

*O. S. Bayles.*  
*Delmarva Division,*  
**The Pennsylvania Railroad**

**EASTERN REGION**

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**PHILADELPHIA TERMINAL  
DIVISION**

**RICHARD STAIR  
~~404 S. 6TH ST.~~  
CHAMPAIGN, ILL.**

**Time Table No. 37**

**In Effect 2.01 A. M., Sunday  
April 27, 1941**

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**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

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**EASTERN STANDARD TIME**

---

**W. C. HIGGINBOTTOM,**  
General Manager.

**A. F. McINTYRE,**  
Sup't Passenger Transportation.

**P. W. NEFF,**  
Superintendent.

**H. H. PEVLER,**  
Sup't Freight Transportation.

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<http://PRR.Railfan.net>

2024

*Q. J. Doyle*

# **The Pennsylvania Railroad**

**EASTERN REGION**

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## **Philadelphia Terminal Division**

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Interlockings	Block Station	Dist. Between Stations	Dist. From Philadelphia	STATIONS	Station Signals	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
				PHILA.-BROAD STREET				
				BROAD STREET SUBURBAN				
I	B	0.2	0.2	A				
I	B	0.2	0.2	BROAD				
I	B	0.7	0.9	PENN				
		0.7	0.9	PENNSYLVANIA				
		0.7	0.9	PENNA.-30th STREET				
I	B	1.2	2.1	ARSENAL				
I	B	2.0	4.1	BRILL				
		1.9	6.0	DARBY				
		1.1	3.2	49th STREET				
I	B	1.5	2.4	ZOO				
I	B		5.3	NORTH PHILADELPHIA				
		2.9	5.3	NORTH PHILADELPHIA				
		1.1	6.4	NORTH PENN				
I	B	1.8	8.2	SHORE				
		0.3	8.5	FRANKFORD JUNCTION				
I	B	2.4	10.9	JERSEY (Atlantic Division)				
I	B	0.6	9.1	FORD				
		0.3	9.4	FRANKFORD				
		0.8	10.2	BRIDESBURG				
		0.8	11.0	WISSINOMING				
		1.1	12.1	TACONY				
I	B	0.9	13.0	HOLMES				
		0.1	13.1	HOLMESBURG JUNCTION				
		0.8	6.1	WESTMORELAND				
		1.4	7.5	QUEEN LANE				
		0.6	8.1	CHELLEN AVENUE				
		0.4	8.5	TULPEHOCKEN				
		0.6	9.1	UPSAL				
		0.6	9.7	CARPENTER				
		0.4	10.1	ALLEN LANE				
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		0.7	10.8	GERMANTOWN ROAD				
		0.8	11.6	EAST LANE				
		0.4	12.0	ASBESTOS				
		0.5	12.5	HILL CREST				
		0.7	13.2	LAVEROCK				
		0.3	13.5	SANDY HILL				
		0.6	14.1	ENFIELD				
		1.0	15.1	SUNNYBROOK				
		0.8	15.9	WYE				
		1.5	16.6	WHITE MARSH				
	B	1.5	16.6	WI	WI			
		0.8	10.9	ST. MARTINS				
		0.5	11.4	HIGHLAND				
	B	0.5	11.9	CHESTNUT HILL				
		3.0	3.9	52nd STREET				
I	B	0.1	4.0	VALLEY				
P		0.5	4.5	PARK				
I	B		5.4	OVERBROOK				
		1.4	5.4	OVERBROOK				
		0.6	6.0	MERION				
		0.8	6.8	NARBERTH				
		0.6	7.4	WYNNEWOOD				
		1.1	8.5	ARDMORE				
		0.6	9.1	HAVERFORD				
		1.0	10.1	BRYN MAWR				
I	B		10.1	BRYN MAWR				
		0.8	10.9	ROSEMONT				
		1.1	12.0	VILLANOVA				
		1.0	13.0	RADNOR				
		0.7	13.7	ST. DAVIDS				
		0.8	14.5	WAYNE				
		0.9	15.4	STRAFFORD				
		1.0	16.4	DEVON				
		1.1	17.5	BERWYN				
		1.1	18.6	DAYLESFORD				
		1.2	19.8	PAOLI				
I	B	0.1	19.9	PAOLI				

Interlockings	Block Station	Dist. Between Stations	Dist. From Philadelphia	SCHUYLKILL BRANCH STATIONS	Station Signals	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
P		0.5	4.5	PARK				
		0.3	4.8	WYNNEFIELD AVENUE				
		0.8	5.6	BALA				44
		0.4	6.0	CYNWYD				
		0.3	6.8	BARMOUTH				
		1.0	7.8	MANAYUNK				
		1.7	9.5	SHAWMONT				52
		1.3	10.8	MIQUON				
		1.5	12.3	SPRING MILL				
		1.2	13.5	CONSHOHOCKEN				
		1.5	15.0	IVY ROCK				
		0.3	15.8	EARNEST				
I	B	0.6	16.4	NORRIS				
		1.0	17.4	NORRISTOWN				
P		0.1	17.5	SWEDE				
P		0.6	18.1	HAWS AVENUE				

Interlockings	Block Station	Dist. Between Stations	Dist. From Philadelphia	WEST CHESTER BRANCH STATIONS	Station Signals	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
I	B	1.2	2.1	ARSENAL				
		1.1	3.2	FORTY-NINTH STREET				
		1.2	4.4	ANGORA				
		1.0	5.4	FERNWOOD				
		0.9	6.3	LANSDOWNE				
		0.6	6.9	GLADSTONE				
		0.6	7.5	CLIFTON				
		0.6	8.1	PRIMOS				
		0.7	8.8	SECANE				
		1.1	9.9	MORTON				
		1.3	11.2	SWARTHMORE				
		1.1	12.3	WALLINGFORD				
		0.9	13.2	MOYLAN-ROSE VALLEY				
		0.8	14.0	MEDIA				
P		1.0	15.0	ELWYN				
		0.8	15.8	WILLIAMSON SCHOOL				
		0.8	16.6	GLEN RIDDLE				
P		0.7	17.3	LENNI				
I	B	0.7	18.0	WAWA				
		0.7	18.7	DARLINGTON				
	B	1.5	20.2	GLEN MILLS				29
		1.3	21.5	LOCKSLEY				
	B	0.7	22.2	CHEYNEY				24
		1.7	23.9	WESTTOWN				
		1.5	25.4	OAKBOURNE				
	B	2.0	27.4	WEST CHESTER				

Interlockings	Block Station	Dist. Between Stations	Dist. From Zoo Interlocking Station	RIVER LINE STATIONS	Station Signals	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
I	B	1.5	1.5	ZOO				
I	B	1.5	1.5	PENNSYLVANIA				
I	B	1.1	2.6	PENN				
				ARSENAL				

Interlockings	Block Station	Dist. Between Stations	Dist. From Zoo Interlocking Station	WEST PHILADELPHIA ELEVATED BRANCH STATIONS	Station Signals	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
I	B	2.5	2.5	ZOO				
I	B	2.0	4.0	ARSENAL				
I	B			BRILL				



Interlockings	Block Station	Dist. Between Stations	Dist. From Arsenal Interlocking Station	DELAWARE EXTENSION AND DELAWARE EXTENSION ELEVATED BRANCH BETWEEN ARSENAL INTERLOCKING AND D-21 STATIONS	Station Signals	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
I	B	2.1	2.1	ARSENAL				
		2.3	4.4	WOLF SWITCHES				
		0.8	5.2	STADIUM				
		1.4	6.6	D-22				
				D-21				

(NOTE) (I) Interlocking Station and Plant.  
(P) Interlocking Plant—Remote Controlled.  
(A) Interlocking Plant—Automatic.  
(B) Attended Block Station.  
(†B) Unattended Block Station.  
† Emergency Block Station—Opened by Train Order.

All Block Stations open continuously except:

**CHESTNUT HILL BRANCH**

**CHESTNUT HILL** Closed daily 10:15 P.M. to 5:45 A.M.

**ALLEN LANE** Closed daily 6:01 P.M. to 6:01 A.M. and all day Sundays, Memorial, Independence and Labor Days.

**WEST CHESTER BRANCH**

**GLEN MILLS** Closed daily 1:50 P.M. to 5:35 A.M. and all day Sundays, Memorial, Independence and Labor Days.

**CHEYNEY** Closed daily 6:10 P.M. to 6:45 A.M.; 11:45 A.M. to 1:50 P.M. and all day Sundays.

**WEST CHESTER** Closed daily, including Sundays, 9:00 P.M. to 5:20 A.M.

Unattended Block Stations:

**FORT WASHINGTON BRANCH**

†WI, **WHITEMARSH** Controlled from Allen Lane when open and from North Philadelphia when Allen Lane is closed.

## OUTWARD

STATIONS	FIRST CLASS			
	●1 DAILY EX. MON.	172 DAILY	61 DAILY	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.	.....	.....	.....	.....
BROAD ST.-Suburban	.....	.....	.....	.....
PENNSYLVANIA	.....	\$ 12.22	.....	.....
PENNA.-30th ST.	.....	.....	.....	.....
ARSENAL	.....	.....	.....	.....
BRILL	.....	.....	.....	.....
DARBY	.....	.....	.....	.....
FORTY-NINTH ST.	.....	.....	.....	.....
ZOO	12.23	12.26	12.33	.....
NORTH PHILA. {	.....	\$ 12.31	.....	.....
NORTH PENN.	.....	12.35	.....	.....
SHORE	.....	.....	.....	.....
FRANKFORD JOT	.....	.....	.....	.....
JERSEY (Att. Div.)	.....	.....	.....	.....
FRANKFORD	.....	.....	.....	.....
BRIDESBURG	.....	.....	.....	.....
WISSINOMING	.....	.....	.....	.....
TACONY	.....	.....	.....	.....
HOLMESBURG JOT	.....	12.40	.....	.....
WESTMORELAND	.....	.....	.....	.....
QUEEN LANE	.....	.....	.....	.....
CHELTEN AVENUE	.....	.....	.....	.....
TULPEHOOKEN	.....	.....	.....	.....
UPSAL	.....	.....	.....	.....
CARPENTER	.....	.....	.....	.....
ALLEN LANE	.....	.....	.....	.....
GERMANTOWN RD	Fort Washington Branch	Will Not Run May 31, July 5, Sept. 2	.....	.....
EAST LANE			.....	.....
ASBESTOS			.....	.....
HILL OREST			.....	.....
LAVEROOK			.....	.....
SANDY HILL	.....	.....	.....	.....
ENFIELD	.....	.....	.....	.....
SUNNYBROOK	.....	.....	.....	.....
WHITE MARSH Ar.	.....	.....	.....	.....
ST. MARTINS	.....	.....	.....	.....
HIGHLAND	.....	.....	.....	.....
CHESTNUT HILL Ar.	.....	.....	.....	.....
FIFTY-SECOND ST.	12.27	.....	12.37	.....
OVERBROOK	12.29	.....	12.39	.....
MERION	.....	.....	.....	.....
NARBERTH	.....	.....	.....	.....
WYNNEWOOD	.....	.....	.....	.....
ARDMORE	.....	.....	.....	.....
HAVERFORD	.....	.....	.....	.....
BRYN MAWR	12.35	.....	12.44	.....
ROSEMONT	.....	.....	.....	.....
VILLANOVA	.....	.....	.....	.....
RADNOR	.....	.....	.....	.....
ST. DAVIDS	.....	.....	.....	.....
WAYNE	.....	.....	.....	.....
STRAFFORD	.....	.....	.....	.....
DEVON	.....	.....	.....	.....
BERWYN	.....	.....	.....	.....
DAYLESFORD	.....	.....	.....	.....
PAOLI	12.46	.....	12.55	.....
Arrive	A. M.	A. M.	A. M.	
	1	172	61	

# OUTWARD

7

FIRST CLASS					
79 DAILY	151 DAILY EX. MON.	●11 DAILY	101 DAILY	●18 DAILY	162 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
					\$ 2.30
			\$ 2.30		
					\$ 2.40
	1.07		2.34		
	1.11		2.37		
1.12		1.36		2.47	2.49
				2.52	\$ 2.56
				2.57	3.00
				3.02	3.07
	Will Leave Mail Platform 1.00 A.M.			Will Leave Mail Platform 2.38 A.M.	
	Will Not Run May 31, July 5, Sept. 2				
1.16		1.40			
1.18		1.42			
1.24		1.48			
F 1.35		1.59			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
79	151	11	101	18	162

## OUTWARD

STATIONS	FIRST CLASS			
	605 DAILY EX. SUN.	103 DAILY	107 DAILY	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.	\$ 2.40			
BROAD ST.-Suburban				
PENNSYLVANIA		3.15	3.24	
PENNA.-30th ST.	\$ 2.47			
ARSENAL		3.20	3.56	
BRILL		3.25	4.01	
DARBY				
FORTY-NINTH ST.				
ZOO	2.50			
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY (Alt. Div.)				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort W. sailing ton Branch			
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK			Will Leave Mail Platform 3.49 A.M.	
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar				
ST. MARTINS				
HIGHLAND				
CHESNUT HILL Ar.				
FIFTY-SECOND ST.	C 2.53			
OVERBROOK	2.55			
MERION				
NARBERTH	\$ 2.59			
WYNNEWOOD				
ARDMORE	\$ 3.06			
HAVERFORD	\$ 3.09			
BRYN MAWR	\$ 3.14			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS	F 3.21			
WAYNE	\$ 3.23			
STRAFFORD				
DEVON				
BERWYN	\$ 3.30			
DAYLESFORD				
PAOLI	\$ 3.35			
Arrive	A. M.	A. M.	A. M.	
	605	103	107	

## 9

## OUTWARD

STATIONS	FIRST CLASS			
	●4901 ‡DAILY EX. SUN.	625 ‡DAILY EX. SUN.	254 ‡DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 4.45	\$ 4.50	\$ 4.50	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 4.48	\$ 4.53	\$ 4.53	
ARSENAL	4.61			
BRILL	4.54			
DARBY	\$ 4.56			
FORTY-NINTH ST.				
ZOO		4.57	4.58	
NORTH PHILA.			\$ 5.03	
NORTH PENN.			\$ 5.06	
SHORE			5.08	
FRANKFORD JOT			\$ 5.09	
JERSEY (Atl. Div.)	MU	MU	MU	
FRANKFORD			\$ 5.11	
BRIDESBURG			\$ 5.13	
WISSINOMING			\$ 5.15	
FACONY			\$ 5.17	
HOLMESBURG JOT			\$ 5.20	
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
FULPEHOOKEN				
UPSAL				
OARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washington Branch	Will Not Run	Cuts Cars Off at Paoli	Will Not Run
EAST LANE		May 30,	Will Not Run	May 30,
ASBESTOS		July 4,	May 30,	July 4,
HILL OREST		Sept. 1	July 4,	Sept. 1
LAVEROOK			Sept. 1	
SANDY HILL	Ton Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST.		\$ 4.69		
OVERBROOK		\$ 5.02		
MERION		\$ 5.04		
NARBERTH		\$ 5.06		
WYNNEWOOD		\$ 5.08		
ARDMORE		\$ 5.14		
HAVERFORD		\$ 5.16		
BRYN MAWR		\$ 5.23		
ROSEMONT		\$ 5.25		
VILLANOVA		\$ 5.27		
RADNOR		\$ 5.30		
ST. DAVIDS		\$ 5.32		
WAYNE		\$ 5.35		
STRAFFORD		\$ 5.38		
DEVON		\$ 5.41		
BERWYN		\$ 5.44		
DAYLESFORD				
PAOLI		\$ 5.52		
Arrive	A. M.	A. M.	A. M.	
	4901	625	254	

# OUTWARD

11

FIRST CLASS					
●108 DAILY	415 ±DAILY EX. SUN.	4501 DAILY EX. SUN.	●5303 DAILY	◇60 DAILY	●5953 ±DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.12	\$ 5.15	\$ 5.25		\$ 5.30
\$ 4.58	\$ 5.15	\$ 5.18	\$ 5.28		\$ 5.33
	5.18	5.21			
	5.21				
	F 5.23				
		\$ 5.23			
5.02			5.31	5.33	5.37
\$ 5.07				D 5.38	
5.11				5.43	
	MU	MU	MU		MU
5.16				5.48	
	Will Not Run May 30, July 4, Sept. 1		Baggage Service Sunday and May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1
			\$ 5.33		\$ 5.39
			\$ 5.36		
			\$ 5.38		
			\$ 5.40		
			\$ 5.42		
			\$ 5.44		
			\$ 5.46		
			\$ 5.48		
			\$ 5.50		
			\$ 5.52		
			\$ 5.54		
			\$ 5.56		
			\$ 5.58		
			\$ 6.00		
			\$ 6.02		
			\$ 6.04		
			F 6.06		
			\$ 6.09		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
108	415	4501	5303	60	5953

## OUTWARD

STATIONS	FIRST CLASS			451 DAILY EX. SUN A. M.
	66	76	173	
	DAILY	DAILY	DAILY	
Leave	A. M.	A. M.	A. M.	A. M.
PHILA.-BROAD ST.				\$ 5.50
BROAD ST.-Suburban				
PENNSYLVANIA			\$ 5.41	
PENNA.-30th ST.				\$ 5.59
ARSENAL			5.45	6.03
BRILL			5.47	6.07
DARBY				
FORTY-NINTH ST.				
ZOO	5.41	5.47		
NORTH PHILA.	5.46	5.51		
NORTH PENN.				
SHORE	5.50	5.55		
FRANKFORD JOT.				
JERSEY (Atl. Div.)				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	5.55	6.00		
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOCKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.				
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Arrive	A. M.	A. M.	A. M.	A. M.
	66	76	173	451

P. T. Divn. G. O. 3703 A-B-D-E 3704 C 6-1-41



## OUTWARD

13

[illegible]

## OUTWARD

STATIONS	FIRST CLASS			
	●4034 ‡DAILY EX. SUN.	●4907 ‡DAILY EX. EX. SUN.	3854 ‡DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban		\$ 6.09	\$ 6.11	
PENNSYLVANIA				
PENNA.-30th ST.		\$ 6.12	\$ 6.14	
ARSENAL		6.15		
BRILL		6.18		
DARBY				
FORTY-NINTH ST.				
ZOO			6.18	
NORTH PHILA.			\$ 6.22	
NORTH PENN.			\$ 6.24	
SHORE			6.26	
FRANKFORD JOT.			\$ 6.27	
JERSEY (Atl. Div.)	MU	MU	MU	
FRANKFORD			\$ 6.29	
BRIDESBURG			\$ 6.31	
WISSINOMING			\$ 6.33	
TACONY			\$ 6.35	
HOLMESBURG JOT.			\$ 6.37	
WESTMORELAND	Will Not Run			
QUEEN LANE	May 30,			
OHELLEN AVENUE	July 4,			
TULPEHOOKEN	Sept. 1			
UPSAL				
CARPENTER				
ALLEN LANE	\$ 6.38			
GERMANTOWN RD	F 6.40			
EAST LANE	F 6.42	Will Not Run	Will Not Run	
ASBESTOS	F 6.43	May 30,	May 30,	
HILL OREST	F 6.45	July 4,	July 4,	
LAVEROOK	F 6.47	Sept. 1	Sept. 1	
SANDY HILL	F 6.48			
ENFIELD	F 6.49			
SUNNYBROOK	F 6.51			
WHITE MARSH Ar.	\$ 6.53			
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
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.	
	4034	4907	3854	

# OUTWARD

15

		CLASS			
●4503 ‡DAILY EX. SUN.	●5305 ‡DAILY EX. SUN.		38 DAILY	●4981 ‡DAILY EX. SUN.	●1067 (SEE NOTE)
A. M.	A. M.		A. M.	A. M.	A. M.
\$ 6.11	\$ 6.15			\$ 6.25	\$ 6.25
\$ 6.14	\$ 6.18			\$ 6.28	\$ 6.29
6.17				6.31	
				6.34	
				\$ 6.36	
\$ 6.19					
	6.21		6.21		6.34
			6.26		\$ 6.39
			6.30		6.44
					\$ 6.45
MU	MU			MU	6.51
			6.34		
Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1			Will Not Run May 30, July 4, Sept. 1	Will Run Sunday and July 4, Sept. 1 First Trip June 8
					Last Trip Sept. 1
	\$ 6.23				
	\$ 6.26				
	\$ 6.28				
	\$ 6.30				
	\$ 6.32				
	\$ 6.34				
	\$ 6.36				
	\$ 6.38				
	\$ 6.40				
	\$ 6.42				
	\$ 6.44				
	\$ 6.46				
	\$ 6.48				
	\$ 6.50				
	\$ 6.52				
	\$ 6.54				
	\$ 6.56				
	\$ 6.58				
A. M.	A. M.		A. M.	A. M.	A. M.
4503	5305		38	4981	1067

## OUTWARD

STATIONS	FIRST CLASS			
	◇40	●3936	401	
	DAILY	±DAILY EX. SUN.	DAILY	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.			\$ 6.40	
BROAD ST.-Suburban		\$ 6.40		
PENNSYLVANIA				
PENNA.-30th ST.		\$ 6.43	\$ 6.44	
ARSENAL			6.47	
BRILL			6.50	
DARBY				
FORTY-NINTH ST.				
ZOO	6.39	6.47		
NORTH PHILA.	D 6.44	\$ 6.51		
NORTH PENN.				
SHORE	6.48			
FRANKFORD JOT				
JERSEY (All. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT	6.53			
WESTMORELAND		\$ 6.53		
QUEEN LANE		\$ 6.56		
CHELLEN AVENUE		\$ 6.59		
TULPEHOOKEN		\$ 7.01		
UPSAL		\$ 7.03		
CARPENTER		\$ 7.05		
ALLEN LANE		\$ 7.08		
GERMANTOWN RD	Fort Washing ton Branch			
EAST LANE		Will Not Run		
ASBESTOS		May 30,		
HILL OREST		July 4,		
LAVEROOK		Sept. 1		
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS		\$ 7.10		
HIGHLAND		\$ 7.12		
CHESTNUT HILL Ar.		\$ 7.14		
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.	
	40	3936	401	

## OUTWARD

17

FIRST CLASS					
◇70 DAILY A. M.	●4909 ‡DAILY EX. SUN. A. M.	●5307 DAILY A. M.	●1003 (SEE NOTE) A. M.	5957 DAILY A. M.	●601 ‡DAILY EX. SAT. & SUN. A. M.
	\$ 6.44	\$ 6.45	\$ 6.45	\$ 6.48	\$ 6.50
	\$ 6.47	\$ 6.48	\$ 6.49	\$ 6.51	\$ 6.54
	6.50				
	6.53				
	\$ 6.55				
6.49		6.51	6.54	6.55	6.58
D 6.54			\$ 6.59		
6.58			7.03		
			\$ 7.04		
	MU	MU	7.10	MU	
7.02					
	Will Not Run May 30, July 4, Sept. 1		Will Run May 30, June 8 and 15, July 4, Sept. 1, Saturday		Will Not Run May 30, July 4, Sept. 1
			and Sunday June 21 to Sept. 7, Inc. Last trip Sept. 7		
		\$ 6.53		\$ 6.57	7.00
		\$ 6.56			7.02
		\$ 6.58			
		\$ 7.00			
		\$ 7.02			
		\$ 7.04			
		\$ 7.06			
		\$ 7.08			7.07
		\$ 7.10			
		\$ 7.12			
		\$ 7.14			
		\$ 7.16			
		\$ 7.18			
		\$ 7.20			
		\$ 7.22			
		\$ 7.24			
		\$ 7.26			
		\$ 7.29			\$ 7.17
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
70	4909	5307	1003	5957	601



## 19

## OUTWARD

STATIONS	FIRST CLASS			
	●5309 ‡DAILY EX. SUN.	30 DAILY	●4913 ‡DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 7.15		\$ 7.17	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 7.18		\$ 7.20	
ARSENAL			7.23	
BRILL			7.26	
DARBY				
FORTY-NINTH ST.				
ZOO	7.21	7.23		
NORTH PHILA.		\$ 7.28		
NORTH PENN.		7.32		
SHORE				
FRANKFORD JOT.				
JERSEY (Atl. Div.)	MU		MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		7.37		
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
OARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort W. ending ton Branch			
EAST LANE		Will Not Run	Will Not Run	
ASBESTOS		May 30,	May 30,	
HILL OREST		July 4,	July 4,	
LAVEROOK		Sept. 1	Sept. 1	
SANDY HILL	ton Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
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.	
	5309	30	4913	



## OUTWARD

21

FIRST CLASS					
●4505 DAILY EX. SUN. A. M.	●5959 †DAILY EX. SUN. A. M.	●3940 DAILY EX. SUN. A. M.	●1069 (SEE NOTE) A. M.	118 DAILY A. M.	403 DAILY EX. SUN. A. M.
			\$ 7.25		\$ 7.35
\$ 7.23	\$ 7.23	\$ 7.24			
\$ 7.26	\$ 7.26	\$ 7.27	\$ 7.29	\$ 7.36	\$ 7.39
7.29					7.42
					7.45
\$ 7.31					
	7.30	7.31	7.34	7.40	
		\$ 7.35	\$ 7.39	\$ 7.45	
			7.44	7.49	
			\$ 7.45		
MU	MU	MU	7.51		
				7.53	
		\$ 7.37			
		\$ 7.39			
		\$ 7.41			
		\$ 7.42			
		\$ 7.44			
		\$ 7.46			
		\$ 7.48			
	Will Not Run May 30, July 4, Sept. 1	Baggage Service May 30, July 4, Sept. 1	Will Run Sunday and July 4, Sept. 1 First Trip June 22		
			Last Trip Sept. 1		
		\$ 7.50			
		F 7.52			
		\$ 7.54			
	\$ 7.32				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
4505	5959	3940	1069	118	403

## OUTWARD

STATIONS	FIRST CLASS			
	◇48	832	4915	
	DAILY	(SEE NOTE)	± DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.		\$ 7.40		
BROAD ST.-Suburban			\$ 7.44	
PENNSYLVANIA				
PENNA.-30th ST.		\$ 7.44	\$ 7.47	
ARSENAL			7.50	
BRILL			7.53	
DARBY			\$ 7.55	
FORTY-NINTH ST.				
ZOO	7.45	7.49		
NORTH PHILA.	D 7.50	\$ 7.54		
NORTH PENN.				
SHORE	7.55	7.59		
FRANKFORD JOT.				
JERSEY (Att. Div.)			MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	8.00	8.04		
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort W. siding	Will Run Sunday and May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK	ton Branch			
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
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.	
	48	832	4915	

# OUTWARD

23

FIRST CLASS					
⊕5311 DAILY	4603 SUNDAY ONLY	1005 DAILY	28 DAILY	●182 DAILY	3942 ⊕DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.45	\$ 7.45	\$ 7.45		\$ 8.00	\$ 8.04
\$ 7.48	\$ 7.48	\$ 7.49		\$ 8.04	\$ 8.07
	7.51				
	\$ 7.53				
7.52		7.54	8.02	8.08	8.11
		\$ 7.59	8.08	\$ 8.12	\$ 8.15
		8.04	8.12	8.16	
		\$ 8.05			
MU	MU	8.11			MU
			8.16	8.20	
					\$ 8.17
					\$ 8.19
					\$ 8.21
					\$ 8.22
					\$ 8.24
					\$ 8.26
					\$ 8.28
					Will Not Run May 30, July 4, Sept. 1
					\$ 8.30
					F 8.32
					\$ 8.34
\$ 7.54					
\$ 7.57					
\$ 7.59					
\$ 8.01					
\$ 8.03					
\$ 8.05					
\$ 8.07					
\$ 8.09					
\$ 8.11					
\$ 8.13					
\$ 8.15					
\$ 8.17					
\$ 8.19					
\$ 8.21					
\$ 8.23					
\$ 8.25					
F 8.27					
\$ 8.29					
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
5311	4603	1005	28	182	3942

## OUTWARD

STATIONS	FIRST CLASS			
	64	5313	1053	
	DAILY	DAILY	SUNDAY ONLY	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.			\$ 8.25	
BROAD ST.-Suburban		\$ 8.15		
PENNSYLVANIA				
PENNA.-30th ST.		\$ 8.18	\$ 8.29	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	8.12	8.21	8.34	
NORTH PHILA.	8.17		\$ 8.39	
NORTH PENN.	8.21		8.44	
SHORE			\$ 8.45	
FRANKFORD JOT.				
JERSEY (Atl. Div.)		MU	8.51	
FRANKFORD				
BRIDEBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	8.26			
WESTMORELAND				
QUEEN LANE				
CHELTON AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort W. ending on Branch			
EAST LANE				
ASBESTOS			Daily beginning June 7 to Sept. 7 Inclusive	
HILL OREST				
LAVEROOK				
SANDY HILL	on Branch			
ENFIELD			Will Also Run May 30	
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.		\$ 8.23		
OVERBROOK		\$ 8.26		
MERION		\$ 8.28		
NARBERTH		\$ 8.30		
WYNNEWOOD		\$ 8.32		
ARDMORE		\$ 8.34		
HAVERFORD		\$ 8.36		
BRYN MAWR		\$ 8.38		
ROSEMONT		\$ 8.40		
VILLANOVA		\$ 8.42		
RADNOR		\$ 8.44		
ST. DAVIDS		\$ 8.46		
WAYNE		\$ 8.48		
STRAFFORD		\$ 8.50		
DEVON		\$ 8.52		
BERWYN		\$ 8.54		
DAYLESFORD				
PAOLI		\$ 8.59		
Arrive	A. M.	A. M.	A. M.	
	64	5313	1053	

# OUTWARD

25

FIRST C					
●3944	15	●5701	111	1007	●4917
DAILY	DAILY	SUNDAY ONLY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 8.34	\$ 8.35	\$ 8.45	\$ 9.04	\$ 8.50	\$ 8.55
\$ 8.37	\$ 8.39	\$ 8.48	9.07	\$ 8.54	\$ 8.58
			9.10		9.01
					9.04
					\$ 9.06
8.41	8.43	8.51		8.59	
\$ 8.45				\$ 9.04	
				9.08	
				\$ 9.09	
MU		MU		9.15	MU
\$ 8.47					
\$ 8.49					
\$ 8.51					
\$ 8.52					
\$ 8.54					
\$ 8.56					
\$ 8.58					
\$ 9.00					
F 9.02					
\$ 9.04					
	8.45	\$ 8.53			
	8.47	\$ 8.56			
		\$ 8.58			
		\$ 9.00			
		\$ 9.02			
		\$ 9.04			
		\$ 9.06			
	8.53	\$ 9.08			
		\$ 9.10			
		\$ 9.12			
		\$ 9.14			
		\$ 9.16			
		\$ 9.18			
		\$ 9.20			
		\$ 9.22			
		\$ 9.24			
		F 9.26			
	\$ 9.04	\$ 9.29			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
3944	15	5701	111	1007	4917

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## OUTWARD

STATIONS	FIRST CLASS			
	●206	190	120	
	DAILY	DAILY	DAILY	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.	\$ 9.00			
BROAD ST.-Suburban				
PENNSYLVANIA		CC 9.09	\$ 9.14	
PENNA.-30th ST.	\$ 9.04			
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	9.08	9.13	9.19	
NORTH PHILA.	\$ 9.12	CC 9.17	\$ 9.24	
NORTH PENN.				
SHORE	9.16	9.20	9.28	
FRANKFORD JCT.				
JERSEY (Alt. Div.)				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.	9.20	9.24	9.33	
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washington Iron Branch	First Trip June 20 Last Trip Sept. 26		
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
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.	
	206	190	120	

# OUTWARD

27

FIRST CLASS					
5315 DAILY EX. SUN	5961 DAILY	3946 DAILY	114 DAILY	4607 (SEE NOTE)	25 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.16	\$ 9.22	\$ 9.34		\$ 9.40	
\$ 9.18	\$ 9.25	\$ 9.37	P 9.39	\$ 9.43 9.46	\$ 9.45
				\$ 9.48	
9.21	9.29	9.41	9.43		9.49
		\$ 9.45	P 9.48		
			9.52		
MU	MU	MU		MU	
			9.56		
		\$ 9.47			
		\$ 9.49			
		\$ 9.51			
		\$ 9.52			
		\$ 9.54			
		\$ 9.56			
		\$ 9.58			
				Will Run Sunday and May 30, July 4, Sept. 1	
		\$ 10.00			
		F 10.02			
		\$ 10.04			
\$ 9.23	\$ 9.31				9.51
\$ 9.26					9.53
\$ 9.28					
\$ 9.30					
\$ 9.32					
\$ 9.35					
\$ 9.38					
\$ 9.41					9.59
\$ 9.43					
\$ 9.45					
\$ 9.47					
\$ 9.49					
\$ 9.51					
\$ 9.54					
\$ 9.56					
\$ 9.58					
\$ 10.03					\$ 10.11
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
5315	5961	3946	114	4607	25

## OUTWARD

STATIONS	FIRST CLASS			109 DAILY A. M.
	●5317	122	●1009	
	DAILY	DAILY	(SEE NOTE)	
Leave	A. M.	A. M.	A. M.	A. M.
PHILA.-BROAD ST.			\$ 9.50	
BROAD ST.-Suburban	\$ 9.45			
PENNSYLVANIA		\$ 9.51		\$ 10.03
PENNA.-30th ST.	\$ 9.48		\$ 9.54	
ARSENAL				10.06
BRILL				10.09
DARBY				
FORTY-NINTH ST.				
ZOO	9.51	9.56	9.59	
NORTH PHILA.		\$ 10.01	\$ 10.04	
NORTH PENN.		10.05	10.08	
SHORE				
FRANKFORD JOT				
JERSEY (Atl. Div.)	MU		10.14	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		10.09		
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Port Washing ton Branch	Baggage Service Sunday	Will Run Sunday and July 4, Sept. 1 First Trip June 8	
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	ion Branch		Last Trip Sept. 7	
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST.	\$ 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	\$ 10.26			
PAOLI	\$ 10.29			
Arrive	A. M.	A. M.	A. M.	A. M.
	5317	122	1009	109

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# OUTWARD

29

FIRST CLASS					
169	208	3948	126	4509	5319
DAILY	DAILY	± DAILY EX. SUN.	DAILY	± DAILY EX. SUN.	± DAILY EX. SUN.
A.M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 10.00				
		\$ 10.04		\$ 10.14	\$ 10.15
\$ 10.05	\$ 10.04	\$ 10.07	\$ 10.16	\$ 10.17	\$ 10.18
10.09				10.20	
10.13					
				\$ 10.22	
	10.08	10.11	10.20		10.21
	\$ 10.12	\$ 10.15	\$ 10.25		
	10.15		10.29		
		MU		MU	MU
	10.19		10.34		
		\$ 10.17			
		\$ 10.19			
		\$ 10.21			
		\$ 10.22			
		\$ 10.24			
		\$ 10.26			
		\$ 10.28			
		Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1
		\$ 10.30			
		\$ 10.32			
		\$ 10.34			
					\$ 10.23
					\$ 10.26
					\$ 10.28
					\$ 10.30
					\$ 10.32
					\$ 10.34
					\$ 10.36
					\$ 10.38
					\$ 10.40
					\$ 10.42
					\$ 10.44
					\$ 10.46
					\$ 10.48
					\$ 10.50
					\$ 10.52
					\$ 10.54
					\$ 10.56
					\$ 10.59
A.M.	A. M.	A. M.	A. M.	A. M.	A. M.
169	208	3948	126	4509	5319

P. T. Divn. G. O. 3705 A-D-E 3708-B-3707-C 6-22-41

## OUTWARD

STATIONS	FIRST CLASS			
	●4983 ± DAILY EX. SAT & SUN	417 SATURDAY ONLY	⊕3950 DAILY	
	A M	A M	A M	
PHILA.-BROAD ST				
BROAD ST.-Suburban	\$ 10 20	\$ 10 33	\$ 10 34	
PENNSYLVANIA				
PENNA.-30th ST	\$ 10 23	\$ 10 36	\$ 10 37	
ARSENAL	10 26	10 39		
BRILL	10 29	10 42		
DARBY	F 10 31			
FORTY-NINTH ST				
ZOO			10 41	
NORTH PHILA.			\$ 10 46	
NORTH PENN.				
SHORE				
FRANKFORD JOT				
JERSEY (All. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT				
WESTMORELAND			\$ 10 47	
QUEEN LANE			\$ 10 49	
OHELTEN AVENUE			\$ 10 51	
TULPEHOOKEN			\$ 10 52	
UPSAL			\$ 10 54	
CARPENTER			\$ 10 56	
ALLEN LANE			\$ 10 58	
GERMANTOWN RD	Fort Washington Branch	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS			\$ 11 00	
HIGHLAND			F 11 02	
CHESTNUT HILL Ar.			\$ 11 04	
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	
	4983	417	3950	

# OUTWARD

31

FIRST CLASS					
●5321 DAILY	●1011 (SEE NOTE)	●210 DAILY	●3952 † DAILY EX. SAT. & SUN.	5963 DAILY	115 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 10.45	\$ 10.50	\$ 11.00	\$ 11.04	\$ 11.05	\$ 11.10
\$ 10.48	\$ 10.54	\$ 11.04	\$ 11.07	\$ 11.08	11.14
					11.17
10.51	10.59	11.08	11.11	11.12	
	\$ 11.04	\$ 11.12	\$ 11.15		
	11.09	11.16			
K	11.10				
MU	11.16		MU	MU	
		11.20			
			\$ 11.17		
			\$ 11.19		
			\$ 11.21		
			\$ 11.22		
			\$ 11.24		
			\$ 11.26		
			\$ 11.28		
	Will Run Sunday and May 30 Daily Beginning June 22 to		Will Not Run May 30, July 4, Sept. 1		
	Sept. 1, Inc.				
			\$ 11.80		
			F 11.32		
			\$ 11.34		
\$ 10.53				\$ 11.14	
\$ 10.56					
\$ 10.57					
\$ 10.59					
\$ 11.01					
\$ 11.03					
\$ 11.05					
\$ 11.07					
\$ 11.09					
\$ 11.11					
\$ 11.13					
\$ 11.15					
\$ 11.16					
\$ 11.18					
\$ 11.20					
\$ 11.22					
F 11.24					
\$ 11.26					
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
5321	1011	210	3952	5963	115



## 33

## OUTWARD

STATIONS	FIRST CLASS			
	●3954	●5989	⊕4921	
	DAILY	SATURDAY ONLY	DAILY	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 11.34	\$ 11.34	\$ 11.34	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 11.37	\$ 11.37	\$ 11.39	
ARSENAL			11.42	
BRILL			11.45	
DARBY			\$ 11.47	
FORTY-NINTH ST.				
ZOO	11.41	11.41		
NORTH PHILA.	\$ 11.45			
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY (Am. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND	\$ 11.47			
QUEEN LANE	\$ 11.49			
CHELTEN AVENUE	\$ 11.51			
TULPEHOOKEN	\$ 11.52			
UPSAL	\$ 11.54			
CARPENTER	\$ 11.56			
ALLEN LANE	\$ 11.58			
GERMANTOWN RD.	Port Washing ton Branch		No Baggage Service May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK				
SANDY HILL	ton Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS		\$ 12.00		
HIGHLAND		\$ 12.02		
OHESTNUT HILL Ar.		\$ 12.04		
FIFTY-SECOND ST		11.43		
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Arrive	P. M.	A. M.	A. M.	
	3954	5989	4921	

## OUTWARD

35

[illegible]

## OUTWARD

STATIONS	FIRST CLASS			
	●212 DAILY EX. SUN.	●3956 ‡DAILY EX. SUN.	21 DAILY	
	NOON	P. M.	P. M.	
PHILA.-BROAD ST.	\$ 12.00		\$ 12.04	
BROAD ST.-Suburban		\$ 12.04		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 12.04	\$ 12.07	\$ 12.11	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	12.08	12.11	12.15	
NORTH PHILA.	\$ 12.12	\$ 12.15		
NORTH PENN.				
SHORE	12.16			
FRANKFORD JCT.				
JERSEY (All. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.	12.20			
WESTMORELAND		\$ 12.17		
QUEEN LANE		\$ 12.19		
OHELTEN AVENUE		\$ 12.21		
TULPEHOOKEN		\$ 12.22		
UPSAL		\$ 12.24		
CARPENTER		\$ 12.26		
ALLEN LANE		\$ 12.28		
GERMANTOWN RD	Port Waiting on Branch	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS		\$ 12.30		
HIGHLAND		\$ 12.32		
CHESTNUT HILL Ar.		\$ 12.34		
FIFTY-SECOND ST.			12.17	
OVERBROOK			12.19	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			12.24	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI			\$ 12.36	
Arrive	P. M.	P. M.	P. M.	
	212	3956	21	



## OUTWARD

37

FIRST CLASS					
<b>●4515</b>	<b>128</b>	<b>42</b>	<b>121</b>	<b>5327</b>	<b>●5965</b>
SATURDAY ONLY	DAILY	DAILY	DAILY	DAILY EX. SUN.	‡DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12 .07				\$ 12 .15	\$ 12 .19
\$ 12 .10	\$ 12 .13		\$ 12 .17	\$ 12 .18	\$ 12 .22
12 .13			12 .21		
			12 .24		
12 .15					
	12 .17	12 .21		12 .22	12 .26
	\$ 12 .21	\$ 12 .26			
	12 .25	12 .34			
MU				MU	MU
	12 .30	12 .39			
					Will Not Run May 30, July 4, Sept. 1
				\$ 12 .24	\$ 12 .28
				\$ 12 .27	
				\$ 12 .29	
				\$ 12 .31	
				\$ 12 .33	
				\$ 12 .36	
				\$ 12 .88	
				\$ 12 .40	
				\$ 12 .42	
				\$ 12 .44	
				\$ 12 .46	
				\$ 12 .48	
				\$ 12 .50	
				\$ 12 .52	
				\$ 12 .54	
				\$ 12 .56	
				\$ 1 .01	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4515	128	42	121	5327	5965

## OUTWARD

STATIONS	FIRST CLASS			
	●4517 ‡ DAILY EX. SUN.	●4923 ‡ DAILY EX. SUN.	●268 SATURDAY ONLY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 12.23	\$ 12.25	\$ 12.25	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 12.26	\$ 12.28	\$ 12.29	
ARSENAL	12.29	12.31		
BRILL		12.34		
DARBY		\$ 12.36		
FORTY-NINTH ST.	\$ 12.31			
ZOO			12.34	
NORTH PHILA.			\$ 12.39	
NORTH PENN.				
SHORE			12.43	
FRANKFORD JOT.			\$ 12.44	
JERSEY (Atl. Div.)	MU	MU	MU	
FRANKFORD			\$ 12.46	
BRIDESBURG				
WISSINOMING			F 12.48	
TACONY			\$ 12.49	
HOLMESBURG JOT.			F 12.51	
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort W eading ton Branch			
EAST LANE		Will Not Run	Will Not Run	
ASBESTOS		May 30, July 4, Sept. 1	May 30, July 4, Sept. 1	
HILL OREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
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.	
	4517	4923	268	

FIRST CLASS					
1061 ‡ DAILY EX. SAT. & SUN.	● 3958 DAILY	● 5329 DAILY	● 1015 SATURDAY AND SUNDAY	● 214 DAILY	● 3960 ‡ DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.30	\$ 12.34	\$ 12.45	\$ 12.55	\$ 1.00	\$ 1.04
\$ 12.34	\$ 12.37	\$ 12.48	\$ 12.59	\$ 1.04	\$ 1.07
12.39	12.41	12.51	1.04	1.08	1.11
\$ 12.44	\$ 12.45		\$ 1.09	\$ 1.12	\$ 1.16
12.48			1.13	1.16	
			\$ 1.14		
12.54	MU	MU	1.19		MU
				1.20	
	\$ 12.47				\$ 1.17
	\$ 12.49				\$ 1.19
	\$ 12.51				\$ 1.21
	\$ 12.52				\$ 1.22
	\$ 12.54				\$ 1.24
	\$ 12.56		Will Also Run May 30		\$ 1.26
	\$ 12.58				\$ 1.28
First Trip June 23 Last Trip Aug. 29	Baggage Service Sunday		Will Run Daily Beginning June 23 to Sept. 1, incl.		Will Not Run May 30, July 4, Sept. 1
Will Not Run July 4			Will Run Sat. & Sun. Only Begin- ning Sept. 6		
	\$ 1.00				\$ 1.30
	F 1.02				F 1.32
	\$ 1.04				\$ 1.34
		\$ 12.53			
		\$ 12.56			
		\$ 12.58			
		\$ 1.00			
		\$ 1.02			
		\$ 1.04			
		\$ 1.06			
		\$ 1.08			
		\$ 1.10			
		\$ 1.12			
		\$ 1.14			
		\$ 1.16			
		\$ 1.18			
		\$ 1.20			
		\$ 1.22			
		\$ 1.24			
		F 1.26			
		\$ 1.29			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1061	3958	5329	1015	214	3960

## OUTWARD

STATIONS	FIRST CLASS			
	75	123	4551	
	DAILY	DAILY	SATURDAY ONLY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.	\$ 1.05			
BROAD ST.-Suburban			\$ 1.11	
PENNSYLVANIA		\$ 1.14		
PENNA.-30th ST.	\$ 1.09		\$ 1.14	
ARSENAL		1.18	1.17	
BRILL		1.20		
DARBY				
FORTY-NINTH ST.			\$ 1.19	
ZOO	1.13			
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT				
JERSEY (Att. Div.)			MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TAOONY				
HOLMESBURG JOT				
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
FULPEHOOKEN				
UPSAL				
OARPENTER				
ALLEN LANE				
GERMANTOWN RD				
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST	1.15			
OVERBROOK	1.17			
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	1.22			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	\$ 1.33			
Arrive	P. M.	P. M.	P. M.	
	75	123	4551	

FIRST CLASS					
5967 ±DAILY EX. SUN. P. M.	⊕5331 DAILY P. M.	130 DAILY P. M.	⊕4609 (SEE NOTE) P. M.	⊕4927 DAILY P. M.	●3962 DAILY P. M.
\$ 1.13	\$ 1.15	\$ 1.22	\$ 1.23	\$ 1.25	\$ 1.34
\$ 1.16	\$ 1.18		\$ 1.26 1.29	\$ 1.28 1.31	\$ 1.37
				1.84	
				\$ 1.36	
			\$ 1.31		
1.20	1.22	1.26			1.41
		\$ 1.31			\$ 1.45
		1.35			
MU	MU		MU	MU	MU
		1.40			
					\$ 1.47
					\$ 1.49
					\$ 1.51
					\$ 1.52
					\$ 1.54
					\$ 1.56
					\$ 1.58
Will Not Run May 30, July 4, Sept. 1			Will Run Sunday and May 30, July 4, Sept. 1	No Baggage Service May 30, July 4, Sept. 1	
					\$ 2.00
					F 2.02
					\$ 2.04
\$ 1.22	\$ 1.24				
	\$ 1.26				
	\$ 1.28				
	\$ 1.30				
	\$ 1.32				
	\$ 1.35				
	\$ 1.37				
	\$ 1.40				
	\$ 1.42				
	\$ 1.44				
	\$ 1.46				
	\$ 1.48				
	\$ 1.49				
	\$ 1.51				
	\$ 1.53				
	\$ 1.55				
	\$ 1.59				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
5967	5331	130	4609	4927	3962

## OUTWARD

STATIONS	FIRST CLASS			
	4519 ± DAILY EX. SUN.	5333 DAILY	1017 SATURDAY AND SUNDAY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.			\$ 1.60	
BROAD ST.-Suburban	\$ 1.41	\$ 1.45		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 1.44	\$ 1.48	\$ 1.54	
ARSENAL	1.47			
BRILL				
DARBY				
FORTY-NINTH ST.	\$ 1.49			
ZOO		1.51	1.59	
NORTH PHILA.			\$ 2.04	
NORTH PENN.				
SHORE			2.09	
FRANKFORD JOT.				
JERSEY (Ad. Div.)	MU	MU	2.14	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Port Washing ton Branch	Will Not Run May 30, July 4, Sept. 1	First Trip June 22 Last Trip Sept. 1	
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK				
SANDY HILL	ton Branch		Will Also Run July 4, Sept. 1	
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.		\$ 1.53		
OVERBROOK		\$ 1.58		
MERION		\$ 1.58		
NARBERTH		\$ 2.00		
WYNNEWOOD		\$ 2.02		
ARDMORE		\$ 2.04		
HAVERFORD		\$ 2.06		
BRYN MAWR		\$ 2.08		
ROSEMONT		\$ 2.10		
VILLANOVA		\$ 2.12		
RADNOR		\$ 2.14		
ST. DAVIDS		\$ 2.16		
WAYNE		\$ 2.18		
STRAFFORD		\$ 2.20		
DEVON		\$ 2.22		
BERWYN		\$ 2.24		
DAYLESFORD		\$ 2.26		
PAOLI		\$ 2.29		
Arrive	P. M.	P. M.	P. M.	
	4519	5333	1017	

## OUTWARD

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[illegible]

## OUTWARD

STATIONS	FIRST CLASS			
	●5335 ‡DAILY EX. SUN.	●5969 DAILY	●5203 SUNDAY ONLY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 2.15	\$ 2.25	\$ 2.25	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 2.18	\$ 2.28	\$ 2.28	
ARSENAL			2.31	
BRILL			2.35	
DARBY			\$ 2.37	
FORTY-NINTH ST.				
ZOO	2.21	2.32		
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY (All. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washing ton Branch	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	Fort Washing ton Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST.	\$ 2.23	\$ 2.34		
OVERBROOK	\$ 2.26			
MERION	\$ 2.28			
NARBERTH	\$ 2.30			
WYNNEWOOD	\$ 2.32			
ARDMORE	\$ 2.34			
HAVERFORD	\$ 2.36			
BRYN MAWR	\$ 2.38			
ROSEMONT	\$ 2.40			
VILLANOVA	\$ 2.42			
RADNOR	\$ 2.44			
ST. DAVIDS	\$ 2.46			
WAYNE	\$ 2.48			
STRAFFORD	\$ 2.50			
DEVON	\$ 2.52			
BERWYN	\$ 2.54			
DAYLESFORD				
PAOLI	\$ 2.59			
Arrive	P. M.	P. M.	P. M.	
	5335	5969	5203	



## OUTWARD

45

FIRST CLASS					
421 DAILY EX. SUN. P. M.	●4521 DAILY EX. SUN. P. M.	148 DAILY P. M.	⊕3966 DAILY P. M.	●5337 DAILY P. M.	●218 DAILY P. M.
\$ 2.25	\$ 2.30		\$ 2.34	\$ 2.45	\$ 8.00
\$ 2.29	\$ 2.33	P 2.34	\$ 2.37	\$ 2.48	\$ 8.04
2.32	2.36				
2.35					
\$ 2.37					
	\$ 2.38				
		2.38	2.41	2.51	3.08
		P 2.43	\$ 2.45		\$ 3.12
		2.47			3.16
MU	MU		MU	MU	
		2.52			3.20
			\$ 2.47		
			\$ 2.49		
			\$ 2.51		
			\$ 2.52		
			\$ 2.54		
			\$ 2.56		
			\$ 2.58		
			\$ 8.00		
			F 8.02		
			\$ 8.04		
				\$ 2.53	
				\$ 2.56	
				\$ 2.58	
				\$ 3.00	
				\$ 3.02	
				\$ 3.04	
				\$ 3.06	
				\$ 3.08	
				\$ 3.10	
				\$ 3.12	
				\$ 3.14	
				\$ 3.16	
				\$ 3.18	
				\$ 3.20	
				\$ 3.22	
				\$ 3.24	
				F 3.28	
				\$ 3.31	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
421	4521	148	3966	5337	218

## OUTWARD

STATIONS	FIRST CLASS			
	33	● 4929	175	● 166
	DAILY	† DAILY EX SUN.	DAILY	SATURDAY ONLY
Leave	P. M.	P. M.	P. M.	P. M.
PHILA.-BROAD ST.				
BROAD ST.-Suburban		\$ 3.05		
PENNSYLVANIA			\$ 3.10	\$ 2.51
PENNA.-30th ST.		\$ 3.08		
ARSENAL		3.11	3.14	
BRILL		3.14	3.17	
DARBY		\$ 3.16		
FORTY-NINTH ST				
ZOO	3.08			2.55
NORTH PHILA				\$ 3.00
NORTH PENN.				
SHORE				3.04
FRANKFORD JOT				
JERSEY (Atl. Div.)		MU		
FRANKFORD				
BRIDEBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT				3.08
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
OARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washing ton Branch			
EAST LANE		Will Not Run		Will Not
ASBESTOS		May 30,		Run
HILL OREST		July 4,		July 5
LAVEROCK		Sept. 1		
SANDY HILL	ion Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST		3.12		
OVERBROOK		3.14		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		3.19		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	Y	3.29		
Arrive	P. M.	P. M.	P. M.	P. M.
	33	4929	175	166

P. T. Divn. G. O. 3703 A-B-D-E 3704 C 6-1-41

# OUTWARD

47

FIRST CLASS				707	463
●3968	5	5339	134		
‡DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.10		\$ 3.15	\$ 3.2		\$ 3.25
\$ 3.13		\$ 3.20			\$ 3.30
					3.34
					3.37
3.17	3.21	3.24	3.26		
\$ 3.21			\$ 3.30		
			3.32		
			3.37		
MU		MU			
			3.44		
\$ 3.23					
\$ 3.25					
\$ 3.27					
\$ 3.28					
\$ 3.30					
\$ 3.32					
\$ 3.34					
Will Not Run May 30, July 4, Sept. 1					
\$ 3.36					
\$ 3.38					
\$ 3.40					
	3.24	\$ 3.27			
	3.26	\$ 3.29			
		\$ 3.31			
		\$ 3.33			
		\$ 3.35			
		\$ 3.38			
		\$ 3.40			
	3.31	\$ 3.42			
		\$ 3.44			
		\$ 3.46			
		\$ 3.48			
		\$ 3.50			
		\$ 3.52			
		\$ 3.54			
		\$ 3.56			
		\$ 3.58			
	\$ 3.42	\$ 4.03			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3968	5	5339	134	707	463

WITHDRAWN AUGUST 21, 1941

P. F. Divn. G. O. 3708-A-D 3710-B 3713-C 3709-E-8-21-41

## OUTWARD

STATIONS	FIRST CLASS			
	54	1021	3970	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.		\$ 3.30		
BROAD ST.-Suburban			\$ 3.34	
PENNSYLVANIA				
PENNA.-30th ST.		\$ 3.34	\$ 3.37	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	3.37	8.38	3.41	
NORTH PHILA.	\$ 3.42	8.48	\$ 3.45	
NORTH PENN.				
SHORE	3.46	8.50		
FRANKFORD JOT.		\$ 3.51		
JERSEY (Atl. Div.)		3.58	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	3.51			
WESTMORELAND			\$ 3.47	
QUEEN LANE			\$ 3.49	
OHELLEN AVENUE			\$ 3.51	
TULPEHOOKEN			\$ 3.52	
UPSAL			\$ 3.54	
CARPENTER			\$ 3.56	
ALLEN LANE			\$ 3.58	
GERMANTOWN RD.				
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS			\$ 4.00	
HIGHLAND			\$ 4.02	
CHESTNUT HILL Ar.			\$ 4.04	
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.	
	54	1021	3970	

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## OUTWARD

STATIONS	FIRST CLASS			
	●4931	●5341	1063	
	DAILY	±DAILY EX. SAT. & SUN.	±DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.			\$ 3.43	
BROAD ST.-Suburban	\$ 3.42	\$ 3.43		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 3.45	\$ 3.46	\$ 3.47	
ARSENAL	3.48			
BRILL	3.51			
DARBY	\$ 3.53			
FORTY-NINTH ST.				
ZOO		3.50	3.52	
NORTH PHILA.			\$ 3.57	
NORTH PENN.			4.01	
SHORE			\$ 4.02	
FRANKFORD JOT.				
JERSEY (All. Div.)	MU	MU	4.08	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Port W. station			
EAST LANE		Will Not Run	First Trip	
ASBESTOS		May 30,	June 23	
HILL CREST		July 4,	Last Trip	
LAVEROCK		Sept. 1	Sept. 6	
SANDY HILL	Con Branch			
ENFIELD			Will Not	
SUNNYBROOK			Run	
WHITE MARSH Ar.			July 4, Sept. 1	
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST.		3.52		
OVERBROOK		3.54		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE		\$ 3.58		
HAVERFORD		\$ 4.00		
BRYN MAWR		\$ 4.02		
ROSEMONT		\$ 4.04		
VILLANOVA		\$ 4.06		
RADNOR		\$ 4.08		
ST. DAVIDS		\$ 4.10		
WAYNE		\$ 4.12		
STRAFFORD		\$ 4.14		
DEVON		\$ 4.16		
BERWYN		\$ 4.18		
DAYLESFORD		\$ 4.20		
PAOLI		\$ 4.23		
Arrive	P. M.	P. M.	P. M.	
	4931	5341	1063	

