 8.56
-----	-----	\$ 7.57	\$ 8.06	-----	\$ 8.54
\$ 7.43	-----	\$ 7.55	\$ 8.04	\$ 8.24	\$ 8.52
\$ 7.40	-----	\$ 7.52	\$ 8.01	\$ 8.22	\$ 8.50
\$ 7.38	-----	\$ 7.50	\$ 7.59	\$ 8.19	\$ 8.47
\$ 7.36	-----	\$ 7.48	\$ 7.57	\$ 8.17	\$ 8.45
\$ 7.35	7.40	\$ 7.46	\$ 7.55	\$ 8.15	\$ 8.43
7.33	-----	\$ 7.43	\$ 7.52	\$ 8.12	\$ 8.41
-----	-----	F 7.41	-----	-----	F 8.39
-----	-----	\$ 7.39	-----	-----	\$ 8.38
-----	-----	\$ 7.37	-----	-----	\$ 8.36
\$ 7.28	-----	\$ 7.35	7.45	\$ 8.07	\$ 8.35
F 7.26	-----	-----	-----	\$ 8.06	F 8.33
\$ 7.23	-----	-----	-----	\$ 8.03	\$ 8.30
7.22	-----	-----	-----	-----	-----
F 7.20	-----	-----	-----	-----	F 8.27
\$ 7.19	-----	-----	-----	\$ 8.00	\$ 8.26
\$ 7.16	-----	-----	-----	\$ 7.57	\$ 8.23
F 7.13	-----	-----	-----	-----	F 8.20
\$ 7.10	-----	-----	-----	\$ 7.52	\$ 8.17
MU	MU	MU	MU	MU	MU
Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
±708	±720	±710	±712	±714	±716

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	⑦65 SUN. & HOLIDAYS	±⑦19 DAILY EX. SUN.	●721 DAILY EX. SUN.	
	P. M.	P. M.	P. M.	
Leave				
BROAD ST.-Suburban	\$ 2.23	\$ 2.41	\$ 3.30	
PENNA.-30th ST.	\$ 2.26	\$ 2.44	\$ 3.33	
ARSENAL	2.29	2.47	3.36	
FORTY-NINTH ST.	\$ 2.31	\$ 2.49	\$ 3.38	
ANGORA	\$ 2.33	\$ 2.51	\$ 3.40	
FERNWOOD-YEADON	\$ 2.35	\$ 2.53	\$ 3.42	
LANDSOWNE	\$ 2.38	\$ 2.55	\$ 3.44	
GLADSTONE	\$ 2.38	\$ 2.57	\$ 3.45	
CLIFTON-ALDAN	\$ 2.39	\$ 2.59	\$ 3.47	
PRIMOS	\$ 2.41	\$ 3.01	\$ 3.49	
SECANE	\$ 2.42	\$ 3.03	\$ 3.51	
MORTON-RUTLEDGE	\$ 2.44	\$ 3.05	\$ 3.53	
SWARTHMORE	\$ 2.46	\$ 3.08	\$ 3.56	
WALLINGFORD	\$ 2.48	\$ 3.10	\$ 3.58	
MOYLAN-ROSE VALLEY	\$ 2.50	\$ 3.12	\$ 4.00	
MEDIA	\$ 2.51	\$ 3.14	\$ 4.02	
ELWYN	F 2.53		F 4.04	
WILLIAMSON SCHOOL	F 2.55		F 4.06	
GLEN RIDDLE	F 2.58		\$ 4.07	
LENNI	F 2.58		\$ 4.09	
WAWA	F 3.00		\$ 4.11	
DARLINGTON	F 3.01		\$ 4.12	
GLEN MILLS	\$ 3.04		\$ 4.15	
LOCKSLEY	F 3.06		F 4.17	
CHEYNEY	\$ 3.07		\$ 4.19	
WESTTOWN	\$ 3.10		\$ 4.22	
OAKBOURNE	F 3.13		F 4.24	
WEST CHESTER	\$ 3.17		\$ 4.28	
	MU	MU	MU	
	Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Baggage Service Sat.	
Arrive	P. M.	P. M.	P. M.	
	765	719	721	

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	718	722	724	
	A. M.	A. M.	A. M.	
Arrive				
BROAD ST.-Suburban	\$ 9.45	\$ 10.45	\$ 11.25	
PENNA.-30th ST.	\$ 9.42	\$ 10.42	\$ 11.22	
ARSENAL	9.39	10.39	11.19	
FORTY-NINTH ST.	\$ 9.37	\$ 10.37	\$ 11.17	
ANGORA	\$ 9.34	\$ 10.34	\$ 11.15	
FERNWOOD-YEADON	\$ 9.32	\$ 10.32	\$ 11.13	
LANDSOWNE	\$ 9.29	\$ 10.29	\$ 11.11	
GLADSTONE	\$ 9.28	\$ 10.28	\$ 11.09	
CLIFTON-ALDAN	\$ 9.25	\$ 10.25	\$ 11.08	
PRIMOS	\$ 9.23	\$ 10.23	\$ 11.06	
SECANE	\$ 9.21	\$ 10.21	\$ 11.05	
MORTON-RUTLEDGE	\$ 9.19	\$ 10.19	\$ 11.03	
SWARTHMORE	\$ 9.17	\$ 10.17	\$ 11.01	
WALLINGFORD	\$ 9.14	\$ 10.14	\$ 10.58	
MOYLAN-ROSE VALLEY	\$ 9.12	\$ 10.12	\$ 10.56	
MEDIA	\$ 9.11	\$ 10.11	\$ 10.55	
ELWYN	F 9.09		F 10.53	
WILLIAMSON SCHOOL	F 9.07		F 10.51	
GLEN RIDDLE	F 9.06		F 10.49	
LENNI	\$ 9.05		F 10.47	
WAWA	\$ 9.03		F 10.46	
DARLINGTON	F 9.02		F 10.45	
GLEN MILLS	F 8.59		F 10.42	
LOCKSLEY	F 8.57		F 10.40	
CHEYNEY	\$ 8.56		F 10.39	
WESTTOWN	\$ 8.53		F 10.36	
OAKBOURNE	\$ 8.50		F 10.33	
WEST CHESTER	\$ 8.47		\$ 10.30	
	MU	MU	MU	
	Baggage Ser. Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	
Leave	A. M.	A. M.	A. M.	
	DAILY ●718	DAILY EX. SUN. ●722	DAILY ±●724	

# SOUTHWARD

149

FIRST CLASS					
±●723 DAILY EX. SUN.	±●725 DAILY EX. SAT. & SUN.	●767 SUN. & HOLIDAYS	±●727 DAILY EX. SAT. & SUN.	●755 SATURDAY ONLY	±●757 DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.33	\$ 4.55	\$ 4.55	\$ 5.05	\$ 5.08	\$ 5.10
\$ 4.37	\$ 4.58	\$ 4.58	\$ 5.08	\$ 5.11	\$ 5.13
\$ 4.41	\$ 5.01	\$ 5.01	\$ 5.11	\$ 5.14	\$ 5.16
\$ 4.43		\$ 5.03		\$ 5.17	\$ 5.19
\$ 4.45		\$ 5.05	\$ 5.15	\$ 5.19	
\$ 4.47	\$ 5.06	\$ 5.07		\$ 5.21	\$ 5.24
\$ 4.50	\$ 5.08	\$ 5.09	\$ 5.18	\$ 5.23	\$ 5.27
\$ 4.51		\$ 5.10		\$ 5.25	\$ 5.29
\$ 4.53		\$ 5.12	\$ 5.21	\$ 5.27	\$ 5.31
\$ 4.55		\$ 5.13		\$ 5.29	\$ 5.34
\$ 4.57		\$ 5.15	\$ 5.24	\$ 5.31	\$ 5.36
\$ 4.59	\$ 5.13	\$ 5.17	\$ 5.26	\$ 5.33	\$ 5.39
\$ 5.02	\$ 5.16	\$ 5.19	\$ 5.29	\$ 5.36	\$ 5.42
\$ 5.05	\$ 5.18	\$ 5.21	\$ 5.31	\$ 5.38	\$ 5.44
\$ 5.07	\$ 5.20	\$ 5.23	\$ 5.34	\$ 5.41	\$ 5.47
\$ 5.09	\$ 5.22	\$ 5.24	\$ 5.36	\$ 5.43	\$ 5.49
\$ 5.11	\$ 5.24	\$ 5.26		\$ 5.45	\$ 5.51
	\$ 5.26	\$ 5.28		\$ 5.47	
	\$ 5.28	\$ 5.29		\$ 5.50	
	\$ 5.30	\$ 5.31		\$ 5.52	
\$ 5.16	\$ 5.32	\$ 5.33		\$ 5.54	\$ 5.64
F 5.17		F 5.34			
\$ 5.20	\$ 5.35	\$ 5.37			
F 5.22	F 5.37	F 5.39			
\$ 5.24	\$ 5.39	\$ 5.41			
\$ 5.27	\$ 5.42	\$ 5.44			
F 5.29	F 5.44	F 5.47			
\$ 5.33	\$ 5.47	\$ 5.50			
MU	MU	MU	MU	MU	MU
Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
723	725	767	727	755	757

# NORTHWARD

FIRST CLASS					
726	728	730	764	732	734
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.40	\$ 1.46	\$ 2.55	\$ 3.26	\$ 3.50	\$ 4.44
\$ 12.37	\$ 1.43	\$ 2.52	\$ 3.23	\$ 3.47	\$ 4.41
\$ 12.34	\$ 1.40	\$ 2.49	\$ 3.20	\$ 3.44	\$ 4.38
\$ 12.32	\$ 1.38	\$ 2.47	\$ 3.17	\$ 3.42	\$ 4.36
\$ 12.30	\$ 1.36	\$ 2.45	\$ 3.15	\$ 3.39	\$ 4.33
\$ 12.27	\$ 1.33	\$ 2.42	\$ 3.13	\$ 3.37	\$ 4.31
\$ 12.25	\$ 1.31	\$ 2.40	\$ 3.11	\$ 3.35	\$ 4.30
\$ 12.23	\$ 1.29	\$ 2.38	\$ 3.09	\$ 3.33	\$ 4.28
\$ 12.22	\$ 1.28	\$ 2.37	\$ 3.08	\$ 3.32	\$ 4.27
\$ 12.20	\$ 1.26	\$ 2.35	\$ 3.06	\$ 3.30	\$ 4.25
\$ 12.18	\$ 1.24	\$ 2.33	\$ 3.05	\$ 3.29	\$ 4.23
\$ 12.16	\$ 1.22	\$ 2.31	\$ 3.03	\$ 3.27	\$ 4.21
\$ 12.14	\$ 1.20	\$ 2.29	\$ 3.01	\$ 3.25	\$ 4.19
\$ 12.12	\$ 1.18	\$ 2.27	\$ 2.59	\$ 3.23	\$ 4.17
\$ 12.10	\$ 1.16	\$ 2.25	\$ 2.57	\$ 3.21	\$ 4.15
\$ 12.08	\$ 1.14	\$ 2.23	\$ 2.55	\$ 3.20	\$ 4.13
	\$ 1.11		\$ 2.52	\$ 3.17	
	\$ 1.09		\$ 2.50	\$ 3.15	
	\$ 1.08		\$ 2.49	\$ 3.14	
	\$ 1.06		\$ 2.47	\$ 3.13	
	\$ 1.04		\$ 2.46	\$ 3.11	
	\$ 1.02		\$ 2.45	\$ 3.10	
	\$ 12.59		\$ 2.42	\$ 3.07	
	\$ 12.56		\$ 2.40	\$ 3.05	
	\$ 12.55		\$ 2.39	\$ 3.04	
	\$ 12.52		\$ 2.36	\$ 3.01	
	\$ 12.49		\$ 2.33	\$ 2.58	
	\$ 12.46		\$ 2.30	\$ 2.55	
MU	MU	MU	MU	MU	MU
Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	SUN. & HOLIDAYS	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
±●726	±●728	±●730	±●764	±●732	±●734

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	±●729	753	±●731	
	DAILY EX. SAT. & SUN.	SAT. & HOLIDAYS	DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
BROAD ST.-Suburban	\$ 5.18	\$ 5.27	\$ 5.35	
PENNA.-30th ST.	\$ 5.21	\$ 5.31	\$ 5.38	
ARSENAL	5.25	5.34	5.41	
FORTY-NINTH ST.	\$ 5.28	\$ 5.37		
ANGORA	\$ 5.30	\$ 5.39		
FERNWOOD-YEADON	\$ 5.32	\$ 5.41		
LANDSDOWNE	\$ 5.34	\$ 5.43	\$ 5.47	
GLADSTONE	\$ 5.36	\$ 5.45		
CLIFTON-ALDAN	\$ 5.38	\$ 5.47	\$ 5.50	
PRIMOS	\$ 5.40	\$ 5.49		
SECANE	\$ 5.42	\$ 5.51		
MORTON-RUTLEDGE	\$ 5.44	\$ 5.53	\$ 5.54	
SWARTHMORE	\$ 5.46	\$ 5.56	\$ 5.57	
WALLINGFORD	\$ 5.48	\$ 5.58	\$ 5.59	
MOYLAN-ROSE VALLEY	\$ 5.50	\$ 6.00	\$ 6.01	
MEDIA	\$ 5.52	\$ 6.02	\$ 6.03	
ELWYN	\$ 5.55	6.04	6.05	
WILLIAMSON SCHOOL	\$ 5.57			
GLEN RIDDLE	\$ 5.58			
LENNI	\$ 6.00	6.08	6.08	
WAWA	\$ 6.02			
		\$ 6.10	\$ 6.10	
DARLINGTON		F 6.12	F 6.12	
GLEN MILLS		\$ 6.15	\$ 6.15	
LOCKSLEY		F 6.18	F 6.18	
CHEYNEY		\$ 6.19	\$ 6.19	
WESTTOWN		\$ 6.22	\$ 6.22	
OAKBOURNE		F 6.25	F 6.25	
WEST CHESTER		\$ 6.29	\$ 6.29	
	MU	MU	MU	
	Will Not Run	Will Run	Will Not Run	
	Nov. 23	(No Bag. Service)	Nov. 23	
	Dec. 25	Nov. 23	Dec. 25	
	Jan. 1	Dec. 25, Jan. 1	Jan. 1	
Arrive	P. M.	P. M.	P. M.	
	729	753	731	

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	736	766	738	
	P. M.	P. M.	P. M.	
BROAD ST.-Suburban	\$ 5.40	\$ 5.49	\$ 6.48	
PENNA.-30th ST.	\$ 5.37	\$ 5.46	\$ 6.45	
ARSENAL	5.34	5.43	6.42	
FORTY-NINTH ST.	\$ 5.32	\$ 5.40	\$ 6.39	
ANGORA	\$ 5.30	\$ 5.38	\$ 6.37	
FERNWOOD-YEADON	\$ 5.27	\$ 5.36	\$ 6.35	
LANDSDOWNE	\$ 5.25	\$ 5.34	\$ 6.33	
GLADSTONE	\$ 5.23	F 5.32	F 6.31	
CLIFTON-ALDAN	\$ 5.22	\$ 5.31	\$ 6.30	
PRIMOS	\$ 5.20	\$ 5.29	\$ 6.28	
SECANE	\$ 5.18	\$ 5.28	\$ 6.26	
MORTON-RUTLEDGE	\$ 5.16	\$ 5.26	\$ 6.24	
SWARTHMORE	\$ 5.14	\$ 5.24	\$ 6.22	
WALLINGFORD	\$ 5.12	\$ 5.22	\$ 6.20	
MOYLAN-ROSE VALLEY	\$ 5.10	\$ 5.20	\$ 6.18	
MEDIA	\$ 5.08	\$ 5.19	\$ 6.16	
ELWYN	F 5.05	F 5.17	F 6.14	
WILLIAMSON SCHOOL	F 5.03	F 5.15	F 6.13	
GLEN RIDDLE	\$ 5.02	F 5.14	\$ 6.11	
LENNI	\$ 5.00	F 5.12	\$ 6.09	
WAWA	\$ 4.58	\$ 5.11	\$ 6.05	
DARLINGTON	\$ 4.56	F 5.10	F 6.03	
GLEN MILLS	\$ 4.53	F 5.07	\$ 6.01	
LOCKSLEY	F 4.50	F 5.05	F 5.59	
CHEYNEY	\$ 4.49	F 5.04	\$ 5.58	
WESTTOWN	\$ 4.46	F 5.01	\$ 5.55	
OAKBOURNE	\$ 4.43	F 4.58	F 5.53	
WEST CHESTER	\$ 4.40	\$ 4.55	\$ 5.50	
	MU	MU	MU	
	Bag. Saturday	Will Run	Will Not Run	
	Will Not Run	Nov. 23	Nov. 23	
	Nov. 23	Dec. 25	Dec. 25	
	Dec. 25, Jan. 1	Jan. 1	Jan. 1	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	SUN. & HOLIDAYS	DAILY EX. SUN.	
	±●736	●766	±●738	

# SOUTHWARD

151

FIRST CLASS					
±●733 DAILY EX. SAT.&SUN. P. M.	±●735 DAILY EX. SUN. P. M.	●769 SUN. & HOLIDAYS P. M.	●737 DAILY EX. SUN. P. M.	●739 DAILY P. M.	●741 DAILY EX. SAT. P. M.
\$ 5.45	\$ 6.03	\$ 6.10	\$ 6.45	\$ 7.55	\$ 8.45
\$ 5.48	\$ 6.06	\$ 6.13	\$ 6.48	\$ 7.58	\$ 8.48
\$ 5.51	\$ 6.09	\$ 6.16	\$ 6.51	\$ 8.01	\$ 8.51
\$ 5.54	\$ 6.12	\$ 6.18	\$ 6.53	\$ 8.03	\$ 8.53
\$ 5.57	\$ 6.14	\$ 6.20	\$ 6.55	\$ 8.05	\$ 8.55
\$ 5.59	\$ 6.16	\$ 6.22	\$ 6.58	\$ 8.07	\$ 8.58
\$ 6.01	\$ 6.18	\$ 6.24	\$ 7.00	\$ 8.09	\$ 9.00
\$ 6.03	\$ 6.19	\$ 6.25	\$ 7.01	\$ 8.10	\$ 9.01
\$ 6.05	\$ 6.21	\$ 6.27	\$ 7.03	\$ 8.12	\$ 9.03
\$ 6.07	\$ 6.23	\$ 6.28	\$ 7.05	\$ 8.14	\$ 9.05
\$ 6.09	\$ 6.25	\$ 6.29	\$ 7.07	\$ 8.15	\$ 9.07
\$ 6.11	\$ 6.28	\$ 6.31	\$ 7.09	\$ 8.17	\$ 9.09
\$ 6.13	\$ 6.30	\$ 6.33	\$ 7.12	\$ 8.19	\$ 9.12
\$ 6.15	\$ 6.33	\$ 6.35	\$ 7.14	\$ 8.21	\$ 9.14
\$ 6.17	\$ 6.35	\$ 6.37	\$ 7.16	\$ 8.23	\$ 9.16
\$ 6.19	\$ 6.37	\$ 6.39	\$ 7.17	\$ 8.25	\$ 9.17
	\$ 6.39	\$ 6.40	\$ 7.19	\$ 8.27	\$ 9.19
	\$ 6.41	\$ 6.42	\$ 7.21	\$ 8.29	\$ 9.21
	\$ 6.43	\$ 6.43	\$ 7.22	\$ 8.30	\$ 9.22
	\$ 6.45	\$ 6.45	\$ 7.24	\$ 8.32	\$ 9.24
	\$ 6.47	\$ 6.47	\$ 7.26	\$ 8.34	\$ 9.26
	\$ 6.48	\$ 6.48	\$ 7.27		\$ 9.27
	\$ 6.51	\$ 6.51	\$ 7.30	P. T. Divn.	\$ 9.30
	\$ 6.53	\$ 6.53	\$ 7.32	G. O. 2109	\$ 9.32
	\$ 6.55	\$ 6.54	\$ 7.33	Page 151	\$ 9.33
	\$ 6.58	\$ 6.57	\$ 7.36	Column 5	\$ 9.36
	\$ 7.01	\$ 7.00	\$ 7.39		\$ 9.39
	\$ 7.05	\$ 7.04	\$ 7.42		\$ 9.42
MU	MU	MU	MU	MU	MU
Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
733	735	769	737	739	741

