

THE PENNSYLVANIA RAILROAD

EASTERN REGION

PHILADELPHIA TERMINAL DIVISION

Time-Table No. 14

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

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

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

J. S. GILLUM,
Superintendent.

A. M. HARRIS,
Sup't Freight Transportation.

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Original timetable from the collection of Tim Zukas
scanned by Tim Zukas, 2021

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MAIN LINE TO HOLMES

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
				BROAD ST.-PHILA.				
				BROAD ST. SUBURBAN				
X	X			A	0.2			
X	X	X		BROAD	0.2			
				PENNA.-30th STREET	0.9			
X	X	X		ZOO	2.4			
X	X	X		NORTH PHILADELPHIA	5.3			
				NORTH PHILADELPHIA	5.3			
X	X	X		NORTH PENN	6.4			
				SHORE	9.2			
X	X	X		FRANKFORD JUNCTION	8.5			
				FORD	9.1			
				FRANKFORD	9.4			
				BRIDESBURG	10.2			
				WISSINOMING	11.0			
				TACONY	12.1			
X	X	X		HOLMES	13.1			
				HOLMESBURG JUNCTION	13.1			
				DIVISION POST (New York Div.)	14.3			

Note: X Indicates in Service.

MAIN LINE TO PAOLI

(Broad St. Suburban Line Included)

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

Note: X Indicates in Service.

Interlockings—Remote Controlled, Operated From:

Interlocking	Operated From
Valley	Overbrook

MAIN LINE TO DARBY

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
				BROAD ST.-PHILA.				
				BROAD ST. SUBURBAN				
X	X			A	0			
X	X	X		BROAD	0.9			
X	X	X		PENNA.-30th STREET	0.9			
X	X	X		ARSENAL	2.1			
X	X	X		BRILL	4.1			
X	X	X		DARBY	6.0			
X	X	X		DIVISION POST (Maryland Div.)	6.3			

NOTE: X Indicates in Service.

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

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X	X	X		SHORE	8.2			
				FRANKFORD JUNCTION	8.5			
				DIVISION POST (Atlantic Div.)	10.9			
X	X	X		JERSEY (Atlantic Division)	11.0			

NOTE: X Indicates in Service.

CHESTNUT HILL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X	X	X		NORTH PHILADELPHIA	5.3			
				WESTMORELAND	5.5			
				QUEEN LANE	5.5			
				CHELLEN AVENUE	5.5			
				TULPEHOCKEN	5.5			
				UPSAL	5.5			
				CARPENTER	5.7			
X	X	X		ALLEN LANE	10.1			
X	X	X		ALLEN LANE	10.1			
				ST. MARTINS	10.9			
				HIGHLAND	11.4			
		X		CHESTNUT HILL	11.9			

NOTE: X Indicates in Service.

Block stations open continuously except:

Station	Status	Time
Chestnut Hill	Closed	Daily, 10.15 P.M. to 5.45 A.M.
Allen Lane	Closed	Daily, except Sunday 6.01 P.M. to 6.01 A.M., Sundays, July 4, Sept. 1.

FORT WASHINGTON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X	X	X		ALLEN LANE	10.1			
				GERMANTOWN ROAD	10.8			
				EAST LANE	11.8			
				ASBESTOS	12.0			
				HILL CREST	12.5			
				LAVEROOK	13.2			
				SANDY HILL	13.5			
				ENFIELD	14.1			
				SUNNYBROOK	15.1			
			X	WI	16.6			
				WHITE MARSH	16.6			

NOTE: X Indicates in Service.

Block-Limit stations controlled by Open Block Stations:

Block-Limit Station	Controlled by
W.I.	Allen Lane when open and North Philadelphia when Allen Lane is closed.

SCHUYLKILL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X				VALLEY	4.0			
X				PARK	4.5			
				WYNNEFIELD AVENUE	4.9			
				BALA	5.7			44
				CYNWYD	6.1			
				BARMOUTH	6.8			
				MANAYUNK	7.8			
				SHAWMONT	9.6			52
				MIQUON	10.8			
				SPRING MILL	12.4			
				CONSHOHOCKEN	13.6			
				IVY ROCK	15.1			
				EARNEST	15.9			
X	X	X		NORRIS	16.5			
X	X	X		NORRISTOWN	17.5			
X	X	X		SWEDE	17.6			
X	X	X		HAWS AVENUE	18.1			
				DIVISION POST (Wilkes-Barre Div.)	19.1			

NOTE: X Indicates in Service.

Interlockings—Remote Controlled, Operated From:

Interlocking	Operated From
Valley	Overbrook
Park	Overbrook
Swede	Norris
Haws Avenue	Norris

WEST CHESTER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Broad St. Sta., Phila.	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X	X	X		ARSENAL.....	2.1			
				FORTY-NINTH STREET.....	3.2			
				ANGORA.....	4.4			
				FERNWOOD-YEADON.....	5.4			
				LANSDOWNE.....	6.3			
				GLADSTONE.....	6.9			
				CLIFTON-ALDAN.....	7.5			
				PRIMOS.....	8.1			
				SECANE.....	8.8			
				MORTON-RUTLEDGE.....	9.9			
				SWARTHMORE.....	11.2			
				WALLINGFORD.....	12.3			
				MOYLAN-ROSE VALLEY.....	13.3			
				MEDIA.....	14.0			
X				ELWYN.....	15.0			
				WILLIAMSON SCHOOL.....	15.8			
X	X	X		GLEN RIDDLE.....	16.6			
X				LENNI.....	17.3			
				WAWA.....	18.0			34
				DIVISION POST (Maryland Div.).....	18.3			
		X		DARLINGTON.....	18.7			
				GLEN MILLS.....	20.2			29
		X		LOCKSLEY.....	21.5			
				CHEYNEY.....	22.9			24
				WESTTOWN.....	23.9			
				OAKBOURNE.....	25.4			
		X		WEST CHESTER.....	27.4			

NOTE: X Indicates in Service.

Block Stations open continuously except:

Station	Status	Operating Hours
Glen Mills	Closed	Daily except Sunday 1.50 P.M. to 5.30 A.M. Sundays. July 4 and Sept. 1.
Cheyney	Closed	Daily except Sunday 6.10 P.M. to 6.45 A.M. 11.45 A.M. to 1.50 P.M. Sundays.
West Chester	Closed	Daily, 9.00 P.M. to 5.20 A.M.

Interlockings—Remote Controlled, Operated From:

Interlocking	Operated From
Elwyn	Wawa
Lenni	Wawa

RIVER LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Zoo Interlocking	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X	X	X		ZOO.....				
X	X	X		PENNA.-30th STREET.....	1.5			
X	X	X		PENN.....	2.0			
X	X	X		ARSENAL.....	2.5			

NOTE: X Indicates in Service.

NOTE: The direction from Zoo to Arsenal is southward.

WEST PHILADELPHIA ELEVATED BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Zoo Interlocking	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X	X	X		ZOO.....				
X	X	X		ARSENAL.....	2.5			
X	X	X		BRILL.....	4.6			

NOTE: X Indicates in Service.

NOTE: The direction from Zoo to Brill is southward.

GRAYS FERRY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Zoo Interlocking	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X	X	X		ZOO.....				
X	X	X		ARSENAL.....	2.4			

NOTE: X Indicates in Service.

NOTE: The direction from Zoo to Arsenal is southward.

DELAWARE EXTENSION

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Ars. Interlocking	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						I	O	Both
X	X	X		ARSENAL.....	1.9			
X	X	X		PENROSE.....	2.9			
X	X	X		STADIUM.....	3.9			

NOTE: X Indicates in Service.

NOTE: The direction from Arsenal to Stadium is eastward.

STATIONS	FIRST CLASS			
	●1003 SAT., SUN. & HOLIDAYS	28 DAILY	‡0913 DAILY EX. SAT. & SUN.	◇202 DAILY
	Leave A. M.	A. M.	A. M.	A. M.
BROAD ST.-PHILA.	\$ 6.45			\$ 7.00
BROAD ST.—Suburban.			\$ 6.56	
PENNA.-30th ST.	\$ 6.49		\$ 6.59	\$ 7.04
ARSENAL			7.02	
BRILL			7.05	
DARBY			\$ 7.07	
ZOO	6.54	6.57		7.06
NORTH PHILA.	\$ 6.59	7.07		\$ 7.12
NORTH PENN. SHORE	7.03	7.11		7.16
FRANKFORD JOT	\$ 7.04			
JERSEY (At. Div.)	7.10			
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JOT.		7.16		7.20
			MU	
WESTMORELAND QUEEN LANE CHELTEN AVENUE TULPEHOOKEN UPSAL				
CARPENTER ALLEN LANE				
GERMANTOWN RD. EAST LANE ASBESTOS				
HILL CREST LAVEROOK SANDY HILL ENFIELD SUNNYBROOK	Will Run July 4, Sept. 1		Will Not Run July 4, Sept. 1	
WHITE MARSH Ar. 2				
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.
	1003	28	913	202

FIRST CLASS					
68 DAILY	◇182 DAILY	●112 DAILY	●117 DAILY	‡0810 DAILY	●311 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.05				
				\$ 7.10	\$ 7.15
	\$ 7.09	\$ 7.12	\$ 7.12	\$ 7.13	\$ 7.19
			7.15		
			7.18		
7.06	7.18	7.17		7.17	7.22
D 7.13	\$ 7.17	\$ 7.22		\$ 7.21	
7.19					
7.25	7.21	7.27			
7.28	7.25	7.32			
				MU	MU
				\$ 7.23	
				\$ 7.25	
				\$ 7.27	
				\$ 7.28	
				\$ 7.30	
				\$ 7.32	
				\$ 7.34	
				Baggage Service Sunday	
				Will Not Run July 4, Sept. 1	
				\$ 7.36	
				\$ 7.38	
				\$ 7.40	
					\$ 7.25
					\$ 7.28
					\$ 7.30
					\$ 7.32
					\$ 7.34
					\$ 7.37
					\$ 7.39
					\$ 7.42
					\$ 7.44
					\$ 7.46
					\$ 7.48
					\$ 7.50
					\$ 7.52
					\$ 7.54
					\$ 7.56
					\$ 7.58
					\$ 8.08
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
68	182	112	117	810	311

OUTWARD

STATIONS	FIRST CLASS		
	813	1005	204
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
BROAD ST.-PHILA.		\$ 7.45	\$ 8.00
BROAD ST.—Suburban.	\$ 7.45		
PENNA.-30th ST.	\$ 7.48	\$ 7.50	\$ 8.04
ARSENAL			
BRILL			
DARBY			
ZOO	7.52	7.55	8.08
NORTH PHILA.		\$ 8.00	\$ 8.12
NORTH PENN. SHORE		8.05	8.18
FRANKFORD JOT.		\$ 8.08	
JERSEY (All. Div.)		8.13	
FRANKFORD.			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JOT.			8.20
	MU		
WESTMORELAND			
QUEEN LANE			
CHELLEN AVENUE			
TULPEHOOKEN			
UPSAL			
CARPENTER			
ALLEN LANE			
GERMANTOWN RD			
EAST LANE			
ASBESTOS			
HILL CREST			
LAVENOOK			
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Ar.			
ST. MARTINS			
HIGHLAND			
CHESTNUT HILL Ar.			
FIFTY-SECOND ST.	\$ 7.54		
OVERBROOK	\$ 7.57		
MEBION	\$ 7.59		
NARBERTH	\$ 8.01		
WYNNEWOOD	\$ 8.03		
ARDMORE	\$ 8.05		
HAVERFORD	\$ 8.07		
BRYN MAWR	\$ 8.09		
ROSEMONT	\$ 8.11		
VILLANOVA	\$ 8.13		
RADNOR	\$ 8.15		
ST. DAVIDS	\$ 8.17		
WAYNE	\$ 8.19		
STRAFFORD	\$ 8.21		
DEVON	\$ 8.23		
BERWYN	\$ 8.25		
DAYLESFORD	\$ 8.27		
PAOLI	\$ 8.29		
Arrive	A. M.	A. M.	A. M.
	813	1005	204

OUTWARD

FIRST CLASS					
814	30	188	131	17	15
DAILY EX. SUN.	DAILY	DAILY	DAILY	SUNDAY ONLY	DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 8.04		\$ 8.05		\$ 8.10	\$ 8.10
\$ 8.07		\$ 8.09	\$ 8.12	\$ 8.14	\$ 8.15
			8.16		
			8.18		
8.11	8.11	8.13		8.18	8.19
\$ 8.15	\$ 8.20	\$ 8.17			
	8.25	8.21			
	8.30	8.25			
\$ 8.17					
\$ 8.19					
\$ 8.21					
\$ 8.22					
\$ 8.24					
\$ 8.26					
\$ 8.28					
Will Not Run July 4, Sept. 1					
\$ 8.30					
\$ 8.32					
\$ 8.34					
				8.20	8.21
				8.22	8.23
				8.28	8.29
				\$ 8.39	\$ 8.42
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
814	30	188	131	17	15

STATIONS	FIRST CLASS			
	●116	●815	●114	
	DAILY A. M.	DAILY A. M.	DAILY A. M.	
Leave				
BROAD ST.-PHILA.				
BROAD ST.—Suburban		\$ 8.15		
PENNA. 30th ST.	\$ 8.15	\$ 8.18	P 8.27	
ARSENAL				
BRILL				
DARBY				
ZOO	8.20	8.21	8.32	
NORTH PHILA.	\$ 8.25		P 8.37	
NORTH PENN SHORE	8.30		8.42	
FRANKFORD JCT. JERSEY (All. Div.)				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.	8.35		8.47	
		MU		
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOCKEN				
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.		\$ 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.	
	116	315	114	

FIRST CLASS					
‡●659	1053	●816	●104	64	317
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 8.25	\$ 8.25	\$ 8.34			\$ 8.45
\$ 8.28	\$ 8.29	\$ 8.37	P 8.37		\$ 8.48
8.31	8.34	8.41	8.42	8.44	8.51
\$ 8.39	\$ 8.45	P 8.47	D 8.51		
	8.44		8.52	8.56	
\$ 8.45					
8.51					
			8.57	9.01	
		\$ 8.47			
		\$ 8.49			
		\$ 8.51			
		\$ 8.52			
		\$ 8.54			
		\$ 8.56			
		\$ 8.58			
Will Not Run July 4, Sept. 1		Baggage Service July 4, Sept. 1			
		\$ 9.00			
		\$ 9.02			
		\$ 9.04			
\$ 8.84					\$ 8.58
					\$ 8.56
					\$ 9.00
					\$ 9.02
					\$ 9.04
					\$ 9.08
					\$ 9.10
					\$ 9.14
					\$ 9.16
					\$ 9.18
					\$ 9.20
					\$ 9.22
					\$ 9.25
					\$ 9.27
					\$ 9.29
					\$ 9.31
					F 9.33
					\$ 9.35
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
659	1053	816	104	64	317

STATIONS	FIRST CLASS		
	919	1007	206
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
BROAD ST.-PHILA.		\$ 8.50	\$ 9.00
BROAD ST.—Suburban	\$ 8.50		
PENNA.-30th ST.	\$ 8.54	\$ 8.55	\$ 9.04
ARSENAL	8.58		
BRILL	9.01		
DARBY	\$ 9.03		
ZOO		8.59	9.08
NORTH PHILA.		\$ 9.05	\$ 9.12
NORTH PENN SHORE		9.10	9.16
FRANKFORD JCT.		\$ 9.11	
JERSEY (Atl. Div.)		9.18	
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.			9.20
	MU		
WESTMORELAND			
QUEEN LANE			
CHELLEN AVENUE			
TULPEHOOKEN			
UPSAL			
CARPENTER			
ALLEN LANE			
GERMANTOWN RD.			
EAST LANE			
ASBESTOS			
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	A. M.	A. M.	A. M.
	919	1007	206