FIRST CLASS					
627 DAILY EX. SUN.	●3972 ±DAILY EX. SUN.	1047 ±FRIDAY AND SAT.	●4611 (SEE NOTE)	184 (SEE NOTE)	●4525 ±DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.45	\$ 3.53		\$ 3.55	\$ 3.55	\$ 3.58
\$ 3.48	\$ 3.56		\$ 3.58 4.01	\$ 3.59	\$ 4.01 4.04
			\$ 4.03		4.06
3.52	4.00 <sup>2</sup>	{3.55 4.02		4.04	
	\$ 4.04	4.07		\$ 4.08	
		4.11		4.13	
MU	MU	4.18	MU		MU
				4.17	
	\$ 4.06				
	\$ 4.08				
	\$ 4.10			Will Operate June	
	\$ 4.11				
	\$ 4.13			6, 10, 13, 17, 19, 20, 24, 26 and 27	
	\$ 4.15			July	
	\$ 4.17				
	Will Not Run May 30, July 4, Sept. 1	First Trip June 27 Last Trip Sept. 6	Will Run Sunday and May 30, July 4, Sept. 1	1, 2, 3, 8, 10, 11, 15, 17, 18, 22, 24, 25, 29 and 31 August	Will Not Run May 30, July 4, Sept. 1
		Will Run July 3		1, 5, 7, 8, 12, 14, 15, 19, 21, 22, 26, 28 and 29	
	\$ 4.19	Will Not Run July 4-5		September 2, 4 and 5	
	F 4.21				
	\$ 4.23				
\$ 3.54					
\$ 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.
627	3972	1047	4611	184	4525

## OUTWARD

STATIONS	FIRST CLASS			
	●220	●4989	149	
	DAILY	± DAILY EX. SUN.	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.	\$ 4.00			
BROAD ST.-Suburban		\$ 4.02		
PENNSYLVANIA			P 4.07	
PENNA.-30th ST.	\$ 4.04	\$ 4.05		
ARSENAL		4.08	4.11	
BRILL		4.11	4.14	
DARBY		\$ 4.13		
FORTY-NINTH ST.				
ZOO	4.08			
NORTH PHILA	\$ 4.13			
NORTH PENN.				
SHORE	4.17			
FRANKFORD JOT.				
JERSEY (Alt. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	4.21			
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washing ton Branch	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	ton Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
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.	
	220	4989	149	



# OUTWARD

53

FIRST CLASS					
●3974 ‡ DAILY EX. SAT. & SUN. P. M.	●4555 SATURDAY ONLY P. M.	●5345 ‡ DAILY EX. SAT. & SUN. P. M.	●4527 ‡ DAILY EX. SAT. & SUN. P. M.	129 DAILY P. M.	170 DAILY P. M.
\$ 4.04	\$ 4.05	\$ 4.08	\$ 4.08		
\$ 4.07	\$ 4.08 4.11	\$ 4.11	\$ 4.11 4.14	\$ 4.12 4.16	\$ 4.13
				4.19	
	\$ 4.13		\$ 4.17		
4.11		4.14			4.17
\$ 4.15					\$ 4.22
					4.26
MU	MU	MU	MU		
					4.31
\$ 4.17					
\$ 4.19					
\$ 4.21					
\$ 4.22					
\$ 4.24					
\$ 4.26					
\$ 4.28					
Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1		
\$ 4.30					
F 4.32					
\$ 4.34					
		4.16			
		4.18			
		\$ 4.22			
		\$ 4.24			
		\$ 4.26			
		\$ 4.28			
		\$ 4.30			
		\$ 4.32			
		\$ 4.34			
		\$ 4.36			
		\$ 4.38			
		\$ 4.40			
		\$ 4.42			
		F 4.44			
		\$ 4.47			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3974	4555	5345	4527	129	170

## OUTWARD

STATIONS	FIRST CLASS			
	●639 (SEE NOTE)	631 ‡ DAILY EX. SUN.	●3976 DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.	\$ 4.10	\$ 4.10		
BROAD ST.-Suburban			\$ 4.12	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 4.14	\$ 4.14	\$ 4.15	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST				
ZOO	4.17	4.17	4.19	
NORTH PHILA.			\$ 4.25	
NORTH PENN.				
SHORE				
FRANKFORD JOT				
JERSEY (Att. Div.)			MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT				
WESTMORELAND			\$ 4.27	
QUEEN LANE			\$ 4.29	
CHELTEN AVENUE			\$ 4.31	
TULPEHOOKEN			\$ 4.32	
UPSAL			\$ 4.34	
CARPENTER			\$ 4.36	
ALLEN LANE			\$ 4.38	
GERMANTOWN RD	Fort W Waiting	Will Run Sunday and May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	Ton Br Frankf			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS			\$ 4.40	
HIGHLAND			\$ 4.41	
CHESTNUT HILL Ar.			\$ 4.43	
FIFTY-SECOND ST		4.19	4.19	
OVERBROOK		4.21	4.21	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		4.26	4.26	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI		\$ 4.38	\$ 4.38	
Arrive	P. M.	P. M.	P. M.	
	639	631	3976	

FIRST CLASS					
●5975 ‡DAILY EX. SAT. & SUN.	306 SUNDAY ONLY	●5347 ‡DAILY EX. SAT. & SUN.	●4933 ‡DAILY EX. SUN.	270 DAILY EX. SUN	●2594 ‡DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.12	\$ 4.14	\$ 4.15	\$ 4.15	\$ 4.16	\$ 4.18
\$ 4.16	\$ 4.17	\$ 4.18	\$ 4.18	\$ 4.19	\$ 4.22
			4.21		
			4.24		
4.19	4.21	4.22		4.24	4.27
	\$ 4.25			\$ 4.29	\$ 4.32
	4.29			\$ 4.31	
	\$ 4.30			4.33	4.36
MU	MU	MU	MU	MU	4.42
				\$ 4.36	
				\$ 4.38	
				\$ 4.40	
	\$ 4.34			\$ 4.42	
	4.36			\$ 4.44	
Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1
\$ 4.21		4.24			
		4.26			
		\$ 4.28			
		\$ 4.30			
		\$ 4.32			
		\$ 4.34			
		\$ 4.36			
		\$ 4.38			
		\$ 4.40			
		\$ 4.42			
		\$ 4.44			
		\$ 4.46			
		\$ 4.48			
		\$ 4.50			
		\$ 4.53			
		\$ 4.57			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
5975	306	5347	4933	270	2594

## OUTWARD

STATIONS	FIRST CLASS			
	●4529 ‡DAILY EX. SAT. & SUN.	●5349 DAILY	●3978 ‡DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 4.19	\$ 4.20	\$ 4.24	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 4.22	\$ 4.23	\$ 4.27	
ARSENAL	4.26			
BRILL				
DARBY				
FORTY-NINTH ST.	\$ 4.29			
ZOO		4.26	4.31	
NORTH PHILA.			\$ 4.35	
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY (Atl. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TAOONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE			\$ 4.38	
OHELLEN AVENUE			\$ 4.40	
TULPEHOOKEN			\$ 4.41	
UPSAL			\$ 4.43	
CARPENTER			\$ 4.45	
ALLEN LANE			\$ 4.47	
GERMANTOWN RD	Fort Washington	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	Fox Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS			\$ 4.49	
HIGHLAND			\$ 4.51	
OHESTNUT HILL Ar.			\$ 4.53	
FIFTY-SECOND ST.		\$ 4.28		
OVERBROOK		\$ 4.31		
MERION		\$ 4.33		
NARBERTH		\$ 4.35		
WYNNEWOOD		\$ 4.37		
ARDMORE		\$ 4.39		
HAVERFORD		\$ 4.41		
BRYN MAWR		\$ 4.43		
ROSEMONT		\$ 4.45		
VILLANOVA		\$ 4.47		
RADNOR		\$ 4.49		
ST. DAVIDS		\$ 4.51		
WAYNE		\$ 4.53		
STRAFFORD		\$ 4.55		
DEVON		\$ 4.57		
BERWYN		\$ 4.59		
DAYLESFORD		\$ 5.01		
PAOLI		\$ 5.04		
Arrive	P. M.	P. M.	P. M.	
	4529	5349	3978	

# OUTWARD

57

FIRST CLASS					
●4078 ± DAILY EX. SAT. & SUN.	427 SUNDAY ONLY	●4937 DAILY EX. SUN.	●1025 ± DAILY EX. SUN.	●5977 DAILY	●5351 ± DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.24	\$ 4.24	\$ 4.25	\$ 4.27	\$ 4.80
	\$ 4.27	\$ 4.27	\$ 4.29	\$ 4.80	\$ 4.83
	4.30	4.30			
	4.33	4.33			
	\$ 4.35	\$ 4.35			
			4.34	4.34	4.36
			\$ 4.39		
			4.43		
			\$ 4.44		
MU	MU	MU	4.50	MU	MU
Will Not Run May 30, July 4, Sept. 1					
\$ 4.50					
F 4.52			Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1
F 4.54					
F 4.55					
F 4.57					
F 4.59					
F 5.00					
F 5.01					
F 5.03					
\$ 5.05					
				\$ 4.36	4.38
					4.40
					\$ 4.45
					\$ 4.47
					\$ 4.49
					\$ 4.51
					\$ 4.53
					\$ 4.55
					\$ 4.57
					\$ 4.59
					\$ 5.01
					\$ 5.03
					\$ 5.05
					F 5.07
					\$ 5.10
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4078	427	4937	1025	5977	5351

## OUTWARD

STATIONS	FIRST CLASS			
	4553	3980	4531	
	SATURDAY ONLY	DAILY	DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 4.30	\$ 4.32	\$ 4.35	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 4.33	\$ 4.35	\$ 4.38	
ARSENAL	4.36		4.41	
BRILL				
DARBY				
FORTY-NINTH ST.	\$ 4.39		4.43	
ZOO		4.89		
NORTH PHILA.		\$ 4.43		
NORTH PENN.				
SHORE				
FRANKFORD JOT				
JERSEY (Alt. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT				
WESTMORELAND		\$ 4.45		
QUEEN LANE		\$ 4.47		
CHELLEN AVENUE		\$ 4.49		
TULPEHOOKEN		\$ 4.50		
UPSAL		\$ 4.52		
CARPENTER		\$ 4.54		
ALLEN LANE		\$ 4.56		
GERMANTOWN RD	Fort Washing ton Branch		Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	ton Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS		\$ 4.58		
HIGHLAND		\$ 5.00		
OHESTNUT HILL Ar.		\$ 5.02		
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.	
	4553	3980	4531	

# OUTWARD

59

FIRST CLASS					
72 DAILY	●4991 ± DAILY EX. SAT. & SUN.	●5353 ± DAILY EX. SAT. & SUN.	●3982 ± DAILY EX. SAT. & SUN.	●4533 ± DAILY EX. SAT. & SUN.	●5355 ± DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.38	\$ 4.43	\$ 4.43	\$ 4.45	\$ 4.45
	\$ 4.41	\$ 4.46	\$ 4.46	\$ 4.48	\$ 4.48
	4.44			4.51	
	4.47				
	\$ 4.49				
				\$ 4.54	
4.48		4.49	4.50		4.52
D 4.54			\$ 4.54		
4.58					
	MU	MU	MU	MU	MU
5.03					
			\$ 4.58		
			\$ 4.58		
			\$ 5.00		
			\$ 5.01		
			\$ 5.03		
			\$ 5.05		
			\$ 5.07		
	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1
			\$ 5.09		
			F 5.11		
			\$ 5.13		
		4.51			\$ 4.54
		4.53			\$ 4.56
		\$ 4.54			\$ 5.00
		\$ 4.57			\$ 5.03
		\$ 4.59			\$ 5.06
		5.01			\$ 5.06
		\$ 5.03			\$ 5.09
		\$ 5.07			\$ 5.12
		\$ 5.10			\$ 5.15
		\$ 5.14			\$ 5.17
		\$ 5.16			\$ 5.19
		\$ 5.20			F 5.21
					\$ 5.24
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
72	4991	5353	3982	4533	5355

## OUTWARD

STATIONS	FIRST CLASS			
	●5457 (SEE NOTE)	●629 ±DAILY EX. SAT. & SUN.	1065 ±DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.			\$ 4.50	
BROAD ST.-Suburban	\$ 4.46	\$ 4.50		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 4.48	\$ 4.53	\$ 4.54	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	4.52	4.57	4.59	
NORTH PHILA.			\$ 5.04	
NORTH PENN.			5.08	
SHORE			\$ 5.09	
FRANKFORD JOT.				
JERSEY (Atl. Div.)	MU	MU	5.15	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
OARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort W Leahigh	Will Run Saturday, Sunday, May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	First Trip May 19
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	Ton Branch		Will Not Run May 30, July 4, Sept. 1	
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST.	\$ 4.54	4.59		
OVERBROOK	\$ 4.56	5.01		
MERION	\$ 4.58			
NARBERTH	\$ 5.00			
WYNNEWOOD	\$ 5.02			
ARDMORE	\$ 5.04			
HAVERFORD	\$ 5.06			
BRYN MAWR	\$ 5.08	5.06		
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	\$ 5.26			
PAOLI	\$ 5.29	\$ 5.17		
Arrive	P. M.	P. M.	P. M.	
	5457	629	1065	



## 61

STATIONS	FIRST CLASS			
	●222	◇49	●4535	
	DAILY	DAILY	⊕DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.	\$ 5.00			
BROAD ST.-Suburban			\$ 5.08	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 5.04		\$ 5.06	
ARSENAL			5.09	
BRILL				
DARBY				
FORTY-NINTH ST.			\$ 5.11	
ZOO	5.08	5.11		
NORTH PHILA.	\$ 5.12			
NORTH PENN.				
SHORE		5.16		
FRANKFORD JOT				
JERSEY.....(Ad. Div.)			MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	5.20			
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washington Branch			
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	Fort Washington Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.		5.15		
OVERBROOK		5.17		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		5.22		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI		\$ 5.34		
Arrive	P. M.	P. M.	P. M.	
	222	49	4535	

# OUTWARD

63

FIRST CLASS					
●3986 ‡DAILY EX. SUN. P. M.	●4613 (SEE NOTE) P. M.	144 DAILY P. M.	●5359 DAILY P. M.	●3878 ‡DAILY EX. SUN. P. M.	●5207 (SEE NOTE) P. M.
\$ 5.06	\$ 5.10	\$ 5.16	\$ 5.16	\$ 5.20	\$ 5.22
\$ 5.09	\$ 5.13 5.16		\$ 5.18	\$ 5.23	\$ 5.25 5.28
					5.31 \$ 5.33
	\$ 5.18				
5.13		5.21	5.22	5.27	
\$ 5.17		\$ 5.26		\$ 5.32	
		5.30		5.36	
				\$ 5.37	
MU	MU		MU	MU	MU
				\$ 5.39	
				\$ 5.41	
				F 5.42	
				F 5.44	
		5.35		5.46	
\$ 5.19					
\$ 5.21					
\$ 5.23					
\$ 5.24					
\$ 5.26					
\$ 5.28					
\$ 5.30					
Will Not Run May 30, July 4, Sept. 1	Will Run Sunday and May 30, July 4, Sept. 1			Will Not Run May 30, July 4, Sept. 1	Will Run Sunday and May 30, July 4, Sept. 1
\$ 5.32					
F 5.34					
\$ 5.36					
			\$ 5.24		
			\$ 5.27		
			\$ 5.29		
			\$ 5.31		
			\$ 5.33		
			\$ 5.35		
			\$ 5.37		
			\$ 5.39		
			\$ 5.41		
			\$ 5.43		
			\$ 5.45		
			\$ 5.47		
			\$ 5.49		
			\$ 5.51		
			\$ 5.53		
			\$ 5.55		
			F 5.57		
			\$ 5.59		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3986	4613	144	5359	3878	5207

## OUTWARD

STATIONS	FIRST CLASS			
	●4993 ±DAILY EX. SUN.	●3988 DAILY	●5981 ±DAILY	
	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 5.22	\$ 5.25	\$ 5.37	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 5.25	\$ 5.28	\$ 5.40	
ARSENAL	5.28			
BRILL	5.31			
DARBY	\$ 5.33			
FORTY-NINTH ST.				
ZOO		5.32	5.44	
NORTH PHILA.		\$ 5.36		
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY (Ad. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND		\$ 5.38		
QUEEN LANE		\$ 5.40		
OHELLEN AVENUE		\$ 5.42		
TULPEHOOKEN		\$ 5.43		
UPSAL		\$ 5.45		
CARPENTER		\$ 5.47		
ALLEN LANE		\$ 5.49		
GERMANTOWN RD	Fort W. sailing ton Branch			
EAST LANE		Will Not Run	Will Not Run	
ASBESTOS		May 30,	May 30,	
HILL OREST		July 4,	July 4,	
LAVEROOK		Sept. 1	Sept. 1	
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS		\$ 5.51		
HIGHLAND		\$ 5.53		
CHESTNUT HILL Ar.		\$ 5.55		
FIFTY-SECOND ST.			\$ 5.46	
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.	
	4993	3988	5981	

# OUTWARD

65

FIRST CLASS					
●633 ‡DAILY EX. SUN.	●4537 ‡DAILY EX. SUN.	●5361 DAILY	●3990 DAILY	●224 DAILY	177 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.40				\$ 6.01	
	\$ 5.45	\$ 5.45	\$ 5.54		
\$ 5.44	\$ 5.48	\$ 5.48	\$ 5.57	\$ 6.05	\$ 6.08
	5.51				6.10
					6.12
	\$ 5.53				
5.48		5.52	6.01	6.10	
			\$ 6.05	\$ 6.16	
				6.20	
	MU	MU	MU		
				6.25	
			\$ 6.07		
			\$ 6.09		
			\$ 6.11		
			\$ 6.12		
			\$ 6.14		
			\$ 6.16		
			\$ 6.18		
Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1				
			\$ 6.20		
			F 6.22		
			\$ 6.24		
5.50		\$ 5.54			
5.52		\$ 5.57			
		\$ 5.59			
		\$ 6.01			
		\$ 6.03			
		\$ 6.05			
		\$ 6.07			
5.57		\$ 6.09			
		\$ 6.11			
		\$ 6.13			
		\$ 6.15			
		\$ 6.17			
		\$ 6.19			
		\$ 6.21			
		\$ 6.23			
		\$ 6.25			
		F 6.27			
\$ 6.07		\$ 6.29			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
633	4537	5361	3990	224	177

## OUTWARD

STATIONS	FIRST CLASS			
	152	4941	29	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban		\$ 6.13		
PENNSYLVANIA	D 6.08			
PENNA.-30th ST.		\$ 6.16		
ARSENAL		6.19		
BRILL		6.22		
DARBY		\$ 6.24		
FORTY-NINTH ST.				
ZOO	6.12		6.23	
NORTH PHILA.	D 6.16			
NORTH PENN.				
SHORE	6.19			
FRANKFORD JOT.				
JERSEY (Atl. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	6.23			
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort Washington			
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK	Fort Branch			
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST.			6.27	
OVERBROOK			6.29	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			6.34	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI			6.44	
Arrive	P. M.	P. M.	P. M.	
	152	4941	29	

# OUTWARD

67

FIRST CLASS					
157	●5363	●3992	1049	69	168
DAILY	DAILY	DAILY	SUNDAY ONLY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.20	\$ 6.29			
P 6.23	\$ 6.23	\$ 6.32	6.34		\$ 6.37
6.27			6.38		
6.30			6.41		
	6.27	6.36		6.38	6.41
		\$ 6.40			\$ 6.46
					6.50
	MU	MU			
					6.55
		\$ 6.42			
		\$ 6.44			
		\$ 6.46			
		\$ 6.47			
		\$ 6.49			
		\$ 6.51			
		\$ 6.53			
			First Trip July 6, Last Trip Sept. 7 Will Not Run		
			Sunday, Aug. 31 Will Run Sept. 1		
		\$ 6.55			
		F 6.57			
		\$ 6.59			
	\$ 6.29			6.42	
	\$ 6.32			6.44	
	\$ 6.34				
	\$ 6.36				
	\$ 6.38				
	\$ 6.40				
	\$ 6.42				
	\$ 6.44			6.49	
	\$ 6.46				
	\$ 6.48				
	\$ 6.50				
	\$ 6.52				
	\$ 6.54				
	\$ 6.56				
	\$ 6.58				
	\$ 7.00				
	F 7.03				
	\$ 7.07			\$ 7.00	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
157	5363	3992	1049	69	168

## OUTWARD

STATIONS	FIRST CLASS			
	41	●4539	●5365	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban		\$ 6.45	\$ 6.45	
PENNSYLVANIA				
PENNA.-30th ST.		\$ 6.48	\$ 6.48	
ARSENAL		6.51		
BRILL				
DARBY				
FORTY-NINTH ST.		\$ 6.53		
ZOO	6.43		6.52	
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JCT.				
JERSEY (Atl. Div.)		MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.				
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort Wading Iron Branch			
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	Iron Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.	6.47		\$ 6.54	
OVERBROOK	6.49		\$ 6.57	
MERION			\$ 6.59	
NARBERTH			\$ 7.01	
WYNNEWOOD			\$ 7.03	
ARDMORE			\$ 7.05	
HAVERFORD			\$ 7.07	
BRYN MAWR	6.54		\$ 7.09	
ROSEMONT			\$ 7.11	
VILLANOVA			\$ 7.13	
RADNOR			\$ 7.15	
ST. DAVIDS			\$ 7.17	
WAYNE			\$ 7.19	
STRAFFORD			\$ 7.21	
DEVON			\$ 7.23	
BERWYN			\$ 7.25	
DAYLESFORD			\$ 7.27	
PAOLI	\$ 7.05		\$ 7.29	
Arrive	P. M.	P. M.	P. M.	
	41	4539	5365	



# OUTWARD

69

FIRST CLASS					
●4943 DAILY EX. SUN.	1027 DAILY	77 DAILY	●226 DAILY	●3994 DAILY	31 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 6.48	\$ 6.50		\$ 7.00	\$ 7.04	
\$ 6.51 6.54	\$ 6.54		\$ 7.04	\$ 7.07	
6.57 \$ 6.59					
	6.59	7.00	7.08	7.11	7.13
	\$ 7.04		\$ 7.12	\$ 7.15	
	7.09		7.16		
MU	7.14			MU	
			7.21		
				\$ 7.17	
				\$ 7.19	
				\$ 7.21	
				\$ 7.22	
				\$ 7.24	
				\$ 7.26	
				\$ 7.28	
Will Not Run May 30, July 4, Sept. 1	First Trip June 22				
				\$ 7.80	
				F 7.82	
				\$ 7.84	
		7.04			7.16
		7.08			7.18
		7.11			7.23
		Y 7.22			\$ 7.34
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4943	1027	77	226	3994	31

## OUTWARD

STATIONS	FIRST CLASS			
	135	5367	65	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban		\$ 7.15		
PENNSYLVANIA	\$ 7.16			
PENNA.-30th ST.		\$ 7.18		
ARSENAL	7.20			
BRILL	7.23			
DARBY				
FORTY-NINTH ST.				
ZOO		7.21	7.23	
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY (Ad. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort Wading Ion Branch			
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROCK				
SANDY HILL	Ion Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.		\$ 7.23	7.26	
OVERBROOK		\$ 7.26	7.28	
MERION		\$ 7.28		
NARBERTH		\$ 7.30		
WYNNEWOOD		\$ 7.32		
ARDMORE		\$ 7.34		
HAVERFORD		\$ 7.36		
BRYN MAWR		\$ 7.38	7.33	
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		\$ 7.56		
PAOLI		\$ 7.59	\$ 7.44	
Arrive	P. M.	P. M.	P. M.	
	135	5367	65	

## 71

## OUTWARD

STATIONS	FIRST CLASS			
	●278 ±DAILY EX. SUN.	●5369 DAILY	191 DAILY	
	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban		\$ 7.45		
PENNSYLVANIA			CC 7.55	
PENNA.-30th ST.		\$ 7.48		
ARSENAL			7.59	
BRILL			8.01	
DARBY				
FORTY-NINTH ST.				
ZOO	7.45	7.52		
NORTH PHILA.	\$ 7.50			
NORTH PENN.	7.54			
SHORE	F 7.55			
FRANKFORD JOT.				
JERSEY (All. Div.)		MU		
FRANKFORD				
BRIDESBURG	F 7.58			
WISSINOMING				
TACONY	F 8.01			
HOLMESBURG JCT.	8.03			
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
OARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort W Leaving			
EAST LANE				
ASBESTOS		Will Leave Mail Platform 7.35 P. M.	First Trip June 21 Last Trip Sept. 27	
HILL OREST				
LAVEROCK				
SANDY HILL	Ton Branch			
ENFIELD		Will Not Run May 30, July 4, Sept. 1		
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.		\$ 7.54		
OVERBROOK		\$ 7.58		
MERION		\$ 7.58		
NARBERTH		\$ 8.00		
WYNNEWOOD		\$ 8.02		
ARDMORE		\$ 8.04		
HAVERFORD		\$ 8.06		
BRYN MAWR		\$ 8.08		
ROSEMONT		\$ 8.10		
VILLANOVA		\$ 8.12		
RADNOR		\$ 8.14		
ST. DAVIDS		\$ 8.16		
WAYNE		\$ 8.18		
STRAFFORD		\$ 8.20		
DEVON		\$ 8.22		
BERWYN		\$ 8.24		
DAYLESFORD		F 8.26		
PAOLI		\$ 8.29		
Arrive	P. M.	P. M.	P. M.	
	278	5369	191	

## 73

## OUTWARD

STATIONS	FIRST CLASS			
	●4615 (SEE NOTE)	●5371	●4945	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 8.18	\$ 8.15	\$ 8.15	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 8.16	\$ 8.18	\$ 8.18	
ARSENAL	8.19		8.21	
BRILL			8.24	
DARBY			8.26	
FORTY-NINTH ST.	\$ 8.21			
ZOO		8.22		
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY (Att. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
FACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
OBELTEN AVENUE				
FULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort Wading Sun. and May 30, July 4, Sept. 1			
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROCK				
SANDY HILL	Ion Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.		\$ 8.25		
OVERBROOK		\$ 8.27		
MERION		\$ 8.29		
NARBERTH		\$ 8.31		
WYNNEWOOD		\$ 8.33		
ARDMORE		\$ 8.35		
HAVERFORD		\$ 8.37		
BRYN MAWR		\$ 8.39		
ROSEMONT		\$ 8.41		
VILLANOVA		\$ 8.43		
RADNOR		\$ 8.45		
ST. DAVIDS		\$ 8.47		
WAYNE		\$ 8.48		
STRAFFORD		\$ 8.50		
DEVON		\$ 8.52		
BERWYN		\$ 8.54		
DAYLESFORD		\$ 8.56		
PAOLI		\$ 8.58		
Arrive	P. M.	P. M.	P. M.	
	4615	5371	4945	

# OUTWARD

75

FIRST CLASS					
156	●3890	171	581	●3998	●5987
DAILY	(SEE NOTE)	DAILY	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.20		\$ 8.30		
\$ 8.20	\$ 8.20	\$ 8.31		\$ 8.34	\$ 8.42
	\$ 8.28	8.35	\$ 8.37	\$ 8.37	\$ 8.46
		8.37			
8.24	8.27		8.42	8.41	8.48
\$ 8.29	\$ 8.32			\$ 8.45	
8.33	8.36				
	\$ 8.37				
	MU			MU	MU
	\$ 8.39				
	\$ 8.41				
	F 8.42				
	\$ 8.44				
8.38	8.46				
				\$ 8.47	
				\$ 8.49	
				\$ 8.51	
				\$ 8.52	
				\$ 8.54	
				\$ 8.56	
				\$ 8.58	
	Will Run Sunday and May 30, July 4, Sept. 1				
				\$ 9.00	
				F 9.02	
				\$ 9.04	
			8.46		\$ 8.50
			8.48		
			8.54		
			\$ 9.07		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
156	3890	171	581	3998	5987

## OUTWARD

STATIONS	FIRST CLASS			
	●5373	●1031	●4543	●5211
	DAILY	±FRIDAY AND SAT.	±DAILY EX. SUN.	SUNDAY ONLY
Leave	P. M.	P. M.	P. M.	P. M.
PHILA.-BROAD ST.		\$ 8.45		
BROAD ST.-Suburban	\$ 8.45		\$ 8.57	\$ 9.17
PENNSYLVANIA				
PENNA.-30th ST.	\$ 8.48	\$ 8.49	\$ 9.00	\$ 9.20
ARSENAL			9.03	9.23
BRILL				9.26
DARBY				F 9.28
FORTY-NINTH ST.			\$ 9.05	
ZOO	8.51	8.54		
NORTH PHILA.		\$ 8.59		
NORTH PENN.				
SHORE		9.04		
FRANKFORD JOT.				
JERSEY (Atl. Div.)	MU	9.09	MU	MU
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
OARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Port W. ending on Branch			
EAST LANE		First Trip June 27, Last Trip Aug. 30	Will Not Run May 30, July 4, Sept. 1	
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	on Branch			
ENFIELD		Will Not Run July 4		
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Ar.				
FIFTY-SECOND ST.	\$ 8.53			
OVERBROOK	\$ 8.56			
MERION	\$ 8.58			
NARBERTH	\$ 9.00			
WYNNEWOOD	\$ 9.02			
ARDMORE	\$ 9.04			
HAVERFORD	\$ 9.06			
BRYN MAWR	\$ 9.08			
ROSEMONT	\$ 9.10			
VILLANOVA	\$ 9.12			
RADNOR	\$ 9.14			
ST. DAVIDS	\$ 9.16			
WAYNE	\$ 9.18			
STRAFFORD	\$ 9.20			
DEVON	\$ 9.22			
BERWYN	\$ 9.24			
DAYLESFORD	F 9.26			
PAOLI	\$ 9.29			
Arrive	P. M.	P. M.	P. M.	P. M.
	5373	1031	4543	5211

P. T. Divn. G. O. 3703 A-B-D-E 3704 C 6-1-41



## OUTWARD

77

[illegible]

## OUTWARD

STATIONS	FIRST CLASS			
	●4617 (SEE NOTE)	158	39	●167
	DAILY	DAILY	DAILY	SUNDAY ONLY
Leave	P. M.	P. M.	P. M.	P. M.
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 9.20			
PENNSYLVANIA		\$ 9.39		\$ 9.26
PENNA.-30th ST.	\$ 9.23			
ARSENAL	9.26			9.30
BRILL				9.33
DARBY				
FORTY-NINTH ST.	\$ 9.28			
ZOO		9.43	9.44	
NORTH PHILA.		\$ 9.48		
NORTH PENN.		9.52		
SHORE				
FRANKFORD JOT.				
JERSEY (Atl. Div.)	MU			
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		9.57		
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washing ton Branch	Will Run Sunday and May 30, July 4, Sept. 1		Will Not Run August 31 Will Run Sept. 1
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	Fort Washing ton Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.			9.48	
OVERBROOK			9.50	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			9.55	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI			\$ 10.06	
Arrive	P. M.	P. M.	P. M.	P. M.
	4617	158	39	167

P. T. Divn. G. O. 3703 A-B-D-E 3704 C 6-1-41

# OUTWARD

79

FIRST CLASS					
●4949	●5375	●6155	●4002	67	147
DAILY	DAILY	(SEE NOTE)	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 9.40	\$ 9.40	\$ 9.48	\$ 9.48		
\$ 9.48	\$ 9.44	\$ 9.51	\$ 9.51		\$ 10.06
9.46					10.10
9.49					10.13
\$ 9.51					
	9.48	9.54	9.55	10.07	
			\$ 9.59		
MU	MU	MU	MU		
			\$ 10.01		
			\$ 10.03		
			\$ 10.05		
			\$ 10.06		
			\$ 10.08		
			\$ 10.10		
			\$ 10.12		
		Will Run Sunday and May 30, July 4, Sept. 1			
			\$ 10.14		
			F 10.16		
			\$ 10.18		
	\$ 9.50	\$ 9.56		10.11	
	\$ 9.53			10.13	
	\$ 9.55				
	\$ 9.57				
	\$ 9.59				
	\$ 10.01				
	\$ 10.03				
	\$ 10.05			10.18	
	\$ 10.07				
	\$ 10.09				
	\$ 10.11				
	\$ 10.13				
	\$ 10.15				
	\$ 10.17				
	\$ 10.19				
	\$ 10.21				
	F 10.23				
	\$ 10.25			\$ 10.30	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4949	5375	6155	4002	67	147

## OUTWARD

STATIONS	FIRST CLASS			
	⊕4545	198	●5377	
	DAILY	SUNDAY ONLY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 10.17		\$ 10.25	
PENNSYLVANIA		\$ 10.24		
PENNA.-30th ST.	\$ 10.20		\$ 10.28	
ARSENAL	10.23			
BRILL				
DARBY				
FORTY-NINTH ST.	\$ 10.25			
ZOO		10.28	10.31	
NORTH PHILA.		\$ 10.33		
NORTH PENN.				
SHORE		10.37		
FRANKFORD JOT.				
JERSEY (Atl. Div.)	MU		MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		10.41		
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.				
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.			\$ 10.33	
OVERBROOK			\$ 10.38	
MERION			\$ 10.38	
NARBERTH			\$ 10.40	
WYNNEWOOD			\$ 10.42	
ARDMORE			\$ 10.44	
HAVERFORD			\$ 10.46	
BRYN MAWR			\$ 10.48	
ROSEMONT			\$ 10.50	
VILLANOVA			\$ 10.52	
RADNOR			\$ 10.54	
ST. DAVIDS			\$ 10.56	
WAYNE			\$ 10.57	
STRAFFORD			\$ 10.59	
DEVON			\$ 11.01	
BERWYN			\$ 11.03	
DAYLESFORD			\$ 11.05	
PAOLI			\$ 11.07	
Arrive	P. M.	P. M.	P. M.	
	4545	198	5377	

## OUTWARD

81

FIRST CLASS					
35 DAILY	178 DAILY EX. SUN.	4951 DAILY	1033 DAILY	4004 DAILY	5993 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 10.40		\$ 10.42	\$ 10.45	\$ 10.48	\$ 10.48
	\$ 10.45				
\$ 10.44		\$ 10.45	\$ 10.49	\$ 10.51	\$ 10.51
		10.48			
		10.51			
		\$ 10.53			
10.49	10.49		10.53	10.55	10.55
	\$ 10.54		\$ 10.58	\$ 10.59	
	10.58		11.03		
		MU	11.09	MU	MU
	11.03				
				\$ 11.01	
				\$ 11.03	
				\$ 11.05	
				\$ 11.06	
				\$ 11.08	
				\$ 11.10	
				\$ 11.12	
				\$ 11.14	
				\$ 11.16	
				\$ 11.18	
10.52					\$ 10.57
10.54					
11.02					
\$ 11.15					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
35	178	4951	1033	4004	5993

## OUTWARD

STATIONS	FIRST CLASS			
	252	449	4006	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.	\$ 10.50			
BROAD ST.-Suburban			\$ 11.85	
PENNSYLVANIA		\$ 11.14		
PENNA.-30th ST.	\$ 10.57		\$ 11.38	
ARSENAL		11.18		
BRILL		11.21		
DARBY				
FORTY-NINTH ST.				
ZOO	11.01		11.42	
NORTH PHILA.	\$ 11.06		\$ 11.46	
NORTH PENN.	11.10			
SHORE				
FRANKFORD JOT.	\$ 11.11			
JERSEY (Atl. Div.)			MU	
FRANKFORD	\$ 11.14			
BRIDESBURG	\$ 11.17			
WISSINOMING	F 11.18			
TACONY	F 11.20			
HOLMESBURG JOT.	F 11.23			
WESTMORELAND			\$ 11.48	
QUEEN LANE			\$ 11.50	
OHELLEN AVENUE			\$ 11.52	
TULPEHOOKEN			\$ 11.53	
UPSAL			\$ 11.55	
OARPENTER			\$ 11.57	
ALLEN LANE			\$ 11.59	
GERMANTOWN RD.				
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS			\$ 12.01	
HIGHLAND			F 12.03	
OHESTNUT HILL Lv.			\$ 12.05	
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.	A. M.	
	252	449	4006	

# OUTWARD

83

FIRST CLASS					
●4547	●5379	37	141	●4953	‡●603 (SEE NOTE)
DAILY	DAILY	DAILY	DAILY	DAILY	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 11.40	\$ 11.40			\$ 11.47	\$ 11.55
\$ 11.43	\$ 11.43		\$ 11.46	\$ 11.50	
11.46			11.50	11.53	
			11.53	11.56	
				\$ 11.58	
\$ 11.48					
	11.46	11.54			12.03
MU	MU			MU	
					Will Not Run May 30, July 4, Sept. 1
					Will Leave Penn Coach Yard 11.55 P.M. Daily, Ex. Saturday
					and Sunday. Will Leave Broad St. Station 11.55 P.M.
					Saturday Only
	\$ 11.48	11.57			12.05
	\$ 11.51	11.59			12.07
	\$ 11.53				
	\$ 11.55				
	\$ 11.57				
	\$ 11.59				
	\$ 12.01				
	\$ 12.03	12.04			12.13
	\$ 12.05				
	\$ 12.07				
	\$ 12.09				
	\$ 12.11				
	\$ 12.13				
	\$ 12.15				
	\$ 12.17				
	\$ 12.19				
	\$ 12.21				
	\$ 12.24	\$ 12.15			12.25
P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
4547	5379	37	141	4953	603





**INWARD**

85

## FIRST CLASS

[illegible]

## INWARD

STATIONS Arrive	FIRST CLASS			
	●103	107	102	
	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban				
PENNSYLVANIA	3.15	3.24	\$ 3.49	
PENNA.-30th ST.				
ARSENAL			3.45	
BRILL			3.42	
DARBY				
FORTY-NINTH ST.				
ZOO	3.09	3.20		
NORTH PHILA.	3.03	\$ 3.15		
NORTH PENN.				
SHORE	2.57	3.09		
FRANKFORD JOT.				
JERSEY.....(Atl. Div.)				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	2.50	3.03		
WESTMORELAND				
QUEEN LANE				
CHELTON AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washington Branch	Will Arrive Mail Platform 3.28 A.M.		
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
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	
	103	107	102	

## INWARD

87

## FIRST CLASS

[illegible]

## INWARD

STATIONS Arrive	FIRST CLASS			
	22	4900	173	
	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban		\$ 5.31		
PENNSYLVANIA			\$ 5.37	
PENNA.-30th ST.		\$ 5.28		
ARSENAL		5.25		
BRILL		5.22		
DARBY		\$ 5.19		
FORTY-NINTH ST.				
ZOO	4.55		5.33	
NORTH PHILA.			\$ 5.28	
NORTH PENN.				
SHORE			5.24	
FRANKFORD JOT.				
JERSEY.....(Atl. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.			5.20	
WESTMORELAND				
QUEEN LANE				
CHELTON AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Port Washington Branch	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	4.51			
OVERBROOK	4.49			
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	4.44			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	4.34			
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX. SUN.	DAILY	
	22	4900	173	

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## INWARD

STATIONS	FIRST CLASS			
	76	◇ 36	● 3937	
Arrive	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.		\$ 6.05		
BROAD ST.-Suburban			\$ 6.11	
PENNSYLVANIA				
PENNA.-30th ST.		\$ 6.01	\$ 6.08	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	5.47	5.57	6.04	
NORTH PHILA.			\$ 6.01	
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY.....(Au. Div.)			MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND			\$ 5.58	
QUEEN LANE			\$ 5.55	
OHELLEN AVENUE			\$ 5.53	
TULPEHOOKEN			\$ 5.51	
UPSAL			\$ 5.49	
CARPENTER			\$ 5.47	
ALLEN LANE			\$ 5.46	
GERMANTOWN RD	Port Washing ton Branch		Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS			\$ 5.44	
HIGHLAND			\$ 5.43	
CHESTNUT HILL Lv.			\$ 5.42	
FIFTY-SECOND ST.	5.44	5.54		
OVERBROOK	5.42	5.52		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	5.36	5.46		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	5.25	\$ 5.35		
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY EX. SUN.	
	76	36	3937	



## INWARD

STATIONS Arrive	FIRST CLASS			
	●5306	38	580	
	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.			\$ 6.40	
BROAD ST.-Suburban	\$ 6.40			
PENNSYLVANIA				
PENNA.-30th ST.	\$ 6.37		\$ 6.35	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	6.33	6.21	6.30	
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT				
JERSEY.....(Ad. Div.)	MU			
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT				
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washing ton Branch			
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	\$ 6.31	6.17	6.27	
OVERBROOK	\$ 6.28	6.15	6.25	
MERION	\$ 6.26			
NARBERTH	\$ 6.24			
WYNNEWOOD	\$ 6.22			
ARDMORE	\$ 6.20			
HAVERFORD	\$ 6.18			
BRYN MAWR	\$ 6.16	6.10	6.20	
ROSEMONT	\$ 6.14			
VILLANOVA	\$ 6.12			
RADNOR	\$ 6.10			
ST. DAVIDS	\$ 6.08			
WAYNE	\$ 6.06			
STRAFFORD	\$ 6.04			
DEVON	\$ 6.02			
BERWYN	\$ 6.00			
DAYLESFORD	\$ 5.58			
PAOLI	\$ 5.56	\$ 6.00	\$ 6.10	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	5306	38	580	



## FIRST CLASS

●3939	●4039	◇40	●4506	●4906	●5954
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 6.41			\$ 6.50	\$ 6.53	\$ 6.56
\$ 6.38			\$ 6.47	\$ 6.50	\$ 6.53
			6.44	6.47	
				6.44	
				\$ 6.41	
			\$ 6.41		
6.34		6.39			6.49
\$ 6.30					
MU	MU		MU	MU	MU
\$ 6.28					
\$ 6.25					
\$ 6.23					
\$ 6.21					
\$ 6.19					
\$ 6.17					
\$ 6.16	AR 6.26				
	Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1
	Does Not Carry Passengers				
\$ 6.14					
F 6.13					
\$ 6.12	LV 6.22				
		6.35			\$ 6.47
		6.33			
		6.28			
		\$ 6.17			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	±DAILY EX. SUN.	DAILY	±DAILY EX. SUN.	DAILY	±DAILY EX. SUN.
3939	4039	40	4506	4906	5954

## INWARD

STATIONS	FIRST CLASS			
	⊕5700	●5308	◇70	
Arrive	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 7.00	\$ 7.00		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 6.57	\$ 6.57		
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	6.53	6.53	6.49	
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT				
JERSEY.....(Ad. Div.)	MU	MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
FACONY				
HOLMESBURG JOT				
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Port Washing Sunday and May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROCK	Don Branch			
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	\$ 6.51	6.51	6.45	
OVERBROOK	\$ 6.48	6.49	6.43	
MERION	\$ 6.46			
NARBERTH	\$ 6.44	\$ 6.46		
WYNNEWOOD	\$ 6.42	\$ 6.44		
ARDMORE	\$ 6.40	\$ 6.42		
HAVERFORD	\$ 6.38	\$ 6.40		
BRYN MAWR	\$ 6.36	\$ 6.38	6.38	
ROSEMONT	\$ 6.34			
VILLANOVA	\$ 6.32			
RADNOR	\$ 6.30	\$ 6.34		
ST. DAVIDS	\$ 6.28	\$ 6.32		
WAYNE	\$ 6.27	\$ 6.30		
STRAFFORD	\$ 6.25	\$ 6.28		
DEVON	\$ 6.23	\$ 6.26		
BERWYN	\$ 6.21	\$ 6.24		
DAYLESFORD	F 6.19	F 6.22		
PAOLI	\$ 6.18	\$ 6.20	\$ 6.28	
Leave	A. M.	A. M.	A. M.	
	(SEE NOTE)	‡DAILY EX. SUN.	DAILY	
	5700	5308	70	

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## INWARD

STATIONS Arrive	FIRST CLASS			
	5310 A. M.	3943 A. M.	112 A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 7.15	\$ 7.15		
PENNSYLVANIA			\$ 7.14	
PENNA.-30th ST.	\$ 7.12	\$ 7.12		
ARSENAL			7.10	
BRILL			7.07	
DARBY				
FORTY-NINTH ST.				
ZOO	7.08	7.08		
NORTH PHILA.		\$ 7.04		
NORTH PENN.				
SHORE				
FRANKFORD JCT.				
JERSEY (Ad. Div.)	MU	MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.				
WESTMORELAND		\$ 7.02		
QUEEN LANE		\$ 6.59		
CHELLEN AVENUE		\$ 6.57		
TULPEHOOKEN		\$ 6.55		
UPSAL		\$ 6.53		
OARPENTER		\$ 6.51		
ALLEN LANE		\$ 6.50		
GERMANTOWN RD	Fort Washing ton Branch	Will Not Run	Will Not Run	
EAST LANE		May 30,	May 30,	
ASBESTOS		July 4,	July 4,	
HILL OREST		Sept. 1	Sept. 1	
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS		\$ 6.48		
HIGHLAND		\$ 6.47		
OHESTNUT HILL Lv.		\$ 6.46		
FIFTY-SECOND ST.	\$ 7.06			
OVERBROOK	\$ 7.03			
MERION	\$ 7.01			
NARBERTH	\$ 6.59			
WYNNEWOOD	\$ 6.57			
ARDMORE	\$ 6.55			
HAVERFORD	\$ 6.53			
BRYN MAWR	\$ 6.51			
ROSEMONT	\$ 6.49			
VILLANOVA	\$ 6.47			
RADNOR	\$ 6.45			
ST. DAVIDS	\$ 6.43			
WAYNE	\$ 6.41			
STRAFFORD	\$ 6.39			
DEVON	\$ 6.37			
BERWYN	\$ 6.35			
DAYLESFORD	\$ 6.33			
PAOLI	\$ 6.31			
Leave	A. M.	A. M.	A. M.	
	±DAILY EX. SUN.	±DAILY EX. SUN.	DAILY	
	5310	3943	112	

**FIRST CLASS**



## FIRST CLASS

●5314	30	●4512	●3857	●4910	●5958
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.33		\$ 7.84	\$ 7.85	\$ 7.87	\$ 7.87
\$ 7.80		\$ 7.31	\$ 7.82	\$ 7.84	\$ 7.84
		7.27		7.30	
				7.27	
				\$ 7.25	
		\$ 7.24			
7.26	7.23		7.27		7.30
			\$ 7.23		
			7.18		
			F 7.17		
MU		MU	MU	MU	MU
			7.12		
Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1
7.24	7.20				\$ 7.28
\$ 7.22	7.18				
\$ 7.18					
\$ 7.15					
\$ 7.13					
\$ 7.11	7.13				
\$ 7.09					
\$ 7.07					
\$ 7.05					
\$ 7.03					
\$ 7.01					
\$ 6.59					
\$ 6.57					
\$ 6.55					
\$ 6.53					
\$ 6.50	\$ 7.04				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
‡DAILY EX. SUN.	DAILY	‡DAILY EX. SUN.	‡DAILY EX. SUN.	‡DAILY EX. SUN.	‡DAILY EX. SUN.
5314	30	4512	3857	4910	5958

## INWARD

STATIONS		FIRST CLASS		
		118 A. M.	4600 A. M.	●4514 A. M.
Arrive				
PHILA.-BROAD ST.			\$ 7.39	\$ 7.40
BROAD ST.-Suburban				
PENNSYLVANIA	\$ 7.36			
PENNA.-30th ST.		\$ 7.36	\$ 7.87	
ARSENAL	7.32	7.33	7.34	
BRILL	7.30			
DARBY				
FORTY-NINTH ST.		\$ 7.31	7.31	
ZOO				
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY (Ad. Div.)		MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort Washing	Will Run Sunday and May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK				
SANDY HILL	Ion Branch			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
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	(SEE NOTE)	‡DAILY EX. SUN.	
	118	4600	4514	



## INWARD

101

## FIRST CLASS

●201	●4047	●3947	●5200	●5316	●2593
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.41		\$ 7.43	\$ 7.44	\$ 7.44	\$ 7.45
D 7.37		\$ 7.40	\$ 7.41 7.38	\$ 7.41	\$ 7.42
			7.35		
			\$ 7.32		
7.33		7.36		7.35	7.38
D 7.28		\$ 7.32			\$ 7.34
7.24					7.28
					F 7.27
	MU	MU	MU	MU	7.22
7.19					
	Will Not Run May 30, July 4, Sept. 1	\$ 7.29 \$ 7.26 \$ 7.24 \$ 7.22			
		\$ 7.20 \$ 7.18 \$ 7.13			
		\$ 7.17			
	F 7.11 F 7.09 F 7.08 F 7.06 F 7.04	Will Not Run May 30, July 4, Sept. 1	Will Run Sunday and May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1
	F 7.03 F 7.02 F 7.00 \$ 6.58				
		\$ 7.15 F 7.14 \$ 7.13			
				\$ 7.33	
				\$ 7.31	
				\$ 7.29	
				\$ 7.27	
				\$ 7.25	
				\$ 7.23	
				\$ 7.21	
				\$ 7.19	
				\$ 7.17	
				\$ 7.15	
				\$ 7.13	
				\$ 7.11	
				\$ 7.10	
				\$ 7.08	
				\$ 7.06	
				\$ 7.04	
				\$ 7.02	
				\$ 7.00	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	±DAILY EX. SUN.	±DAILY EX. SUN.	(SEE NOTE)	DAILY	±DAILY EX. SUN.
201	4047	3947	5200	5316	2593

## INWARD

STATIONS Arrive	FIRST CLASS			
	●5318 A. M.	●620 A. M.	●4912 A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 7.47	\$ 7.40	\$ 7.49	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 7.44	\$ 7.87	\$ 7.46	
ARSENAL			7.43	
BRILL			7.40	
DARBY			\$ 7.37	
FORTY-NINTH ST.				
ZOO	7.40	7.33		
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY.....(Adj. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort Waiting	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK	Ion Branch			
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	7.38	7.31		
OVERBROOK	7.86	7.29		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE	\$ 7.81			
HAVERFORD	\$ 7.29			
BRYN MAWR	\$ 7.27	7.24		
ROSEMONT	\$ 7.25			
VILLANOVA	\$ 7.23			
RADNOR	\$ 7.21			
ST. DAVIDS	\$ 7.19			
WAYNE	\$ 7.18			
STRAFFORD	\$ 7.16			
DEVON	\$ 7.14			
BERWYN	\$ 7.12			
DAYLESFORD				
PAOLI	\$ 7.08	\$ 7.14		
Leave	A. M.	A. M.	A. M.	
	±DAILY EX. SUN.	±DAILY EX. SUN.	±DAILY EX. SUN.	
	5318	620	4912	

## INWARD

103

FIRST CLASS					
●3949	618	◇48	●4914	●5960	255
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.51	\$ 7.55		\$ 7.56	\$ 7.58	\$ 8.01
\$ 7.48	\$ 7.52		\$ 7.53	\$ 7.55	\$ 7.57
			7.50		
			7.47		
\$ 7.44	7.49	7.45		7.51	7.53
\$ 7.40					\$ 7.49
					7.45
MU	MU		MU	MU	MU
					7.40
\$ 7.38					
\$ 7.35					
\$ 7.33					
\$ 7.31					
\$ 7.29					
\$ 7.27					
\$ 7.26					
Will Not Run May 30 July 4, Sept. 1			Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	
\$ 7.24					
\$ 7.23					
\$ 7.22					
	7.47	7.41		\$ 7.49	
	\$ 7.45	7.39			
	\$ 7.41				
	\$ 7.38				
	\$ 7.36	7.34			
	\$ 7.33				
	\$ 7.31				
	\$ 7.28				
	\$ 7.25				
	\$ 7.23				
	\$ 7.19	\$ 7.24			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
± DAILY EX. SUN.	DAILY EX. SUN.	DAILY	± DAILY EX. SUN.	± DAILY EX. SUN.	DAILY EX. SUN.
3949	618	48	4914	5960	255

## INWARD

STATIONS Arrive	FIRST CLASS			
	1004	●3951	●5320	
	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.	\$ 8.05			
BROAD ST.-Suburban		\$ 8.06	\$ 8.15	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 8.01	\$ 8.03	\$ 8.12	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	\$ 7.56	\$ 7.59	8.08	
NORTH PHILA	\$ 7.52	\$ 7.55		
NORTH PENN				
SHORE	7.46			
FRANKFORD JOT	\$ 7.46			
JERSEY.....(Ad. Div.)	7.40	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND		\$ 7.53		
QUEEN LANE		\$ 7.50		
CHELLEN AVENUE		\$ 7.48		
TULPEHOOKEN		\$ 7.46		
UPSAL		\$ 7.44		
OARPENTER		\$ 7.42		
ALLEN LANE		\$ 7.41		
GERMANTOWN RD	Port Washing ton Branch	Will Not Run May 30, July 4	Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK	Port Washing ton Branch	Daily June 22 to Sept. 7 inc.		
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.	Port Washing ton Branch	Daily Except Sunday Beginning Sept. 8		
ST. MARTINS			\$ 7.89	
HIGHLAND			\$ 7.88	
CHESTNUT HILL Lv.			\$ 7.87	
FIFTY-SECOND ST.			\$ 8.06	
OVERBROOK			\$ 8.03	
MERION			\$ 8.01	
NARBERTH			\$ 7.59	
WYNNEWOOD			\$ 7.57	
ARDMORE			\$ 7.55	
HAVERFORD			\$ 7.53	
BRYN MAWR			\$ 7.51	
ROSEMONT			\$ 7.49	
VILLANOVA			\$ 7.47	
RADNOR			\$ 7.45	
ST. DAVIDS			\$ 7.43	
WAYNE			\$ 7.41	
STRAFFORD			\$ 7.39	
DEVON			\$ 7.37	
BERWYN			\$ 7.35	
DAYLESFORD			\$ 7.33	
PAOLI			\$ 7.31	
Leave	A. M.	A. M.	A. M.	
	±DAILY EX. SUN.	DAILY	±DAILY EX. SUN.	
	1004	3951	5320	

## 105

[illegible]



## 107

## INWARD

STATIONS Arrive	FIRST CLASS			
	●3957 A. M.	●4918 A. M.	●5324 A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 8.57	\$ 9.02	\$ 9.03	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 8.54	\$ 8.59	\$ 9.00	
ARSENAL		8.56		
BRILL		8.53		
DARBY		\$ 8.51		
FORTY-NINTH ST.				
ZOO	8.50		8.56	
NORTH PHILA.	\$ 8.46			
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY.....(Adj. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND	\$ 8.44			
QUEEN LANE	\$ 8.41			
CHELLEN AVENUE	\$ 8.39			
TULPEHOOKEN	\$ 8.37			
UPSAL	\$ 8.35			
CARPENTER	\$ 8.33			
ALLEN LANE	\$ 8.32			
GERMANTOWN RD	Port Washing ton Branch	Will Not Run	Will Not Run	Will Not Run
EAST LANE		May 30,	May 30,	May 30,
ASBESTOS		July 4,	July 4,	July 4,
HILL CREST		Sept. 1	Sept. 1	Sept. 1
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS	\$ 8.30			
HIGHLAND	\$ 8.29			
CHESTNUT HILL Lv.	\$ 8.28			
FIFTY-SECOND ST.			\$ 8.54	
OVERBROOK			\$ 8.51	
MERION			\$ 8.49	
NARBERTH			\$ 8.47	
WYNNEWOOD			\$ 8.45	
ARDMORE			\$ 8.43	
HAVERFORD			\$ 8.41	
BRYN MAWR			\$ 8.39	
ROSEMONT			\$ 8.37	
VILLANOVA			\$ 8.35	
RADNOR			\$ 8.33	
ST. DAVIDS			\$ 8.31	
WAYNE			\$ 8.29	
STRAFFORD			\$ 8.27	
DEVON			\$ 8.25	
BERWYN			\$ 8.23	
DAYLESFORD			\$ 8.21	
PAOLI			\$ 8.19	
Leave	A. M.	A. M.	A. M.	
	±DAILY EX. SUN.	±DAILY EX. SUN.	±DAILY EX. SUN.	
	3957	4918	5324	