# NORTHWARD

FIRST CLASS					
768 P. M.	740 P. M.	742 P. M.	744 P. M.	746 P. M.	
\$ 6.47	\$ 7.50	\$ 9.15	\$ 9.55	\$ 11.51	
\$ 6.44	\$ 7.47	\$ 9.12	\$ 9.52	\$ 11.48	
\$ 6.41	\$ 7.44	\$ 9.09	\$ 9.49	\$ 11.45	
\$ 6.38	\$ 7.42	\$ 9.07	\$ 9.47	\$ 11.43	
\$ 6.36	\$ 7.40	\$ 9.04	\$ 9.45	\$ 11.40	
\$ 6.34	\$ 7.37	\$ 9.02	\$ 9.43	\$ 11.38	
\$ 6.32	\$ 7.35	\$ 9.00	\$ 9.40	\$ 11.37	
\$ 6.30	\$ 7.32	\$ 8.58	\$ 9.38	\$ 11.35	
\$ 6.29	\$ 7.31	\$ 8.57	\$ 9.37	\$ 11.34	
\$ 6.27	\$ 7.29	\$ 8.55	\$ 9.35	\$ 11.32	
\$ 6.26	\$ 7.27	\$ 8.54	\$ 9.33	\$ 11.31	
\$ 6.24	\$ 7.25	\$ 8.52	\$ 9.31	\$ 11.29	
\$ 6.22	\$ 7.23	\$ 8.50	\$ 9.29	\$ 11.27	
\$ 6.20	\$ 7.20	\$ 8.48	\$ 9.27	\$ 11.25	
\$ 6.18	\$ 7.18	\$ 8.46	\$ 9.25	\$ 11.23	
\$ 6.16	\$ 7.16	\$ 8.45	\$ 9.23	\$ 11.22	
\$ 6.15	\$ 7.15	\$ 8.41	\$ 9.19	\$ 11.18	
\$ 6.13	\$ 7.13		\$ 9.17	\$ 11.17	
\$ 6.12	\$ 7.12		\$ 9.16	\$ 11.16	
\$ 6.10	\$ 7.10		\$ 9.15	\$ 11.14	
\$ 6.09	\$ 7.08	\$ 8.36	\$ 9.13	\$ 11.13	
\$ 6.08			\$ 9.12	\$ 11.12	
\$ 6.05			\$ 9.09	\$ 11.09	
\$ 6.03	P. T. Divn.		\$ 9.07	\$ 11.07	
\$ 6.02	G. O. 2109		\$ 9.06	\$ 11.06	
\$ 5.59	Page 151		\$ 9.03	\$ 11.03	
\$ 5.58	Column 2		\$ 9.00	\$ 11.01	
\$ 5.53			\$ 8.57	\$ 10.58	
MU	MU	MU	MU	MU	
Will Run Nov. 23 Dec. 25 Jan. 1					
P. M.	P. M.	P. M.	P. M.	P. M.	
SUN. & HOLIDAYS 768	DAILY EX. SUN. ●740	DAILY ●742	DAILY ●744	DAILY ●746	

# WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	●743	±●745	⊕747	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
BROAD ST.-Suburban	\$ 9.46	\$ 10.45	\$ 11.45	
PENNA.-30th ST.	\$ 9.48	\$ 10.48	\$ 11.48	
ARSENAL	9.51	10.51	11.51	
FORTY-NINTH ST.	\$ 9.53	\$ 10.53	\$ 11.53	
ANGORA	\$ 9.55	\$ 10.55	\$ 11.55	
FERNWOOD-YEADON	\$ 9.58	\$ 10.58	\$ 11.57	
LANDSOWNE	\$ 10.00	\$ 11.00	\$ 12.01	
GLADSTONE	\$ 10.01	\$ 11.01	\$ 12.02	
CLIFTON-ALDAN	\$ 10.03	\$ 11.03	\$ 12.04	
PRIMOS	F 10.06	F 11.05	F 12.05	
SECANE	F 10.07	F 11.07	F 12.07	
MORTON-RUTLEDGE	\$ 10.09	\$ 11.09	\$ 12.09	
SWARTHMORE	\$ 10.12	\$ 11.12	\$ 12.12	
WALLINGFORD	\$ 10.14	\$ 11.14	\$ 12.15	
MOYLAN-ROSE VALLEY	\$ 10.16	\$ 11.16	\$ 12.17	
MEDIA	\$ 10.17	\$ 11.17	\$ 12.20	
ELWYN	F 10.19	F 11.19	F 12.22	
WILLIAMSON SCHOOL	F 10.21	F 11.21	F 12.24	
GLEN RIDDLE	F 10.22	F 11.22	F 12.25	
LENNI	F 10.24	F 11.24	F 12.27	
WAWA	\$ 10.26	F 11.26	F 12.28	
DARLINGTON		F 11.27	F 12.29	
GLEN MILLS	P. T. Divn. G. O. 2109 Page 152 Column 1	F 11.30	F 12.32	
LOCKSLEY		F 11.32	F 12.34	
CHEYNEY		F 11.33	F 12.35	
WESTTOWN		F 11.36	F 12.38	
OAKBOURNE		F 11.39	F 12.40	
WEST CHESTER		\$ 11.42	\$ 12.44	
	MU	MU	MU	
		Will Not Run	No Baggage	
		Nov. 23	Service Sat.	
		Dec. 25	and Nov. 23,	
		Jan. 1	Dec. 25, Jan. 1	
Arrive	P. M.	P. M.	A. M.	
	743	745	747	

# WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
Arrive				
BROAD ST.-Suburban				
PENNA.-30th ST.				
ARSENAL				
FORTY-NINTH ST.				
ANGORA				
FERNWOOD-YEADON				
LANDSOWNE				
GLADSTONE				
CLIFTON-ALDAN				
PRIMOS				
SECANE				
MORTON-RUTLEDGE				
SWARTHMORE				
WALLINGFORD				
MOYLAN-ROSE VALLEY				
MEDIA				
ELWYN				
WILLIAMSON SCHOOL				
GLEN RIDDLE				
LENNI				
WAWA				
DARLINGTON				
GLEN MILLS				
LOCKSLEY				
CHEYNEY				
WESTTOWN				
OAKBOURNE				
WEST CHESTER				
Leave				



## 154 CHESTNUT HILL - FORT WASHINGTON BRANCHES

STATIONS	FIRST CLASS			
	±●801	●803	±●805	
	DAILY EX. SUN.	DAILY EX. SAT.	DAILY EX. SAT. & SUN.	
Leave	A. M.	A. M.	A. M.	
CHESTNUT HILL.....	\$ 6.36	\$ 7.05	7.14	
HIGHLAND.....	\$ 6.37	\$ 7.06		
ST. MARTINS.....	\$ 6.38	\$ 7.07		
WHITE MARSH.....				
SUNNYBROOK.....				
ENFIELD.....				
SANDY HILL.....				
LAVEROCK.....				
HILL CREST.....				
WYNDMOOR.....			Does Not Carry Passengers	
EAST LANE.....				
GERMANTOWN RD.....				
ALLEN LANE.....	\$ 6.40	\$ 7.09	7.18	
CARPENTER.....	\$ 6.41	\$ 7.10		
UPSAL.....	\$ 6.43	\$ 7.12		
TULPEHOCKEN.....	\$ 6.45	\$ 7.14		
CHELTEN AVENUE.....	\$ 6.47	\$ 7.16		
QUEEN LANE.....	\$ 6.49	\$ 7.18		
WESTMORELAND.....	\$ 6.52	\$ 7.21		
NORTH PHILA.....	\$ 6.54	\$ 7.23		
ZOO.....	\$ 6.58	\$ 7.27		
PENNA.-30th ST.....	\$ 7.02	\$ 7.32		
BROAD ST.-Suburban	\$ 7.05	\$ 7.35		
	MU	MU	MU	
	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	
Arrive	A. M.	A. M.	A. M.	
	801	803	805	

## CHESTNUT HILL - FORT WASHINGTON BRANCHES

STATIONS	FIRST CLASS			
	888	802	804	
	A. M.	A. M.	A. M.	
Arrive	A. M.	A. M.	A. M.	
CHESTNUT HILL.....	\$ 1.05	\$ 7.37		
HIGHLAND.....	\$ 1.03	\$ 7.35		
ST. MARTINS.....	\$ 1.01	\$ 7.33		
WHITE MARSH.....			\$ 7.53	
SUNNYBROOK.....			\$ 7.51	
ENFIELD.....			\$ 7.49	
SANDY HILL.....			\$ 7.48	
LAVEROCK.....			\$ 7.47	
HILL CREST.....			\$ 7.45	
WYNDMOOR.....			\$ 7.43	
EAST LANE.....			\$ 7.42	
GERMANTOWN RD.....			\$ 7.40	
ALLEN LANE.....	\$ 12.59	\$ 7.31	\$ 7.38	
CARPENTER.....	\$ 12.57	\$ 7.29		
UPSAL.....	\$ 12.55	\$ 7.27		
TULPEHOCKEN.....	\$ 12.53	\$ 7.25		
CHELTEN AVENUE.....	\$ 12.52	\$ 7.24		
QUEEN LANE.....	\$ 12.50	\$ 7.22		
WESTMORELAND.....	\$ 12.48	\$ 7.20		
NORTH PHILA.....	\$ 12.46	\$ 7.18		
ZOO.....	\$ 12.42	\$ 7.14		
PENNA.-30th ST.....	\$ 12.38	\$ 7.10		
BROAD ST.-Suburban	\$ 12.35	\$ 7.07		
	MU	MU	MU	
		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	
Leave	A. M.	A. M.	A. M.	
	DAILY ●888	DAILY EX. SUN. ±802	DAILY EX. SAT. & SUN. ±●804	

FIRST CLASS					
±●807 DAILY EX. SUN. A. M.	●809 DAILY A. M.	±●811 DAILY EX. SUN. A. M.	±●813 DAILY EX. SAT. & SUN. A. M.	±●815 DAILY EX. SUN. A. M.	±●817 DAILY EX. SUN. A. M.
\$ 7.27	\$ 7.48	\$ 8.00		\$ 8.12	\$ 8.22
\$ 7.28	\$ 7.47	\$ 8.01		\$ 8.13	\$ 8.23
\$ 7.29	\$ 7.48	\$ 8.02		\$ 8.14	\$ 8.24
			\$ 7.58		
			\$ 7.58		
			\$ 8.00		
			\$ 8.01		
	No Baggage Service Nov. 23 Dec. 25 Jan. 1		\$ 8.02		
			\$ 8.04		
			\$ 8.06		
			\$ 8.07		
			\$ 8.09		
\$ 7.31	\$ 7.50	\$ 8.04	\$ 8.11	\$ 8.16	\$ 8.26
\$ 7.32	\$ 7.51	\$ 8.05		\$ 8.17	\$ 8.27
\$ 7.34	\$ 7.53	\$ 8.07		\$ 8.19	\$ 8.29
\$ 7.36	\$ 7.55	\$ 8.09		\$ 8.21	\$ 8.31
\$ 7.38	\$ 7.57	\$ 8.11		\$ 8.23	\$ 8.33
\$ 7.40	\$ 7.59	\$ 8.13		\$ 8.25	\$ 8.35
\$ 7.43	\$ 8.02	\$ 8.16		\$ 8.28	\$ 8.38
\$ 7.45	\$ 8.04	\$ 8.18		\$ 8.31	\$ 8.40
\$ 7.49	\$ 8.08	\$ 8.22		\$ 8.35	\$ 8.44
\$ 7.53	\$ 8.12	\$ 8.26		\$ 8.39	\$ 8.48
\$ 7.56	\$ 8.15	\$ 8.29		\$ 8.42	\$ 8.51
MU	MU	MU	MU	MU	MU
Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
807	809	811	813	815	817

## EASTWARD

FIRST CLASS					
806 A. M.	808 A. M.	810 A. M.	812 A. M.	816 A. M.	818 A. M.
\$ 8.14	\$ 8.17	\$ 8.40	\$ 8.54	\$ 10.04	\$ 10.55
\$ 8.12		\$ 8.38	\$ 8.52	\$ 10.02	\$ 10.53
\$ 8.10		\$ 8.36	\$ 8.50	\$ 10.00	\$ 10.51
Baggage Service Nov. 23 Dec. 25 Jan. 1	Does Not Carry Passengers	Baggage Service Sunday			
\$ 8.08	\$ 8.13	\$ 8.34	\$ 8.48	\$ 9.58	\$ 10.49
\$ 8.05		\$ 8.32	\$ 8.46	\$ 9.56	\$ 10.47
\$ 8.03		\$ 8.30	\$ 8.44	\$ 9.54	\$ 10.45
\$ 8.01		\$ 8.28	\$ 8.42	\$ 9.52	\$ 10.43
\$ 7.59		\$ 8.27	\$ 8.41	\$ 9.51	\$ 10.42
\$ 7.56		\$ 8.25	\$ 8.39	\$ 9.49	\$ 10.40
\$ 7.53		\$ 8.23	\$ 8.37	\$ 9.47	\$ 10.38
\$ 7.51		\$ 8.21	\$ 8.35	\$ 9.45	\$ 10.36
\$ 7.47		\$ 8.17	\$ 8.31	\$ 9.41	\$ 10.32
\$ 7.43		\$ 8.13	\$ 8.27	\$ 9.37	\$ 10.28
\$ 7.40		\$ 8.10	\$ 8.24	\$ 9.34	\$ 10.25
MU	MU	MU	MU	MU	MU
	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SAT. & SUN. ●806	DAILY EX. SAT. & SUN. ±●808	DAILY EX. SAT. ±●810	DAILY EX. SUN. ●812	DAILY EX. SAT. 816	SUNDAY ONLY ●818

## CHESTNUT HILL - FORT WASHINGTON BRANCHES

STATIONS	FIRST CLASS			
	±●819	●821	±●823	
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
CHESTNUT HILL.....	\$ 8.36	\$ 8.49	\$ 9.03	
HIGHLAND.....	\$ 8.37	\$ 8.50	\$ 9.04	
ST. MARTINS.....	\$ 8.38	\$ 8.51	\$ 9.05	
WHITE MARSH.....				
SUNNYBROOK.....				
ENFIELD.....				
SANDY HILL.....				
LAVEROCK.....		Baggage		
HILL CREST.....		Service		
WYNDMOOR.....		Sunday and		
EAST LANE.....		Nov. 23, Dec.		
GERMANTOWN RD.....		25, Jan. 1		
ALLEN LANE.....	\$ 8.40	\$ 8.53	\$ 9.07	
CARPENTER.....	\$ 8.41	\$ 8.54	\$ 9.08	
UPSAL.....	\$ 8.43	\$ 8.56	\$ 9.10	
TULPEHOCKEN.....	\$ 8.45	\$ 8.58	\$ 9.12	
CHELLEN AVENUE.....	\$ 8.47	\$ 9.00	\$ 9.14	
QUEEN LANE.....	\$ 8.49	\$ 9.02	\$ 9.16	
WESTMORELAND.....	\$ 8.52	\$ 9.05	\$ 9.19	
NORTH PHILA.....	\$ 8.54	\$ 9.07	\$ 9.21	
ZOO.....	8.58	9.11	9.25	
PENNA.-30th ST.....	\$ 9.03	\$ 9.16	\$ 9.29	
BROAD ST.-Suburban	\$ 9.06	\$ 9.18	\$ 9.32	
	MU	MU	MU	
	Will Not Run		Will Not Run	
	Nov. 23		Nov. 23	
	Dec. 25		Dec. 25	
	Jan. 1		Jan. 1	
Arrive	A. M.	A. M.	A. M.	
	819	821	823	

## CHESTNUT HILL - FORT WASHINGTON BRANCHES

STATIONS	FIRST CLASS			
	820	824	826	
	A. M.	P. M.	P. M.	
Arrive				
CHESTNUT HILL.....	\$ 11.04	\$ 12.04	\$ 12.34	
HIGHLAND.....	\$ 11.02	\$ 12.02	\$ 12.32	
ST. MARTINS.....	\$ 11.00	\$ 12.00	\$ 12.30	
WHITE MARSH.....				
SUNNYBROOK.....				
ENFIELD.....				
SANDY HILL.....				
LAVEROCK.....		No Baggage		
HILL CREST.....		Service		
WYNDMOOR.....		Nov. 23		
EAST LANE.....		Dec. 25		
GERMANTOWN RD.....		Jan. 1		
ALLEN LANE.....	\$ 10.58	\$ 11.58	\$ 12.28	
CARPENTER.....	\$ 10.56	\$ 11.56	\$ 12.26	
UPSAL.....	\$ 10.54	\$ 11.54	\$ 12.24	
TULPEHOCKEN.....	\$ 10.52	\$ 11.52	\$ 12.22	
CHELLEN AVENUE.....	\$ 10.51	\$ 11.51	\$ 12.21	
QUEEN LANE.....	\$ 10.49	\$ 11.49	\$ 12.19	
WESTMORELAND.....	\$ 10.47	\$ 11.47	\$ 12.17	
NORTH PHILA.....	\$ 10.45	\$ 11.45	\$ 12.15	
ZOO.....	10.41	11.41	12.11	
PENNA.-30th ST.....	\$ 10.37	\$ 11.37	\$ 12.07	
BROAD ST.-Suburban	\$ 10.34	\$ 11.34	\$ 12.04	
	MU	MU	MU	
			Will Not Run	
			Nov. 23	
			Dec. 25	
			Jan. 1	
Leave	A. M.	A. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	●820	●824	±●826	

## WESTWARD

157

## EASTWARD

[illegible]

## CHESTNUT HILL - FORT WASHINGTON BRANCHES

STATIONS	FIRST CLASS			
	●839	±●841	●843	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	
Leave	P. M.	P. M.	P. M.	
CHESTNUT HILL	\$ 12.47	\$ 1.17	\$ 1.47	
HIGHLAND	\$ 12.48	\$ 1.18	\$ 1.48	
ST. MARTINS	\$ 12.49	\$ 1.19	\$ 1.49	
WHITE MARSH				
SUNNYBROOK				
ENFIELD				
SANDY HILL				
LAVEROCK				
HILL CREST				
WYNDMOOR				
EAST LANE				
GERMANTOWN RD.				
ALLEN LANE	\$ 12.51	\$ 1.21	\$ 1.51	
CARPENTER	\$ 12.52	\$ 1.22	\$ 1.52	
UPSAL	\$ 12.54	\$ 1.24	\$ 1.54	
TULPEHOCKEN	\$ 12.56	\$ 1.26	\$ 1.56	
CHELLEN AVENUE	\$ 12.58	\$ 1.28	\$ 1.58	
QUEEN LANE	\$ 1.00	\$ 1.30	\$ 2.00	
WESTMORELAND	\$ 1.03	\$ 1.33	\$ 2.03	
NORTH PHILA.	\$ 1.05	\$ 1.35	\$ 2.05	
ZOO	\$ 1.09	\$ 1.39	\$ 2.09	
PENNA.-30th ST.	\$ 1.13	\$ 1.43	\$ 2.13	
BROAD ST.-Suburban	\$ 1.16	\$ 1.46	\$ 2.16	
	MU	MU	MU	
	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1		
Arrive	P. M.	P. M.	P. M.	
	839	841	843	