FIRST CLASS					
109	120	319	78	673	169
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 9.15		\$ 9.22	
\$ 9.10	\$ 9.15	\$ 9.18		\$ 9.25	\$ 9.27
9.13					9.31
9.16					9.34
	9.20	9.21	9.24	9.29	
	\$ 9.25		\$ 9.31		
	9.30		9.35		
	9.35	MU	9.40	MU	
		\$ 9.23		\$ 9.31	
		\$ 9.26			
		\$ 9.28			
		\$ 9.30			
		\$ 9.32			
		\$ 9.34			
		\$ 9.36			
		\$ 9.38			
		\$ 9.40			
		\$ 9.42			
		\$ 9.44			
		\$ 9.46			
		\$ 9.48			
		\$ 9.50			
		\$ 9.52			
		\$ 9.54			
		\$ 9.59			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
109	120	319	78	673	169

STATIONS	FIRST CLASS		
	●818 SUNDAY ONLY	25 DAILY	●820 DAILY EX. SUN.
	Leave A. M.	A. M.	A. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$ 9.25		\$ 9.34
PENNA.-30th ST.	\$ 9.28		\$ 9.37
ARSENAL			
BRILL			
DARBY			
ZOO	9.32	9.39	9.41
NORTH PHILA.	\$ 9.36		\$ 9.45
NORTH PENN SHORE			
FRANKFORD JCT. JERSEY (All. Dv.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.			
	MU		MU
WESTMORELAND	\$ 9.38		\$ 9.47
QUEEN LANE	\$ 9.40		\$ 9.49
CHELLEN AVENUE	\$ 9.42		\$ 9.51
TULPEHOCKEN	\$ 9.43		\$ 9.52
UPSAL	\$ 9.45		\$ 9.54
CARPENTER	\$ 9.47		\$ 9.56
ALLEN LANE	\$ 9.49		\$ 9.58
GERMANTOWN RD. EAST LANE ASBESTOS			
HILL OREST LAVEROCK SANDY HILL ENFIELD SUNNYBROOK			
WHITE MARSH Ar.			
ST. MARTINS	\$ 9.51		\$ 10.00
HIGHLAND	\$ 9.53		\$ 10.02
CHESTNUT HILL Ar.	\$ 9.55		\$ 10.04
FIFTY-SECOND ST.		9.42	
OVERBROOK		9.45	
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR		9.53	
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI		\$ 10.07	
Arrive	A. M.	A. M.	A. M.
	818	25	820

FIRST CLASS					
763 SUNDAYS & HOLIDAYS	42 DAILY	●321 DAILY	●1009 SUNDAYS & HOLIDAYS	122 DAILY	455 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.40		\$ 9.45	\$ 9.45		\$ 9.50
\$ 9.48 9.46		\$ 9.48	\$ 9.49	P 9.51	\$ 9.57 10.01
					10.04
	9.43	9.51	9.54	9.56	
	D 9.50		\$ 9.59	P 10.01	
	9.55		10.04	10.05	
			10.09		
	10.00			10.09	
Will Run July 4, Sept. 1		Baggage Service Sunday	Will Run July 4, Sept. 1		
			9.53		
		\$ 9.56			
		\$ 9.58			
		\$ 10.00			
		\$ 10.02			
		\$ 10.04			
		\$ 10.06			
		\$ 10.08			
		\$ 10.10			
		\$ 10.12			
		\$ 10.14			
		\$ 10.16			
		\$ 10.18			
		\$ 10.20			
		\$ 10.22			
		\$ 10.24			
		F 10.26			
		\$ 10.29			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
763	42	321	1009	122	455

STATIONS	FIRST CLASS		
	◇208	‡822	●111
	DAILY	DAILY EX. SUN.	DAILY
Leave	A. M.	A. M.	A. M.
BROAD ST.-PHILA.	\$ 10.00		
BROAD ST.—Suburban	\$ 10.04		
PENNA.-30th ST.	\$ 10.04	\$ 10.07	\$ 10.11
ARSENAL			10.16
BRILL			10.18
DARBY			
ZOO	10.08	10.11	
NORTH PHILA.	\$ 10.12	\$ 10.15	
NORTH PENN. SHORE	10.15		
FRANKFORD JOT. JERSEY (Alt. Div.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JOT.	10.19		
WESTMORELAND		\$ 10.17	
QUEEN LANE		\$ 10.19	
CHELLEN AVENUE		\$ 10.21	
TULPEHOCKEN		\$ 10.22	
UPSAL		\$ 10.24	
CARPENTER		\$ 10.26	
ALLEN LANE		\$ 10.28	
GERMANTOWN RD.			
EAST LANE			
ASBESTOS			
HILL CREST			
LAVEROCK		Will Not Run	
SANDY HILL		July 4,	
ENFIELD		Sept. 1	
SUNNYBROOK			
WHITE MARSH Ar.			
ST. MARTINS		\$ 10.30	
HIGHLAND		\$ 10.32	
CHESTNUT HILL Ar.		\$ 10.34	
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.
	208	822	111

FIRST CLASS					
‡828	‡709	●124	‡979	417	824
DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	SATURDAY ONLY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 10.15	\$ 10.18		\$ 10.30	\$ 10.30	\$ 10.34
\$ 10.18	\$ 10.21	\$ 10.29	\$ 10.33	\$ 10.34	\$ 10.37
	10.24		10.36	10.37	
			10.39	10.40	
			\$ 10.41	F 10.42	
10.21		10.34			10.41
		\$ 10.39			\$ 10.45
		10.43			
		10.48			
MU	MU		MU		MU
					\$ 10.47
					\$ 10.49
					\$ 10.51
					\$ 10.52
					\$ 10.54
					\$ 10.56
					\$ 10.58
Will Not Run	Will Not Run		Will Not Run		
July 4,	July 4,		July 4,		
Sept. 1	Sept. 1		Sept. 1		
					\$ 11.00
					\$ 11.02
					\$ 11.04
\$ 10.28					
\$ 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					
F 10.56					
\$ 10.59					
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
828	709	124	979	417	824

OUTWARD

STATIONS	FIRST CLASS			Leave
	14	385	1011	
	DAILY A. M.	DAILY A. M.	DAILY A. M.	
BROAD ST.-PHILA.			\$ 10.45	
BROAD ST.—Suburban.		\$ 10.45		
PENNA.—30th ST.		\$ 10.48	\$ 10.49	
ARSENAL				
BRILL				
DARBY				
ZOO	10.46	10.51	10.54	
NORTH PHILA.	D 10.54		\$ 10.59	
NORTH PENN SHORE	10.58		11.04	
FRANKFORD JCT JERSEY (An. Dw.)			11.10	
FRANKFORD BRIDGEBURG WISSINOMING TACONY HOLMESBURG JCT.	11.03	MU		
WESTMORELAND QUEEN LANE CHELTEN AVENUE TULPEHOCKEN UPSAL				
CARPENTER ALLEN LANE				
GERMANTOWN RD EAST LANE ASBESTOS				
HILL CREST LAVEROOK SANDY HILL ENFIELD SUNNYBROOK				
WHITE MARSH Ar. P				
ST. MARTINS HIGHLAND CHESTNUT HILL Ar.				
FIFTY-SECOND ST.		\$ 10.58		
OVERBROOK		\$ 10.58		
MERION		\$ 10.58		
NARBERTH		\$ 11.00		
WYNNEWOOD		\$ 11.02		
ARDMORE		\$ 11.04		
HAVERFORD		\$ 11.06		
BRYN MAWR		\$ 11.08		
ROSEMONT		\$ 11.10		
VILLANOVA		\$ 11.12		
RADNOE		\$ 11.14		
ST. DAVIDS		\$ 11.16		
WAYNE		\$ 11.18		
STRAFFORD		\$ 11.20		
DEVON		\$ 11.22		
BEEWYN		\$ 11.24		
DAYLESFORD		F 11.26		
PAOLI		\$ 11.29		
Arrive	A. M.	A. M.	A. M.	
	14	385	1011	

OUTWARD

FIRST CLASS					
210	194	266	826	115	174
DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 11.00		\$ 11.03	\$ 11.07		
\$ 11.04	P 11.05	\$ 11.07	\$ 11.10	\$ 11.10	\$ 11.12
				11.14	
				11.17	
11.08	11.10	11.11	11.14		11.16
\$ 11.12	P 11.15	\$ 11.17	\$ 11.18		\$ 11.21
11.16	11.20	11.21			11.26
		\$ 11.22			
		N 11.24			
		F 11.26			
		F 11.28			
		F 11.30			
11.20	11.25	F 11.34			11.30
		MU	MU		
			\$ 11.20		
			\$ 11.22		
			\$ 11.24		
			\$ 11.26		
			\$ 11.27		
			\$ 11.29		
			\$ 11.31		
			Will Not Run July 4, Sept. 1		
			\$ 11.32		
			\$ 11.35		
			\$ 11.37		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
210	194	266	826	115	174

OUTWARD

STATIONS	FIRST CLASS			Leave
	●689	967	●1055	
	SATURDAY ONLY	SUNDAY ONLY	SATURDAY ONLY	
A. M.	A. M.	A. M.	A. M.	
BROAD ST.-PHILA.			\$ 11.35	
BROAD ST.-Suburban.	\$ 11.84	\$ 11.34		
PENNA.-30th ST. ARSENAL	\$ 11.87	\$ 11.37 11.40	\$ 11.40	
BRILL		11.43		
DARBY		\$ 11.45		
ZOO	11.41		11.45	
NORTH PHILA.			\$ 11.50	
NORTH PENN. SHORE			11.55	
FRANKFORD JOT			\$ 11.56	
JERSEY (Atl. Div.)			12.03	
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JOT.				
	MU	MU		
WESTMORELAND QUEEN LANE CHELTEN AVENUE TULPEHOOKEN UPSAL CARPENTER ALLEN LANE				
GERMANTOWN RD EAST LANE ASBESTOS HILL OREST LAVEROCK SANDY HILL ENFIELD SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS HIGHLAND CHESTNUT HILL Ar.				
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	A. M.	A. M.	P. M.	
	689	967	1055	

OUTWARD

STATIONS	FIRST CLASS					Leave	
	●713	329	●148	●1013	●2590		◇212
	SAT., SUN. & HOLIDAYS	DAILY	DAILY	SAT., SUN. & HOLIDAYS	SATURDAY ONLY		DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	NOON		
	\$ 11.45	\$ 11.45		\$ 11.45	\$ 11.50	\$ 12.00	
	\$ 11.48 11.51	\$ 11.48	P 11.48	\$ 11.49	\$ 11.54	\$ 12.04	
		11.51	11.52	11.64	11.59	12.09	
			P 11.58	\$ 11.58	\$ 12.04	\$ 12.12	
			12.03	12.03	12.09	12.16	
			G 12.04	F 12.10			
				12.11	12.18		
	MU	MU	12.08			12.20	
Will Run July 4, Sept. 1				Will Run July 4, Sept. 1			
	\$ 11.53						
	\$ 11.56						
	\$ 11.59						
	\$ 12.01						
	\$ 12.03						
	\$ 12.07						
	\$ 12.09						
	\$ 12.18						
	\$ 12.15						
	\$ 12.17						
	\$ 12.19						
	\$ 12.21						
	\$ 12.23						
	\$ 12.25						
	\$ 12.27						
	\$ 12.29						
	F 12.31						
	\$ 12.33						
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	713	329	148	1013	2590	212	

OUTWARD

STATIONS	FIRST CLASS		
	±●717	±●925	±●1061
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.
BROAD ST.-PHILA.			\$ 12.30
BROAD ST.—Suburban.	\$ 12.23	\$ 12.25	
PENNA.-30th ST.	\$ 12.26	\$ 12.28	\$ 12.34
ARSENAL	12.29	12.31	
BRILL		12.34	
DARBY		\$ 12.36	
ZOO			12.39
NORTH PHILA.			\$ 12.44
NORTH PENN. SHORE			12.49
FRANKFORD JOT JERSEY (Atl. Div.)			12.54
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JOT.	MU	MU	
WESTMORELAND QUEEN LANE CHELTEN AVENUE TULPEHOOKEN UPSAL			
CARPENTER ALLEN LANE			
GERMANTOWN RD EAST LANE ASBESTOS			
HILL OREST LAVEROOK SANDY HILL ENFIELD SUNNYBROOK	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
WHITE MARSH Ar. on			
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.
	717	925	1061

OUTWARD

FIRST CLASS					
●834	●387	±●609	1015	●214	196
DAILY	SUNDAYS & HOLIDAYS	DAILY EX. SUN.	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.34	\$ 12.45	\$ 12.45	\$ 12.45	\$ 1.00	
\$ 12.37	\$ 12.48	\$ 12.48	\$ 12.50	\$ 1.04	P 1.06
12.41	12.51	12.51	12.54	1.08	1.10
\$ 12.45			\$ 1.00	\$ 1.12	P 1.16
			1.04	1.16	1.21
			1.12		
MU	MU	MU		1.20	1.26
\$ 12.47					
\$ 12.49					
\$ 12.51					
\$ 12.52					
\$ 12.54					
\$ 12.56					
\$ 12.58					
Baggage Service Sunday	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1			
\$ 1.00					
\$ 1.02					
\$ 1.04					
	12.53	12.53			
\$ 12.56	\$ 12.56	\$ 12.56			
\$ 12.58	\$ 12.58	\$ 12.58			
\$ 12.59	\$ 1.00	\$ 1.00			
\$ 1.01	\$ 1.02	\$ 1.02			
\$ 1.03	\$ 1.04	\$ 1.04			
\$ 1.05	\$ 1.08	\$ 1.08			
\$ 1.07	\$ 1.08	\$ 1.08			
\$ 1.09	\$ 1.10	\$ 1.10			
\$ 1.11	\$ 1.12	\$ 1.12			
\$ 1.12	\$ 1.14	\$ 1.14			
\$ 1.13	\$ 1.16	\$ 1.16			
\$ 1.15	\$ 1.18	\$ 1.18			
\$ 1.17	\$ 1.20	\$ 1.20			
\$ 1.19	\$ 1.22	\$ 1.22			
\$ 1.22	\$ 1.24	\$ 1.24			
F 1.24	F 1.26	F 1.26			
\$ 1.26	\$ 1.29	\$ 1.29			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
834	387	609	1015	214	196