## 109

## INWARD

STATIONS Arrive	FIRST CLASS			
	●5326	25	114	
	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.		\$ 9.42		
BROAD ST.-Suburban	\$ 9.33			
PENNSYLVANIA			P 9.39	
PENNA.-30th ST.	\$ 9.30	{ 9.38		
ARSENAL		\$ 9.35	9.35	
BRILL			9.32	
DARBY				
FORTY-NINTH ST.				
ZOO	9.26	9.31		
NORTH PHILA.		\$ 9.27		
NORTH PENN.				
SHORE		9.23		
FRANKFORD JOT.				
JERSEY.....(Atl. Div.)	MU			
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		9.19		
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washing ton Branch	Western Cars cut off at Penna.-30th Street		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	\$ 9.24			
OVERBROOK	\$ 9.21			
MERION	\$ 9.19			
NARBERTH	\$ 9.17			
WYNNEWOOD	\$ 9.15			
ARDMORE	\$ 9.13			
HAVERFORD	\$ 9.11			
BRYN MAWR	\$ 9.09			
ROSEMONT	\$ 9.07			
VILLANOVA	\$ 9.05			
RADNOR	\$ 9.03			
ST. DAVIDS	\$ 9.01			
WAYNE	\$ 8.59			
STRAFFORD	\$ 8.57			
DEVON	\$ 8.55			
BERWYN	\$ 8.53			
DAYLESFORD				
PAOLI	\$ 8.49			
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	5326	25	114	

## 111



## FIRST CLASS

169	●5328	●600	●4101	●3963	126
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 9.48			
	\$ 10.08		\$ 10.11	\$ 10.16	
\$ 9.58					\$ 10.16
	\$ 10.00	\$ 9.44	\$ 10.08	\$ 10.13	
					10.12
					10.09
\$ 9.53	9.56	9.41	10.04	10.09	
\$ 9.49			\$ 10.00	\$ 10.05	
9.45					
	MU		MU	MU	
9.40					
			\$ 9.58	\$ 10.03	
			\$ 9.55	\$ 10.00	
			\$ 9.53	\$ 9.58	
			\$ 9.51	\$ 9.56	
			\$ 9.49	\$ 9.54	
			\$ 9.47	\$ 9.52	
			\$ 9.46	\$ 9.51	
		Will Not Run May 30, July 4, Sept. 1	Baggage Service Sunday Will Run Sunday and	Will Not Run May 30, July 4, Sept. 1	
			May 30, July 4, Sept. 1		
			\$ 9.44	\$ 9.49	
			F 9.43	F 9.48	
			\$ 9.42	\$ 9.47	
	\$ 9.54	9.39			
	\$ 9.51	9.37			
	\$ 9.49				
	\$ 9.47				
	\$ 9.45				
	\$ 9.43				
	\$ 9.41				
	\$ 9.39	9.32			
	\$ 9.37				
	\$ 9.35				
	\$ 9.33				
	\$ 9.31				
	\$ 9.29				
	\$ 9.27				
	\$ 9.25				
	\$ 9.23				
	F 9.21				
	\$ 9.19	\$ 9.22			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	±DAILY EX. SUN.	(SEE NOTE)	±DAILY EX. SUN.	DAILY
169	5328	600	4101	3963	126



## FIRST CLASS

●4524	●3965	●4922	●5968	5332	●5702
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 10.46	\$ 10.46	\$ 10.49	\$ 10.56	\$ 11.03	\$ 11.03
\$ 10.43	\$ 10.43	\$ 10.46	\$ 10.53	\$ 11.00	\$ 11.00
10.40		10.43			
		10.40			
		\$ 10.37			
\$ 10.38					
	10.39		10.49	10.56	10.56
	\$ 10.35				
MU	MU	MU	MU	MU	MU
	\$ 10.33				
	\$ 10.30				
	\$ 10.28				
	\$ 10.26				
	\$ 10.24				
	\$ 10.22				
	\$ 10.21				
Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1		
	\$ 10.19				
	F 10.18				
	\$ 10.17				
			\$ 10.47	\$ 10.54	\$ 10.54
				\$ 10.51	\$ 10.51
				\$ 10.49	\$ 10.49
				\$ 10.48	\$ 10.47
				\$ 10.44	\$ 10.45
				\$ 10.42	\$ 10.43
				\$ 10.37	\$ 10.41
				\$ 10.35	\$ 10.39
				\$ 10.32	\$ 10.37
				\$ 10.30	\$ 10.35
				\$ 10.28	\$ 10.33
				\$ 10.26	\$ 10.31
				\$ 10.24	\$ 10.29
				\$ 10.22	\$ 10.27
				\$ 10.20	\$ 10.25
				\$ 10.18	\$ 10.23
				\$ 10.14	\$ 10.19
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
±DAILY EX. SUN.	±DAILY EX. SUN.	DAILY	±DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY
4524	3965	4922	5968	5332	5702

STATIONS	FIRST CLASS			
	632	115	●3967	
	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.	\$ 11.00			
BROAD ST.-Suburban			\$ 11.16	
PENNSYLVANIA		\$ 11.10		
PENNA.-30th ST.	\$ 10.56		\$ 11.13	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	10.52	11.05	11.09	
NORTH PHILA.		\$ 11.00	\$ 11.05	
NORTH PENN.				
SHORE		10.56		
FRANKFORD JOT.				
JERSEY..... (Adj. Div.)			MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.		10.51		
WESTMORELAND			\$ 11.03	
QUEEN LANE			\$ 11.00	
CHELLEN AVENUE			\$ 10.58	
TULPEHOOKEN			\$ 10.56	
UPSAL			\$ 10.54	
CARPENTER			\$ 10.52	
ALLEN LANE			\$ 10.51	
GERMANTOWN RD	Fort Washing ton Branch			
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS			\$ 10.49	
HIGHLAND			\$ 10.48	
CHESTNUT HILL Lv.			\$ 10.47	
FIFTY-SECOND ST.	10.50			
OVERBROOK	10.48			
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	10.42			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	\$ 10.32			
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	DAILY	
	632	115	3967	



## INWARD

117

## FIRST CLASS

174	●5334	●209	●3969	●4526	●4924
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 11.38			
	\$ 11.33		\$ 11.46	\$ 11.47	\$ 11.60
\$ 11.13	\$ 11.30	D 11.34	\$ 11.48	\$ 11.44	\$ 11.47
11.09				11.41	11.44
11.06					11.41
					\$ 11.38
				\$ 11.39	
	11.26	11.30	11.39		
	D 11.26	\$ 11.35			
		11.22			
	MU		MU	MU	MU
		11.18			
			\$ 11.33		
			\$ 11.30		
			\$ 11.28		
			\$ 11.26		
			\$ 11.24		
			\$ 11.22		
			\$ 11.21		
	Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	
			\$ 11.19		
			F 11.18		
			\$ 11.17		
	\$ 11.24				
	\$ 11.21				
	\$ 11.19				
	\$ 11.17				
	\$ 11.15				
	\$ 11.13				
	\$ 11.11				
	\$ 11.09				
	\$ 11.07				
	\$ 11.05				
	\$ 11.03				
	\$ 11.01				
	\$ 10.59				
	\$ 10.67				
	\$ 10.55				
	\$ 10.53				
	F 10.51				
	\$ 10.49				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	±DAILY EX. SUN.	DAILY	±DAILY EX. SUN.	±DAILY EX. SUN.	DAILY
174	5334	209	3969	4526	4924



## INWARD

119

## FIRST CLASS

●3859	128	⊕3971	121	5970	●5338
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.09		\$ 12.16		\$ 12.80	\$ 12.83
\$ 12.06	\$ 12.13	\$ 12.13	\$ 12.17	\$ 12.27	\$ 12.80
	12.09				
	12.06				
12.01		12.09	12.12	12.23	12.26
\$ 11.57		\$ 12.05	\$ 12.07		
11.53			12.03		
F 11.52					
MU		MU		MU	MU
F 11.50					
F 11.48					
F 11.46					
F 11.44					
F 11.42			11.58		
		\$ 12.03			
		\$ 12.00			
		\$ 11.58			
		\$ 11.56			
		\$ 11.54			
		\$ 11.52			
		\$ 11.51			
					Will Not Run May 30, July 4, Sept. 1
		\$ 11.49			
		F 11.48			
		\$ 11.47			
				\$ 12.21	\$ 12.24
					\$ 12.21
					\$ 12.19
					\$ 12.17
					\$ 12.15
					\$ 12.13
					\$ 12.11
					\$ 12.09
					\$ 12.07
					\$ 12.06
					\$ 12.08
					\$ 12.01
					\$ 11.59
					\$ 11.57
					\$ 11.55
					\$ 11.53
					F 11.51
					\$ 11.49
A. M.	P. M.	A. M.	A. M.	P. M.	A. M.
SATURDAY ONLY	DAILY	DAILY	DAILY	DAILY	±DAILY EX. SUN.
3859	128	3971	121	5970	5338

## INWARD

STATIONS Arrive	FIRST CLASS			
	42	75	3973	
	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.		\$ 12.45		
BROAD ST.-Suburban			\$ 12.46	
PENNSYLVANIA				
PENNA.-30th ST.		D 12.41	\$ 12.43	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	12.21	12.37	12.39	
NORTH PHILA	{	\$ 12.32	\$ 12.35	
NORTH PENN				
SHORE		12.28		
FRANKFORD JOT.				
JERSEY (Ad. Div.)			MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		12.23		
WESTMORELAND			\$ 12.33	
QUEEN LANE			\$ 12.30	
OHELTEN AVENUE			\$ 12.28	
TULPEHOOKEN			\$ 12.26	
UPSAL			\$ 12.24	
CARPENTER			\$ 12.22	
ALLEN LANE			\$ 12.21	
GERMANTOWN RD	Port Washing ton Branch		Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS			\$ 12.19	
HIGHLAND			F 12.18	
OHESTNUT HILL Lv.			\$ 12.17	
FIFTY-SECOND ST.	12.17			
OVERBROOK	12.15			
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	12.10			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	\$ 11.59			
Leave	A. M.	P. M.	P. M.	
	DAILY	DAILY	†DAILY EX. SUN.	
	42	75	3973	

## INWARD

121

## FIRST CLASS

⊕4528	⊕4928	⊕5340	123	●3975	130
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.46	\$ 12.53	\$ 1.03		\$ 1.18	
\$ 12.43	\$ 12.50	\$ 1.00	\$ 1.14	\$ 1.15	\$ 1.22
12.40	12.47				1.18
	12.44				1.15
	\$ 12.41				
\$ 12.38					
		12.56	1.09	1.11	
			\$ 1.04	\$ 1.07	
			1.00		
MU	MU	MU		MU	
			12.55		
				\$ 1.05	
				\$ 1.02	
				\$ 1.00	
				\$ 12.58	
				\$ 12.56	
				\$ 12.54	
				\$ 12.53	
	No Baggage Service May 30, July 4, Sept. 1				
				\$ 12.51	
				\$ 12.50	
				\$ 12.49	
		\$ 12.54			
		\$ 12.51			
		\$ 12.49			
		\$ 12.47			
		\$ 12.45			
		\$ 12.43			
		\$ 12.41			
		\$ 12.39			
		\$ 12.37			
		\$ 12.35			
		\$ 12.33			
		\$ 12.31			
		\$ 12.29			
		\$ 12.27			
		\$ 12.25			
		\$ 12.23			
		F 12.21			
		\$ 12.19			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
4528	4928	5340	123	3975	130

## INWARD

STATIONS	FIRST CLASS			
	●5342	●213	●4984	
Arrive	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.		\$ 1.35		
BROAD ST.-Suburban	\$ 1.38		\$ 1.39	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 1.80	D 1.31	\$ 1.36	
ARSENAL			1.33	
BRILL			1.30	
DARBY			\$ 1.27	
FORTY-NINTH ST				
ZOO	1.26	D 1.28		
NORTH PHILA.		D 1.24		
NORTH PENN.				
SHORE		1.20		
FRANKFORD JOT.				
JERSEY	MU		MU	
FRANKFORD				
BRIDEBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		1.16		
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Port Washing ton Branch	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	\$ 1.24			
OVERBROOK	\$ 1.21			
MERION	\$ 1.19			
NARBERTH	\$ 1.17			
WYNNEWOOD	\$ 1.15			
ARDMORE	\$ 1.13			
HAVERFORD	\$ 1.11			
BRYN MAWR	\$ 1.09			
ROSEMONT	\$ 1.07			
VILLANOVA	\$ 1.05			
RADNOR	\$ 1.03			
ST. DAVIDS	\$ 1.01			
WAYNE	\$ 12.59			
STRAFFORD	\$ 12.57			
DEVON	\$ 12.55			
BERWYN	\$ 12.53			
DAYLESFORD	\$ 12.51			
PAOLI	\$ 12.49			
Leave	P. M.	P. M.	P. M.	
	⊕ DAILY EX. SUN.	DAILY	DAILY	
	5342	213	4984	

## INWARD

123

## FIRST CLASS

●3977	●4530	5344	●5704	1016	176
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 1.46	\$ 1.55	\$ 2.03	\$ 2.03	\$ 2.10	
\$ 1.43	\$ 1.52	\$ 2.00	\$ 2.00	\$ 2.05	\$ 2.13
	1.49				2.09
					2.06
	\$ 1.47				
1.39		1.56	1.56	2.00	
\$ 1.35				\$ 1.55	
				1.50	
MU	MU	MU	MU	1.45	
\$ 1.33					
\$ 1.30					
\$ 1.28					
\$ 1.26					
\$ 1.24					
\$ 1.22					
\$ 1.21					
Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1				
\$ 1.19					
F 1.18					
\$ 1.17					
		\$ 1.54	\$ 1.54		
		\$ 1.61	\$ 1.51		
		\$ 1.49	\$ 1.49		
		\$ 1.46	\$ 1.47		
		\$ 1.44	\$ 1.45		
		\$ 1.41	\$ 1.43		
		\$ 1.36	\$ 1.41		
		\$ 1.33	\$ 1.39		
		\$ 1.80	\$ 1.37		
		\$ 1.28	\$ 1.35		
		\$ 1.26	\$ 1.33		
		\$ 1.24	\$ 1.31		
		\$ 1.22	\$ 1.29		
		\$ 1.20	\$ 1.27		
		\$ 1.18	\$ 1.25		
		\$ 1.16	\$ 1.23		
		F 1.14	F 1.21		
		\$ 1.12	\$ 1.19		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
±DAILY EX. SUN.	±DAILY EX. SAT. & SUN.	DAILY EX. SUN.	SUNDAY ONLY	DAILY	DAILY
3977	4530	5344	5704	1016	176

STATIONS Arrive	FIRST CLASS			
	125	● 3979	2	
	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban		\$ 2.18		
PENNSYLVANIA	\$ 2.14			
PENNA.-30th ST.		\$ 2.15		
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	2.09	2.11	2.11	
NORTH PHILA.	2.05	\$ 2.07		
NORTH PENN.	\$ 2.01			
SHORE	1.57			
FRANKFORD JOT.				
JERSEY.....(Ad. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	1.52			
WESTMORELAND		\$ 2.05		
QUEEN LANE		\$ 2.02		
OHELTEN AVENUE		\$ 2.00		
TULPEHOOKEN		\$ 1.58		
UPSAL		\$ 1.56		
CARPENTER		\$ 1.54		
ALLEN LANE		\$ 1.58		
GERMANTOWN RD	Port Washing ton Branch	Baggage Service Sunday		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS		\$ 1.51		
HIGHLAND		F 1.50		
CHESTNUT HILL Lv.		\$ 1.49		
FIFTY-SECOND ST.			2.08	
OVERBROOK			2.06	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			2.01	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI			\$ 1.51	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	125	3979	2	



## INWARD

125

## FIRST CLASS

●4606	●215	148	●5346	●626	●3981
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 2.26	\$ 2.35		\$ 2.38	\$ 2.38	\$ 2.46
\$ 2.28	D 2.31	P 2.31	\$ 2.35	\$ 2.35	\$ 2.43
2.20		2.27			
		2.25			
\$ 2.17					
	D 2.27		2.31	2.31	2.39
	D 2.24				\$ 2.35
	2.20				
MU			MU	MU	MU
	2.16				
					\$ 2.33
					\$ 2.30
					\$ 2.28
					\$ 2.26
					\$ 2.24
					\$ 2.22
					\$ 2.21
Will Run Sunday and May 30, July 4, Sept. 1					Will Not Run May 30, July 4, Sept. 1
					\$ 2.19
					F 2.18
					\$ 2.17
			\$ 2.29	\$ 2.29	
			\$ 2.26	\$ 2.26	
			\$ 2.24	\$ 2.24	
			\$ 2.22	\$ 2.22	
			\$ 2.20	\$ 2.20	
			\$ 2.18	\$ 2.18	
			\$ 2.16	\$ 2.16	
			\$ 2.14	\$ 2.14	
			\$ 2.12	\$ 2.12	
			\$ 2.10	\$ 2.10	
			\$ 2.08	\$ 2.08	
			\$ 2.06	\$ 2.06	
			\$ 2.04	\$ 2.04	
			\$ 2.02	\$ 2.02	
			\$ 2.00	\$ 2.00	
			\$ 1.58	\$ 1.58	
			F 1.56	F 1.56	
			\$ 1.54	\$ 1.54	
				Ar. 1.44	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
(SEE NOTE)	DAILY	DAILY	DAILY EX. SAT.	SATURDAY ONLY	DAILY EX. SUN.
4606	215	148	5346	626	3981

STATIONS	FIRST CLASS			
	4930	●4532	●5348	●166
Arrive	P. M.	P. M.	P. M.	P. M.
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 2.48	\$ 2.50	\$ 3.00	
PENNSYLVANIA				\$ 2.51
PENNA.-30th ST.	\$ 2.42	\$ 2.47	\$ 3.00	
ARSENAL	2.39	2.44		2.47
BRILL	2.38			2.44
DARBY	\$ 2.33			
FORTY-NINTH ST.		\$ 2.42		
ZOO			2.56	
NORTH PHILA.				
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY.....(Atl. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Fort Washing ton Branch	Will Not Run May 30, July 4, Sept. 1		Will Not Run July 5
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST			\$ 2.54	
OVERBROOK			\$ 2.51	
MERION			\$ 2.49	
NARBERTH			\$ 2.47	
WYNNEWOOD			\$ 2.45	
ARDMORE			\$ 2.43	
HAVERFORD			\$ 2.41	
BRYN MAWR			\$ 2.39	
ROSEMONT			\$ 2.37	
VILLANOVA			\$ 2.35	
RADNOR			\$ 2.33	
ST. DAVIDS			\$ 2.31	
WAYNE			\$ 2.29	
STRAFFORD			\$ 2.27	
DEVON			\$ 2.25	
BERWYN			\$ 2.23	
DAYLESFORD			\$ 2.21	
PAOLI			\$ 2.19	
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	±DAILY EX. SUN	DAILY	SATURDAY ONLY
	4930	4532	5348	166

P. T. Divn. G. O. 3703 A-B-D-E 3704 C 6-1-41

## INWARD

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## FIRST CLASS

175	33	●3983	134	5	●5350
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 3.18			\$ 3.33
\$ 3.10		\$ 3.15	\$ 3.19		\$ 3.30
			3.15		
			3.12		
3.06	3.08	3.11		3.21	3.26
\$ 3.01	3.04	\$ 3.07		\$ 3.17	
2.57	3.01			3.13	
		MU			MU
2.52	2.57			3.09	
		\$ 3.05			
		\$ 3.02			
		\$ 3.00			
		\$ 2.58			
		\$ 2.56			
		\$ 2.54			
		\$ 2.53			
					Will Not Run May 30, July 4, Sept. 1
		\$ 2.51			
		F 2.50			
		\$ 2.49			
					\$ 3.24
					\$ 3.21
					\$ 3.19
					\$ 3.17
					\$ 3.15
					\$ 3.13
					\$ 3.11
					\$ 3.09
					\$ 3.07
					\$ 3.05
					\$ 3.03
					\$ 3.01
					\$ 2.59
					\$ 2.57
					\$ 2.55
					\$ 2.53
					F 2.51
					\$ 2.49
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY	±DAILY EX. SUN.
175	33	3983	134	5	5350

STATIONS Arrive	FIRST CLASS			
	●217 P. M.	●4534 P. M.	113 P. M.	
PHILA.-BROAD ST.	\$ 3.38			
BROAD ST.-Suburban		\$ 3.40		
PENNSYLVANIA			P 3.41	
PENNA.-30th ST.	D 3.34	\$ 3.37		
ARSENAL		3.34		
BRILL				
DARBY				
FORTY-NINTH ST.		\$ 3.32		
ZOO	3.30		3.37	
NORTH PHILA.	D 3.26		P 3.32	
NORTH PENN.				
SHORE	3.22		3.28	
FRANKFORD JOT.				
JERSEY.....(Atl. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.	3.18		3.24	
WESTMORELAND				
QUEEN LANE				
OHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washing ton Branch	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY	⊕ DAILY EX. SAT. AND SUN.	DAILY	
	217	4534	113	

## 129

## INWARD

STATIONS	FIRST CLASS			
	5352	261	149	
Arrive	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 4.03	\$ 4.04		
PENNSYLVANIA			P 4.05	
PENNA.-30th ST.	\$ 4.00	\$ 4.01		
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	3.56	3.56	4.01	
NORTH PHILA.		\$ 3.52	P 3.56	
NORTH PENN.		\$ 3.50		
SHORE		3.48	3.52	
FRANKFORD JCT.		\$ 3.47		
JERSEY (Ad. Div.)	MU	MU		
FRANKFORD		\$ 3.45		
BRIDEBURG		\$ 3.43		
WISSINOMING		F 3.41		
TACONY		\$ 3.39		
HOLMESBURG JCT.		\$ 3.38	3.47	
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort Washington Branch	Baggage Service July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	\$ 3.54			
OVERBROOK	\$ 3.51			
MERION	\$ 3.49			
NARBERTH	\$ 3.47			
WYNNEWOOD	\$ 3.45			
ARDMORE	\$ 3.43			
HAVERFORD	\$ 3.41			
BRYN MAWR	\$ 3.39			
ROSEMONT	\$ 3.37			
VILLANOVA	\$ 3.35			
RADNOR	\$ 3.33			
ST. DAVIDS	\$ 3.31			
WAYNE	\$ 3.29			
STRAFFORD	\$ 3.27			
DEVON	\$ 3.25			
BERWYN	\$ 3.23			
DAYLESFORD	F 3.21			
PAOLI	\$ 3.19			
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY EX. SUN.	DAILY	
	5352	261	149	

## 131

<b>●4936</b>	<b>●4934</b>	<b>129</b>	<b>170</b>	<b>⊕3987</b>	<b>●4938</b>
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.08	\$ 4.11			\$ 4.17	\$ 4.28
\$ 4.05 4.02	\$ 4.08 4.05	\$ 4.12	\$ 4.13  4.09	\$ 4.14	\$ 4.26 4.22
3.59	4.02 \$ 3.59		4.06		4.19 \$ 4.17
		4.07 \$ 4.02		4.10 \$ 4.06	
		3.58			
MU	MU			MU	MU
		3.53			
				\$ 4.04	
				\$ 4.01	
				\$ 3.59	
				\$ 3.57	
				\$ 3.55	
				\$ 3.53	
				\$ 3.52	
Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1				Will Not Run May 30, July 4, Sept. 1
				\$ 3.50	
				F 3.49	
				\$ 3.48	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
‡DAILY EX. SAT. & SUN.	‡DAILY EX. SUN.	DAILY	DAILY	DAILY	‡DAILY EX. SAT. & SUN.
4936	4934	129	170	3987	4938

## INWARD

STATIONS	FIRST CLASS			
	5354	●5982	●219	
Arrive	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.			\$ 4.36	
BROAD ST.-Suburban	\$ 4.33	\$ 4.35		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 4.30	\$ 4.32	0 4.32	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	4.26	4.28	4.28	
NORTH PHILA.			0 4.24	
NORTH PENN.				
SHORE			4.21	
FRANKFORD JOT				
JERSEY.....(Ad. Div.)	MU	MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.			4.17	
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Will Run May 30			
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL	Will Not Run July 4, Sept. 1			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	\$ 4.24	\$ 4.26		
OVERBROOK	\$ 4.21			
MERION	\$ 4.19			
NARBERTH	\$ 4.17			
WYNNEWOOD	\$ 4.15			
ARDMORE	\$ 4.12			
HAVERFORD	\$ 4.10			
BRYN MAWR	\$ 4.08			
ROSEMONT	\$ 4.05			
VILLANOVA	\$ 4.03			
RADNOR	\$ 4.01			
ST. DAVIDS	\$ 3.59			
WAYNE	\$ 3.57			
STRAFFORD	\$ 3.55			
DEVON	\$ 3.53			
BERWYN	\$ 3.51			
DAYLESFORD	\$ 3.49			
PAOLI	\$ 3.47			
Leave	P. M.	P. M.	P. M.	
	± DAILY EX. SUN.	DAILY	DAILY	
	5354	5982	219	



## INWARD

133

**FIRST CLASS**

[illegible]



## INWARD

135

**FIRST CLASS**

<b>1060</b>	<b>●4944</b>	<b>153</b>	<b>5984</b>	<b>1020</b>	<b>1018</b>
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.59	\$ 4.59	\$ 4.67	\$ 5.04	\$ 5.10	\$ 5.16
\$ 4.56	\$ 4.56 4.63		\$ 5.01	\$ 5.08	\$ 5.11
	\$ 4.60 \$ 4.47				
4.60		4.63	4.67	5.01	5.07
\$ 4.46		\$ 4.49		\$ 4.58	\$ 5.02
4.89		4.46		4.50	4.55
\$ 4.38				\$ 4.49	\$ 4.54
4.33	MU		MU	4.44	4.49
		4.42			
First Trip June 7 Last Trip Sept. 6	Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1	Will Run Sunday and May 30 Daily Beginning June 23	Will Not Run May 30 Last Trip June 21
			\$ 4.55		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	±DAILY EX. SUN	DAILY	±DAILY EX. SUN	(SEE NOTE)	±DAILY EX. SUN.
1060	4944	153	5984	1020	1018

STATIONS	FIRST CLASS			
	●3991	144	◇49	
Arrive	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 5.16			
PENNSYLVANIA		\$ 5.16		
PENNA.-30th ST.	\$ 5.13			
ARSENAL		5.12		
BRILL		5.09		
DARBY				
FORTY-NINTH ST.				
ZOO	5.09		5.11	
NORTH PHILA.	\$ 5.05		5.07	
NORTH PENN.				
SHORE			5.03	
FRANKFORD JOT.				
JERSEY.....(Att. Div.)	MU			
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.			4.59	
WESTMORELAND	\$ 5.03			
QUEEN LANE	\$ 5.00			
OHELLEN AVENUE	\$ 4.58			
TULPEHOOKEN	\$ 4.56			
UPSAL	\$ 4.54			
CARPENTER	\$ 4.52			
ALLEN LANE	\$ 4.51			
GERMANTOWN RD.				
EAST LANE				
ASBESTOS				
HILL OREST.				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS	\$ 4.49			
HIGHLAND	\$ 4.48			
CHESTNUT HILL Lv.	\$ 4.47			
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	3991	144	49	

FIRST CLASS					
●4946	5358	●221	●4986	4612	●4093
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 5.41			
\$ 5.25	\$ 5.39		\$ 5.43	\$ 5.49	
\$ 5.22	\$ 5.36	D 5.37	\$ 5.40	\$ 5.46	
5.19			5.37	5.43	
5.16			5.34		
\$ 5.18					
				\$ 5.40	
	5.32	5.33			
		D 5.29			
		5.25			
MU	MU		MU	MU	MU
		5.20			
					Will Not Run May 30, July 4, Sept. 1
					\$ 5.22
Will Not Run May 30, July 4, Sept. 1			Will Not Run May 30, July 4, Sept. 1	Will Run Sunday and May 30, July 4, Sept. 1	F 5.20 F 5.18 F 5.17 F 5.15 F 5.13
					F 5.12
					F 5.11
					F 5.09
					\$ 5.07
	\$ 5.30				
	\$ 5.27				
	\$ 5.25				
	\$ 5.22				
	\$ 5.20				
	\$ 5.18				
	\$ 5.13				
	\$ 5.10				
	\$ 5.06				
	\$ 5.04				
	\$ 5.02				
	\$ 5.00				
	\$ 4.58				
	\$ 4.56				
	\$ 4.54				
	\$ 4.52				
	\$ 4.48				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
±DAILY EX. SUN.	DAILY EX. SUN.	DAILY	±DAILY EX. SAT. & SUN.	(SEE NOTE)	±DAILY EX. SAT. & SUN.
4946	5358	221	4986	4612	4093

STATIONS Arrive	FIRST CLASS			
	●3993 P. M.	●4538 P. M.	⊕4948 P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 5.50	\$ 5.51	\$ 5.59	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 5.47	\$ 5.48	\$ 5.56	
ARSENAL		5.45	5.53	
BRILL			5.50	
DARBY			\$ 5.47	
FORTY-NINTH ST.		\$ 5.43		
ZOO	5.43			
NORTH PHILA.	\$ 5.39			
NORTH PENN.				
SHORE				
FRANKFORD JOT.				
JERSEY.....(Ab. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND	\$ 5.37			
QUEEN LANE	\$ 5.34			
OHELTEN AVENUE	\$ 5.32			
TULPEHOCKEN	\$ 5.30			
UPSAL	\$ 5.28			
CARPENTER	\$ 5.26			
ALLEN LANE	\$ 5.25			
GERMANTOWN RD	Fort. Washing ton Branch	Will Not Run	Will Not Run	No Baggage Service
EAST LANE		May 30,	May 30,	May 30,
ASBESTOS		July 4,	July 4,	July 4,
HILL OREST		Sept. 1	Sept. 1	Sept. 1
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS	\$ 5.23			
HIGHLAND	\$ 5.22			
CHESTNUT HILL Lv.	\$ 5.21			
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	±DAILY EX SAT. & SUN	±DAILY EX. SUN	DAILY	
	3993	4538	4948	

## INWARD

139

FIRST CLASS					
●5360	●1024	271	454	177	152
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 6.03	\$ 6.05	\$ 6.04	\$ 6.08		
\$ 6.00	\$ 6.01	D 6.00	\$ 6.04	\$ 6.06	D 6.08
			5.59		6.04
			5.58		6.02
5.68	5.57	5.55		6.02	
\$ 5.52	D 5.51			\$ 5.57	
	5.46	5.47		5.53	
\$ 5.45					
MU	5.39				
		5.43		5.48	
	Will Run Sunday and May 30, July 4, Sept. 1				
\$ 5.54					
\$ 5.51					
\$ 5.49					
\$ 5.47					
\$ 5.45					
\$ 5.43					
\$ 5.41					
\$ 5.39					
\$ 5.37					
\$ 5.35					
\$ 5.33					
\$ 5.31					
\$ 5.29					
\$ 5.27					
\$ 5.25					
\$ 5.23					
\$ 5.21					
\$ 5.19					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	(SEE NOTE)	DAILY EX. SUN	DAILY	DAILY	DAILY
5360	1024	271	454	177	152

## INWARD

STATIONS		FIRST CLASS			
		●3995	307	157	
Arrive		P. M.	P. M.	P. M.	
PHILA.-BROAD ST.					
BROAD ST.-Suburban	\$ 6.16	\$ 6.22			
PENNSYLVANIA			P 6.23		
PENNA.-30th ST.	\$ 6.13	\$ 6.19			
ARSENAL					
BRILL					
DARBY					
FORTY-NINTH ST.					
ZOO	6.09	6.15	6.19		
NORTH PHILA.	\$ 6.05	\$ 6.11	P 6.14		
NORTH PENN.					
SHORE		6.07	6.10		
FRANKFORD JOT.					
JERSEY (Au. Div.)	MU	MU			
FRANKFORD		F 6.04			
BRIDESBURG					
WISSINOMING					
TACONY		F 6.00			
HOLMESBURG JOT.		5.59	6.06		
WESTMORELAND	\$ 6.03				
QUEEN LANE	\$ 6.00				
CHELLEN AVENUE	\$ 5.58				
TULPEHOOKEN	\$ 5.56				
UPSAL	\$ 5.54				
CARPENTER	\$ 5.52				
ALLEN LANE	\$ 5.51				
GERMANTOWN RD.					
EAST LANE					
ASBESTOS					
HILL CREST					
LAVEROOK					
SANDY HILL					
ENFIELD					
SUNNYBROOK					
WHITE MARSH Lv.					
ST. MARTINS	\$ 5.49				
HIGHLAND	F 5.48				
CHESTNUT HILL Lv.	\$ 5.47				
FIFTY-SECOND ST.					
OVERBROOK					
MERION					
NARBERTH					
WYNNEWOOD					
ARDMORE					
HAVERFORD					
BRYN MAWR					
ROSEMONT					
VILLANOVA					
RADNOR					
ST. DAVIDS					
WAYNE					
STRAFFORD					
DEVON					
BERWYN					
DAYLESFORD					
PAOLI					
Leave		P. M.	P. M.	P. M.	
		DAILY	SUNDAY ONLY	DAILY	
		3995	307	157	



# INWARD

141

FIRST CLASS					
5362	1048	29	168	223	69
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 6.38				\$ 6.44	
	6.34		\$ 6.34		
\$ 6.30			6.30	D 6.40	
			6.27		
6.26	6.30	6.23		6.35	6.38
	6.24	\$ 6.19		D 6.31	C 6.34
Z 6.18					
	6.13	6.16		6.27	6.30
MU	6.08				
		6.12		6.22	6.26
	First Trip July 6, Last Trip Sept. 7 Will Not				
	Run Sunday Aug. 31, Will Run Sept. 1				
\$ 6.24					
\$ 6.21					
\$ 6.19					
\$ 6.17					
\$ 6.15					
\$ 6.13					
\$ 6.11					
\$ 6.09					
\$ 6.07					
\$ 6.05					
\$ 6.03					
\$ 6.01					
\$ 5.59					
\$ 5.57					
\$ 5.55					
\$ 5.53					
\$ 5.51					
\$ 5.49					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	SUNDAY ONLY	DAILY	DAILY	DAILY	DAILY
5362	1048	29	168	223	69

## INWARD

STATIONS Arrive	FIRST CLASS			
	412	●3997	8	
	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.	\$ 6.45		\$ 6.48	
BROAD ST.-Suburban		\$ 6.47		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 6.41	\$ 6.44	\$ 6.44	
ARSENAL	6.33			
BRILL	6.30			
DARBY				
FORTY-NINTH ST.				
ZOO		6.40	6.39	
NORTH PHILA.		\$ 6.36		
NORTH PENN				
SHORE				
FRANKFORD JOT.				
JERSEY.....(Ad. Div.)		MU		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.				
WESTMORELAND		\$ 6.34		
QUEEN LANE		\$ 6.31		
OHELLEN AVENUE		\$ 6.29		
TULPEHOOKEN		\$ 6.27		
UPSAL		\$ 6.25		
CARPENTER		\$ 6.23		
ALLEN LANE		\$ 6.22		
GERMANTOWN RD	Fort Washing ton Branch	Will Operate Via Shifting Track, Arsenal, Cut Mail Cars Off		
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK				
SANDY HILL	100 Branch	Rear		
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS		\$ 6.20		
HIGHLAND		\$ 6.19		
CHESTNUT HILL Lv.		\$ 6.18		
FIFTY-SECOND ST			6.37	
OVERBROOK			6.35	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			6.29	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI			\$ 6.18	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN	DAILY EX. SUN	DAILY EX. SUN	
	412	3997	8	

## INWARD

143

**FIRST CLASS**

[illegible]

STATIONS Arrive	FIRST CLASS			
	⊕ 5364	77	● 3999	
	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 7.03		\$ 7.13	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 7.00		\$ 7.10	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	6.56	7.00	7.06	
NORTH PHILA.		6.56	\$ 7.02	
NORTH PENN.				
SHORE		6.52		
FRANKFORD JOT.				
JERSEY (Alt. Div.)	MU		MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		6.48		
WESTMORELAND			\$ 7.00	
QUEEN LANE			\$ 6.57	
OHELLEN AVENUE			\$ 6.55	
TULPEHOOKEN			\$ 6.53	
UPSAL			\$ 6.51	
CARPENTER			\$ 6.49	
ALLEN LANE			\$ 6.48	
GERMANTOWN RD	No Baggage Service May 30, July 4, Sept. 1.			
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS			\$ 6.46	
HIGHLAND			\$ 6.45	
OHESTNUT HILL Lv.			\$ 6.44	
FIFTY-SECOND ST.	\$ 6.54			
OVERBROOK	\$ 6.51			
MERION	\$ 6.49			
NARBERTH	\$ 6.47			
WYNNEWOOD	\$ 6.45			
ARDMORE	\$ 6.43			
HAVERFORD	\$ 6.41			
BRYN MAWR	\$ 6.39			
ROSEMONT	\$ 6.37			
VILLANOVA	\$ 6.35			
RADNOR	\$ 6.33			
ST. DAVIDS	\$ 6.31			
WAYNE	\$ 6.30			
STRAFFORD	\$ 6.28			
DEVON	\$ 6.26			
BERWYN	\$ 6.24			
DAYLESFORD	\$ 6.22			
PAOLI	\$ 6.20			
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	5364	77	3999	

## INWARD

145

## FIRST CLASS

570	135	154	31	65	●5366
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 7.16					\$ 7.43
\$ 7.12	\$ 7.13	\$ 7.18			\$ 7.40
		7.14			
		7.11			
7.08	7.09		7.13	7.23	7.36
\$ 7.04			\$ 7.09	7.19	
	7.00		7.05	7.15	
					MU
	6.55		7.01	7.11	
					Will Run Sat., Sun. and May 30, July 4, Sept. 1
7.06					\$ 7.34
7.04					\$ 7.31
					\$ 7.29
					\$ 7.27
					\$ 7.25
					\$ 7.23
					\$ 7.21
6.58					\$ 7.19
					\$ 7.17
					\$ 7.15
					\$ 7.13
					\$ 7.11
					\$ 7.10
					\$ 7.08
					\$ 7.06
					\$ 7.04
\$ 6.47					F 7.02
					\$ 7.00
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY	(SEE NOTE)
570	135	154	31	65	5366

## INWARD

STATIONS	FIRST CLASS			
	●622	●225	●4001	
Arrive	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.		\$ 7.44		
BROAD ST.-Suburban	\$ 7.43		\$ 7.46	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 7.40	D 7.40	\$ 7.43	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	7.36	7.36	7.39	
NORTH PHILA.	{	D 7.31	\$ 7.35	
NORTH PENN.				
SHORE		7.27		
FRANKFORD JOT.				
JERSEY.....(Ab. Div.)	MU		MU	
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.		7.22		
WESTMORELAND			\$ 7.33	
QUEEN LANE			\$ 7.30	
CHELLEN AVENUE			\$ 7.28	
TULPEHOOKEN			\$ 7.26	
UPSAL			\$ 7.24	
CARPENTER			\$ 7.22	
ALLEN LANE			\$ 7.21	
GERMANTOWN RD.	Port Washington Suburban Branch	Will Not Run May 30, July 4, Sept. 1		
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROCK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS			\$ 7.19	
HIGHLAND			F 7.18	
CHESTNUT HILL Lv.			\$ 7.17	
FIFTY-SECOND ST.	\$ 7.34			
OVERBROOK	\$ 7.31			
MERION	\$ 7.29			
NARBERTH	\$ 7.27			
WYNNEWOOD	\$ 7.25			
ARDMORE	\$ 7.23			
HAVERFORD	\$ 7.21			
BRYN MAWR	\$ 7.19			
ROSEMONT	\$ 7.17			
VILLANOVA	\$ 7.15			
RADNOR	\$ 7.13			
ST. DAVIDS	\$ 7.11			
WAYNE	\$ 7.10			
STRAFFORD	\$ 7.08			
DEVON	\$ 7.08			
BERWYN	\$ 7.04			
DAYLESFORD	F 7.02			
PAOLI	\$ 7.00			
Leave	P. M.	P. M.	P. M.	
	±DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	
	622	225	4001	

## INWARD

147

## FIRST CLASS

<b>●4542</b>	<b>191</b>	<b>74</b>	<b>●1028</b>	<b>●5206</b>	<b>418</b>
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 7.48		\$ 8.05	\$ 8.09	\$ 8.09	\$ 8.09
	CC 7.55				
\$ 7.45		D 8.01	\$ 8.05	\$ 8.06	\$ 8.06
7.42				8.03	8.03
				8.00	8.00
				\$ 7.57	\$ 7.57
\$ 7.40					
	7.51	7.56	8.00		
	CC 7.47		\$ 7.55		
	7.44		7.49		
MU			7.44	MU	MU
	7.40				
	First Trip June 21 Last Trip Sept. 27		Will Run Sundays and May 30, July 4, Sept. 1		
			Also Saturdays June 28 to Aug. 30 Inc.		
		7.54			
		7.52			
		7.47			
		\$ 7.37			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	(SEE NOTE)	SUNDAY ONLY	DAILY EX. SUN.
4542	191	74	1028	5206	418





## 149

## INWARD

STATIONS Arrive	FIRST CLASS			
	●5370 P. M.	●4544 P. M.	835 P. M.	
PHILA.-BROAD ST.			\$ 9.04	
BROAD ST.-Suburban	\$ 8.52	\$ 8.58		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 8.49	\$ 8.55	\$ 9.00	
ARSENAL		8.52		
BRILL				
DARBY				
FORTY-NINTH ST.		\$ 8.50		
ZOO	8.48		8.55	
NORTH PHILA.			\$ 8.50	
NORTH PENN.				
SHORE			8.45	
FRANKFORD JOT.				
JERSEY (AM. Div.)	MU	MU		
FRANKFORD				
BRIDEBURG				
WISSINOMING				
TACONY				
HOLMESBURG JOT.			8.40	
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Fort. Washing- ton Branch			
EAST LANE				
ASBESTOS		Will Not Run May 30, July 4, Sept. 1	Will Run Sunday and May 30, July 4, Sept. 1	
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
OHESTNUT HILL Lv.				
FIFTY-SECONDD ST.	\$ 8.44			
OVERBROOK	\$ 8.42			
MERION	\$ 8.40			
NARBERTH	\$ 8.38			
WYNNEWOOD	\$ 8.36			
ARDMORE	\$ 8.34			
HAVERFORD	\$ 8.32			
BRYN MAWR	\$ 8.30			
ROSEMONT	\$ 8.28			
VILLANOVA	\$ 8.26			
RADNOR	\$ 8.24			
ST. DAVIDS	\$ 8.22			
WAYNE	\$ 8.20			
STRAFFORD	\$ 8.18			
DEVON	\$ 8.16			
BERWYN	\$ 8.14			
DAYLESFORD	\$ 8.12			
PAOLI	\$ 8.10			
Leave	P. M.	P. M.	P. M.	
	DAILY	±DAILY EX SUN.	(SEE NOTE)	
	5370	4544	835	

## 151

[illegible]

## INWARD

STATIONS Arrive	FIRST CLASS			
	●4952 P. M.	●5372 P. M.	319 P. M.	●167 P. M.
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 9.28	\$ 9.33	\$ 9.33	
PENNSYLVANIA				\$ 9.26
PENNA.-30th ST.	\$ 9.25	\$ 9.30	\$ 9.30	
ARSENAL	9.22			
BRILL	9.19			
DARBY	\$ 9.18			
FORTY-NINTH ST.				
ZOO		9.26	9.26	9.21
NORTH PHILA.			\$ 9.21	\$ 9.17
NORTH PENN.				
SHORE			9.16	9.12
FRANKFORD JCT.			F 9.15	
JERSEY.....(Atl. Div.)	MU	MU	MU	
FRANKFORD				
BRIDESBURG			F 9.11	
WISSINOMING			F 9.09	
TACONY			F 9.07	
HOLMESBURG JCT.			F 9.05	9.08
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Port Washing ton Branch			
EAST LANE			Will Run Sunday and May 30, July 4, Sept. 1	Will Not Run August 31 Will Run Sept. 1
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.		\$ 9.24		
OVERBROOK		\$ 9.21		
MERION		\$ 9.19		
NARBERTH		\$ 9.17		
WYNNEWOOD		\$ 9.15		
ARDMORE		\$ 9.13		
HAVERFORD		\$ 9.11		
BRYN MAWR		\$ 9.09		
ROSEMONT		\$ 9.07		
VILLANOVA		\$ 9.05		
RADNOR		\$ 9.03		
ST. DAVIDS		\$ 9.01		
WAYNE		\$ 8.59		
STRAFFORD		\$ 8.57		
DEVON		\$ 8.55		
BERWYN		\$ 8.53		
DAYLESFORD		F 8.51		
PAOLI		\$ 8.49		
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	(SEE NOTE)	SUNDAY ONLY
	4952	5372	319	167

P. T. Divn. G. O. 3703 A-B-D-E 3704 C 6-1-41

## INWARD

153

## FIRST CLASS

[illegible]



# INWARD

155

## FIRST CLASS

●4614	67	●4007	●5208	198	●5374
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 10.15		\$ 10.16	\$ 10.20	\$ 10.24	\$ 10.39
\$ 10.12		\$ 10.18	\$ 10.17		\$ 10.30
10.09			10.14	10.20	
			10.11	10.17	
			F 10.08		
\$ 10.07					
	10.07	10.09			10.26
	\$ 10.02	\$ 10.05			
	9.58				
MU		MU	MU		MU
	9.54				
		\$ 10.03			
		\$ 10.00			
		\$ 9.58			
		\$ 9.58			
		\$ 9.54			
		\$ 9.52			
		\$ 9.51			
Will Run Sunday and May 30, July 4, Sept. 1			Will Run Sunday and May 30, July 4, Sept. 1		
		\$ 9.49			
		F 9.48			
		\$ 9.47			
					\$ 10.24
					\$ 10.21
					\$ 10.19
					\$ 10.17
					\$ 10.15
					\$ 10.13
					\$ 10.11
					\$ 10.09
					\$ 10.07
					\$ 10.05
					\$ 10.03
					\$ 10.01
					\$ 9.59
					\$ 9.57
					\$ 9.55
					\$ 9.53
					\$ 9.49
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
(SEE NOTE)	DAILY	DAILY	(SEE NOTE)	SUNDAY ONLY	DAILY
4614	67	4007	5208	198	5374





## INWARD

157

## FIRST CLASS

46	●1036	●4956	●1064	●5376	●4009
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 10.55	\$ 11.03		\$ 11.08		
		\$ 11.05		\$ 11.12	\$ 11.25
\$ 10.46	\$ 10.59	\$ 11.02	\$ 11.04	\$ 11.09	\$ 11.22
		10.59			
		10.58			
		\$ 10.53			
10.42	10.54		11.00	11.05	11.18
	\$ 10.49		\$ 10.55		\$ 11.14
	10.43		10.49		
	B 10.42		D 10.48		
	10.37	MU	10.43	MU	MU
					\$ 11.12
					\$ 11.09
					\$ 11.07
					\$ 11.05
					\$ 11.03
					\$ 11.01
					\$ 11.00
	Will Run Sunday and May 30	Will Not Run May 30, July 4, Sept. 1	Will Run Sunday and July 4, Sept. 1		
	Daily beginning July 4 to Sept. 1, inc.		First Trip June 22 Last Trip Sept. 1		
	Sunday only Sept. 7, 14 and 21				\$ 10.58
					F 10.57
					\$ 10.56
10.40				\$ 11.03	
10.38				\$ 11.00	
				\$ 10.58	
				\$ 10.56	
				\$ 10.54	
				\$ 10.52	
				\$ 10.50	
10.33				\$ 10.48	
				\$ 10.46	
				\$ 10.44	
				\$ 10.42	
				\$ 10.40	
				\$ 10.38	
				\$ 10.36	
				\$ 10.34	
				\$ 10.32	
				F 10.30	
\$ 10.23				\$ 10.28	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	(SEE NOTE)	±DAILY EX. SUN.	(SEE NOTE)	DAILY	DAILY
46	1036	4956	1064	5376	4009

STATIONS	FIRST CLASS			
	151	141	●189	
Arrive	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.			\$ 11.45	
BROAD ST.-Suburban				
PENNSYLVANIA	\$ 11.26	\$ 11.38		
PENNA.-30th ST.			D 11.41	
ARSENAL				
BRILL				
DARBY				
FORTY-NINTH ST.				
ZOO	11.21	11.34	11.37	
NORTH PHILA.	\$ 11.17	\$ 11.29	D 11.33	
NORTH PENN.				
SHORE	11.13	11.25	11.29	
FRANKFORD JCT.				
JERSEY (Atl. Div.)				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.	11.08	11.20	11.24	
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOCKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Will Arrive Mail Platform 11.31 P. M.			
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROCK				
SANDY HILL	Will Not Run May 30, July 4, Sept. 1			
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	P. M.	P. M.	P. M.	
	±DAILY EX. SUN.	DAILY	DAILY	
	151	141	189	

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P. T. Divn. G. O. 3703 A-B-D-E 3704 C 6-1-41

## VALLEY TO HAWS AVENUE

STATIONS	FIRST CLASS			
	●5953	5957	●5959	
	±DAILY EX. SUN.	DAILY	±DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 5.30	\$ 6.48	\$ 7.23	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 5.33	\$ 6.51	\$ 7.26	
FIFTY-SECOND ST.	\$ 5.39	\$ 6.57	\$ 7.32	
	Will Not Run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1	
WYNNEFIELD AVE.	F 5.41	\$ 6.59	\$ 7.34	
BALA	\$ 5.43	\$ 7.01	\$ 7.36	
OYNWYD	\$ 5.45	\$ 7.03	\$ 7.38	
	MU	MU	MU	
BARMOUTH	F 5.47	F 7.05	F 7.39	
MANAYUNK	\$ 5.49	\$ 7.07	\$ 7.41	
SHAWMONT	5.52	F 7.09	7.43	
MIQUON	F 5.54	F 7.11	F 7.45	
SPRING MILL	F 5.56	\$ 7.13	F 7.47	
CONSHOHOCKEN	\$ 5.58	\$ 7.15	\$ 7.49	
IVY ROOK	F 6.00	F 7.17	F 7.51	
EARNEST	F 6.01	F 7.19		
NORRIS	6.02	7.20	7.54	
NORRISTOWN	\$ 6.04	\$ 7.22	\$ 7.56	
HAWS AVE.	\$ 6.06	\$ 7.24	\$ 7.58	
Arrive	A. M.	A. M.	A. M.	
	5953	5957	5959	

## HAWS AVENUE TO VALLEY

STATIONS	FIRST CLASS			
	●5952	●5954	±720	
	A. M.	A. M.	A. M.	
Arrive	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 6.22	\$ 6.56		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 6.19	\$ 6.53		
FIFTY-SECOND ST.	\$ 6.13	\$ 6.47		
		Will Not Run May 30, July 4, Sept. 1		
WYNNEFIELD AVE.	\$ 6.11	\$ 6.45		
BALA	\$ 6.09	\$ 6.43		
OYNWYD	\$ 6.07	\$ 6.41		
	MU	MU		
BARMOUTH	F 6.05	F 6.38		
MANAYUNK	\$ 6.03	\$ 6.36		
SHAWMONT	F 6.00	F 6.33		
MIQUON	F 5.58			
SPRING MILL	\$ 5.56	\$ 6.29		
CONSHOHOCKEN	\$ 5.54	\$ 6.27		
IVY ROOK	F 5.51	F 6.24		
EARNEST	F 5.50			
NORRIS	5.49	6.22		
NORRISTOWN	\$ 5.47	\$ 6.20	\$ 6.41	
HAWS AVE.	\$ 5.45	\$ 6.18	6.39	
Leave	A. M.	A. M.	A. M.	
	DAILY	±DAILY EX. SUN.	DAILY	
	5952	5954	720	

# OUTWARD

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## FIRST CLASS

●5961 DAILY	5963 DAILY	✠721 DAILY EX. SAT.	●5989 SATURDAY ONLY	✠723 SATURDAY ONLY	●5965 ✠DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
\$ 9.22	\$ 11.05		\$ 11.34		\$ 12.19
\$ 9.25	\$ 11.08		\$ 11.37		\$ 12.22
\$ 9.31	\$ 11.14		11.43		\$ 12.28
					Will Not Run May 30, July 4 Sept. 1
F 9.33	F 11.16		\$ 11.45		\$ 12.30
\$ 9.35	\$ 11.18		\$ 11.48		\$ 12.32
\$ 9.37	\$ 11.20		\$ 11.50		\$ 12.34
MU	MU		MU		MU
F 9.38	F 11.22		F 11.51		F 12.35
\$ 9.40	\$ 11.25		F 11.53		\$ 12.38
F 9.42	11.27		F 11.55		12.40
F 9.45	F 11.30		F 11.58		F 12.42
\$ 9.47	\$ 11.32		\$ 12.00		F 12.45
F 9.49					\$ 12.47
F 9.51					F 12.49
9.52	11.36		12.04		12.53
\$ 9.54	\$ 11.38	\$ 11.40	\$ 12.06	\$ 12.08	\$ 12.55
\$ 9.56	\$ 11.40	11.42	\$ 12.08	12.10	\$ 12.57
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
5961	5963	721	5989	723	5965

# INWARD

## FIRST CLASS

●5956	●5958	●5960	●5964	706	5966
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.18	\$ 7.37	\$ 7.58	\$ 8.42		\$ 10.01
\$ 7.15	\$ 7.34	\$ 7.55	\$ 8.39		\$ 9.58
\$ 7.09	\$ 7.28	\$ 7.49	\$ 8.33		\$ 9.52
	Will Not Run May 30, July 4 Sept. 1	Will Not Run May 30, July 4 Sept. 1			
\$ 7.07	\$ 7.26	\$ 7.47	\$ 8.31		\$ 9.50
\$ 7.05	\$ 7.24	\$ 7.45	\$ 8.29		\$ 9.48
\$ 7.03	\$ 7.21	\$ 7.43	\$ 8.27		\$ 9.46
MU	MU	MU	MU		MU
F 7.01	F 7.19	F 7.41	F 8.24		F 9.44
\$ 6.59	\$ 7.17	\$ 7.39	\$ 8.22		\$ 9.42
F 6.56	7.14	F 7.36	F 8.19		F 9.39
		F 7.34	F 8.17		F 9.37
\$ 8.53	\$ 7.11	\$ 7.33	\$ 8.16		F 9.35
\$ 8.51	\$ 7.09	\$ 7.31	\$ 8.14		\$ 9.33
		F 7.28	F 8.11		
F 8.48	F 7.05	F 7.26	F 8.10		F 9.30
8.47	7.04	7.25	8.09		9.29
\$ 8.45	\$ 7.02	\$ 7.24	\$ 8.08		\$ 9.28
\$ 8.43	\$ 7.00	\$ 7.22	\$ 8.06		\$ 9.26
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	✠DAILY EX. SUN.	✠DAILY EX. SUN.	DAILY	DAILY	DAILY
5956	5958	5960	5964	706	5966

P. T. Divn. G. O. 3708-A-D 3710-B 3713-C 3709-E-8-21-41  
 WITHDRAWN AUGUST 21, 1941

## VALLEY TO HAWS AVENUE

STATIONS	FIRST CLASS			
	5967	5969	707	
	±DAILY EX. SUN.	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 1.13	\$ 2.25		
PENNSYLVANIA				
PENNA.-30th ST.	\$ 1.16	\$ 2.28		
FIFTY-SECOND ST.	\$ 1.22	\$ 2.34		
	Will Not Run May 30, July 4, Sept. 1			
WYNNEFIELD AVE.	F 1.24	\$ 2.36		
BALA	\$ 1.26	\$ 2.38		
OYNWYD	\$ 1.28	\$ 2.40		
	MU	MU		
BARMOUTH	F 1.29	F 2.42		
MANAYUNK	\$ 1.31	\$ 2.44		
SHAWMONT	1.34	F 2.46		
MIQUON		F 2.48		
SPRING MILL	F 1.36	\$ 2.51		
OONSHOHOOKEN	\$ 1.39	\$ 2.54		
IVY ROOK		F 2.56		
EARNEST	F 1.43	F 2.58		
NORRIS	1.44	2.59		
NORRISTOWN	\$ 1.46	\$ 3.01		
HAWS AVE.	\$ 1.48	\$ 3.05		
Arrive	P. M.	P. M.	P. M.	
	5967	5969	707	