## CHESTNUT HILL - FORT WASHINGTON BRANCHES

STATIONS	FIRST CLASS			
	844	846	848	
	P. M.	P. M.	P. M.	
Arrive				
CHESTNUT HILL	\$ 4.40	\$ 4.59	\$ 5.21	
HIGHLAND	\$ 4.38	\$ 4.57	\$ 5.19	
ST. MARTINS	\$ 4.36	\$ 4.55	\$ 5.17	
WHITE MARSH				
SUNNYBROOK				
ENFIELD				
SANDY HILL				
LAVEROCK				
HILL CREST				
WYNDMOOR				
EAST LANE				
GERMANTOWN RD.				
ALLEN LANE	\$ 4.34	\$ 4.53	\$ 5.15	
CARPENTER	\$ 4.32	\$ 4.51	\$ 5.13	
UPSAL	\$ 4.30	\$ 4.49	\$ 5.11	
TULPEHOCKEN	\$ 4.28	\$ 4.47	\$ 5.09	
CHELLEN AVENUE	\$ 4.27	\$ 4.46	\$ 5.08	
QUEEN LANE	\$ 4.25	\$ 4.44	\$ 5.06	
WESTMORELAND	\$ 4.23	\$ 4.42	\$ 5.04	
NORTH PHILA.	\$ 4.21	\$ 4.40	\$ 5.02	
ZOO	\$ 4.17	\$ 4.36	\$ 4.58	
PENNA.-30th ST.	\$ 4.13	\$ 4.32	\$ 4.54	
BROAD ST.-Suburban	\$ 4.10	\$ 4.29	\$ 4.51	
	MU	MU	MU	
	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	±●844	●846	±●848	

# WESTWARD

159

FIRST CLASS					
●847 DAILY	±●849 DAILY EX. SAT. & SUN.	●851 DAILY	±853 DAILY EX. SAT. & SUN.	●855 DAILY	±●857 DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 2.47	\$ 3.17	\$ 3.49	\$ 4.13	\$ 4.48	\$ 5.07
\$ 2.48	\$ 3.18	\$ 3.50	\$ 4.14	\$ 4.49	\$ 5.08
\$ 2.49	\$ 3.19	\$ 3.51	\$ 4.15	\$ 4.50	\$ 5.09
Baggage Service Sunday				Baggage Service Saturday and Nov. 23, Dec. 25, Jan. 1	
\$ 2.51	\$ 3.21	\$ 3.53	\$ 4.17	\$ 4.52	\$ 5.11
\$ 2.52	\$ 3.22	\$ 3.54	\$ 4.18	\$ 4.53	\$ 5.12
\$ 2.54	\$ 3.24	\$ 3.56	\$ 4.20	\$ 4.55	\$ 5.14
\$ 2.56	\$ 3.26	\$ 3.58	\$ 4.22	\$ 4.57	\$ 5.16
\$ 2.58	\$ 3.28	\$ 4.00	\$ 4.24	\$ 4.59	\$ 5.18
\$ 3.00	\$ 3.30	\$ 4.02	\$ 4.26	\$ 5.01	\$ 5.20
\$ 3.03	\$ 3.33	\$ 4.05	\$ 4.29	\$ 5.04	\$ 5.23
\$ 3.05	\$ 3.35	\$ 4.07	\$ 4.31	\$ 5.06	\$ 5.25
\$ 3.09	\$ 3.39	\$ 4.11	\$ 4.35	\$ 5.10	\$ 5.29
\$ 3.13	\$ 3.43	\$ 4.15	\$ 4.39	\$ 5.14	\$ 5.33
\$ 3.16	\$ 3.46	\$ 4.18	\$ 4.42	\$ 5.17	\$ 5.36
MU	MU	MU	MU	MU	MU
	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
847	849	851	853	855	857

# EASTWARD

FIRST CLASS					
850	852	854	856	858	860
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.34	\$ 5.42	\$ 5.53		\$ 6.02	\$ 6.13
\$ 5.32	\$ 5.40	\$ 5.51		\$ 6.00	\$ 6.11
\$ 5.30	\$ 5.38	\$ 5.49		\$ 5.58	\$ 6.09
			\$ 6.05		
			\$ 6.03		
			\$ 6.01		
			\$ 6.00		
			\$ 5.59		
			\$ 5.57		
			\$ 5.55		
			\$ 5.54		
			\$ 5.52		
\$ 5.28	\$ 5.36	\$ 5.47	\$ 5.50	\$ 5.56	\$ 6.07
\$ 5.26	\$ 5.34	\$ 5.45		\$ 5.54	\$ 6.05
\$ 5.24	\$ 5.32	\$ 5.43		\$ 5.52	\$ 6.03
\$ 5.22	\$ 5.30	\$ 5.41		\$ 5.50	\$ 6.01
\$ 5.21	\$ 5.29	\$ 5.40		\$ 5.49	\$ 6.00
\$ 5.19	\$ 5.27	\$ 5.38		\$ 5.47	\$ 5.58
\$ 5.17	\$ 5.25			\$ 5.45	\$ 5.56
\$ 5.15	\$ 5.23	\$ 5.35		\$ 5.43	\$ 5.54
\$ 5.09	\$ 5.19	\$ 5.31		\$ 5.39	\$ 5.50
\$ 5.05	\$ 5.15	\$ 5.27		\$ 5.35	\$ 5.46
\$ 5.02	\$ 5.12	\$ 5.24		\$ 5.32	\$ 5.43
MU	MU	MU	MU	MU	MU
Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT. & SUN. ±●850	DAILY EX. SUN. ±●852	DAILY EX. SAT. & SUN. ±●854	DAILY EX. SAT. & SUN. ±●856	DAILY ●858	DAILY EX. SAT. & SUN. ±●860

## CHESTNUT HILL - FORT WASHINGTON BRANCHES

STATIONS	FIRST CLASS			
	±●859 DAILY EX. SAT. & SUN.	●861 DAILY	±●863 DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
CHESTNUT HILL	5.30	\$ 5.40		
HIGHLAND		\$ 5.42		
ST. MARTINS		\$ 5.43		
WHITE MARSH			\$ 6.07	
SUNNYBROOK			F 6.09	
ENFIELD			F 6.11	
SANDY HILL			F 6.12	
LAVEROCK			F 6.13	
HILL CREST			F 6.15	
WYNDMOOR			F 6.17	
EAST LANE			F 6.18	
GERMANTOWN RD			F 6.20	
ALLEN LANE	5.34	\$ 5.46	\$ 6.22	
CARPENTER		\$ 5.47		
UPSAL		\$ 5.49		
TULPEHOCKEN		\$ 5.51		
CHELLEN AVENUE		\$ 5.53		
QUEEN LANE		\$ 5.55		
WESTMORELAND		\$ 5.58		
NORTH PHILA.		\$ 6.00		
ZOO		6.04		
PENNA.-30th ST.		\$ 6.08		
BROAD ST.-Suburban		\$ 6.11		
	MU	MU	MU	
	Will Not Run Nov. 23 Dec. 25 Jan. 1		Will Not Run Nov. 23 Dec. 25 Jan. 1	
Arrive	P. M.	P. M.	P. M.	
	859	861	863	

## CHESTNUT HILL - FORT WASHINGTON BRANCHES

STATIONS	FIRST CLASS			
	862	864	866	868
Arrive	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 6.24	6.28	\$ 6.36	\$ 6.55
HIGHLAND	\$ 6.22		\$ 6.34	\$ 6.53
ST. MARTINS	\$ 6.20		\$ 6.32	\$ 6.51
WHITE MARSH				
SUNNYBROOK				
ENFIELD				
SANDY HILL				
LAVEROCK				
HILL CREST		Does Not Carry Passengers		
WYNDMOOR				
EAST LANE				
GERMANTOWN RD.				
ALLEN LANE	\$ 6.18	6.24	\$ 6.30	\$ 6.49
CARPENTER	\$ 6.16		\$ 6.28	\$ 6.47
UPSAL	\$ 6.14		\$ 6.26	\$ 6.45
TULPEHOCKEN	\$ 6.12		\$ 6.24	\$ 6.43
CHELLEN AVENUE	\$ 6.11		\$ 6.23	\$ 6.42
QUEEN LANE	\$ 6.09		\$ 6.21	\$ 6.40
WESTMORELAND	\$ 6.07		\$ 6.19	\$ 6.38
NORTH PHILA.	\$ 6.05		\$ 6.17	\$ 6.36
ZOO	6.01		6.13	6.32
PENNA.-30th ST.	\$ 5.57		\$ 6.09	\$ 6.28
BROAD ST.-Suburban	\$ 5.54		\$ 6.06	\$ 6.25
	MU	MU	MU	MU
		Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1	
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN. ●862	DAILY EX. SAT. & SUN. ±●864	DAILY EX. SAT. & SUN. ±●866	DAILY ●868

## WESTWARD

161

[illegible]

## EASTWARD

<b>FIRST CLASS</b>					
<b>870</b>	<b>872</b>	<b>876</b>	<b>878</b>	<b>882</b>	<b>886</b>
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
\$ 7.24	\$ 8.04	\$ 9.04	\$ 10.04	\$ 11.04	\$ 12.04
\$ 7.22	\$ 8.02	\$ 9.02	\$ 10.02	\$ 11.02	\$ 12.02
\$ 7.20	\$ 8.00	\$ 9.00	\$ 10.00	\$ 11.00	\$ 12.00
\$ 7.18	\$ 7.58	\$ 8.58	\$ 9.58	\$ 10.58	\$ 11.58
\$ 7.16	\$ 7.56	\$ 8.56	\$ 9.56	\$ 10.56	\$ 11.56
\$ 7.14	\$ 7.54	\$ 8.54	\$ 9.54	\$ 10.54	\$ 11.54
\$ 7.12	\$ 7.52	\$ 8.52	\$ 9.52	\$ 10.52	\$ 11.52
\$ 7.11	\$ 7.51	\$ 8.51	\$ 9.51	\$ 10.51	\$ 11.51
\$ 7.09	\$ 7.49	\$ 8.49	\$ 9.49	\$ 10.49	\$ 11.49
\$ 7.07	\$ 7.47	\$ 8.47	\$ 9.47	\$ 10.47	\$ 11.47
\$ 7.05	\$ 7.45	\$ 8.45	\$ 9.45	\$ 10.45	\$ 11.45
\$ 7.01	\$ 7.41	\$ 8.41	\$ 9.41	\$ 10.41	\$ 11.41
\$ 6.57	\$ 7.37	\$ 8.37	\$ 9.37	\$ 10.37	\$ 11.37
\$ 6.54	\$ 7.34	\$ 8.34	\$ 9.34	\$ 10.34	\$ 11.34
MU	MU	MU	MU	MU	MU
Will Not Run Nov. 23					
Dec. 25					
Jan. 1					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT.&SUN.	DAILY	DAILY	DAILY EX. SAT.&SUN.	DAILY	DAILY
#●870	●872	●876	●878	●882	●886

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

Station	Monday to Friday	Saturday	Sunday
Broad St.-Phila.	All Trains	All Trains	All Trains
Broad St.-Sub.	6.00 AM to 1.00 AM	6.00 AM to 1.00 AM	6.00 AM to 1.00 AM
Penna.-30th St.	All Trains	All Trains	All Trains
North Phila.	All Trains	All Trains	All Trains
Frankford Jct.	8.15 AM to 5.15 PM	Closed	Closed
Tacony	8.30 AM to 12.45 PM	Closed	Closed
52nd Street	6.00 AM to 9.10 AM	Closed	Closed
Overbrook	7.15 AM to 5.15 PM	Closed	Closed
Merion	7.30 AM to 12.00 PM; 12.30 PM to 4.00 PM	Closed	Closed
Narberth	6.00 AM to 5.30 PM	Closed	Closed
Wynnewood	6.15 AM to 5.30 PM	Closed	Closed
Ardmore	7.00 AM to 7.45 PM	7.00 AM to 11.00 AM; 12.00 PM to 4.00 PM	7.00 AM to 11.00 AM; 12.00 PM to 4.00 PM
Haverford	7.00 AM to 6.45 PM	Closed	Closed
Bryn Mawr	7.00 AM to 7.45 PM	7.00 AM to 7.45 PM	7.00 AM to 11.00 AM; 12.00 PM to 4.00 PM
Rosemont	7.00 AM to 11.10 AM	Closed	Closed
Villanova	6.30 AM to 11.15 AM; 12.25 PM to 3.40 PM	Closed	Closed
Radnor	6.30 AM to 11.35 AM; 1.00 PM to 3.55 PM	Closed	Closed
St. Davids	6.40 AM to 11.35 AM; 1.10 PM to 4.05 PM	Closed	Closed
Wayne	6.40 AM to 6.30 PM	7.00 AM to 11.00 AM; 12.00 PM to 4.00 PM	Closed
Stratford	7.15 AM to 11.30 AM; 1.15 PM to 5.00 PM	Closed	Closed
Devon	6.30 AM to 11.35 AM; 1.05 PM to 4.00 PM	Closed	Closed
Berwyn	7.05 AM to 3.35 PM	Closed	Closed
Paoli	6.00 AM to 10.35 PM	6.00 AM to 10.35 PM	6.00 AM to 10.35 PM
Darby	6.15 AM to 11.45 AM; 1.45 PM to 5.00 PM	Closed	Closed

## CHESTNUT HILL BRANCH

Station	Monday to Friday	Saturday	Sunday
Queen Lane	6.45 AM to 11.50 AM; 12.50 PM to 3.45 PM	Closed	Closed
Cheltenham Ave.	6.30 AM to 7.00 PM	Closed	Closed
Tulpehocken	7.10 AM to 11.55 AM; 12.45 PM to 4.00 PM	Closed	Closed
Upsal	6.30 AM to 11.55 AM; 12.50 PM to 3.30 PM	Closed	Closed
Carpenter	7.00 AM to 12.25 PM; 1.50 PM to 4.25 PM	Closed	Closed
Allen Lane	6.30 AM to 7.00 PM	Closed	Closed
St. Martins	7.00 AM to 11.50 AM; 12.45 PM to 3.55 PM	Closed	Closed
Chestnut Hill	6.30 AM to 12.05 AM	6.30 AM to 12.05 AM	7.00 AM to 12.05 AM

## WEST CHESTER BRANCH

Station	Monday to Friday	Saturday	Sunday
49th Street	6.30 AM to 9.10 AM	Closed	Closed
Angora	7.15 AM to 3.45 PM	Closed	Closed
Fernwood-Yeadon	7.30 AM to 9.35 AM	Closed	Closed
Lansdowne	7.00 AM to 3.35 PM	Closed	Closed
Clifton-Aldan	7.00 AM to 11.10 AM; 1.10 PM to 1.30 PM	Closed	Closed
Primos	7.00 AM to 11.30 AM	Closed	Closed
Secane	7.00 AM to 11.30 AM	Closed	Closed
Morton-Rutledge	7.00 AM to 11.50 AM; 1.15 PM to 4.25 PM	Closed	Closed
Swarthmore	7.00 AM to 5.20 PM	7.00 AM to 4.00 PM	Closed
Wallingford	7.30 AM to 11.20 AM; 12.10 PM to 4.20 PM	Closed	Closed
Moylan-Rose	6.45 AM to 12.15 PM;		
Valley	1.05 PM to 3.35 PM	Closed	Closed
Media	6.45 AM to 4.05 PM	Closed	Closed
Glen Riddle	6.45 AM to 11.10 AM	Closed	Closed
Lenni	7.30 AM to 4.00 PM	Closed	Closed
Wawa	7.00 AM to 9.10 AM; 10.45 AM to 11.15 AM; 3.10 PM to 6.15 PM	Closed	Closed
Darlington	7.20 AM to 11.15 AM	Closed	Closed
Glen Mills	6.30 AM to 2.50 PM	Closed	Closed
Cheyney	7.45 AM to 12.45 PM 2.50 PM to 5.50 PM	Closed	Closed
Westtown	7.45 AM to 11.45 AM	Closed	Closed
West Chester	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM

## SCHUYLKILL BRANCH

Station	Monday to Friday	Saturday	Sunday
Wynnefield Ave.	6.45 AM to 11.45 AM	Closed	Closed
Bala	7.30 AM to 11.45 AM	Closed	Closed
Cynwyd	6.35 AM to 3.40 PM	Closed	Closed
Manayunk	7.45 AM to 12.30 PM	Closed	Closed
Conshohocken	7.00 AM to 11.30 AM; 12.30 PM to 4.00 PM	Closed	Closed
Norristown	7.00 AM to 7.30 PM	7.30 AM to 10.30 AM; 11.20 AM to 4.20 PM	Closed
Haws Avenue	7.30 AM to 8.30 AM	Closed	Closed
Oaks	8.00 AM to 12.00 PM; 1.00 PM to 5.00 PM	Closed	Closed
Phoenixville	8.00 AM to 12.00 PM; 1.00 PM to 5.00 PM	Closed	Closed
Spring City	8.00 AM to 12.00 PM; 1.00 PM to 5.00 PM	Closed	Closed
Pottstown	8.00 AM to 12.00 PM; 1.00 PM to 5.00 PM	Closed	Closed
Birdsboro	8.00 AM to 12.00 PM; 1.00 PM to 5.00 PM	Closed	Closed
Reading	1.15 PM to 4.45 PM	Closed	Closed

# **TRAINS WAIT FOR CONNECTION**

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

Div.	Train No.	Due 30th Street	Mins. Wait	For Div.	Train No.	Due 30th Street	For Pgrs.
Md.....	951	12.02 AM	3	Phila...	46	11.47 PM	
N. Y....	186	12.33 AM	2	P. T....	380	12.19 AM	
Md.....	953	12.53 AM	3	N. Y....	233	12.44 AM	
P. T....	385	12.53 AM	3	N. Y....	233	12.44 AM	
N. Y....	254	6.50 AM	3	Md.....	902	6.44 AM	
N. Y....	254	6.50 AM	3	P. T....	304	6.45 AM	
N. Y....	254	6.50 AM	3	P. T....	702	6.47 AM	
N. Y....	200	7.04 AM	2	P. T....	650	7.00 AM	
Md.....	911	7.35 AM	2	N. Y....	3851	7.21 AM	
P. T....	806	7.43 AM	2	Phila...	606	7.33 AM	
Md.....	913	7.59 AM	2	P. T....	807	7.53 AM	
Md.....	913	7.59 AM	2	P. T....	308	7.54 AM	
N. Y....	256	8.10 AM	2	P. T....	708	8.00 AM	
P. T....	810	8.13 AM	1	P. T....	310	8.07 AM	
P. T....	810	8.13 AM	1	Md.....	974	8.11 AM	
P. T....	705	8.21 AM	2	P. T....	656	8.19 AM	
Md.....	915	8.23 AM	3	P. T....	710	8.17 AM	
Md.....	915	8.23 AM	3	P. T....	656	8.19 AM	
Md.....	915	8.23 AM	3	P. T....	312	8.21 AM	
N. Y....	258	8.24 AM	3	P. T....	710	8.17 AM	
N. Y....	258	8.24 AM	3	P. T....	656	8.19 AM	
N. Y....	258	8.24 AM	3	P. T....	312	8.21 AM	
Md.....	917	8.38 AM	5	P. T....	658	8.34 AM	
Md.....	917	8.38 AM	5	N. Y....	201	8.36 AM	
P. T....	327	12.19 PM	3	N. Y....	121	12.13 PM	
P. T....	737	6.48 PM	3	N. Y....	221	6.38 PM	
P. T....	365	6.48 PM	3	N. Y....	221	6.38 PM	
N. Y....	154	7.22 PM	3	Phila...	570	7.00 PM	
P. T....	369	7.48 PM	3	N. Y....	223	7.45 PM	
P. T....	739	7.58 PM	3	N. Y....	223	7.45 PM	
P. T....	741	8.48 PM	3	N. Y....	225	8.41 PM	
P. T....	373	8.48 PM	3	N. Y....	225	8.41 PM	
P. T....	743	9.48 PM	3	N. Y....	285	9.45 PM	
P. T....	377	9.48 PM	3	N. Y....	285	9.45 PM	
Md.....	459	9.55 PM	3	N. Y....	285	9.45 PM	
P. T....	745	10.48 PM	3	N. Y....	469	10.45 PM	
P. T....	381	10.53 PM	3	N. Y....	469	10.45 PM	
Phila....	35	11.33 PM	5	Atlantic	1038	11.23 PM	
P. T....	693	11.49 PM	5	Phila...	46	11.47 PM	

NOTE—All New York hourly trains from Broad St. station will be held 3 minutes at Penna.-30th St. station for passengers from delayed local trains when it is known that they have passengers for connection.