OUTWARD

STATIONS	FIRST CLASS		
	●2594 ‡DAILY EX. SAT. & SUN.	●937 DAILY	‡●854 DAILY EX. SAT. & SUN.
	Leave P. M.	P. M.	P. M.
BROAD ST.-PHILA.	\$ 4.18		
BROAD ST.—Suburban.	\$ 4.22	\$ 4.22	\$ 4.24
PENNA.-30th ST.	\$ 4.22	\$ 4.25	\$ 4.27
ARSENAL		4.28	
BRILL		4.31	
DARBY		\$ 4.33	
ZOO	4.27		4.31
NORTH PHILA.	\$ 4.32		\$ 4.35
NORTH PENN. SHORE	4.36		
FRANKFORD JOT	F 4.37		
JERSEY (Att. Div.)	4.44		
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JOT.		MU	MU
WESTMORELAND			\$ 4.38
QUEEN LANE			\$ 4.40
CHELTEN AVENUE			\$ 4.41
TULPEHOCKEN			\$ 4.43
UPSAL			\$ 4.45
CARPENTER			\$ 4.47
ALLEN LANE			\$ 4.47
GERMANTOWN RD			
EAST LANE			
ASBESTOS			
HILL OREST			
LAVEROCK	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Ar.			
ST. MARTINS			\$ 4.49
HIGHLAND			\$ 4.51
CHESTNUT HILL Ar.			\$ 4.53
FIFTY-SECOND ST.			
OVERBROOK			4.38
MERION			4.40
NARBERTH			
WYNNEWOOD			\$ 4.45
ARDMORE			\$ 4.47
HAVERFORD			\$ 4.49
BRYN MAWR			\$ 4.51
ROSEMONT			\$ 4.53
VILLANOVA			\$ 4.55
RADNOR			\$ 4.57
ST. DAVIDS			\$ 4.59
WAYNE			\$ 5.01
STRAFFORD			\$ 5.03
DEVON			\$ 5.05
BERWYN			F 5.07
DAYLESFORD			\$ 5.10
PAOLI			
Arrive	P. M.	P. M.	P. M.
	2594	937	854

OUTWARD

FIRST CLASS					
‡●1025 DAILY EX. SUN.	‡●856 DAILY EX. SAT. & SUN.	184 (SEE NOTE) P. M.	●195 DAILY P. M.	‡●355 DAILY EX. SAT. & SUN. P. M.	753 SATURDAYS & HOLIDAYS P. M.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.25				\$ 4.30	\$ 4.30
\$ 4.29		\$ 4.30	P 4.32 4.36	\$ 4.33	\$ 4.33
			4.39		
4.33		4.35		4.36	
\$ 4.38		\$ 4.40			
4.43		4.45			
\$ 4.44					
4.51					
		4.50			
	MU			MU	MU
	Will Not Run May 30, July 4, Sept. 1				
\$ 4.50					
F 4.52					
F 4.54					
F 4.55					
F 4.57	Will Run Fri. June 13 & 20 Mon.			Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1
F 4.59	Wed., Fri., June 23 to Sept. 12 Inc.				
F 5.00					
F 5.01					
F 5.03					
\$ 5.05					
				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.
1025	856	184	195	355	753

OUTWARD

STATIONS	FIRST CLASS		
	●393 SAT., SUN. & HOLIDAYS	‡0621 DAILY EX. SAT. & SUN.	●153 DAILY
	Leave P. M.	P. M.	P. M.
BROAD ST.—PHILA.			
BROAD ST.—Suburban	\$ 4.45	\$ 4.50	
PENNA. 30th ST.	\$ 4.48	\$ 4.53	\$ 4.57
ARSENAL			5.00
BRILL			5.03
DARBY			
ZOO	4.52	4.57	
NORTH PHILA.			
NORTH PENN SHORE			
FRANKFORD JCT. JERSEY (Att. Div.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.	MU	MU	
WESTMORELAND			
QUEEN LANE			
CHELTEN AVENUE			
TULPEHOCKEN			
UPSAL			
CARPENTER			
ALLEN LANE			
GERMANTOWN RD EAST LANE ASBESTOS			
HILL CREST			
LAVEROCK	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Ar.			
ST. MARTINS			
HIGHLAND			
CHESTNUT 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	F 5.26		
PAOLI	\$ 5.29	\$ 5.17	
Arrive	P. M.	P. M.	P. M.
	393	621	153

OUTWARD

STATIONS	FIRST CLASS					
	●862 DAILY	‡0361 DAILY EX. SAT. & SUN.	‡0939 DAILY EX. SUN.	●222 DAILY	‡0864 DAILY EX. SAT. & SUN.	‡0735 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
BROAD ST.—PHILA.				\$ 5.00		
BROAD ST.—Suburban	\$ 4.54	\$ 5.00	\$ 5.00			\$ 5.03
PENNA. 30th ST.	\$ 4.57	\$ 5.03	\$ 5.03	\$ 5.05		\$ 5.03
ARSENAL			5.06			5.09
BRILL			5.09			
DARBY			\$ 5.11			
ZOO	5.01	5.07		5.09		
NORTH PHILA.	\$ 5.05			\$ 5.16		
NORTH PENN SHORE				5.20		
FRANKFORD JCT. JERSEY (Att. Div.)						
FRANKFORD						
BRIDESBURG						
WISSINOMING						
TACONY						
HOLMESBURG JCT.	MU	MU	MU	5.25	MU	MU
WESTMORELAND	\$ 5.07					
QUEEN LANE	\$ 5.09					
CHELTEN AVENUE	\$ 5.11					
TULPEHOCKEN	\$ 5.12					
UPSAL	\$ 5.14					
CARPENTER	\$ 5.16					
ALLEN LANE	\$ 5.18					5.24
GERMANTOWN RD EAST LANE ASBESTOS						Does Not Carry Passengers
HILL CREST						
LAVEROCK		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
SANDY HILL						
ENFIELD						
SUNNYBROOK						
WHITE MARSH Ar.						
ST. MARTINS	\$ 5.20					
HIGHLAND	\$ 5.22					
CHESTNUT HILL Ar.	\$ 5.24					5.28
FIFTY-SECOND ST.			5.09			
OVERBROOK			5.11			
MERION						
NARBERTH						
WYNNEWOOD						
ARDMORE	\$ 5.16					
HAVERFORD	\$ 5.18					
BRYN MAWR	\$ 5.21					
ROSEMONT	\$ 5.23					
VILLANOVA	\$ 5.25					
RADNOR	\$ 5.27					
ST. DAVIDS	\$ 5.29					
WAYNE	\$ 5.31					
STRAFFORD	\$ 5.33					
DEVON	\$ 5.35					
BERWYN	\$ 5.38					
DAYLESFORD	F 5.40					
PAOLI	\$ 5.42					
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	862	361	939	222	864	735

OUTWARD

STATIONS	FIRST CLASS		
	1029 SUNDAYS & HOLIDAYS	74 DAILY	288 DAILY
	Leave P. M.	P. M.	P. M.
BROAD ST.-PHILA.	\$ 7.45		\$ 8.00
BROAD ST.—Suburban			
PENNA.—30th ST.	\$ 7.49		\$ 8.04
ARSENAL			
BRILL			
DARBY			
ZOO	7.54	7.56	8.09
NORTH PHILA.	\$ 7.59	\$ 8.03	\$ 8.18
NORTH PENN. SHORE	8.04	8.10	8.17
FRANKFORD JCT. JERSEY (Atl. Div.)	8.10		
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY		8.15	8.22
HOLMESBURG JCT.			
WESTMORELAND			
QUEEN LANE			
CHELLEN AVENUE			
TULPEHOCKEN			
UPSAL			
CARPENTER			
ALLEN LANE			
GERMANTOWN RD. EAST LANE	Fort W. & Suburban Branch Will Run July 4, Sept. 1		
ASBESTOS			
HILL CREST			
LAVEROCK			
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Ar.			
ST. MARTINS			
HIGHLAND			
CHESTNUT HILL Ar.			
FIFTY-SECOND ST.			
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERTFORD			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
Arrive	P. M.	P. M.	P. M.
	1029	74	288

OUTWARD

FIRST CLASS					
290 SUNDAYS & HOLIDAYS	187 DAILY	153 DAILY	771 SUNDAYS & HOLIDAYS	875 DAILY	278 DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.05			\$ 8.18	\$ 8.15	
\$ 8.09	\$ 8.10	\$ 8.15	\$ 8.16	\$ 8.18	
	8.13		8.19		
	8.16				
8.18		8.19		8.22	8.22
\$ 8.17		\$ 8.25			\$ 8.27
8.21		8.29			8.32
					F 8.33
					F 8.35
					F 8.38
8.26		8.34	MU	MU	8.40
					Will Leave Mail Platform 8.12 P.M.
Will Run July 4, Sept. 1			Will Run July 4, Sept. 1		Will Not Run July 4, Sept. 1
				\$ 8.24	
				\$ 8.26	
				\$ 8.28	
				\$ 8.30	
				\$ 8.32	
				\$ 8.35	
				\$ 8.37	
				\$ 8.39	
				\$ 8.41	
				\$ 8.43	
				\$ 8.45	
				\$ 8.47	
				\$ 8.49	
				\$ 8.51	
				\$ 8.53	
				\$ 8.55	
				F 8.57	
				\$ 9.00	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
290	187	156	771	875	278

OUTWARD

STATIONS	FIRST CLASS			Leave
	139	581		
	DAILY P. M.	DAILY P. M.		
BROAD ST.-PHILA...		\$ 8.20		
BROAD ST.-Suburban				
PENNA.-30th ST.	P 8.23	\$ 8.25		
ARSENAL	8.26			
BRILL	8.29			
DARBY				
ZOO		8.30		
NORTH PHILA				
NORTH PENN SHORE				
FRANKFORD JCT JERSEY (Atl. Div.)				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACOY				
HOLMESBURG JCT				
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD	Port W. Station Arrive			
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.		8.32		
OVERBROOK		8.36		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR		8.45		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI		\$ 8.57		
Arrive	P. M.	P. M.		
	139	581		

OUTWARD

FIRST CLASS					
945	171	878	687	274	743
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.23		\$ 8.34	\$ 8.40	\$ 8.40	\$ 8.45
\$ 8.27	\$ 8.34	\$ 8.37	\$ 8.43	\$ 8.43	\$ 8.48
8.30	8.38				8.51
8.33	8.41				
\$ 8.35					
		8.41	8.46	8.47	
		\$ 8.45		\$ 8.52	
				8.56	
				\$ 8.57	
				\$ 8.59	
				\$ 9.01	
				\$ 9.04	
				9.06	
MU		MU	MU	MU	MU
		\$ 8.47			
		\$ 8.49			
		\$ 8.51			
		\$ 8.52			
		\$ 8.54			
		\$ 8.56			
		\$ 8.58			
No Baggage Service July 4, Sept. 1					Will Not Run July 4, Sept. 1
		\$ 9.00			
		\$ 9.02			
		\$ 9.04			
			\$ 8.48		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
945	171	878	687	274	743

OUTWARD

STATIONS	FIRST CLASS			
	●377	±●1081	●143	●830
	DAILY	FRIDAYS & SATURDAYS	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.
BROAD ST.-PHILA.		\$ 8.50		\$ 9.00
BROAD ST.—Suburban	\$ 8.45			
PENNA.-30th ST.	\$ 8.48	\$ 8.54	\$ 9.07	\$ 9.09
ARSENAL			9.11	
BRILL			9.14	
DARBY				
ZOO	8.51	8.59		9.14
NORTH PHILA.		\$ 9.04		\$ 9.18
NORTH PENN.				
SHORE		9.09		9.22
FRANKFORD JCT.				
JERSEY (Atl. Div.)		9.14		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.				9.27
	MU			
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOCKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.	Port Wa.			
EAST LANE	Shiloh			
ASBESTOS	Branch			
HILL OREST				
LAVEROCK		Will Run		
SANDY HILL		July 3		
ENFIELD		Will Not Run		
SUNNYBROOK		July 4		
WHITE MARSH Ar.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Ar.				
FIFTY-SECOND ST.	\$ 8.53			
OVERBROOK	\$ 8.56			
MERION	\$ 8.58			
NARBERTH	\$ 9.00			
WYNEWOOD	\$ 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.
	377	1081	143	830

OUTWARD

FIRST CLASS					
●947	●880	67	●379	●773	●100
DAILY	DAILY	DAILY	DAILY	SUNDAYS & HOLIDAYS	SUNDAY ONLY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 9.08	\$ 9.10		\$ 9.20	\$ 9.20	
\$ 9.11	\$ 9.13		\$ 9.23	\$ 9.23	\$ 9.29
9.14				9.26	
9.17					
\$ 9.19					
	9.17	9.24	9.26		9.34
	\$ 9.21				\$ 9.39
					9.43
MU	MU		MU	MU	9.48
	\$ 9.23				
	\$ 9.25				
	\$ 9.27				
	\$ 9.28				
	\$ 9.30				
	\$ 9.32				
	\$ 9.34				
					Will Run
					July 4,
					Sept. 1
	\$ 9.36				
	\$ 9.38				
	\$ 9.40				
		9.26	9.28		
		9.28	\$ 9.31		
			\$ 9.33		
			\$ 9.35		
			\$ 9.37		
			\$ 9.39		
				\$ 9.41	
		9.35	\$ 9.43		
			\$ 9.45		
			\$ 9.47		
			\$ 9.49		
				\$ 9.51	
				\$ 9.53	
				\$ 9.55	
				\$ 9.57	
				\$ 9.59	
					F 10.02
				\$ 9.46	\$ 10.04
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
947	880	67	379	773	100

STATIONS	FIRST CLASS		
	●198 SUNDAY ONLY	●981 DAILY	●888 DAILY
	Leave P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban		\$ 10.14	\$ 10.15
PENNA.-30th ST.	\$ 10.10	\$ 10.17	\$ 10.18
ARSENAL		10.20	
BRILL		10.23	
DARBY		\$ 10.25	
ZOO	10.15		10.21
NORTH PHILA.	\$ 10.20		
NORTH PENN. SHORE	10.25		
FRANKFORD JOT JERSEY (Atl. Div.)			
FRANKFORD BRIDGESBURG WISSINOMING TACONY HOLMESBURG JOT.	10.30	MU	MU
WESTMORELAND QUEEN LANE CHELTEN AVENUE TULPEHOCKEN UPSAL CARPENTER ALLEN LANE GERMANTOWN RD. EAST LANE ASBESTOS HILL OREST LAVEROCK SANDY HILL ENFIELD SUNNYBROOK WHITE MARSH Ar. ST. MARTINS HIGHLAND CHESTNUT HILL Ar. FIFTY-SECOND ST.			\$ 10.23
OVERBROOK			\$ 10.26
MERION			\$ 10.28
MARBERTH			\$ 10.30
WYNNEWOOD			\$ 10.32
ARDMORE			\$ 10.34
HAVERFORD			\$ 10.36
BRYN MAWE			\$ 10.38
ROSEMONT			\$ 10.40
VILLANOVA			\$ 10.42
RADNOR			\$ 10.44
ST. DAVIDS			\$ 10.46
WAYNE			\$ 10.48
STRAFFORD			\$ 10.50
DEVON			\$ 10.52
BERWYN			\$ 10.54
DAYLESFORD			F 10.56
PAOLI			\$ 10.59
Arrive	P. M.	P. M.	P. M.
	198	981	888

FIRST CLASS					
35 DAILY	160 DAILY EX. SUN.	1033 DAILY	●747 DAILY	●385 DAILY	●693 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 10.25		\$ 10.40		\$ 10.45	\$ 10.48
\$ 10.30	\$ 10.35	\$ 10.44	\$ 10.49	\$ 10.48	\$ 10.51
			10.51		
10.35	10.39	10.48		10.52	10.55
	\$ 10.44	\$ 10.54			
	10.48	10.59			
		11.06			
	10.53		MU	MU	MU
10.37				\$ 10.54	\$ 10.57
10.40				\$ 10.57	\$ 10.59
				\$ 11.01	\$ 11.03
				\$ 11.05	\$ 11.06
10.46				\$ 11.07	\$ 11.09
				\$ 11.11	\$ 11.13
				\$ 11.15	\$ 11.17
				\$ 11.19	\$ 11.21
				\$ 11.23	\$ 11.25
				F 11.27	\$ 11.29
\$ 10.57				\$ 11.29	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
35	160	1033	747	385	693