1. T. D. Wm. G. O. 3708-A-D 3710-B 3713-C 3709-E-8-21-11

WITHDRAWN AUGUST 21, 1941

## HAWS AVENUE TO VALLEY

STATIONS	FIRST CLASS			
	5968	5970	5978	
	A. M.	P. M.	P. M.	
Arrive				
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 10.56	\$ 12.30	\$ 8.52	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 10.53	\$ 12.27	\$ 8.49	
FIFTY-SECOND ST.	\$ 10.47	\$ 12.21	\$ 8.43	
	Will Not Run May 30, July 4, Sept. 1			
WYNNEFIELD AVE.	\$ 10.45	\$ 12.19	K 8.41	
BALA	\$ 10.43	\$ 12.17	\$ 8.40	
OYNWYD	\$ 10.41	\$ 12.15	\$ 8.38	
	MU	MU	MU	
BARMOUTH	F 10.39	F 12.12	F 8.35	
MANAYUNK	\$ 10.37	\$ 12.10	\$ 8.33	
SHAWMONT	F 10.34	F 12.07	8.30	
MIQUON	F 10.32	F 12.05	F 8.28	
SPRING MILL	F 10.30	F 12.03	F 8.26	
OONSHOHOOKEN	\$ 10.28	\$ 12.01	\$ 8.24	
IVY ROOK	F 10.25	F 11.59	F 8.21	
EARNEST	F 10.24	F 11.58	F 8.20	
NORRIS	10.23	11.57	8.19	
NORRISTOWN	\$ 10.22	\$ 11.55	\$ 8.17	
HAWS AVE.	\$ 10.20	\$ 11.53	\$ 8.15	
Leave	A. M.	A. M.	P. M.	
	±DAILY EX. SUN.	DAILY	DAILY	
	5968	5970	5978	

# OUTWARD

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## FIRST CLASS

●5971 ‡DAILY EX. SUN.	●5975 ‡DAILY EX. SAT. & SUN.	●5977 DAILY	†●727 ‡DAILY EX. SUN.	●5979 ‡DAILY EX. SUN.	●5981 ‡DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.40	\$ 4.12	\$ 4.27	-----	\$ 4.57	\$ 5.37
\$ 3.43	\$ 4.16	\$ 4.30	-----	\$ 5.00	\$ 5.40
\$ 3.49	\$ 4.21	\$ 4.36	-----	\$ 5.06	\$ 5.46
Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	-----	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1
\$ 3.51	\$ 4.23	\$ 4.38	-----	\$ 5.08	\$ 5.48
\$ 3.53	\$ 4.25	\$ 4.40	-----	\$ 5.10	\$ 5.50
\$ 3.55	\$ 4.27	\$ 4.42	-----	\$ 5.12	\$ 5.52
MU	MU	MU	-----	MU	MU
F 3.57	\$ 4.29	\$ 4.44	-----	\$ 5.14	F 5.54
\$ 3.59	\$ 4.31	\$ 4.46	-----	\$ 5.16	\$ 5.56
F 4.01	F 4.34	4.48	-----	F 5.18	F 5.58
F 4.03	F 4.36	F 4.50	-----	F 5.20	-----
F 4.05	\$ 4.39	\$ 4.52	-----	\$ 5.23	\$ 6.02
\$ 4.08	\$ 4.42	\$ 4.54	-----	\$ 5.26	\$ 6.05
F 4.10	F 4.45	-----	-----	F 5.28	F 6.07
F 4.12	-----	-----	-----	F 5.30	-----
4.13	4.47	4.58	-----	5.31	6.11
\$ 4.15	\$ 4.49	\$ 5.00	\$ 5.02	\$ 5.33	\$ 6.13
\$ 4.17	\$ 4.51	\$ 5.02	5.04	\$ 5.35	\$ 6.15
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
5971	5975	5977	727	5979	5981

# INWARD

## FIRST CLASS

†722	●5982	5984	●5988	●5992	
P. M.	P. M.	P. M.	P. M.	P. M.	
-----	\$ 4.35	\$ 5.04	\$ 7.00	\$ 9.56	-----
-----	\$ 4.32	\$ 5.01	\$ 6.57	\$ 9.53	-----
-----	\$ 4.26	\$ 4.55	\$ 6.51	\$ 9.47	-----
-----	-----	Will Not Run May 30, July 4, Sept. 1	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	F 4.53	\$ 6.49	\$ 9.45	-----
-----	4.22	\$ 4.51	\$ 6.47	\$ 9.43	-----
-----	\$ 4.21	\$ 4.49	\$ 6.45	\$ 9.41	-----
-----	MU	MU	MU	MU	-----
-----	F 4.19	F 4.46	F 6.42	F 9.39	-----
-----	\$ 4.18	\$ 4.44	\$ 6.40	\$ 9.37	-----
-----	4.15	F 4.41	F 6.37	F 9.34	-----
-----	F 4.13	F 4.39	F 6.35	F 9.32	-----
-----	\$ 4.12	\$ 4.37	F 6.33	\$ 9.30	-----
-----	\$ 4.10	\$ 4.35	\$ 6.31	\$ 9.28	-----
-----	F 4.07	F 4.32	F 6.29	F 9.26	-----
-----	-----	F 4.31	F 6.27	F 9.24	-----
-----	4.05	4.30	6.26	9.23	-----
\$ 4.00	\$ 4.03	\$ 4.28	\$ 6.24	\$ 9.22	-----
3.58	\$ 4.01	\$ 4.26	\$ 6.22	\$ 9.20	-----
P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY 722	DAILY 5982	‡DAILY EX. SUN. 5984	DAILY 5988	DAILY 5992	

## VALLEY TO HAWS AVENUE

STATIONS	FIRST CLASS			
	●6151 (SEE NOTE)	●5987 DAILY	●6155 (SEE NOTE)	
	P. M.	P. M.	P. M.	
Leave				
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 7.18	\$ 8.42	\$ 9.48	
PENNSYLVANIA				
PENNA.-30th ST.	\$ 7.22	\$ 8.45	\$ 9.51	
FIFTY-SECOND ST.	\$ 7.28	\$ 8.50	\$ 9.56	
	Will run Sun. and May 30, July 4, Sept. 1		Will Run Sunday and May 30, July 4, Sept. 1	
WYNNEFIELD AVE.	F 7.30	\$ 8.52	\$ 9.58	
BALA	\$ 7.32	\$ 8.54	\$ 10.00	
OYNWYD	\$ 7.34	\$ 8.56	\$ 10.02	
	MU	MU	MU	
BARMOUTH	F 7.35	F 8.58	F 10.04	
MANAYUNK	\$ 7.37	\$ 9.00	\$ 10.06	
SHAWMONT	F 7.39	9.02	F 10.09	
MIQUON	F 7.41			
SPRING MILL	F 7.44	F 9.05	F 10.13	
OONSHOHOOKEN	\$ 7.46	\$ 9.07	\$ 10.16	
IVY ROOK	F 7.48		F 10.18	
EARNEST		F 9.10	F 10.20	
NORRIS	7.51	9.11	10.21	
NORRISTOWN	\$ 7.53	\$ 9.13	\$ 10.23	
HAWS AVE.	\$ 7.55	\$ 9.15	\$ 10.25	
Arrive	P. M.	P. M.	P. M.	
	6151	5987	6155	

## HAWS AVENUE TO VALLEY

STATIONS	FIRST CLASS			
Arrive				
PHILA.-BROAD ST.				
BROAD ST.-Suburban				
PENNSYLVANIA				
PENNA.-30th ST.				
FIFTY-SECOND ST.				
WYNNEFIELD AVE.				
BALA				
OYNWYD				
BARMOUTH				
MANAYUNK				
SHAWMONT				
MIQUON				
SPRING MILL				
OONSHOHOOKEN				
IVY ROOK				
EARNEST				
NORRIS				
NORRISTOWN				
HAWS AVE.				
Leave				





## ARSENAL TO WEST CHESTER

STATIONS	FIRST CLASS			
	4501	4503	4581	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 6.15	\$ 6.11		
PENNA.-30th ST.	\$ 6.18	\$ 6.14		
ARSENAL	6.21	6.17		
FORTY-NINTH ST.	\$ 6.23	\$ 6.19		
ANGORA	\$ 6.25	\$ 6.21		
FERNWOOD	\$ 6.28	\$ 6.23		
LANSDOWNE	\$ 6.32	\$ 6.25		
GLADSTONE	F 6.34	F 6.28		
OLIFTON	\$ 6.37	\$ 6.28		
PRIMOS	\$ 6.39	F 6.30		
SECANE	\$ 6.41	F 6.32		
MORTON	\$ 6.45	\$ 6.34		
SWARTHMORE	\$ 6.50	\$ 6.36		
WALLINGFORD	\$ 6.53	\$ 6.39		
MOYLAN-ROSEVALLEY	\$ 6.58	\$ 6.41		
MEDIA	\$ 5.59	\$ 6.42		
ELWYN	\$ 6.01	F 6.44		
WILLIAMSON SCHOOL	\$ 6.03	F 6.45		
GLEN RIDDLE	\$ 6.05	\$ 6.47		
LENNI	\$ 6.07	\$ 6.48		
WAWA	\$ 6.10	\$ 6.50	\$ 6.52	
DARLINGTON	F 6.12	F 6.51		
GLEN MILLS	\$ 6.15	\$ 6.54		
LOOKSLEY	F 6.27	F 6.55		
CHEYNEY	\$ 6.28	\$ 7.00		
WESTTOWN	\$ 6.32	\$ 7.03		
OAKBOURNE	F 6.35	F 7.06		
WEST CHESTER	\$ 6.39	\$ 7.13		
	MU	MU		
		Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1	
Arrive	A. M.	A. M.	A. M.	
	4501	4503	4581	

## WEST CHESTER TO ARSENAL

STATIONS	FIRST CLASS			
	4502	4504	4506	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Arrive	A. M.	A. M.	A. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 5.54	\$ 6.34	\$ 6.50	
PENNA.-30th ST.	\$ 5.51	\$ 6.31	\$ 6.47	
ARSENAL	5.48	6.28	6.44	
FORTY-NINTH ST.	\$ 5.45	\$ 6.26	\$ 6.41	
ANGORA	\$ 5.43	\$ 6.23	\$ 6.38	
FERNWOOD	\$ 5.41	\$ 6.21	\$ 6.36	
LANSDOWNE	\$ 5.39	\$ 6.19	\$ 6.34	
GLADSTONE	F 5.37	F 6.17	\$ 6.32	
OLIFTON	\$ 5.36	\$ 6.16	\$ 6.31	
PRIMOS	\$ 5.34	\$ 6.14	\$ 6.29	
SECANE	F 5.32	\$ 6.12	\$ 6.27	
MORTON	\$ 5.30	\$ 6.10	\$ 6.25	
SWARTHMORE	\$ 5.28	\$ 6.08	\$ 6.23	
WALLINGFORD	\$ 5.26	\$ 6.06	\$ 6.21	
MOYLAN-ROSEVALLEY	\$ 5.24	\$ 6.04	\$ 6.19	
MEDIA	\$ 5.23	\$ 6.02	\$ 6.17	
ELWYN	F 5.20	F 6.00		
WILLIAMSON SCHOOL	F 5.18			
GLEN RIDDLE	F 5.16	\$ 5.57		
LENNI	\$ 5.15	F 5.56		
WAWA	\$ 5.14	\$ 5.54		
DARLINGTON	F 5.13	F 5.53		
GLEN MILLS	\$ 5.10	\$ 5.50		
LOOKSLEY	F 5.08	F 5.48		
CHEYNEY	\$ 5.07	\$ 5.47		
WESTTOWN	\$ 5.04	\$ 5.44		
OAKBOURNE	F 5.01	F 5.41		
WEST CHESTER	\$ 4.58	\$ 5.38		
	MU	MU	MU	
	Will not run May 30, July 4, Sept. 1		Will not run May 30, July 4, Sept. 1	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	4502	4504	4506	

# OUTWARD

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FIRST CLASS					
●4505 DAILY EX. SUN. A. M.	✚4591 (SEE NOTE) A. M.	4603 SUN. ONLY A. M.	4605 SUN. ONLY A. M.	4607 (SEE NOTE) A. M.	4509 ✚DAILY EX. SUN. A. M.
\$ 7.23		\$ 7.45		\$ 9.40	\$ 10.14
\$ 7.26		\$ 7.48		\$ 9.43	\$ 10.17
\$ 7.29		\$ 7.51		\$ 9.46	\$ 10.20
\$ 7.31		\$ 7.53		\$ 9.48	\$ 10.22
\$ 7.33		\$ 7.55		\$ 9.50	\$ 10.24
\$ 7.35		\$ 7.57		\$ 9.52	\$ 10.26
\$ 7.37		\$ 7.59		\$ 9.54	\$ 10.29
F 7.38		F 8.00		F 9.55	F 10.31
\$ 7.40		\$ 8.02		\$ 9.57	\$ 10.33
\$ 7.42		\$ 8.03		\$ 9.58	\$ 10.36
F 7.44		F 8.05		F 10.00	\$ 10.37
\$ 7.46		\$ 8.07		\$ 10.02	\$ 10.39
\$ 7.49		\$ 8.09		\$ 10.04	\$ 10.42
\$ 7.51		\$ 8.11		\$ 10.06	\$ 10.44
\$ 7.53		\$ 8.13		\$ 10.08	\$ 10.47
\$ 7.56		\$ 8.14		\$ 10.09	\$ 10.49
F 7.58		F 8.16		F 10.11	F 10.52
F 8.00		F 8.18		F 10.13	F 10.54
F 8.02		F 8.19		F 10.14	\$ 10.56
\$ 8.04		F 8.20		\$ 10.15	\$ 10.58
④ 8.07					\$ 11.01
\$ 8.09	\$ 8.10	\$ 8.22	\$ 8.37	\$ 10.17	⑤ 11.02
F 8.10		F 8.23		F 10.18	F 11.03
\$ 8.13		\$ 8.26		\$ 10.21	\$ 11.06
F 8.15		F 8.28		F 10.23	F 11.08
\$ 8.16		F 8.30		\$ 10.25	\$ 11.10
\$ 8.19		F 8.33		\$ 10.28	\$ 11.13
F 8.22		F 8.36		F 10.31	F 11.17
\$ 8.26		\$ 8.40		\$ 10.36	\$ 11.21
MU		MU		MU	MU
	Will run May 30, July 4, Sept. 1			Will run Sun. and May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
4505	4591	4603	4605	4607	4509

# INWARD

FIRST CLASS					
4580 A. M.	●4508 A. M.	●4510 A. M.	●4512 A. M.	4600 A. M.	●4514 A. M.
	\$ 7.03	\$ 7.20	\$ 7.34	\$ 7.39	\$ 7.40
	\$ 7.00	\$ 7.17	\$ 7.31	\$ 7.36	\$ 7.37
	6.57	7.14	7.27	7.33	7.34
	6.55	\$ 7.11	\$ 7.24	\$ 7.31	7.31
	6.53	\$ 7.09	\$ 7.21	\$ 7.29	
		\$ 7.07	\$ 7.19	\$ 7.27	7.29
	\$ 6.51	\$ 7.05	\$ 7.17	\$ 7.25	\$ 7.28
		\$ 7.03	\$ 7.15	F 7.23	
		\$ 7.01	\$ 7.13	\$ 7.22	
		\$ 6.59	\$ 7.11	F 7.20	
		\$ 6.57	\$ 7.09	F 7.18	
	\$ 6.45	\$ 6.55	\$ 7.07	\$ 7.16	\$ 7.22
	\$ 6.42	\$ 6.52	\$ 7.04	\$ 7.14	\$ 7.20
	\$ 6.40	\$ 6.50	\$ 7.02	\$ 7.12	\$ 7.18
	\$ 6.38	\$ 6.48	\$ 7.00	\$ 7.10	\$ 7.16
	\$ 6.37	\$ 6.46	\$ 6.58	\$ 7.09	\$ 7.14
	6.35	\$ 6.43		F 7.07	7.12
		\$ 6.41		F 7.05	
		\$ 6.39		F 7.04	
		\$ 6.37		F 7.02	
	\$ 6.30	\$ 6.35		\$ 7.01	\$ 7.07
\$ 6.29					
	F 6.28			F 7.00	\$ 7.06
	\$ 6.25			F 6.57	\$ 7.03
	6.24				
	F 6.22			F 6.55	
	\$ 6.21			F 6.54	7.00
	\$ 6.18			F 6.51	\$ 6.57
	F 6.15			F 6.48	
	\$ 6.12			\$ 6.46	\$ 6.52
	MU	MU	MU	MU	MU
Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1	Will Run Sun. and May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
✚4580	✚DAILY EX. SUN. 4508	✚DAILY EX. SUN. 4510	✚DAILY EX. SUN. 4512	(SEE NOTE) 4600	✚DAILY EX. SUN. 4514

## ARSENAL TO WEST CHESTER

STATIONS	FIRST CLASS			
	●4511 ±DAILY EX. SUN.	●4513 (SEE NOTE)	●4515 SATURDAY ONLY	
	A. M.	A. M.	P. M.	
Leave				
PHILA.-BROAD ST...	\$ 11.15	\$ 11.45	\$ 12.07	
BROAD ST.-Suburban	\$ 11.18	\$ 11.48	\$ 12.10	
PENNA.-30th ST...	11.21	11.51	12.13	
ARSENAL				
FORTY-NINTH ST...	\$ 11.23	\$ 11.53	12.15	
ANGORA	\$ 11.25	\$ 11.55		
FERNWOOD	\$ 11.28	\$ 11.57	12.17	
LANSDOWNE	\$ 11.29	\$ 11.59	\$ 12.19	
GLADSTONE	F 11.30	F 12.00		
CLIFTON	\$ 11.32	\$ 12.02		
PRIMOS	\$ 11.34	\$ 12.04		
SEOANE	F 11.35	F 12.06		
MORTON	\$ 11.37	\$ 12.08	\$ 12.25	
SWARTHMORE	\$ 11.39	\$ 12.10	\$ 12.27	
WALLINGFORD	\$ 11.41	\$ 12.12	\$ 12.29	
MOYLAN-ROSEVALLEY	\$ 11.43	\$ 12.14	\$ 12.31	
MEDIA	\$ 11.45	\$ 12.16	\$ 12.33	
ELWYN		F 12.19	12.35	
WILLIAMSON SCHOOL		F 12.21		
GLEN RIDDLE		\$ 12.22		
LENNI		\$ 12.24		
WAWA		\$ 12.26	\$ 12.40	
DARLINGTON		F 12.27		
GLEN MILLS		\$ 12.30	\$ 12.43	
LOCKSLEY		F 12.32		
CHEYNEY		\$ 12.33	\$ 12.46	
WESTTOWN		\$ 12.36	\$ 12.49	
OAKBOURNE		F 12.39		
WEST CHESTER		\$ 12.43	\$ 12.55	
	MU	MU	MU	
	Will not run May 30, July 4, Sept. 1	Will run Sat. Sun. and May 30, July 4, Sept. 1		
Arrive	A. M.	P. M.	P. M.	
	4511	4513	4515	

## WEST CHESTER TO ARSENAL

STATIONS	FIRST CLASS			
	4516	4590	●4518	
	A. M.	A. M.	A. M.	
Arrive				
PHILA.-BROAD ST...	\$ 8.15		\$ 8.45	
BROAD ST.-Suburban	\$ 8.12		\$ 8.42	
PENNA.-30th ST...	8.09		8.39	
ARSENAL				
FORTY-NINTH ST...	\$ 8.07		\$ 8.37	
ANGORA	\$ 8.06		\$ 8.34	
FERNWOOD	\$ 8.02		\$ 8.32	
LANSDOWNE	\$ 8.00		\$ 8.30	
GLADSTONE	F 7.58		F 8.28	
CLIFTON	\$ 7.57		\$ 8.27	
PRIMOS	\$ 7.55		F 8.25	
SEOANE	\$ 7.53		F 8.23	
MORTON	\$ 7.51		\$ 8.21	
SWARTHMORE	\$ 7.49		\$ 8.19	
WALLINGFORD	\$ 7.47		\$ 8.17	
MOYLAN-ROSEVALLEY	\$ 7.45		\$ 8.15	
MEDIA	\$ 7.43		\$ 8.14	
ELWYN	F 7.41		F 8.12	
WILLIAMSON SCHOOL	F 7.39		F 8.10	
GLEN RIDDLE	\$ 7.38		F 8.09	
LENNI	\$ 7.36		F 8.08	
WAWA	\$ 7.35	\$ 8.05	\$ 8.07	
DARLINGTON	F 7.33		F 8.05	
GLEN MILLS	\$ 7.30		F 8.02	
LOCKSLEY	F 7.27		F 8.00	
CHEYNEY	\$ 7.26		\$ 7.59	
WESTTOWN	\$ 7.23		\$ 7.56	
OAKBOURNE	F 7.20		F 7.53	
WEST CHESTER	\$ 7.17		\$ 7.50	
	MU	MU		
	Will not run May 30, July 4, Sept. 1	Will Run May 30, July 4, Sept. 1		
Leave	A. M.	A. M.	A. M.	
	±DAILY EX. SUN. 4516	(SEE NOTE) 4590	DAILY 4518	

# OUTWARD

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## FIRST CLASS

●4517 #DAILY EX. SUN. P. M.	●4551 SATURDAY ONLY P. M.	●4609 (SEE NOTE) P. M.	4519 #DAILY EX. SUN. P. M.	●4521 DAILY EX. SUN. P. M.	4523 #DAILY EX. SUN. P. M.
\$ 12.23	\$ 1.11	\$ 1.23	\$ 1.41	\$ 2.30	\$ 3.38
\$ 12.26	\$ 1.14	\$ 1.26	\$ 1.44	\$ 2.33	\$ 3.41
\$ 12.29	\$ 1.17	\$ 1.29	\$ 1.47	\$ 2.36	\$ 3.44
\$ 12.31	\$ 1.19	\$ 1.31	\$ 1.49	\$ 2.38	\$ 3.46
\$ 12.33	\$ 1.21	\$ 1.33	\$ 1.51	\$ 2.40	\$ 3.48
\$ 12.35	\$ 1.23	\$ 1.35	\$ 1.53	\$ 2.42	\$ 3.50
\$ 12.37	\$ 1.25	\$ 1.36	\$ 1.57	\$ 2.44	\$ 3.52
F 12.38	\$ 1.26	F 1.38	F 1.58	F 2.45	\$ 3.53
\$ 12.40	\$ 1.28	\$ 1.39	\$ 2.00	\$ 2.47	\$ 3.55
\$ 12.42	\$ 1.30	F 1.41	\$ 2.02	\$ 2.49	\$ 3.57
F 12.44	\$ 1.32	F 1.42	\$ 2.04	\$ 2.51	\$ 3.59
\$ 12.46	\$ 1.34	\$ 1.44	\$ 2.06	\$ 2.53	\$ 4.01
\$ 12.48	\$ 1.36	\$ 1.46	\$ 2.10	\$ 2.56	\$ 4.03
\$ 12.50	\$ 1.38	\$ 1.48	\$ 2.12	\$ 2.58	\$ 4.06
\$ 12.52	\$ 1.40	\$ 1.50	\$ 2.14	\$ 3.00	\$ 4.08
\$ 12.53	\$ 1.42	\$ 1.51	\$ 2.17	\$ 3.02	\$ 4.10
F 12.56		F 1.53	\$ 2.19	F 3.04	4.12
F 12.58		F 1.56	\$ 2.21	F 3.06	
\$ 12.59		F 1.58	\$ 2.23	\$ 3.07	
\$ 1.01		F 1.58	\$ 2.25	\$ 3.09	
\$ 1.03		F 2.00	\$ 2.27	\$ 3.11	\$ 4.17
F 1.04		F 2.01	\$ 2.29	\$ 3.12	
\$ 1.07		\$ 2.04	\$ 2.32	\$ 3.15	\$ 4.21
F 1.09		F 2.06	F 2.34	F 3.17	F 4.23
\$ 1.10		\$ 2.07	\$ 2.36	\$ 3.19	\$ 4.24
\$ 1.13		\$ 2.10	\$ 2.39	\$ 3.22	\$ 4.27
\$ 1.16		F 2.13	F 2.42	F 3.24	F 4.29
\$ 1.20		\$ 2.17	\$ 2.46	\$ 3.28	\$ 4.33
MU	MU	MU	MU	MU	MU
Will not run May 30, July 4, Sept. 1		Will Run Sun. and May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1		Will Not Run May 30, July 4, Sept. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4517	4551	4609	4519	4521	4523

# INWARD

## FIRST CLASS

●4522 A. M.	●4604 A. M.	4582 A. M.	●4524 A. M.	●4526 A. M.	●4528 P. M.
\$ 9.46	\$ 10.25		\$ 10.46	\$ 11.47	\$ 12.46
\$ 9.43	\$ 10.22		\$ 10.43	\$ 11.44	\$ 12.43
\$ 9.40	\$ 10.19		\$ 10.40	\$ 11.41	\$ 12.40
\$ 9.38	\$ 10.17		\$ 10.38	\$ 11.39	\$ 12.38
\$ 9.35	\$ 10.15		\$ 10.35	\$ 11.37	\$ 12.36
\$ 9.33	\$ 10.13		\$ 10.34	\$ 11.34	\$ 12.33
\$ 9.31	\$ 10.11		\$ 10.32	\$ 11.32	\$ 12.31
\$ 9.29	\$ 10.09		\$ 10.30	\$ 11.30	\$ 12.29
\$ 9.28	\$ 10.08		\$ 10.29	\$ 11.29	\$ 12.28
\$ 9.26	\$ 10.06		\$ 10.27	\$ 11.27	\$ 12.26
F 9.24	\$ 10.05		\$ 10.25	F 11.26	\$ 12.24
\$ 9.22	\$ 10.03		\$ 10.23	\$ 11.23	\$ 12.22
\$ 9.20	\$ 10.01		\$ 10.21	\$ 11.21	\$ 12.20
\$ 9.18	\$ 9.58		\$ 10.19	\$ 11.19	\$ 12.18
\$ 9.16	\$ 9.56		\$ 10.17	\$ 11.17	\$ 12.16
\$ 9.14	\$ 9.55		\$ 10.15	\$ 11.15	\$ 12.14
F 9.12	F 9.53		\$ 10.13	F 11.12	F 12.11
F 9.11	F 9.51		\$ 10.12	F 11.10	F 12.09
\$ 9.10	F 9.49			\$ 11.09	\$ 12.08
\$ 9.08	F 9.47		F 10.09	\$ 11.07	\$ 12.06
\$ 9.06	F 9.46		\$ 10.08	\$ 11.05	\$ 12.04
		\$ 10.08		® 11.02	
F 9.05	F 9.45			F 10.58	F 12.02
\$ 9.02	F 9.42			\$ 10.53	\$ 11.59
F 9.00	F 9.40			F 10.50	F 11.56
\$ 8.59	F 9.39			\$ 10.49	\$ 11.55
\$ 8.56	F 9.36			\$ 10.46	\$ 11.52
F 8.53	F 9.33			\$ 10.43	F 11.49
\$ 8.50	\$ 9.30			\$ 10.40	\$ 11.46
MU	MU		MU	MU	MU
Baggage Service May 30, July 4 Sept. 1		Will not run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	Will Not Run May 30, July 4, Sept. 1	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN. 4522	SUN. ONLY 4604	#DAILY EX. SUN. 4582	#DAILY EX. SUN. 4524	#DAILY EX. SUN. 4526	DAILY 4528

## ARSENAL TO WEST CHESTER

STATIONS	FIRST CLASS			
	●4611 (SEE NOTE)	●4525 ‡Daily Ex. Sat. & Sun.	●4555 SATURDAY ONLY	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 3.55	\$ 3.58	\$ 4.05	
PENNA.-30th ST.	\$ 3.58	\$ 4.01	\$ 4.08	
ARSENAL	4.01	4.04	4.11	
FORTY-NINTH ST.	\$ 4.03	4.06	\$ 4.13	
ANGORA	\$ 4.06		\$ 4.16	
FERNWOOD	\$ 4.07	4.09	\$ 4.17	
LANSDOWNE	\$ 4.09	\$ 4.10	\$ 4.19	
GLADSTONE	F 4.10		\$ 4.20	
OLIFTON	\$ 4.12		\$ 4.22	
PRIMOS	F 4.13		\$ 4.24	
SECANE	F 4.16		\$ 4.26	
MORTON	\$ 4.17	\$ 4.15	\$ 4.29	
SWARTHMORE	\$ 4.19	\$ 4.17	\$ 4.31	
WALLINGFORD	\$ 4.21	\$ 4.19	\$ 4.34	
MOYLAN-ROSE VALLEY	\$ 4.23	\$ 4.21	\$ 4.36	
MEDIA	\$ 4.24	\$ 4.23	\$ 4.38	
ELWYN	F 4.26	\$ 4.25	F 4.41	
WILLIAMSON SCHOOL	F 4.28	F 4.27	F 4.43	
GLEN RIDDLE	F 4.29	\$ 4.29	\$ 4.45	
LENNI	\$ 4.31	\$ 4.31	\$ 4.47	
WAWA	\$ 4.33	\$ 4.33	\$ 4.49	
DARLINGTON	F 4.34			
GLEN MILLS	F 4.37	\$ 4.37		
LOOKSLEY	F 4.39	F 4.39		
OHEYNEY	F 4.41	\$ 4.41		
WESTTOWN	F 4.44	\$ 4.44		
OAKBOURNE	F 4.47			
WEST CHESTER	\$ 4.50	\$ 4.50		
	MU	MU	MU	
	Will run Sun. and May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1		
Arrive	P. M.	P. M.	P. M.	
	4611	4525	4555	

## WEST CHESTER TO ARSENAL

STATIONS	FIRST CLASS			
	●4530	●4606	●4532	
Arrive	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 1.55	\$ 2.26	\$ 2.50	
PENNA.-30th ST.	\$ 1.52	\$ 2.23	\$ 2.47	
ARSENAL	1.49	2.20	2.44	
FORTY-NINTH ST.	\$ 1.47	\$ 2.17	\$ 2.42	
ANGORA	\$ 1.45	\$ 2.15	\$ 2.39	
FERNWOOD	\$ 1.42	\$ 2.13	\$ 2.37	
LANSDOWNE	\$ 1.40	\$ 2.11	\$ 2.35	
GLADSTONE	F 1.38	F 2.09	F 2.33	
OLIFTON	\$ 1.37	\$ 2.08	\$ 2.32	
PRIMOS	F 1.35	F 2.06	F 2.30	
SECANE	F 1.33	F 2.05	F 2.29	
MORTON	\$ 1.31	\$ 2.03	\$ 2.27	
SWARTHMORE	\$ 1.29	\$ 2.01	\$ 2.25	
WALLINGFORD	\$ 1.27	\$ 1.59	\$ 2.23	
MOYLAN-ROSE VALLEY	\$ 1.25	\$ 1.57	\$ 2.21	
MEDIA	\$ 1.23	\$ 1.54	\$ 2.20	
ELWYN		F 1.52	F 2.17	
WILLIAMSON SCHOOL		F 1.50	F 2.15	
GLEN RIDDLE		F 1.49	F 2.14	
LENNI		F 1.47	F 2.13	
WAWA		F 1.46	\$ 2.11	
DARLINGTON		F 1.45	F 2.10	
GLEN MILLS		F 1.42	F 2.07	
LOOKSLEY		F 1.40	F 2.05	
OHEYNEY		F 1.39	\$ 2.04	
WESTTOWN		F 1.36	F 2.01	
OAKBOURNE		F 1.33	F 1.58	
WEST CHESTER		\$ 1.30	\$ 1.55	
	MU	MU	MU	
	Will not run May 30, July 4, Sept. 1	Will run Sun. and May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1	
Leave	P. M.	P. M.	P. M.	
	‡Daily Ex. Sat. & Sun. 4530	(SEE NOTE) 4606	‡DAILY EX. SUN. 4532	

# OUTWARD

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FIRST CLASS					
●4527 ±Daily Ex. Sat. & Sun. P. M.	●4529 ±Daily Ex. Sat. & Sun. P. M.	4553 SATURDAY ONLY P. M.	●4531 ±Daily Ex. Sat. & Sun. P. M.	✠4589 ±DAILY EX. SUN. P. M.	●4533 ±DAILY EX. SAT. & SUN. P. M.
\$ 4.08	\$ 4.19	\$ 4.30	\$ 4.35		\$ 4.45
\$ 4.11	\$ 4.22	\$ 4.33	\$ 4.38		\$ 4.48
\$ 4.14	\$ 4.26	\$ 4.36	\$ 4.41		\$ 4.51
\$ 4.17	\$ 4.29	\$ 4.39	\$ 4.43		\$ 4.54
\$ 4.19	\$ 4.31	\$ 4.41			\$ 4.56
\$ 4.21	\$ 4.33	\$ 4.43	\$ 4.46		\$ 4.58
\$ 4.23	\$ 4.35	\$ 4.45	\$ 4.47		\$ 5.00
\$ 4.25	\$ 4.37	\$ 4.46			\$ 5.02
\$ 4.27	\$ 4.39	\$ 4.48	\$ 4.50		\$ 5.04
\$ 4.29	\$ 4.41	\$ 4.50			\$ 5.06
\$ 4.31	\$ 4.43	\$ 4.52			\$ 5.08
\$ 4.33	\$ 4.45	\$ 4.54	\$ 4.54		\$ 5.10
\$ 4.36	\$ 4.47	\$ 4.57	\$ 4.57		\$ 5.13
\$ 4.38	\$ 4.49	\$ 4.59	\$ 4.59		\$ 5.16
\$ 4.41	\$ 4.51	\$ 5.01	\$ 5.01		\$ 5.17
\$ 4.43	\$ 4.53	\$ 5.03	\$ 5.03		\$ 5.19
	\$ 4.56	\$ 5.05	\$ 5.05		
	\$ 4.58				
	\$ 4.59				
	\$ 5.01				
	\$ 5.03	\$ 5.10	\$ 5.10		
		② 5.11	② 5.11	\$ 5.15	
		F 5.12	F 5.12		
		\$ 5.15	\$ 5.15		
		F 5.18	F 5.18		
		\$ 5.19	\$ 5.19		
		\$ 5.22	\$ 5.22		
		F 5.25	F 5.25		
		\$ 5.29	\$ 5.29		
MU	MU	MU	MU		MU
Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1		Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4527	4529	4553	4531	4589	4533

# INWARD

FIRST CLASS					
●4534 P. M.	4536 P. M.	●4608 P. M.	4610 P. M.	4592 P. M.	4612 P. M.
\$ 3.40	\$ 4.39	\$ 4.49			\$ 5.49
\$ 3.37	\$ 4.36	\$ 4.46			\$ 5.46
\$ 3.34	\$ 4.33	\$ 4.43			\$ 5.43
\$ 3.32	\$ 4.30	\$ 4.40			\$ 5.40
\$ 3.29	\$ 4.27	\$ 4.38			\$ 5.38
\$ 3.27	\$ 4.24	\$ 4.36			\$ 5.36
\$ 3.26	\$ 4.21	\$ 4.34			\$ 5.34
F 3.24	F 4.18	F 4.32			F 5.32
\$ 3.23	\$ 4.16	\$ 4.31			\$ 5.31
F 3.21	\$ 4.14	F 4.29			F 5.29
F 3.19	\$ 4.12	F 4.28			F 5.28
\$ 3.17	\$ 4.10	\$ 4.26			\$ 5.26
\$ 3.15	\$ 4.08	\$ 4.24			\$ 5.24
\$ 3.13	\$ 4.06	\$ 4.22			\$ 5.22
\$ 3.11	\$ 4.03	\$ 4.20			\$ 5.20
\$ 3.09	\$ 4.01	\$ 4.19			\$ 5.19
	F 3.58	F 4.17			F 5.17
	F 3.56	F 4.15			F 5.15
	\$ 3.54	F 4.14			F 5.14
	\$ 3.52	F 4.12			F 5.12
	\$ 3.50	\$ 4.11			\$ 5.11
			\$ 5.08	\$ 5.10	
	\$ 3.49	F 4.10			F 5.10
	\$ 3.46	F 4.07			F 5.07
	F 3.44	F 4.05			F 5.05
	\$ 3.43	F 4.04			F 5.04
	\$ 3.40	F 4.01			F 5.01
	F 3.37	F 3.58			F 4.58
	\$ 3.34	\$ 3.55			\$ 4.55
MU	MU	MU			MU
Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1	Will run Sun and May 30, July 4, Sept. 1		Will Run May 30, July 4, Sept. 1	Will Run Sun. and May 30, July 4, Sept. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
±Daily Ex. Sat. & Sun. ●4534	±DAILY EX. SUN. 4536	(SEE (NOTE) 4608	SUN. ONLY 4610	(SEE (NOTE) ✠4592	(SEE (NOTE) 4612

## ARSENAL TO WEST CHESTER

STATIONS	FIRST CLASS			
	●4535 ±DAILY EX. SUN.	●4613 (SEE NOTE)	±4593 (SEE NOTE)	
Leave	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 5.03	\$ 5.10		
PENNA.-30th ST.	\$ 5.06	\$ 5.13		
ARSENAL	\$ 5.09	\$ 5.16		
FORTY-NINTH ST.	\$ 5.11	\$ 5.18		
ANGORA	\$ 5.13	\$ 5.20		
FERNWOOD	\$ 5.15	\$ 5.22		
LANSDOWNE	\$ 5.17	\$ 5.24		
GLADSTONE	\$ 5.18	\$ 5.25		
CLIFTON	\$ 5.20	\$ 5.27		
PRIMOS	\$ 5.22	\$ 5.28		
SEOANE	\$ 5.24	\$ 5.29		
MORTON	\$ 5.27	\$ 5.31		
SWARTHMORE	\$ 5.29	\$ 5.33		
WALLINGFORD	\$ 5.32	\$ 5.35		
MOYLAN-ROSE VALLEY	\$ 5.34	\$ 5.37		
MEDIA	\$ 5.36	\$ 5.39		
ELWYN	\$ 5.39	\$ 5.40		
WILLIAMSON SCHOOL	\$ 5.41	\$ 5.42		
GLEN RIDDLE	\$ 5.43	\$ 5.43		
LENNI	\$ 5.45	\$ 5.45		
WAWA	\$ 5.47	\$ 5.47	\$ 5.52	
DARLINGTON	F 5.48	F 5.48		
GLEN MILLS	\$ 5.51	F 5.51		
LOOKSLEY	F 5.53			
CHEYNEY	\$ 5.55	F 5.54		
WESTTOWN	\$ 5.58			
OAKBOURNE	\$ 6.03	F 5.57		
WEST CHESTER	\$ 6.10	F 6.00		
		\$ 6.04		
	MU	MU		
	Will not run May 30, July 4, Sept. 1	Will run Sun. and May 30, July 4, Sept. 1	Will run May 30, July 4, Sept. 1	
Arrive	P. M.	P. M.	P. M.	
	4535	4613	4593	

## WEST CHESTER TO ARSENAL

STATIONS	FIRST CLASS			
	●4538	4540	●4542	
Arrive	P. M.	P. M.	P. M.	
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 5.51	\$ 6.50	\$ 7.48	
PENNA.-30th ST.	\$ 5.48	\$ 6.47	\$ 7.45	
ARSENAL	\$ 5.45	\$ 6.44	\$ 7.42	
FORTY-NINTH ST.	\$ 5.43	\$ 6.42	\$ 7.40	
ANGORA	\$ 5.41	\$ 6.40	\$ 7.37	
FERNWOOD	\$ 5.39	\$ 6.37	\$ 7.35	
LANSDOWNE	\$ 5.37	\$ 6.35	\$ 7.33	
GLADSTONE	F 5.35	F 6.32	F 7.31	
CLIFTON	\$ 5.34	\$ 6.31	\$ 7.30	
PRIMOS	F 5.32	F 6.29	F 7.28	
SEOANE	F 5.30	F 6.27	F 7.27	
MORTON	\$ 5.28	\$ 6.25	\$ 7.25	
SWARTHMORE	\$ 5.26	\$ 6.23	\$ 7.23	
WALLINGFORD	\$ 5.24	\$ 6.20	\$ 7.21	
MOYLAN-ROSE VALLEY	\$ 5.22	\$ 6.18	\$ 7.19	
MEDIA	\$ 5.21	\$ 6.16	\$ 7.18	
ELWYN	F 5.19	F 6.13	F 7.15	
WILLIAMSON SCHOOL	F 5.17	F 6.11	F 7.13	
GLEN RIDDLE	\$ 5.16	F 6.09	F 7.12	
LENNI	\$ 5.14	F 6.07	F 7.10	
WAWA	\$ 5.13	F 6.06	F 7.09	
	Ⓜ 5.11			
DARLINGTON	F 5.07	F 6.04	F 7.08	
GLEN MILLS	\$ 5.04	\$ 6.01	F 7.05	
LOOKSLEY	F 5.02	F 5.59	F 7.03	
CHEYNEY	\$ 5.01	\$ 5.58	F 7.02	
WESTTOWN	\$ 4.58	\$ 5.55	F 6.59	
OAKBOURNE	F 4.56	F 5.52		
WEST CHESTER	\$ 4.53	\$ 5.49	\$ 6.54	
	MU	MU	MU	
	Will not run May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1		
Leave	P. M.	P. M.	P. M.	
	±DAILY EX. SUN. 4538	±DAILY EX. SUN. 4540	DAILY 4542	



# OUTWARD

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FIRST CLASS					
●4537 ‡DAILY EX. SUN. P. M.	●4539 DAILY P. M.	●4541 ‡DAILY EX. SUN. P. M.	●4615 (SEE NOTE) P. M.	●4543 ‡DAILY EX. SUN. P. M.	●4617 (SEE NOTE) P. M.
\$ 5.45	\$ 6.45	\$ 8.03	\$ 8.13	\$ 8.57	\$ 9.20
\$ 5.48	\$ 6.48	\$ 8.06	\$ 8.16	\$ 9.00	\$ 9.23
\$ 5.51	\$ 6.51	\$ 8.09	\$ 8.19	\$ 9.03	\$ 9.26
\$ 5.53	\$ 6.53	\$ 8.11	\$ 8.21	\$ 9.05	\$ 9.28
\$ 5.55	\$ 6.55	\$ 8.13	\$ 8.23	\$ 9.07	\$ 9.30
\$ 5.57	\$ 6.57	\$ 8.15	\$ 8.25	\$ 9.09	\$ 9.32
\$ 5.59	\$ 6.59	\$ 8.17	\$ 8.27	\$ 9.11	\$ 9.34
F 6.00	F 7.00	F 8.18	F 8.28	F 9.12	F 9.35
\$ 6.02	\$ 7.02	\$ 8.20	\$ 8.30	\$ 9.14	\$ 9.37
\$ 6.04	\$ 7.03	\$ 8.22	\$ 8.31	\$ 9.16	\$ 9.38
F 6.06	\$ 7.05	F 8.24	\$ 8.33	F 9.18	\$ 9.40
\$ 6.08	\$ 7.07	\$ 8.26	\$ 8.35	\$ 9.20	\$ 9.42
\$ 6.10	\$ 7.09	\$ 8.28	\$ 8.37	\$ 9.22	\$ 9.44
\$ 6.12	\$ 7.11	\$ 8.30	\$ 8.39	\$ 9.24	\$ 9.46
\$ 6.14	\$ 7.13	\$ 8.32	\$ 8.41	\$ 9.26	\$ 9.48
\$ 6.15	\$ 7.14	\$ 8.33	\$ 8.42	\$ 9.28	\$ 9.49
F 6.18	F 7.16	F 8.36	F 8.44	F 9.30	F 9.52
F 6.20	F 7.18	F 8.38	F 8.46	F 9.32	F 9.54
F 6.21	F 7.19	F 8.39	F 8.47	F 9.33	F 9.55
F 6.23	F 7.21	F 8.41	F 8.49	F 9.35	F 9.57
F 6.24	F 7.22	F 8.43	F 8.51	F 9.37	F 9.59
F 6.26	F 7.24	F 8.44	F 8.52	F 9.38	F 10.00
F 6.29	F 7.27	F 8.47	F 8.55	F 9.41	F 10.03
F 6.31	F 7.29	F 8.49	F 8.57	F 9.43	F 10.05
F 6.32	F 7.30	F 8.50	F 8.59	F 9.44	F 10.06
F 6.35	F 7.33	F 8.53	F 9.02	F 9.47	F 10.09
F 6.37	F 7.35	F 8.56	F 9.05	F 9.49	F 10.11
\$ 6.41	\$ 7.39	\$ 9.00	\$ 9.09	\$ 9.53	\$ 10.15
MU	MU	MU	MU	MU	MU
Will not run May 30, July 4, Sept. 1		Will not run May 30, July 4, Sept. 1	Will run Sun. and May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1	Will run Sun. and May 30, July 4, Sept. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4537	4539	4541	4615	4543	4617

# INWARD

FIRST CLASS					
●4544 P. M.	●4614 P. M.	●4546 P. M.			
\$ 8.58	\$ 10.15	\$ 10.51			
\$ 8.55	\$ 10.12	\$ 10.48			
\$ 8.52	\$ 10.09	\$ 10.45			
\$ 8.50	\$ 10.07	\$ 10.43			
\$ 8.48	\$ 10.05	\$ 10.40			
\$ 8.45	\$ 10.02	\$ 10.38			
\$ 8.43	\$ 10.00	\$ 10.37			
F 8.41	F 9.58	F 10.35			
\$ 8.40	\$ 9.57	\$ 10.34			
F 8.38	F 9.55	\$ 10.32			
F 8.37	F 9.54	\$ 10.31			
\$ 8.35	\$ 9.52	\$ 10.29			
\$ 8.33	\$ 9.50	\$ 10.27			
\$ 8.31	\$ 9.48	\$ 10.25			
F 8.29	F 9.46	\$ 10.23			
\$ 8.28	\$ 9.45	\$ 10.22			
F 8.25	F 9.42	\$ 10.19			
F 8.23	F 9.40	\$ 10.17			
F 8.22	F 9.39	\$ 10.16			
F 8.20	F 9.37	\$ 10.14			
F 8.19	F 9.36	\$ 10.13			
F 8.18	F 9.35	\$ 10.12			
F 8.15	F 9.32	\$ 10.09			
F 8.13	F 9.30	\$ 10.07			
F 8.12	F 9.29	\$ 10.06			
F 8.09	F 9.26	\$ 10.03			
F 8.06	F 9.23	\$ 10.01			
\$ 8.03	\$ 9.20	\$ 9.58			
MU	MU	MU			
Will not run May 30, July 4, Sept. 1	Will run Sun. and May 30, July 4, Sept. 1	Will not run May 30, July 4, Sept. 1			
P. M.	P. M.	P. M.			
‡DAILY EX. SUN. 4544	(SEE NOTE) 4614	‡DAILY EX. SUN. 4546			

## ARSENAL TO WEST CHESTER

STATIONS	FIRST CLASS			
	⊕4545	●4547		
	DAILY	DAILY		
Leave	P. M.	P. M.		
PHILA.-BROAD ST.				
BROAD ST.-Suburban	\$ 10 17	\$ 11 40		
PENNA.-30th ST.	\$ 10 20	\$ 11 43		
ARSENAL	10 23	11 46		
FORTY-NINTH ST.	\$ 10 25	\$ 11 48		
ANGORA	\$ 10 27	\$ 11 50		
FERNWOOD	\$ 10 29	\$ 11 52		
LANSDOWNE	\$ 10 33	\$ 11 54		
GLADSTONE	F 10 34	F 11 55		
OLIFTON	\$ 10 36	\$ 11 57		
PRIMOS	F 10 37	F 11 58		
SEOANE	F 10 39	F 12 00		
MORTON	\$ 10 41	\$ 12 02		
SWARTHMORE	\$ 10 44	\$ 12 04		
WALLINGFORD	\$ 10 46	\$ 12 06		
MOYLAN-ROSE VALLEY	\$ 10 48	\$ 12 08		
MEDIA	\$ 10 51	\$ 12 09		
ELWYN	F 10 53	F 12 12		
WILLIAMSON SCHOOL	F 10 55	F 12 14		
GLEN RIDDLE	F 10 56	F 12 15		
LENNI	F 10 58	F 12 17		
WAWA	F 10 59	F 12 18		
DARLINGTON	F 11 00	F 12 19		
GLEN MILLS	F 11 03	F 12 22		
LOOKSLEY	F 11 05	F 12 24		
CHEYNEY	F 11 08	F 12 25		
WESTTOWN	F 11 09	F 12 28		
OAKBOURNE	F 11 11	F 12 30		
WEST CHESTER	\$ 11 15	\$ 12 34		
	MU	MU		
Arrive	P. M.	A. M.		
	4545	4547		

## WEST CHESTER TO ARSENAL

STATIONS	FIRST CLASS			
Arrive				
PHILA.-BROAD ST.				
BROAD ST.-Suburban				
PENNA.-30th ST.				
ARSENAL				
FORTY-NINTH ST.				
ANGORA				
FERNWOOD				
LANSDOWNE				
GLADSTONE				
OLIFTON				
PRIMOS				
SEOANE				
MORTON				
SWARTHMORE				
WALLINGFORD				
MOYLAN-ROSE VALLEY				
MEDIA				
ELWYN				
WILLIAMSON SCHOOL				
GLEN RIDDLE				
LENNI				
WAWA				
DARLINGTON				
GLEN MILLS				
LOOKSLEY				
CHEYNEY				
WESTTOWN				
OAKBOURNE				
WEST CHESTER				
Leave				

## FIRST CLASS

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[illegible]

## EXTRA STOPS BY PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
46	No. 46 failing to connect with No. 5376 at Paoli will make B stops between Paoli and Philadelphia, to take care of pay passengers.	
4501	Nields St., West Chester.....	To let off passengers.
4503	Nields St., West Chester.....	To let off passengers.
4526	Nields St., West Chester.....	{ To take on passengers Saturday only.
4528	Nields St., West Chester.....	{ To take on passengers Saturday only.
4532	Nields St., West Chester.....	To take on passengers.
4536	Nields St., West Chester.....	To take on passengers.

## TRAINS WAIT FOR CONNECTION

### AT WAWA

WAWA.....	4581		4503	
	4605		4603	
	4591		4505	
	4589		{ 4531 4553 4538	
	4593		4613	
	4508		4580	
	4518		4590	
	4524		4582	
	4612		{ 4610 4592	

# TRAINS WAIT FOR CONNECTION

## AT PENNA.-30th STREET

Div.	Train No.	Due Penna.-30th St.	Mins. Wait	For Div.	Train No.	Due Penna.-30th St.	For Passengers
Md.....	4981	6 28 AM	3	N. Y....	3853	6 27 AM	
P. T.....	5957	6 51 AM	2	Md.....	4906	6 50 AM	
N. Y.....	258	7 18 AM	3	P. T.....	{4510 5956	7 17 AM 7 15 AM	
Md.....	403	7 39 AM	5	Atl.....	{1000- 1002 1054	7 19 AM 7 17 AM 7 24 AM	
Md.....	403	7 39 AM	2	N. Y....	201	7 37 AM	
Phila.....	21	12 11 PM	4	Atl.....	1012	12 01 PM	
P. T.....	5351	4 33 PM	2	N. Y....	219	4 32 PM	
N. Y.....	120	9 14 AM	5	W.-Barre	706	9 11 AM	
P. T.....	{4531 Md..... {4991	4 38 PM 4 41 PM	} 2	P. T.....	3989	4 36 PM	
P. T.....	3984	4 57 PM		Md.....	4944	4 56 PM	
P. T.....	5979	5 00 PM	3	N. Y....	153	4 57 PM	
P. T.....	5981	5 40 PM	5	N. Y....	221	5 37 PM	
N. Y.....	226	7 04 PM	3	Md.....	420	6 56 PM	
N. Y.....	154	7 18 PM	5	Phila....	570	7 12 PM	
N. Y.....	{ 228 310	8 04 PM 8 08 PM	} 3	Phila....	74	8 01 PM	
N. Y.....	156	8 20 PM		Phila....	24	8 16 PM	
Phila.....	581	8 37 PM	5	Atl.....	1066	8 16 PM	
P. T.....	5987	8 45 PM	2	N. Y....	227	8 43 PM	
P. T.....	6155	9 51 PM	5	N. Y....	229	9 38 PM	
P. T.....	5993	10 51 PM	5	N. Y....	449	10 46 PM	

NOTE—All New York (outward) Hourly trains from Broad St. Station will be held 3 minutes at Penna.-30th St. Station for passengers from delayed Inward local trains when it is known that these trains have passengers for these trains.

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

When inward Broad Street Suburban or Broad Street Station trains are running so late that connections will be missed at 30th Street-Phila., passengers will be so informed by the conductor and carried through to Broad Street Suburban or Broad Street Station instead of being discharged at 30th Street-Phila. and will be forwarded from Broad Street Suburban or Broad Street Station on first convenient proper train

When inward trains are running so late that passengers for suburban points cannot connect at Penna.-30th St. Station with the last local train at night, the conductor of the inward train must notify the Superintendent of the Philadelphia Terminal Division as to the number of passengers and their destinations, in order that the question of holding the last local train may be given consideration.