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.-30th Street station with the last local train, the conductor must notify the Superintendent as to the number of passengers and their destinations.

### AT NORTH PHILADELPHIA

Div.	Train No.	Due No. Phila.	Mins. Wait	For Div.	Train No.	Due No. Phila.	For Pgrs.
N. Y....	254	7.00 AM	3	P. T....	801	6.54 AM	
N. Y....	256	8.20 AM	3	P. T....	809	8.04 AM	
N. Y....	188	9.17 AM	3	P. T....	821	9.07 AM	
P. T....	858	5.43 PM	3	N. Y...	219	5.29 PM	
P. T....	868	6.36 PM	3	N. Y...	221	6.29 PM	
P. T....	870	7.05 PM	5	N. Y...	155	7.03 PM	
P. T....	872	7.45 PM	3	N. Y...	223	7.36 PM	
P. T....	876	8.45 PM	3	N. Y...	225	8.32 PM	
P. T....	878	9.45 PM	3	N. Y...	285	9.36 PM	
P. T....	882	10.45 PM	3	N. Y...	469	10.35 PM	
P. T....	886	11.45 PM	3	N. Y...	141	11.33 PM	
P. T....	888	12.46 AM	5	N. Y...	233	12.35 AM	

#### NOTE:

P.R.S.L. trains will wait 5 minutes at North Philadelphia station for delayed New York-Philadelphia hourly train, and trains from Washington, when it is known they have passengers for connections.

New York Div. hourly trains except No. 202 and No. 204 and trains enumerated above, also trains to Washington and Harrisburg, will wait 5 minutes at North Philadelphia station for delayed P.R.S.L. trains when it is known they have passengers for connections.

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

### EXTRA STOPS — PASSENGER TRAINS

Train No.	Stop at	For
701	Nields St., West Chester...	To let off passengers.
703	Nields St., West Chester...	To let off passengers.
724	Nields St., West Chester...	To take on passengers Saturday only.
728	Nields St., West Chester...	To take on passengers.
732	Nields St., West Chester...	To take on passengers.
736	Nields St., West Chester...	To take on passengers.
11	Paoli (Daily Except Sunday)	Employees.
18	Paoli.....	Employees.
613	Paoli.....	Employees.
693	Ernest.....	Employees.
385	Fifty-Second St.....	Employees.

# ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no time-table authority

Stations	P-29 (1)	N-3 (1)	N-31 (1)	S-3 (3)	P-19 (3)	P-9 (1)	MD-7 (1)	N-21 (1)	S-5 (2)	AN-21 (10)	MD-117 (1)	NE-1 (7)	BL-5 (1)	TP-1 (3)	BP-5 (1)
Holmes.....	A.M.	1.15	2.15	A.M.	A.M.	A.M.	4.30	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
Jersey.....					3.00					6.00	6.15	6.30	9.15		
Frankford Jct..			2.45		4.30	4.00				6.15	7.15	6.40			
Zoo.....		2.00	3.45					7.45		7.30		7.30		9.30	
Stadium.....	1.15	4.30	5.00				5.15				8.15		10.15	10.00	12.01
Brill.....					5.30										1.00
Overbrook.....					6.10	5.30									
Paoli.....	3.45								5.45						
Park.....				2.30					11.00						
Reading.....				5.15											
Mt. Carbon....	A.M.	A.M.	A.M.	7.15				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.

1. Daily.
2. Daily except Sunday.
3. Daily except Monday.
4. Daily except Tuesday.
5. Daily except Saturday.
6. Daily except Saturday and Sunday.
7. Daily except Sunday and Monday.
8. Saturday only.
9. Sunday only.
10. Monday only.
11. Sundays and Holidays.
12. Seasonable.

Stations	PT-81 (1)	MD-1 (1)	S-11 (3)	AN-3 (9)	PT-85 (1)	P-7 (1)	MD-105 (1)	AP-19 (2)	P-17 (1)	AP-9 (1)	BP-3 (1)	MD-13 (1)	LCL-1 (2)	LCL-3 (2)	S-15 (2)	CS-1 (2)
Holmes.....	P.M.	3.00	P.M.	5.00	P.M.				P.M.	P.M.	P.M.	10.00	10.30	11.15	P.M.	P.M.
Jersey.....	12.30				7.30			8.15								11.30
Frankford Jct..							8.10			10.00	10.00		10.50	11.35		
Zoo.....	1.30			6.00	8.00	7.45	9.01		9.15		10.30	10.40	11.30	12.15		12.01
Stadium.....													12.05	12.50		
Brill.....		3.45			8.45				11.15							
Overbrook.....					9.30			10.15	12.01	11.00						
Paoli.....																
Park.....			4.00													
Reading.....			8.00													
Mt. Carbon....	P.M.	P.M.	9.45	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.

Haws Ave.  
11.15  
12.45

# ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	CS-2 (1)	FJ-6 (1)	MD-106 (1)	P-2 (1)	BL-6 (1)	S-6 (3)	MD-14 (1)	MD-116 (1)	P-6 (1)	MD-16 (1)	LCL-2 (4)	S-12 (3)	TP-2 (3)	BNY-14 (1)	MD-6 (1)	PT-80 (1)
Paoli.....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Overbrook.....		12.15		2.00					4.00		4.30			7.00		
Mt. Carbon.....				2.45							5.00			7.40		
Reading.....						8.00						5.45				
Park.....						10.45						7.15				
Brill.....	12.01		1.15		2.30		3.30	3.45		4.30		10.00	6.45		9.00	9.30
Zoo.....			2.15						6.00				7.30	9.30		
Stadium.....																
Frankford Jet..		2.00														
Jersey.....								5.30								10.30
Holmes.....	1.30	A.M.	A.M.	A.M.	3.00	A.M.	4.15	A.M.	A.M.	5.15	6.00	A.M.	A.M.	A.M.	9.45	A.M.

Stations	MD-12 (1)	SP-8 (5)	BP-2 (1)	P-8 (1)	MD-10 (12)	S-14 (2)	S-4 (2)	BP-6 (1)	PG-4 (1)	N-8 (1)	N-28 (1)	FW-8 (1)	N-30 (1)	PT-84 (1)	SP-2 (1)	HC-2 (1)
Paoli.....		P.M.		P.M.	P.M.			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Overbrook.....		2.30		5.45					7.45			10.15			11.30	11.45
Mt. Carbon.....				6.45			6.45		8.30							
Reading.....						6.30	8.45									
Park.....						Haws Ave.	1.00									
Brill.....	12.45		4.30		6.00	9.15		7.30						11.30		
Zoo.....								8.30								
Stadium.....		4.30	6.30							8.10	10.00		10.30		1.30	
Frankford Jet..										10.45	12.45					
Jersey.....										11.01	1.00	12.01	2.30			1.15
Holmes.....	1.15	P.M.	P.M.	P.M.	6.30	P.M.	A.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 (2)	PT-92 (1)	PT-42 (1)	PT-46 (2)	PT-36 (1)	PT-38 (1)	PT-34 (11)	PT-28 (2)	PT-88 (2)								
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.								
Paoli .....				1.05													
Overbrook .....				3.30													
Paschall .....	4.00						4.00	4.30									
Grays Ferry .....	4.20						4.20	4.45									
Haws Avenue .....		11.30							4.30								
Norris .....		12.15							8.15								
Manayunk .....									9.00								
Park .....		2.15															
Glen Mills .....			12.25														
Media .....						2.30											
Fernwood .....					2.00												
Zoo .....			2.05		2.30	4.00											
	A.M.	P.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-41 (1)	PT-47 (2)	PT-35 (1)	PT-93 (1)	PT-37 (1)	PT-29 (2)	PT-33 (11)	PT-89 (2)	2/PT-29 (2)								
Zoo.....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.								
Fernwood.....	7.55		8.10		9.45												
Media.....			8.45		2.00												
Glen Mills.....	11.25																
Park.....				9.15													
Manayunk.....								9.30									
Norris.....				10.15				11.01									
Haws Avenue.....				10.30													
Grays Ferry.....						10.00			10.00								
Stadium.....							10.35										
Paschall.....						11.00	11.15		10.20								
Overbrook.....		7.55															
Paoli.....		11.00															
	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.								

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Uniforms.

**100J-A1.** 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-A1.** 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 of engine 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.

While locomotives are on the trestle portion of the tracks in Broad Street Station, the grates must not be disturbed or shaken and the scraper and slash bar must not be used.

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-A2.** 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.

Engines must have stack spark arresters in service and in good order, and it is the specific duty of the engineman to know the spark arrester is in good order.

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-A3.** Oil for melting snow is used on switches of all interlockings between Broad Street Station, Brill, Paoli, Chestnut Hill, West Chester, Haws Avenue and Holmes.

Unauthorized employes are prohibited from handling hydrocarbon (snow burning 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.

### **Employees Permitted to Ride on Engines, etc.**

**100O-A1.** Referring to **Rule O** and Supplemental Instruction **400 N-5**, last paragraph, the following designated employees 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.

Traveling Engineer.

Instructors of Firemen and Air-Brake Instructor.

Smoke Inspector.

Instructors Train Service.

Master Carpenter 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 are prohibited from riding on the rear of passenger trains.

Trainmen are required to ride in the rear of trains over all critical structures, bridges, viaducts, etc., 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 employees 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 Supplemental Instruction **400Q-1**, conductor, trainman, engineman, fireman, or driver of track car after being on duty 14 hours must notify the Superintendent the time they will be on duty 16 hours.

**Crews Respited—Registering.**

**100Q-2.** When train and engine employees are respited, where it is desired to take advantage of the rest period in returning them to home terminal within the sixteen hours, they shall be advised in all cases when respited that their respite is for two hours and until called. When respited, the conductor and engineman will be given a notice in writing by the person notifying them. The conductor must so notify all members of train crew, engineman must so notify fireman, and they must attach the written notice to their Time Return and Delay Report. Employees will be required to sign employees register after expiration of respite.

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

Location	Name and Address	Telephone Number
Philadelphia	F. L. Abbott, M.D. 3116 North Broad Street J. Wesley Anders, M.D. 1329 W. Somerset Street George E. Firth, M.D. 3258 Knorr Street 1001 Howarth Street  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 Leopold S. Vaccaro, M.D. 1917 S. Broad Street	RAdcliff 5-2396  BAlldwin 9-3700 Office: MArfair 4-6122 Residence: CUmbrlnd 8-1130 PE 5-8233 FRemont 7-2100  VVictor 4-0994 EVergreen 2-1000 Ex. 530 or 3556  EVergreen 6-7086  TRinity 7-9235  STEvenson 4-4890  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 3640
Wayne	R. P. Elmer, M.D. 120 Audubon Avenue	Wayne 4587
Paoli	R. C. Hughes, M.D. Darby and Lancaster Pike	Paoli 2092

Location	Name and Address	Telephone Number
Conshohocken	DeLorme T. Fordyce, M.D. Hector and Harry Streets	Conshohocken 365
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
Media	R. E. Bell, M.D. 2nd and Monroe Streets	Media 0150
West Chester	H. S. Barker, Jr., M.D. 28 S. High Street I. Pemberton P. Hollingsworth, M.D. 411 North Walnut Street	West Chester 2050 West Chester 3188
Upper Darby	Paul A. Loefflad, M.D. 201 Long Lane	Flanders 2-1903

¶At Reading —2.15 P.M. to 3.30 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 Presbyterian Hospital 39th and Filbert Streets University Hospital 34th and Spruce Streets St. Agnes Hospital Broad and Mifflin Streets	RIthhse 6-8150 EVergreen 2-4200 EVergreen 6-6700 HOWard 5-2500

Location	Name and Address	Telephone Number
Philadelphia (Continued)	Methodist Episcopal Hospital Broad and Wolf Streets Mt. Sinai Hospital 1429 South 5th Street Jefferson Hospital 10th and Sansom Streets Graduate Hospital (U. of P.) 19th and Lombard Streets Temple University Hospital Broad and Ontario Streets St. Luke's Hospital Thompson and Franklin Streets Episcopal Hospital Front Street and Lehigh Avenue Northeastern Hospital Allegheny Avenue and Tulip Street Frankford Hospital Frankford Ave. and Wakeling St.	HOward 5-1234 HOward 5-1100 KIngsly 6-1000 PEnpkr 5-2400 BALdwin 3-8000 FRemont 7-2100 REgent 9-5446 REgent 9-8300 JEfferson 5-1170
Chestnut Hill	Chestnut Hill Hospital 8835 Germantown Avenue	CHesthil 7-4600
Bryn Mawr	Bryn Mawr Hospital Bryn Mawr Avenue	Bryn Mawr 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 Basin and Powell 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 Hospital Sixth Avenue and Spruce Streets, West Reading St. Joseph's Hospital Walnut and Birch Streets	Reading 5175  Reading 5101 Reading 7251
Pottsville	Pottsville Hospital Mauch Chunk and Jackson Streets	Pottsville 3200

#### 100R-4A. First-Aid Boxes and Stretchers.

First-Aid Boxes, location of:

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

At each passenger and freight station.

At yard offices and other suitable places in the larger yards, car inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

Stretchers:

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

One stretcher must be carried on each passenger train, except multiple unit trains.

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

# OPERATING RULES

## STANDARD TIME

1001-A. 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 or Holidays shown on schedule pages.

### 1004-B1.

**MU**—Multiple unit.

- AA**—Regular stop to receive passengers for west of Pittsburgh and points beyond Harrisburg served by Roanoke sleepers.
- P**—Regular stop to receive or discharge passengers to or from points south of Washington.
- Q**—Regular stop to receive passengers for Lancaster and points west of Pittsburgh.
- R**—Regular stop Sunday and Dec. 25, Jan. 1.
- 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 Sunday and Dec. 25, Jan. 1, to discharge passengers.  
Sunday and Dec. 25, Jan. 1, 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-----
Single Track	Westward	Eastward
Between Allen Lane and White Marsh	14-E-----	14-D-----

### 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		
River Line	No. 4 Track	No. 1 Track		
Between Zoo and Arsenal.....	14-E-----	14-D-----		
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 -----
Broad Street Suburban Line 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:

East Birdshoro Siding and Mile Post 50.

Court Street Track, Reading.

West Reading and Grounds:

Borough of Hamburg.

Carbon and Pottsville;

#### **Discovery of Fire—Girard Point District.**

**1014(p)-A1.** Any employee 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.

## TRAIN SIGNALS

### Referring to Rule 19a.

**1019a-A1.** Trains consisting of MU equipment will not use oil markers on portions of this division as follows:

Main Line to Paoli.  
Schuylkill Branch.  
West Chester Branch.  
Chestnut Hill Branch.  
Fort Washington Branch.

On trains consisting of MU equipment not provided with fixed electric marker lamps, **Rule 19a** will apply.

## USE OF SIGNALS

### Switch Stands Not Equipped With Lighted Switch Lamps.

**1027-A1.** Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, secondary track or siding	Switch
Schuylkill Branch Between Reading and New Boston	Main track and sidings	All switches

### Referring to Rule 35.

**1035-A.** An oil lamp must be used for the red light prescribed by **Rule 35**, Night Signals—to be used by flagman.

### 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 Broad Street and Broad Street Suburban station and Zoo interlocking.

### Minimum Number of Fusees and Torpedoes.

**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 it may be replenished at convenient points.

**1037-A1. Distant Switch Indicators in service:**

Station	Indication displayed for movements	Distance in feet from switch protected	Switch protected
Oakburne	Northward	4,800	Public Delivery Track
Westtown	Northward	4,130	Public Delivery Track

**Fouling Point Signs.**

**1037-B.** Sign displaying letters FP indicates the fouling point of main track of the track on which it is located.

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

**Fort Washington Branch.** Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

**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.**

**1075b-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	Broad Street Station— Crew Dispatcher's Office and Broad Street Suburban Station— Station Master's Office.	Phila., N. Y., Md., Delmarva. P R S L-Atlantic, Md., N. Y., Phila.
X	X	X	E-5—Yard Office.	
X	X	X	Pennsylvania Coach Yard— Yard Office.	
X		X	Zoo Interlocking Station.	
X	X	X	Mantua Yard.	Philadelphia New York
X	X		44th Street—Yard Office.	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	46th Street Engine House— Foreman's Office.	Philadelphia New York Penna.-Reading Seashore Lines Atlantic Maryland Reading Co.
X	X	X	53rd Street—Yard Office	Philadelphia Maryland New York
X	X	X	Gray's Ferry—Yard Office.	Maryland
X	X	X	16th and Washington Avenue— Yard Office.	
X	X	X	D-16—Yard Office.	
X	X	X	Dock Street—Yard Office.	
X	X	X	Delaware Ave. and Morris St.— Yard Office.	
X	X	X	Pennsylvania Produce Terminal Yard—Yard Office.	
X	X	X	Old Greenwich—Yard Office.	
X	X	X	Burma—Yard Office.	
X	X	X	Greenwich Classification Yard— Yard Office.	
X	X		Greenwich Coal Yard—Yard Off.	
X	X	X	Stadium—Yard Office.	
X	X	X	South Philadelphia Engine House— Foreman's Office.	Atlantic Philadelphia Maryland New York
X	X	X	Girard Point—Yard Office.	
X	X	X	Penrose Yard—Yard Office.	
X	X	X	Engelside Freight Station— Agent's Office.	
X	X	X	Margie Street Yard—Yard Office.	
X	X	X	Midvale—Yard Office.	
X	X	X	Chestnut Hill Passenger Station.	New York
X	X	X	Tacony—Yard Office.	
X	X	X	Frankford Junction— Crew Dispatcher's Office.	New York Penna.-Reading Seashore Lines Atlantic
X	X	X	C Street—Yard Office.	
X	X		Tioga Street—Freight Agent's Office	
X	X	X	Shackamaxon—Yard Office.	
X	X	X	Paoli—Yard Office.	Philadelphia
X	X	X	Paoli Interlocking Station.	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 Reading Co. L.V.R.R. D.&H.R.R.
X	X	X	Reading: Block Station	
X	X	X	Pottstown: Yard Office	
X	X	X	Phoenixville: Block Station	

Bulletin Board	Employee's Register	Standard Clock	Location	Other Divisions
	X		Phoenixville: Nutta Ave. Machinists Bldg.	
X	X		Haws Avenue Passenger Station.	
X			Reading Co. St. Clair: Asst. Train Master's Office	Phila. Term.
X			Reading Co. Tamaqua: Asst. Train Master's Office	Phila. Term.
X			Lehigh Valley R. R. Yard Office— Delano, Hazleton, Locust Jct.	Phila. Term.

NOTE—X indicates in service.

### Standard Clocks.

1075b-A2. Standard clocks at other points:

All Block and Interlocking Stations.

Broad Street Station { Station Master's Office.  
East Wall Main Corridor, Train  
Floor.

North Philadelphia—Station Master's Office.