INWARD

STATIONS	FIRST CLASS		
	172	●970	61
	A. M.	A. M.	A. M.
Arrive			
BROAD ST.-PHILA.			
BROAD ST.—Suburban.		\$ 12.47	
PENNA.-30th ST.	\$ 12.18	\$ 12.44	
ARSENAL	12.14	12.41	
BRILL	12.11	12.38	
DARBY		\$ 12.36	
ZOO			12.34
NORTH PHILA.			D 12.29
NORTH PENN SHORE			12.25
FRANKFORD JOT. JERSEY (AH. Div.)			
FRANKFORD. BRIDESBURG. WISSINOMING. TACONY HOLMESBURG JOT.			12.20
		MU	
WESTMORELAND. QUEEN LANE. CHELTEN AVENUE TULPEHOCKEN. UPSAL.			
CARPENTER. ALLEN LANE.			
GERMANTOWN RD. EAST LANE ASBESTOS			
HILL CREST LAVEROOK SANDY HILL ENFIELD SUNNYBROOK		Will Not Run July 6. Sept. 2	
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 EX. SUN. & MON.	DAILY
	172	±970	61

INWARD

	FIRST CLASS				
	●161	79	89	●11	●18
	A. M.	A. M.	A. M.	A. M.	A. M.
	C 1.12				
	1.07	1.12	1.19	1.34	1.57
	C 1.08	U 1.08	C 1.14	S 1.29	
	12.59	1.04	1.10	1.25	
	12.55	12.59	1.05	1.20	
					Will Arrive Mail Platform 2.06 A.M.
					1.54
					1.52
					1.46
					All Passengers Change at Paoli, Daily Ex. Monday
					\$ 1.34
	A. M.	A. M.	A. M.	A. M.	A. M.
	MONDAY ONLY	DAILY	DAILY	DAILY	DAILY
	161	79	89	11	18

STATIONS	FIRST CLASS		
	●304	●902	◇86
	A. M.	A. M.	A. M.
Arrive			
BROAD ST.-PHILA.			\$ 5.50
BROAD ST.—Suburban.	\$ 5.45	\$ 5.47	
PENNA. 30th ST.	\$ 5.42	\$ 5.44	\$ 5.46
ARSENAL		5.41	
BRILL		5.38	
DARBY		\$ 5.35	
ZOO	5.38		5.41
NORTH PHILA.			
NORTH PENN. SHORE			
FRANKFORD JOT. JERSEY (All Div.)			
FRANKFORD BRIDEBURG WISSINOMING TACONY HOLMESBURG JOT.			
	MU	MU	
WESTMORELAND. QUEEN LANE. CHELTEN AVENUE TULPEHOOKEN UPSAL			
CARPENTER ALLEN LANE			
GERMANTOWN RD. EAST LANE ASBESTOS			
HILL CREST LAVEROOK SANDY HILL ENFIELD SUNNYBROOK			
WHITE MARSH L.V. ST. MARTINS HIGHLAND CHESTNUT HILL LV. FIFTY-SECOND ST.	\$ 5.38		5.38
OVERBROOK MERION NARBERTH WYNNEWOOD ARDMORE	\$ 5.33		5.35
HAVERFORD BRYN MAWR ROSEMONT VILLANOVA RADNOR	\$ 5.23		5.29
ST. DAVIDS WAYNE STRAFFORD DEVON BERWYN DAYLESFORD PAOLI	\$ 5.13		5.17
	\$ 5.11		
	\$ 5.09		
	\$ 5.07		
	\$ 5.06		
	\$ 5.03		
	\$ 5.01		
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	DAILY
	304	902	86

STATIONS	FIRST CLASS					
	◇70	●38	●702	●650	●801	66
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 5.49	\$ 6.03	\$ 6.08	
			\$ 5.48	\$ 6.00	\$ 6.05	
			5.43			
	5.44	5.48		5.58	\$ 6.01	6.11
					\$ 5.57	
			MU	MU	MU	
					\$ 5.55	
					\$ 5.52	
					\$ 5.50	
					\$ 5.48	
					\$ 5.46	
					\$ 5.44	
					\$ 5.43	
			Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1	
					\$ 5.41	
					\$ 5.40	
					\$ 5.39	
	5.41	5.45		\$ 5.54		6.07
	5.39	5.43				6.05
	5.33	5.38				6.00
	\$ 5.22	\$ 5.28				\$ 5.50
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY
	70	38	±702	650	±801	66

STATIONS	FIRST CLASS			
	•390	•48	•2591	253
Arrive	A. M.	A. M.	A. M.	A. M.
BROAD ST.-PHILA.			\$ 7.10	
BROAD ST.—Suburban.	\$ 7.04			\$ 7.12
PENNA.-30th ST.	\$ 7.01		\$ 7.06	\$ 7.09
ARSENAL				
BRILL				
DARBY				
ZOO	6.58	6.44	7.01	7.05
NORTH PHILA.			\$ 6.56	\$ 6.59
NORTH PENN. SHORE			6.51	\$ 6.57
FRANKFORD JCT.			F 6.50	\$ 6.55
JERSEY..... (Att. Dw.)			6.45	
FRANKFORD				\$ 6.53
BRIDESBURG				\$ 6.50
WISSINOMING				\$ 6.48
TACONY				\$ 6.45
HOLMESBURG JCT.				\$ 6.43
	MU			MU
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOCKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD				
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK	Will Run July 4, Sept. 1		Will Not Run July 4, Sept. 1	
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.	\$ 6.56	6.41		
OVERBROOK	\$ 6.53	6.39		
MERION	\$ 6.51			
NARBERTH	\$ 6.49			
WYNNEWOOD	\$ 6.47			
ARDMORE	\$ 6.45			
HAVERFORD	\$ 6.43			
BRYN MAWR	\$ 6.41	6.34		
ROSEMONT	\$ 6.39			
VILLANOVA	\$ 6.37			
RADNOR	\$ 6.35			
ST. DAVIDS	\$ 6.33			
WAYNE	\$ 6.32			
STRAFFORD	\$ 6.30			
DEVON	\$ 6.28			
BERWYN	\$ 6.26			
DAYLESFORD	F 6.24			
PAOLI	\$ 6.20	D 6.24		
Leave	A. M.	A. M.	A. M.	A. M.
	SUNDAYS & HOLIDAYS	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	390	48	±2591	253

FIRST CLASS					
•112	•974	•117	310	•809	•656
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.14		\$ 7.15	\$ 7.15	\$ 7.20
\$ 7.10	\$ 7.11	\$ 7.12	\$ 7.12	\$ 7.12	\$ 7.17
7.04	7.08				
7.00	7.05				
	\$ 7.02				
		7.07	7.08	7.08	7.12
		\$ 7.02		\$ 7.04	
		6.57			
		6.52			
	MU		MU	MU	MU
				\$ 7.02	
				\$ 6.59	
				\$ 6.57	
				\$ 6.55	
				\$ 6.53	
				\$ 6.51	
				\$ 6.50	
	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1	No Baggage Service July 4, Sept. 1	
				\$ 6.48	
				\$ 6.47	
				\$ 6.46	
			\$ 7.06		\$ 7.10
			\$ 7.08		
			\$ 7.00		
			\$ 6.58		
			\$ 6.56		
			\$ 6.53		
			\$ 6.49		
			\$ 6.47		
			\$ 6.45		
			\$ 6.43		
			\$ 6.41		
			\$ 6.39		
			\$ 6.37		
			\$ 6.35		
			\$ 6.33		
			\$ 6.31		
			\$ 6.28		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY	DAILY
112	±974	117	±310	809	656

STATIONS	FIRST CLASS			
	•710	•1000	•312	1054
	A. M.	A. M.	A. M.	A. M.
Arrive				
BROAD ST.-PHILA.		\$ 7.23		\$ 7.27
BROAD ST.—Suburban	\$ 7.20		\$ 7.24	
PENNA.-30th ST.	\$ 7.17	\$ 7.19	\$ 7.21	\$ 7.23
ARSENAL	7.14			
BRILL				
DARBY				
ZOO		7.13	7.17	7.17
NORTH PHILA.	\$ 7.09			\$ 7.13
NORTH PENN. SHORE		7.04		7.08
FRANKFORD JCT.	B 7.03			
JERSEY (Atl. Div.)	6.57			7.02
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACOY				
HOLMESBURG JOT.	MU		MU	
WESTMORELAND				
QUEEN LANE				
OHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.				
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.			7.15	
OVERBROOK		\$ 7.13		
MERION		\$ 7.11		
NARBERTH		\$ 7.09		
WYNNEWOOD		\$ 7.06		
ARDMORE		\$ 7.04		
HAVERFORD		\$ 7.01		
BRYN MAWR		\$ 6.59		
ROSEMONT		\$ 6.57		
VILLANOVA		\$ 6.54		
RADNOR		\$ 6.52		
ST. DAVIDS		\$ 6.50		
WAYNE		\$ 6.48		
STRAFFORD		\$ 6.46		
DEVON		\$ 6.44		
BERWYN		\$ 6.42		
DAYLESFORD		\$ 6.40		
PAOLI		\$ 6.35		
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	‡710	‡1000	‡312	‡1054

FIRST CLASS					
28	68	118	•811	•976	•314
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 7.29	\$ 7.80	\$ 7.33
		P 7.25	\$ 7.26	\$ 7.27	\$ 7.80
		7.19		7.24	
		7.16		7.21	
6.57	7.06		\$ 7.22		7.26
			\$ 7.18		
			MU	MU	MU
			\$ 7.16		
			\$ 7.13		
			\$ 7.11		
			\$ 7.09		
			\$ 7.07		
			\$ 7.05		
			\$ 7.04		
			Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
			\$ 7.02		
			\$ 7.01		
			\$ 7.00		
6.54	7.03				7.24
6.52	7.01				\$ 7.22
					\$ 7.20
					\$ 7.18
					\$ 7.16
					\$ 7.14
					\$ 7.11
6.48	6.56				\$ 7.09
					\$ 7.07
					\$ 7.05
					\$ 7.03
					\$ 7.01
					\$ 6.59
					\$ 6.56
					\$ 6.54
					\$ 6.52
					\$ 6.50
W 6.38	D 6.45				\$ 6.50
					\$ 6.48
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
28	68	118	‡811	‡976	‡314

STATIONS	FIRST CLASS			Arrive
	●712	●3857	●658	
	A. M.	A. M.	A. M.	
BROAD ST.-PHILA.				
BROAD ST.—Suburban.	\$ 7.84	\$ 7.85	\$ 7.37	
PENNA.—30th ST.	\$ 7.81	\$ 7.82	\$ 7.34	
ARSENAL	7.27			
BRILL				
DARBY				
ZOO		7.28	7.30	
NORTH PHILA.		\$ 7.23		
NORTH PENN. SHORE		7.18		
FRANKFORD JCT.		\$ 7.17		
JERSEY (Alt. Div.)				
FRANKFORD		\$ 7.15		
BRIDESBURG				
WISSINOMING		\$ 7.12		
TACONY				
HOLMESBURG JCT.		\$ 7.09		
	MU	MU	MU	
WESTMORELAND				
QUEEN LANE				
CHELLEN AVENUE				
TULPEHOCKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.				
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.			\$ 7.28	
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
EADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	
	‡712	‡3857	‡658	

STATIONS	FIRST CLASS					Arrive	
	760	●910	●201	●962	●813		●815
	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.
BROAD ST.—PHILA.			\$ 7.40				
BROAD ST.—Suburban.	\$ 7.39	\$ 7.40		\$ 7.41		\$ 7.42	
PENNA.—30th ST.	\$ 7.36	\$ 7.37	D 7.36	\$ 7.38		\$ 7.39	
ARSENAL	7.33	7.34		7.35			
BRILL							
DARBY							
ZOO							
NORTH PHILA.			D 7.32			\$ 7.85	
NORTH PENN. SHORE			7.24			\$ 7.81	
FRANKFORD JCT.							
JERSEY (Alt. Div.)							
FRANKFORD							
BRIDESBURG							
WISSINOMING							
TACONY							
HOLMESBURG JCT.			7.19				
	MU	MU		MU	MU	MU	
WESTMORELAND						\$ 7.28	
QUEEN LANE						\$ 7.25	
CHELLEN AVENUE						\$ 7.28	
TULPEHOCKEN						\$ 7.21	
UPSAL						\$ 7.19	
CARPENTER						\$ 7.17	
ALLEN LANE						\$ 7.11	
GERMANTOWN RD.						\$ 7.09	
EAST LANE						\$ 7.07	
ASBESTOS						\$ 7.06	
HILL OREST						\$ 7.04	
LAVEROCK	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1		Will Run July 4, Sept. 1		\$ 7.02	
SANDY HILL						\$ 7.01	
ENFIELD						\$ 7.00	
SUNNYBROOK						\$ 6.58	
WHITE MARSH Lv.						\$ 6.56	
ST. MARTINS						\$ 7.14	
HIGHLAND						\$ 7.13	
CHESTNUT HILL Lv.						\$ 7.12	
FIFTY-SECOND ST.							
OVERBROOK							
MERION							
NARBERTH							
WYNNEWOOD							
ARDMORE							
HAVERFORD							
BRYN MAWR							
ROSEMONT							
VILLANOVA							
EADNOR							
ST. DAVIDS							
WAYNE							
STRAFFORD							
DEVON							
BERWYN							
DAYLESFORD							
PAOLI							
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
SUNDAYS & HOLIDAYS	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAYS & HOLIDAYS	DAILY EX. SUN.	DAILY EX. SUN.	
760	‡910	201	962	‡813	‡815		

STATIONS	FIRST CLASS			
	660	1004	255	819
	A. M.	A. M.	A. M.	A. M.
Arrive				
BROAD ST.-PHILA.		\$ 8.00	\$ 8.05	
BROAD ST.—Suburban	\$ 7.58			\$ 8.08
PENNA.-30th ST.	\$ 7.55	\$ 7.55	\$ 8.00	\$ 8.03
ARSENAL				
BRILL				
DARBY				
ZOO	7.51	7.50	7.54	7.58
NORTH PHILA.		\$ 7.48	\$ 7.50	\$ 7.54
NORTH PENN. SHORE		7.42	7.48	
FRANKFORD JCT.		\$ 7.40		
JERSEY (All. Div.)		7.85		
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.			7.41	
	MU			MU
WESTMORELAND				\$ 7.52
QUEEN LANE				\$ 7.49
CHELLEN AVENUE				\$ 7.47
TULPEHOOKEN				\$ 7.45
UPSAL				\$ 7.43
CARPENTER				\$ 7.41
ALLEN LANE				\$ 7.40
GERMANTOWN RD				
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK	Will Not Run July 4, Sept. 1			Will Not Run July 4, Sept. 1
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				\$ 7.88
HIGHLAND				\$ 7.87
CHESTNUT HILL Lv.				\$ 7.86
FIFTY-SECOND ST.	\$ 7.49			
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.	A. M.
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	‡660	1004	255	‡819