## AT NORTH PHILADELPHIA

Div.	Train No.	Due North Phila.	Mins. Wait	For Div.	Train No.	Due North Phila.	For Passengers
Atl.....	1003	6.59 AM	5	P. T....	3941	6.53 AM	
N. Y....	260	7.16 AM	3	P. T....	3943	7.04 AM	
N. Y....	260	7.16 AM	3	Atl.....	1000	7.10 AM	
	112	7.23 AM		Atl.....	1002	7.08 AM	
N. Y....	112	7.23 AM	3	Atl.....	1054	7.15 AM	
Atl.....	1005	7.59 AM	3	P. T....	3951	7.55 AM	
N. Y....	182	8.12 AM	2	P. T....	3953	8.07 AM	
N. Y....	182	8.12 AM	2	Atl.....	1004	7.52 AM	
Atl.....	1053	8.39 AM	5	P. T....	3955	8.21 AM	
Md.....	111	8.43 AM	5	Atl.....	1006	8.39 AM	
N. Y....	206	9.12 AM	2	Atl.....	1008	8.39 AM	
Atl.....	1007	9.04 AM	5	P. T....	3959	9.00 AM	
N. Y....	206	9.12 AM	2	P. T....	3959	9.00 AM	
Md.....	169	9.49 AM	5	Atl.....	1058	9.41 AM	
N. Y....	122	10.01 AM		Atl.....	1014	9.46 AM	
				Atl.....	1010	9.46 AM	
Atl.....	1009	10.04 AM	3	P. T....	4101	10.00 AM	
N. Y....	208	10.12 AM	5	P. T....	3963	10.05 AM	
N. Y....	210	11.12 AM	5	P. T....	3967	11.05 AM	
Md.....	121	12.07 PM	5	Atl.....	1012	11.51 AM	
N. Y....	212	12.12 PM					
N. Y....	212	12.12 PM	5	P. T....	3971	12.05 PM	
N. Y....	214	1.12 PM	5	P. T....	3975	1.07 PM	
Md.....	125	2.01 PM	5	Atl.....	1016	1.55 PM	
N. Y....	216	2.12 PM	2				
N. Y....	216	2.12 PM	2	P. T....	3979	2.07 PM	
N. Y....	218	3.12 PM	3	P. T....	3983	3.07 PM	
N. Y....	220	4.13 PM	3	P. T....	3987	4.06 PM	
P. T....	3978	4.35 PM	2	N. Y....	219	4.24 PM	
Atl.....	1025	4.39 PM	3	P. T....	3989	4.28 PM	
Md.....	153	4.49 PM	5	Atl.....	1060	4.45 PM	
Phila....	49	5.07 PM					
N. Y....	222	5.12 PM					
Atl.....	1065	5.04 PM	5	N. Y....	153	4.49 PM	
P. T....	3984	5.05 PM	3	Atl.....	1020	4.56 PM	
					1018	5.02 PM	
Phila....	49	5.07 PM	5	Atl.....	1020	4.56 PM	
N. Y....	222	5.12 PM		Atl.....	1018	5.02 PM	
N. Y....	222	5.12 PM	3	P. T....	3991	5.05 PM	
P. T....	3988	5.36 PM	3	N. Y....	221	5.29 PM	
Md.....	177	5.57 PM	5				
Phila....	29	6.19 PM		Atl.....	1024	5.52 PM	
N. Y....	224	6.16 PM					
N. Y....	224	6.16 PM	3	P. T....	3995	6.05 PM	
				N. Y....	223	6.31 PM	
P. T....	3992	6.40 PM	3	Phila....	69	6.34 PM	
				Phila....	41	6.39 PM	
Phila....	77	6.56 PM	3	Atl.....	1026	6.49 PM	
Md.....	135	7.04 PM	5	Atl.....	1026	6.49 PM	
N. Y....	226	7.12 PM					
Atl.....	1027	7.04 PM	3	P. T....	3999	7.02 PM	
N. Y....	226	7.12 PM	3	P. T....	3999	7.02 PM	
P. T....	3994	7.15 PM	3	Phila....	31	7.09 PM	
Atl.....	1029	7.43 PM	3	P. T....	4001	7.35 PM	
Atl.....	1029	7.43 PM	5	N. Y....	225	7.31 PM	
N. Y....	278	7.50 PM	5	P. T....	3996	7.45 PM	

## AT NORTH PHILADELPHIA—Continued

Div.	Train No.	Due North Phila.	Mins. Wait	For Div.	Train No.	Due North Phila.	For Passengers
Md. ....	137	8.01 PM					
Phila. ....	23	8.14 PM					
N. Y. ....	318	8.12 PM	5	Atl. ....	1028	7.55 PM	
N. Y. ....	228	8.13 PM					
N. Y. ....	318	8.12 PM					
N. Y. ....	228	8.13 PM	3	P. T. ....	4003	8.05 PM	
N. Y. ....	310	8.17 PM					
Phila. ....	23	8.14 PM					
N. Y. ....	310	8.17 PM	5	Atl. ....	1066	8.07 PM	
P. T. ....	3998	8.45 PM	5	N. Y. ....	227	8.35 PM	
Md. ....	143	9.04 PM		Atl. ....	1056	8.51 PM	
N. Y. ....	312	9.13 PM	5	Atl. ....	1062	8.54 PM	
N. Y. ....	230	9.14 PM		Atl. ....	1068	8.56 PM	
				Atl. ....	1032	9.00 PM	
N. Y. ....	230	9.14 PM					
N. Y. ....	312	9.13 PM	5	P. T. ....	4005	9.07 PM	
N. Y. ....	314	9.18 PM					
P. T. ....	4000	9.21 PM	3	Atl. ....	1032	9.00 PM	
				N. Y. ....	319	9.21 PM	
N. Y. ....	158	9.48 PM	3	Atl. ....	1034	9.46 PM	
Md. ....	147	9.57 PM					
Phila. ....	67	10.02 PM	3	Atl. ....	1034	9.46 PM	
P. T. ....	4002	9.59 PM	5	Atl. ....	1034	9.46 PM	
				N. Y. ....	183	9.52 PM	
				Md. ....	147	9.57 PM	
Phila. ....	67	10.02 PM	5	Atl. ....	1034	9.46 PM	
N. Y. ....	178	10.54 PM	5	Atl. ....	1036	10.49 PM	
Md. ....	141	11.29 PM					
Atl. ....	1033	10.58 PM	5	N. Y. ....	449	10.36 PM	
P. T. ....	4004	10.59 PM	5	N. Y. ....	449	10.36 PM	
				Atl. ....	1036	10.49 PM	
				Atl. ....	1064	10.55 PM	
Md. ....	141	11.29 PM	5	Atl. ....	1064	10.55 PM	
Phila. ....	37	11.49 PM	5	Atl. ....	1038	11.47 PM	

## U. S. MAIL WORK

STATIONS	OUTWARD				INWARD			
	605	15 Ex. Sun.	21 Ex. Sun.		604	8		
Narberth .....	E	....	....	....	....	....	....	....
Ardmore .....	E	....	....	....	....	....	....	....
Haverford .....	....	....	....	....	....	....	....	....
Bryn Mawr .....	E	....	....	....	....	....	....	....
Villanova .....	....	....	....	....	....	....	....	....
Wayne .....	E	....	....	....	....	....	....	....
Berwyn .....	....	....	....	....	....	....	....	....
Paoli .....	....	E	D	....	D	D	....	....

C—Mail caught from crane only

D—Mail delivered only.

C &amp; D—Mail caught and delivered.

E—Train stops, mail received or delivered or both.

H—Pass station at reduced speed to exchange mail

(NOTE.—Letters and characters as used on this page have no reference to their application as provided for in S4.)

## EXPRESS AND MILK TRAINS

These trains run as passenger extras

STATIONS	OUTWARD			
	CT-70 DAILY EX. SUN.	D-467 DAILY	MD-59 DAILY EX. SUN.	MD-59 SUNDAY ONLY
	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA.....	2.00		E 6.52	E 8.05
PENNA.-30th ST.....			E 6.56	E 8.09
ZOO.....				
ARSENAL.....		5.07	6.59	8.12
BRILL.....		5.10		
NORTH PHILA.....				
JERSEY.....	2.30			
HOLMES.....				
OVERBROOK.....		Pull Mail Cars 4.35 A. M.		
PAOLI.....		Leave Mail House 5.00 A. M.	E 7.13	
LANSDOWNE.....			E 7.18	
CLIFTON.....			E 7.26	
MORTON.....			E 7.31	
SWARTHMORE.....			E 7.41	
MEDIA.....			7.48	8.29
ELWYN.....			E 7.50	
GLEN RIDDLE.....				
LENNI.....			E 7.58	8.35
WAWA.....				
Arrive	A. M.	A. M.	A. M.	A. M.
	CT-70	D-467	MD-59	MD-59

## EXPRESS AND MILK TRAINS

These trains run as passenger extras

STATIONS	INWARD			
	MD-58	MD-58	D-466	D-466
	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA.....	E 5.20	E 5.58	E 7.20	E 7.25
PENNA.-30th ST.....	E 5.16	E 5.54		
ZOO.....				
ARSENAL.....	5.13	5.50	7.14	7.14
BRILL.....			7.10	7.10
NORTH PHILA.....				
JERSEY.....				
HOLMES.....				
OVERBROOK.....				Cuts Cars off on Shifting Track Arsenal
PAOLI.....				
LANSDOWNE.....	E 5.05			
CLIFTON.....	E 5.00			
MORTON.....				
SWARTHMORE.....	E 4.52			
MEDIA.....	E 4.46			
ELWYN.....	4.40	5.25		
GLEN RIDDLE.....				
LENNI.....	E 4.37			
WAWA.....	E 4.30	E 5.15		
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN. MD-58	SUNDAY ONLY MD-58	SUNDAY ONLY D-466	DAILY EX. SUN. D-466





# ARRANGED FREIGHT TRAIN SERVICE

## PHILADELPHIA TERMINAL DIVISION

### INWARD

TRAIN	LEAVES		ARRIVES		RUNNING TIME
					Minutes
PT-60	ZOO	1.00AM	FORD	1.45AM	45
PT-96	NORRIS	1.00AM	PARK	2.00AM	60
PT-2	44TH ST.	1.30AM	D-16	3.00AM	90
PT-56	PAY	2.00AM	FORD	4.00AM	120
PT-12	44TH ST.	3.30AM	SOUTH ST.	4.00AM	30
PT-4	44TH ST.	3.45AM	D-16	5.15AM	90
PT-22	44TH ST.	4.00AM	B. & W. AVE.	4.30AM	30
PT-20	ARSENAL	5.00AM	D-16	6.00AM	60
PT-58	ZOO	7.15AM	CHELT. AVE.	9.15AM	120
PT-46	PAOLI	11.15AM	OVERBROOK	1.45PM	150
PT-36	FERNWOOD	1.00PM	ZOO	1.30PM	30
PT-92	NORRIS	2.00PM	PARK	2.45PM	45
PT-38	FERNWOOD	2.00PM	ZOO	2.30PM	30
PT-42	MEDIA	2.20PM	ZOO	3.45PM	85
PT-48	PAOLI	2.30PM	OBK	5.30PM	180
PT-6	44TH ST.	3.00PM	D-16	4.30PM	90
PT-34	PASCHALL	3.00PM	GRAY FERRY	3.20PM	20
PT-72	FRANK.ST.BR.	4.00PM	FORD	4.30PM	30
PT-66	FAIRHILL	4.00PM	FORD	5.00PM	60
PT-70	TIOGA ST.	4.00PM	FORD	4.15PM	15
PT-62	SHACK. ST.	4.30PM	FORD	5.15PM	45
PT-64	ONTARIO ST.	4.30PM	FORD	4.45PM	15
PT-68	KENSINGTON	4.30PM	FORD	4.50PM	20
PT-18	GRAYS FERRY	5.30PM	ARSENAL	5.45PM	15
PT-50	N. PHILA.	6.00PM	FORD	6.30PM	30
PT-94	NORRIS	9.30PM	PARK	10.30PM	60

### OUTWARD

PT-53	ZOO	1.30AM	44TH ST.	1.45AM	15
PT-55	FORD	2.00AM	PAY	4.30AM	150
PT-47	OVERBROOK	7.00AM	PAOLI	10.30AM	210
PT-35	ZOO	7.10AM	FERNWOOD	7.45AM	35
PT-93	PARK	8.00AM	NORRIS	9.30AM	90
PT-37	ZOO	8.15AM	FERNWOOD	8.50AM	35
PT-33	PAY	9.25AM	BRILL	10.00AM	35
PT-41	ZOO	9.25AM	MEDIA	1.10PM	225
PT-49	OBK	10.45AM	PAOLI	1.15PM	150
PT-63	BRIDESBURG	2.40PM	FORD	2.55PM	15
PT-01	PAY	2.45PM	44TH ST.	3.45PM	60
PT-29	WOLF	3.15PM	ZOO	4.15PM	60
PT-67	TACONY	4.30PM	FORD	4.55PM	25
PT-95	PARK	4.35PM	NORRIS	6.00PM	85
APT-17	GIRARD PT.	4.45PM	44TH ST.	5.45PM	60
APT-5	D-16	5.55PM	PAY	6.20PM	25
PT-23	16th & W. Ave.	6.00PM	44TH ST.	6.25PM	25
PT-57	ZOO	6.00PM	44TH ST.	6.10PM	10
APT-69	FORD	6.00PM	44TH ST.	6.30PM	30
PT-11	ARSENAL	6.15PM	44TH ST.	6.45PM	30
PT-21	D-16	6.15PM	ARSENAL	7.00PM	45
PT-27	D-16	6.30PM	44TH ST.	7.25PM	55
PT-9	PAY	6.35PM	44TH ST.	7.05PM	30
PT-7	PAY	6.40PM	44TH ST.	7.25PM	45
PT-1	D-16	7.00PM	44TH ST.	8.00PM	60
PT-17	GIRARD PT.	7.00PM	44TH ST.	8.05PM	65
PT-15	ARSENAL	7.30PM	44TH ST.	8.10PM	40
PT-97	PARK	7.35PM	NORRIS	8.20PM	45
PT-3	D-16	9.00PM	44TH ST.	10.30PM	90
PT-5	D-16	9.00PM	PAY	9.30PM	80
PT-69	FORD	11.30PM	44TH ST.	11.59PM	29
PT-31	WOLF	11.45PM	44TH ST.	12.45AM	60

NOTE—Letters as used on these Pages have no reference to their application as provided for in S4.

B—Daily except Tuesday.

D—Daily.

F—Daily except Saturday.

G—Daily except Sunday.

H—Daily except Saturday and Sunday.

I—Daily except Sunday and Monday.

J—Daily except Monday.

K—Saturday only.

L—Sunday only.

M—Monday only.

P—Sundays and Holidays.

S—Seasonable.

### ATLANTIC DIVISION

#### INWARD

TRAIN	LEAVES			ARRIVES		RUNNING TIME
						Minutes
PT-81	JERSEY	3.00AM	D	ZOO	4.00AM	60
PP-802	JERSEY	6.15PM	G	ZOO	6.45PM	30
PT-83	JERSEY	4.15PM	G	ZOO	4.45PM	30
PT-85	JERSEY	6.30PM	D	ZOO	7.00PM	30

#### OUTWARD

PT-80	ZOO	6.55AM	D	JERSEY	7.25AM	30
PP-801	ZOO	9.30AM	G	JERSEY	10.01AM	31
APT-84	ZOO	10.00PM	G	JERSEY	10.30PM	30
PT-84	ZOO	10.30PM	D	JERSEY	11.15PM	45

### ADJOINING DIVISIONS PHILADELPHIA DIVISION

#### INWARD

TRAIN	PASS			ARRIVES		RUNNING TIME
						Minutes
S-2	PAOLI	2.00AM	D	PAY	3.45AM	105
YP-2	PAOLI	3.15AM	J	OBK	4.00AM	45
P-6	PAOLI	4.00AM	G	PAY	6.00AM	120
PG-4	PAOLI	10.15AM	D	OBK	11.00AM	45
SP-8	PAOLI	2.30PM	D	PAY	4.30PM	120
PG-4	PAOLI	7.45PM	D	OBK	8.30PM	45
SP-2	PAOLI	11.30PM	D	PAY	1.30AM	120
P-2	PAOLI	11.45PM	G	ARSENAL	1.30AM	105

#### OUTWARD

	LEAVES			PASS		
P-17	OBK	12.55AM	J	PAOLI	1.30AM	35
YP-1	OBK	10.00AM	L	PAOLI	10.30AM	30
LCL-3	PAY	6.25PM	G	PAOLI	8.15PM	110
P-7	PAY	6.30PM	G	PAOLI	8.30PM	120
S-1	PAY	6.40PM	D	PAOLI	8.50PM	130
Banana Special	PAY	7.00PM	S	PAOLI	8.00PM	60
P-11	PAY	7.00PM	G	PAOLI	9.00PM	120
2LCL-5	OBK	8.20PM	D	PAOLI	8.45PM	25
YP-1	OBK	9.55PM	H	PAOLI	10.30PM	35
EM-1	NORRIS	10.15PM	G	EARNEST	10.30PM	15
P-29	PAY	11.15PM	G	PAOLI	1.45AM	150

NEW YORK ZONE  
INWARD

TRAIN	LEAVES			PASS		RUNNING TIME
						Minutes
N-3	HOLMES	12.15AM	D	PAY	2.45AM	150
N-9	HOLMES	12.45AM	I	ZOO	2.30AM	105
N-21	HOLMES	1.30AM	P	PAY	4.45AM	195
N-21	HOLMES	2.00AM	I	PAY	4.00AM	120
N-21	HOLMES	3.30AM	K	PAY	6.45AM	195
AN-21	HOLMES	5.00AM	M	ZOO	6.30AM	90
N-31	HOLMES	7.45AM	J	ZOO	9.15AM	90
2d-NE-1	HOLMES	8.40AM	I	ZOO	9.15AM	35
AN-3	HOLMES	5.00PM	P	ZOO	6.00PM	60
LCL-3	HOLMES	6.05PM	G	ZOO	6.28PM	23

OUTWARD

N-8	ZOO	12.15AM	J	HOLMES	1.30AM	75
N-30	ZOO	12.30AM	J	HOLMES	2.00AM	90
N-2	PAY	4.00PM	D	HOLMES	6.00PM	120
N-28	PAY	9.00PM	D	HOLMES	12.01AM	181

MARYLAND DIVISION  
INWARD

TRAIN	LEAVES			ARRIVE		RUNNING TIME
						Minutes
MD-106	BRILL	12.15AM	J	ZOO	1.15AM	60
BP-4	BRILL	1.30AM	D	ZOO	2.45AM	75
TP-2	BRILL	3.15AM	I	ZOO	4.00AM	45
MD-130	BRILL	4.10PM	G	ZOO	4.55PM	45
BP-2	BRILL	4.30PM	D	ZOO	5.45PM	75
MD-48	WAWA	10.00PM	G	ZOO	10.40PM	40

OUTWARD

TP-1	ZOO	6.10AM	I	BRILL	6.30AM	20
MD-47	ZOO	7.30AM	G	WAWA	8.15AM	45
MD-131	ZOO	9.25AM	G	BRILL	9.45AM	20
BP-5	ZOO	3.40PM	D	BRILL	4.00PM	20
MD-105	ZOO	7.10PM	G	BRILL	8.01PM	51
BP-3	ZOO	10.10PM	D	BRILL	10.30PM	20

**WILKES-BARRE DIVISION****INWARD**

TRAIN	PASS		ARRIVE	RUNNING TIME
S-6	HAWS AVE. 2.00AM	J	PARK 3.45AM	105
S-4	HAWS AVE. 9.00PM	D	PARK 10.30PM	90

**OUTWARD**

	LEAVES		ARRIVES	
S-3	PARK 2.00AM	J	HAWS AVE. 2.45AM	45
S-5	PARK 5.45AM	G	HAWS AVE. 6.30AM	45

**INTERDIVISIONAL**

TRAIN	PASS		PASS	RUNNING TIME
CS-2	BRILL 12.01AM	J	HOLMES 1.30AM	89
P-14	PAOLI 12.01AM	J	HOLMES 1.30AM	89
FJ-6	PAOLI 12.15AM	D	JERSEY 2.00AM	105
MD-16	BRILL 12.20AM	D	HOLMES 1.45AM	85
BL-6	BRILL 2.30AM	J	HOLMES 3.00AM	30
BNY-14	PAOLI 2.45AM	D	HOLMES 4.15AM	90
CE-2	PAOLI 3.00AM	D	HOLMES 4.30PM	90
MD-116	BRILL 3.45AM	J	JERSEY 5.30AM	105
LCL-4	PAOLI 4.30AM	J	HOLMES 5.50AM	80
MD-6	BRILL 9.00AM	D	HOLMES 9.45AM	45
MD-12	BRILL 12.45PM	D	HOLMES 1.15PM	30
NE-2	BRILL 3.00PM	H	HOLMES 4.00PM	60
MD-22	BRILL 3.20PM	S	HOLMES 4.20PM	60
D-2	BRILL 3.45PM	S	HOLMES 4.30PM	45
MD-20	BRILL 4.15PM	S	HOLMES 5.00PM	45
FNY-2	BRILL 5.15PM	D	HOLMES 6.15PM	60
HC-2	PAOLI 6.30PM	D	JERSEY 8.00PM	90
FW-8	PAOLI 8.30PM	D	HOLMES 10.15PM	105
BNY-16	PAOLI 8.45PM	D	HOLMES 10.45PM	120
MD-10	BRILL 9.15PM	D	HOLMES 9.45PM	30
BL-6	BRILL 10.30PM	L	HOLMES 1.00AM	150
MD-18	BRILL 11.00PM	D	HOLMES 11.30PM	30

BL-5	HOLMES 1.45AM	M	BRILL 3.45AM	120
MD-117	JERSEY 2.00AM	J	BRILL 4.45AM	165
MD-7	HOLMES 2.15AM	D	BRILL 3.15AM	60
P-19	JERSEY 4.10AM	J	PAOLI 6.10AM	120
1st-NE-1	HOLMES 5.00AM	I	BRILL 5.50AM	50
BL-5	HOLMES 7.15AM	J	BRILL 7.55AM	40
MD-1	HOLMES 12.01PM	D	BRILL 12.45PM	44
AP-19	JERSEY 7.15PM	G	PAOLI 9.15PM	120
MD-13	HOLMES 9.30PM	D	BRILL 10.10PM	40
CS-1	HOLMES 11.30PM	G	BRILL 12.01AM	31

# THE TICKET OFFICES OF STATIONS NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close After Train No.		Open for Train No.	Close after Train No.
All Trains	....	Broad St. Station	All Trains	....
All Trains	....	Broad St.-Suburban	All Trains	....
All Trains	....	Pennsylvania	All Trains	....
All Trains	....	Penna.-30th St.	All Trains	....
4905 }	4922 }	Darby	Closed	....
4984 }	4940 }	North Philadelphia	All Trains	....
All Trains	....	Queen Lane	3941	3987
3937	3983	Chelton Avenue	3941	3983
3937	3999	Tulpehooken	Closed	....
3937	3983	Upsal	Closed	....
3937	3983	Carpenter	Closed	....
3937	3990	Allen Lane	Closed	....
3937	3966	St. Martins	Closed	....
3937	4002	Chestnut Hill	3937	4002
3854 }	1007 }	Frankford Jct.	{ 1067	1007
266 }	1025 }	Tacony	{ 266	1021
268	272	52nd Street	Closed	....
5303	5322	Overbrook	Closed	....
5306	5356	Merion	Closed	....
5306	5354	Narberth	5336	5339
5304	5358	Wynnewood	5306	5360
5306	5347	Ardmore	Closed	....
5306	5372	Haverford	5307	5362
5306	5360	Bryn Mawr	5307	5339
5306	5364	Rosemont	5306	5372
5306	5330	Villanova	Closed	Closed
5305 }	5319 }	Radnor	Closed	....
5340 }	5356 }	St. Davids	Closed	....
5304 }	5332 }	Wayne	5316	5703
5340 }	5331 }	Stratford	Closed	....
5352 }	5338 }	Devon	Closed	....
5306 }	5332 }	Berwyn	Closed	....
5342 }	5331 }	Paoli	5700	67
5354 }	5358 }	Wynnefield Ave.	Closed	....
5306 }	5358 }	Bala	Closed	....
5306 }	5332 }	Cynwyd	Closed	....
5340 }	5331 }	Manayunk	Closed	....
5352 }	5358 }	Conshohocken	Closed	....
5304 }	5324 }	Norristown	{ 5952	{ 5964
5328 }	5334 }	Haws Ave	{ 5966	{ 5970
5342 }	5331 }		{ 5978	{ 5988
5350 }	5358 }		Closed	....
5304 }	5358 }			
5304 }	67			
5954	5968			
5954	5968			
5952	5978			
5953	5968			
5954 }	5963 }			
5967 }	5971 }			
5952	5988			
5956	5960			

**NOTE:**—Until such time as the ticket office on the Chestnut Hill Branch side at North Philadelphia Station is equipped for the sale of tickets it will be considered as a non-ticket office.

When an unusual number of passengers is expected for any train not included in the foregoing list, Agents will open their respective offices to meet the demand, notifying Superintendent promptly of action taken.

WEST CHESTER BRANCH	Sunday	
	Open for Train No.	Close after Train No.
STATIONS		

49th St.	Closed	....
Angora.....	Closed	....
Fernwood.....	Closed	....
Lansdowne.....	Closed	....
Clifton.....	Closed	....
Primos.....	Closed	....
Secane.....	Closed	....
Morton.....	Closed	....
Swarthmore.....	4600	4608
Wallingford.....	Closed	....
Moylan-Rose Valley.....	Closed	....
Media.....	Closed	....
Glen Riddle.....	Closed	....
Lenni.....	Closed	....
Wawa.....	Closed	....
Darlington.....	Closed	....

Wawa.....	Closed	....
Glen Mills.....	Closed	....
Cheyney.....	Closed	....
Westtown.....	Closed	....
West Chester.....	4504	4542





# SPECIAL INSTRUCTIONS.

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

Employees whose duties are affected by Time Tables must have a copy with them while on duty.

## TRAIN RULES.

### **S2. STANDARD TIME.**

**S2A.** Eastern Standard Time applies on this division as indicated on the cover.

**D201.** Standard clocks are located as follows:

Train Dispatcher's office

Train order offices

Attended block stations

Broad Street

Station

{ Station Master's Office.

{ East Wall Main Corridor, train floor

North Philadelphia Station Master's office.

At Bulletin Board Points indicated under D1301.

## TIME TABLE.

### **S3. SYMBOLS.**

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

**Ⓐ**—No. 4505 will use Long Siding at Lenni to meet No. 4518.

**Ⓑ**—No. 4526 will use MU Coach Siding at Wawa to meet No. 4509.

**Ⓓ**—No. 4538 will use MU Coach Siding at Wawa to meet No. 4531 and 4553.

### **S4. LETTERS AND CHARACTERS.**

**S4A.** Rule 6 amplified:—

The following letters and characters indicate:—

**S**—Regular stop.

**F**—Stop on signal to receive or discharge passengers.

**A**—Stop on signal to receive passengers.

**B**—Stop on signal to discharge passengers.

**C**—Regular stop to receive passengers.

**D**—Regular stop to discharge passengers.

**E**—Regular stop for express, mail, milk, newspapers or marketing.

**G**—Regular stop, Saturday only.

**H**—Regular stop to receive passengers, Saturday only.

**J**—Regular stop to discharge passengers, Saturday only.

**K**—Regular stop, Sunday only, to receive or discharge passengers.

**L**—Stop on signal, Sunday only, to receive or discharge passengers.

**†**—Unattended Block Station.

**●**—No baggage service.

**⊙**—No baggage service Sunday.

**‡**—Indicates trains that will not be operated on New Year's, Memorial, Independence, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

**⚡**—Passenger train—schedule assigned to gas or gas-electric rail motor cars.

**\***—Passenger train—schedule assigned to handle passenger and freight equipment.

**◇**—Passenger train—no train baggageman.

**MU**—Multiple unit.

**D401.**

**CC**—Regular stop to receive or discharge passengers to or from New Haven, Conn., and beyond.

**M**—Stop only on notice to Conductor to discharge passengers from points west of Pittsburgh.

**P**—Regular stop to receive or discharge passengers to or from points south of Washington.

**Q**—Stop only on advance notice to Agent to receive passengers for points west of Pittsburgh.

**T**—

**U**—Regular stop to receive passengers for west of Pittsburgh.

**V**—

**X**—Reduce speed to 10 miles per hour for delivery of newspapers and U. S. Mail.

**Y**—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.

**Z**—Stop only to change engine or crews.

**S5.****COLOR SIGNALS.**

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

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

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

**D502.** Color light flag station signal for outward movement of trains having "Q" stop at Paoli Passenger Station, located on leg of Home Signal Bridge, 2200 feet inward from Paoli Interlocking Station, IN SERVICE. Indications as follows:

One WHITE and one GREEN light, burning—Stop to pick up passengers.

One WHITE light, burning—No passengers—Do not stop.

If no lights burning—make station stop.

**S6.****HAND, FLAG AND LAMP SIGNALS.**

**D601.** Rule 33a amplified. Switchtenders who are required to give signals to trains moving on other than main tracks will use a green flag by day and a green light by night to give proceed signals.

**S7.****ENGINE WHISTLE SIGNALS.****D701.**

**D702.** Rule 14 (l) amplified:

SOUND: — — o o

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

**D703.** Rule 14 (m)———will not apply.

(d) (da) — — — — in effect:

.....Track 1 & Eastward New York-  
Pgh. Subway.  
.....Inward and Northward Tracks  
(Grays Ferry Branch.)  
iver Line) .Track 1.  
Branch....Outward.  
Park.....Inward.  
19th Street..Inward.

(db) — — — — o in effect:

.....Track 2.  
1 Street Overhead Bridges....Inward Track. .  
.....Track 1, Delaware Extension Ele-  
vated.

(dc) — — — — o o in effect:

a.....Outward Station Track.  
.....West Philadelphia Elevated Branch

(dd) — — — — o o o in effect:

estnut Hill.Outward Track.  
.....Outward Track.  
.....Inward Track.  
enal.....Inward Track.  
vision.....Outward Track (Zoo).

(e) (ee) — — — — — in effect:

.....Track 4 & Westward New York-  
Pgh. Subway.  
.....Southward (Grays Ferry Branch)  
and Outward Track.  
iver Line)..Track 4.  
Branch....Inward.  
enue.....Outward.  
est Chester.Outward.

(ef) — — — — — o in effect:

.....Track 3.  
h Street Overhead Bridges...Outward Track.  
.....Track 2, Delaware Extension Ele-  
vated.

(eg) — — — — — o o in effect:

ia.....Inward Station Track.  
.....West Philadelphia Elevated Branch.

(eh) — — — — — o o o in effect:

North Phila..Inward Track.  
.....Inward Track.  
.....Outward Track.  
treet.....Outward Track.  
Division....Inward Track (Zoo).

i: Engineman or Conductor of inward trains will  
with push button located in telephone box  
Signal Bridge, 1370 feet outward from Paoli  
ion, operating call bells approximately 800 feet  
nt 1500 feet outward from Home Signal Bridge  
l (junction Philadelphia Division).

Engineman or Conductor of inward trains will  
with push button located in telephone box on  
nal bridge and on relay box 400 feet inward

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 inward trains unless push button is out of order.

**D714.** Whistle must not be sounded on the main tracks within the Borough limits of Norristown, except in accordance with Rules 14(c), (d), (e), (h), (p) and (ma), Book of Rules, and in such cases must not be sounded louder than is absolutely necessary. Between Arsenal and Media whistle must be sounded at all "W" posts.

## **S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS**

**D801.** Emergency whistles or horns are located as follows:

A.	Valley
Broad	Overbrook
Zoo	Bryn Mawr
North Philadelphia	Paoli
Shore	Arsenal
Ford	Brill
Holmes	

Emergency whistles or horns also located at:

Yard Master's Office	44th Street
Push Button Office	52nd Street

**D802.** Rule 14 (w) amplified:

**SOUND:** o o o o o o

**INDICATION:** Call car inspector at Paoli, Zoo and North Philadelphia.

## **S9. COMMUNICATING SIGNALS.**

**D901.** Passenger trains must be started by communicating signal.

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

Rule 16 amplified:

**SOUND:** — o

**INDICATION:** When power is applied on MU trains—motor wheels are spinning.

**D902.** Communicating whistle will be cut in only in the vestibule of head car, where Engineman is controlling the train, on all MU trains operating between:

- Philadelphia—Haws Avenue.
- Philadelphia—West Chester.
- Philadelphia—Chestnut Hill.
- Philadelphia—Paoli.

## **S10. TRAIN SIGNALS.**

**D1001.** Rule 17a is amplified by adding:

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

**D1002.** Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, notes, amplifications and modifications annulled.

**D1003.** Rule 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train:

By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night. By night, on engines and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of main track, marker lamps lighted showing yellow to the rear.

#### **Rule 19a:**

A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red flag; by night, a red light, except in Manual Block System territory, when clear of main track, a white light.

#### **Rule 19b:**

When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

**D1004.** Rule 26 amplified. When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

**D1005.** Red flag to indicate rear of train by day, will be omitted on yard drafts moving within the limits of Zone C.

A freight train not equipped to display the markers prescribed by Rule 19 will display by night two red lights on rear of train or draft of cars while moving on main track or yard running tracks.

At night, at least one red light placed on platform in centre of end doorway must be displayed on empty passenger equipment moving between Broad Street or Broad Street Suburban Station and Yards.

**S10A.**

**S11.**

### **USE OF SIGNALS.**

**D1101.** Proper application of Rule 27 in connection with Figure 1, Rule 287:—

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

**D1102.** Rule 34—When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word Signal except Rule 275.

**D1103.** When a pusher engine is assisting a train coupled behind the cabin car and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuses should be met by throwing the fuses off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

Fuses must not be used on:

West Philadelphia Elevated Branch between Spring Garden Street and Arsenal, Nos. 1 and 2 tracks, Delaware Extension, Arsenal Interlocking.

Broad Street Suburban Line.

Elevated Railroad between Broad Street Station and Schuylkill River.

Wooden bridges and trestles.

**D1104.** The minimum number of fuses and torpedoes which must be carried as part of the equipment in the service indicated, is as follows:

	<u>Fuses</u>	<u>Torpedoes</u>
Flagmen in Passenger Service....	10	20
Flagmen in Freight Service.....	6	12
Flagmen in Runner Service, Passenger and Freight.....	1	2
Engines.....	3	6

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

Conductors and enginemen will be responsible for seeing that train and engine are properly provided with train signals. Flagmen and firemen are responsible for informing conductors and enginemen when supply should be replenished enroute.

**D1105.** Rule 27 modified.

Reflectors illuminated by headlights are substituted for lighted switch lamps at:

Delaware Extension Elevated.

West Chester Branch—49th St. to Fernwood and West Chester Yard.

West Phila. Elevated Branch—49th St.

### **S11B. SLIDE PROTECTION FENCE.**

### **S12. SUPERIORITY OF TRAINS.**

**D1201. WEST CHESTER BRANCH.** Inward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

No. 4543 is superior by direction to No. 4546, Wawa to West Chester.

**FORT WASHINGTON BRANCH.** Outward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

### **S13. BULLETIN BOARDS.**

**D1301.** Location of bulletin board points on this Division where all General Orders of this Division will be posted and delivered, also location of Standard Clocks and Employees' Registers.

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

		Location	Other Divisions	Zones
*		Superintendent's Office— Train Dispatcher's Office.		
*	§	Broad Street Station— Crew Dispatcher's Office and	Philadelphia Wilkes-Barre New York	A-B-C-D A-B-C-D A-B-C- D-E-F
*	§	Broad Street Suburban Station— Station Master's Office.	Penna.-Reading Seashore Lines Atlantic Maryland  Delmarva	A-B-C D-E A-B-C- D-E-F A-B
*	§	E-5—Yard Clerk's Office.		

		Location	Other Divisions	Zones
*		Mail Shed—32nd and Arch Streets.	Philadelphia New York	A-B-C- D-E A-B-C- D-E-F
*	§	Pennsylvania Coach Yard— Yard Master's Office.		
*	§	Zoo Interlocking Station.		
	§	Mantua Yard.	Philadelphia Wilkes-Barre New York Maryland	A-B-C- D-E A-B-C-D A-B-C- D-E-F A-B-C- D-E-F
	§	40th Street—Yard Office.		
*	§	44th Street— Assistant Yard Master's Office.		
*	§	46th Street Engine House— Foreman's Office.	Philadelphia Wilkes-Barre New York  Penna.-Reading Seashore Lines Atlantic Maryland	A-B-C-D A-B-C-D A-B-C- D-E-F  A-B-C D-E A-B-C- D-E-F
*	§	53rd Street—Yard Master's Office.	Philadelphia Maryland	A-B-C-D A-B-C
*	§	South Street—Yard Clerk's Office.		
*	§	Gray's Ferry— Assistant Yard Master's Office.	Maryland	A-B-E-F
*	§	16th and Washington Avenue— Yard Clerk's Office.		
*	§	D-16—Yard Master's Office.		
*	§	Dock Street— Assistant Yard Master's Office.		
*	§	Delaware Ave. and Morris St.— Yard Clerk's Office.		
*	§	Pennsylvania Produce Terminal Yard —Assistant Yard Master's Office.	Philadelphia New York	A-B-C-D A-B-C
	§	Greenwich— Assistant Yard Master's Office.		
*	§	South Philadelphia Engine House— Foreman's Office.	Atlantic Philadelphia Maryland New York	D A-B-C-D A A-B-C
*	§	Girard Point— Assistant Yard Master's Office.		
	§	Penrose Yard—Yard Office		

		Location	Other Divisions	Zones
*	§	Engelside Freight Station— Agent's Office.		
*	§	Margie Street Yard— Assistant Yard Master's Office.		
*	§	Midvale Freight Station— Agent's Office.		
*	§	Chestnut Hill Passenger Station.	New York	A-B-C
	§	Tacony—Yard Office.		
*	§	Frankford Junction— Crew Dispatcher's Office.	New York Penna.-Read- ing Seashore Lines Atlantic	A-B-C A-B-C-F D-E
*	§	Fairhill—Agent's Office.		
	§	Tioga Street—Freight Agent's Office.		
	§	Norris Street—Agent's Office.		
*	§	Shackamaxon— Assistant Yard Master's Office.		
*	§	Paoli—Yard Clerk's Office.	Philadelphia	A-B-C-D
*	§	Paoli Interlocking Station.	Philadelphia	A-B-C-D
*	§	Haws Avenue Passenger Station.	Wilkes-Barre	A-B-C-D
*	§	Media—Passenger Station.	Maryland	A-B-E-F
*	§	Wawa Interlocking Station.	Maryland	A-B-E-F
*	§	West Chester Passenger Station.	Maryland	A-B-E-F

\* Standard clocks are located at these points.

§ Employee's registers are located at these points.

## S14.

## GENERAL ORDERS.

### S14A. Rule 75 amplified:

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

(a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time-tables.

(c) Compare their Forms "Z" for that trip.

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

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

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

**D1402.** General Order Zones of this Division are as follows:

Zone A.—Outward limits Overbrook Interlocking to Division Board (Junction Philadelphia Division) west of Paoli.

Zone B.—Outward limits Zoo Interlocking (33rd Street) to Mile Post 76, and to Jersey, including Chestnut Hill and Fort Washington Branches; and all adjacent yard territory outward from Zoo Interlocking (33rd Street) and north of Callowhill Street.

Zone C.—Broad Street and Broad Street Suburban Stations to outward limits of Overbrook Interlocking, Park, outward limits Zoo Interlocking (33rd Street), Division Board south of Darby, including all Yard territory in this area north on Delaware Avenue to Callowhill Street.

Zone D.—Schuylkill Branch.

Zone E.—West Chester Branch.

General orders for each zone will be numbered consecutively followed by the proper zone letter.

**D1403.** Conductors and enginemen of trains beginning their run from points at a time when no Bulletin Board Attendant is on duty, will ask the Superintendent for information as to last General Order issued, and if any have been issued of which they have no copy, they will be instructed by train order for that trip. On arrival at first point where there is a Bulletin Board Attendant on duty they will comply with the requirements outlined in Special Instructions D1401.

When a new Time Table is issued conductor or engineman receiving it must fill out the qualification page showing General Order Zones over which he is qualified to run either in part or as a whole, and in addition, fill out form furnished by Crew Dispatcher for his information, and which must be kept on file by Crew Dispatcher who is responsible for calling conductors or enginemen. Forms of the preceding Time Table must be forwarded to the Superintendent.

**D1404.** A Philadelphia Terminal Division conductor or engineman, or a connecting Division conductor or engineman, who has not made a trip in service, or made a special trip for the purpose of keeping qualified on the physical characteristics of this Division or a part of it, within a period of one year will be required to re-qualify on the Time Table Special Instructions and physical characteristics and must not be used until he had been 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.

Conductors or enginemen ordered to run over any portion of this Division, connecting Division or a foreign railroad, over which they are not qualified must inform the Crew Dispatcher or, when conditions require, the Superintendent, that they are not qualified.

## **S15. TRACK ASSIGNMENTS.**

### **D1501. Double Track:**

Shore to Jersey (Atl. Div.);  
 North Philadelphia to Chestnut Hill;  
 Valley to Haws Avenue;  
 Zoo to Overbrook;  
 Zoo to Arsenal (River Line);  
 Zoo to Arsenal (Gray's Ferry Branch);  
 Zoo to Brill, via West Phila. Elevated Branch.  
 Arsenal to Elwyn;  
 Broad (Penna.-30th Street) to Brill.

### **D1502. Track Assignment:**

#### **Outward—Applies:**

From Broad Street Station;  
 From Broad Street Suburban Station;

#### **Inward—Applies:**

To Broad Street Station;  
 To Broad Street Suburban Station;

#### **Eastward—Applies:**

Zoo to Brill, West Phila. Elevated Branch;  
 44th Street Overhead Bridge, to Junction West  
 Philadelphia Elevated Branch. (New York-  
 Pittsburgh Subway.)

#### **Westward—Applies:**

Brill to Zoo, West Philadelphia Elevated Branch;  
 Junction West Philadelphia Elevated Branch to  
 44th Street Overhead Bridge. (New York-  
 Pittsburgh Subway.)

#### **Northward—Applies:**

Arsenal to Zoo (Gray's Ferry Branch);  
 Arsenal to Zoo (River Line), No. 1 Track.

#### **Southward—Applies:**

Zoo to Arsenal (Gray's Ferry Branch);  
 Zoo to Arsenal (River Line). No. 4 Track.

a. Where the four track system is in operation, tracks will be numbered and used as follows:—

#### **Between Zoo and Holmes;**

##### **Moving Outward**

No. 2, First track to right of center (Outward Freight Track);  
 No. 1, Next to No. 2 on the right (Outward Passenger Track);

##### **Moving Inward**

No. 3, First track to right of center (Inward Freight Track);  
 No. 4, Next to No. 3 on the right (Inward Passenger Track).

#### **North Philadelphia Station Tracks;**

Outward Station Track, next to No. 1 on the right;  
 Inward Station Track, next to No. 4 on the right.

#### **Between Overbrook and Paoli;**

##### **Moving Outward**

No. 3, First track to right of center (Outward Freight Track);  
 No. 4, Next to No. 3 on the right (Outward Passenger Track);

##### **Moving Inward**

No. 2, First track to right of center (Inward Freight Track);  
 No. 1, Next to No. 2 on the right (Inward Passenger Track).

#### **b. Broad Street Suburban Line;**

Broad (Penna. Station-30th Street) to Zoo.

##### **Moving Outward**

No. 4, Most northerly track (Outward Passenger Track);  
 No. 3, Next to No. 4 on the left (Outward Passenger Track)

**Zoo to Broad (Penna. Station-30th Street);****Moving Inward****No. 1, Most Southerly Track (Inward Passenger Track);****No. 2, Next to No. 1 on the left (Inward Passenger Track).****D1503.****D1504. Passenger trains as specified will use tracks as follows, unless Interlocking Signals otherwise indicate.**

Train	Track	Between	To Pass	To Be Passed By
2	2	Zoo and North Philadelphia.....	3964	....
24	2	Paoli and Overbrook.....	5368	....
28	2	Paoli and Overbrook.....	5320	....
30	2	Paoli and Overbrook.....	{5316}	....
30	2	Paoli and Overbrook.....	{5314}	....
30	2	Zoo and Holmes.....	258	....
33	3	Bryn Mawr and Paoli.....	5337	....
37	3	Overbrook and Paoli.....	5379	....
38	2	Paoli and Bryn Mawr.....	5306	....
38	2	North Philadelphia and Holmes..	3854	....
41	3	Bryn Mawr and Paoli.....	5363	....
42	2	Paoli and Overbrook.....	5338	....
48	2	Paoli and Overbrook.....	618	....
49	3	Overbrook and Paoli.....	5357	....
54	2	Zoo and North Philadelphia.....	1021	....
60	2	Paoli and Bryn Mawr.....	5304	....
64	2	Zoo and North Philadelphia.....	....	3942
65	3	Overbrook and Bryn Mawr.....	5367	....
66	2	Paoli and Overbrook.....	5304	....
68	2	Paoli and Overbrook.....	{5312}	....
69	3	Bryn Mawr and Paoli.....	{5310}	....
70	2	Paoli and Overbrook.....	{5308}	....
72	2	Paoli and Overbrook.....	{5700}	....
77	3	Overbrook and Paoli.....	5356	....
108	2	Overbrook and Paoli.....	5365	....
176	2	North Philadelphia and Holmes..	254	....
224	2	North Philadelphia and Holmes..	272	....
580	2	Zoo and Holmes.....	....	152
600	2	Paoli and Overbrook.....	5306	....
601	2	Paoli and Bryn Mawr.....	5328	....
603	3	Overbrook and Paoli.....	5307	....
603	3	Bryn Mawr and Paoli.....	5379	....
620	2	Paoli and Overbrook.....	{5318}	....
620	2	Paoli and Overbrook.....	{5316}	....
629	3	Overbrook and Paoli.....	{5355}	....
631	3	Overbrook and Paoli.....	{5353}	....
632	3	Overbrook and Paoli.....	5345	....
632	2	Bryn Mawr and Overbrook.....	5332	....
1024	3	Shore and Zoo.....	....	271
1047	2	Zoo and Shore.....	184	....
1048	3	Shore and North Philadelphia....	....	29
1060	3	Shore and North Philadelphia....	....	263
4012	2	Zoo and North Philadelphia.....	....	174

**S16.****MOVEMENT OF TRAINS.****D1601. Train Dispatchers are located at Pennsylvania Station, Philadelphia.**

Movements on Main tracks will be in charge of Train Dispatcher, except where not provided for in 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 Mile Post 76.

Maryland Division: Between Brill and Division Board south of Darby Station.

**Philadelphia Division:** Between Paoli and Division Board 6555 feet west of Paoli.

**Wilkes-Barre Division:** Between Haws Avenue and Division Board 500 feet west of Mile Post 19.

Outward trains receiving signal and switch to enter siding at Lenni will proceed to Wawa on the siding.

Movements on yard tracks will be in charge of Yard Masters in their respective districts, except that movements on running tracks or those under jurisdiction of signalmen will be authorized by the following:

**a. Yard Master at 44th Street**

Between 44th Street and Zoo Interlocking on Eastward and Westward Running Tracks and Eastward and Westward Jersey Running Tracks.

**b. Yard Master at Margie Yard**

No. 0 and No. 5 tracks, between Zoo, North Philadelphia and Shore Interlocking. Trains entering No. 0 and No. 5 tracks at Zoo, North Philadelphia and Shore Interlockings may continue movement without stopping to obtain permission from Yardmaster at Margie Yard. Signalman authorizing such movements will confer with Yardmaster at Margie Yard.

**b-1. Yardmaster at Frankford Junction Yard.**

No. 0 track between Holmes and Ford Interlockings.

Trains entering No. 0 track at Holmes or Ford Interlockings may continue movement without stopping to obtain permission from Yardmaster at Frankford Junction Yard (K-1). Signalman at Holmes authorizing such movement must confer with Signalman at Ford. Signalman at Ford authorizing such movement must confer with Yardmaster at Frankford Junction Yard.

**c. Yardmaster at Grays Ferry.**

Between Brill and Grays Ferry, trains entering Naught track at Brill may continue movement without stopping to obtain permission from Yardmaster at Grays Ferry Yard.

Signalman authorizing such movement will confer with the Yardmaster at Grays Ferry.

**d. Yard Master at Pennsylvania Coach Yard.**

No. 5 track and Run Down track between Broad Interlocking and Zoo Interlocking.

Outward movements from north end of Mail House must obtain permission from Yardmaster, Pennsylvania Coach Yard.

**e. Signalman at D-21.**

Between Arsenal and D21, Wolf Switches and D26.

Signal displayed by Arsenal for eastward movement to tracks of Delaware Extension Elevated is authority for movement as routed. Signalman, Arsenal Interlocking Station, authorizing such movement must confer with Signalman at D-21.

Electrically illuminated sign, located 112 feet west of centre of Arsenal Drawbridge with designations "W" for Wolf Switches, "S" for Stadium, "22" for D-22 and "21" for D-21. When any of these designations are illuminated, train approaching on either track will stop at point as indicated by the illuminated sign and ask D-21 for instructions, except movement must stop clear of all routes Wolf Switches unless signal to proceed is given by Switch-tender in charge. When no designation is illuminated, movement will stop as soon as proper handling of train will permit and ask D-21 for instructions.

Signalman at Arsenal will display this sign until the entire train has passed.

**f. Signalman at Arsenal.**

Shifting track, Arsenal Interlocking.

Trains entering the Shifting Track at either the inward or outward end may continue movement on that track without obtaining permission from Signalman at Arsenal.

No. 5 track, River Line.

Movements on No. 5 Yard Track between its connection in Shifting track and Walnut Street Overhead Bridge, will be in charge of Signalman, Arsenal Interlocking Station. All movements must obtain permission to enter this track and report when clear.

**g. Signalman at Brill.**

Between Brill and Division Board 2,362 feet north of center of Island Road Crossing, Chester and Philadelphia—60th Street Branches, for Yard Master at Gray's Ferry.

Between center of Island Road Crossing and Division Board 2,362 feet north of center of Island Road Crossing, Chester and Philadelphia Branch, for Yard Master, Thurlow, Pa.

**h. Signalman at Zoo (Train Director).**

Through freight track between 37th Street and 44th Street.

Belmont Branch, new Switches to Zoo Interlocking, for the Yard Master at 44th Street.

**i. Signalman at Belmont (Reading Company):**

Belmont Branch, New switches to Belmont Interlocking, for Yardmaster at 44th Street.

**j. Signalman at Norris.**

Between Norris Interlocking and Philadelphia Division Board Earnest, including Wye tracks.

Pencoyd Branch.

**k. Signalman at Wawa.**

Number naught (0) track between Wawa and Division Board, Chester Creek Railroad.

Long siding, Lenni.

Freight House siding, Wawa.

Newtown Square and Cardington Branches.

**l. Signalman at Paoli.**

Paoli Yard—Movements from yard tracks requiring use of Hill track must obtain permission before fouling this track.

**m. Train Director, "A" Interlocking:**

Elevated Railroad—21st Street.

Unless otherwise directed, all electric engines moving outward from "A" Interlocking and Broad Street Station to 20th Street Engine Terminal will be routed via No. 1 track to No. 0 track via the hand-operated crossover at 21st 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 inward via No. 0 track.

The normal position of the switches will be set for through movement on No. 1 and No. 0 tracks.

Before using No. 1 track at the 21st Street end for shifting movements, employes 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.

**D1601a.** Signalmen must keep a record for yard tracks under their jurisdiction and record thereon all movements, showing

engine number, direction, place and time track is occupied or cleared.

#### **D1601b.**

#### **D1601c. SPRING SWITCH.**

**Chestnut Hill**—Special Instructions S-5-A Modified.

Outward end of present trailing crossover between Inward and Outward tracks is a Spring Switch, marked by SS sign on ground post. Normal position of this Spring Switch will be for crossover movement. The inward end of this crossover will normally be set for the crossover movement. Trainmen using these switches must restore to normal position.

Spring Switch is equipped with electric switch lamp displaying following aspects in both directions:

ASPECT	INDICATION
Green	—Switch properly set in normal position.
Red	—Switch either set for Outward track or improperly set.

Trains receiving a red indication must examine switch before moving over it, and know that it faces up properly.

Trains or engines moving on Outward Track to Chestnut Hill will run through Spring Switch in normal position after receiving proper FIXED signal. Spring Switch will restore itself to normal position after such movement is made. A speed of 15 miles per hour must not be exceeded while any part of train is trailing through Spring Switch.

When a train or engine moving through Spring Switch set against movement is stopped before movement through Spring Switch is completed, slack must not be taken or reverse movement made until Spring Switch is reversed by hand.

Trains must be clear of all signals before signal for any route can be displayed.

Track cars will not operate Spring Switches.

#### **SI6A. Rules 83 and 83a.**

The information required by Rules 83 and 83a must be obtained as indicated below.

**D1602.** Rule 83—Clearance message C. T. 1246 issued by signalman or train order issued by train dispatcher.

In the application of Rule No. 83 for outward MU trains at Wawa the signalman will deliver both copies of the clearance message C. T. 1246 to the conductor who will deliver the engine-man's copy before the train leaves Wawa Station.

Rule 83a—Verbally from signalman, or by signal.

**D1603.** Definition of Section, Rule 85a, Rule 85b, Rule 95 and Rule 96 are annulled.

**D1604.** Rule 97a amplified: On double, three or more tracks a passenger train not representing a schedule will run Passenger Extra without train orders when authorized by the Signalman, Yard Master or Station Master.

#### **D1605. Rule 97b (new):**

(SINGLE TRACK) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing regular train; however, if the engine

number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

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

#### **Rule 97c (new):**

(DOUBLE, THREE OR MORE TRACKS) Regular trains must be designated by both schedule and engine number.

#### **S16B.**

#### **Rule 98.**

**D1606.** When the Arsenal drawbridge is open or permission has been given to open it, Signalman at Arsenal must not advance trains to the home signal, located at either side of drawbridge, if the trains are of sufficient length to foul other routes.

a. All trains must stop before crossing Frankford Creek Drawbridge.

b. GRADE CROSSING OF P. R. R., 60TH STREET BRANCH, AND READING COMPANY, CHESTER BRANCH:

Normal position of signals and derails,

Reading Company signals at stop and derails open.

P. R. R. derails closed and signals at proceed.

Signals and derails must be operated by Trainmen.

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 as prescribed in Rule 99, 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 to the train.

#### **S16C.**

#### **Rule 104.**

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

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

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

#### **D1607. RIVER LINE:**

Switchtender stationed at and has charge of main track switches, as indicated:

LOCATION	SWITCHES
Walnut Street	Crossover leading from No. 4
10.30 P. M. to 6.30 A. M. Daily.	Southward track to No. 5 Yard track and switches from Yard tracks leading from south end of Mail Platform to No. 4 Southward track.



**S16D.****Rules 106 and 106a.****D1608. Rule 106 modified:**

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform at which the traffic is being received or discharged.

**Rule 106a modified:**

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making scheduled stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

At all stations, trains receiving or discharging passengers, in addition to conforming to Rule 106a, must have all side and trap doors closed on opposite side from station platform.

**a. PASSENGER TRAINS MAKING STATION STOP ON TRACKS WHERE THERE IS A TRACK FENCE BETWEEN TRAIN AND PLATFORM WILL STOP AT EAST END OF TRACK FENCE.**

**AT OVERBROOK.**

**BRYN MAWR.**

**b. PASSENGER TRAINS STOPPING AT 52ND STREET, DETOURED VIA THROUGH FREIGHT TRACK, WILL STOP WEST OF 52ND STREET BRIDGE.**

**S16E.****Rules 251, 253, 254.**

**D1609.** Rules 251, 253 and 254 will apply on double, three or more tracks.

**S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS.**

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

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

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

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

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

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

**D1610.** If for any reason a train stops between the crossing and end of operating track section (which extends approximately 3700 feet on each side of the crossing), with the intention of making a reverse movement over the crossing, highway traffic must be protected by a member of crew before such movement is made when crossing watchman is not on duty.

Shifting or other movements on side tracks over crossings protected by flashing light signals, must not be made until the crossing is protected by a member of crew when crossing watchman is not on duty.

**D-1610-a.** Trains or Engines must come to stop before passing over following crossings and a trainman must station himself in center of crossing with a red flag or red light and stop all highway travel before giving signal to engineman to proceed.

Stop signs are located on both sides of crossings.

Bustleton Branch: Ashton and Blue Grass.

60th Street Branch: Lindbergh Boulevard, 63rd and Passyunk Avenue, Penrose Ferry Road.

Swanson Street Branch: Snyder Avenue, Oregon Avenue.

Paoli Yard, Central Avenue.

Cardington Branch: Marshall Road, Long Lane and 69th Street.

Frazer Branch: Market Street, Biddle Street, and State Road Route 202.

Newtown Square Branch: Pembroke Avenue, Pembroke Yard, State Road, Cedar Lane, Township Line Road north of Llanerch, West Chester Turnpike at Llanerch and Eagle Road.

Paoli Road, Newtown Square: 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. After movement clears, the fusee must be extinguished.

Movements over all highway crossings K. & T. Branch, Tacony and Bleigh Street Branches must be made with member of crew preceding movement.

**EARNST:** Between Norris Interlocking and Division Board, Philadelphia Division:—Movements over Conshohocken highway crossing must be made with a member of crew preceding movement.

**WRIGHT STREET, MANAYUNK:** All shifting movements over this crossing must be protected by a member of the crew, stationed on the crossing, equipped with a red flag by day and a red light by night, to warn public of approaching engine or cars.

**NORRISTOWN FREIGHT STATION:**—Each movement over Mill Street crossing must be protected by a member of crew stationed on the crossing, equipped with a red flag by day and red light by night, to warn the public of approaching engines or cars.

**a. GRAY'S FERRY:—49TH STREET HIGHWAY CROSSING:**

Each movement of locomotive, car or train will approach highway crossing prepared to stop, and before moving over this grade crossing a member of train crew, equipped with a red flag by day and a red light by night, must precede such movements to warn the public of approaching engine or cars.

**b. BROAD AND WASHINGTON AVENUE HIGHWAY CROSSING:**  
Standard Highway Traffic Signals IN SERVICE.

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

All movements must stop clear of sidewalks.

Movement must not be made across Broad Street when Traffic Lights for Broad Street indicate green or proceed.

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

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

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

**D-1610-b.** An electric light indicator has been installed on the instrument cases of all Flashing Light Highway Crossing Signals.

A light will be displayed when train is operating the Flashing Light Signals. Absence of light indicates power has failed and that signals will be entirely dependent upon storage battery, which may become exhausted and create a dangerous condition if power is not restored within a reasonable period of time.

Crews and other employes will report to Superintendent by wire if indicator light is not displayed as train approaches crossing.

**D1611.** 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 east side of the interlocking stations mentioned below and on the upper deck of the outward home signal bridge at Bryn Mawr, an electric light to be operated by signalmen in accordance with the following code:

**Overbrook.** For trains moving via main outward track:

No light—continue to assist.

One light—cut helping engine off west of Overbrook.

**Bryn Mawr.** No light—continue to assist.

One light—cut helping engine off west of Interlocking.