### General Order Zones.

1075b-A3. 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 and Fort Washington branches; and all adjacent yard territory eastward from Zoo interlocking (33rd Street) and north of Callowhill Street.

Zone C—Broad Street and Broad Street Suburban stations 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 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) south of Wawa and to West Chester, also to Division Post (Phila. Division), Frazer Secondary track.

### Qualification of Conductor or Engineman.

1075b-A4. 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 75b** and **Special Instruction 1075b-A4**: 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.**

**1075b-A5.** 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.**

**1075b-A6.** 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.

**46th Street Engine Terminal—Passenger Service.**

**1075b-A7.** Through and Local—Enginemen and firemen will report one hour and 30 minutes before leaving time of train from Broad Street station.

**20th Street Engine Terminal.**

**1075b-A8.** Enginemen in electric engine service will report at Broad Street station one hour and 10 minutes in advance of scheduled leaving time of train from Broad Street station, and will personally report to A interlocking when ready to leave 20th Street, but not later than 30 minutes before leaving time at Broad Street station. Will report at Broad Street station 1 hour and 40 minutes in advance of scheduled leaving time of train from Penna.-30th Street or Mail Platform.

**Penna.-30th St.—North Philadelphia.**

**1075b-A9.** Passenger enginemen, firemen and helpers called to relieve interdivisional crews at Penna.-30th Street and North Philadelphia stations, or other adjacent points, shall be called to register at Broad Street one hour before the arriving time of train on which they are to relieve.

**Yard Service.**

**1075b-A10.** If any member of the engine crew or train crew of a double or triple crewed yard engine is not relieved at the regular relieving time he must notify engine dispatcher or yard master promptly in order that a substitute may be provided.

Extra enginemen and firemen relieved at points other than engine houses, when relieved late will call the crew clerk and report the time they are actually relieved.

**Passenger Service.**

**1075b-A11.** For Interdivisional trains at Broad Street station—Crews must register not more than 25 minutes and not less than 15 minutes before train is expected to arrive and must be on the platform to receive train at least 5 minutes before its arrival.

At Broad Street station—For trains, other than multiple unit trains, originating at Broad Street station. Train crews must register 35 minutes before scheduled leaving time and go to their train promptly.

Trainmen whose terminal is Broad Street station must register, personally, immediately after being relieved of train responsibility, except that trainmen on runs with a layover of less than one hour will not be required to register between these trips.

For trains at Penna.-30th Street, North Philadelphia stations and Zoo interlocking—Crews must register at Broad Street station not more than one hour and not less than 40 minutes before scheduled leaving time of train, and must be in readiness to receive train 15 minutes before scheduled leaving time.

Crews departing on trains from Pennsylvania coach yard and South Street must register one (1) hour in advance of leaving time.

At other points—Crews reporting at other points on the division will register and must be at train 15 minutes before scheduled leaving time.

Trainmen deadheading on passenger trains will register not more than 10 minutes before leaving time of train on which they are to deadhead.

**1075b-A12.** At all points extra trainmen must report for instructions upon completion of their assignment.

#### **Multiple Unit Service.**

**1075b-A13.** Road trainmen and enginemen unless otherwise instructed will register at Chestnut Hill—Paoli—Haws Avenue 20 minutes before scheduled leaving time.

Media—Wawa—West Chester, 25 minutes before scheduled leaving time.

Broad Street and Broad Street Suburban stations, 25 minutes before scheduled leaving time.

Road enginemen required to move a train from West Philadelphia district will register at station master's office, Broad Suburban station or crew dispatcher's office, Broad Street station one hour before scheduled leaving time of train.

Trainmen must be on the platform 20 minutes before scheduled leaving time prepared to receive passengers and enginemen must be at the operating position of their train 20 minutes before scheduled leaving time, so that brakes and cab signals can be tested and train detached from cars standing on track before passengers enter train.

Trainmen must register, personally, immediately after being relieved of train responsibility, except that trainmen and enginemen with 1 hour's layover or less will not be required to register between these trips.

### **OBSERVATION OF TRAINS FOR DEFECTS**

#### **Dragging Equipment Detector Indicator.**

**1076-A1.** An indicator light displaying illuminated letter E, located on or adjacent to a distant signal, indicates that the dragging equipment detector has been actuated and train must stop as soon as safe handling will permit.

Illuminated letter E located on:

Fixed Signals No. 85, No. 3 and No. 4 Track East of Ardmore.

### **MOVEMENT OF TRACK CARS**

#### **Referring to Rules 80, 80a.**

**1080-A1.** Track cars will be governed as specified by Rule 80 on portions of the division as follows: On All Main Tracks.

**1080a-A.** Track cars will display night signals while passing through tunnels.

#### **Referring to Rule 80c.**

**1080c-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.

In the application of Rule S-83 for southward multiple unit trains at Wawa the signalman will deliver both copies of the clearance message CT 1246 to the conductor who will deliver the engineman's copy before the train leaves Wawa Station.

#### **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.

**Yard Limits.**

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

TRACK	BETWEEN	AND
Fort Washington Branch..... Allen Lane—White Marsh	Eastward Limits Allen Lane Interlocking	WI Block—Limit Station
West Chester Branch..... West Chester	2,783 feet South of MP 26.	Southward Home Signal
Schuylkill Branch {	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
Broad St. 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	No. 1 and No. 4	Zoo Interlocking	Arsenal Interlocking
River Line	No. 2 and No. 3	Zoo Interlocking	Brill Interlocking
West Phila. Elevated	No. 1 and No. 2	Zoo Interlocking	Arsenal Interlocking
Grays Ferry	No. 1 and No. 2	Arsenal Interlocking	End of Main Track
Delaware Extension	No. 1 and No. 2	Arsenal Interlocking	

**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 Broad Street station, Broad Street Suburban station, Pennsylvania-30th Street station, 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 at re- stricted speed not exceeding 10 miles per hour	All switches are hand operated	1
Grade crossing of the P.R.R. 60th Street Track and Read- ing Co., Chester Branch	Semaphore	Proceed	Signals and de- rails must be operated by trainmen.	2
Grade crossing of the Red Arrow Railroad with P.R.R. at W. Chester Pike, Llan- erch, Pa.	Stop Sign	Stop		3
Pottsville: East of Norwegian Street; Reading Co.	Position Light	Clear	It must be known that crossing is clear. Per- mission ob- tained from Carbon.	4

**NOTE:**

1. 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 locomotive, 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.

**Referring to Rule 99.**

**1099-A1.** The crews of trains Nos. 813-808 and Nos. 863-864 are authorized to move eastward on No. 2 track from Allen Lane station to the home signal eastward therefrom, when signal displays a proceed indication, not complying with **Rule 99**.

**1099-A2.** Trains and engines are authorized to move northward on No. 4 track, River Line, from switches at Walnut Street (Philadelphia) to southward limits of Penn Interlocking, when northward signal displays a proceed indication, not complying with **Rule 99**.

**1099-A3.** 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). Standard code will be used. The engine whistle must not be used for calling flagman of eastward trains unless push button is out of order.

**1099-A4.** 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 Rule 103.**

**1103-A1.** When cars are being pushed 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.

**1103-A2.** After cars are moved through wash track Penn coach yard with back-up hose attached, tests must be made and it must be known that the warning whistle and discharge valve are working properly before cars are moved from the yard.

**1103-A3.** When multiple unit cars are being pushed between Broad Street station, Broad Street Suburban station and the passenger car yards, or Mail House, a back-up hose must be used and engineman notified.

**Automatic Highway Crossing Signals.**

**1103a-A1.** Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

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

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

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

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Hamburg—State Street

Hamburg—Water Station

Monocacy—West of Route 83

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

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

#### **Cars Left Standing—Insulated Rail Joints.**

**1103a-A2.** Where track circuits are used, and trains or cars are placed on the sidings, trainmen must see that they are back of insulated rail joints.

#### **Cars Left Standing—Track Circuits.**

**1103a-A3.** Cars must not be left standing on the track circuited portion of the following tracks:

Creek Siding—Synthane Private Crossing.

Pottstown, Lock Siding—Hanover Street, Keim Street, Moser Road.

Monocacy—West of:

Hoppel Industrial Track.

No. 1 Storage Track.

No. 2 Storage Track.

Shoemakersville Siding—Old Pottsville-Reading Pike, (Main St.)

Hamburg—State Street.

End of track circuit designated by a yellow stripe, ten inches wide, painted on head, web and base of both rails.

**1103a-A4.** When movements are to be made over the following crossings at grade, observations must be made to determine if flashing lights are operating properly:

Track	Crossing	Location
Siding	State Street	Hamburg
Hoppel Industrial Track No. 1 Storage Track No. 2 Storage Track	State Highway Route No. 83	West of Monocacy
Siding	Synthane	Creek

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.

**Car Marker—West Chester Branch—Location of.**

**1103a-A5.** 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.

**Schuylkill Branch—Short Arm Gates.**

**1103a-A6.** Automatic highway crossing short arm gates and flashing light signals protecting highway crossings:

Location	Crossing	Note
Pottsville	Norwegian Street	1
Gibraltar	Schuylkill Road	..
Pottstown	Hanover Street	2
Spring City	Bridge Street	3

Automatic flashing light signals and short arm gates operate when trains approach crossing in either direction, but do not relieve enginemen from complying with **Rules 14(1)** and **30**.

When shifting movements are made over the crossing, trains and engines must approach crossing prepared to stop unless highway traffic is protected.

When crossing gates and flashing light signals are in position for highway traffic to proceed, train movements must not be made over the crossing.

Any part of a train or engine movement on track circuits extending 70 feet in both directions from crossing will cause gates to protect highway traffic.

Clearance points of track circuits are indicated by yellow marks on rails.

**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.

**Protection for Public Highway Crossings At Grade.**

**1103a-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 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, must 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:

Track	Crossing	Location	No crossing watchman on duty between the hours of	Note
Washington Avenue	15th Street	Philadelphia	12.00 Mdt.-4.00 P.M.	1
	16th Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	16th St. Middle	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	17th Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	18th Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	19th Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	20th Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	21st Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	22nd Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	23rd Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
	24th Street	Philadelphia	12.00 Mdt.-8.00 A.M.	1
Old Greenwich Yard	Stone House Lane South Side Only	Philadelphia	8.00 A.M.-4.00 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.

**1103a-B2.** Each movement of engine, car or train will approach the following public highway crossings at grade prepared to stop and before moving over these grade crossings, a member of train crew equipped with a red flag by day and a red light by night, must precede each movement.

TRACK	CROSSING	LOCATION
Schuylkill Branch: Norris Track.....	Conshohocken Highway (see Note A)....	Ernest
Norristown Freight Station.....	Mill Street.....	Norristown
Paoli Yard (Wye).....	Central Avenue.....	Paoli
Cardington.....	All public crossings....	Delaware Co., Pa.
Newtown Square Track.....	Pembroke Avenue.....	Pembroke
	Pembroke Yard.....	Pembroke
	State Road.....	Arlington
	Cedar Lane.....	Arlington
	Township Line Road.....	No. of Llanerch
	West Chester Pike.....	Llanerch
	Eagle Road.....	Grassland
	Paoli Road (see Note A).....	Newtown Square
Frazer Track.....	Market Street.....	West Chester
	Biddle Street.....	West Chester
	State Road 202.....	West Chester
Bustleton.....	All public crossings....	Philadelphia
K & T.....	All public crossings....	Philadelphia
Tacony.....	All public crossings....	Philadelphia
Bleigh Street.....	All public crossings....	Philadelphia
Washington Avenue.....	All public crossings between Broad St. and Delaware Ave. (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 (Phila.)
Industrial Track.....	Grays Ferry Ave. and 34th Street (see Note C).....	Philadelphia

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 to go 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.

Rule 103a must be observed notwithstanding the fact that a crossing may be a part of the yards.

### **West Chester Branch—Lansdowne. (Union Avenue and Wycombe Avenue)**

**1103a-B3.** Between 12.10 A.M. and 1.10 A.M. daily, all trains and engines in both directions stop clear of these crossings at grade and then be preceded by a member of the crew who will properly warn traffic of the approach of such movement.

### **Schuylkill Branch.**

**1103a-B4.** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Phoenixville Yard Running	Bridge and Pothouse Roads	Wilmer
Phoenixville Yard Running	Charlestown	Wilmer (See Note 2)
Industrial	U. S. Route No. 122	Tracks leading to Prizer-Painter and Orr, & Sembower Companies 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
Shoemakersville Siding	Old Pottsville-Reading Pike (Main Street)	Shoemakersville
Glen Gery Shale Brick Corp.	U. S. Route No. 122	Shoemakersville (See Note 1)

NOTE 1.—At Glen Gery Shale Brick Corp. track, 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, must 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 2.—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.

Switch located at	Connecting	With	Normal position is for movements
Philadelphia (Elevated R. R.) 22nd Street	No. 1 (20th St. Yd.)	No. 1 Tail (20th St. Yd.)	No. 1 yard to ladder track
Philadelphia (Elevated R. R.) 23rd Street	No. 4 (20th St. Yd.) westward end	No. 4 Tail track	To No. 4 Tail track

NOTE—Unless otherwise directed, all electric engines moving westward from A Interlocking to 20th Street engine terminal will be routed via No. 1 track to No. 0 track using the hand-operated crossover at 22nd Street. Engine crews will report to train director, A interlocking station, when engine clears on No. 0 track and switches are returned to normal position. They will then move the engine to the engine servicing storage plant on No. 0 track. All engines from 20th Street will move eastward via No. 0 track.

Before using No. 1 track at the 22nd Street end for shifting movements, employees must obtain permission from the train director, A interlocking station, and report to him when such movement has been made and the switches returned to normal position.

#### Normal Position Switches Car Washing Track.

1104-A2. All hand operated switches in car washing track must be set for through movement on this track.

**Derails 37th Street Yard—Location of.**

**1104-A3.** Independently operated hand thrown derails, not equipped with derail lamps, in service at clearance point, eastward end of yard, all tracks except No. 12. Derails must be placed in derailing position when not in use.

**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 tender is stationed at and has charge of switches as indicated:

Location	Switch
Philadelphia 53rd St. receiving yard—59th St.	Leading from No. 15 track to yard

**1104-C1.** Signalman (under jurisdiction of signalman Penn) in charge of main track and other hand operated switches indicated below: On duty 10.30 P.M. to 6.30 A.M. daily.

Location	Switches
Philadelphia (Walnut St.) River Line	Crossovers between No. 4 main and south end mail platform and between No. 4 main and No. 5 track and south end mail platform to No. 5 track.

NOTE—Referring to Rule 33a and 104a, they will apply only to movements to or from No. 4 track and shifting movements clear of main track.

**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
Main Line to Paoli Division Post— (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 Zoo Interlocking to No. 2 Main	Zoo
Philadelphia, Eastward from 59th St. Overhead Bridge.....	Both Crossovers between No. 2 Main and No. 3 receiving yard	Overbrook
Main Line to Holmes Division Post—(New York Division) Philadelphia, Westward from Ash- burner St. Overhead Bridge.....	Prison	Holmes
Main Line to Darby Division Post— (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
Branches— Chestnut Hill Branch.....	Hahn Shoe Mfg. Co.	North Phila.
Fort Washington Branch.....	Penna. Institution for the Deaf and Dumb	Allen Lane
River Line Philadelphia, North of Penna.-30th St. Station.....	Crossovers between No. 4 and No. 1 main tracks and between No. 4 main track and yard	Penn
Philadelphia, South of Penna.-30th St. Station.....	Crossovers between No. 4 main track and No. 5 track under Walnut St. overhead bridge	Penn

Location	Switch	Controlled By
West Chester Branch Philadelphia.....	Breyer Co.	Arsenal
Wawa.....	Crossover between main and Lenni siding	Wawa
Schuylkill Branch Ernest Norristown-Ford St.....	Eastward end extension Westward end Norris siding	Norris Norris
Reading.....	Main track to stock track Main track to North Reading track	Reading
Gibraltar.....	Main track to public delivery track	Brooke
East Birdsboro.....	Main Track to Birdsboro Steel Foundry & Machine Co. No. 2	Brooke
Other Tracks Philadelphia.....	United States Quartermaster Depot	Arsenal
Philadelphia.....	Philadelphia Electric Co.	Arsenal
Philadelphia, Grays Ferry.....	Barrett Co.	Grays Ferry— Drawbridge 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

**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
Fort Washington Branch	Allen Lane Interlocking	WI Block-Limit Station
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:

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

**NOTE 1.**—Rules 105a and 105b will not apply. All other Operating, Signal and Interlocking Rules, and Supplemental Instructions 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; 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	2-4
Chester & Phila. (S).....	Fort Mifflin	Island Road Crossing	Brill	2-4
Shifting (N).....	Arsenal Interlocking	Arsenal Interlocking	Arsenal	1
No. 5 (River Line) (N).....	Connection with Arsenal shifting track.	Walnut St. overhead Bridge	Arsenal	4
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
Phoenixville (W)...	Phoenixville	Devault	Phoenixville	
Carbon (W).....	Carbon	Pottsville	Carbon	

Track	Between	And	Controlled by	Note
Ulmer (E).....	Ulmer	Pottsville	Carbon	
Minersville (W)...	Ulmer	Lytle	Carbon	
Girardville (E)...	Shenandoah	Wm. Penn	Carbon	
Newtown Sq. (S)	Connection with No. 2 track (Fernwood)	Newtown Square	Wawa	
Naught (S).....	Wawa Interlocking	Division Post (Maryland Division)	Wawa	1
Fraser (E).....	Division Post (Phila. Division)	West Chester Market St.	Thorn (Phila. Divn.)	

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

Signalmen and yardmasters must keep a record for the tracks under their jurisdiction and record thereon all movements.

NOTE 1.—A fixed signal routing to this track will convey authority to proceed.

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.

NOTE 4.—All movements on this track must report when clear.

### 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 Broad Street or Broad Street Suburban Stations routed to River Line will continue to Penna.-30th Street Station and there ask for instructions.

### Train Announcements—Broad Street and Broad Street Suburban Stations.

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

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

### Conductor Supervision—Train Loading, Etc.

1154-A3. No trains, except exclusive Railway Express Agency Inc., trains, will be held for loading or unloading express.

1. Conductors must keep in close touch with the loading of trains, including the work at the mail and baggage cars, and notify the station master promptly when additional equipment may be needed, or when conditions arise which may cause detention, and must take every precaution to avoid delay.

2. When additional equipment is provided, cars must be opened for occupancy by passengers immediately as required at all stations. Conductors will instruct trainmen accordingly.

**Movement of Empty Equipment (Back-Out)  
From Broad Street or Broad Street Suburban Stations.**

**1154-A4.** After traffic is discharged from passenger trains at Broad Street or Broad Street Suburban Stations, the movement of the empty equipment backing out will be handled in the following manner:

1. The engineman or fireman of train must remain on engine to avoid mistaking the communicating signal that may be given an engineman on an adjacent track.

2. The engineman must be personally notified by the conductor (or house conductor) when he is in charge.

3. The conductor (or house conductor) in charge must push button on post adjacent to track on which train is standing when ready to move. Should "tap out button" not be convenient, the train director at A, or Broad, must be notified.

4. After a proceed indication is displayed on the proper interlocking signal the conductor (or house conductor) will start the movement by communicating signal and in addition the proper hand signal.

**Tap Signal—Penna.-30th Street—Upper Level.**

**1154-A5.** At Penna.-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.

**Tap Signal—Penna.-30th Street—Lower Level.**

**1154-A6.** Train Starting 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.

**Tap Signal—North Philadelphia—Eastward Platform—Westward Platform.**

**1154-A7.** 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 flashlight. 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 Starting 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.