FIRST CLASS					
●131	●320	716	●116	●821	30
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.15	\$ 8.17		\$ 8.18	
\$ 8.12	\$ 8.12	\$ 8.14	\$ 8.15	\$ 8.15	
		8.11	8.11		
			8.08		
8.05	8.08			8.11	8.11
\$ 8.00				\$ 8.07	
7.56					
7.51					
	MU	MU		MU	
				\$ 8.05	
				\$ 8.02	
				\$ 8.00	
				\$ 7.88	
				\$ 7.56	
				\$ 7.54	
				\$ 7.53	
				\$ 7.51	
				\$ 7.50	
				\$ 7.49	
	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1		Baggage Service July 4, Sept. 1	
				\$ 7.51	
				\$ 7.50	
				\$ 7.49	
	\$ 8.08				8.09
	\$ 8.08				8.07
	\$ 8.01				
	\$ 7.89				
	\$ 7.87				
	\$ 7.55				
	\$ 7.58				
	\$ 7.51				8.02
	7.49				
	7.47				
	7.45				
	\$ 7.43				
	\$ 7.41				
	\$ 7.39				
	\$ 7.37				
	\$ 7.35				
	F 7.33				
	\$ 7.31				\$ 7.52
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY	DAILY
131	‡320	‡716	116	821	30

STATIONS	FIRST CLASS		
	●918	●114	●823
	A. M.	A. M.	A. M.
BROAD ST.-PHILA. BROAD ST.—Suburban	\$ 8.21		\$ 8.82
PENNA.-30th ST. ARSENAL	\$ 8.18 8.15	P 8.27 8.23	\$ 8.29
BRILL	8.12	8.20	
DARBY	\$ 8.09		
ZOO			\$ 8.25
NORTH PHILA.			\$ 8.21
NORTH PENN. SHORE			
FRANKFORD JCT. JERSEY (Atl. Div.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMEBURG JCT.	MU		MU
WESTMORELAND			\$ 8.19
QUEEN LANE			\$ 8.16
CHELLEN AVENUE			\$ 8.14
TULPEHOCKEN			\$ 8.12
UPSAL			\$ 8.10
CARPENTER			\$ 8.08
ALLEN LANE			\$ 8.07
GERMANTOWN RD EAST LANE ASBESTOS	DO NOT STOP HERE		
HILL CREST			
LAVEROCK			
SANDY HILL			Will Not Run July 4, Sept. 1
ENFIELD			
SUNNYBROOK			
WHITE MARSH Lv.			
ST. MARTINS			\$ 8.05
HIGHLAND			\$ 8.04
CHESTNUT HILL Lv.			\$ 8.03
FIFTY-SECOND ST.			
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAYERFORD			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
	918	114	±823

FIRST CLASS					
◇208	468	●664	●104	322	604
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 8.39	\$ 8.42	\$ 8.39		\$ 8.45	\$ 8.35
D 8.35	\$ 8.36 8.29	\$ 8.36	P 8.37 8.33	\$ 8.42	\$ 8.31
	8.25		8.30		
8.30		8.32		8.38	8.27
D 8.26					
8.22					
8.17		MU		MU	
		\$ 8.30		8.36	8.24
				\$ 8.34	8.22
				\$ 8.32	
				\$ 8.30	
				\$ 8.28	
				\$ 8.26	
				\$ 8.24	
				\$ 8.22	8.16
				\$ 8.19	
				\$ 8.17	
				\$ 8.15	
				\$ 8.13	
				\$ 8.11	
				\$ 8.09	
				\$ 8.07	
				\$ 8.05	
				F 8.03	
				\$ 8.01	\$ 8.05
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY
208	468	664	104	322	604

STATIONS	FIRST CLASS		
	●718	●825	●1006
	A. M.	A. M.	A. M.
Arrive			
BROAD ST.-PHILA.			\$ 9.00
BROAD ST.—Suburban.	\$ 8.45	\$ 8.57	
PENNA.-30th ST.	\$ 8.42	\$ 8.54	\$ 8.56
ARSENAL	8.89		
BRILL			
DARBY			
ZOO		8.50	8.52
NORTH PHILA.	\$ 8.46	\$ 8.48	
NORTH PENN. SHORE			8.43
FRANKFORD JCT. JERSEY (Att. Div.)			B 8.42 8.36
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.	MU	MU	
WESTMORELAND	\$ 8.44		
QUEEN LANE	\$ 8.41		
CHELLEN AVENUE	\$ 8.39		
TULPEHOCKEN	\$ 8.37		
UPSAL	\$ 8.35		
CARPENTER	\$ 8.33		
ALLEN LANE	\$ 8.32		
GERMANTOWN RD. EAST LANE ASBESTOS			
HILL CREST			
LAVEROCK		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Lv.			
ST. MARTINS	\$ 8.30		
HIGHLAND	\$ 8.29		
CHESTNUT HILL Lv.	\$ 8.28		
FIFTY-SECOND ST.			
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD	\$ 8.39		
BRYN MAWR	\$ 8.37	8.33	
ROSEMONT	\$ 8.35		
VILLANOVA	\$ 8.33		
RADNOR	\$ 8.31		
ST. DAVIDS	\$ 8.29		
WAYNE	\$ 8.27		
STRAFFORD	\$ 8.25		
DEVON	\$ 8.23		
BERWYN	\$ 8.21		
DAYLESFORD	F 8.19		
PAOLI	\$ 8.17	\$ 8.23	
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	718	±825	±1006

FIRST CLASS				
●324	64	406	●109	●827
A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.01		\$ 9.11		\$ 9.14
\$ 8.58		\$ 9.06 9.03	\$ 9.10	\$ 9.11
		\$ 9.00		
		\$ 8.57		
8.54	8.44		9.05 9.00	9.07 9.03
			8.56	
			8.51	MU
				\$ 9.00
				\$ 8.57
				\$ 8.55
				\$ 8.53
				\$ 8.51
				\$ 8.49
				\$ 8.48
	Will Not Run July 4, Sept. 1			No Baggage Service July 4, Sept. 1
				\$ 8.46
				\$ 8.45
				\$ 8.44
\$ 8.52	8.40			
\$ 8.40	8.38			
\$ 8.47				
\$ 8.45				
\$ 8.43				
\$ 8.41				
\$ 8.39				
\$ 8.37	8.33			
\$ 8.35				
\$ 8.33				
\$ 8.31				
\$ 8.29				
\$ 8.27				
\$ 8.25				
\$ 8.23				
\$ 8.21				
F 8.19				
\$ 8.17	\$ 8.23			
	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY
	±324	64	406	109
				827

STATIONS	FIRST CLASS		
	●120	169	285
	A. M.	A. M.	A. M.
BROAD ST.-PHILA. BROAD ST.—Suburban.			\$ 9.29
PENNA.-30th ST. ARSENAL	\$ 9.15 9.11	\$ 9.20	\$ 9.28
BRILL DARBY	9.08		
ZOO		9.16	9.22
NORTH PHILA.		\$ 9.11	\$ 9.18
NORTH PENN. SHORE		9.07	9.14
FRANKFORD JCT. JERSEY (Atl. Div.)			
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JCT.		9.02	9.09 MU
WESTMORELAND QUEEN LANE CHELTEN AVENUE TULPEHOCKEN UPSAL CARPENTER ALLEN LANE GERMANTOWN RD. 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	SUNDAY ONLY
	120	169	285

FIRST CLASS					
●326	◇78	408	257	●205	●722
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.33		\$ 9.35	\$ 9.39	\$ 9.41	\$ 9.48
\$ 9.30		\$ 9.31 9.28	\$ 9.34	D 9.37	\$ 9.43 9.40
		\$ 9.25 9.22			
9.26	9.24		\$ 9.30 9.28	D 9.33 9.29	
			9.22	9.25	
			F 9.21		
			F 9.17 9.15	9.20	
MU					MU
			Will Not Run July 4, Sept. 1		Baggage Service July 4, Sept. 1
\$ 9.24	9.22				
\$ 9.21	9.19				
\$ 9.19					
\$ 9.17					
\$ 9.15					
\$ 9.13					
\$ 9.11					
\$ 9.09	9.13				
\$ 9.07					
\$ 9.05					
\$ 9.03					
\$ 9.01					
\$ 8.59					
\$ 8.57					
\$ 8.55					
\$ 8.53					
\$ 8.49	\$ 9.03				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	SUNDAY ONLY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
326	78	408	257	205	722

STATIONS	FIRST CLASS			
	1010	111	526	
Arrive	A. M.	A. M.	A. M.	
BROAD ST.-PHILA.	\$ 10.05		\$ 10.15	
BROAD ST.—Suburban.				
PENNA.-30th ST.	\$ 10.00	\$ 10.11	\$ 10.11	
ARSENAL				
BRILL				
DARBY				
ZOO	\$ 9.56	\$ 10.04	\$ 10.07	
NORTH PHILA.	\$ 9.51	\$ 10.00		
NORTH PENN SHORE	\$ 9.46	\$ 9.56		
FRANKFORD JCT.				
JERSEY (Atl. Div.)	\$ 9.40			
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.		\$ 9.51		
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOOKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD				
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROOK				
SANDY HILL				
ENFIELD				
SUNNYBROOK				
WHITE MARSH Lv.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL Lv.				
FIFTY-SECOND ST.			10.05	
OVERBROOK			10.03	
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR			9.58	
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI			\$ 9.47	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY EX. SUN.	
	1010	111	526	

FIRST CLASS					
831	762	124	207	330	833
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 10.16	\$ 10.25		\$ 10.40	\$ 10.40	\$ 10.46
\$ 10.13	\$ 10.22 10.19	\$ 10.29 10.25	D 10.34	\$ 10.37	\$ 10.43
		10.22			
\$ 10.09			D 10.29	10.33	\$ 10.39
\$ 10.05			D 10.24		\$ 10.35
			10.20		
			10.16		
	MU			MU	MU
\$ 10.03					\$ 10.38
\$ 10.00					\$ 10.30
\$ 9.58					\$ 10.28
\$ 9.56					\$ 10.26
\$ 9.54					\$ 10.24
\$ 9.52					\$ 10.22
\$ 9.51					\$ 10.21
Bagg. Service Sunday and July 4, Sept. 1					Will Not Run July 4, Sept. 1
\$ 9.49					\$ 10.19
\$ 9.48					\$ 10.18
\$ 9.47					\$ 10.17
				\$ 10.31	
				\$ 10.28	
				\$ 10.26	
				\$ 10.23	
				\$ 10.20	
				\$ 10.18	
				\$ 10.14	
				\$ 10.12	
				\$ 10.08	
				\$ 10.06	
				\$ 10.04	
				\$ 10.02	
				\$ 10.00	
				\$ 9.57	
				\$ 9.55	
				\$ 9.53	
				F 9.51	
				\$ 9.49	
	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	SUNDAY ONLY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.
831	762	124	207	330	833

STATIONS	FIRST CLASS		
	●724	●922	●668
	A. M.	A. M.	A. M.
Arrive			
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$ 10.46	\$ 10.53	\$ 10.56
PENNA.-30th ST.	\$ 10.43	\$ 10.50	\$ 10.53
ARSENAL	10.40	10.47	
BRILL		10.44	
DARBY		\$ 10.41	
ZOO			10.49
NORTH PHILA.			
NORTH PENN SHORE			
FRANKFORD JCT. JERSEY (Atl. Div.)			
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JCT.	MU	MU	MU
WESTMORELAND QUEEN LANE CHELTEN AVENUE TULPEHOCKEN UPSAL CARPENTER ALLEN LANE			
GERMANTOWN RD. EAST LANE ASBESTOS			
HILL CREST LAVEROCK SANDY HILL ENFIELD SUNNYBROOK	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1
WHITE MARSH LV.			
ST. MARTINS HIGHLAND CHESTNUT HILL LV.			
FIFTY-SECOND ST.			\$ 10.47
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 EX. SUN.	DAILY	DAILY EX. SUN.
	‡724	922	‡668

FIRST CLASS					
●332	14	●194	●115	174	●835
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 11.08					\$ 11.16
\$ 11.00		P 11.05	\$ 11.10	\$ 11.12	\$ 11.13
		11.02		11.08	
		10.58		11.05	
10.56	10.46		\$ 11.05		\$ 11.09
			\$ 11.00		\$ 11.05
			10.56		
			10.51		
MU					MU
					\$ 11.08
					\$ 11.00
					\$ 10.58
					\$ 10.56
					\$ 10.54
					\$ 10.52
					\$ 10.51
					\$ 10.49
					\$ 10.48
					\$ 10.47
\$ 10.54	10.43				
\$ 10.51	10.40				
\$ 10.49					
\$ 10.47					
\$ 10.45					
\$ 10.43					
\$ 10.41					
\$ 10.39	10.34				
\$ 10.37					
\$ 10.35					
\$ 10.33					
\$ 10.31					
\$ 10.29					
\$ 10.27					
\$ 10.25					
\$ 10.23					
\$ 10.19	\$ 10.23				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
332	14	194	115	174	835

STATIONS	FIRST CLASS		
	●334	●726	75
Arrive	A. M.	A. M.	A. M.
BROAD ST.-PHILA.			\$ 11.45
BROAD ST.—Suburban.	\$ 11.33	\$ 11.40	
PENNA.-30th ST.	\$ 11.30	\$ 11.37	D 11.41
ARSENAL		11.34	
BRILL			
DARBY			
ZOO	11.26		\$ 11.37
NORTH PHILA.			\$ 11.32
NORTH PENN SHORE			11.28
FRANKFORD JCT. JERSEY (Att. Div.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.			11.23
	MU	MU	
WESTMORELAND			
QUEEN LANE			
CHELLEN AVENUE			
TULPEHOOKEN			
UPSAL			
CARPENTER			
ALLEN LANE			
GERMANTOWN RD. EAST LANE ASBESTOS			
HILL CREST			
LAVEROCK	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Lv. (at)			
ST. MARTINS			
HIGHLAND			
CHESTNUT HILL Lv.			
FIFTY-SECOND ST.	11.24		
OVERBROOK	\$ 11.21		
MERION	\$ 11.19		
NARBERTH	\$ 11.17		
WYNNEWOOD	\$ 11.15		
ARDMORE	\$ 11.13		
HAVERFORD	\$ 11.11		
BRYN MAWR	\$ 11.09		
ROSEMONT	\$ 11.07		
VILLANOVA	\$ 11.05		
RADNOR	\$ 11.03		
ST. DAVIDS	\$ 11.01		
WAYNE	\$ 10.59		
STRAFFORD	\$ 10.57		
DEVON	\$ 10.55		
BERWYN	\$ 10.53		
DAYLESFORD	F 10.51		
PAOLI	\$ 10.49		
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
	‡334	‡726	75

FIRST CLASS					
●837	●148	●924	●1012	●336	●3859
A. M.	A. M.	A. M.	NOON	P. M.	P. M.
\$ 11.46		\$ 11.54	\$ 12.00	\$ 12.08	\$ 12.09
\$ 11.43	P 11.48	\$ 11.51	\$ 11.55	\$ 12.00	\$ 12.06
	11.44	11.48			
	11.41	11.45			
		\$ 11.42			
11.39			11.60	11.66	12.01
\$ 11.35			\$ 11.45		\$ 11.57
			11.40		11.53
			11.35		F 11.52
					F 11.50
					F 11.48
					F 11.46
					F 11.44
					F 11.42
	MU	MU	MU	MU	MU
\$ 11.33					
\$ 11.30					
\$ 11.28					
\$ 11.26					
\$ 11.24					
\$ 11.22					
\$ 11.21					
Will Not Run July 4, Sept. 1			Will Not Run July 4, Sept. 1	Baggage Service Sunday	
\$ 11.19					
\$ 11.18					
\$ 11.17					
				\$ 11.54	
				\$ 11.51	
				\$ 11.49	
				\$ 11.47	
				\$ 11.45	
				\$ 11.43	
				\$ 11.41	
				\$ 11.39	
				\$ 11.37	
				\$ 11.35	
				\$ 11.33	
				\$ 11.31	
				\$ 11.29	
				\$ 11.27	
				\$ 11.25	
				\$ 11.23	
				F 11.21	
				\$ 11.19	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.
	‡837	148	924	‡1012	336
					3859