The manipulation of lights will be handled by the signalman upon instructions from the Train Dispatcher.

**OVERBROOK:** Electrical illuminated sign, located northwest corner of Interlocking Station, designating track number to which inward freight trains are routed at Woodbine 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 east end of the track designated.

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

The letter "L" displayed—indicates Ladder track, etc.

**53RD STREET RECEIVING YARD:** Stop Markers, numbered 20, 40 and 60, located on end of ties between No. 3 and No. 4 and between No. 5 and No. 6 tracks, indicating distance eastward in carlengths from switch connecting Ladder track with Through Freight track, at Woodbine, to govern stopping of freight trains to make set-off.

**D1612.** When helping engines are pushing trains through the New York and Pittsburgh Subway, 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.

**D1613.** At Broad Street and Broad Street Suburban Stations, 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.

**D1614.** Broad Street Suburban Station. Trains must not start movement from station until first Interlocking signal located at outward end of platform is in a proceed position except when authorized by Train Director Broad Interlocking Station.

**D1615.** In case of failure of signals governing the movement of trains over the grade crossings of the Baltimore & Ohio Railroad with this Company's tracks at:—

Delaware Avenue and Vandalia Street;

Baltimore & Ohio Railroad clearance card must be procured.

**D1616.** The Station Master at Broad Street, Broad Street Suburban, Pennsylvania and North Philadelphia Stations is authorized to verbally instruct the conductors of outward trains to stop at Penna.-30th Street, North Philadelphia, Frankford Jct. and 52nd St. Stations.

**D1617.** An inward train when unloaded in Broad Street Station will be tapped out by the trainman and, after receiving the proper fixed signal, the engineman will be given a communicating signal and in addition a hand signal to move. Enginemen or firemen must remain on engines to avoid mistaking the communicating signal that might be given to an engineman on an adjoining track.

**D1618.** No trains, except exclusive Railway Express Agency Inc. trains, will be held for loading or unloading express goods.

a. 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.

#### **D1619. TRAIN STARTING AND TAP SIGNAL SYSTEM** **PENNSYLVANIA STATION—RIVER LINE**

Train Starting Indicators located overhead, applying to trains on each track, made up of three (3) lights—GREEN, YELLOW

and LUNAR WHITE, and push buttons at convenient locations marked "CONDUCTOR," "FLAGMAN," "STARTER," "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, and at fifteen (15) seconds before time of departure, when possible, the gateman will press key in receptacle at stairhead in Concourse, illuminating Amber light on platform columns above button locations.

Upon receipt of gateman's Amber light, and when 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. Platform attendant will press button marked "STARTER," illuminating LUNAR WHITE light on Indicator.

The member of train crew nearest to engine will observe Indicator and when all lights are illuminated, will give proper communicating signal to Engineman to proceed.

Trains will be tapped to "PENN" by Assistant Station Master or platform attendant when train is ready to depart.

Trains originating at Pennsylvania Station and starting from lower level tracks will be tapped to "PENN" one (1) minute in advance of their departure, by Conductor.

After train has departed, platform attendant will press button marked "CANCEL," which will extinguish all lights on Indicator and columns.

At Penna. Station-30th Street, when inward 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.

At North Philadelphia Station, 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.

#### NORTH PHILADELPHIA STATION:

Train Starting Indicator installed on Inward platform, suspended from platform roof adjacent to tracks, just inward from platform location No. 5 and controlled by push buttons from two locations, for each track, at east end of platform.

When work at rear of train has been completed, Flagman will push button to display Indicator lights.

When work at front portion of train has been completed, member of train crew nearest to engine will observe Indicator and when lights are illuminated, will give proper communicating signal to Engineman to proceed.

After train starts from station, Usher will push "cancellation" button, located at announcing station, to extinguish Indicator lights.

**D1620.** At Broad Street Suburban Station, Conductors of outward West Chester Branch trains must report engine number to Train Director Broad Interlocking Station prior to leaving time.

**D1621.** Inward Electric trains, scheduled to Broad Street or Broad Street Suburban Stations, diverted via River Line, will stop at Pennsylvania Station for orders. The crew of any local train so diverted will announce on arrival, Pennsylvania Station, all change.

Steam trains diverted to River Line will stop to clear the interlocking and ask for orders.

**D1622.** When a freight engine is cut loose from its train on the main track, for any cause, a white lamp must be displayed by night, on the front end of the leading car, as a guide for the engineman returning to train. Engineman must direct the placing of the lamp. If the engine has cars attached, there must be a proper understanding between the engineman and train crew relative to protecting the portion of train left standing on the main track.

**D1623.** Trains having work at interlocking stations must stop so that the entire train will stand clear of the interlocking after cars that are picked up have been added to the train, thereby leaving the switches free to be operated for any movement desired.

**D1624.** Rules 365 and 505e amplified: When a train clears a block between block stations the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

**D1625.** Trains held at a point where there is no block station, but where there is a telephone, must keep a man at the telephone so as to be in continuous communication with a block station

**D1626.** Passenger cars electrically equipped moved in freight train must be placed on rear just ahead of cabin car.

**D1627.** Trains equipped with 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.

**D-1628. Between Woodbine and Merion:** To expedite the movement of freight trains making reverse move at Woodbine, numerals, indicating the number of car lengths including two engine lengths, outward, from west switch of crossover from No. 2 track to No. 3 track west of Woodbine Avenue, have been stencilled on catenary poles to the right of No. 4 track, as follows:

25 cars—1st catenary pole west of City Line.

40 cars—3rd catenary pole west of City Line.

50 cars—3rd catenary pole east of Mile Post No. 6.

70 cars—1st catenary pole east of Mile Post No. 6.

100 cars—4th catenary pole west of Mile Post No. 6.

125 cars—1st catenary pole west of 1st O.H. Bridge west of Mile Post No. 6.

**Between Villanova and Ardmore:** For the information of train and engine crews of inward 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:

Inward from Villanova  
 Passenger Station  
 50 cars—Pole 11.70  
 75 cars—Pole 11.52  
 100 cars—Pole 11.30  
 125 cars—Pole 11.01

Inward 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

#### RIVER LINE.

A marker with the numeral No. 13 is attached to catenary pole N.2.28, approximately 1,100 feet south of "Zoo" interlocking limits, which will indicate to the engineman of southward River Line 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.

**D1629.** Gillman & Brown emergency knuckle should not be applied to an A. A. R. type D or E coupler—Standard knuckle should be applied. Gillman & Brown emergency knuckles may be used when necessary for couplers of makes other than A. A. R. type D or E coupler.

When an emergency knuckle is used it must be removed at first inspection point.

#### **D1630.** FOR CLASSIFICATION OF TRAINS OVER 53D STREET HUMPH

Color light signals governing movements over south and north hump tracks and repeater signals located east and west of 59th Street Bridge for humping operations at 53d Street hump govern the movement of crews assigned to the hump only.

Other crews making movements over hump must use hand or lamp signals unless authorized by the Assistant Yard Master in charge of the hump to accept the color light signals for their movement.

The signal located on south hump track and repeater signals on south side at 59th Street overhead bridge govern movement of trains to be classified over the hump from through freight track and tracks Nos. 3 to 7, both inclusive.

The signal located on north hump track and repeater signals on north side at 59th Street Overhead Bridge govern movement of trains to be classified over the hump from tracks Nos. 8 to 14, both inclusive.

**D1631.** Trainmen will be governed by the following regulation for admission to the Frankford Arsenal Reservation: Between the hours:

2.00 A.M. and 4.00 A.M.  
 7.30 A.M. and 11.00 A.M.  
 1.00 P.M. and 3.30 P.M.  
 6.00 P.M. and 7.30 P.M.  
 9.30 P.M. and 12.30 A.M.

the yard crew will signal by whistle that they desire to do work at that point, the railroad gates at the southeast corner of the Arsenal will be opened and the red danger flag at the firing range taken down by a representative of the Arsenal which will be the signal for the yard crew to cross the firing range.

Should it be necessary, due to an emergency, for an engine to cross the firing range later than between the hours specified, telephone request should be made by the Conductor to the Transportation Office of the Arsenal (Jefferson 4600), and special arrangements will be made to admit the engine.

**S17. MOVEMENT BY TRAIN ORDERS.****D1701.** Rule 206, first sentence modified:

In train orders, regular trains will be designated by schedule and engine number; as No. 10, engine 3850.

**D1702.** The use of E.L. as prescribed in Rule 206 is discontinued.**D1703.** Rule 218 annulled.**D1704.** Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.**D1705.** When a slow order to be delivered to a train covers a track close to the Block Station, Signalman must bring the train to a stop before delivering the order.**D1706.** While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221-a.

Rule 221a, modified:

When a train order is to be delivered to a train at a train order office, the Fixed-signal must be displayed at Stop for the track and in the direction of the approaching train and a Train-Order-Signal must be displayed in the place provided for the purpose.

Operators must not clear these signals for an approaching train unless they know that the train is not the one to which orders are addressed.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle.

In delivering train orders without stopping a train, the operator, after the signal has been acknowledged, must leave the Train-Order-Signal displayed until the orders have been delivered, place the Fixed-signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copies must be handed on the cabin car.

**D1707.** Rule 221b, modified:

When train orders are issued that restrict the superiority of train addressed at the point where they are to be delivered to the train, the Fixed-signal at that point must remain at Stop until the orders are delivered.

When train orders are issued to hold trains, the Fixed-signal at the point at which the trains are to be held must remain at Stop until the order is annulled or an order is given to the operator permitting the trains to proceed.

**D1708.** Rule 222 amplified:

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

Rule 222, modified:

Operators must promptly record the time of arrival and time of departure of all trains and report to the Superintendent such information as directed.

**D1709.** Rule 223 modified:

Abbreviation, Sec. for Section, cancelled.

Form of Train Order:

Form F. for Sections, annulled.

**D1710.** Train orders copied by conductors, enginemen or drivers must be forwarded to the Superintendent when fulfilled.**S18. YARDS AND YARD INSTRUCTIONS.****D1801.** Rule 97—Modified: Movements on the main track within yard limits may be made without train orders.**S18A.** Rules 93 and 317d are amplified as follows:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by Time-table schedule or train order to use the main track within yard



limits and they may do so without train orders. Under manual block operation before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 10 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rule 19 will not apply to such movements, but by night one red light will be displayed on the rear, and when movements are made past a block station by day, a red flag must be displayed on the rear.

Rule 93b. On portions of the railroad, within defined limits within terminals specified on the time-table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

Rule 93b will apply within the Philadelphia Terminal Division, as follows: In the entire area bounded by Outward Home Signal Bridge, Overbrook Interlocking Station; Inward Home Signal, Park Interlocking Plant; Outward Home Signal Bridge, Holmes Interlocking Station; Outward Home Signal, Jersey Interlocking Station; Outward Home Signal Bridge, Brill Interlocking Station and Westward Home Signal, Arsenal Interlocking (Delaware Extension Elevated), exclusive of Chestnut Hill and West Chester Branches. Also on all Yard tracks in this area and the entire area between Arsenal Interlocking limits and Girard Point and Greenwich Yard.

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

D1802. Yards indicated by Yard Limit Boards, are located at: Fort Washington Branch;

From a point 200 feet inward from Fort Hill Wye switch to Junction with Philadelphia Division (Trenton Branch) and to White Marsh;

Junction of Chestnut Hill and Fort Washington Branches to Germantown Road.

West Chester.

D1803.

D1804. When placing a car on a track next to a concrete bumper, space must be left between bumper and car, except where the bumper is used in connection with the loading or unloading of cars having end doors.

D1805. Cars 50 feet or longer must be handled separately on industrial sidings where engines are prohibited or nothing larger than a Class A-5 engine can operate on account of curvature.

D1806. Trains moving on yard tracks, industrial tracks and tracks designated as branches but not operated under block signal rules or by train orders, must run prepared to stop within range of vision, unless tracks are known to be clear and switches properly set.

D1807. Movements on No. 0 and No. 5 tracks between North Philadelphia and Holmes and No. 5 track at Darby must not block the platforms at stations so that passenger trains cannot discharge or receive passengers and must approach stations looking out for passengers.

## S19.

## SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0 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

## S20.

## SPEED RESTRICTIONS.

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

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

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

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

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

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

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

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

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

D2001. Maximum Speed unless otherwise specified: Miles per hour

	Main Line:	
	With passenger engines.....	*70
	With MU engines.....	65
	With freight engines.....	50
	Chestnut Hill Branch:	
	With passenger engines.....	50
	With MU engines.....	60
	With freight engines.....	40
	Fort Washington Branch:	
Passenger Trains..	With passenger engines.....	20
	With MU engines.....	30
	With freight engines.....	20
	West Chester Branch:	
	With passenger engines.....	50
	With MU engines.....	60
	With freight engines.....	40
	Schuylkill Branch:	
	With passenger engines.....	65
	With MU engines.....	65
	With freight engines.....	40

		Miles per hour
Freight Trains.....	Main Line.....	† **45
	Chestnut Hill Branch.....	40
	Fort Washington Branch.....	20
	West Chester Branch.....	40
	Schuylkill Branch.....	40
Wreck Trains.....	Main Line:	
	Boom Trailing.....	50
	Boom Forward.....	40
	Chestnut Hill Branch:	
	Boom Trailing.....	40
	Boom Forward.....	30
	Fort Washington Branch:	
	Boom Trailing.....	20
	Boom Forward.....	20
	West Chester Branch:	
	Boom Trailing.....	40
	Boom Forward.....	30
	Schuylkill Branch:	
	Boom Trailing.....	40
	Boom Forward.....	30
Track Cars.....	West Philadelphia Elevated Branch:	
	Boom Trailing.....	30
	Boom Forward.....	20
	Circus trains.....	40
	Gas-electric rail motor cars.....	60
	Gasoline rail motor cars.....	55
	Unless otherwise specified.....	20
Track Cars.....	When hauling track cars or trailers...	15
	Through turnouts and over switches, frogs, street and highway crossings..	5
	Hand cars.....	15

NOTE—Trains consisting of 50 per cent or more MP54 cars, must not exceed a speed of 65 miles per hour.

\*80 M.P.H. between Shore Interlocking and Mile Post No. 76, except K4 engines with 250 P75 tenders, K5 and M1 type engines.

\*80 M.P.H. between Mile Post No. 6 and Brill Interlocking.

\*75 M.P.H. between Brill Interlocking and Grays Ferry Overhead Bridge, 3950 feet outward from Arsenal Interlocking, Inward Track

\*80 M.P.H. between Grays Ferry Overhead Bridge 3950 feet outward from Arsenal Interlocking and Mile Post No. 6, Outward Track.

\*\*50 M.P.H. between Paoli and Overbrook, Ford and Holmes.

† Trains consisting of mineral freight in open top cars, 30 M.P.H. between Bryn Mawr and Overbrook.

Between Arsenal Interlocking limits and D21. When track is seen to be clear and switches properly set, movement may be made up to, but not exceeding 30 miles per hour unless otherwise restricted.

Street Crossings: Within limits of Philadelphia trains must not exceed a speed of 12 miles per hour over road or street crossings when not protected by crossing watchman or flashing light signals.

At following crossings..... Miles  
per hour

Conshohocken.....	20
Norristown, Chain Street.....	17
Lansdowne, over Union and Wycombe Avenue crossings between the hours of, Week Days—12.01 A. M. and 5.20 A. M. and Sunday—12.01 A. M. and 6.10 A. M....	6
Wallingford, over first crossing north of, between the hours of, Week Days—12.10 A. M. and 5.20 A. M. and Sunday—12.10 A. M. and 6.00 A. M.....	6
Lenni Station crossing, Week Days—12.20 A. M. and 5.10 A. M., and Sunday—12.20 A. M. and 5.50 A. M.....	6
West Chester, Week Days—12.40 A. M. and 4.50 A. M., Sunday—12.40 A. M. and 5.30 A. M.....	6
Chester Creek Railroad, Parkmount crossing, Lenni freight station.....	6

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

LOCATION	MOVEMENT	Miles per Hour	Time to be Consumed (Seconds)
<b>BROAD ST. STATION TO PENNSYLVANIA STATION.</b>			
Between Broad St. Sta. and Signal Bridge No. 2.....	} A and B type engs. All other trains...	20 12	
Between Signal Bridge 2 and Signal Bridge 6.....	} A and B type engs. All other trains...	20 18	
<b>BETWEEN BROAD ST. SUBURBAN STATION AND PENNSYLVANIA STATION.....</b>	} All trains.....	30	
<b>PENNSYLVANIA STA., UPPER LEVEL, TO JUNCTION WITH MARYLAND DIV. SOUTH OF DARBY.</b>			
Between Pennsylvania Station, Upper Level, and Signal Bridge 1075 feet south of south end of Market Street Tunnel.....	} All trains.....	30	
Between Signal Bridge 1075 feet south of south end of Market St. Tunnel and "Arsenal" Interlocking Station.....	} All trains.....	40	
Between "Arsenal" Interlocking Station and Grays Ferry Overhead Bridge, 3950 feet south of "Arsenal" Interlocking Station..	} Passenger trains..	60	
Between Mile Post 6 and Junction with Maryland Div. south of Darby.....	} Passenger trains..	60	
<b>PENNSYLVANIA STA., UPPER LEVEL, TO JUNCTION WITH PHILA. DIV. WEST OF PAOLI.</b>			
Between Penna. Sta., Upper Level and 34th St. Overhead Br.	} All trains.....	30	
Between 34th St. Overhead Bridge and 52nd Street.....	} Passenger trains..	50	
Between 52nd Street and West End Valley Curve.....	} *All trains.....	30	27
Between "Overbrook" and 52nd Street, inward track.....	} Passenger trains..	65	
Between Overbrook and Zoo, Inward Track.....	} Freight trains....	20	
Reverse curve at Rosemont....	*All trains, No. 1 track only.....	65	33
Curve east of St. Davids.....	*All trains.....	60	14
Curve west of Devon.....	*All trains.....	65	32
Curve east of Berwyn.....	*All trains.....	45	28

\*Speed limit boards in service.

LOCATION	MOVEMENT	Miles per Hour	Time to be Consumed (Sec- onds)
<b>PENNSYLVANIA STA., UPPER LEVEL, TO JUNCTION N. Y. DIVISION EAST OF HOLMES.</b> Between Pennsylvania Station, Upper Level and Girard Ave. Undergrade Bridge.....	All trains.....	30	
<b>North Phila. (Except M1 Engs.)</b>			
Outward Station Track.....	Passenger trains.. Freight trains....	60 40	
Nos. "1" and "2" tracks....	All trains.....	40	
Nos. "3" and "4" tracks....	Passenger trains.. Freight trains....	50 40	
Inward Station Track.....	All trains.....	40	
M1 Engines, All Tracks.....	All trains.....	25	
North Penn Curve, outward of Reading Co. Bridge to Second Street Under-grade Bridge.....	All trains..... All tracks.....	65	
Between "North Phila." and "Holmes" Interlockings.....	K-4 Engines with 250-P-75 tenders.	55	
Curve between "Ford" and Shore.....	*Passenger trains.	50	27
<b>RIVER LINE.</b> Nos. "1" and "4" tracks, all curves between South St. and Spring Garden St. Overhead Bridges, and 34th Street Over- head Bridge and connections with inward and outward tracks, "Zoo" Interlocking.....	All trains.....	40	
No. 8 Penna. Sta. Track, all Curves.....	All trains.....	40	
No. 10 Penna. Sta. Track, all curves except south connection with No. 4 track, at Chestnut St. Overhead Bridge.....	All trains.....	40	
<b>GRAYS FERRY BRANCH</b> Between north end of Market St. Tunnel and "Zoo" Interlocking..	Passenger trains . Freight trains ...	30 20	
<b>WEST PHILA. ELEVATED BR.</b> Between "Brill" and "Arsenal" Interlockings.....	All trains.....	45	
Between "Arsenal" and "Zoo"— Except I1 and M1 Engines.....	All trains.....	30	
Between "Arsenal" and "Zoo" with I1 or M1 Engines.....	*All trains.....	20	
"M1" and "L1" engines on Westward, and L1 Engines on Eastward (West Elevated Branch) tracks at junction with N. Y.-Pittsburgh Subway. "Zoo"	Forward motion.. Backward Motion	15 5	
<b>NEW YORK-PITTSBURGH- SUBWAY.</b> Between 44th Street Overhead Bridge and Girard Ave. Under- grade Bridge.....	All trains.....	35	

\*Speed limit boards in service.

LOCATION	MOVEMENT	Miles per Hour	Time to be Con- sumed (Sec- onds)
<b>CONNECTION WITH SCHUYLKILL BRANCH, 52ND STREET TO PARK.</b>			
Curve at "Valley" Interlocking Station, outward track.....	All trains.....	15	58
Curves between Jefferson St. Bridge and 52nd Street, inward track.....	*All trains.....	20	49
<b>SCHUYLKILL BRANCH.</b>			
Bala, outward main, reverse curve west of platform.....	All trains.....	30	
Cynwyd, outward curve at station.....	Passenger trains..	50	
Cynwyd, inward curve at station.....	All trains.....	40	
Barmouth, first curve east of outward main.....	Passenger trains..	45	
Barmouth, first curve east of, inward main.....	All trains.....	35	
Barmouth to Manayunk, all curves, outward main.....	All trains.....	40	
Barmouth to Manayunk, all curves, inward main.....	All trains.....	35	
Mile Post 8 to Mile Post 9, all curves.....	Passenger trains..	45	
Mile Post 10, first curve west of.	All trains.....	40	
Miquon.....	All trains.....	40	
Miquon, first curve west of....	Passenger trains..	50	
Spring Mill Curve.....	Passenger trains..	50	
Conshohocken, first curve east of	All trains (except Electric Engs.) Electric Engs.....	30 20	
Conshohocken, second curve west of.....	Passenger trains..	45	
Mile Post 14, first curve west of.	Passenger trains..	50	
Ivy Rock first curve east of....	Passenger trains..	50	
Norris- town	Curve 1400 ft. East of Curve 1400 ft. West of	Passenger trains..	40
<b>WEST CHESTER BRANCH.</b>			
Curve between Woodland Ave. Overhead Bridge and "Arsenal" Interlocking, inward track.....	All trains.....	40	
Curve at outward end of Cobbs Creek Bridge, No. 4.79, between Angora and Fernwood.....	Passenger trains..	45	
Curve at inward end of Ridley Creek Bridge No. 14.41, Media, outward track.....	Passenger trains..	45	
Curve at inward end of Ridley Creek Bridge No. 14.41, Media, inward track.....	All trains.....	35	
*Speed limit boards in service.			

LOCATION	MOVEMENT	Miles per Hour	Time to be Consumed (Seconds)
Curve at outward end of Ridley Creek Bridge No. 14.41, Media.	} Passenger trains..	45	
Octoraro Branch, Wawa Station	All trains.....	25	
First and second curves north of Glen Mills.....	} Passenger trains..	45	
First curve north of Locksley...	Passenger trains..	50	
<b>CHESTNUT HILL BRANCH</b>			
North Philadelphia.....	All trains.....	15	
Between Queen Lane and Cheltenham Avenue.....	All trains.....	40	
Over Cresheim Valley Bridge between Allen Lane and St. Martins	All steam trains, except B6 Engs.	10	
	B6 Engs.....	5	
	B1 engines.....	10	
Between Chestnut Hill and Highland.....	} All trains.....	40	
<b>FORT WASHINGTON BRANCH.</b>			
Between Junction of Chestnut Hill and Fort Washington Branches and Germantown Road	} All trains.....	15	
Fort Hill Wye.....	All trains.....	15	
<b>D. R. R. R. &amp; B. CO. BRANCH:</b>			
Between Inward End of approach Viaduct and Shore .... except over bridges, maximum speed.....	} Passenger trains..	45	
	} Freight trains....	30	
Over all bridges (except with M and L1 engines).....	} All trains.....	30	
M type engines.....	} † Passenger trains.	15	
L1 engines.....	} Freight trains....	10	
	All trains.....	15	
Between Inward End of Approach Viaduct and Jersey....			
Maximum speed (except M, L1 and Elec. engines) .....			
	} All trains.....	30	
M type engines.....	} † Passenger trains.	15	
L1 and Electric engines.....	} Freight trains....	10	
	Freight trains....	15	
Steam and Electric Engines double headed.....	} † All trains.....	15	
M1, L, K4, H9 or H8 engines coupled to electric engines...	} † Passenger trains in Detour Service.	15	
	} Freight trains....	10	
<b>DELAWARE EXT.</b>			
Arsenal Drawbridge.....	All trains.....	15	
<b>DEL. EXT. ELEVATED.</b>			
Over temporary wooden trestle between Arsenal Interlocking and Washington Avenue Branch	} All trains.....	15	
<b>WASHINGTON AVENUE BR.</b>			
Gray's Ferry Drawbridge.....	All trains.....	8	
<b>BUSTLETON BRANCH.</b>			
Trestle Frankford Ave. 0.9 mile east of Holmes.....	} All trains.....	10	
Between Frankford Jct. and Kensington.....	} All trains.....	15	
Between "Zoo" and "Holmes" Nos. "0" and "5" tracks.....	} All trains.....	15	

\*Speed limit boards in service.

†See D2901Y.

BRIDGE RESTRICTIONS	CLASS OF ENGINES									
	H B							DD2 R1 GG1 P5AB O1 L5 L6	K4 with 250P 75 Tender	M1 Type with 210- F-75 Tender
	Type	C1	L1	I1	E6 G5	K Type	M Type			
LOCATION	MILES PER HOUR—See Note									
MAIN LINE										
“ARSENAL” TO JCT. MD. Div. Darby Br. 6.19 .....		20	40	20			30A		50	30
“Zoo” TO Jct. Phila. Div. 52nd St. Br. 4.06 (Outward Track)...		20		30			40			40
52nd St. Br. 4.06B (Inward Track)....				45			60			60
Jumpover Br. 4.17 (Outward Track)...				40						
Wynnewood Br. 7.52...		20	45	25			40		55	40
Radnor Br. 13.06.....		20	40	20			35		55	35
Wayne Br. 14.54.....				35			55			55
“Zoo” TO JCT. N. Y. Div. 25th St. Br. 85.76				X			60			60
Dauphin St. Br. 85.61.		20	50	X			35		35	35
12th St. Br. 84.30.....		20	40	X			40		15A	40
Germantown Ave. Br. 84.16.....				X						
Allegheny Ave. Br. 83.93.....				X			50			50
N St. Br. 81.53.....				X			45			45
Tacony St. Br. 80.71...				X			45			45
Levick St. Br. 78.51...				X			55			55
Magee St. Br. 78.29...			50	X			40			40
Princeton St. Br. 77.68		20	45	X			35			35
BRANCH LINES										
WEST CHESTER										
Angora Br. 4.79.....	30	X	X	X	30	X	X	25B	X	X
Gladstone Br. 7.11....	15	X	X	X	15	X	X	15B	X	X
No. of Wallingford Br. 11.87.....	30	X	X	X	30	X	X	25B	X	X
Media Br. 14.41.....	30	X	X	X	30	X	X	25B	X	X
No. of Glen Mills Br. 20.31.....	20	X	X	X	20	X	X	20B	X	X
So. of Oakbourne Br. 25.75.....	25	X	X	X	25	X	X	25B	X	X
South of Llanerch Br. 11.22.....	20	X	X	X	X	X	X	X	X	X

NOTE: No speed restrictions shown for bridges where permissible speed on bridge is greater than permissible speed in district involved.



BRIDGE RESTRICTIONS	CLASS OF ENGINES									
	H B Type	C1	L1	I1	E6 G8	K Type	M Type	DD2 R1 GG1 P5AB O1 L5 L6	K4 with 250P 75 Tender	M1 Type with 210- F-75 Tender
LOCATION	MILES PER HOUR—See Note									
SCHUYLKILL Woodbine Ave. Br. 5.29.....	—	20	—	20	—	—	25	—	—	25
Haws Ave. Br. 18.10..	—	—	—	40	—	—	60	—	—	60
CHESTNUT HILL Harvey St. Br. 3.10....	—	X	20	X	—	—	X	20	—	X
Pomona St. Br. 3.47..	—	X	20	X	—	30	X	20	30	X
CRESHEIM VA. Br. 5.44	E	X	X	X	X	X	X	X	X	X
FORT WASHINGTON Germantown Ave. Br. .40.....	—	X	20	X	—	—	X	20	—	X
Branch Road Br. 3.10	—	X	20	X	—	—	X	20	—	X
Paper Mill Road Br. 3.77.....	—	X	20	X	—	—	X	20	—	X
Haws Road Br. 4.16...	—	X	20	X	—	—	X	20	—	X
WEST PHILA. ELEV. All viaducts and bridges	30	20	30	20	30	30	20	30	30	20
DEL. R.R.R. & Br. Co. All bridges .19 to 2.28.	30	X	15	X	30	30	10C	15C	30	10C
OXFORD ROAD Br. 1.53.....	15D	X	X	X	X	X	X	X	X	X
BUSTLETON Br. 0.14.....	30	X	X	X	X	X	X	X	X	X
Br. 0.29.....	20	X	X	X	X	X	X	X	X	X
Br. 0.81.....	30	X	X	X	X	X	X	X	X	X
Br. 0.81 (trestle).....	10	X	X	X	X	X	X	X	X	X
RUNNING TRACKS "FORD"-KENSINGTON All bridges 80.46 to 81.67.....	—	15	—	15	—	—	15	—	—	15
All bridges and viaducts 81.67 to 82.69	—	15	—	15	—	—	X	—	—	X

NOTE: No speed restrictions shown for bridges where permissible speed on bridge is greater than permissible speed in district involved.

X—Prohibited.

A—Bridge 84.30 No. 0 and No. 5, 30 M. P. H.

A—Bridge 6.19 M with 210-F-75 tender 30 M. P. H.

B—GG1 and P5 between Arsenal and West Chester.

C—M engines in passenger service 15 M. P. H.

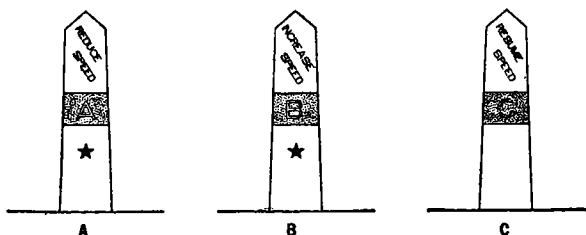
Electric engines in passenger service 30 M. P. H.

D—Bridge 1.53 H6 and B6 only.

E—B1, B8, and A type engines 10 M. P. H. B 6 Engines 5 M. P. H.

H type prohibited.

Speed limit boards of the type shown and as described below will be used.



\*Here will be shown the number of seconds that must be consumed in passing over the restricted section and, when necessary, the initials of the connecting division or diverging route.

#### BOARD A:

1st: Where train enters the restricted section, on it will be shown the number of seconds that must be consumed in passing over the section to board C.

2nd: Where a further reduction must be made in the restricted section, a second board A may be used; the number of seconds shown on the first board A, must be consumed between the two A boards.

3rd: Where there are diverging routes, the initials of the routes and time to be consumed will be shown.

BOARD B: At points where the speed may be increased over a portion of the restricted sections.

BOARD C: Where trains leave the restricted section and the point at which normal speed may be resumed.

When Boards A, B and C are used, the number of seconds shown on Board A is the time required to pass from Board A to Board B; the number of seconds shown on Board B is the time required to pass from Board B to Board C.

Where these boards are used, the restrictions apply to movements against the current of traffic as well as with the current of traffic.

#### D2003. VARIOUS:

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

Steam derricks or wrecking cranes, when practicable, must run with boom trailing.

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

Snow Flangers: In operation, 6 miles per hour.

Cars pushed by an engine must not exceed a speed of 25 miles per hour.

Troop Trains: Consisting entirely of freight equipment or of mixed passenger and freight equipment, 40 miles per hour.

A and C type Engines with trains, 20 miles per hour; B type Engines, 25 miles per hour.

Class H and L (steam) Engines with trains, running backward, 30 miles per hour.

Movement over track scales must not be made at a speed exceeding 4 miles per hour.

Movement over underground car inspection pits on lead tracks to Penn Coach Yard must not be made at a speed exceeding 4 miles per hour when inspecting.

Following instructions apply when gas or gas-electric cars are used as trailers or are being towed:

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

If hauled by freight train, train should not consist of more than thirty-five (35) cars.

Car to be placed on rear of train or back of cabin car.

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

Hand operated cross over and turn out switch movements must not exceed a speed of fifteen (15) miles per hour.

An MU car may be moved dead in a passenger train, at a speed of 65 M. P. H. for single unit MU cars and 70 M. P. H. for double unit cars, and in a freight train at 40 M. P. H., unless the condition of the car is likely to cause further damage, in which case speed shall be restricted.

MU trains operated from any point other than front end of leading car 30 M.P.H. and Conductor or qualified employe on front end of leading car.

The following classes of engines moving light must not exceed speed as follows:

STEAM ENGINES	FORWARD	BACKWARD
A.....	20	20
B.....	25	25
C.....	20	20
E.....	50	25
G.....	50	25
H.....	40	25
I.....	35	25
*K.....	50	25
L.....	40	25
*M.....	45	25
ELECTRIC ENGINES		
B.....	25	25
DD.....	50	50
*GG.....	50	50
L.....	40	40
O.....	50	50
*P.....	50	50
*R.....	50	50

\*See D2001.

Movement of L-5 and O-1 electric engines moved dead in freight trains between Paoli and Jersey restricted as follows:

Between Shore and Jersey a speed of 10 M. P. H. must not be exceeded and Train Dispatcher must see that no train is permitted on the adjacent track while such movement is being made. Between Paoli and Shore a speed of 20 M. P. H. must not be exceeded and at least one (1) light loaded or empty car must be used between engine hauling train and electric engine.

Must have main rods between jack shaft and driving wheels removed except on O1.

L-5 electric engines may be moved dead for short distances such as from Philadelphia, Pennsylvania, to Wilmington, Delaware, without the removal of main rods, provided the engine is in proper operating condition for such movement and is accompanied by an attendant to see that lubricators and other parts operate properly. This does not apply to new engines or

engines just out of shop after heavy overhaul, nor to long movements.

**D2004. Rule 750 amplified:**

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

Class of Engines	Miles per Hour
C-1 I-1s }	8
All others	15

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

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

**D2005.** Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

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

**S21. SIGNAL RULES**

**D2101.** Indication of Rules 279, 281, 282, 283, 284 and 285, Pages 79, 80, 81, 82 and 83 Book of Rules changed and modified:

**RULE 279**

**INDICATION**—Proceed, prepared to stop at next signal. Within Interlocking Limits, a train must not exceed 15 miles per hour.  
**NAME**—Slow-Speed-Signal.

**RULE 281**

**INDICATION**—Proceed. Within Interlocking Limits, a train must not exceed 15 miles per hour.  
**NAME**—Clear-Slow-Speed-Signal.

**RULE 282**

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

**RULE 283**

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

**RULE 284**

**INDICATION**—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.  
**NAME**—Approach-Restricting-Signal.

**RULE 285**

**INDICATION**—Proceed. Within Interlocking Limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.  
**NAME**—Clear-Restricting-Signal.

**D2102.** Rule 289 annulled.

**D2103.** Rule 290, modified:

**INDICATION**—When proper indication is displayed by fixed signal, proceed at slow speed prepared to stop unless train orders are received.

**NAME**—Train-Order-Signal.

**D2104.** In conforming to the speed when operating under Rule 282 (Caution-Signal) and Rule 283 (Approach-Signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit. Where the indication shown in Rule 282 is received, engineman must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

Where the indication shown in Rule 280 is received, engineman must not resume speed until the track is seen to be clear to the end of the block.










Enginemen, when moving under signal indication shown in Rule 282, must not resume speed on seeing next signal ahead clear if there is a facing switch between the point where he sees the signal, and the signal.

Enginemen, when moving under signal indication shown in Rule 283, may resume speed on seeing next signal ahead clear.

## S21A.

## SIGNAL ASPECTS

### D2105. SIGNAL ASPECTS NOT STANDARD.

ASPECTS	INDICATION	NAME
	Stop.	Stop Signal
	Stop—Then proceed in accordance with Rules 509 or 660.	Stop and Proceed Signal
	Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.	Caution Slow Speed Signal
	Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.	Slow Speed Signal
	A Train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.	Approach Signal
	Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.	Approach Restricting Signal
	Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.	Clear Restricting Signal
	Proceed.	Clear Signal
	Approach Home Signal Prepared to Stop	Slow Board when used as a Distant Signal

**D2106.** Rule 27 amplified. In reporting imperfectly displayed signals, or signals evidently out of order, the engine or train crew may make this report verbally to the signalman instead of reporting to the Superintendent. The signalman, upon receiving this information, must notify the Superintendent by wire.

**D2107.** If a train is detained by a stop signal or other unusual condition the conductor or engineman must immediately report on telephone.

**D2108.** Semaphore type signals at various points will be changed to position light type signals, in the same location, without further notice.

## **S22. BLOCK SIGNAL RULES.**

**D2201.** Rule 362 amplified:

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

**D2202.** Conductor or engineman of a train stopped at a block, interlocking or home signal where a telephone is located, may fill out a clearance card, Form C, or a caution card, Form D, as authorized by signalman, and proceed as prescribed by the card.

**D2203.** When it is known that any light on a block signal is not burning during the time night signals are displayed, the signal must not be cleared for train movements until train has been stopped

**D2204.** Rules 317b and 318b modified:

When necessary for a train to enter a block behind a train in order to return to main track to proceed in the opposite direction, it may do so under protection, after securing permission from the signalman as prescribed by Rule 365.

**D2205.** Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

**D2206.** Cabin cars must not be detached from trains until they are clear of the limits of Overbrook Interlocking.

## **S23. MANUAL BLOCK SYSTEM.**

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

Fort Washington Branch.

West Chester Branch, between Wawa and West Chester.

Haws Ave. Interlocking Plant and Division Board west of Haws Ave.

**D2302.** Rule 307a (new):

When a train is authorized by train order to run against the current of traffic to an interlocking plant—remote controlled, the portion of the main track between that interlocking plant and the first block station in the rear, will constitute a block for that train.

**D2303.** Rule 317b modified by instructions contained in S23A will apply—

On Fort Washington Branch.

**D2304. Rule 317b will apply—**

Between Wawa and West Chester.

On portions of the division having double, three or more tracks, all trains running against the current of traffic.

**D2305. Rule 318a will apply—**

Between Haws Avenue Interlocking Plant and Division Board west of Haws Avenue.

**D2306. Rule 330, modified:**

A signalman having train orders for a train must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

**D2307.** Position light distant block or switch signals on the Fort Washington Branch are equipped with the letters FW together with distinguishing number.

**D2308.** Position light distant block or switch signals between Wawa and West Chester are equipped with the letter W together with distinguishing number.

**D2309. Rule 342—362 modified:**

During time West Chester Block Station is closed, lights in Outward HOME SIGNAL and Inward BLOCK SIGNAL will remain lighted. If STOP SIGNAL is displayed, train may proceed after permission has been obtained by telephone from nearest open Block Station.

**S23A. UNATTENDED BLOCK STATIONS.**

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

**D2310.** Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

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

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

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

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

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

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

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train

to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

Clearance Card (Form K) authorizing a train to pass one or more unattended block stations is annulled when train clears the main track and reports clear of the block.

<b>FORM K</b>	<b>THE PENNSYLVANIA RAILROAD</b> <b>CLEARANCE CARD</b>	<b>FORM K</b>
<p style="text-align: center;">.....Block Station,....M.....19.....</p> <p><i>To Conductor and Engineer: Train.....</i></p> <p><i>Proceed at.....as though.....signal was displayed.</i></p> <p><i>Report Clear at.....</i></p> <p style="text-align: right; margin-right: 50px;">..... <i>Signalman.</i></p> <p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineer receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p>		

To be printed on green paper, 6½ by 3½ inches

## **S24. CONTROLLED MANUAL BLOCK SYSTEM.**

### **D2401. Rule 430, modified:**

A signalman having train orders for a train must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

## **S25. AUTOMATIC BLOCK SYSTEM.**

**D2501.** Except as otherwise provided by Cab Signal Rules special instructions, Rules 501 and 505, 505b to 514, inclusive, are in effect as follows:—

### **ON THE MAIN TRACKS BETWEEN:**

Broad and Holmes;  
 Shore and Jersey (Atl. Div.);  
 North Philadelphia and Chestnut Hill;  
 Zoo and Paoli;  
 Valley and Haws Avenue;  
 Broad and Brill;  
 Zoo and Arsenal;  
 Arsenal and Wawa.  
 Brill and Zoo, via West Philadelphia Elevated Branch.

a. Fixed signals whose most restrictive indication is more favorable than stop, are equipped with numbers and letters, except letters are not affixed between Broad and Paoli; Zoo and Arsenal (River Line); Zoo and Holmes and between Park and Franklin Avenue.

The letter B between Shore and Jersey (Atl. Div.);  
 The letter B between Arsenal and Wawa;  
 The letter H between Brill and Zoo, via West Philadelphia Elevated Branch;



The letter M between Arsenal and Brill;  
 The letter S between Valley and Park;  
 The letters CH between North Philadelphia and Chestnut Hill;  
 The letters GF between Arsenal and Zoo, via Gray's Ferry Branch.

The numbers and letters will be used by employes in reporting signal failures.

**D2502. Double, Three or More Tracks.** In Automatic Block System territory at interlockings where there is no block signal that governs the use of the block from the limits of the interlocking, the home signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

**D2503.** Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic block signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block System territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

All rules and special instructions governing the movement of trains will apply to the movement of gasoline motor cars.

**D2504.** In Automatic Block System territory, if, in connection with a train using hand-operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

#### **D2505.**

##### **S25A. Rule 505a.**

**D2506.** Rule 505a is in effect:—

Between Paoli and Overbrook Interlocking, No. 3 track.

Broad Street Suburban Line Tracks 1-2-3 and 4 between Broad and Zoo;

Elwyn and Wawa.

**D2507.** Trains having established the direction of traffic on tracks where Rule 505a is in effect must not move in the reverse direction without the proper interlocking signal or orders from the superintendent.

a.—A train must not clear the main track at a hand-operated switch between Elwyn and Lenni.

b.—When a train is stopped by a Stop and Proceed Signal between Elwyn and Lenni it may proceed:

At once not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction or switch not properly set.

#### **S25B. CAB SIGNAL RULES**

##### **DEFINITIONS.**

**Cab Signal**—Position-light signal, located in engine cab, indicating a condition affecting the movement of the engine or train.

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

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

**D2508. Cab Signal System in Service on Main Tracks Operating with Current of Traffic:**

Between Zoo and Paoli Interlockings: Outward track starting at HOME SIGNAL 337 feet inward from 34th Street Overhead Bridge to Overbrook Interlocking.

Between Overbrook Interlocking and Outward limits of Paoli Interlocking on No. 3 and No. 4 tracks.

Between Paoli and Zoo Interlockings: Between Outward limits of Paoli Interlocking and Overbrook on No. 1 and No. 2 tracks. Inward track from Overbrook Interlocking to HOME SIGNAL 50 feet outward from 34th Street Overhead Bridge.

Between Zoo and Holmes Interlockings:

Outward track No. 3, starting at a point 337 feet inward from 34th Street Overhead Bridge.

Eastward New York-Pittsburgh Subway track, starting at a point 625 feet inward from 44th Street Overhead Bridge.

Westward track, West Philadelphia Elevated Branch, starting at HOME SIGNAL, 150 feet outward from Zoo Interlocking Station.

Outward tracks No. 1 and No. 2 including Outward Station track, North Philadelphia.

Between Signal 86-B, outward limit Shore Interlocking and inward limit Jersey Interlocking—Outward track.

Between Holmes and Zoo Interlockings:

Inward tracks No. 3 and No. 4 including Inward Station track, North Philadelphia.

Inward track to HOME SIGNAL, 100 feet inward from 34th Street Overhead Bridge.

Westward New York-Pittsburgh Subway track, to HOME SIGNAL 625 feet inward from 44th Street Overhead Bridge.

Between inward limit of Jersey Interlocking and inward home signal at Shore Interlocking—Inward track.

Between Fixed Signal 37-II on 49th Street Overhead Bridge and Brill Interlocking—Eastward Track.

Between Brill Interlocking and Zoo Interlocking via inward track and No. 1 track River Line.

Between Brill Interlocking and a point 880 feet west of Brill Interlocking—Westward track.

Between southward limits of Zoo Interlocking, River Line, No. 4 track and Brill Interlocking—Outward track.

**Against Current of Traffic:**

Inward movement on No. 3 track between Paoli and Overbrook.

Inward movement on Outward track from HOME SIGNAL on Signal Bridge 1560 feet inward from 40th Street Overhead Bridge to HOME SIGNAL 150 feet outward from 34th Street Overhead Bridge.

Eastward movement on westward New York-Pittsburgh Subway track from a point 625 feet inward from 44th Street Overhead Bridge.

Cab Signals will not indicate conditions ahead when engine is—

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

(b) Pushing cars.

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

### **Cutting-In Sections Located**

#### **For Outward Trains:**

Zoo Interlocking: Outward track No. 3 from a point 561 feet inward from 34th Street Overhead Bridge to a point 337 feet inward therefrom.

Shifting track, from a point 1100 feet outward from Zoo Interlocking Station to Home Signal Bridge 2750 feet outward therefrom.

Zoo Interlocking: Outward track from a point 561 feet inward from 34th Street Overhead Bridge to HOME SIGNAL 337 feet inward therefrom.

Zoo Interlocking: Outward track from Pennsylvania Coach Yard, from a point 490 feet outward from 34th Street Overhead Bridge to HOME SIGNAL 1030 feet outward therefrom.

Overbrook Interlocking: No. 3 Outward track from a point 300 feet inward from Outward Home Signal Bridge to Outward Home Signal.

Arsenal Interlocking: Moving outward from Inward track to Outward track over crossover 60 feet outward from University Avenue Under Grade Bridge.

Arsenal Interlocking: Moving outward from Inward or Outward track over crossover 740 feet outward from University Avenue Under Grade Bridge.

Arsenal Interlocking: Shifting Track, from a point 150 feet inward from Arsenal Interlocking Station to dwarf signal 300 feet outward therefrom, when moving on Outward track.

Arsenal Interlocking: Moving from Eastward Track, West Philadelphia Elevated Branch to outward track over crossovers 1250 feet and 1475 feet outward from University Avenue Under Grade Bridge.

#### **For Eastward Trains:**

Eastward Track from eastward limits of Arsenal Interlocking to Fixed Signal 37-H on 49th Street Overhead Bridge.

#### **For Westward Trains:**

Westward track, West Philadelphia Elevated Branch, from HOME SIGNAL, 550 feet inward from Zoo Interlocking Station to HOME SIGNAL 150 feet outward therefrom.

#### **The Following Rules Are in Effect:**

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

- Philadelphia Division Terminals
- New York Division Terminals
- Atlantic Division Terminals
- Pennsylvania-Reading Seashore Lines Terminals.
- Wilkes-Barre Division Terminals
- Maryland Division Terminals
- Philadelphia Terminal Division Terminals—
- Broad Street Suburban Station
- Broad Street Station
- 20th Street, E.R.R.
- 46th Street Enginehouse
- South Philadelphia Enginehouse
- Paoli

2. The required departure tests of engines and trains must be made before entering cab signal territory.

Testing sections, additional to those at terminals, located:

Between Fixed Signal 59-CH, and Inward home signal, North Philadelphia Interlocking, on Inward track.

Starting at a point 225 feet inward from HOME SIGNAL, Park Interlocking Plant and extending to inward HOME SIGNAL, Valley Interlocking.

2a. A member of the train crew of MU 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.

2b. When making cab signal departure tests, the fireman or helper must operate the switch for the test circuit. Engine crews assigned to electric engines will make departure test of cab signals from both ends of a single unit. When two or more electric engines are coupled, departure test will be made from front end of leading unit and trailing end of rear unit, noting that cab signals and warning whistles are operative on all units.

When two or more electric engines are coupled and it becomes necessary en route to operate one of the engines from an end from which departure test of cab signals has not been made, the train must operate as a non-equipped train.

On MU equipment the conductor will operate the switch for the test circuit.

2c. When test circuits are not available at points where engine crews go on duty, departure test will be made at engine terminal by engine crew or hostler who delivers engine to road crew.

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

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

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

4a. When cab-signal apparatus fails or when cab-signal aspects conflict with fixed-signal aspects at two fixed-signal locations in succession, thereby indicating a probable defect in the cab-signal apparatus, a train will proceed as a non-equipped train, governed by fixed-signal indication, to the next point of communication, report and be governed by instructions from the Superintendent.

4b. When there is a failure in the cab-signal apparatus, engineman may cut out the warning whistle if it continues sounding after he has acknowledged.

4c. Except as provided in cab-signal Rule 4a, movement of non-equipped trains are prohibited unless authorized by the Superintendent.

4d. If the cab-signal warning whistle sounds longer than six seconds, the Fireman on an engine, or the Trainman nearest operating compartment on an MU car, will immediately go to the Engineman.

5. Unless otherwise directed by the Superintendent, a non-equipped train moving on a track equipped for cab-signal operation in the direction in which it is moving must not exceed speed as follows:

Trains other than passenger trains 22½ miles per hour.

Passenger trains 35 miles per hour

5a. Approved 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.

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

7. If after passing a fixed-signal, the cab-signal aspect changes from Caution-Slow-Speed (Rule 278) to a more favorable aspect, speed must not be increased until the train has run its length.

8. Except within interlocking limits, if cab-signal aspect changes to Caution-Slow-Speed (Rule 278), a train may proceed at not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train exceeding 15 miles per hour must at once reduce to not exceeding that speed.

Within interlocking limits with cab-signal displaying a more favorable aspect than Caution-Slow-Speed, if the cab-signal aspect changes to Caution-Slow-Speed the train must stop, and permission must be secured from the signalman before moving in either direction.

**D2509.** At North Philadelphia Passenger Station. In order to avoid trains stopping with receiver bar of engine directly over the insulated rail joints at Interlocking Home Signals at east and west end of station platforms, signs marked "BJ" will be located to the right of track at point involved and when normal train stop will bring the receiver bar of engine close to this point, Engineman will arrange to stop half an engine length either side of the sign, as conditions permit.

#### **D2510.**

**D2511.** When cab signal and fixed signal aspects conflict, where the cab signal gives a more favorable aspect or a more restrictive aspect than the fixed signal, in addition to being governed by cab signal Rules 4 and 4a, the engineman must report the occurrence to the Superintendent at first convenient point without delay to the train and on M.P. 62, M.P. 62-E, M.P. 217 or authorized work report form on arrival at Engine Terminal.

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

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

**D2512.** When the cab signal indication "flips" (indication changes to a more restrictive one momentarily) in cab signal territory one or more times, this fact must be reported by enginemen to superintendent without delay to train, and on M.P. 62, M.P. 62-E or M.P. 217 forms as the case may be, in the following manner:

Cab signal flipped on Track No. (state indication) to (state indication) at signal bridge or mile post (state number) and, state whether they were acknowledged.

**D2513.** Enginemen testing cab signals must not pull the control plug or cut out the cab signal warning whistle, except when required to make a cab signal test on certain designated trains at Broad Street Suburban Station which require the cab signals to be tested on two or more positions on the train, where it will be permissible to close the cab signal warning whistle on other than the leading car of these trains. Should engineman desire to be relieved from holding the master controller in the "off position," they may deplete the brake pipe pressure by making a 25-lb. brake pipe reduction and then permitting the master controller handle to go to the "dead-man position."

However, the engineman must be in his operating position and release the brakes at least four minutes before scheduled departure time.

When the leading cars are cut off these trains and before 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.

When necessary for Engineman to re-set, the cab signal warning whistle must be permitted to sound until the control plug is again placed in its normal operating position.

#### **S25C RULE 511a.**

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

#### **S25D. GRADE SIGNALS.**

##### **D2514. Location of Grade Signals:**

##### **Between Zoo Interlocking (44th Street) and Paoli:**

<u>Tracks</u>	<u>Location</u>	<u>Signals</u>
Outward	East of 52nd Street	No. 37
No. 3 and No. 4	Narberth	No. 69
No. 3 and No. 4	Ardmore	No. 85
No. 1, No. 2 and No. 3	Villanova	No. 118
No. 3 and No. 4	West of Wayne	No. 149

##### **Between Zoo Interlocking (33rd Street) and Shore Interlocking:**

<u>Tracks</u>	<u>Location</u>	<u>Signals</u>
No. 1 and No. 2	33rd Street	No 872
No. 1 and No. 2	29th Street	No. 866
No. 1 and No. 2	25th Street	No. 860
No. 3 and No. 4	5th Street	No. 839
No. 3 and No. 4	Front Street	No. 833
No. 3 and No. 4	G Street	No. 829

**West Philadelphia Elevated Branch:**

<u>Tracks</u>	<u>Location</u>	<u>Signals</u>
Westward Freight	Market Street	No. 16H
Eastward Freight	49th Street	No. 37H

**Schuylkill Branch:**

<u>Tracks</u>	<u>Location</u>	<u>Signals</u>
Outward	East of Bala	No. 55
Inward	East of Cynwyd	No. 62
Inward	West of Barmouth	No. 72

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

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

**S26. INTERLOCKING RULES.**

**D2601.** Interlocking plant at Park, operated by Valley.

Interlocking plant at Swede, operated by Norris.

Interlocking plant at Haws Avenue, operated by Norris.

Interlocking plant at Elwyn, operated by Wawa.

Interlocking plant at Lenni, operated by Wawa.

**D2602.** Rule 630, modified:

A signalman having train orders for a train must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Interlocking Rules after complying with rules for movement by train orders.

**D2603.** The crews of trains Nos. 4047-4036 and Nos. 4093-4084 are authorized to move on Inward track from Allen Lane Station to the Dwarf Signal 505 feet outward therefrom, against the current of traffic without train orders, when Dwarf Signal is in "Proceed" position.

**D2604.** During the time Allen Lane Block and Interlocking Station, and Chestnut Hill Block Stations are closed switches will be set for main track movements, Chestnut Hill Branch. Trains will be governed by signal indication displayed. If a home signal indicates stop, conductor and engineman, or if no conductor, the engineman, must immediately examine switches within the limits of interlocking and if all switches are found to be properly set for the movement of the train, the train will pass stop signal and proceed with caution to next fixed signal expecting to find a train in block or a broken rail; reporting the signal failure from telephone located at home signal. Rule 663 modified.

**S26A.** Rule 663 amplified. Trains or engines must not pass an interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

**S27. Non-interlocked switches connected with manual and controlled manual block station signals.**

**D2701**

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
WAWA.....	Inward distant signal is distant to switch leading to Darlington Station track.
GLEN MILLS.....	Outward block signal electrically controlled over switches at inward and outward end of siding. Inward block signal electrically controlled over switch at inward end of siding and quarry track. If these switches are moved from normal position the signals will show stop indication. Outward distant signal is distant to all switches between this signal and the outward block signal. Inward distant signal is distant to all switches between this signal and the inward block signal. When Block Station is closed the outward and inward distant signals are distant to all intermediate switches.
CHEYNEY.....	Outward and inward block signals electrically controlled over switches at inward end of siding and station track. If these switches are moved from normal position inward block signal will show stop indication and outward block signal will show either stop or caution slow speed indication. Inward distant signal is distant to switch at inward end of siding. When block station is closed the outward and inward distant signals are distant to all intermediate switches.
WEST CHESTER....	Outward home signal electrically controlled over crossover switches outward of signal. Inward block signal electrically controlled over all switches between this signal and outward distant signal. If these switches are moved from normal position the signal will show stop indication. Outward distant signal is distant to all switches between this signal and outward home signal.

**S28. TRACK CARS, ETC.**

(a) General definition of track car—amplified:

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

(b) Rule S29, paragraph 10, amplified:

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

(c) Rule 206, amplified:

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



**(d) Rule 80, amplified:**

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

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

Day Signals—two red flags, torpedoes and fusees.

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

**(f) Rule 80, amplified:**

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

**(g) Rule 80—Sixth paragraph modified:**

All movements will be made without displaying the signals prescribed by Rules 19 and 19a.

**D2801.**

1 Unless otherwise authorized track cars will be operated only between Shore and Jersey (Atl. Div.); between Zoo, Arsenal and Brill via West Philadelphia Elevated Branch; Fort Washington Branch; as provided for by Rule 80.