### 13 Car Marker—No. 4 River Line.

**1154-A8.** A marker with the numeral 13 is attached to catenary pole N.2.28, south of Zoo interlocking, which will indicate to the engineman of southward trains that a train consisting of thirteen (13) cars has cleared Zoo interlocking when the engine reaches this marker. Engineman will use this marker as a guide for trains of longer or shorter lengths in resuming speed after clearing Zoo interlocking.

### Station Stop Markers—Penna.-30th]St.—Upper Level.

**1154-A9.** Station stop markers for passenger trains, other than multiple unit trains, located on light standards on station platform, adjacent to No. 3 track (upper level) governing stopping of trains consisting of 2, 4, 6, 8, 10 and 12 cars. Engineman will stop with front of engine opposite station stop marker corresponding to number of cars in train. Trains consisting of more than 12 cars with working baggage car on head end, must be stopped so baggage car will be platformed.

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

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

#### NORTHWARD TRAINS—No. 7 and No. 8 Tracks

Up to 8 cars.....	No. 8 Station Stop Marker
9 or 10 cars.....	No. 10 Station Stop Marker
11 or 12 cars.....	No. 12 Station Stop Marker
13, 14 or 15 cars.....	No. 15 Station Stop Marker
16 cars.....	No. 16 Station Stop Marker
17 cars.....	No. 17 Station Stop Marker
18 cars.....	No. 18 Station Stop Marker

#### SOUTHWARD TRAINS—No. 9 and No. 10 Tracks

Total Cars in Train	Up to 14 Cars	15 Cars	16 Cars	17 Cars	18 Cars
	Station	Stop M	arkers		
All Working.....	14	15	16	16	16
1 Non-Working .....	15	15	16	16	16
2 Non-Working .....	16	16	16	17	18
3 Non-Working .....	17	17	17	17	18
4 Non-Working .....	18	18	18	18	18

**NOTE**—No. 15 station stop markers located opposite south end of Southward Platform and 50 feet north of north end of Northward Platform.

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 accord-

ance 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.-30th St.—Lower Level.**

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

Southward trains—with front of engine at the No. 16 station stop marker—(water only).

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

Northward trains—with front of engine at the No. 15 station stop marker—(oil and water).

Where water or oil, or both, are required at Penna.-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 Broad Street, Broad Street Suburban, Penna.-30th Street and North Philadelphia stations is authorized to verbally instruct the conductors of trains to stop at Penna.-30th Street, North Philadelphia, Frankford Jct. and 52nd Street stations.

#### **Lights in Passenger Equipment.**

**1154-A15.** Passenger cars when occupied by passengers must have lights burning while passing through tunnels.

Trains occupied by passengers must have the lights burning between Broad Street Suburban and Penna.-30th Street stations.

The following Instructions will govern the lighting of multiple unit trains when turning on lights for Broad Street Suburban sta. Trains from Chestnut Hill Branch and New York Division—after train has departed from North Phila. station. Trains from 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 58th Street overhead bridge (Angora Station). Multiple unit trains from Broad St. or Broad St. Suburban station will have the lights turned off by the time trains pass the above points.

When weather conditions require lights on trains operating during daylight hours, trainmen will turn on lights.

**CT 220—Preparation of.**

**1154-A16.** When interdivisional trains change crews at Philadelphia it will not be necessary for the conductor assuming 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 employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked within the zone bounded by Broad Street, Broad Street Suburban stations and Overbrook, Valley and Arsenal; and when standing in station at Paoli, also when standing in, or passing through stations at North Philadelphia and Penna.-30th St., Philadelphia.

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 Supplemental Instruction **4154-F**, articles found on trains terminating at the following stations must be delivered to the point designated:

Broad Street Station	—to Baggage Room.
Broad Street Suburban Station	—to Station Master's Office (when closed) to Station Master's representative.
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 Baggage Room, Broad Street Station, or Station Master's Office, Broad Street 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.

**Employes Carried Mail Trains, etc.**

**1154-A22.** Employes 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-C-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 engineman in charge of train with MP 261 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 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.

#### **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 85 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.

### 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 Adjusted Tons Steam Car Factor—10 Electric Car Factor—20	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 3500 tons...	None	10%
3501 to 5000 tons..	10%	15%
5001 to 6000 tons..	15%	20%
6001 to 7500 tons..	20%	25%
7501 tons or more..	25%	30%

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

Conductors must advise engineman of consist and adjusted 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 85 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 3000 adjusted 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.

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 on the train has been made, the engineman of the pusher must not start to push until advised that the test of the brakes has been made and given a signal by the trainmen of the train to be assisted.

#### **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.

#### **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**

50 cars—Pole 11.70  
 75 cars—Pole 11.52  
 100 cars—Pole 11.30  
 125 cars—Pole 11.01

**Eastward from Bryn Mawr**

**Passenger Station**

50 cars—Pole 9.40  
 75 cars—Pole 9.22  
 100 cars—Pole 9.05  
 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 Supplemental Instruction 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.

**Hand Brakes—Use of—Broad Street and  
Broad Street Suburban Stations.**

**1156-A2.** Cars left standing in Broad Street and Broad Street Suburban stations must have hand brake applied on the car nearest stop block.

**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.

**Jacks and Sponging Material—Various Locations.**

**1156-A4.** Jacks and sponging material are located at eastward home signal bridge Paoli interlocking, Haws Avenue interlocking and at Frankford Junction yard for the care of hot journals.

1. For emergency purposes a box containing car inspectors' tools and material has been placed under platform No. 5 (River Line), Penna.-30th Street.

2. Emergency box located at Grays Ferry under Grays Ferry avenue bridge with running water for taking care of hot journals.

**Movement—North End Mail House.**

**1156-A5.** Movements from north end of Mail House must obtain permission from yard master, Pennsylvania Coach Yard.

**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	Distance 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
TOTAL		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
<b>TOTAL</b>		10.8		<b>54.5</b>

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
<b>TOTAL</b>		10.8		<b>64</b>

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	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
<b>Main Line to Paoli Division Post (Philadelphia Division)</b>										
Broad St. Sta. and Sig. Br. 6 (A Interlocking).....									15	
Sig. Br. 6 A and B connections to Penna.-30th St. Upper Level (Broad Interlocking).....									30	
Broad St. Suburban Sta. and Penna.-30th St. Upper Level (Broad Interlocking).....									30	
Penna.-30th St. Upper Level and 34th St. OH Br. (Broad St. Suburban Line).....	30		30		30		30			
(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.	Psg.	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) Broad St. Sta. and Sig. Br. 6 (A Interlocking). ....									15	
Sig. Br. 6 A & B connections and Penna.-30th St. Upper Level (Broad Interlocking). ....									30	
Broad St. Suburban Station and Penna.-30th St. Upper Level (Broad Interlocking). ....									30	
Penna.-30th St. Upper Level and 34th St. OH Br. (Broad St. Suburban Line). ....	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		
Through North Phila. Interlocking—Eastward Sta. Track. ....									60	40
Through North Phila. Interlocking—Westward Sta. Track. ....									40	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) Broad St. Station and Sig. Br. 6 (A Interlocking). ....									15	
Sig. Br. 6 A & B Connections and Penna.-30th St. Upper Level (Broad Interlocking). ....									30	
Broad St. Suburban Sta. and Penna.-30th St. Upper Level (Broad Interlocking). ....									30	
Penna.-30th St. Upper Level and Northward End Market St. Tunnel. ....									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 OH Br. ....	50	40					50	40		
Grays Ferry 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		

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.
Between:	Miles per Hour									
<b>River Line</b>										
Zoo Interlocking and Arsenal Interlocking.....			60	30					60	30
<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>Fort Washington Branch</b>										
Allen Lane and White Marsh.....	20	20								
Multiple Unit Trains.....	30									
<b>Schuylkill Branch</b>										
Valley and Cynwyd.....							65	30	65	20
Cynwyd and Barmouth.....							65	30	65	40
Barmouth and Norris Interlocking Station.....							65	40	65	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.										
<b>Newton and Laurel Junction.....</b>	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 Multiple Unit Trains Elwyn Interlocking to Yard Limit Board West Chester Yard Limit Board West Chester to End Main Track.....	50	30								
	60									
	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. &amp; B. Co. Branch</b>		
Between:		
Shore and Divn. Post (Atlantic Divn.)	30	20
<b>Chestnut Hill Branch</b>		
Between:		
N. Phila. and Signal Bridge Westward from Chestnut Hill Passenger Station.	40	30

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Fort Washington Branch</b>		
<b>Between:</b>		
Allen Lane and White Marsh.....	20	20
<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. 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>Fort Washington Branch</b>			
<b>Between:</b>			
Allen Lane and White Marsh...	20	20	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.			
<b>Main Line</b>			Miles per Hour
<b>1157-C4. Circus Trains.....</b>			*40
Circus Trains, Schuylkill Branch, West of Haws Avenue.....			30
<b>1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Supplemental Instruction 4155-A to Operating, Signal and Interlocking rules.</b>			
—on straight track.....			*30
—on curves.....			*20
<b>1157-C6. Freight trains that consist of 50 per cent or more mineral freight.....</b>			*40
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. ....			*20
NOTE—When handling such trains conductors must know that enginemen have been so advised.			
<b>1157-C7. Snow Plows in service.....</b>			*20
Snow Flangers in service.....			*15
Passing station platforms and trains on adjacent tracks			* 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.			
<b>1157-C8. Operating against current of traffic, except where Rule 261 is in effect:</b>			
<b>Main Line:</b>			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
<b>Branches:</b>			
River Line.....			50 30
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'r	Frt.
West Chester—Arsenal and Elwyn .....	40	30
West Philadelphia Elevated.....	30	30
Grays Ferry .....	30	20
Delaware Extension .....	30	30
<b>1157-C9.</b> A non-equipped train authorized to proceed at the speed for an equipped train, where the maximum speed is greater than 75 miles per hour.....	75	
<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..... NOTE—For purpose of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	65	
Schuylkill Branch—West of Haws Avenue..... When handling such cars, conductors must know that enginemen have been so advised.	45	
<b>1157-C11.</b> Passenger train assisted by an engine on rear and air brake controlled by leading engine..... Schuylkill Branch—West of Haws Avenue.....	30 20	
<b>1157-C12.</b> Pushing Cars—Passenger Trains..... —Freight Trains..... —Multiple Unit Cars Multiple Unit Trains.....	25 25 30	
Schuylkill Branch—West of Haws Avenue { Psg'r..... Frt.....	20 20	
<b>1157-C13.</b> Track Cars—unless otherwise restricted... —when hauling track cars or trailers..... —hand cars operated under Rule 80..... —through crossovers and turnouts, and over highway and railroad crossings.....	20 15 15 5	
<b>1157-C15.</b> Trains hauling foamite cars..... Conductor must notify engineman when foamite cars are in train.	50	
<b>1157-C16.</b> Troop trains consisting of freight equipment 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 governed 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..... NOTE—After cars have been washed, movement must be stopped, to permit M. E. employes to leave cars.	2	

	Miles per Hour	
<b>1157-C21.</b> 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.		
<b>1157-C25.</b> 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
Ft. Washington.....	15	10
Schuylkill—Valley and Haws Avenue	20	10
Haws Avenue and Phoenixville—		
Passenger tracks.....	30	20
Single track:		
Phoenixville and Carbon.....	30	20
Carbon and Laurel Jct.....	25	20
West Chester.....	20	10
West Phila. Elevated.....	20	10
Grays Ferry.....	15	10
Delaware Extension.....	20	10
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
A Interlocking—Between Eastward limits and signal bridge No. 4. Interlocked Turnouts—Diverging Routes. GG1-P5-P5a-P5b-DD2.....		10
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

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

Switch to Birdsboro Freight  
Station.

Switch to Brooke siding, 394 feet  
west of Block Station.

Switch to west end of Brooke  
siding.

### READING

—Switch to Court Street track.

**1157-E1. Maximum speeds, unless otherwise specified approaching a drawbridge on a track not protected by both a home signal and a distant signal.**

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

**CURVES, BRIDGES, ETC.**

**1157-F1. Maximum speeds, unless otherwise specified.**

Main Line:	Miles per Hour
Within City Limits, Philadelphia, over Highway Grade or street crossings not protected by crossing watch- man 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 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 North Penn to 2nd St. overhead Br. ....	65
Curve between Shore and Ford .....	50
<b>Chestnut Hill Branch:</b>	
Curve at North Phila. sta.....	15
Curve between Queen Lane and Cheltenham Ave.....	40
First curve eastward from Allen Lane.....	50
Curve between Signal bridge westward from Chestnut Hill passenger station and Highland.....	40
<b>Fort Washington Branch:</b>	
Curve between Allen Lane and Germantown Road....	15
Fort Hill Wye.....	15

	Miles per Hour
<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
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 westward from Mile Post 14.....	50
Curve eastward from Ivy Rock.....	50
Curve at Ernest.....	55
Curves Norris to Haws Ave.....	40
Norristown (Chain St.).....	17
Creek, Reading Co. crossing.....	30
Curve at Mont Clare.....	35
Curves Phoenixville to tunnel.....	40
First and second curves west of Phoenixville tunnel...	35
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
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 of Morea.....	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
<b>West Chester Branch:</b>	
Curves Arsenal interlocking to Woodland Ave. over- head Br., No. 1 track.....	40
Curve northward from Fernwood.....	45
Lansdowne, over Union and Wycombe Ave. crossing between the hours of: Weekdays, 1.10 A.M. and 6.15 A.M.; Sunday, 1.10 A.M., and 7.10 A.M.....	6
Wallingford, over first crossing, northward from, be- tween the hours of: Weekdays, 12.25 A.M. and 6.10 A.M.; Sunday, 12.25 A.M., and 6.55 A.M.....	6
Media curve southward to Br. 14.41, Ridley Creek:	
No. 1 track.....	35
No. 2 track.....	45
Curve southward from Br. 14.41.....	45

	Miles per Hour
Lenni curve.....	50
Lenni Station crossing, Weekdays, 12.35 A.M. and 6.00 A.M.; Sunday, 12.35 A.M., and 6.40 A.M.....	6
Chester Creek Railroad:	
Parkmount crossing Lenni freight station.....	6
First and Second Curve northward from Glen Mills..	45
Curve northward from Locksley.....	50
West Chester, Union St., Weekdays, 12.50 A.M. and 5.40 A.M.; Sunday, 12.50 A.M., and 6.25 A.M.....	6
<b>River Line:</b>	
All curves Zoo to South St. overhead Br.....	40
All curves South St. overhead Br. to Arsenal.....	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
D.....	25	50	80
E.....	25	50	80
G.....	25	50	80
H.....	25	40	50
I.....	25	40	50
K.....	25	50	80
L.....	25	40	50
M.....	25	45	80
N.....	20	35	50
S-2.....	10	50	50
Rail Motor Cars.	30	65	65

Class Electric Engines	Miles per Hour	
	Forward—Light	Forward— with train
B.....	25	25
DD.....	50	50
GG.....	50	80
O.....	50	80
P.....	50	70
R.....	50	80
Multiple Unit Eng. (with trains)	..	65

Class Diesel Engines	Miles per Hour	
	Forward—Light	Forward— with train
<b>Road</b>		
EF-4.....	50	65
BF-4.....	50	65
AF-4.....	50	65
FF-3.....	50	65
FP-3.....	50	65
EP-3.....	50	80
BP-1 Psgr. Service.....	50	70
BP-1 Frt. Service.....	50	50
BP-3.....	50	80
AP-3.....	50	80
<b>Yard</b>		
ES-6.....	40	40
BS-6.....	40	40
AS-6.....	40	40
BS-10.....	40	40
ES-10.....	40	40
AS-10.....	40	40
GS-4.....	35	35

**NOTE—****Road Diesel Engines**

The first letter indicates the builder; i.e., "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks, Morse and Company.

The second letter indicates the service to which normally assigned; i.e., "P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine.

The "BP-1," is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

**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., indicated 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, ES6, BS6, AS6, GS-4, B-1	B6SA, AS10, BS10, ES10	C	E, L6, O1	G	H6	H8, H9, H10	I	K	L	M	BP-1, P5, GG-1, RI
<b>BROAD STREET TO ZOO:</b>												
Trestle portion of Broad St. Station			X					X			X	X
18th St. Railway Express Tracks 1 to 4, inc.			X					X		X	X	
32nd Street Railway Express Tracks 2 and 3			X	X	X	X	X	X	X	X	X	X
Broad Interlocking; Powelton Ave. Yard; Eastward Shuttle Track												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>												
POST (New York Division)			X					X				
Br. 85.76—25th Street								X		45	45	
Margie St. Yard Tracks 6 to 10, inc., and west end 7 Track				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
North Philadelphia:												
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					70	70		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>												
POST (Philadelphia Division)												
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.												

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
	ASS, ES6, BS6, AS6, GS-4, B-1	BESA, AS10, BS10, ES10	C	E, L6, O1	G	H6	H8, H9, H10	I	K	L	M		BP-1, P5, GG-1, RI
Must not be moved in either direction over 53rd St. Hump. 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			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
Coal Track, Park Power Plant.....			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	55	55
Ardmore: Yard Tracks 1 to 9 inc.....			X	X	X			X	X	X	X	X	X
Trestle—Newton Coal Co.....			X	X	X			X	X	X	X	X	X
Haverford: Smedley & Mehl.....			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
Rosemont: Team Track.....								X	X	X	X	X	X
Mehl & Latta Track.....			X	X	X			X	X	X	X	X	X
Radnor: Br. 13.06.....								20		40	35		55
St. Davids: Industrial Tracks.....			X	X	X			X	X	X	X	X	X
Wayne: Burkets Coal Track.....			X	X	X			X	X	X	X	X	X
Br. 14.54.....								35		50	50		
Strafford: Industrial Tracks.....			X	X	X			X	X	X	X	X	X
Berwyn: Industrial and Shifting Tracks.....			X	X	X			X	X	X	X	X	X
Paoli:													
Yard Tracks 4 to 8 inclusive.....								X	X	X	X	X	X
Industrial and Team Tracks.....				X	X			X	X	X	X	X	X
East end of Car Shop Tracks.....				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
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
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	30	X	30	15	10	30	30
Westward end viaduct to Jersey.....	E 15	X	E 15	E 15	E 15	E 15	E 15	X	E 15	E 15	10	E 15	15

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS, ES, BS, AS, GS-4, B-1	BSA, AS10, BS10, ES10	C	E, L, O1	G	H6	H8, H9, H10	I	K	L	M	
CHESTNUT HILL BRANCH:												
North Philadelphia to Allen Lane.....			X					X			X	
Allen Lane to Chestnut Hill.....			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
Zingers, American Ice, Pioneer Paper, Chevrolet Co.....			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
Midvale Yard—No. 2 to No. 14, inc. and Industrial Tracks.....			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
Br. 3.47—Pomona St.....			X	50	50			X	50	20	X	20
Upsal Station Track.....			X	X	X			X	X	X	X	X
Germantown steam heat plant..			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
FORT WASHINGTON BRANCH:												
St. Martins Coal Co.....			X					X			X	
Pa. Inst. D. and D., R. C. White, Globe Hoist Co., Metlab Co., National Crucible Co., Public Delivery and Century Vault Co.			X	X	X	X	X	X	X	X	X	X
All Other Tracks.....			X	X	X			X	X	X	X	X
SCHUYLKILL BRANCH:												
Between 52nd St. and Park No. 2 Main Track.....								X	X		X	X
Industrial Tracks, Wynnefield Ave. to Manayunk Station.....			X	X	X			X	X	X	X	X
Br. 5.29—Woodbine Ave.....								20		40	25	
Pencoyd Track.....					X			X	X	X	X	X
MANAYUNK:												
Hendren Coal Track.....			X	X	X	X	X	X	X	X	X	X
Robinson Steel Co. Track.....			X	X	X			X	X	X	X	X
MIQUON:												
Industrial Track.....			X	X	X		X	X	X	X	X	X
SPRING MILL:												
Lee Tire and Rubber Co.....			X	X	X	X	X	X	X	X	X	X
Quaker Oil Products Co.....			X	X	X			X	X	X	X	X
CONSHOHOCKEN:												
Back Track at Freight Station... F. & J. H. Davis, Geo. J. McFadden Tracks.....			X	X	X	X	X	X	X	X	X	X
Leroy & Williams Track.....			X	X	X			X	X	X	X	X
IVY ROCK:												
Industrial Tracks.....					X			X	X		X	X
ERNEST:												
Capital Furniture Co.....		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
Atlantic Refinery, American Equipment Co. and Cochran Corp. to end of trestle only....			X	X	X			X	X	X	X	X
Lukens & Yerkes.....			X	X	X	X	X	X	X	X	X	X
NORRIS:												
Classification Tracks, East End Extension Track.....											X	
Mann Co. Track to Scale only....			X	X	X			X	X		X	X
Kneass Lumber Co.....			X	X	X			X	X	X	X	X
V. Arena & Sons.....			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