STATIONS	FIRST CLASS			
	841	840	928	
	P. M.	P. M.	P. M.	
Arrive				
BROAD ST.-PHILA.				
BROAD ST.—Suburban.	\$ 12.46	\$ 1.08	\$ 1.05	
PENNA.-30th ST.	\$ 12.43	\$ 1.00	\$ 1.01	
ARSENAL			12.56	
BRILL			12.53	
DARBY			\$ 12.50	
ZOO.....	\$ 12.39	12.56		
NORTH PHILA	\$ 12.35			
NORTH PENN. SHORE				
FRANKFORD JCT. JERSEY (Att. Div.)				
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JCT.				
	MU	MU	MU	
WESTMORELAND	\$ 12.33			
QUEEN LANE	\$ 12.30			
CHELLEN AVENUE	\$ 12.28			
TULPEHOOKEN	\$ 12.26			
UPSAL	\$ 12.24			
CARPENTER	\$ 12.22			
ALLEN LANE	\$ 12.21			
GERMANTOWN RD EAST LANE ASBESTOS				
HILL OREST LAVEROCK SANDY HILL ENFIELD SUNNYBROOK	Will Not Run July 4, Sept. 1		No Baggage Service July 4, Sept. 1	
WHITE MARSH Lv.				
ST. MARTINS		\$ 12.19		
HIGHLAND		\$ 12.18		
CHESTNUT HILL Lv.		\$ 12.17		
FIFTY-SECOND ST.		\$ 12.54		
OVERBROOK		\$ 12.51		
MERION		\$ 12.49		
NARBERTH		\$ 12.47		
WYNNEWOOD		12.45		
ARDMORE		\$ 12.43		
HAVERFORD		\$ 12.41		
BRYN MAWR		\$ 12.39		
ROSEMONT		\$ 12.37		
VILLANOVA		\$ 12.35		
RADNOR		\$ 12.33		
ST. DAVIDS		\$ 12.31		
WAYNE		\$ 12.29		
STRAFFORD		\$ 12.27		
DEVON		\$ 12.25		
BERWYN		\$ 12.23		
DAYLESFORD		F 12.21		
PAOLI		\$ 12.19		
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY	
	841	340	928	

FIRST CLASS					
196	128	843	130	213	342
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 1.16		\$ 1.37	\$ 1.38
P 1.06	\$ 1.14	\$ 1.13	\$ 1.21	D 1.33	\$ 1.85
1.01			1.16		
12.58			1.13		
	\$ 1.08	\$ 1.09		\$ 1.29	1.31
	\$ 1.04	\$ 1.05		D 1.25	
	1.00			1.22	
	12.55	MU		1.18	MU
		\$ 1.03			
		\$ 1.00			
		\$ 12.58			
		\$ 12.56			
		\$ 12.54			
		\$ 12.52			
		\$ 12.51			
		\$ 12.49			
		\$ 12.48			
		\$ 12.47			
					1.26
					\$ 1.26
					\$ 1.24
					\$ 1.21
					\$ 1.19
					\$ 1.17
					\$ 1.13
					\$ 1.11
					\$ 1.07
					\$ 1.05
					\$ 1.03
					\$ 1.01
					\$ 12.59
					\$ 12.57
					\$ 12.55
					\$ 12.53
					F 12.51
					\$ 12.49
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX SUN.
196	128	843	130	213	342

INWARD

STATIONS	FIRST CLASS		
	●978	●845	●730
	P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$ 1.43	\$ 1.46	\$ 1.55
PENNA.-30th ST.	\$ 1.40	\$ 1.43	\$ 1.52
ARSENAL	1.37		1.49
BRILL	1.34		
DARBY	\$ 1.31		
ZOO		1.39	
NORTH PHILA.		\$ 1.35	
NORTH PENN SHORE			
FRANKFORD JCT.			
JERSEY (Att. Div.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.	MU	MU	MU
WESTMORELAND		\$ 1.33	
QUEEN LANE		\$ 1.30	
CHELLEN AVENUE		\$ 1.28	
TULPEHOCKEN		\$ 1.26	
UPSAL		\$ 1.24	
CARPENTER		\$ 1.22	
ALLEN LANE		\$ 1.21	
GERMANTOWN RD.			
EAST LANE			
ASBESTOS			
HILL CREST			
LAVEROCK		Will Not Run	Will Not Run
SANDY HILL		July 4,	July 4,
ENFIELD		Sept. 1	Sept. 1
SUNNYBROOK			
WHITE MARSH Lv.			
ST. MARTINS		\$ 1.19	
HIGHLAND		\$ 1.18	
CHESTNUT HILL Lv.		\$ 1.17	
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. SUN.	DAILY SAT. & SUN.
	978	±845	±730

INWARD

STATIONS	FIRST CLASS					
	●844	1016	●125	176	●847	●764
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
BROAD ST.-PHILA.		\$ 2.10				
BROAD ST.—Suburban.	\$ 2.03				\$ 2.16	\$ 2.26
PENNA.-30th ST.	\$ 2.00	\$ 2.06	\$ 2.10	\$ 2.13	\$ 2.13	\$ 2.23
ARSENAL				2.09		2.20
BRILL				2.06		
DARBY						
ZOO	1.56	1.59	2.05		2.09	
NORTH PHILA.	\$ 1.54	\$ 2.01			\$ 2.05	
NORTH PENN SHORE		1.49	1.57			
FRANKFORD JCT.		1.44				
JERSEY (Att. Div.)						
FRANKFORD						
BRIDESBURG						
WISSINOMING						
TACONY						
HOLMESBURG JCT.			1.52			
WESTMORELAND					\$ 2.03	
QUEEN LANE					\$ 2.00	
CHELLEN AVENUE					\$ 1.58	
TULPEHOCKEN					\$ 1.56	
UPSAL					\$ 1.54	
CARPENTER					\$ 1.52	
ALLEN LANE					\$ 1.51	
GERMANTOWN RD.						
EAST LANE						
ASBESTOS						
HILL CREST						
LAVEROCK						
SANDY HILL						Will Run
ENFIELD						July 4,
SUNNYBROOK						Sept. 1
WHITE MARSH Lv.						
ST. MARTINS					\$ 1.49	
HIGHLAND					\$ 1.48	
CHESTNUT HILL Lv.					\$ 1.47	
FIFTY-SECOND ST.						
OVERBROOK	\$ 1.54					
MERION	\$ 1.51					
NARBERTH	\$ 1.49					
WYNNEWOOD	\$ 1.47					
ARDMORE	\$ 1.45					
HAVERFORD	\$ 1.43					
BRYN MAWR	\$ 1.41					
ROSEMONT	\$ 1.39					
VILLANOVA	\$ 1.37					
RADNOR	\$ 1.35					
ST. DAVIDS	\$ 1.33					
WAYNE	\$ 1.31					
STRAFFORD	\$ 1.29					
DEVON	\$ 1.27					
BERWYN	\$ 1.25					
DAYLESFORD	\$ 1.23					
PAOLI	\$ 1.21					
	\$ 1.19					
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	SUNDAYS & HOLIDAYS
	844	1016	125	176	847	764

INWARD

STATIONS	FIRST CLASS			
	197	346	672	215
	P. M.	P. M.	P. M.	P. M.
BROAD ST.-PHILA.				\$ 2.42
BROAD ST.—Suburban.		\$ 2.33	\$ 2.36	
PENNA.-30th ST.	P 2.30	\$ 2.30	\$ 2.33	D 2.38
ARSENAL				
BRILL				
DARBY				
ZOO	2.23	2.26	2.30	2.33
NORTH PHILA.	P 2.19			D 2.29
NORTH PENN. SHORE	2.15			2.25
FRANKFORD JCT. JERSEY (Att. Div.)				
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JCT.	2.10	MU	MU	2.20
WESTMORELAND... QUEEN LANE CHELTEN AVENUE TULPEHOOKEN UPSAL				
CARPENTER ALLEN LANE				
GERMANTOWN RD. EAST LANE ASBESTOS				
HILL CREST LAVEROCK SANDY HILL ENFIELD SUNNYBROOK			Will Not Run July 4, Sept. 1	
WHITE MARSH LV.				
ST. MARTINS... HIGHLAND CHESTNUT HILL LV.				
FIFTY-SECOND ST.		\$ 2.24	\$ 2.27	
OVERBROOK		\$ 2.21		
MEBION		\$ 2.19		
NARBERTH		\$ 2.17		
WYNNEWOOD		\$ 2.15		
ARDMORE		\$ 2.13		
HAVERFORD		\$ 2.11		
BRYN MAWR		\$ 2.09		
ROSEMONT		\$ 2.07		
VILLANOVA		\$ 2.05		
RADNOR		\$ 2.03		
ST. DAVIDS...		\$ 2.01		
WAYNE		\$ 1.59		
STRAFFORD		\$ 1.57		
DEVON		\$ 1.55		
BERWYN		\$ 1.53		
DAYLESFORD	F	1.51		
PAOLI		\$ 1.49		
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY
	197	346	672	215

INWARD

FIRST CLASS					
38	849	732	166	33	930
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.46	\$ 2.50			\$ 3.05
	\$ 2.43	\$ 2.47	\$ 2.61		\$ 2.57
		2.44	2.47		2.54
			2.44		2.51
2.35	\$ 2.39			C 2.64	
	\$ 2.35			2.49	
				2.45	
				2.40	
	MU	MU			MU
	\$ 2.33				
	\$ 2.30				
	\$ 2.28				
	\$ 2.26				
	\$ 2.24				
	\$ 2.22				
	\$ 2.21				
		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1		
	\$ 2.19				
	\$ 2.18				
	\$ 2.17				
2.32					
2.29					
2.21					
\$ 2.10					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SUN.	DAILY EX. SUN.	SATURDAY ONLY	DAILY	DAILY
38	849	732	166	33	930

STATIONS	FIRST CLASS		
	●348	175	●851
	P. M.	P. M.	P. M.
Arrive			
BROAD ST.-PHILA.			
BROAD ST.—Suburban	\$ 3.03		\$ 3.16
PENNA.—30th ST.	\$ 3.00	\$ 3.12	\$ 3.13
ARSENAL			
BRILL			
DARBY			
ZOO	2.56	3.06	3.09
NORTH PHILA.		\$ 3.01	\$ 3.05
NORTH PENN SHORE		2.57	
FRANKFORD JCT. JERSEY (Att. Dw.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.	MU	2.52	MU
WESTMORELAND			\$ 3.03
QUEEN LANE			\$ 3.00
CHELLEN AVENUE			\$ 2.68
TULPEHOCKEN			\$ 2.56
UPSAL			\$ 2.54
CARPENTER			\$ 2.52
ALLEN LANE			\$ 2.51
GERMANTOWN RD. EAST LANE ASBESTOS			
HILL CREST LAVEROCK SANDY HILL ENFIELD SUNNYBROOK			
WHITE MARSH Lv.			
ST. MARTINS			\$ 2.49
HIGHLAND			\$ 2.48
CHESTNUT HILL Lv.			\$ 2.47
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	F 2.21		
PAOLI	\$ 2.19		
Leave	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY
348	175	851	

FIRST CLASS					
●182	●105	113	●350	149	●217
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 3.83		\$ 3.40
\$ 3.18	P 3.18	P 3.29	\$ 3.80	P 3.85	D 3.36
3.15					
3.12					
	3.12	3.23	3.26	3.30	3.32
	P 3.08	P 3.19		P 3.25	D 3.28
	3.03	3.15		3.20	3.24
	2.58	3.10		3.15	3.19
			MU		
			\$ 3.24		
			\$ 3.21		
			\$ 3.19		
			\$ 3.17		
			\$ 3.15		
			\$ 3.13		
			\$ 3.11		
			\$ 3.09		
			\$ 3.07		
			\$ 3.05		
			\$ 3.03		
			\$ 3.01		
			\$ 2.99		
			\$ 2.97		
			\$ 2.95		
			\$ 2.93		
			F 2.91		
			\$ 2.89		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY
182	105	113	350	149	217

STATIONS	FIRST CLASS			
	261	◇5	●129	
	P. M.	P. M.	P. M.	
Arrive				
BROAD ST.-PHILA.	\$ 4.08			
BROAD ST.—Suburban.				
PENNA.-30th ST.	\$ 4.04		\$ 4.12	
ARSENAL				
BRILL				
DARBY				
<hr/>				
ZOO	\$ 4.00	4.02	4.07	
NORTH PHILA.	\$ 3.56	C 3.58	\$ 4.02	
<hr/>				
NORTH PENN.	\$ 3.53			
SHORE	3.51	3.52	3.58	
FRANKFORD JCT.	\$ 3.50			
JERSEY (Att. Div.)				
<hr/>				
FRANKFORD	\$ 3.48			
BRIDESBURG	\$ 3.46			
WISSINOMING	\$ 3.44			
TACONY	\$ 3.42			
HOLMESBURG JCT.	\$ 3.40	3.47	3.53	
MU				
<hr/>				
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOCKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD.				
EAST LANE				
ASBESTOS				
HILL CREST				
LAVEROCK	Will Not Run July 4, Sept. 1			
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				
<hr/>				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY	
	‡261	5	129	

FIRST CLASS					
170	⊕855	133	●936	●938	354
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.17		\$ 4.25	\$ 4.30	\$ 4.33
\$ 4.13	\$ 4.14	P 4.19	\$ 4.22	\$ 4.27	\$ 4.30
4.09			4.19	4.24	
4.06			\$ 4.16	4.21	
			\$ 4.13		
	\$ 4.10	4.13			4.26
	\$ 4.06	P 4.09			
<hr/>					
		4.05			
<hr/>					
		4.00			
	MU		MU	MU	MU
	\$ 4.04				
	\$ 4.01				
	\$ 3.99				
	\$ 3.87				
	\$ 3.65				
	\$ 3.53				
	\$ 3.52				
<hr/>					
			Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
	\$ 3.50				
	\$ 3.49				
	\$ 3.48				
<hr/>					
					\$ 4.24
					\$ 4.21
					\$ 4.19
					\$ 4.17
					\$ 4.15
					\$ 4.13
					\$ 4.11
					\$ 4.09
					\$ 4.07
					\$ 4.05
					\$ 4.03
					\$ 4.01
					\$ 3.99
					\$ 3.97
					\$ 3.95
					\$ 3.93
					\$ 3.91
					F 3.89
					\$ 3.49
<hr/>					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
170	855	133	‡936	‡938	354

STATIONS	FIRST CLASS		
	●195	●680	◇219
	●195	●680	◇219
Arrive	P. M.	P. M.	P. M.
BROAD ST.-PHILA. BROAD ST.—Suburban		\$ 4.38	\$ 4.40
PENNA.-30th ST. ARSENAL	P 4.32	\$ 4.35	D 4.36
BRILL DARBY			
ZOO	4.27	4.31	4.32
NORTH PHILA.	P 4.22		D 4.28
NORTH PENN. SHORE	4.18		4.24
FRANKFORD JCT. JERSEY (Am. Div.)			
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JCT.	4.13	MU	4.20
WESTMORELAND QUEEN LANE CHELTEN AVENUE TULPEHOCKEN UPSAL			
CARPENTER ALLEN LANE			
GERMANTOWN RD. EAST LANE ASBESTOS HILL CREST LAVEROCK SANDY HILL ENFIELD SUNNYBROOK WHITE MARSH Lv. S			
ST. MARTINS HIGHLAND CHESTNUT HILL Lv. FIFTY-SECOND ST.		\$ 4.29	
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. SUN.	DAILY
	195	680	219