2 Rule 80 amplified: Track cars must not be used in Controlled Manual Block System territory or Automatic Block System territory unless special provision is made for Manual Block System protection.

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

4 In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

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

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

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

8 Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such

**cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.**

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

**10 Velocipedes to be operated by authority of the Superintendent.**

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

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

**D2802. SPERRY CAR—A motor-driven car used to detect defective rail. All rules and special instructions prescribed for the operation of track cars will apply to the movement of Sperry Cars, except that in Manual Block System territory, Rule 317a will apply to following trains.**

**D2803. AUTO RAILER—A motor-driven truck for use on highways and Railroad for maintenance of overhead catenary system. All rules and special instructions prescribed for the operation of track cars will apply to the movement of Auto Railer except that in Manual Block System territory Rule 317a will apply to following trains. Paragraph 1 of Special Instructions D2801 will not apply.**

**The prefix A. R. to number will be used when issuing train orders or instructions to drivers.**

**D2804. BURRO CRANE—A motor driven car used to lay rail, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlocking and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate should be used.**

**The prefix B. C. to number will be used when issuing train orders or instructions to drivers.**

**All rules and special instructions governing the movement of track cars will apply to the movement of Burro Cranes.**

## **S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS**

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

### **Restrictions in the Use of Various Classes of Engines in Service**

**X—Indicates type of engines that must not be used.**

**A letter or symbol under type of engine indicates restriction in the use thereof and refers to a note below in explanation.**

**Absence of letter or symbol indicates no restriction.**

LINE OR BRANCH	I1	K2 K4 K5	L1 L6*	M or M1 Type	H6	H8 H9	E6 O1*	G5	R1* G61* L5* P5*	C1	B6 B8
Railway Express Agency Tracks 1, 2, 3, 4, 18th St.	X		X	X			BX		BX		
Zoo to (Jct. Phila. Div.) west of Paoli, Main Tracks and Running Tracks...				L							
Narberth Industrial track .....	X	X	X	X			X	X	X	T	
Wynnewood Station Tracks .....	X			X							
Ardmore Industrial Tracks, Yard Tracks 2 to 9 & Runaround .....	X	X	X	X			X	X	X	T	
Ardmore No. 1 Yard and Shifting Track	X			X					X		
Bryn Mawr Yard, to reach Water Plug only .....	X			X							
Bryn Mawr, No. 1 Yard Track .....	X	X	X	X			X	X	X		
Bryn Mawr Yard, all other Tracks .....	X	X	X	X			X	X	X	X	
Rosemont, Villa- nova, Radnor, Wayne, Strafford, Devon, Berwyn Station Tracks ....	X			X							
St. Davids Shifting Track, Old Eagle Road and Radnor Industrial Tracks, Strafford and Ber- wyn Shifting and Industrial Tracks..	X	T	T	X			T	T	X	T	
Rosemont, St. Davids and Wayne Indus- trial Tracks .....	X	X	X	X			X	X	X	T	
PAOLI: Industrial Tracks, Freight House Tracks, Car Shop Yard .....	X	X	X	X	A	A	X	X	X	A	
PAOLI: No. 1—Shop Track and East End No. 2 Shop Track, Gibbs & Hill No. 1 and 2 Tracks .....	X			X							
Yard Tracks, 4 to 8.	X	X	X	X					X		
Duckunder Track....	X			X							
SCHUYLKILL BRANCH: Between 52nd St. and Park — Outward Main Track .....	X	X		X					X		

LINE OR BRANCH	I1	K2 K4 K5	L1 L6*	M or M1 Type	H6	H8 H9	E6 O1*	G5	R1* G61* L5* P5*	C1	B6 B8
Between Park and 52nd St.—Inward Main Track.....											
Park to Haws Ave., Main Tracks and Middle Sidings....									R		
Running Tracks, Conshohocken, Norris and Haws Ave.; Shifting Cynwyd Track....				X					X		
Wynnefield Avenue to Barmouth, Indus- trial and Yard Tracks, Pencoyd Branch; Station and Yard Tracks, Manayunk.....	X	X	X	X	---	---	X	X	X	T	---
West Manayunk yard	X	X	X	X	---	X	X	X	X	X	---
Manayunk Industrial Track.....	X	X	X	X	X	X	X	X	X	X	---
Cinnaminson Indus- trial Track.....	X	X	X	X	---	X	X	X	X	X	---
Shawmont Station Track, and Miquon Industrial Track..	X	X	X	X	---	T	X	X	X	T	T
Spring Mill Industrial Track, East of.....	X	X	X	X	---	X	X	X	X	X	---
Spring Mill—Lee Tire & Rubber Co.....	X	X	X	X	X	X	X	X	X	X	T
Conshohocken, Back Track at Freight Station.....	X	X	X	X	X	X	X	X	X	X	---
Quaker Oil Products Co., LeRoy & Williams, Other Station and Yard Tracks, Consho- hocken.....	X	X	X	X	---	---	X	X	X	X	---
F. & J. H. Davis, Geo. J. McFadden Tracks, Consho- hocken.....	X	X	X	X	T	X	X	X	X	X	T
Ivy Rock Industrial Tracks.....	X	X	---	X	---	---	X	X	X	---	---
EARNST: 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 Equip- ment Company and Cochran Corp. to end of Trestle only.	X	X	X	X	---	---	X	X	X	X	---

LINE OR BRANCH	I1	K2 K4 K5	L1 L6*	M or M1 Type	H6	H8 H9	E6 O1*	G5	R1* G61* L5* P5*	C1	B6 B8
Lukens & Yerkes....	X	X	X	X	X	X	X	X	X	X	---
NORRIS: Classification Yard, East End Extension Track, Running Tracks.....	---	---	---	X	---	---	---	X	---	---	---
Mann Co. Track to Scale only.....	X	X	---	X	---	---	X	X	X	X	---
Kneas Lumber Co. Tracks.....	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
HAWS AVENUE: Dill Co. Track.....	X	X	X	X	X	X	X	X	X	X	---
Other Industrial and Yard Tracks, Haws Ave. ....	X	X	X	X	---	---	X	X	X	X	....
CHESTNUT HILL BR.: North Phila. to Allen Lane, Main Tracks	X	E	---	X	---	---	---	---	G	K	---
Electric Storage Bat- tery Co. Trestle Track, Penn Coal; Budd at Hunting Park Av.; American Ice, Vermont Mar- ble and Chevrolet Co's. Tracks.....	X	X	X	X	X	X	X	X	X	X	....
Electric Storage Bat- tery Co. (Straight Track only). All Other Yard Tracks & Industrials, North Phila. to Midvale Yard.....	X	X	K	X	....	....	X	X	X	K	....
Midvale Yard 2 to 14 Tracks, Midvale Br. & Industrial Tracks	X	X	X	X	X	X	X	X	X	X	---
Cheltenham Av. & Upsal Yard and Industrial Tracks.....	X	PX	X	PX	PX	PX	X	X	X	X	---
Carpenter & Allen Lane Station Tracks, lead to Cheltenham Av. Yard	X	X	X	X	---	---	X	X	X	X	---
Allen Lane to Chestnut Hill, Main Tracks.	X	X	X	X	X	X	X	X	X	X	D
FT. WASHINGTON BR.: Main Track & "Y"...	X	---	---	X	---	---	---	---	G	---	---
St. Martins Coal Co., Pa. Inst. D. & D., Asbestos Industri- al Tracks.....	X	X	X	X	X	X	X	X	X	X	---

LINE OR BRANCH	I1	K2 K4 K5	L1 L6*	M or M1 Type	H6	H8 H9	E6 O1*	G5	R1* 661* L5* P5*	C1	B6 B8
All Other Tracks. ....	X	X	X	X	—	—	X	X	X	X	—
MAIN LINE: Brill to Jct., Md. Di- vision, Main Tracks	—	—	—	—	—	—	—	—	—	—	—
Station & Yard Tracks, Paschall and Darby	X	—	—	X	—	—	—	—	X	—	—
Company portion of General Elec. ....	X	—	—	X	—	—	—	—	X	—	—
Industrial Tracks, except Fels and Co. ....	X	X	X	X	—	—	X	X	X	X	—
Fels and Co. Tracks.	X	X	X	X	X	X	X	X	X	X	T
Del. Ave. Br. & Del. Ext.—Greenwich to Jct. Trenton Av. Elev. ....	X	X	X	X	K	K	X	X	X	K	—
Gray's Ferry to Zoo via Gray's Ferry Branch. ....	X	—	—	X	—	—	—	—	—	—	—
60th Street and Ches- ter and Philadel- phia Branches. ....	X	X	X	X	—	—	—	—	X	X	—
Washington Ave. Branch. ....	X	X	X	X	J	J	J	FJ	X	X	J
Arsenal to Greenwich, Gray's Ferry and S. Philadelphia Yards	N	N	N	N	J	J	J	J	N	J	—
Girard Point to Wolf Switches. ....	J	J	J	N	—	J	J	J	X	—	—
Swanson St. Branch..	X	X	X	X	—	J	J	J	X	J	—
Canal Street Branch, Commerce St. Br., Wash. Ave. to South St. ....	X	X	X	X	X	X	X	X	X	X	X
Zoo to Holmes. ....	H	N	N	LN	—	J	N	J	N	J	—
Margie St. Yard, Nos. 6, 8, 9, 10, and West end No. 7 Track, Diamond St. Yard, No. 6 Track.	X	X	—	X	—	—	X	X	X	—	—
C St. Yard Tracks 7 to 10 Inc. ....	X	X	—	X	—	—	—	—	X	—	—
Ford to Kensington..	X	N	J	L	J	J	N	N	X	J	—
Este Yard and K. & T. Branch. ....	X	X	X	X	X	X	X	X	X	X	—
Frankford Street Branch. ....	X	X	X	X	X	X	X	X	X	X	—
Engleside Branch. ....	X	X	X	X	X	X	X	X	X	X	—
Engleside Yard. ....	X	C	X	X	C	C	C	C	X	C	—

LINE OR BRANCH	I1	K2 K4 K5	L1 L6*	M or M1 Type	H6	H8 H9	E6 O1*	G5	R1* GG1* L5* P5*	C1	B6 B8
Oxford Road Branch.	X	X	X	X	—	M	X	X	X	X	—
Fairhill Branch.....	X	X	X	X	J	J	X	X	X	X	—
Bustleton Branch....	X	X	X	X	—	X	X	X	X	X	—
Belmont Branch.....	—	—	—	G	—	—	—	—	—	—	—
Broad St. to Zoo....	X	E	O	X	O	O	O	O	O	O	O
Shore to Jersey.....	X	Y	Y	Y	—	Y	—	—	Y	X	—
Freight Tracks Zoo to Brill.....	J	J	J	L	—	J	J	J	—	—	—
Breyer, Brady-Hin- dle, Kealy's Indus- trial Tracks.....	X	X	X	X	X	X	X	X	X	X	—
West Chester Branch	X	UX	X	UX	—	—	UX	U	UX	X	—
Cardington Branch..	X	X	X	X	—	—	X	X	X	X	—
Newtown Square Br..	X	X	X	X	U	U	X	U	X	X	U
Chester Creek . R.R.	X	X	X	X	—	—	X	—	X	X	—
Frazer Branch.....	X	X	X	X	—	—	X	—	X	X	—

\* See S 30 for Electrical Operation.

A—Must not be operated over connections at West end of Car Shop Yard.

B—E6, not restricted. DD2, restricted.

C—May be operated on No. 1 track.

D—B type engines may be used on Chestnut Hill Branch from Allen Lane to Chestnut Hill, H6 Engines prohibited.

Two engines, except MU 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. Cars exceeding 150,000 pounds gross weight prohibited.

Wrecking derricks may be operated over the Cresheim Valley Bridge, Chestnut Hill Branch, with extreme care, at a speed not exceeding 10 M. P. H. with an empty car between the derrick and engine.

E—K5 Engines with smoke deflectors prohibited.

K5 Engines with smoke deflectors must not be operated on the Inward track through 36th Street Tunnel.

F—Must not be operated east of Broad Street.

G—May be used in passenger detour service only.

H—May be operated to East end Zoo interlocking and to Columbia Avenue Overhead Bridge on No. 0 track.

J—May be used on main tracks, running tracks and in classification yards.

K—C1 engines may be used between Greenwich and Callowhill Street, except No. 6 Crossovers between Reading and P. R. R. North of Pine and North of Arch Streets and all Industrial and Freight House tracks.

H type engines may use main tracks between Greenwich and D16.

C1 engines may use main tracks, North Philadelphia to Queen Lane only, and L1 and C1 engines may use running track, Midvale Yard.

**L**—Must not be moved under 42nd Street Bridge on inward passenger track.

Must not be operated on Eastward track West Philadelphia Elevated Branch at junction of New York and Pittsburgh Subway tracks at Zoo interlocking.

Must not be operated between Cambria Street and Kensington.

Must not use connection to No. 0 track, Holmes Interlocking.

Must not be moved in either direction over 53rd Street Hump.

**M**—May be operated from the Junction point to Wyoming Avenue overhead bridge.

**N**—May be used on main and running tracks.

**O**—R-1 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 electric or steam engines coupled shall be operated on any Station Track, Broad Street Station.

All types of engines are restricted from operating on the trestle portion of No. 16 track, Broad Street Station. A sign indicating point at which engines are restricted, IN SERVICE.

**P**—H type engines may operate on Upsal Station track.

K4 and M or M1 type engines with 210-F-75 Tenders prohibited on Main Tracks Cheltenham Avenue account of Overhead Clearances.

**R**—L5 and P5 engines must not use Crossover at Poplar Street, Conshohocken.

**T**—H, B and A type engines, and wrecking derricks, only, may use public, private and company trestles at Narberth, Ardmore, Rosemont, St. Davids, Wayne, Strafford, Berwyn, Wynnefield Avenue and Bala.

**H** 6 and A type engines only may use public, private and company trestles at Miquon and Spring Mill.

A type engines, only, may use F. & J. H. Davis Trestle, Conshohocken. A6B engines must not operate beyond a point 50 feet from end of trestle account of O. H. clearance. Engines, tenders, wrecking derricks, and cars, in excess of 100,000 pounds capacity must not use the Geo. J. McFadden Trestle, Conshohocken.

Wrecking derricks must not use Fels & Company Trestle, Darby.

**U**—K4 and M or M1 type Engines with 210-F-75 Tenders prohibited on Main Tracks 49th and Chester Avenue account Overhead Clearance.

E6, GG1 and P5 class engines (single unit) may be operated between Arsenal and West Chester.

Two H9 engines, coupled, may be operated between Arsenal and Angora Passenger Station. When operated beyond Angora Passenger Station, on West Chester, Newtown



Square and Cardington Branches they must be spaced with two cars.

Not more than two G5 type, or one G5 with lighter type engine coupled, may be operated on the West Chester and Newtown Square Branches.

Cars exceeding 210,000 pounds gross weight prohibited between Grassland (Exclusive) and Newtown Square.

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

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

Between inward end of approach viaduct and Jersey Interlocking Station: When L or M type engine coupled to P-5 or GG-1 engine in 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.

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.

#### **DELAWARE EXTENSION ELEVATED:**

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 INTERLOCKING:**

Steam engines must not enter the Subway of Broad Street Suburban Line east of 20th Street.

#### **RIVER LINE:**

Steam engines must not operate under overhead structures, Pennsylvania Station, Lower Level, between Chestnut and Race Streets.

Class M1 and I1 engines must not exceed a speed of 10 miles per hour over No. 8 crossovers and turnout switches, as follows:

**SHORE INTERLOCKING:** Interlocked crossover from No. 4 to No. 5 Yard track.

**FRANKFORD JUNCTION YARD:**

**TRENTON AVENUE ELEVATED:** Hand operated crossover between Middle track and Westward Yard Running track, Ontario Street.

**SCHUYLKILL BRANCH:**

**PARK:** Interlocked crossover between Inward and Outward tracks.

Trailing point interlocked switch in Outward track.

Hand operated switches in Yard tracks.

**CONSHOHOCKEN:** Hand operated crossover between Inward and Outward tracks, 1540 feet inward from Conshohocken Passenger Station.

Trailing point hand operated switch in Outward track connected with Cherry Street Siding, 2260 feet inward from Conshohocken Passenger Station.

**BETWEEN NORRIS INTERLOCKING AND DIVISION BOARD PHILA. DIVISION:** All switches in Wye tracks.

**BETWEEN ZOO INTERLOCKING AND 53RD STREET:**

**52ND STREET YARD:** Crossover and turnout switches operated from 52nd Street Switching Tower:

East and west ends—"A" Yard.

East end—"B" Yard.

East and west ends—"C" Yard.

East and west ends—Philadelphia Transfer Yard.

East and west ends—Overflow Yard.

46th Street Enginehouse territory.

Crossover and turnout switches in charge of Switchtenders

44th Street and M-1.

East and west ends—37th Street Yard.

**WEST PHILADELPHIA ELEVATED BRANCH:**

**49TH STREET:** Hand operated crossovers between No. 0 Yard track and Westward Freight track and between Eastward and Westward Freight tracks.

**SOUTH PHILADELPHIA ENGINEHOUSE TERRITORY:** All crossover and turnout switches.

**GREENWICH YARD:** All crossover and turnout switches between D-18 and D-14 except otherwise restricted for M1 engines.

**D2902.**

**D2903.** The use of 70 ft. Baggage cars or larger is prohibited on the following tracks:

Supplee-Wills-Jones Siding, 46th and Girard Avenue.

Breyer's Siding, 43rd and Woodland Avenue.

Bailey Warehouse Siding, Delaware Avenue and Tasker St.

**D2904.** Cars utilizing propane gas as a fuel, either in the kitchen or for air conditioning purposes, can only be accepted on condition that the propane cylinders be removed from cars before movement over our lines, the cylinders to be returned in such manner and to such locations as the foreign railroad in question may designate.

### **S30. ELECTRICAL OPERATION**

★ Indicates identical instructions on divisions having electrical operation in effect.

**D3001.** Power Directors are located as follows:

Pennsylvania Station, Philadelphia.

**D-3004.** Except for operation of electric equipment, newly constructed catenary at the following locations shall be considered energized at all times.

Outward track and Through Freight track, 50 feet outward from 44th Street Overhead Bridge.

Through freight track and Departure track, 400 feet outward from 44th Street Overhead Bridge.

Departure track and Cut track under 44th Street Overhead Bridge.

**D3005.** Following tracks equipped for A.C. electrical operation:

# **MAIN TRACKS:**

## **BETWEEN**

## **AND**

Broad Street Station and Broad St. Suburban Sta.	(Paoli (Division Board)
	Haws Avenue
	Holmes (Division Board)
	Chestnut Hill
	Whitemarsh, Inc. East Leg Fort Hill Wye
	Jersey (Division Board)
Zoo	Darby (Division Board)
	West Chester
Zoo	Arsenal (River Line)
Zoo	Arsenal (Grays Ferry Branch)
Zoo	Brill (West Phila. Elevated Branch)
Arsenal	(Delaware Ext. Elevated Branch)

## **Hand-operated Crossovers.**

Manayunk	2075 feet outward from station
Conshohocken	1600 feet inward from station
Ivy Rock	100 feet inward from station
Shore	3340 feet outward from Interlocking Station
Chestnut Hill	Inward from station
Fernwood	700 feet outward from station
Media	1100 feet outward 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 Track, Passenger Car Siding, south side. distance 1040 feet.

No. 2 Track, Passenger Car Siding, south side, distance 930 feet

### **BRYN MAWR:**

Passenger Car Siding, south side, distance 215 feet.

### **BALA:**

Middle Siding.

### **SHAWMONT:**

Middle Siding.

### **LENNI:**

Long siding and Freight House siding, Wawa Interlocking from 500 feet inward from passenger station to Wawa Interlocking.

Crossover between Main Track and Freight House Siding.

### **WAWA**

Two Multiple Unit Passenger Coach Storage Tracks.

### **GLEN MILLS:**

Siding.

### **CHEYNEY:**

Siding.

### **RIVER LINE:**

Dravo Siding, 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.

**SPRING GARDEN STREET YARD:**

Tracks Nos. 1 to 11, inclusive.

**POWELTON AVENUE COACH YARD:**

All Tracks.

**BETWEEN BROAD INTERLOCKING AND ZOO INTERLOCKING:**

No. 5 Track and Run Down Track between Broad Interlocking and Zoo Interlocking.

**PENNSYLVANIA COACH YARD:**

Tracks Nos. 21 to 37, inclusive, including leads to Yard.

Inward and Outward 36th Street Connection tracks including connections.

**PENNSYLVANIA STATION:**

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

**RIVER LINE:**

No. 5 track and connection with No. 4 Southward track—River Line at Walnut Street.

**ARSENAL INTERLOCKING:**

Shifting Track.

Arsenal Running Track.

Crossovers between Westward Track and Arsenal Running Track.

**CHESTNUT HILL COACH YARD:**

Tracks Nos. 1 to 8, inclusive.

**NORRIS BLOCK AND INTERLOCKING STATION:**

Extension track and 900 feet of inward end of Norris Passenger Siding.

**HAWS AVENUE:**

Front Track, Chain Street.

Back Track, Chain Street.

Yard Running Track.

Nos. 1 and 2 Coach Tracks.

**MEDIA:**

Two Multiple Unit Passenger Coach Storage Tracks between Inward and Outward Main Tracks south of Media Passenger Station.

**WEST CHESTER:**

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

Multiple Unit Passenger Coach Storage Siding, between Neilds and Union Streets.

Crossover and Siding inward of Union Street to Station.

**PAOLI COACH YARD:**

Nos. 0 to 8 tracks, including connections.

Wye Tracks.

Hill Track.

Running Track.

Nos. 3, 4 and Freight Tracks, West Yard.

Duck Under Track.

**FREIGHT YARDS OVERBROOK TO ZOO:**

Through Freight Track, Overbrook, to its connection with Eastward Track, 1050 feet east of 34th Street Overhead Bridge, including crossover to Inward Track at Valley, crossover to No. 3 Track, Receiving Yard, and crossover to Outward Track east of 44th Street Overhead Bridge.

No. 3 Track, Woodbine to Overbrook.

Trailing point and facing point crossovers between Through Freight and No. 3 Tracks at Woodbine.

**59TH STREET RECEIVING YARD:**

Connecting ladder track west end of yard.

Nos. 3, 4, 5 and 6 tracks between Woodbine and connections with Through Freight track at 53rd Street.

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.

No. 1 PSV Running Track between its junction with Outward Engine Track and its connections with Outward Track, Schuylkill Branch.

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

Crossover between Outward 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.

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

Crossover between Through Freight Track and Departure Track at 52nd Street.

Departure Track from crossover to Through Freight Track for a distance of 315 feet.

B20 Track at 52nd Street distance of 280 feet.

Eastward Belt Running 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 Running Track.

Inward Engine Track.

Transfer Ladder Track.

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

Crossover between Westward Belt Running Track and Inward 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 a distance of 200 feet.

Ladder Track between Cutting Track and Through Freight Track.

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 Running Track west of 44th Street.

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

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

**MANTUA YARD:**

Tracks Nos. 19 and 20 East End of Mantua Yard from connection with Eastward Jersey 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 outward a distance of 1200 feet.

**SHORE INTERLOCKING:**

No. 0 track for a distance of 475 feet inward from Shore Interlocking Station.

**FRANKFORD JUNCTION YARD:**

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

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

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

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

Frankford Junction Wye.

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

**GRAYS FERRY YARD:**

Westward Ladder Track from its interlocked connection with Westward Track.

No. 8 Yard Track and No. 0 Track to Brill including connections to Westward Track 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.

**DELAWARE EXTENSION ELEVATED BRANCH:**

Nos. 1 and 2 Yard Running Tracks between Arsenal and D21. Eastward Silver Lake Ladder Track.

Pier 4 Running Track, D21 to its junction with Eastward Silver Lake Ladder Track.

Eastward Yard Track D18 to a point 200 feet Eastward.

Two Crossovers at Broad Street.

Crossover at D22.

Crossover at D21  $\frac{1}{2}$ .

Crossover at D21.

**SOUTH PHILADELPHIA TERMINAL YARD:**

Departure Yard Ladder Track.

Departure Yard Lead Track.

West end of No. 4 Departure track, from point of switch to a point 1200 feet eastward.

Receiving Yard Ladder Track between its connection with No. 1 Yard Running Track and No. 10 Track, Receiving Yard.

South Ladder West end Receiving Yard, from point of switch to a point 390 feet eastward, leading to tracks No. 1 to No. 6 inclusive.

West end of No. 7 track, Receiving Yard, from point of switch to a point 180 feet eastward.

Engine Running Track.

Nos. 9 and 10 Tracks Receiving Yard.

Cabin Track a distance of 300 feet from its Westward connection with Engine Running Track.

Nos. 3 and 4 Departure Tracks a distance of 440 feet from their connection with Engine Running Track.

Portion Receiving Yard Ladder at Terminal Hump between Nos. 7 and 10 Tracks.

#### SILVER LAKE YARD:

Connecting Ladder Track at Silver Lake Yard from its connections to No. 2 Yard Running Track to No. 6 Track.

Nos. 4, 5 and 6 Tracks, Silver Lake Yard, from ladder for a distance of 300 feet.

#### 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.

##### SOUTH PHILADELPHIA ENGINE HOUSE:

Engine Storage Track a distance of 1000 feet.

Pit Track.

\* D3006. A. C. MOTOR STOP signs indicate end of electrified track.

\* D3015. At certain locations on Main Tracks and in Yards, minimum clearance of approximately 24 feet 6 inches has been provided between trolley wire and top of rail to permit employees to ride or work on top of cars or other equipment in performance of their duties. Such locations designated HIGH WIRE Territory, limits of which will be marked by HIGH WIRE and LOW WIRE Signs—

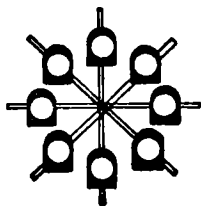


Employees must exercise caution and not permit any part of their person or equipment to get closer than three (3) feet to energized wires.

\* D3016. Multiple unit car equipped with pantograph with a maximum operating height of less than 24 feet 6 inches must not be operated in HIGH WIRE territory with pantograph in raised position.

D3017. 52ND STREET FREIGHT YARD. HIGH WIRE and LOW WIRE signs in area between Woodbine Switch Cabin and 44th Street do not apply to main tracks or through freight track.

D3020. Phase Break Signs marked P.B. are located on first Catenary Pole in advance of Phase Breaks.



When any position light phase break indicator is displayed, Enginemen of Electric Engines and Multiple Unit trains on all tracks must be governed as follows:

One engine with one pantograph up—Place controller in OFF position before entering the phase break, keeping it in that position until after the phase break has been passed.

One engine with both pantographs up; two or more engines and Multiple Unit trains—Drop pantographs before entering phase break, keeping them down until after the phase break has been passed.

**PHASE BREAKS** in trolley wires located as follows:

22nd and York Streets, Tracks Nos. 1, 2, 3 and 4, opposite Catenary Bridge 85.81, 1550 feet outward from Signal Bridge 860, extending a distance of 200 feet inward and outward from Catenary Bridge 85.81. Position Light Phase Break Indicators, of the type shown, located over Tracks Nos. 1 and 2, on Signal Bridge 860, 1550 feet inward from Phase Breaks and over Tracks Nos. 3 and 4, on Catenary Bridge 85.46, 1820 feet outward from Phase Breaks.

Tracks Nos. 1, 2, 3 and 4, west of Paoli Interlocking.

Position Light Phase Break Indicators, of the type shown, located over tracks Nos. 1 and 2, on Catenary Bridge, 5,700 feet outward from Paoli, and over Tracks Nos. 3 and 4, 2,300 feet outward from Paoli.

Between Valley Interlocking and Wynnefield Avenue, outward track opposite Catenary Pole 4.43, 965 feet outward from Signal 43-S, extending a distance of 120 feet.

Inward Track opposite Catenary Pole 4.48, 1,175 feet inward from Inward Home Signal at Park Interlocking Plant, extending a distance of 120 feet.

No. 1 P. S. V. Running Track opposite Catenary Pole 4.43, 555 feet outward from Jefferson Street Undergrade Bridge, extending a distance of 120 feet.

Position Light Phase Breaks Indicators of the type shown, located as follows:

Outward Track on Catenary Pole 4.32 at Signal 43-S, 965 feet inward from Phase Break.

Inward Track on Catenary Pole 4.86, 2,107 feet outward from Phase Break.

Inward Track for reverse movements, on Catenary Pole 4.35, 1,119 feet inward from Phase Break.

No. 1 P. S. V. Running Track on Catenary Pole, 1,120 feet inward from Phase Break.

#### **D3021. WEST CHESTER BRANCH:**

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.

Phase Break (PB) signs in service.

\* **D3025.** Special Instructions for Employees in Electrified Territory C.T. 290 in effect.



\* D3026. Employees working on or near energized wires must obtain permission and proper protection from Power Director.

Conductors are responsible for knowing that Trainmen; Enginemen 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.

\* D3027. When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be immediately protected.

\* D3028. Pantograph poles and rubber gloves are located at all Block and Interlocking Stations in electrified territory and on all electric engines.

D3029. During sleet storms pantographs of electric engines in passenger service and Multiple Unit trains will be examined on trains making schedule stops at Paoli, North Philadelphia and Pennsylvania Station-30th Street (Platforms 4 and 5), River Line.

#### PAOLI:

Enginemen of outward 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 "D1." Inward 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.

#### PENNSYLVANIA STATION (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.

The inspection of pantographs on electric engines in freight service will be made as follows:

**Westward**—Stop engine at 34th Street. West Phila. Elevated Branch.

**Eastward**—Stop engine at Arsenal Block Station. West Phila. 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.

\* D3030. When double pantographs are used, passenger trains hauled by two electric engines must operate with both pantographs raised on leading unit and rear pantograph raised on trailing unit. Should rear pantograph of trailing unit become damaged; necessitating using front pantograph, rear pantograph of leading engine should then be lowered and front pantograph used. Two electric engines coupled in passenger service must not operate with rear pantograph of leading engine and front pantograph of trailing engine raised when it can be avoided.

Freight trains hauled by two or more electric engines may operate with two pantographs raised on each of two leading units and with rear pantograph raised on each trailing unit.

**\* D3031.** Electric engine crews and multiple unit train crews must make frequent inspection of pantographs en route, and at Station Stops.

If pantograph shoe or frame is broken or badly bent, indicating having been struck or having struck something, pantograph must be lowered and train immediately stopped (giving consideration to drifting to first available telephone providing no further damage would result in so doing), reporting condition to Superintendent as promptly as possible, giving location, in order that other trains may be stopped before reaching point of trouble. When known no immediate repairs are necessary, raise good pantograph and proceed. If defective condition of pantograph or shoe is noted en route, pantograph must at once be lowered, raising other pantograph and notifying SUPERINTENDENT by message at first available point, giving brief description of trouble and location on road where defective pantograph was first noted. If immediate repairs are necessary be governed by C.T. 290 instructions.

**\* D3032.** When necessary to de-energize Catenary or Third Rail to prevent loss of life or damage to property, Power Director must be immediately notified and person so notifying Power Director must await his instructions.

**\* D3033.** When an A.C. electric engine or an A.C. multiple unit car becomes derailed pantographs must be immediately lowered.

No pantograph shall be raised until it has been definitely known that A.C. electric engine or A.C. multiple unit car is again making proper contact with electric return circuit as represented by running rail.

**D3034.** 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.

**\* D3035.** 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

**\* D-3036.**

1. In the event snow screens are not applied to electric engines before leaving terminal and the engines run into a snowstorm en route, the engine crews must place the snow screens over the louvers.

2. Blowers should be stopped in the compartment while screens are being applied.

3. GG1 No. 4800 has special snow cleaning fans located at the louvers at each blower. These are each controlled by a switch located near the motor.

4. P5a modified engines have had snow screens applied to the louvers on the side opposite the aisle requiring only the screens to be applied to louvers next to the aisle.

5. Interpole field shunt covers located at the side of the equipment deck must be removed when snow screens are applied to P5a box and P5a modified engines. The master controller must be in "OFF" position while these covers are being removed. Location of covers involved is as follows:

P5a box —Right side—2 covers above No. 1 motor

Left side—2 covers above No. 2 motor

Right side—2 covers above No. 3 motor

P5a Mod.—Left side—2 covers above No. 1 motor

Right side—2 covers above No. 3 motor

6. Engines hauling passenger trains may have the snow screens applied at station stops or while the engines are drifting on the

road. Engines hauling freight trains may have the snow screens applied when the trains stop at any convenient location, or while the engines are drifting on the road.

**D3037. BLOWERS. M.U. EQUIPMENT.**

On MU 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 drafts moving from Broad Street Suburban Station to the Powelton Avenue MU 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 MU Yard.

Dead-head drafts moving from Powelton Avenue MU Yard to Broad Street Suburban Station will have the blower motor switches open prior to departure from Powelton Avenue MU Yard.

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

\*D3038. Electric engines, equipped with drop couplers, when operating in road service must have the front coupler in "drop" position.

Couplers will be dropped by enginehouse employees before engines leave the storage tracks.

When conditions require couplers to be raised or lowered after engines leave enginehouse territory, engine crews will raise or lower the couplers unless Car Inspectors are immediately available; except that where trainmen couple or uncouple electric engines and as the result of such coupling or uncoupling it is necessary to raise or lower the couplers, it will be performed by trainmen.

It will be the engineman's responsibility to know that the couplers are in proper position while the engine is in his charge.

\*D3039. Enginemen operating electric engines in both passenger and freight service, must use Form M. P. No. 252—Electric Engine Failure Report—to report electrical trouble or failures, to the Road Foreman of Engines of the Division on which the failure occurs. This form must also be used to report any trouble experienced with steam heating or boiler apparatus, and where water or oil is taken en route.

Form must be made out promptly on arrival of engine at final terminal and delivered to the Enginehouse Foreman or his representative. Upon receipt of form the Enginehouse Foreman or his representative must telephone the information to the following designated points:

If the failure occurred on the:

New York Division.....Call Jersey City 321

Philadelphia Terminal Division.... " General Office 566

Maryland Division..... " Baltimore 31

Philadelphia Division..... " Harrisburg 344

Atlantic Division..... " Camden 32

After report is telephoned to designated point, Form M. P. No. 252 must be mailed promptly to the Road Foreman of Engines of the Division involved, with notation on back of report as to defects found on engine.

**D3040.** Whenever trains operated with electric engines have one or more units to cut off enroute, it is the responsibility of the train and engine crews to properly secure the engine both with hand brake and wooden chocks which are carried on the engine for that purpose.

The hand brake on the P5a (box cab), P5a (modified) and GG-1 engines is on the No. 1 end of engine over the engine truck. The two wooden chocks which are part of the engine equipment are carried on the engine as follows:

P5a (box cab)—No. 1 end in metal box outside of engine over draft gear.

P5a (modified)—No. 1 end in metal box inside of engine.

GG1—No. 1 end in boiler compartment.

\* **D3045.** Alternating Current Multiple Unit Car Equipment Instructions No. 66-C (except last paragraph of Instructions No. 48, Page 51); Engineman's Instructions No. 215; Pennsylvania-Hudson and Manhattan Railroad Companies Electric Train Service Instructions No. 138-A; in effect.

\* **D3046.** To prevent interruption of power when shutting down boiler, following method of decarbonizing burner must be followed:

1. Crack decarbonizing valve until flame starts to flicker in firebox—then close oil valve.
2. Decarbonize burner.
3. Cycle oil damper engine to high flame position and scavenge firebox of all gases.
4. Shut down oil pump, etc.

\* **D-3047.** A.C. electric engines or A.C. multiple unit cars moved through North or East River Tunnels, must not have hand ground switches or ground contactors closed.

\* **D3048.** When two or more trains using electric power stop on same track a short distance apart, train that is close to train ahead must not start until preceding train has been under headway 30 seconds.

\* **D3050.** Not more than two persons in addition to engine crew, except in special cases, permitted to ride on front platform of multiple unit trains or operating cab of electric engines.

\* **D3051.** 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.

\* **D3055.** The tonnage rating and notch restrictions for electric engines in passenger service will be as follows, unless otherwise specified.

**P5a (90 M.P.H. GEARS)**

Notch Restrictions and Doublehead	New York-Washington Both Directions Harrisburg-Phila. Eastward Paoli-Harrisburg Westward		Phila. or North Phila. to Paoli Westward	
	Tons	Maximum Cars	Tons	Maximum Cars

No restrictions.	1155 or less	17	1065 or less	17
18th Notch....	1156 to 1400	21	1066 to 1280	21
16th Notch....	1401 to 2000	27	1281 to 1600	27
Doublehead— more than...	2000	27	1600	27

**GG1—RI—P5a—70 M.P.H. Gears.**

No restrictions.	1445 or less	20	1330 or less	20
18th Notch....	1446 to 1750	27	1331 to 1600	27
16th Notch....	1751 to 2500	30	1601 to 2000	30
Doublehead— more than...	2500	30	2000	30

Notch	01	01a	01b	01c
20	(See Note)	—	—	675
18	—	670	580	740
17	—	—	—	780
16	—	750	650	*815
15	—	785	680	—
14	—	*825	*715	—

\*Doublehead above these tonnages

**NOTE**—Class 01 engines (7850-7851) limited to seven (7) cars, not exceeding 430 tons. After starting, limit current to 2500 amperes up to the 16th notch, inclusive; from the 17th to 20th notches, inclusive, current must not exceed 2000 amperes.

\* D3056. Tonnage Computation—Passenger Service.

In computing tonnage for operation of electric engines in passenger service, use weight of each car as shown in following table.

Tons Loaded	Type of Car	Tons Empty
90	Diner	90
65	Diners 4500-4501	65
85	Pullman—Business	85
80	Cafe	80
80	PB-70, PBM-70	80
80	BM-70	70
80	M-70, B-70, B-74	65
75	B-60 in mail storage service	55
70	P70FR, P70GR, P70GSR, P70KR	70
65	P-70	65
65	B-60 in express service	55
65	R-50, R-60 R.E.A. cars	50
45	P-54 PB-54	45

Lightweight Streamline Pullman Cars and Diners 65 tons.

For electric engines hauled dead in trains:

P-5a, 197 tons. GG-1, 230 tons. R-1, 201 tons. O-1, 155 tons.

Conductors must advise enginemen weight of train.

This information must be given to enginemen taking charge of engines at an intermediate point by enginemen relieved.

Enginemen must know weight of train before leaving originating point, and before leaving any point where make-up of train is changed.

Conductor and Enginemen must report to Superintendent before moving trains exceeding rating shown.

\* D-3057. No train heavier than 2000 tons can be handled through North or East River Tunnels (New York Division) without doubleheading. Trains over 1750 tons for GG1's or over 1400 tons for P5a's with 90 M.P.H. gears, will require help south-bound through the B. and P. Tunnel at Baltimore. Help may also be required with heavy trains at other points of heavy grade, particularly when bad rail conditions exist.

\* D3058. Overload relay setting for each main motor circuit on GG-1 electric engines will be 3000 amperes.

It is desired to keep cab amperage, under ordinary circumstances, below 2800 amperes when starting. When necessary to use 2800 amperes or more in starting, detail report must be made at end of trip. After starting, limit current to 2500 amperes up to 17th notch inclusive; from 17th to 22nd, notch inclusive current must not exceed 2200 amperes.

**\* D-3060. Adjusted Tonnage Rating, electric engines—Freight Service.**

Route	Di- rec- tion	ADJUSTED TONS—FACTOR 20				Note
		P5a 90 mph Gears	P5-P5a-P5b 70 mph Gears	GG1 90 mph Gears	DD2 70 mph Gears	
Potomac Yard—	N	3825	4500	5340	5340	
Bayview	S	4100	5100	5720	5720	A
Bayview—	N	5400	6915	6260	8170	
Edge Moor	S	5000	5900	6220	7300	
Edge Moor—	N	5240	6850	6600	8160	
Gray's Ferry	S	5250	5815	6630	7320	B
Gray's Ferry—Jersey	E	5160	6850	6600	8160	C
City Terminals	W	4420	5815	6320	7320	D
Enola — Jersey City	E	4480	6300	6000	8000	E
Ter. and S. Amboy	W	3740	5250	4800	5500	F
via Low Grade						
Enola—52nd Street	E	4480	6300	6000	8000	G
	W	3740	4400	4800	5500	H
	W	....	5250	....	....	K
via Low Grade	E	3975	4500	4750	5000	
	W	2100	2540	2850	3400	
Harrisburg—	E	3975	4500	4750	5000	
52nd Street	W	3740	4400	4800	5500	H
via Main Line	W	....	5250	....	....	K
	W	2100	2540	2850	3400	
Harrisburg—52nd St.	E	3000	3400	3550	4200	
via Columbia Branch	W	3740	4400	4800	5500	H
	W	....	5250	....	....	K
Enola—Bay View	E	5240	7000	6900	8000	I
	W	4590	6300	6000	7300	
Enola—Edge Moor	E	5160	6400	6600	7650	I
	W	4500	5900	6000	7300	
Frankford Junction—	E	3850	4375	4760	5600	J
Pavonia	E	2520	2520	3420	4300	
	W	2590	2940	3180	3720	J
	W	2030	2030	2510	3040	

**NOTE—HELPERS:**

A—Bay View—Fulton Junction.

B—Gray's Ferry if stopped.

C—Gray's Ferry—North Philadelphia if stopped.

D—Waverly Yard.

E—Brown—South Amboy.

F—South Amboy—Brown.

G—Thorndale—Paoli.

H—52nd Street—Bryn Mawr.

I—At Perryville if stopped.

J—On Bridge Approach if stopped.

K—52nd Street—Paoli.

These ratings require momentum operation of ruling grades and certain intermediate grades and in case train is stopped on such grades, assistance must be procured before starting.

Speed is limited to 30 M.P.H. on the grade Columbia to Atglen for trains having tonnage over 90 per cent of engine rating; when stopping at or passing either Columbia or Port less than 25 M.P.H.

Speed is limited to 35 M.P.H. on the grade Columbia to Atglen for all other trains if the commodity permits

P5a engines, 90 M.P.H. gears must not be operated beyond 15th notch.

P5a engines, 70 M.P.H. gears must not be operated beyond 18th notch.

GG-1 engines, 90 M.P.H. gears must not be operated beyond 17th notch, and current limited as in Timetable Special Instructions \*D-3058.

Speed restrictions must be carefully observed, starting and

acceleration closely watched and weak field operation for long periods avoided as much as possible.

L6a engine No. 5940 has two-thirds the continuous horsepower of a P5a engine and a gear ratio to give a maximum speed of 54 M.P.H. instead of 90 M.P.H. This engine may handle in passenger service the same weights of train as a P5a engine, and will perform the same as a P5a engine except speeds will be 60 per cent of those of a P5a engine. Maximum speed is 54 M.P.H.

\* D3061. Passenger electric engines (assigned to passenger service) may be used on freight trains in emergency; but only when steam engines or freight assigned electric engines are not available.

When passenger assigned electric engines are so used adjusted tonnage limits and notching restrictions now in effect for these engines in freight service must be observed.

\* D3063. A.C. electric engines may be operated in multiple by use of control jumpers as follows:

- B-1 with B-1 class only.
- DD-2 with DD-2 class only.
- GG-1 with GG-1 class only.
- L-5 with L-5 class only.
- L-6 with L-6 or L-6a.
- O-1 with O-1 class only.
- O-1a with O-1a class only.
- O-1b with O-1b class only.
- O-1c with O-1c class only.
- P-5 (70 M.P.H. gears) with P-5 or P-5a with 70 M.P.H. gears.
- P-5a (70 M.P.H. gears) with P-5 or P-5a with 70 M.P.H. gears.
- P-5-a (90 M.P.H. gears) with P-5a with 90 M.P.H. gears.
- P-5b with P-5b class only.
- R-1 with R-1 class only.

\* D-3065. All P5 and P5a box cab engines have 70 M.P.H. gears and must not be multiplied with P5a modified engines with 90 M.P.H. gears. P5a modified engines with 70 M.P.H. gears will be designated with a red stripe (2 inches wide) painted under the engineman's window on each side of cab. These engines may be multiplied with P5 and P5a box cab engines.

\* D3066. Master Controller Handle of multiple unit cars and Emergency Train Brake Attachment to Master Controller of electric engines, in road service, must NOT be blocked, fastened, or otherwise tampered with in such manner as to prevent spring tension returning them to emergency position, if Engineman's hand, and/or foot is removed.

Electric engines operating in Yard Service must have Emergency Train Brake Attachment made inoperative.

\* D3067. Engineman before leaving operating compartment on multiple unit equipment must make full service application of brakes, remove brake valve and master controller handles keeping same in his possession.

\* D3068. When necessary to keep pantographs down on A.C. multiple unit equipment, grounding switch must be fully closed and pinned.

\* D3069. When an engineman moves from one end of a multiple unit car or train to operate from another location, a full service application of brakes must be made and brake pipe cutout cock closed before brake valve handle is removed. This to insure brakes being applied on train or car after brake valve handle is removed.

\* D3070. Movements made with multiple unit cars by two Enginemen operating from opposite ends, Enginemen operating when stopping must make a full service application of brakes and after lapping brake valve, close cutout cock in brake pipe. Engineman on opposite end will release brakes by placing brake valve handle in release position and opening cutout cock in brake pipe. This to insure Engineman on operating end having control of brakes at all times.

\* D3072. Multiple unit trains must not assist in starting trains hauled by steam or electric engine.

\* D-3073. Pantograph control switch has been installed in switchboard on MU cars not equipped with master controller and will operate the same as the pantograph "down" button on MU cars equipped with master controller.

D3074. Except as provided in D3075, the 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, Pennsylvania Station, 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.

D3075. Multiple unit cars Nos. 800 and 801 are equipped for single car operation between Chestnut Hill, Allen Lane and White Marsh only.

An emergency switch located in each Enginemen's operating compartment, is SEALED in its normal open position. In event of failure of the air brake apparatus, the car may be stopped by closing the emergency switch and reverse the controller lever to the No. 2 running position. Each car is designated by a white stripe on the top of the controller cover. When emergency switch has been used, it must be reported to the Superintendent.

D3079. Operation of Steam Heat Boilers—Pennsylvania Station-30th Street:

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. As soon as maximum boiler pressure is obtained the pressure for the steam train line must be increased 50 pounds over pressure maintained at time boiler was shut down until steam passes through entire train, then adjusted to the required pressure.

Trainmen will observe if steam escapes out rear end valve, after leaving Pennsylvania Station.

\* D3080. Regulation of Electric Heat on Trains:

Power Directors must obtain temperature readings from initial terminals of multiple unit trains at frequent intervals and direct



display at locations named below, heat numeral signs in accordance with following:

Temperature above 55 degrees . . . . . No. 0 heat numeral.  
 Temperature between 55 and 30 degrees No. 1 heat numeral.  
 Temperature between 30 and 21 degrees No. 2 heat numeral.  
 Temperature below 21 degrees . . . . . No. 3 heat numeral.

Car Inspectors at terminals must heat cars to correct temperature prior to departure. No. 3 heat applied to a cold car will raise temperature to 65 degrees in approximately following elapsed time:

Outside Temperature	Time Required
0 to 10 degrees	2 hours 10 minutes
10 to 20 degrees	1 hour 50 minutes
20 to 30 degrees	1 hour 25 minutes
30 to 40 degrees	50 minutes
40 to 50 degrees	25 minutes
55 degrees	10 minutes

**D3081.** 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 what heat board is in effect.

Trainmen must observe heat board to ascertain what heat numeral is in effect, after which they must check heat switches and know cars are heated to proper temperature.

**D3082.** Heater switches must be opened on inward trains at least fifteen minutes before arrival at Broad Street Suburban Station when this can be done without discomfort to the passengers, and must be opened on all inward trains not later than just after trains pass North Philadelphia, 52nd Street, 49th Street Stations, and Brill Interlocking Station.

Enginemen of multiple unit trains must not operate cab heaters on inward trains after passing North Philadelphia, 52nd Street and 49th Street Stations, and Brill Interlocking Station, and on outward trains must discontinue operating cab heaters five minutes before reaching end of run.

When outside temperature is 25 degrees or below, or it is snowing, Trainmen will keep rear vestibule and two side doors closed, on rear car of train, and turn on cab heater switch to prevent brake handle becoming too stiff to operate.

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.

**D3083.** Multiple Unit cars with motor inoperative may be placed in trains at terminals as follows when necessary:

Total Number of Cars in Train	4	5	6	7	8	9	10
	Number of Inoperative Cars						
Between Broad Street Suburban Station and Paoli.....	0	1	1	1	2	2	3
Between Broad Street Suburban Station and Chestnut Hill or White Marsh.....	0	1	1	1	1	2	3
Between Broad Street Suburban Station and Washington.....	0	1	1	1	2	2	3
Between Broad Street Suburban Station and West Chester.....	0	1	1	1	2	2	3
Between Broad Street Suburban Station and Norristown.....	0	0	1	1	1	2	3
Between Broad Street Suburban Station and New York and Jersey City	0	1	1	1	2	2	3

**NOTE**—When motors on a double unit car are inoperative, such car and its trailer are to be counted as two cars.

This practice is permissible only to move inoperative cars to shops for repairs and in extreme cases of deranged car supply to avoid serious delays.

★ **D3084.** When traction motors of A.C. Multiple Units become inoperative en route, Enginemen and Trainmen must be governed by Instruction No. 64, Book 66-C and report conditions at first opportunity to Superintendent.

★ **D3085.** A.C. electric engines must have pantographs down and hand operated ground switches closed while being sanded.

**D3086.** Except in emergency cases where equipment hauled by electric engines or steam engines, is coupled to Multiple Unit equipment to move same to terminal, when it will be permissible to increase brake pipe pressure on the Multiple Unit equipment to 110 pounds. Care must be taken that before the Multiple Unit equipment is again moved under its own power that the equipment is operating normally with 90 pound brake pipe pressure.

Where occasion requires Multiple Unit equipment to be handled by steam shifting engine or electric shifting engine, and high brake pressure is used, the same procedure must be followed as above, and the shifting crew that handles this equipment must see that the pressures are reduced and restored to normal before leaving the equipment.

**D3087.** When Multiple-Unit trains arrive at a yard terminal the pantographs shall be promptly lowered unless special instructions prevent or it is necessary to heat the train.

During sleet-forming weather, when multiple unit cars are lying in yards or terminals, pantographs should be kept against the wire 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.

**D3089.** 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 to 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.

#### **D3091.**

**D3093.** Engineman must turn out headlights before leaving equipment or when headlights are not required. Trainmen must turn out interior lights when not required.

Enginemen must close drop windows in side doors when changing operating positions or arriving at terminal.

Car doors must be kept closed except when passengers are loading or unloading. Upon leaving stations, every effort must be made to close the door at the front end of car as promptly as possible so as to prevent discomfort to passengers from direct drafts.

Baggagemasters and front brakemen in MU service must provide themselves with a red flag and red and white hand lamps.

**D3095.** Fires originating from electrical causes must be extinguished with earth, sand or Lux portable fire extinguishers.

Water or Pyrene must not be used unless it is known that the electric current is shut off.

**D3096.** When rubber protective gloves have been used by engine crews, notation must be made on M.P. 62E, or other authorized work reports, so that gloves can be sent to be tested.

**D3098.** In the event of failure of the "dead-man" feature on electric locomotives, MU cars or gas-electric cars, the engineman may proceed with a member of the engine or train crew located in the operating compartment, reporting to the superintendent at the first opportunity without delay to the train.

#### **S31. EMPLOYES REGISTER.**

**S31A.** When reporting for duty, trainmen, enginemen, and firemen in road and yard service must personally sign a register in the

presence of Ass't Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

**D3101.** Registers for this purpose are located at Bulletin Board points indicated under D1301.

**D3102.** All enginemen and firemen, called to report at engine houses, will be ordered for the time they are required to report and must register ready for duty.

**D3103.** Conductor of crew relieving a crew at point where there is no register will be responsible for the engine and train crew when starting work, but all men must personally register at the first opportunity after going on duty.

**D3104.** 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 registry sheet after expiration of respite.

**D3105.** 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**

**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**

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 1 hour and 40 minutes in advance of schedule leaving time of train from Pennsylvania Station or Mail Platform.

Passenger Enginemen, Firemen and Helpers called to relieve interdivisional crews at Pennsylvania 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**

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**

**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 MU 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 PENNSYLVANIA, 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, South Street and Margie Street Yards must register one (1) hour in advance on 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.

At all points trainmen whose earnings, exclusive of overtime, do not amount to their monthly guarantee, will signify to the Crew Dispatcher, Broad Street Station when reporting for duty the day prior to day on which their assignment does not work whether they desire to perform service to make up monthly guarantee.

At all points extra trainmen must report for orders upon completion of their assignment.

#### **MULTIPLE UNIT SERVICE**

Road Trainmen and Enginemen unless otherwise instructed will register at Chestnut Hill—Paoli—(Haws Avenue, Norristown), 20 minutes before scheduled leaving time.

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

Broad Street and Broad 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 2 hours' layover or less will not be required to register between these trips.

#### **D3106. CREW ASSIGNMENT, CHANGE OF**

The assignment of road engine and train crews after leaving the Engine Terminal tracks and Yard Master's jurisdiction where the original assignment has been made, can be changed only by Train Dispatcher, Superintendent's Office.

## S32.

## PERSONAL INJURIES

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

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

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

### D3201. MEDICAL EXAMINERS AND COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Philadelphia	F. L. Abbott, M.D. 3116 North Broad Street	Radcliff 2396
Philadelphia	J. Wesley Anders, M.D. 1329 W. Somerset Street	Baldwin 3700
Philadelphia	George E. Firth, M.D. S. W. Corner Miriam Road and Bridge Street	Office: Delaware 3661 Regent 9762 Residence: Mayfair 6122
Philadelphia	A. Weise Hammer, M.D. 323 S. 17th Street	Pennypacker 8233 or Rittenhouse 8400
Philadelphia	Wm. J. Harrison, M.D. 6801 Lincoln Drive	Victor 0994
Philadelphia	W. E. Hughes, M.D. 3945 Chestnut Street	Evergreen 5180
Philadelphia	T. B. L. Jordan, M.D. 15 North 32nd Street	Spruce 4000— Extension 853
Philadelphia	Henry D. Jump, M.D. 2019 Walnut Street	Rittenhouse 9321
Philadelphia	O. K. Reed, M.D. 4310 Walnut Street	Evergreen 7086
Philadelphia	Joseph S. Kenny, M.D. 5500 Lansdowne Avenue	Trinity 9235
Chestnut Hill	E. W. McCloskey, M.D. 7 East Chestnut Avenue	Chestnut Hill 0141
Narberth	E. C. Town, M.D. 200 Narberth Ave.	Narberth 3640
Wayne, Pa.	R. P. Elmer, M.D. 120 Audubon Ave.	Wayne 87
Paoli, Pa.	R. C. Hughes, M.D. Paoli, Pa.	Paoli 2092
Bala	C. A. Service, M.D. City Avenue, above Belmont	Trinity 3480
Conshohocken	DeLorme T. Fordyce, M.D. Hector and Harry Streets	Conshohocken 365
Norristown	E. S. Buyers, M.D. 1533 DeKalb Street	Norristown 350
Media, Pa.	R. E. Bell, M.D. 2nd and Monroe Streets	Media 150
West Chester	Jos. Scattergood, M.D. 115 South High Street	West Chester 30
West Chester	Jos. Scattergood, Jr. 115 South High Street	West Chester 30

**D3202.****HOSPITALS.**

Philadelphia	Presbyterian Hospital 39th and Filbert Streets	Evergreen 4760
Philadelphia	University Hospital 34th and Spruce Streets	Evergreen 6700
Philadelphia	St. Agnes Hospital Broad and Mifflin Streets	Dewey 0171
Philadelphia	Methodist Episcopal Hospital Broad and Wolf Streets	Dewey 1060
Philadelphia	Howard Hospital (U. of P.) 19th and Lombard Streets	Pennypacker 2400
Philadelphia	Mt. Sinai Hospital 1429 South 5th Street	Fulton 7200
Philadelphia	Jefferson Hospital 10th and Sansom Streets	Pennypacker 5400
Philadelphia	Graduate Hospital (U. of P.) 19th and Lombard Streets	Pennypacker 2400
Philadelphia	Temple University Hospital Broad and Ontario Streets	Radcliff 4880
Philadelphia	St. Lukes Hospital Thompson and Franklin Sts.	Regent 0800
Philadelphia	Episcopal Hospital Front St. and Lehigh Ave.	Regent 5446
Philadelphia	Northeastern Hospital Allegheny Ave. and Tulip St.	Regent 8300
Philadelphia	Frankford Hospital Frankford Ave. and Wakeling St.	Jefferson 1170
Philadelphia	Chestnut Hill Hospital 8815 Germantown Avenue	Chestnut Hill 4600
Bryn Mawr	Bryn Mawr Hospital	Bryn Mawr 1800
West Chester	Chester County Hospital Boot Road	West Chester 895
Manayunk	Memorial Hospital Ridge Ave. and Jamestown Sts., Roxborough	Roxboro 4280
Norristown	Montgomery Hospital Basin and Powell Streets	Norristown 567

**D3203. FIRST AID BOXES AND STRETCHERS.**

First Aid Boxes, location of:

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

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, Car Inspectors' 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 cars to be placed in stretcher box.