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	A5S, ES6, BS6, AS6, GS-4, B-1	B6SA, AS10, BS10, ES10	C	E, L6, O1	G	H6	H8, H9, H10	I	K	L	M	BP-1, P5, GG-1, RI	
<b>HAWS AVENUE:</b>													
Dill Co. Track.....			X	X	X	X	X	X	X	X	X	X	X
Other Industrial and Yard Tracks			X	X	X			40		40	40		X
Br. 18.10—Haws Ave.....													
<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	X
<b>OAKS:</b>													
B. F. Goodrich Co.....	B5	B5	B5	X	B5	X	X	X	X	X	X	X	X
Haslett 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	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	X
New Mill coal trestle, Phoenix													
Iron Co.....		X	X	X	X	X	X	X	X	X	X	X	X
Industrial Tracks.....			X	X	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	X
Dust Mill.....				X	X	X	X	X	X	X	X	X	X
Tracks south of Freight Station ..				X	X	X	X	X	X	X	X	X	X
Royersford Track.....			X	X	X	X	X	X	X	X	X	X	X
Royersford Spring Bed.....		X	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	X
Royersford Fdry. & Mach. Co....		X	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	X
<b>PENNHURST:</b>													
State School.....				X	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	X
H. W. Johnson coal trestle.....			X					X	X	X	X	X	X
Wm. E. Wels.....													
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	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	X	X
Mayer-Pollock Co.....		X	X	X	X	X	X	X	X	X	X	X	X
Stowe-Extension.....			X	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	X	X

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	A5S, ES6, BS6, AS6, GS-4, B-1	B6SA, AS10, BS10, ES10	C	E, L6, O1	G	H6	H8, H9, H10	I	K	L	M	BP-1, P5, GG-1, RI	
<b>MONOCACY:</b>													
Station Track.....								X			X	X	X
West of: J. T. Dyer Quarry Co. No. 2.....								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
Focht & Lacey Company.....								X	X	X	X	X	X
West End Siding.....								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>GIBRALTAR:</b>													
Station Track.....								X	X		X	X	X
<b>BRIDGE 54.63:</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
Water St. Track.....					X	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 Steel Co.....				X	X	X	X	X	X	X	X	X	X
Track to Wm. Fryermuth.....													
Berks Art Metal Service.....													
Switch must be lined for No. 2 or No. 3 Fr. Sta.....			X	X	X	X	X	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
Berylum Co.....					X			X	X		X	X	X
Trestle Station Track.....		X	X	X	X	X	X	X	X	X	X	X	X
<b>LEESPOST:</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
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
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
<b>CARBON YARD:</b>													
North side, west end Nos. 3 and 4 Tracks.....				X	X			X	X	X	X	X	X
South Side, Spur Track.....								X	X		X	X	X

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	A5S, ES6, BS6, AS6, GS-4, B-1	B6SA, AS10, BS10, ES10	C	E, L6, O1	G	H6	H8, H9, H10	I	K	L	M	BP-1, P5, GG-1, R1	
BRIDGE 93.59: 339 feet west of Carbon.....								30					
BRIDGE 1.82: 296 feet east of St. Clair.....								30			40		
POTTSVILLE: 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	X
South side No. 5 Track.....					X			X	X	X	X	X	X
Nicholas St. Yard Nos. 1, 2, 3, 4 and 5 Tracks.....					X			X	X		X	X	X
National Biscuit Co.....					X			X	X	X	X	X	X
DARKWATER: Repplier Coal Co.....	B5	B5	B5	X	X	X	X	X	X	X	X	X	X
Other Colliery Tracks.....													
BRIDGE 157 NBS: East, Laurel Junction.....								15			15		
MINERSVILLE YARD RUNNING TRACK: Lytle Coal Co. empty and con- demned coal tracks.....					X	X	X	X	X	X	X	X	X
MOREA TRACK:.....											X	X	X
GIRARDVILLE YARD RUNNING TRACK:.....		B5	X	B5	B5	B5	B5	X	X	X	X	X	X
WEST CHESTER BRANCH:..... Large tenders prohibited on ac- count of clearance and coal height on regular tenders must not exceed normal dimensions of tender without coal. 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.....			X	X				X		X	X	X	X
Br. 7.11—Gladstone.....	30	X	30	30	30	30	30	X	X	X	X	25	X
Br. 11.87—N. of Wallingford.....	15	X	15	15	15	15	15	X	X	X	X	15	X
Br. 14.41—Media.....	30	X	30	30	30	30	30	X	X	X	X	25	X
Br. 20.31—N. of Glen Mills.....	30	X	30	30	30	30	30	X	X	X	X	25	X
Br. 25.75—S. of Oakbourne.....	20	X	20	20	20	20	20	X	X	X	X	20	X
	25	X	25	25	25	25	25	X	X	X	X	25	X
NEWTOWN SQUARE: Br. 11.22—S. of Llanerch.....		X	X	X				X	X	X	X	X	X
	20	X	X	X			20	X	X	X	X	X	X
CARDINGTON.....								X	X	X	X	X	X
CHESTER CREEK R. R.....			X	X				X	X	X	X	X	X
FRAZER.....			X					X	X	X	X	X	X
WEST PHILA. ELEVATED BRANCH: All viaducts and bridges.....								20			20		
FORD TO KENSINGTON: R1 engines prohibited. All bridges and viaducts.....		15	15	15	15	15	15	15	15	15	15	15	15
K. & T.....			X	X	X	X	X	X	X	X	X	X	X
FRANKFORD STREET.....			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 8-Wheel Trucks	
	AS, ES, BS, AS, GS, B-1	B6SA, AS10, BS10, ES10	C	E, L, O1	G	H8	H8, H9, H10	I	K	L	M		BP-1, P5, GG-1, RI
ENGELSIDE:													
Yard except No. 1 Track			X	X	X	X	X	X	X	X	X	X	X
No. 1 Track and No. 1 Spur			X								X	X	X
OXFORD ROAD:			X	X	X			X	X	X	X	X	X
Br. 1.53 (Tacony Creek)		15	X	X	X	15	X	X	X	X	X	X	X
BUSTLETON:			X	X	X			X	X	X	X	X	X
0.81 trestle		10	X	X	X	10	10	X	X	X	X	X	X
FAIRHILL:			X	X	X			X	X	X	X	X	X
H8, H9, H10 engines prohibited on industrial tracks.													
BELMONT:											X		
M engines may be used in passenger detour service only.													
WASHINGTON AVENUE:			X				X	X	X	X	X	X	X
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	X
Grays Ferry Drawbridge		15	X	X	X	15	15	X	X	X	X	X	X
DELAWARE EXTENSION AND DELAWARE AVENUE:													
Greenwich to Junction Trenton Ave. Elevated			X	X	X			X	X	X	X	X	X
Arsenal Drawbridge		15	15	15	15	15	15	15	15	15	15	15	15
80th STREET, CHESTER and PHILADELPHIA, track.			R					X	X	X	X	X	X
Haenn Lumber Co.			X	X	X	X	X	X	X	X	X	X	X
ARSENAL TO OLD GREENWICH:													
Industrial Leads—D-6 to Passyunk			X	X	X	X	X	X	X	X	X	X	X
Lead to Phila. Electric Co.			X	X	X			X	X	X	X	X	X
East End Tidewater Yard			X	X	X	X	X	X	X	X	X	X	X
West End Tidewater Yard				X	X			X	X	X	X	X	X
Produce Terminal Leads				X	X			X	X	X	X	X	X
Long Curve Running Track to Pay Yard				X	X			X	X	X	X	X	X
Short Curve Running Track to Pay Yard				X	X			X	X	X	X	X	X
Lead to Swanson St. Track at Pay Yard				X	X	X	X	X	X	X	X	X	X
GIRARD POINT:													
Mud Yard—all tracks								X	X		X	X	X
Storage Yard—all tracks								X	X		X	X	X
New Yard—all tracks								X	X		X	X	X
Old Yard—all tracks								X	X		X	X	X
CANAL STREET:													
Commerce St. Branch.													
Washington Ave. to South St.		X	X	X	X	X	X	X	X	X	X	X	X
SWANSON STREET:								X	X	X	X	X	X
C, E, G and H types prohibited on industrial tracks.													

**1160-A2. D. R. R. R. & B. Co. Branch—Between westward end of approach viaduct and Jersey:**

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.

#### **Various—A Interlocking and Broad Street Station Tracks.**

**1160-A4.** R1 engine No. 4999 must not be operated within A Interlocking. Electric Engines, except B-1 type, must not be operated on Broad Street Station Tracks 1 to 3 inclusive, and must be routed via No. 1 and the D route to reach Station Tracks 5 and 6. Not more than two engines coupled shall operate on any station track. K-5 engines with smoke deflectors prohibited.

#### **Arsenal Drawbridge.**

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

#### **Broad Street Suburban Line.**

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

#### **River Line.**

**1160-A7.** Steam and Diesel engines must not operate under overhead structures Penna.-30th Street, tracks Nos. 7, 8, 9, 10, and Mail House tracks Nos. 12 to 20 inclusive, 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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**1160-A9.** Diesel or Electric Engines—Movement over humps. 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.

**Road Diesel Engine—Restrictions Weight on Bridges.**

**1160-A11.** BP-1 same as K4

EP3, AP3, BP3 and FP3 same as G5

EP-4, FF3, AF4 and BF4 same as H8, H9 and H10

**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 Engine House Tracks.**

**1160-A14.** Track 3, 5 and 6, Frankford Junction Enginehouse, restricted to type H engines or larger.

Track 4, Frankford Junction Enginehouse, restricted to H engines or larger on East connection only.

**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 foot bridge and 30th Street.

**OTHER EQUIPMENT RESTRICTIONS****Cars Placarded Explosives.**

**1160-B1.** Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

**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.

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

**1160-B5.** 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.** These engines may also use this wye for purpose of turning.

Restricted speed must not be exceeded.

#### **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.

#### **Mine Settlement Restrictions—Girardville Yard Running Track.**

**1160-B11.** Train crews must know that Girardville yard running track from a point 400 feet east of bridge 1.18 to a point 1000 feet west thereof is in safe condition before moving over this portion of track.

#### **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, on Kensington and Tacony track:

Bridge No. 1.32 Wissinoming Creek.  
Bridge No. 1.50 Frankford Creek.

#### **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.

### **PASSENGER TRAIN CLEARANCES**

#### **Broad Street Station—Trains Arriving.**

**1161-A1.** On trains arriving at Broad Street Station passengers must be directed through cars to where they can detrain on platform.

#### **Broad Street Station—Trains Departing.**

**1161-A2.** On trains departing from Broad Street Station trainman must be located at west end of platform and direct passengers in boarding train.

### **FREIGHT TRAIN CLEARANCES**

#### **H9 Engines—Washington Avenue.**

**1162-A2.** H9 type engines must not make parallel movements on middle and northward tracks, between 20th and 25th Streets, Washington Avenue, on account of close side clearance.

#### **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 Kingsessing 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 Kingsessing 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.

#### **Warning to Guards and Car Attendants, etc.**

**1162-A8.** Conductors of trains carrying military equipment, circus equipment and shipments accompanied by guards or attendants, must notify the Train Commander or the party in charge, to warn guards and attendants they must not go on top of high lading or on roof of cars account of the energized wires and other overhead structures.

#### **Brown Hoist Ballast Cleaning Equipment— East of 44th Street.**

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

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

**1162-A10.** Steam engines must not take water on No. 0 track, 21st Street, Elevated Railroad, or East End Philadelphia Transfer ladder track.

#### **Employees Alighting 20th St. Yard.**

**1162-A11.** Employees are prohibited from boarding or alighting on south side of equipment along No. 0 track and No. 1 tail track, from 21st Street to 24th Street.

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

**1162-A12.** Storm windows must be hooked back and awnings fastened up on cabs of all engines in the area bounded by Broad Street Station, and eastward limits of Penna.-30th Street and 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.
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
	Ernest	South Side No. 11 platform
	Norristown.....	W. A. Case and Son
	Norristown.....	Lukens and Yerkes track
	Norristown.....	Mann Iron & Steel Co. track
3.17	Norristown.....	Reading Screw Co. track
21.74	Betzwood	W. F. Doran Co. track
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
	Pottstown.....	Pottstown Metal Processing Co. track
		Bethlehem Steel Co., tracks Nos. 5 and Reading Connection

Bridge No.	Location	Description
	Monocacy .....	Firestone Tire and Rubber Co. tracks, Nos. 1 and 5
	Reading .....	Barrett Company track
		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	Overhead bridge
	Walnut Street—South St. Yard .....	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 .....	Portals of Grays Ferry draw-bridge
2.35	Washington Avenue (Grays Ferry Avenue) ...	Abbatoir 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.

## 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 January 24, 1949, and posted at all telephone locations, must be followed.

## ELECTRICAL OPERATION

### Power Director—Location and Jurisdiction.

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

#### MAIN TRACKS:

##### BETWEEN

Broad Street Station  
and  
Broad St. Suburban  
Station

##### AND

{ Division Post (Philadelphia Division)  
Haws Avenue  
Division Post (New York Division)  
Chestnut Hill  
Whitemarsh, Inc. East Leg Fort Hill  
Wye  
Division Post (Atlantic Division)  
Division Post (Maryland Division)  
West Chester

#### MAIN TRACKS:

##### BETWEEN

##### AND

Zoo	Arsenal (River Line)
Zoo	Arsenal (Grays Ferry Branch)
Zoo	Brill (W. Philadelphia Elevated Branch)
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
River Line	Southward from Spring Garden St. and southward from 36th St. connection
49th Street	West Philadelphia Elevated Branch

#### 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.

##### RIVER LINE:

Dravo track, distance of 1000 feet.

#### YARD TRACKS:

##### BROAD STREET STATION:

Nos. 1 to 15 tracks.

##### A INTERLOCKING:

Nos. 0 to 8 tracks.

##### RAILWAY EXPRESS AGENCY:

Nos. 1, 2, and 3 tracks.

No. 4 track, distance of 550 feet from westward end.

##### 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.

Eastward and Westward 36th Street connection tracks including connections.

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.

**PENNA.-30TH ST.:**

Mail facilities—all tracks including connections with No. 4 track—River Line.

**RIVER LINE:**

No. 5 track and connection with No. 4 track at Walnut Street.

**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.
No. 2 and No. 3	W. Phila. Elevated Branch—Grays Ferry Ave. O. H. Bridge.

**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.

**1167-A6. Phase Break.**

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.
East of Margie St.	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.)
Paoli	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
52nd Street	1	Cat. Br. 4.35	100 Ft. Westward from Westward End of Tunnel for Movement Against the Current of Traffic
52nd Street	2	Cat. Br. 4.32	250 Ft. Westward from Westward End of Jumpover
52nd Street	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 Pennsylvania-30th Street (Platforms 4 and 5), River Line.

**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.-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.

Fireman 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 Broad Street 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 Broad Street 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 Broad Street Suburban Station.

Dead-head trains moving from Broad Street Suburban Station to the Powelton Avenue multiple unit yard may be moved with the blower switches open. Shifting crews will close the blower motor switch on double-unit equipment when required for shifting or movement to Powelton Avenue multiple unit yard.

Dead-head trains moving from Powelton Avenue multiple unit yard to Broad Street Suburban station will have the blower motor switches open prior to departure from Powelton Avenue multiple unit yard.

When cab signal test cannot be made with the blower stopped, the blower motor switch must be closed.

### **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 Broad Street Suburban station and Broad Street station and Mail Platform, Penna.-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.-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 Spring Garden Street overhead bridge and on northward trains not later than passing South Street overhead bridge.

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.

Trainmen will observe if steam escapes out rear end valve, after leaving Penna.-30th Street.

## **Operation of Steam Heat Boilers—Broad St. 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:

Telephone Booth, east end track No. 9, Broad Street station;  
 Station Master's Office, Broad Street Suburban station;  
 Assistant Yard Master's Office, Broad Street 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 Broad Street or Broad Street 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 Broad Street Suburban Station.**

**1167-A21.** At Broad Street 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 Broad Street Suburban station. The proper sectionalizing switch must be opened before raising or before lowering pantographs in Broad Street 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 Broad Street 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 employe performing this operation must stand on the end ladder of car.

On account of close catenary clearance on tracks, employes 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 locomotives, detoured via foreign lines or to tracks other than normal route, with steam

locomotives 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.-30th St. Station)

Train Dispatchers in charge as follows:

**Main Line to Paoli  
to Holmes  
to Darby**

**Branches:**

D.R.R.R. & B. Co. West Chester

Chestnut Hill River Line

Fort Washington W. Phila. Elevated

Schuylkill Grays Ferry

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 employees will be governed by The Pennsylvania Railroad Book of Rules, Supplemental Instructions to Operating Signal and Interlocking Rules 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
River Line	No. 1 and No. 4	Zoo Interlocking	Arsenal 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 (Broad Street 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

**1280-A to 1294-A1. Signal aspects not in conformity with the typical aspects, in service:**

## **1285A-A1. Distant Switch Indicator.**



Note: Y-Yellow; G-Green.



Indication—Switch open.  
Name—Caution Indicator.

Indication—Switch closed.  
Name—Clear Indicator.

## **CAB SIGNALS**

**1295-A1. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:**

	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
	Westward and Eastward	34th Street	Girard Avenue Undergrade Bridge
	Eastward and Westward		New York and Pittsburgh Subway
Zoo Interlocking	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 Inter- locking), No. 2, No. 3 and No. 4	Brill Interlocking	Division Post (Maryland Division)
River Line	No. 1 and No. 4	Arsenal	Zoo
	No. 7, No. 8, No. 9 and No. 10	Penn Interlocking	
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)

	TRACK	BETWEEN	AND
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

### 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—Broad Street Suburban Station.

**1295-A3.** On certain trains at Broad Street 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 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			
Fort Washington	Single	Allen Lane Interlocking	WI Block-Limit Station
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			
Fort Washington	Single	Allen Lane Interlocking	WI Block-Limit Station
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 and 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 taking siding at West Reading and East Birdsboro must report clear of main track.

**AUTOMATIC BLOCK SYSTEM**

**1501-A1.** Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

	TRACK	BETWEEN	AND
Broad Street 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 (Broad Street 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:**

	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. & 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
River Line	No. 1 and No. 4	Zoo Interlocking	Arsenal 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 Valley 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

### **A and Broad Interlockings—Station Track Occupancy.**

**1605-A1.** A Interlocking—Eastward signals, Bridge No. 2 and Broad Interlocking—Eastward signals between 18th and 19th Streets:

When Aspect **Rule 288**, Fig. B, is displayed it will, in addition, indicate that station track to which train is routed is either clear or occupied by two cars at the block end.

When Aspect **Rule 290**, Fig. B, is displayed it will, in addition, indicate that station track to which train is routed is occupied by three or more cars which may be found at any point on the station track.