FIRST CLASS					
●857	●859	●942	686	77	●766
●857	●859	●942	686	77	●766
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.41		\$ 4.44	\$ 4.46		\$ 4.49
\$ 4.38		\$ 4.41	\$ 4.42		\$ 4.46
		4.38			4.43
		4.35			
4.34			4.38	4.41	
\$ 4.30				V 4.34	
				4.30	
				4.25	
MU	MU	MU			MU
\$ 4.28					
\$ 4.26					
\$ 4.23					
\$ 4.21					
\$ 4.19					
\$ 4.17					
\$ 4.16	4.34				
	Does Not Carry Passengers				
Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1			Will Run July 4, Sept. 1
\$ 4.14					
\$ 4.13					
\$ 4.12	4.30				
			\$ 4.36		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	SUNDAYS ONLY	DAILY	SUNDAYS & HOLIDAYS
±857	±859	±942	686	77	766

INWARD

STATIONS	FIRST CLASS		
	861	1018	49
Arrive	P. M.	P. M.	P. M.
BROAD ST.-PHILA.		\$ 5.15	
BROAD ST.—Suburban	\$ 5.11		
PENNA.-30th ST.	\$ 5.08	\$ 5.10	
ARSENAL			
BRILL			
DARBY			
ZOO	\$ 5.04	\$ 5.02	\$ 5.13
NORTH PHILA.	\$ 5.00	\$ 4.58	C 5.08
NORTH PENN. SHORE		4.52	5.04
FRANKFORD JCT.		\$ 4.51	
JERSEY (Atl. Div.)		4.45	
FRANKFORD BRIDESBURG WISSINOMING TACONY HOLMESBURG JCT.			4.59
	MU		
WESTMORELAND	\$ 4.58		
QUEEN LANE	\$ 4.55		
CHELLEN AVENUE	\$ 4.53		
TULPEHOOKEN	\$ 4.51		
UPSAL	\$ 4.49		
CARPENTER	\$ 4.47		
ALLEN LANE	\$ 4.46		
GERMANTOWN RD. EAST LANE ASBESTOS HILL CREST LAVEROOK 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	DAILY
	861	1018	49

INWARD

FIRST CLASS					
168	358	221	946	768	863
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.42		\$ 5.42			
\$ 5.40		\$ 5.42		\$ 5.49	
\$ 5.34	\$ 5.37	D 5.38	\$ 5.39	\$ 5.46	
5.31			5.36	5.43	
5.28			\$ 5.33		
			\$ 5.30		
	5.33	\$ 5.34			
		D 5.29			
		5.25			
	MU	5.20	MU	MU	MU
					Will Not Run July 4, Sept. 1
					\$ 5.22
					F 5.20
					F 5.18
					F 5.17
					F 5.15
			Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1	F 5.13
					F 5.12
					F 5.11
					F 5.09
					\$ 5.07
		5.31			
	\$ 5.28				
	\$ 5.26				
	\$ 5.23				
	\$ 5.21				
	\$ 5.19				
	\$ 5.14				
	\$ 5.11				
	\$ 5.09				
	\$ 5.05				
	\$ 5.03				
	\$ 5.01				
	\$ 4.59				
	\$ 4.57				
	\$ 4.55				
	\$ 4.53				
	F 4.51				
	\$ 4.49				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	SUNDAYS & HOLIDAYS	DAILY EX. SAT. & SUN.
168	358	221	946	768	863

STATIONS	FIRST CLASS		
	●867	410	●142
	P. M.	P. M.	P. M.
Arrive			
BROAD ST.-PHILA.		\$ 6.20	
BROAD ST.—Suburban.	\$ 6.16		
PENNA.-30th ST.	\$ 6.13	\$ 6.16	\$ 6.19
ARSENAL		6.08	6.15
BRILL		6.05	6.13
DARBY			
ZOO	\$ 6.09		
NORTH PHILA	\$ 6.05		
NORTH PENN SHORE			
FRANKFORD JOT JERSEY (Atl. Div.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JOT.			
	MU		
WESTMORELAND	\$ 6.03		
QUEEN LANE	\$ 6.00		
CHELLEN AVENUE	\$ 5.58		
TULPEHOCKEN	\$ 5.56		
UPSAL	\$ 5.54		
CARPENTER	\$ 5.52		
ALLEN LANE	\$ 5.51		
GERMANTOWN RD. EAST LANE			
ASBESTOS			
HILL CREST			
LAVEROCK			
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Lv.			
ST. MARTINS	\$ 5.49		
HIGHLAND	\$ 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	SATURDAY ONLY	DAILY
	867	410	142

FIRST CLASS					
●157	●948	29	●362	●223	●869
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.27		\$ 6.38	\$ 6.44	\$ 6.46
P 6.23	\$ 6.24		\$ 6.35	D 6.40	\$ 6.43
	6.20				
	6.17				
	\$ 6.14				
6.19		U 6.23	6.31	6.36	6.39
P 6.14		6.19		D 6.31	\$ 6.35
6.10		6.16		6.27	
6.06		6.12		6.23	
	MU		MU		MU
					\$ 6.33
					\$ 6.30
					\$ 6.28
					\$ 6.26
					\$ 6.24
					\$ 6.22
					\$ 6.21
	No Baggage Service July 4, Sept. 1				Will Not Run July 4, Sept. 1
					\$ 6.19
					\$ 6.18
					\$ 6.17
			\$ 6.29		
			\$ 6.26		
			\$ 6.24		
			\$ 6.22		
			\$ 6.20		
			\$ 6.18		
			\$ 6.16		
			\$ 6.14		
			\$ 6.12		
			\$ 6.10		
			\$ 6.08		
			\$ 6.06		
			\$ 6.04		
			\$ 6.02		
			\$ 6.00		
			\$ 5.58		
			F 5.56		
			\$ 5.54		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
157	948	29	362	223	±869

STATIONS	FIRST CLASS		
	69	740	688
	F. M.	P. M.	P. M.
Arrive			
BROAD ST.-PHILA.			
BROAD ST.—Suburban		\$ 6.50	\$ 7.00
PENNA.-30th ST.		\$ 6.47	\$ 6.57
ARSENAL		6.44	
BRILL			
DARBY			
ZOO	6.44		6.53
NORTH PHILA.	C 6.38		
NORTH PENN.			
SHORE	6.34		
FRANKFORD JCT.			
JERSEY (At. Dv.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.	6.30	MU	MU
WESTMORELAND			
QUEEN LANE			
OHELTEN AVENUE			
TULPEHOOKEN			
UPBAL			
CARPENTER			
ALLEN LANE			
GERMANTOWN RD	Port W. Station Bldg		
EAST LANE			
ASBESTOS			
HILL CREST		Will Not Run July 4, Sept. 1	
LAVEROCK			
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Lv. B			
ST. MARTINS			
HIGHLAND			
CHESTNUT HILL Lv.			
FIFTY-SECOND ST.			\$ 6.51
OVERBROOK			
MERION			
NARBERTH			
WYNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
Leave	F. M.	F. M.	F. M.
	DAILY	DAILY EX. SUN.	DAILY
	69	740	688

FIRST CLASS					
1026	364	624	41	454	960
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 7.05		\$ 6.55		\$ 7.15	
	\$ 7.03				\$ 7.16
\$ 6.59	\$ 7.00	\$ 6.51		\$ 7.07	\$ 7.13
				7.03	7.10
				7.00	7.07
					\$ 7.08
6.54	6.56	6.48	6.57		
\$ 6.49			C 6.53		
6.43			6.49		
D 6.42					
6.37					
	MU		6.45		MU
	\$ 6.54	6.44			
	\$ 6.51	6.42			
	\$ 6.49				
	\$ 6.47				
	\$ 6.45				
	\$ 6.43				
	\$ 6.41				
	\$ 6.39	6.36			
	\$ 6.37				
	\$ 6.35				
	\$ 6.33				
	\$ 6.31				
	\$ 6.29				
	\$ 6.27				
	\$ 6.25				
	\$ 6.23				
	F 6.21				
	\$ 6.19	\$ 6.25			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SUN.
1026	364	624	41	454	960

STATIONS	FIRST CLASS		
	●871	570	●155
	P. M.	P. M.	P. M.
Arrive			
BROAD ST.-PHILA...		\$ 7.21	
BROAD ST.—Suburban.	\$ 7.17		
PENNA.—30th ST.	\$ 7.14	\$ 7.17	\$ 7.18
ARSENAL			
BRILL			
DARBY			
ZOO	7.10	7.13	7.14
NORTH PHILA.	\$ 7.06		\$ 7.09
			\$ 7.04
NORTH PENN SHORE			7.00
FRANKFORD JCT. JERSEY (Ath. Div.)			
FRANKFORD			
BRIDESBURG			
WISSINOMING			
TACONY			
HOLMESBURG JCT.			6.55
	MU		
WESTMORELAND	\$ 7.04		
QUEEN LANE	\$ 7.01		
CHELLEN AVENUE	\$ 6.59		
TULPEHOCKEN	\$ 6.57		
UPSAL	\$ 6.55		
CARPENTER	\$ 6.53		
ALLEN LANE	\$ 6.52		
GERMANTOWN RD. EAST LANE ASBESTOS			
HILL CREST			
LAVEROCK			
SANDY HILL			
ENFIELD			
SUNNYBROOK			
WHITE MARSH Lv. to			
ST. MARTINS	\$ 6.50		
HIGHLAND	\$ 6.49		
CHESTNUT HILL Lv.	\$ 6.48		
FIFTY-SECOND ST.		7.11	
OVERBROOK		7.09	
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR		7.04	
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI		\$ 6.53	
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	871	570	155

STATIONS	FIRST CLASS					
	71	154	●964	●366	●622	●225
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive						
			\$ 7.34	\$ 7.39	\$ 7.39	\$ 7.46
		\$ 7.23	\$ 7.31	\$ 7.36	\$ 7.36	D 7.42
		7.19	7.28			
		7.16	7.25			
			\$ 7.22			
C 7.18				7.33	7.33	7.37
7.14						D 7.32
	7.10					7.28
	7.05					7.23
			MU	MU	MU	
				Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	
				\$ 7.30	\$ 7.30	
				\$ 7.27	\$ 7.27	
				\$ 7.25	\$ 7.25	
				\$ 7.23	\$ 7.23	
				\$ 7.21	\$ 7.21	
				\$ 7.19	\$ 7.19	
				\$ 7.17	\$ 7.17	
				\$ 7.15	\$ 7.15	
				\$ 7.13	\$ 7.13	
				\$ 7.11	\$ 7.11	
				\$ 7.09	\$ 7.09	
				\$ 7.07	\$ 7.07	
				\$ 7.05	\$ 7.05	
				\$ 7.03	\$ 7.03	
				\$ 7.01	\$ 7.01	
				\$ 6.59	\$ 6.59	
				\$ 6.57	\$ 6.57	
				\$ 6.55	\$ 6.55	Lv. 6.55 Ar. 6.44
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	SUNDAY ONLY	SAT. SUN. & HOLIDAYS	DAILY EX. SAT & SUN.	DAILY
	71	154	964	366	±622	225

STATIONS	FIRST CLASS			
	46	746	1036	3
Arrive	P. M.	P. M.	P. M.	P. M.
BROAD ST.-PHILA.	\$ 10.55		\$ 11.10	
BROAD ST.—Suburban		\$ 10.51		
PENNA.-30th ST.	\$ 10.47	\$ 10.48	\$ 11.06	
ARSENAL		10.45		
BRILL				
DARBY				
ZOO	10.43		11.01	11.05
NORTH PHILA.			\$ 10.56	AA 11.01
NORTH PENN SHORE			10.51	10.54
FRANKFORD JOT JERSEY (Atl. Div.)			B 10.50	10.44
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.				10.49
		MU		
WESTMORELAND				
QUEEN LANE				
CHELTEN AVENUE				
TULPEHOCKEN				
UPSAL				
CARPENTER				
ALLEN LANE				
GERMANTOWN RD				
EAST LANE				
ASBESTOS				
HILL OREST				
LAVEROCK				
SANDY HILL		Will Not Run		
ENFIELD		July 4,		
SUNNYBROOK		Sept. 1		
WHITE MARSH LV.				
ST. MARTINS				
HIGHLAND				
CHESTNUT HILL LV.				
FIFTY-SECOND ST.	10.41			
OVERBROOK	10.39			
MERION				
NARBERTH				
WYNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	10.34			
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	\$ 10.28			
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY EX. SUN.	DAILY	DAILY
	46	746	1036	3

FIRST CLASS					
380	1064	135	150	37	883
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 11.12	\$ 11.20				\$ 11.27
\$ 11.09	\$ 11.15	\$ 11.20	\$ 11.22		\$ 11.24
			11.18		
			11.15		
11.05	11.09	11.16		11.19	11.20
	\$ 11.04	\$ 11.11		C 11.14	\$ 11.16
	11.00	11.04		11.09	
	D 10.59				
	10.54				
MU		10.59		11.05	MU
					\$ 11.14
					\$ 11.11
					\$ 11.09
					\$ 11.07
					\$ 11.05
					\$ 11.03
					\$ 11.02
					\$ 11.00
					\$ 10.59
					\$ 10.58
					\$ 10.56
					\$ 10.54
					\$ 10.52
					\$ 10.50
					\$ 10.48
					\$ 10.46
					\$ 10.44
					\$ 10.42
					\$ 10.40
					\$ 10.38
					\$ 10.36
					\$ 10.34
					\$ 10.32
F					10.30
\$					10.28
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	SUNDAYS & HOLIDAYS	DAILY	DAILY	DAILY	DAILY
380	1064	135	150	37	883

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS		
	‡653	655	‡657
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$ 5.30	\$ 6.38	\$ 7.20
PENNA.-30th ST.	\$ 5.33	\$ 6.41	\$ 7.23
FIFTY-SECOND ST.	\$ 5.39	\$ 6.46	\$ 7.29
WYNNEFIELD AVE.	\$ 5.41	\$ 6.49	\$ 7.31
BALA	\$ 5.43	\$ 6.51	\$ 7.33
CYNWYD	\$ 5.45	\$ 6.53	\$ 7.35
BARMOUTH	\$ 5.47	\$ 6.55	\$ 7.36
MANAYUNK	\$ 5.49	\$ 6.57	\$ 7.38
SHAWMONT	F 5.52	F 6.59	F 7.40
MIQUON	F 5.54	F 7.01	F 7.42
SPRING MILL	F 5.56	F 7.03	F 7.44
CONSHOCKEN	F 5.58	F 7.06	F 7.47
IVY ROCK	F 6.00	F 7.08	F 7.49
EARNEST	F 6.01	F 7.10	F 7.51
NORRIS	6.02	7.11	7.52
NORRISTOWN	\$ 6.04	\$ 7.13	\$ 7.54
HAWS AVE.	\$ 6.06	\$ 7.16	\$ 7.57
	MU	MU	MU
	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1
Arrive	A. M.	A. M.	A. M.
	653	655	657