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

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

**S33. USE OF TELEPHONES.**

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

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

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

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

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

### **D3301. List of Telephones.**

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.

**D3302.** The Train Dispatcher is reached through General Office Exchange. (Evergreen 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.

When necessary to clear any line to get the Train Dispatcher or Power Director, the words "POWER EMERGENCY" will be used; all other persons using line at that time must yield at once.

### **S34. MISCELLANEOUS**

**S34A.** Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels, or to the car upon which it may be loaded, and Form C. T. 310a to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until proper inspection and billing have been endorsed by agent or yardmaster: "Reinspected at..... and loaded as per A. A. R. Loading Rules."

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

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

Cranes in Company service and contractors working adjacent to our tracks; boom anchors and cables must be in place, and locking devices fastened when all pivoted machinery is moving.



**Stops must be in use when working on or about main tracks to prevent fouling adjacent track**

**D3401. Rule 700 amplified.**

Cars left standing on the main track on heavy grades must be left in charge of a trainman to protect same. Conductors will be held responsible for knowing that cars are protected in the above manner.

Engines and cars equipped with roller bearing trucks may be recognized by the absence of the customary journal boxes on the trucks. This equipment starts easily and must not be left standing unattached without sufficient hand brakes applied to prevent them from moving.

Cars left standing in Broad Street and Broad Street Suburban Stations must have hand brake applied on the car nearest stop block.

When performing service on grades in Fels & Company plant, air brake hose must be coupled between cars and the air brakes operative.

**D3402. Rule 701 amplified.**

Freight trains may take water without detaching engines.

Care must be exercised to avoid rough handling or damage to equipment.

a. When taking water the front brakeman must promptly give assistance in handling stand-pipe.

b. Steam engines must not take water on No. 0 track, 21st Street, Elevated Railroad, or East End Philadelphia Transfer Ladder Track.

**D3403.** 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 equipment 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 end of the trip. The form in case of freight equipment must be turned over to the Car Inspector or Yardmaster at end of trip.  
**Rule 702 Amplified:**

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

a. Jacks and sponging material are located at Inward Home signal bridge 1390 feet outward from Paoli Interlocking Station, Haws Avenue Interlocking Plant and at Frankford Junction Yard for the care of hot journals

b. For emergency purposes a box containing car inspectors' tools and material has been placed under platform No. 5 (River Line), Pennsylvania Station.

c. Emergency box located at Grays Ferry under Grays Ferry Avenue Bridge with running water for taking care of hot journals.

**D3404** Rule 706 modified:

**UNIFORMS**—Designated uniformed employees must wear the standard uniform November 1st to April 30th, both inclusive

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

**D3405.** Rule 728—amplified.

R-50-B Refrigerator Cars have been designed to correspond in strength of underframe with the heavy service passenger equipment cars, when associated with M-P-54 or M-P-B-54 cars.

MP-54 coaches or MPB-54 combined cars must not be hauled between heavier steel cars or between heavier steel cars and the engine

**D3406** Rule 737 amplified.

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

**D3407.** Rule 739 annulled.

**D3408** Rule 832 amplified:

To the signal equipment for each crossing watchman or gate-man, add:

Fusees.

Whistle.

Fourth Paragraph to read:

When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the high way near the track and remain there until it is safe for vehicles and pedestrians to cross the tracks.

Where crossing watchmen are provided to furnish protection in addition to automatically operated highway crossing signals, the signals must at all times be cut in to work automatically, except, where an automatic feature is installed to restore them to automatic operation, they may be cut out to avoid their operating unnecessarily

#### **D3409. CLEARANCE RESTRICTIONS:**

Employees are warned of close Overhead or Side clearances at the following locations. Precautions must be exercised to avoid contact with the structures involved.

Bridge No.	Location	Description	Overhead, Side or Both
	Broad Street Suburban station to 20th Street—Broad Street Suburban Line	All tracks	Both
	19th Street—Elevated Railroad	Half-through girders between tracks Nos. 6, 7 and 8.	Side
	Along the wall, south side of "B" Connection east of B. & O. Bridge		Side
	B. & O. R. R.—Just east of Pennsylvania-30th St. Station	Half-through Girder Bridge over B. & O. R. R.	Side
	Spring Garden St.	Catenary Poles	Side
1.33	Belmont Branch — Belmont Tunnel	Tunnel Bridge...	OH
1.30	Belmont Branch — Belmont Tunnel	Tunnel Bridge	OH
1.15	Belmont Branch—Girard Ave.	Overhead Bridge	OH

Bridge No.	Location	Description	Overhead, Side or Both
0.14	Belmont Branch—Montgomery Avenue.....	Overhead Bridge.....	OH
86.76	33rd Street (Engleside).....	No. 0 track.....	OH
86.36	Montgomery Avenue.....	Nos. 0 and 5 track.....	OH
85.11	Margie Street.....	Nos. 0 and 5 tracks—Entrance to Lincoln Furniture Co.....	OH
	Indiana Avenue and west end of Stifftown Branch.....	All Company and Individual Sidings.....	Side
	Broad Street—East Side—North Philadelphia.....	Post Office.....	OH
0.52	Luzerne Street—Oxford Road Branch.....	Concrete Arch.....	OH
83.02	Front Street.....	Side tracks, south side.....	OH
	Wheatsheaf Lane—Overhead Bridge.....	Nos. 1 and 2 Yard tracks at first and second catenary bridges—west of.....	OH
2.07	Delaware River R. R. and Bridge Branch.....	Portals of Drawbridge.....	OH
1.76	Abbottsford Road—Chestnut Hill Branch.....	Yard tracks leading to Midvale Yard.....	OH
3.77	Willow Grove Avenue—Chest-Hill Branch.....	St. Martins Station Siding....	OH
	44th Street.....	Overhead Bridge.....	Both
	52nd Street Station.....	Shelter Shed—Inward Track	Side
	Norristown.....	Lukens and Yerkes Siding....	OH
	Norristown.....	Mann Iron & Steel Co. Siding.	OH
	Norristown.....	Reading Screw Co. Siding....	OH
	Norristown.....	W. F. Doran Co. Siding.....	OH
	Between Chestnut Street and Race Street—River Line	All tracks.....	Side
3.17	Kingsessing Avenue—Foot Bridge—West Chester Branch	Siding to 47th and Woodland Avenue Freight Yard.....	OH
	Gay Street—West Chester....	Overhead Bridge.....	Both
	Walnut Street—South Street Yard.....	Spur track—Old Hay Warehouse.....	OH
	Walnut Street—South Street Yard.....	Entrance to 31st and Chestnut Streets Freight Station....	OH
	Walnut Street—South Street Yard.....	Track Dead Ending under Walnut Street Bridge.....	OH
0.31	Washington Avenue Branch....	Portals of Grays Ferry Drawbridge.....	OH
	Washington Avenue Branch (Grays Ferry Avenue).....	Abattoir Siding.....	OH
2.35	49th Street Bridge—Grays Ferry.....	Side tracks under bridge.....	OH
3.11	B. & O. Bridge—Grays Ferry..	No. 5 track.....	OH
	Brill Interlocking—60th Street..	No. 5 track—non-energized overhead wire.....	OH
6.09	4th Street—Darby.....	No. 5 track.....	OH
	Washington Avenue, Broad Street to 17th Street—Washington Avenue Branch.....	Between tracks Nos. 26 and 27.	Side
	Washington Avenue, 22nd Street to 24th Street—Washington Avenue Branch.....	Between all tracks.....	Side
	25th and Wharton Streets....	American Radiator Co. Siding.	Side
	7th Street and 10th Street Overhead Bridges—Greenwich Yard.....	Yard tracks.....	OH

NOTE: OH—Overhead.

Overhead warnings removed without further notice.

**BROAD STREET STATION.**

a. On account of close clearance between tracks No. 15 and No. 16, Broad Street Station, west end of Shelter Shed, Trainmen must keep Vestibule side doors closed on cars extending beyond shelter.

On Inward trains Trainmen must direct Passengers to pass through train to where they can leave train on Platform.

On Outward trains Trainmen will locate at west end of Platform and direct Passengers to walk through to head cars.

b. Due to close overhead clearance, the Brown Hoist Ballast Cleaning Train must not be moved on Inward passenger track under 44th and 42nd Street overhead bridges, or between Pennsylvania-30th Street Station and Broad Street Suburban and Broad Street Stations.

c. Employees are prohibited from boarding or alighting on south side of equipment along No. 0 track and No. 1 Tail Track, Elevated Railroad from 21st Street to 24th Street.

d. Storm windows must be hooked back and awnings fastened up on cabs of all engines in the area bounded by Broad Street Station, and Inward limits of Pennsylvania Station-30th Street and Washington Avenue Branch.

e. North Philadelphia, 15th Street Yard: X31 cars must be handled with extreme care and not coupled to other cars while being moved over Reading Bridge on track leading to National Gypsum Company, account of one-eighth ( $\frac{1}{8}$ ) inch clearance.

f. When cars are being placed upon or removed from the following sidings leading from No. 0 track, the cars will not properly clear passing trains on the main outward (No. 1) track and trainmen must not shift cars to or from these sidings without first obtaining permission from the signalmen at Zoo, or North Philadelphia and affording necessary protection to trains on main outward (No. 1) track; after shift has been made, track must be reported clear to signalman.

Ternan Lumber Co.; Haney, White & Co.;

and Chas. F. Felin & Co., Inc. . . . . North Philadelphia

Standard Supply & Equipment Co., and

Cheltenham Knitting Co. . . . . North Philadelphia

g. Train and engine crews are warned of close clearance between track No. 0 and catenary poles Nos. 85.64, 85.69 and 85.75 west of Este's Yard, there being approximately 18 inches clearance between poles and side of standard equipment.

h. When cars are being placed upon or removed from the Robert H. Foerderer's Sidings, Frankford, leading from No. 5 track, the cars will not properly clear passing trains on the main inward (No. 4) track and trainmen must not shift cars to or from these sidings without first obtaining permission from the signalman at Ford and affording necessary protection to trains on main inward (No. 4) track; after shift has been made, track must be reported clear to signalman.

i. H9 type Engines must not make parallel movements on middle and northward tracks, between 20th and 25th Streets, Washington Avenue Branch, on account of close side clearance.

j. BETWEEN ARSENAL AND FIVE HUNDRED THIRTY-NINE (539) FEET SOUTH OF 49TH STREET PASSENGER STATION

Cars, Loads and Other Equipment for movement between Arsenal and five hundred thirty-nine (539) feet south of 49th

Street Passenger Station, Philadelphia, must not exceed the following dimensions above top of rail:

	Outward Track	Inward Track
Cars.....	14' 7"	14' 11"
Loads.....	14' 7"	14' 11"
Other Equipment.....	14' 7"	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 north of Kingsessing Avenue Overhead Bridge, and from a point 100 feet south of 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' 6" 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' 7" 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.

**D3410.** Air Brake and Train Air Signal Instructions are issued in book form 99-B-1 and A-2-3. Employees whose duties are prescribed in these instructions must be conversant with them.

a. When two or more engines are coupled, moving light, the air brakes must be operated from the leading engine in the direction they are moving. Instruction 19, page 26 of Book 99-B-1 modified.

b. Trains delivered to 52nd Street district must be secured by hand brakes placed on both east and west ends of train.

c. When cars are being pushed by an engine between 52nd Street and Overbrook, outward, 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.

d. When MU drafts are being pushed between Broad Street Station or Broad Street Suburban Station and the passenger car yards, or Mail House, a BACK-UP HOSE must be used and Engineman notified.

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

Trains consisting of:

Up to 3000 tons—No retainers required except train consisting of 50% or more of mineral freight, grain or other heavy freight when 10% or the number of cars in train will have retainers set to 45° position.

	Steam Car Factor 10	Electric Car Factor 20
3001 to 4000 tons.....	10%	5%
4001 to 5000 tons.....	15%	10%
5001 to 6000 tons.....	20%	15%
6001 to 7000 tons.....	25%	20%
7000 or more tons.....	35%	30%

RETAINERS SET TO 45°.

In addition to the use of retaining valves on front of inward freight trains between Paoli and Valley Interlockings, on trains consisting of 5001 tons or more, or 50% or more mineral, grain or other heavy freight, the Engineman will increase the brake pipe pressure to 85 lbs. before passing Paoli.

Retaining valves must not be used in 45-degree position on empty equipment.

Inward 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.

If stopped for any cause, trainmen must turn down retainers, release brakes and turn retainers up again.

**f. Starting Heavy Freight Trains on Desoending Grades.**

Before starting trains, Enginemen must assure themselves that air brakes have been properly released in accordance with the 99-B-1 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 carlengths of slack.

**g.** Train crews riding in cabin cars must make frequent observations of the air brake gauge in cabin car to see that the brake pipe pressure is normal. If gauge indicates the brake pipe pressure is less than normal, train must be stopped.

**h.** 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. 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.

In order to overcome stuck air brakes on freight trains where yard or helper engines make up and couple the rear portion of train; when the rear portion of train has been assembled and placed against the front portion, the trainmen after making the coupling, that is the rear portion of the train has been stretched, before coupling the air hose, the trainman will signal the engineman on the helper or yard engine to apply the brake and the engineman will make at least a 15-pound brake pipe reduction then turn the doubleheading cutout cock to the No. 2 position and place his brake valve handle in running position. After the trainman has noted the brakes are applied on the rear portion which is being handled by the helper or yard engine, he will then couple the air

hose and open the angle cocks; the road engineman can then proceed to make the proper test of the brakes.

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.

i. Helping engines detached from rear of moving freight trains must be cut off in the following manner:

Trainman will give Engineman cut-off signal. After Engineman acknowledges this signal, as prescribed by Rule 14-G, or hand signal, Trainman will close angle cock on cabin car, lift lock pin on cabin, which will permit knuckle to open, leaving angle cock on engine open. Trainman will then cut the air hose between cabin car and engine by use of hose cutting device. When hose is separated, this will cause brakes to apply on helping engine or engines in emergency. Care must be exercised to see that hose is not permitted to pull apart.

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

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

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

When trains hauled by electric engines are stopped on grades, requiring 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, the brake valve is to be placed in full release position and the brakes released, as per Air Brake Instructions 99-B-1. 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 pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was FIRST placed in full release position, power will be applied to start the train by the hauling engineman.

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

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

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

k. Rule 9-i, first paragraph of Brake and Train Air Signal Instructions 99-B-1, is modified as follows:

When it is impracticable for the inspector making the air

brake inspection to personally advise conductor and engineman as to the condition of the brakes, a form showing date, time test completed, track number on which train stands, number of cars in train, and the number having inoperative brakes, this form to be prepared and show the signature of the inspector, to be left with the Yardmaster in charge, who will deliver to conductor and engineman moving train.

**l. 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 running test of brakes, will adjust the brake pipe pressure to 85 pounds, or if engine is not equipped with M-3-A feed valve, place brake valve handle in full release position to obtain required air pressure in the train.

Inward freight trains having tonnage that requires doubling over Bala grade will leave the rear portion of their train at Manayunk, east of the passenger station, while moving the front portion to Cynwyd.

**m. 5-a. (Freight Cars in a Passenger Train with "K" or "AB" Brake Equipment)**—Freight cars to be operated either permanently or temporarily in passenger train service, the brake cylinder or its pipe must be equipped with a safety valve adjusted to close at approximately 60 lbs. In emergency cases, cars may be operated without this safety valve and the engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a service brake cylinder pressure in excess of 60 lbs. at speeds less than 25 miles per hour.

**n. 5-c. (Passenger Cars in a Freight Train)**—A passenger car, or any other type of car equipped with a passenger car brake, when operated in a freight train, should be coupled up as in the preceding paragraphs; but it must have the graduated release feature in the brake cut out, also the air supply to the water raising system on cars so equipped. When cars are returned to passenger service, the graduated release feature must be set to graduated release, and the air supply to the water raising system cut in. When one or more cars are equipped with a passenger car brake and operated in a freight train of thirty (30) cars or less, no change in the brake or water raising system equipment will be required.

**D3411.** Certain Pullman cars and coaches are equipped with a folding type vestibule step and operate in conjunction with the vestibule trap door. When the trap door is closed, steps are folded. When the trap door is open, steps are down in position for use. Vestibule trap doors must not be opened or closed while cars are in motion as the steps will not clear bridges, platforms, etc., when in the process of being raised or lowered.

On trains stopping at stations with high platforms, trap doors must not be opened, side doors will be opened immediately on arrival (on long trains see that cars are at the station platform before opening doors). After passengers are discharged and received, all doors must be closed.

On block cars, Broad Street Station, trap doors must be kept closed.

**D3412.** On all outward trains announcements must be made in each car 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.

**D3413.** 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 MU trains when turning on lights for Broad Street Suburban Line: 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.)

Outward MU trains 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 when necessary.

**D3414.** Before making movements over switches on girder rail tracks, conductors must know that switches are properly set and plugged.

**D3415.** The following list shows the location of switches, the locks of which are under the control of signalmen, but the switches must be thrown by trainmen. These switches cannot be thrown until released by the signalmen, and trainmen must not attempt to throw these switches until they know that the locks have been released.

Valley.	Mulconroy's siding.
Allen Lane.	Penna. Institution for the Deaf and Dumb Siding—Fort Washington Branch.
Zoo	Hall & Smedley Siding, 38th Street.
Gray's Ferry Draw- bridge Operator	Barrett Co. Siding.
Arsenal	Breyer's Co. Siding. United States Quartermaster Depot. Philadelphia Electric Company Industrial tracks.
Norris.	East end extension track.

a. Switch located in Through Freight Track 15 feet west of 42nd Street Overhead Bridge, pipe connected and operated from M-1 Switch Cabin, electrically locked and controlled by Zoo Interlocking Station

#### **D3416—37th Street Yard.**

Independently operated hand thrown derails, not equipped with derail lamps, in service at clearance point, east end of yard, all tracks except No. 12.

#### **D3417 ELECTRICALLY LOCKED SWITCHES.**

Pencoyd Branch switch.

Switch leading from east end Bala Middle Track to inward main track.

Cross-over switches between inward and outward main tracks and switch leading from inward main track to storage tracks outward from Jefferson Street, Manayunk.

Cross-over switches between inward and outward main tracks

and switch leading from outward main track to west end of Cherry Street siding, Conshohocken.

Wawa Crossover from Main track to Freight House Siding.

Trainmen and others using these switches will be governed by the instructions posted in the telephone booths at the switch locations.

**D3418.** 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.

**D3419.** An employe who discovers a fire in the Girard Point District will at once notify the engineman of any engine in that district, who will immediately sound an alarm by a succession of short blasts of the engine whistle.

**D3420.** Conductors must inquire for orders before starting from initial station, except at Broad Street Station, Broad Street Suburban Station, Chestnut Hill, Paoli, Haws Avenue, Media and Wawa when there is less than one hour between the scheduled arrival and departure of their train.

a. When a train is detoured from one division over the tracks of another division, the conductor must show on the wheel report the route via which the train moves. This is necessary in order that the mileage may be properly classified.

b. Conductors making interchange of passenger cars at North Philadelphia will leave duplicate car report at office of Yard Master at Margie Street Yard.

c. When inter-divisional trains change crews at Philadelphia it will not be necessary for the conductor assuming charge of the train to compile a C. T. 220 report when the consist of the train has not been changed or the position of the cars reversed.

In lieu of the 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 C. T. 220 reports will show the initials of members of engine and train crews in addition to the surnames.

d. 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 Pennsylvania Station-30th Street 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.

e. Employes may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

*f.* Where the requirements of the circular issued by the Post Office Department necessitate the delivery of mail from moving trains, baggage masters and railway postal clerks will throw off mail and newspapers at stations at the points designated. This does not in any way relieve baggage masters and railway postal clerks from using all possible precaution against liability of injuring anyone in throwing off mail and newspapers.

*g.* A member of train crew must indicate his presence to signalman from cabin car of each freight train passing block or interlocking station by hand signal. Signalmen will observe these signals and if not given must notify Train Dispatcher.

*h.* On all trains arriving at points on this Division where cars are to be set off or picked up, conductors will be located on front end of trains.

*i.* The hand brake pawl on engines and cars must not be disengaged by striking with a hammer, tool or object of any description.

When the hand brake cannot be released in the normal manner the following procedure must be followed:

#### **CARS:**

Have the air brake applied, disengage the pawl and release the hand brake. After which keep clear of the hand brake lever or wheel and release the air brake.

#### **ELECTRIC ENGINES AND TENDERS:**

1. A 45-lb. independent brake application, or a 25-lb. service application of the automatic brake must be made.

2. After air is applied and before air brake is released, the hand brake pawl (dog) must be disengaged and the hand brake lever put in position against the stop with the ratchet pawl disengaged, and must be kept in this position while the air brake is being released.

3 After releasing the air brake, the driver brake cylinder piston must be known to be in release position.

4. The ratchet pawl must not at any time be disengaged by striking it with hammer, tool or object of any description.

#### *j* Container Cars:—

Trainmen must not pass over containers while cars are in motion.

**D3421.** On arrival at Broad Street and Broad Street Suburban Stations, after passenger trains have been vacated, passenger trainmen must examine the cars for lost articles. Station employes must not enter the cars of inward trains until they have been vacated by passengers and searched by the train crews for lost articles.

#### **At Paoli:**

Articles found on trains terminating at Paoli must be delivered to the Yard Clerk when on duty, and to the Block Operator, Paoli Interlocking Station, when Yard Clerk is not available.

#### **At Chestnut Hill and West Chester:**

Articles found on trains terminating at Chestnut Hill and West Chester must be delivered to the Agent.

#### **At Haws Avenue, Wawa, Media and at all points after station is closed:**

Trainmen must protect any articles found on trains and deliver them to Parcel Room No. 2, Broad Street Station, as soon as practicable.

The finder will be given a receipt for articles turned in, and if unclaimed at the expiration of 60 days, they will be returned to the finder on presentation of receipt within the following 30 days.

- a. Trainmen must be on the alert when passengers are boarding train, and when it is necessary to couple to or uncouple any part of the train they will prevent passengers from boarding cars.
- b. Trainmen and station employees will permit U. S. Officer's messenger to carry official mail sacks and large parcels into passenger equipment.

**D3422. STATION STOP MARKERS.**

Station stop markers located on ends of ties will apply to MU trains only. Enginemen of multiple unit trains will stop with front end of leading car opposite station stop marker corresponding to number of cars in train.

**PAOLI:**

Station Stop Markers for passenger trains, other than MU 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 outward passenger trains, other than MU 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"  
Marker "D-3"  
Marker "D-4"  
Marker "D-5"

Trains with cars between engine and first working car will stop at marker corresponding to number of such cars in train.

**PENNSYLVANIA STATION: RIVER LINE.**

Enginemen to properly platform trains 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 Markers				
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. Doubleheaded trains will count the second engine as one deadhead car.

Conductors will advise Enginemen the position of the first working baggage or mail car to be platformed. When, on account of the make-up, trains cannot be properly platformed in accordance with the above instructions, the Conductor will advise Engineman at which Station Stop Marker to stop.

Where Electric Engines take fuel oil or water, in emergency, at Pennsylvania Station, the train will stop, regardless of the number of cars in the train or makeup, 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 Pennsylvania Station, 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.

#### PENNSYLVANIA STATION-30th STREET:

Station Stop Markers for passenger trains, other than MU 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.

#### FRANKFORD JUNCTION PASSENGER STATION:

Inward 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.

**D3423.** 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.

a. 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 the inward or outward tracks between Shore and Jersey.

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

**Rule 817 amplified.** The following designated employees will

be permitted to ride on freight trains and engines, or on front platforms of multiple unit trains:

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

**D3424.** While on the property of the Atlantic Refining Company, Point Breeze, and the Gulf Refining Company, Girard Point, it is the duty of all employes to 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 Enginemen 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.

**D3425.** There have been several cases of slid flat wheels and broken pinions and gears on both mechanical and gas-electric drive cars due to improper handling. Therefore, when moving gasoline or gas-electric cars with steam engines all concerned will be governed by following instructions:

a. Mechanical Drive Cars: It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.

b. Before car is moved, it must be definitely determined that the brakes have released properly.

c. Gas-Electric Cars: Extreme care must be exercised in coupling and while braking, and it must be definitely determined that the brakes are released before the car is moved.

d. Either gasoline or gas-electric cars, whenever possible, should be moved under their own power.

### 53. INSPECTION OF PASSING TRAINS

#### RULE 703—AMPLIFIED:

**D3501.** The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

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

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

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

<b>Hot Journal</b>	{	<b>By Day</b> —Nose held with one hand, with other hand pointed toward track.
		<b>By Night</b> —Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
<b>Braker Sticking</b>	{	<b>By Day</b> —Hands shoved in sliding motion out from body.
		<b>By Night</b> —Lamp raised and held stationary.
<b>Broken Wheels, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side or End of Car, Swinging Car Door or any Other Dangerous Conditions.</b>		<b>} Stop signal.</b>

Home Division

Name

Occupation

Qualified for Service

Division

Zone

Part of zone qualified for

1. *Groundskeeper* *Trucks* *Worked at to arrive 3:00 & 4:45 at PM*  
 2. *Groundskeeper* *branch & visiting subway. Due to*  
 3. *Division board & sent at early*  
 4. *Spent time. Prior to 3:00 & 4:45 at PM, each*  
 5. *wood*



# GENERAL ORDERS

**This Timetable must contain General Orders beginning with General Order  
No. 3701**

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## PHILADELPHIA TERMINAL DIVISION EASTERN REGION

**PHILADELPHIA, PA., APRIL 24, 1941.**

<b>GENERAL ORDER</b>	<b>No. 3701, Zone "A"</b>
	<b>No. 3701, Zone "B"</b>
	<b>No. 3701, Zone "C"</b>
	<b>No. 3701, Zone "D"</b>
	<b>No. 3701, Zone "E"</b>

**EFFECTIVE 2.01 A.M., SUNDAY, APRIL 27, 1941.**

Timetable No. 37 takes effect 2.01 A. M., Sunday, April 27, 1941, and contains the necessary instructions issued in General Orders up to and including:

No. 3605, Zone "A"  
No. 3606, Zone "B"  
No. 3612, Zone "C"  
No. 3606, Zone "D"  
No. 3605, Zone "E"

all of which must be removed from the Bulletin Boards.

Each employee must carefully examine Timetable No. 37 to see that his copy is complete with all schedule pages properly lined up and note changes.

Employees must turn in old Timetables to Bulletin Board Attendant after Timetable No. 37 takes effect.

This General Order is printed in Timetable No. 37 and will not be issued in sticker form.

P. W. Neff, Superintendent.

**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

Philadelphia, Pa., April 24, 1941.

**GENERAL ORDER NO. 3702, ZONE C**

**Effective Between 10.01 A. M. and 3.01 P. M. Monday, April 28, 1941, the following changes will be made:**

**OVERBROOK INTERLOCKING—  
WOODBINE SWITCH CABIN:**

Woodbine Switch Cabin **ABANDONED**. All switches and signals operated from Overbrook Interlocking Station, and Overbrook interlocking limits extended as shown on attached diagram.

Diagram accompanies and is part of this General Order.

**P. W. NEFF,**  
Superintendent.

**BULLETIN BOARD PUNCH**

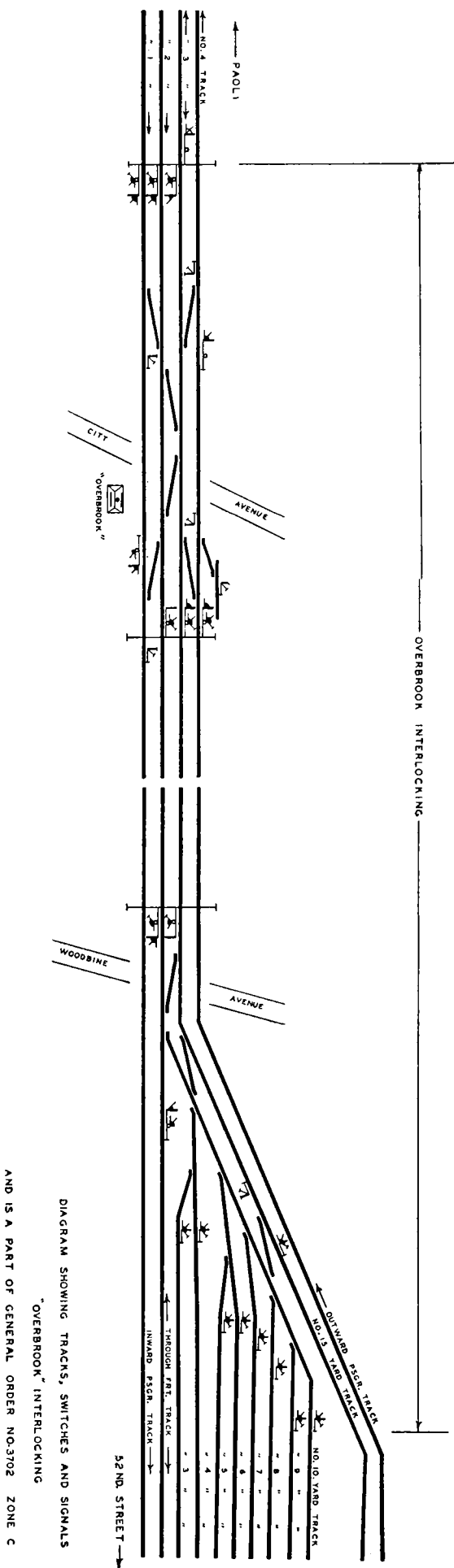


DIAGRAM SHOWING TRACKS, SWITCHES AND SIGNALS  
"OVERBROOK" INTERLOCKING  
AND IS A PART OF GENERAL ORDER NO. 3702 ZONE C

**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., May 10, 1941.

**GENERAL ORDER** { NO. 3702 ZONE A  
NO. 3702 ZONE B  
NO. 3703 ZONE C  
NO. 3702 ZONE D  
NO. 3702 ZONE E

**Effective Between 9.01 A. M. and 2.01 P. M. Friday, May 16, 1941, the following changes will be made:**

**VALLEY INTERLOCKING:**

That portion of Valley Interlocking controlling movement on Outward track, Main Line, and Outward track, Schuylkill Branch, will be known as Valley Interlocking Plant and operated from Overbrook Interlocking Station.

Special Instructions D2601 amplified.

**FIXED SIGNAL** No. 43-S, 170 feet outward from Valley Interlocking Station, governing Outward movement on Outward track, Schuylkill Branch, **ABANDONED**.

**PARK INTERLOCKING PLANT:**

Park Interlocking Plant operated from Overbrook Interlocking Station.

Special Instructions D2601 modified.

**Effective at Same Time:**

**FIXED SIGNALS** No. 828, 1250 feet inward from "G" Street Overhead Bridge, governing Outward movement on No. 1 and No. 2 tracks **ABANDONED**.

**FIXED SIGNALS** No. 840, on 5th Street Overhead Bridge, governing Outward movement on No. 1 and No. 2 tracks, **ABANDONED**.

**Effective at Once:**

**TIME TABLE AUTHORITY:**

Changing frequency of Daily except Saturday and Sunday train No. 4907 to Daily except Sunday.

Adding S stop to train No. 181, Pennsylvania Station, 30th Street, 6.31 A. M.

Employees will correct pages 14 and 91, Time Table No. 37, in ink, accordingly.

**S16. MOVEMENT OF TRAINS:**

**GIRARD POINT BRANCH:**

Movements between Penrose Yard and D-26 will be in charge of Assistant Yardmaster, Girard Point.

Special Instructions D1601 amplified.

**P. W. NEFF,**  
Superintendent.

  
**BULLETIN BOARD PUNCH**

**THE PENNSYLVANIA RAILROAD  
EASTERN REGION  
PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., May 27, 1941.

**GENERAL ORDER NO. 3704, ZONE B**

**Effective Between 10.01 A. M., Monday, June 2,  
and 10.01 A. M., Monday, June 16, 1941:**

**HOLMES INTERLOCKING:**


For test purposes, trolley wire over all crossovers out of service but NOT DE-ENERGIZED.

Trains operating with electric engines, and MU trains, must drop pantographs while moving over crossovers.

In emergency, should it be necessary to use power, after a train has been stopped and before the pantographs are raised, permission must be obtained from the Superintendent. Operator will secure this permission from Train Dispatcher, verbally, and transmit it to the engine crew.

Any failure to drop pantograph while making a crossover movement must be reported promptly by the Operator to the Superintendent and by engineer at first point of communication where report can be made without delay to the train.

**P. W. NEFF,**  
Superintendent.



**THE PENNSYLVANIA RAILROAD  
EASTERN REGION  
PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., May 28, 1941.

**GENERAL ORDER NO. 3705, ZONE C**

**Effective Between 9.31 A. M. and 1.31 P. M.,  
Tuesday, June 3, 1941:**

**ZOO INTERLOCKING:**

Changes in the interlocking apparatus will be made and trains must not exceed a speed of 15 miles per hour while moving within the limits of the interlocking.

**P. W. NEFF,**  
Superintendent.



**BULLETIN BOARD PUNCH**



**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., May 26, 1941.

**GENERAL ORDER** { NO. 3703, ZONE A  
NO. 3703, ZONE B  
NO. 3704, ZONE C  
NO. 3703, ZONE D  
NO. 3703, ZONE E

**Effective 12.01 A. M., Sunday, June 1, 1941:**

**TIME TABLE AUTHORITY:**

Adding Sunday only train No. 167, Holmes 9.08 P. M., Brill 9.33 P. M.

Adding Saturday only train No. 166, Brill 2.44 P. M., Holmes 3.08 P. M.

Changing frequency of Daily train No. 4947 to Daily except Sunday.

Adding Sunday only train No. 5211, Broad Street Suburban Station 9.17 P. M., Darby 9.28 P. M.

Changing terminal and schedule of following trains:

- ↓ No. 451, leave Broad Street Station 5.50 A. M.
- ✓ No. 455, leave Broad Street Station 11.10 A. M.
- No. 462, arrive Broad Street Station 8.38 A. M.
- No. 454, arrive Broad Street Station 6.08 P. M.
- No. 450, arrive Broad Street Station 11.55 P. M.

Note: Coupons are attached for following trains and must be detached and pasted in Time Table No. 37, as follows:

- ↓ No. 451 over blank space on page 12.
- ↓ Blank over schedule of No. 451, page 15.
- ✓ No. 455 over schedule of No. 266, and
- ✓ No. 266 over blank space, page 32.
- ✓ Blank over schedule of No. 455, page 33.
- ✓ No. 4947 over schedule of No. 4947, page 77.
- ✓ No. 5211 over blank space, page 76.
- ✓ No. 166 over blank space, pages 46 and 126.
- ✓ No. 167 over blank space, pages 78 and 152.
- ✓ No. 462 over schedule of No. 462, page 106.
- ✓ No. 454 over schedule of No. 454, page 139.
- ✓ No. 450 over schedule of No. 450, page 159.

**Effective at Same Time:**

**S17A. DELIVERY OF TRAIN ORDERS BY TELEPHONE  
TO TRAINS.**

To effect delivery of a train order by telephone to a train, the operator must give to the conductor, engineman or other employe addressed, the complete train order including his own last name. The employe so receiving the order must read it to the operator, sign it as "received by.....," and then deliver a copy to each person addressed.

The operator will show on his office copy of the train order the name of the person to whom delivered by telephone and the time.

(Continued)

(Continued)

**GENERAL ORDER** { NO. 3703, ZONE A  
NO. 3703, ZONE B  
NO. 3704, ZONE C  
NO. 3703, ZONE D  
NO. 3703, ZONE E

**Effective at Same Time:**

**S34. MISCELLANEOUS.**

Rule 728 amplified:

P-54, MP-54, and MP-54c coaches; PB-54, MPB-54, MPB-54b and MPB-54c combined passenger and baggage cars; MPBM-54 passenger, baggage and mail cars, and MBM-62 baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and the engine.

Special Instructions D3405 amplified.

Special Instructions D3409, paragraph j, changed to read:

Cars, Loads and other equipment for movement between Arsenal and five hundred thirty-nine (539) feet south of 49th Street Passenger Station, Philadelphia, 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 north of Kingsessing Avenue Overhead Bridge, and from a point 100 feet south of 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:**

Paragraph 2 changed to read:

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.

**P. W. NEFF,**

Superintendent.

**BULLETIN BOARD PUNCH**

**THE PENNSYLVANIA RAILROAD**  
EASTERN REGION  
NEW YORK ZONE

**PENNSYLVANIA-READING SEASHORE LINES**  
THE PENNSYLVANIA RAILROAD  
EASTERN REGION

June 10, 1941.

**JOINT  
GENERAL  
ORDER**

NEW YORK DIVISION	{	NO. 3505 ZONE A
		NO. 3505 ZONE B
		NO. 3506 ZONE C
		NO. 3505 ZONE D
		NO. 3505 ZONE E
PHILADELPHIA TERMINAL DIVISION	{	NO. 3704 ZONE A
		NO. 3705 ZONE B
		NO. 3706 ZONE C
		NO. 3704 ZONE D
		NO. 3704 ZONE E
MARYLAND DIVISION	{	NO. 606 ZONE A
		NO. 605 ZONE B
		NO. 605 ZONE C
		NO. 603 ZONE D
		NO. 603 ZONE E
PHILADELPHIA DIVISION	{	NO. 604 ZONE F
		NO. 3404 ZONE A
		NO. 3404 ZONE B
ATLANTIC DIVISION	{	NO. 3404 ZONE C
		NO. 2105 ZONE D

**Effective at Once:**

**S30. ELECTRICAL OPERATION.**

GG1 engines 4879 to 4888, inclusive, have the overloads for each motor circuit set at 3200 amperes for test purposes. Enginemen operating any of these engines specified may use as high as 3000 amperes when starting and accelerating. When necessary to use more than 3000 amperes same must be reported on the MP-62-E, stating the necessity for using current in excess of 3000 amperes.

Special Instructions ★D-3058 modified.

**D. Y. GEDDES,**  
Supt., New York Division.

**P. W. NEFF,**  
Supt., Phila. Terminal Division.

**E. S. REED,**  
Supt., Maryland Division.

**C. D. MERRILL,**  
Supt., Philadelphia Division.

**J. O. HACKENBERG,** Gen. Mgr.,  
Penna.-Reading Seashore Lines,  
Supt., Atlantic Division.

**BULLETIN BOARD PUNCH**



**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., June 17, 1941.

**GENERAL ORDER** { NO. 3705, ZONE A  
NO. 3706, ZONE B  
NO. 3707, ZONE C  
NO. 3705, ZONE D  
NO. 3705, ZONE E

**Effective 6.01 A. M., Sunday, June 22, 1941:**

**TIME TABLE AUTHORITY:**

Changing schedule of Daily train No. 111, Holmes 8.48 A. M., Brill 9.10 A. M.

Changing schedule of Daily train No. 169, Brill 10.13 A. M.

Adding Daily train No. 109, Holmes 9.48 A. M., Brill 10.09 A. M.

Changing schedule of Sunday only train No. 305, Holmes 9.09 A. M., Broad Street Suburban Station 9.30 A. M.

Note: Coupons are attached for following trains and must be detached and pasted in Time Table No. 37, as follows:

No. 111 over schedule of No. 111, pages 25 and 107,

No. 169 over schedule of No. 169, page 29,

No. 109 over blank space, pages 28 and 112,

No. 305 over schedule of No. 305, page 109.

**Effective at Same Time:**

**S30. ELECTRICAL OPERATION.**

Electrification work is in progress at following locations:

**NORTH PHILADELPHIA**

No. 5 Yard Running track from a point 1000 feet inward from Margie Street Overhead Bridge extending outward 6685 feet to a point 150 feet inward from Allegheny Avenue Undergrade Bridge.

Crossover between Inward Station track and No. 5 Yard Running track outward end of North Philadelphia Interlocking.

Employees will exercise extreme care to avoid injury and will not ride on top of cars or other high equipment.

Except for operation of electric equipment, newly constructed catenary at the above locations shall be considered energized at all times.

Special Instructions D3004 amplified.

**Effective at Same Time:**

**S20. SPEED RESTRICTIONS.**

**NEW YORK-PITTSBURGH SUBWAY:**

Between 44th Street Overhead Bridge and Girard Avenue Undergrade Bridge, speed restrictions in effect as follows:

Eastward track—all trains—30 miles per hour.

Westward track—all trains—35 miles per hour.

Special Instructions D2002 modified.

**P. W. NEFF,**  
Superintendent.

  
**BULLETIN BOARD PUNCH**

**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., June 18, 1941.

**GENERAL ORDER NO. 3708, ZONE C**

**Effective Between 8.01 A. M. and 4.01 P. M.**  
**Monday, June 23, 1941:**

The following changes will be made:

**VALLEY INTERLOCKING:**

Valley Interlocking Station **ABANDONED**. Valley Interlocking changed to Valley Interlocking Plant.

Switches and signals operated from Overbrook Interlocking Station.

Special Instructions D2601 amplified. Page 3, Time Table No. 37, opposite Valley, in first column, change "I" to "P" and in second column erase "B"; employes will correct, in ink, accordingly.

**ZOO INTERLOCKING TO VALLEY INTERLOCKING PLANT:**

Inward track, Rule 505a in effect.

Special Instructions D2506 amplified.

**OVERBROOK INTERLOCKING TO ZOO INTERLOCKING:**

Through Freight Yard Running track **CHANGED** to Main track, named "Through Freight track," signalled for movement in both directions, **IN SERVICE**. Rule 505a in effect.

Special Instructions D2506 amplified.

Maximum speed: Freight trains, 20 miles per hour.

Passenger trains, 50 miles per hour except between a point 1300 feet outward from 52nd Street Undergrade Bridge and a point 650 feet inward therefrom, where speed must not exceed 30 miles per hour.

Special Instructions D2002 amplified.

Cab Signal System **IN SERVICE** for inward trains from Overbrook Interlocking to **HOME SIGNAL**, Zoo Interlocking, 690 feet outward from 44th Street Overhead Bridge. For outward trains, from a point 1125 feet outward from 34th Street Overhead Bridge to Overbrook Interlocking.

Special Instructions D2508 amplified.

**HOME SIGNAL**, 1050 feet outward from 52nd Street Undergrade Bridge, governing inward movement on Through Freight Track, **ABANDONED**.

**DWARF SIGNAL**, 1070 feet outward from 52nd Street Undergrade Bridge, governing outward movement on Through Freight track, **ABANDONED**.

**DWARF SIGNAL**, 560 feet inward from 52nd Street Undergrade Bridge, governing outward movement on Through freight track, **ABANDONED**.

**HOME SIGNAL**, on Signal Bridge, 640 feet inward from 52nd Street Undergrade Bridge, governing outward movement on Through Freight track, **IN SERVICE**.

**ZOO INTERLOCKING:**

Facing point interlocked crossover between Outward Main track and Through Freight track, 420 feet outward from 44th Street Overhead Bridge, equipped for electrical operation, **IN SERVICE**.

**(Continued)**

## GENERAL ORDER NO. 3708, ZONE C

DWARF SIGNAL, 600 feet inward from 44th Street Overhead Bridge, governing outward movement on Through Freight track, ABANDONED.

HOME SIGNAL, on Signal Bridge, 600 feet inward from 44th Street Overhead Bridge, governing outward movement on Through Freight track, IN SERVICE.

HOME SIGNAL, 150 feet outward from 44th Street Overhead Bridge, governing inward movement on Through Freight track MOVED outward 530 feet and located on catenary pole.

DWARF SIGNAL, 520 feet outward from 44th Street Overhead Bridge, governing outward movement on Departure track, IN SERVICE.

Hand operated crossover between Through Freight track and Departure track, facing point for inward movement on Through Freight track, 600 feet outward from 44th Street Overhead Bridge, equipped for electrical operation, IN SERVICE. Electrically locked, controlled from Zoo Interlocking Station. Special Instructions D3415 amplified.

Hand operated crossovers between Through Freight track and No. 3 Receiving Yard track, 100 feet and 2400 feet respectively, inward from 59th Street Overhead Bridge, electrically locked, controlled from Overbrook Interlocking Station.

Special Instructions D3415 amplified.

### S30. ELECTRICAL OPERATION:

Departure track from centre of 44th Street Overhead Bridge to a point 500 feet outward, equipped for electrical operation, ENERGIZED and IN SERVICE.

Hand operated crossover between Cut track and Departure track, under 44th Street Overhead Bridge, facing point for outward movement, equipped for electrical operation, ENERGIZED and IN SERVICE.

Special Instructions D3005 amplified.

### S25B—CAB SIGNAL RULES:

#### Cutting-In Sections Located: For Outward Trains:

Zoo Interlocking—Through Freight track from a point 800 feet outward from 34th Street Overhead Bridge to a point 1125 feet outward therefrom.

Special Instructions D2508 amplified.

#### Effective at Same Time:

### S16. MOVEMENT OF TRAINS:

At Broad Street Suburban Station, Conductor of outward Schuylkill Branch trains must report engine number to Train Director, Broad Interlocking Station, prior to leaving time.

Special Instructions D1620 amplified.

**P. W. NEFF,**  
Superintendent.



**BULLETIN BOARD PUNCH**

**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., July 14, 1941.

**GENERAL ORDER** { NO. 3709 ZONE C  
                              { NO. 3706 ZONE E

**Effective 7.01 A. M., Friday, July 18, 1941:**

**DELAWARE EXTENSION ELEVATED:  
WOLF SWITCHES:**

Switchtender withdrawn.

Hand operated trailing point crossover between No. 1 and No. 2 Yard Running tracks, west end of Penrose Yard, named Penrose Switches, IN SERVICE. Switchtender on duty continuously. Movement must stop clear of all routes unless signal to proceed is given by Switchtender in charge.

Letter "W", for Wolf Switches, removed from electrically illuminated sign, west of Arsenal Drawbridge, and letter "P", for Penrose Switches, substituted.

Special Instructions D1601, paragraph e, modified.

**Effective at Same Time:**

**S20. SPEED RESTRICTIONS.**

Passenger trains must not exceed a speed of 30 miles per hour on Through Freight track between 42nd and 44th Streets.

Special Instructions D2002 modified.

**Effective at same time:**

**S30. ELECTRICAL OPERATION.**

Crossover between Through Freight track and No. 3 Yard track, 575 feet outward from 52nd Street Undergrade Bridge, equipped for electrical operation, energized and IN SERVICE.

Special Instructions D3005 amplified.

**Effective between 10.01 A. M. and 2.01 P. M.,  
Friday, July 18, 1941:**

The following changes will be made:

**WEST CHESTER BRANCH:**

FIXED SIGNAL No. B-136, 1000 feet outward from Moylan-Rose Valley Passenger Station, governing inward movement on Inward track, ABANDONED.

FIXED SIGNAL No. B-144, 2700 feet outward from Media Passenger Station, governing inward movement on Inward track, ABANDONED.

FIXED SIGNAL No. B-140, 145 feet inward from Media Passenger Station, governing inward movement on Inward track, IN SERVICE.

**P. W. NEFF,**  
Superintendent.

  
**BULLETIN BOARD PUNCH**

**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., July 25, 1941.

**GENERAL ORDER** { NO. 3707, ZONE A  
NO. 3708, ZONE B  
NO. 3711, ZONE C  
NO. 3707, ZONE D  
NO. 3708, ZONE E

**TIME TABLE AUTHORITY:**

**Effective 12.01 A. M., Sunday, July 27, 1941:**

Changing character of stop on Daily trains No. 76 and No. 77 at North Philadelphia and Paoli from Y to V.

Employees will correct the schedule of train No. 76 on pages 12 and 90 and schedule of train No. 77 on pages 69 and 144, Time Table No. 37, in ink, accordingly.

**S4. LETTERS AND CHARACTERS:**

V—Regular stop to receive or discharge passengers to or from Altoona and beyond.

Special Instructions D401 amplified.

**Effective 12.01 A. M., Monday, July 28, 1941:**

Changing schedule of Daily except Sunday train No. 178, Brill 10.21 P. M., Pennsylvania Station 10.28 P. M.

Note: Coupon attached for train No. 178 and must be detached and pasted in Time Table No. 37 over schedule of train No. 178, page 156.

**P. W. NEFF,**  
Superintendent.

  
**BULLETIN BOARD PUNCH**

# THE PENNSYLVANIA RAILROAD

EASTERN REGION  
NEW YORK ZONE

## PENNSYLVANIA-READING SEASHORE LINES

THE PENNSYLVANIA RAILROAD  
EASTERN REGION

July 25th, 1941.

### JOINT GENERAL ORDER

NEW YORK DIVISION	{	NO. 3511 ZONE A
	{	NO. 3510 ZONE B
	{	NO. 3514 ZONE C
	{	NO. 3508 ZONE D
	{	NO. 3509 ZONE E
PHILADELPHIA TERMINAL DIVISION	{	NO. 3508 ZONE F
	{	NO. 3706 ZONE A
	{	NO. 3707 ZONE B
	{	NO. 3710 ZONE C
	{	NO. 3706 ZONE D
MARYLAND DIVISION	{	NO. 3707 ZONE E
	{	NO. 610 ZONE A
	{	NO. 609 ZONE B
	{	NO. 607 ZONE C
	{	NO. 606 ZONE D
PHILADELPHIA DIVISION	{	NO. 605 ZONE E
	{	NO. 606 ZONE F
	{	NO. 3407 ZONE A
	{	NO. 3405 ZONE B
	{	NO. 3406 ZONE C
ATLANTIC DIVISION	{	NO. 2110 ZONE D

Effective at Once:

#### S30. ELECTRICAL OPERATION:

Gears on P5a modified engines changed from 90 to 70 m.p.h. The red stripe under engineman's window on each side of cab to distinguish engines with 70 m.p.h. gears, removed.

Special Instructions ★D3057, ★D3060 and ★D3063 modified; that portion of ★D3055 pertaining to P5a engines with 90 m.p.h. gears and ★D3065, annulled.

**D. Y. GEDDES,**  
Supt., New York Division.

**P. W. NEFF,**  
Supt., Phila. Terminal Division.

**E. S. REED,**  
Supt., Maryland Division.

**C. D. MERRILL,**  
Supt., Philadelphia Division.

**J. O. HACKENBERG,** Gen. Mgr.,  
Penna.-Reading Seashore Lines,  
Supt., Atlantic Division.



**BULLETIN BOARD PUNCH**

**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., August 2, 1941.

**GENERAL ORDER** { NO. 3709 ZONE B  
                              { NO. 3712 ZONE C

**Effective 10.01 A. M., Friday, August 8, 1941:**

**SHORE INTERLOCKING:**

Interlocked crossover between No. 4 and No. 5 tracks, 750 feet inward from Shore Interlocking Station, moved inward 295 feet.

DWARF SIGNAL, 650 feet inward from Shore Interlocking Station, governing inward movement on No. 5 track, moved inward 225 feet.

DWARF SIGNAL, 950 feet inward from Shore Interlocking Station, governing outward movement on No. 5 track, moved inward 210 feet.

**Effective at Same Time:**

**52ND STREET SWITCH TOWER:**

DWARF SIGNAL, 550 feet eastward from 52nd Street Switch Tower, governing westward movement from North and South Ladder tracks, Philadelphia Transfer, ABANDONED.

DWARF SIGNAL, 650 feet eastward from 52nd Street Switch Tower, governing westward movement from North Ladder track, Philadelphia Transfer, IN SERVICE.

DWARF SIGNAL, 650 feet eastward from 52nd Street Switch Tower, governing westward movement from Wreck Train track and South Ladder track, Philadelphia Transfer, IN SERVICE.

**Effective at Same Time:**

**ZOO INTERLOCKING:**

DWARF SIGNAL, opposite Zoo Interlocking Station, governing outward movement on Inward track, moved inward 680 feet.

**P. W. NEFF,**  
Superintendent.



**BULLETIN BOARD PUNCH**

**THE PENNSYLVANIA RAILROAD**  
**EASTERN REGION**  
**PHILADELPHIA TERMINAL DIVISION**

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Philadelphia, Pa., August 15, 1941.

**GENERAL ORDER** { NO. 3708, ZONE A  
NO. 3710, ZONE B  
NO. 3713, ZONE C  
NO. 3708, ZONE D  
NO. 3709, ZONE E

**TIME TABLE AUTHORITY:**

**Effective 12.01 A. M. Thursday, August 21, 1941:**

Daily trains No. 706 and No. 707 withdrawn.

Note: Coupons for trains No. 706 and No. 707 are attached to sticker form of this General Order and must be detached and pasted in Time Table No. 37, as follows:

Train No. 706 over schedule of train No. 706,  
pages 109 and 161.

Train No. 707 over schedule of train No. 707,  
pages 47 and 162.

**P. W. NEFF,**  
Superintendent.



**BULLETIN BOARD PUNCH**



# THE PENNSYLVANIA RAILROAD

EASTERN REGION

NEW YORK ZONE

## PENNSYLVANIA-READING SEASHORE LINES

THE PENNSYLVANIA RAILROAD

EASTERN REGION

September 15, 1941.

### JOINT GENERAL ORDER

NEW YORK DIVISION	{	NO. 3513 ZONE A
	{	NO. 3513 ZONE B
	{	NO. 3518 ZONE C
	{	NO. 3511 ZONE D
PHILADELPHIA TERMINAL DIVISION	{	NO. 3511 ZONE E
	{	NO. 3510 ZONE F
	{	NO. 3709 ZONE A
	{	NO. 3711 ZONE B
MARYLAND DIVISION	{	NO. 3714 ZONE C
	{	NO. 3709 ZONE D
	{	NO. 3710 ZONE E
	{	NO. 613 ZONE A
PHILADELPHIA DIVISION	{	NO. 614 ZONE B
	{	NO. 609 ZONE C
	{	NO. 607 ZONE D
	{	NO. 607 ZONE E
ATLANTIC DIVISION	{	NO. 608 ZONE F
	{	NO. 3408 ZONE A
	{	NO. 3406 ZONE B
	{	NO. 3408 ZONE C
	{	NO. 2111 ZONE D

Effective at Once:

#### S30. ELECTRICAL OPERATION:

★D 3044. If power is shut off the motors on multiple unit train while moving at speed in excess of 55 miles per hour, power must not be re-applied when train consists of one or more single unit motor cars until speed has been reduced to less than 55 miles per hour. This is necessary to prevent motors from flashing over.

**D. Y. GEDDES,**

Supt., New York Division.

**P. W. NEFF,**

Supt., Phila. Terminal Division.

**E. S. REED,**

Supt., Maryland Division.

**C. D. MERRILL,**

Supt., Philadelphia Division.

**J. O. HACKENBERG,** Gen. Mgr.

Penna.-Reading Seashore Lines,

Supt., Atlantic Division.



**BULLETIN BOARD PUNCH**







# WE ARE ALL IN THIS BUSINESS *together*



**A**LL OF US—the men on the trains, on the track, in the shops and in the offices; the management which plans and directs; the investors whose savings provide the tools with which we work—all of us are in this railroad business together.

We all have one interest in common, making a living—and to make a living we must get the business.

Business likes to go where it is well treated—and, nowadays, good treatment means more than good facilities and good schedules. It means more, even, than correct handling according to the letter of the rules. Briefly, good treatment means that there must be, in every transaction, that little extra touch of warmth, of appreciation, of friendliness—the human touch.

Right there—adding the human touch—is the big opportunity for every one of us to better the railroad business—and to better himself.

For only the man—the individual—who serves the customer, can give that human touch which builds good will—and which makes “the pleased customer return to the place where he has been well treated.”

ASSOCIATION OF  
**AMERICAN RAILROADS**  
WASHINGTON, D. C.