**1606-A1.** Emergency Signals—Whistle or Horn, in service as follows:

A, Zoo, Ford, Overbrook, Arsenal, Broad, North Phila., Holmes, Bryn Mawr, Brill, Penrose, Penn, Shore, Valley and Paoli.

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.

### **A and 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 Broad Street 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.



**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., September 21, 1950.

**GENERAL ORDER No. 2101**

**Effective 2.01 A.M., Sunday, September 24, 1950**

**Applies in All Zones**

- (a) Time-Table No. 21 in effect. It contains the necessary instructions issued in general orders up to and including No. 2014, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 21 to see that his copy is complete, with pages properly lined up, and note changes.

Employes must turn in Time-Table No. 20 to bulletin board attendant after Time-Table No. 21 takes effect.

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**Applies in Zone A**

- (b) MAIN LINE TO PAOLI  
PAOLI PASSENGER STATION  
Trains and engines on No. 1, No. 2, No. 3 and No. 4 track must not exceed a speed of 30 miles per hour between eastward home signal (located 1,648 feet east of Paoli passenger station) and westward home signal (located 2,289 feet east of Paoli passenger station) account construction of underpass at Bear Road, Paoli.

Special Instruction 1157-C1 changed.

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**Applies in Zone D**

- (c) SCHUYLKILL BRANCH  
CARBON BLOCK STATION  
Main track from a point 40 feet west of Carbon block station to a point 960 feet west of Carbon block station out of service.  
Carbon middle track from a point 145 feet west of Carbon block station to a point 745 feet west of Carbon block station out of service.

That portion of scale track between switch leading to scale and switch leading to Reading Company interchange track and all hand-operated switches and crossovers leading to or from this portion of track in service as main track.

Trains and engines on main track must not exceed a speed of 10 miles per hour account underpass construction program between Carbon block station and a point 960 feet west of Carbon block station.

Special Instruction 1157-C1 changed.

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This General Order is printed in Time-Table No. 21 and will not be issued in sticker form.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., October 13, 1950.

**GENERAL ORDER No. 2103**

**Effective 12.01 P.M., Monday, October 16, 1950**

**Applies in Zone E**

**(a) WEST CHESTER BRANCH  
WALLINGFORD**

Fixed signal No. B126, located 1234 feet south of Wallingford, governing northward movement on No. 1 track, moved south 477 feet, and number changed to B128.

Fixed signal No. B125 located 461 feet south of Wallingford, governing southward movement on No. 2 track, moved south 331 feet.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., NOVEMBER 10, 1950.

**GENERAL ORDER No. 2104**

**Effective 10.01 A.M., Monday, November 13, 1950**

**Applies in Zone D**

- (a) SCHUYLKILL BRANCH  
POTTSTOWN (HANOVER STREET)

Eastward trains and engines from a point 1,000 feet west of Hanover Street to Hanover Street, and westward trains and engines from a point 1,000 feet east of Hanover Street to Hanover Street, must not exceed a speed of fifteen (15) miles per hour.

Special Instruction 1157-F1 changed.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., OCTOBER 9, 1950.

**GENERAL ORDER No. 2102**

**Effective 12.01 P. M., Thursday, October 12, 1950**

**Applies in Zone D**

**(a) SCHUYLKILL BRANCH**

**CARBON BLOCK STATION**

Paragraph (c), of General Order No. 2101, referring to underpass construction program between Carbon block station and a point 960 feet west of Carbon block station, annulled.

Carbon middle track, from a point 145 feet west of Carbon block station to a point 745 feet west of Carbon block station and scale runaround track, out of service.

That portion of scale track between switch leading to scale and switch leading to Reading Company interchange track and all hand-operated switches and crossovers leading to or from this portion of track out of service.

Main track, from a point 240 feet west of Carbon block station to a point 960 feet west of Carbon block station, relocated and in service, as shown on attached diagram.

Facing hand-operated switch for westward movements in main track 350 feet west of Carbon block station leading to Reading Company interchange track and facing hand-operated switch for eastward movements in main track 240 feet west of Carbon block station leading to scale track, in service, as shown on attached diagram.

Diagram attached is part of this General Order. Solid lines indicate track in service. Broken lines indicate track out of service.

Trains and engines on main track must not exceed a speed of five (5) miles per hour account underpass construction program between Carbon block station and a point 960 feet west of Carbon block station.

Special Instruction 1157-C1 changed.

**J. S. GILLUM,**

Superintendent.

Diagram Is A Part of  
**General Order No. 2102**  
**Zone D**



U.G. Br. No. 93.59

Key:

- Solid Lines Indicate Tracks In Service
- - - Broken Lines Indicate Tracks Out Of Service

Carbon Black Station

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., November 16, 1950.

**GENERAL ORDER No. 2105**

**Effective 2.01 A.M., Sunday, November 19, 1950**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedule of No. 962 added.

Schedule of No. 919, No. 904, No. 928, No. 944, No. 946, No. 948, No. 726 and No. 743 changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 919 over blank column, page 26.

Blank coupon over No. 919, page 27.

No. 904 over blank column, page 82.

Blank coupon over No. 904, page 83.

Blank coupon over No. 726, page 101.

No. 726 over blank column, page 102.

No. 962 over blank column, page 106.

No. 928 over No. 928, page 107.

No. 944 over No. 944, page 121.

No. 946 over blank column, page 122.

Blank coupon over No. 946, page 123.

No. 948 over No. 948, page 125.

No. 726 over No. 726, page 149.

No. 743 over No. 743, page 152.

No. 927, No. 929, No. 931, No. 973 and No. 939 will run with **MU** equipment.

**S** stop for No. 739 at Wawa at 8.32 P.M., page 151, added.  
Employees must correct pages 42, 45, 47, 50, 57 and 151 in ink.

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**Applies in Zone D**

**(b) SCHUYLKILL BRANCH  
CARBON BLOCK STATION**

Referring to General Order 2102, engines larger than class H9 are prohibited on scale track between scale and facing hand-operated switch for eastward movements on main track 240 feet west of Carbon Block Station.

Special Instruction 1160-A1 changed.

**J. S. GILLUM,**  
Superintendent.

Page 13  
Column

D

**PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., November 30, 1950.

**GENERAL ORDER No. 2106**

**Applies in Zone C**

**Effective as specified below, Saturday,  
December 2, 1950**

**(a) WEST PHILADELPHIA**

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., December 1, 1950.

**GENERAL ORDER No. 2107**

**Effective 12.01 A.M., Sunday, December 3, 1950**

**Applies in All Zones**

**(a) TIME-TABLE SPECIAL INSTRUCTIONS  
REFERRING TO Rule D-93.**

**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
Broad St. 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	No. 1 and No. 4	Zoo Interlocking	Arsenal Interlocking
River Line			
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

**Special Instruction 1093-B1 changed.**

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table over Special Instruction 1093-B1, page 183.

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**Applies in Zone D**

**(b) SCHUYLKILL BRANCH  
GIRARDVILLE YARD RUNNING TRACK**

Girardville yard running track, extending between a point 200 feet east of bridge 0.90 and Wm. Penn Colliery, controlled by Carbon Block Station, out of service.

**Special Instruction 1151-G2 changed.**

**Special Instruction 1160-B11 annulled.**

**J. S. GILLUM,**  
Superintendent.

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**THE PENNSYLVANIA RAILROAD**  
**PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., December 1, 1950.

**GENERAL ORDER No. 2108**

**Effective 10.01 A.M., Monday, December 4, 1950**

**Applies in All Zones**

(a) **TIME-TABLE AUTHORITY**

Schedule of No. 113 and No. 194 added.

Schedule of No. 106 changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 113 over blank column, page 47.

No. 194 over blank column, page 99.

No. 106 over No. 106, page 106.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD**  
**PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., DECEMBER 29, 1950.

**GENERAL ORDER No. 2109**

**Effective 2.01 A.M., Wednesday, January 3, 1951**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedule of No. 739, No. 743 and No. 740 changed.  
Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:  
No. 739 over No. 739, page 151.  
No. 743 over No. 743, page 152.  
No. 740 over No. 740, page 151.

**(b) TRAIN SIGNALS**

**Referring—Rule 19a**

Special Instruction 1019a—A1 annulled.

**Applies in Zone C**

**(c) ELECTRICAL OPERATION**

**Blowers—Multiple Unit Equipment**

On multiple unit trains departing from Broad Street or Broad Street Suburban Stations, car inspectors will close all blower motor switches four (4) minutes before scheduled departing time. As soon as practical after train has departed from Broad Street or Broad Street Suburban Stations 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 Broad Street or Broad Street Suburban Stations.

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 Broad Street or Broad Street Suburban Stations 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 Broad Street or Broad Street Suburban Stations or Powelton Avenue multiple unit yard.  
Special Instruction 1167—A12 changed.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., JANUARY 12, 1951.

**GENERAL ORDER No. 2110**

**Effective 10.01 A. M., Monday, January 15, 1951**

**Applies in Zone D**

- (a) **SCHUYLKILL BRANCH  
BROOKE INTERLOCKING**  
East Birdsboro and West Brooke as remotely controlled interlockings out of service.  
Limits of Brooke interlocking extended to include all routes, switches and signals between East Birdsboro and West Brooke as shown on attached diagram. Interlocking rules apply within these limits.  
Birdsboro Siding changed to Birdsboro track; Brooke Siding changed to Brooke track and controlled by signalman at Brooke. An interlocking signal routing to these tracks will, in addition, convey authority to proceed. Special instruction 1157-J1 applies.  
Westward trains clearing main track at east end Brooke on Birdsboro track must report when clear of interlocking. Special instruction 1365-A1 changed.  
Special instruction 1014(1)-A1 changed.  
Special instruction 1157-D1 changed.  
List of Interlockings, Sidings, etc., changed.
- (b) **SCHUYLKILL BRANCH  
READING INTERLOCKING**  
East Reading and West Reading as remotely controlled interlockings out of service.  
Limits of Reading interlocking extended to include all routes, switches and signals between East Reading and West Reading, as shown on attached diagram. Interlocking rules apply within these limits.  
East Reading Siding changed to East Reading track; Reading Siding changed to Reading track and controlled by signalman at Reading. An interlocking signal routing to these tracks will, in addition, convey authority to proceed. Special instruction 1157-J1 applies.  
Eastward trains and yard engines clearing main track at west end Reading on Reading track must report when clear of interlocking. Special instruction 1365-A1 changed.  
List of Interlockings, Sidings, etc., changed.

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**Applies in Zone C**

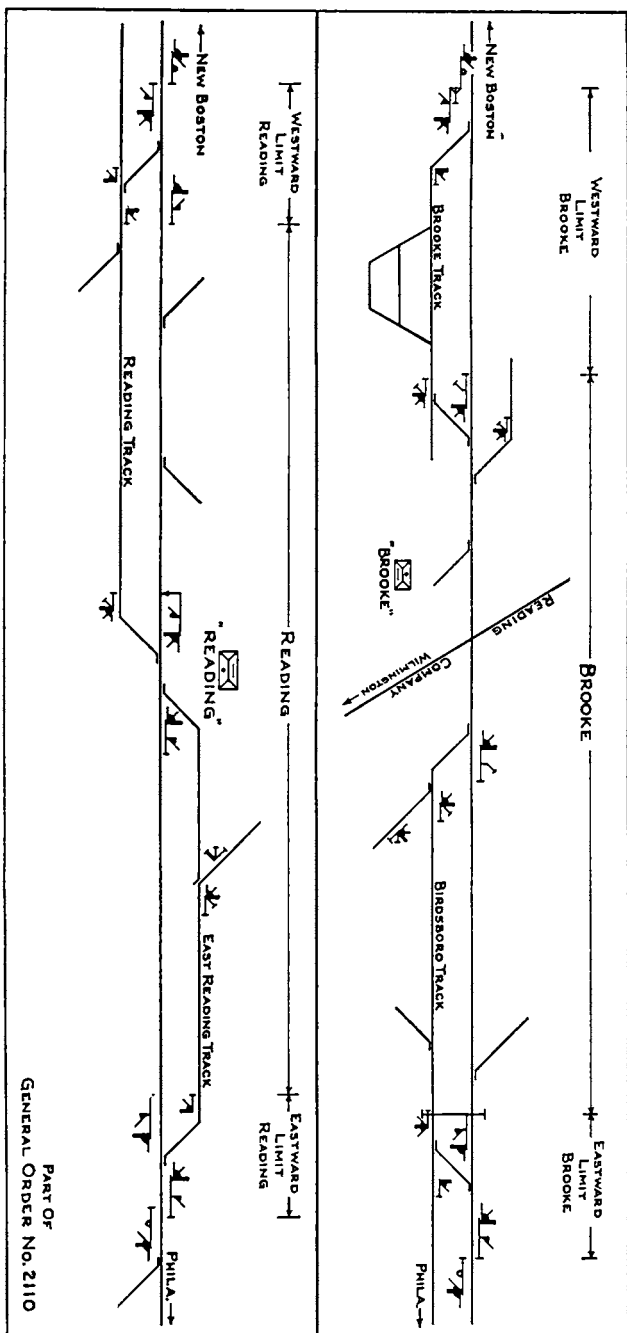
- (c) **ELECTRICAL OPERATION  
RIVER LINE-DRAVO TRACK**  
Dravo track equipped for A.C. electrical operation a distance of 400 feet instead of 1,000 feet from north end of track. A.C. MOTOR STOP sign in service.  
Special instruction 1167-A1 changed.

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**Applies in Zone A**

- (d) **MAIN LINE TO PAOLI  
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 flagman of eastward trains unless push-button is out of order.  
Special instruction 1099-A3 changed.

**J. S. GILLUM,**  
Superintendent,



PART OF  
GENERAL ORDER NO. 2110

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., JANUARY 29, 1951.

**GENERAL ORDER No. 2111**

**Effective 9.30 A.M., Thursday, February 1, 1951**

**Applies in Zone E**

**(a) WEST CHESTER BRANCH  
WALLINGFORD—FIRST CROSSING, NORTHWARD  
FROM**

Automatic highway crossing short arm gates and flashing light signals protecting first crossing, northward from Wallingford station, in service.

Automatic flashing light signals and short arm gates operate when trains approach crossing in either direction, but do not relieve enginemen from complying with **Rules 14(1) and 30.**

Any part of a train or engine movement on track circuits extending 70 feet in both directions from the crossing, will cause gates to protect highway traffic.

Clearance points of track circuits are indicated by yellow marks on rails.

All movements approaching at slow speed, shifting movements and approaching movements resumed after having stopped, must be prepared to stop before passing over the crossing unless automatic protection is operating. If the automatic highway protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed by **Rule 103a.**

Special Instruction 1157-F1, changed.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., February 1, 1951.

**GENERAL ORDER No. 2112**

**Effective 2.01 A.M., Monday, February 5, 1951**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedule of No. 695, No. 697 and No. 696 withdrawn.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Blank coupon over No. 695, Page 137.

Blank coupon over No. 697, Page 137.

Blank coupon over No. 696, Page 144.

**(b) EQUIPMENT RESTRICTIONS**

**MODEL 40 BURRO CRANES**

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

**(c) REFERRING TO SPECIAL INSTRUCTION  
1155-A15**

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.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD**  
**PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., MARCH 20, 1951.

**GENERAL ORDER No. 2113**

**Effective 8.01 A.M., Monday, March 26, 1951**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedule of No. 117, No. 181, No. 180 and No. 116 changed. Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Nos. 117, 181, 180 and 116 over corresponding schedules, pages 33, 43, 103 and 113.

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**Applies in Zone C**

**(b) RIVER LINE**

**PENNA.-30TH ST. STATION**

Trains and engines on No. 4 track must not exceed a speed of 25 miles per hour between a point 900 feet south of south end of station platform, Penna.-30th St., and a point 3,000 feet south of south end of station platform, Penna.-30th St.

Referring to Supplemental instruction 4038-A, yellow and green lights and flags in service.

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**Applies in Zone E**

**(c) WEST CHESTER BRANCH**

**LANSDOWNE**

Movements may be made over Union Avenue and Wycombe Avenue crossings at a speed not to exceed 6 miles per hour between the hours of: Weekdays, 12.10 A.M. and 6.15 A.M.; Sunday, 12.10 A.M. and 7.10 A.M.

Special instruction 1157-F1 changed.

Special instruction 1103a-B3 annulled.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD**  
**PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., March 26, 1951.

**GENERAL ORDER No. 2114**

**Effective 11.30 A.M., Monday, April 2, 1951**

**Applies in Zone E**

**(a) PROTECTION FOR PUBLIC CROSSINGS AT GRADE**

**WEST CHESTER BRANCH**

**LANSDOWNE (UNION AVE. AND WYCOMBE AVE.)**

Automatic highway crossing short arm gates and flashing light signals protecting Union Avenue and Wycombe Avenue, in service.

Automatic flashing light signals and short arm gates operate when trains approach crossing in either direction, but do not relieve enginemen from complying with **Rules 14(1) and 30.**

Any part of a train or engine movement on track circuits extending 70 feet in both directions from the crossing, will cause gates to protect highway traffic.

Clearance points of track circuits are indicated by yellow marks on rails.

All movements approaching at slow speed, shifting movements and approaching movements resumed after having stopped, must be prepared to stop before passing over the crossing unless automatic protection is operating. If the automatic highway protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed by **Rule 103a.**

That portion of special instruction 1157-F1 restricting movements over these crossings to not more than 6 miles per hour is annulled.

Paragraph (c), General Order 2113 annulled.

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**(b) MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED**

**WEST CHESTER BRANCH**

**FERNWOOD—LANSDOWNE**

Trains operating against current of traffic on No. 1 track between Fernwood and Lansdowne must not exceed a speed of 30 miles per hour. Special Instruction 1157-C8 changed.

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**(c) WEST CHESTER BRANCH**

**FERNWOOD (NEWTOWN SQUARE TRACK)**

To avoid unnecessary operation of automatic highway crossing protection signals at Union Avenue, Lansdowne, movements of southward trains on No. 2 track 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.

**J. S. GILLUM,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., APRIL 4, 1951.

**GENERAL ORDER No. 2115**

**Effective 8.01 A.M., Monday, April 9, 1951**

**Applies in Zone C**

**(a) ELECTRICAL OPERATION**

**RIVER LINE-DRAVO TRACK**

Dravo track, equipped for A.C. electrical operation, out of service.

Special instruction 1167-A1 changed.

**J. S. GILLUM,**  
Superintendent.



**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA TERMINAL DIVISION**

PHILADELPHIA, PA., APRIL 9, 1951.

**GENERAL ORDER No. 2116**

**Effective 3.01 P. M., Sunday, April 15, 1951**

**Applies in Zone D**

**(a) SCHUYLKILL BRANCH  
CARBON BLOCK STATION**

General Order No. 2102 and paragraph (b) of General Order No. 2105, referring to underpass construction program between Carbon block station and a point 960 feet west of Carbon block station, annulled.

Main track, from a point 240 feet west of Carbon block station to a point 960 feet west of Carbon block station, relocated and in service, as shown on attached diagram.

Facing hand-operated switch for westward movements in main track 420 feet west of Carbon block station leading to Reading Company interchange track and facing hand-operated switch for eastward movements in main track 350 feet west of Carbon block station leading to scale track, in service, as shown on attached diagram.

Diagram attached is part of this General Order and indicates relocated track and switches in service.

Trains on main track, from a point 240 feet west of Carbon block station to a point 960 feet west of Carbon block station, must not exceed a speed of 15 miles per hour.

Special Instruction 1157-C1 changed.

Referring to Supplemental Instruction 4038-A, yellow and green lights and flags in service.

**J. S. GILLUM,**  
Superintendent.

Diagram Is A Part of  
**General Order No 2116**  
**Zone D**