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS		
	650	654	656
	A. M.	A. M.	A. M.
Arrive			
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$ 6.03	\$ 6.52	\$ 7.20
PENNA.-30th ST.	\$ 6.00	\$ 6.49	\$ 7.17
FIFTY-SECOND ST.	\$ 5.54	\$ 6.43	\$ 7.10
WYNNEFIELD AVE.	\$ 5.52	\$ 6.41	\$ 7.07
BALA	\$ 5.50	\$ 6.39	\$ 7.05
CYNWYD	\$ 5.48	\$ 6.37	\$ 7.03
BARMOUTH	F 5.46	F 6.34	F 7.00
MANAYUNK	\$ 5.44	\$ 6.32	\$ 6.58
SHAWMONT	F 5.41	F 6.29	F 6.55
MIQUON	F 5.39	F 6.27	F 6.53
SPRING MILL	\$ 5.37	\$ 6.25	\$ 6.51
CONSHOCKEN	\$ 5.35	\$ 6.23	\$ 6.49
IVY ROCK	F 5.32	F 6.20	
EARNEST	F 5.31		F 6.46
NORRIS	5.30	6.18	6.45
NORRISTOWN	\$ 5.28	\$ 6.16	\$ 6.43
HAWS AVE.	\$ 5.26	\$ 6.14	\$ 6.41
	MU	MU	MU
		Will Not Run July 4, Sept. 1	
Leave	A. M.	A. M.	A. M.
	DAILY	‡DAILY EX. SUN.	DAILY
	650	654	656

OUTWARD

FIRST CLASS					
‡659	673	663	‡695	685	689
DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	SUNDAY ONLY	SATURDAY ONLY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 8.26	\$ 9.22	\$ 11.10		\$ 11.20	\$ 11.34
\$ 8.28	\$ 9.25	\$ 11.13		\$ 11.24	\$ 11.37
\$ 8.34	\$ 9.31	\$ 11.19		\$ 11.30	\$ 11.43
\$ 8.36	\$ 9.33	\$ 11.21		\$ 11.32	\$ 11.45
\$ 8.38	\$ 9.35	\$ 11.23		\$ 11.36	\$ 11.48
\$ 8.40	\$ 9.37	\$ 11.25		\$ 11.39	\$ 11.50
\$ 8.42	\$ 9.38	\$ 11.27		\$ 11.42	\$ 11.51
\$ 8.44	\$ 9.40	\$ 11.30		\$ 11.46	\$ 11.53
8.46	F 9.42	11.32		11.49	F 11.55
F 8.48	F 9.43				
F 8.50	F 9.45	F 11.35		F 11.53	F 11.58
S 8.53	S 9.47	S 11.37		S 11.56	S 12.01
F 8.55	F 9.49				
F 8.57	F 9.51	F 11.40		F 11.59	
8.58	9.52	11.41		12.00	12.05
\$ 9.00	\$ 9.54	\$ 11.43	\$ 11.45	\$ 12.02	\$ 12.08
\$ 9.02	\$ 9.56	\$ 11.45	F 11.48	\$ 12.04	\$ 12.10
MU	MU	MU			MU
Will Not Run July 4, Sept. 1					
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
659	673	663	695	685	689

INWARD

FIRST CLASS					
658	660	664	666	668	670
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
\$ 7.37	\$ 7.53	\$ 8.39	\$ 9.59	\$ 10.56	\$ 12.30
\$ 7.34	\$ 7.55	\$ 8.36	\$ 9.56	\$ 10.53	\$ 12.27
\$ 7.28	\$ 7.49	\$ 8.30	\$ 9.50	\$ 10.47	\$ 12.21
\$ 7.25	\$ 7.47	\$ 8.28	\$ 9.48	\$ 10.45	\$ 12.19
\$ 7.22	\$ 7.45	\$ 8.26	\$ 9.46	\$ 10.43	\$ 12.17
\$ 7.19	\$ 7.43	\$ 8.24	\$ 9.44	\$ 10.41	\$ 12.15
F 7.17	F 7.41	F 8.21	F 9.42	F 10.39	F 12.12
\$ 7.15	\$ 7.39	\$ 8.19	\$ 9.40	\$ 10.37	\$ 12.10
7.12	F 7.36	F 8.16	F 9.37	F 10.34	F 12.07
F 7.10	F 7.34	F 8.14	F 9.35	F 10.32	F 12.06
\$ 7.08	\$ 7.33	\$ 8.13	\$ 9.33	\$ 10.30	\$ 12.03
\$ 7.06	\$ 7.31	\$ 8.11	\$ 9.31	\$ 10.28	\$ 12.01
	F 7.28	F 8.08		F 10.25	F 11.59
F 7.03	F 7.26	F 8.07	F 9.28	F 10.24	F 11.58
7.02	7.25	8.06	9.27	10.23	11.57
\$ 7.00	\$ 7.24	\$ 8.05	\$ 9.26	\$ 10.22	\$ 11.55
\$ 6.58	\$ 7.22	\$ 8.03	\$ 9.24	\$ 10.20	\$ 11.53
MU	MU	MU	MU	MU	MU
Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1		Baggage Service July 4, Sept. 1	Will Not Run July 4, Sept. 1	
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
658	660	664	666	668	670

STATIONS	FIRST CLASS		
	⚔697 SATURDAY ONLY	⚔665 DAILY EX. SUN.	⚔651 DAILY EX. SUN.
	Leave P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban.		\$ 12.19	\$ 1.10
PENNA.-30th ST.		\$ 12.22	\$ 1.16
FIFTY-SECOND ST.		\$ 12.28	\$ 1.22
WYNNEFIELD AVE.		\$ 12.30	\$ 1.24
BALA		\$ 12.32	\$ 1.26
CYNWYD		\$ 12.34	\$ 1.28
BARMOUTH		\$ 12.36	\$ 1.29
MANAYUNK		\$ 12.38	\$ 1.31
SHAWMONT		12.40	1.34
MIQUON		F 12.42	
SPRING MILL		F 12.45	F 1.36
CONSHOHOCKEN		\$ 12.47	\$ 1.39
IVY ROCK		F 12.49	
EARNEST		F 12.51	F 1.43
NORRIS		12.53	1.44
NORRISTOWN	\$ 12.10	\$ 12.55	\$ 1.46
HAWS AVE.	F 12.13	\$ 12.57	\$ 1.48
		MU	MU
		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
Arrive	P. M.	P. M.	P. M.
	697	665	651

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS		
	●672	●678	696
	Arrive P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$ 2.36	\$ 3.52	
PENNA.-30th ST.	\$ 2.33	\$ 3.49	
FIFTY-SECOND ST.	\$ 2.27	\$ 3.44	
WYNNEFIELD AVE.	\$ 2.24	\$ 3.42	
BALA	\$ 2.28	\$ 3.40	
CYNWYD	\$ 2.21	\$ 3.38	
BARMOUTH	F 2.19	F 3.35	
MANAYUNK	\$ 2.17	\$ 3.33	
SHAWMONT	2.14	3.30	
MIQUON	F 2.13	F 3.28	
SPRING MILL	F 2.11	F 3.26	
CONSHOHOCKEN	\$ 2.09	\$ 3.24	
IVY ROCK	F 2.06	F 3.21	
EARNEST	F 2.05	F 3.20	
NORRIS	2.04	3.19	
NORRISTOWN	\$ 2.02	\$ 3.17	\$ 3.58
HAWS AVE.	\$ 2.00	\$ 3.15	F 3.56
	MU	MU	
	Will Not Run July 4, Sept. 1		
Leave	P. M.	P. M.	P. M.
	⚔DAILY EX. SUN.	DAILY	DAILY EX. SUNDAY
	672	678	⚔696

FIRST CLASS					
●669 DAILY	⚔671 DAILY EX. SUN.	⚔675 DAILY EX. SAT. & SUN.	●677 DAILY EX. SUN.	⚔679 DAILY	●681 DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 2.26	\$ 3.43	\$ 4.11	\$ 4.35	\$ 5.07	\$ 5.37
\$ 2.28	\$ 3.46	\$ 4.14	\$ 4.38	\$ 5.10	\$ 5.40
\$ 2.34	\$ 3.52	\$ 4.20	\$ 4.46	\$ 5.18	\$ 5.46
\$ 2.36	\$ 3.54	\$ 4.22	\$ 4.48	\$ 5.19	\$ 5.48
\$ 2.38	\$ 3.56	\$ 4.24	\$ 4.50	\$ 5.21	\$ 5.50
\$ 2.40	\$ 3.58	\$ 4.26	\$ 4.52	\$ 5.23	\$ 5.52
\$ 2.42	\$ 4.00	\$ 4.28	\$ 4.54	\$ 5.25	\$ 5.54
\$ 2.44	\$ 4.02	\$ 4.30	\$ 4.56	\$ 5.27	\$ 5.56
F 2.46	F 4.04	F 4.33	4.58	F 5.29	F 5.58
F 2.48	F 4.06	F 4.35	F 5.00	F 5.31	
\$ 2.51	F 4.08	\$ 4.38	\$ 5.02	\$ 5.34	F 6.02
\$ 2.54	\$ 4.11	\$ 4.41	\$ 5.04	\$ 5.37	\$ 6.05
F 2.56	F 4.13	F 4.44		F 5.39	F 6.07
F 2.58	F 4.15			F 5.41	
2.59	4.16	4.46	5.08	5.42	6.11
\$ 3.01	\$ 4.18	\$ 4.48	\$ 5.10	\$ 5.44	\$ 6.18
\$ 3.03	\$ 4.20	\$ 4.50	\$ 5.12	\$ 5.46	\$ 6.15
MU	MU	MU	MU	MU	MU
	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
669	671	675	677	679	681

INWARD

FIRST CLASS				
●680	686	684	●688	●692
P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.46			
\$ 4.38		\$ 5.04	\$ 7.00	\$ 10.06
\$ 4.35	\$ 4.42	\$ 5.01	\$ 6.57	\$ 10.03
\$ 4.29	\$ 4.36	\$ 4.55	\$ 6.51	\$ 9.57
\$ 4.27	\$ 4.34	\$ 4.53	\$ 6.49	\$ 9.55
\$ 4.25	\$ 4.32	\$ 4.51	\$ 6.47	\$ 9.52
\$ 4.23	\$ 4.29	\$ 4.49	\$ 6.45	\$ 9.50
F 4.20	F 4.25	F 4.46	F 6.42	F 9.48
\$ 4.18	\$ 4.22	\$ 4.44	\$ 6.40	\$ 9.46
4.15	4.18	F 4.41	F 6.37	F 9.43
F 4.13	F 4.16	F 4.39	F 6.35	F 9.41
\$ 4.11	\$ 4.13	F 4.37	F 6.33	\$ 9.39
\$ 4.08	\$ 4.10	\$ 4.35	\$ 6.31	\$ 9.37
F 4.05	F 4.06	F 4.32	F 6.29	F 9.35
F 4.04	F 4.04	F 4.31	F 6.27	F 9.33
4.03	4.03	4.30	6.26	9.32
\$ 4.01	\$ 4.01	\$ 4.28	\$ 6.24	\$ 9.31
\$ 3.59	\$ 3.59	\$ 4.26	\$ 6.22	\$ 9.29
MU		MU	MU	MU
		Will Not Run July 4, Sept. 1		
P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	SUNDAY ONLY	⚔DAILY EX. SUN.	DAILY	DAILY
680	686	684	688	692

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	701	703	791
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
BROAD ST.-PHILA.	S 5.05	S 6.08	
BROAD ST.—Suburban.	S 5.08	S 6.11	
PENNA.-30th ST.	S 5.12	S 6.14	
ARSENAL			
FORTY-NINTH ST.	S 5.14	S 6.16	
ANGORA	S 5.16	S 6.18	
FERNWOOD-YEADON	S 5.19	S 6.20	
LANDSOWNE	S 5.23	S 6.23	
GLADSTONE	S 5.28	S 6.26	
CLIFTON-ALDAN	S 5.31	S 6.27	
PRIMOS	S 5.33	S 6.29	
SECANE	S 5.35	S 6.31	
MORTON-RUTLEDGE	S 5.39	S 6.33	
SWARTHMORE	S 5.44	S 6.35	
WALLINGFORD	S 5.48	S 6.38	
MOYLAN-ROSE VALLEY	S 5.51	S 6.40	
MEDIA	S 5.57	S 6.42	
ELWYN	S 5.59	S 6.44	
WILLIAMSON SCHOOL	S 6.01	S 6.45	
GLEN RIDDLE	S 6.03	S 6.47	
LENNI	S 6.05	S 6.48	
WAWA	S 6.08	S 6.52	
	S 6.14	S 6.52	
DARLINGTON	F 6.16	F 6.51	
GLEN MILLS	S 6.19	S 6.54	
LOOKSLEY	F 6.27	F 6.55	
CHEYNEY	S 6.28	S 7.00	
WESTTOWN	S 6.32	S 7.06	
OAKBOURNE	F 6.35	F 7.09	
WEST CHESTER	S 6.39	S 7.13	
	MU	MU	
		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
Arrive	A. M.	A. M.	A. M.
	701	703	791

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	702	704	706
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
Arrive	A. M.	A. M.	A. M.
BROAD ST.-PHILA.	S 5.49	S 6.34	S 6.43
BROAD ST.—Suburban.	S 5.46	S 6.31	S 6.45
PENNA.-30th ST.	S 5.43	S 6.28	S 6.42
ARSENAL			
FORTY-NINTH ST.	S 5.40	S 6.26	S 6.39
ANGORA	S 5.38	S 6.23	S 6.36
FERNWOOD-YEADON	S 5.36	S 6.21	S 6.34
LANDSOWNE	S 5.34	S 6.18	S 6.32
GLADSTONE	S 5.32	S 6.16	S 6.30
CLIFTON-ALDAN	S 5.31	S 6.15	S 6.29
PRIMOS	S 5.29	S 6.13	S 6.27
SECANE	S 5.27	S 6.11	S 6.25
MORTON-RUTLEDGE	S 5.25	S 6.09	S 6.23
SWARTHMORE	S 5.23	S 6.07	S 6.21
WALLINGFORD	S 5.21	S 6.06	S 6.19
MOYLAN-ROSE VALLEY	S 5.19	S 6.03	S 6.17
MEDIA	S 5.18	S 6.01	S 6.15
ELWYN	S 5.15	S 5.59	
WILLIAMSON SCHOOL	S 5.13	S 5.57	
GLEN RIDDLE	F 5.11	S 5.55	
LENNI	S 5.10	S 5.53	
WAWA	S 5.09	S 5.51	
DARLINGTON	F 5.08	F 5.50	
GLEN MILLS	S 5.05	S 5.47	
LOOKSLEY	F 5.03	F 5.45	
CHEYNEY	S 5.02	S 5.44	
WESTTOWN	S 4.59	S 5.41	
OAKBOURNE	F 4.56	F 5.38	
WEST CHESTER	S 4.53	S 5.35	
	MU	MU	MU
	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN. 702	DAILY EX. SUN. 704	DAILY EX. SUN. 706

OUTWARD

	FIRST CLASS					
	705	795	763	709	711	713
	DAILY	SUNDAYS & HOLIDAYS	SUNDAYS & HOLIDAYS	DAILY EX. SUN.	DAILY EX. SUN.	SAT. SUN. & HOLIDAYS
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
S 7.18			S 9.40	S 10.18	S 11.15	S 11.45
S 7.21			S 9.43	S 10.21	S 11.18	S 11.48
S 7.24			S 9.46	S 10.24	S 11.21	S 11.51
S 7.26			S 9.48	S 10.26	S 11.23	S 11.53
S 7.28			S 9.50	S 10.28	S 11.25	S 11.55
S 7.30			S 9.52	S 10.30	S 11.28	S 11.57
S 7.32			S 9.55	S 10.33	S 11.29	S 11.59
S 7.33			S 9.57	S 10.36	S 11.30	S 12.00
S 7.35			S 9.59	S 10.38	S 11.32	S 12.02
S 7.37			10.00	S 10.40	S 11.34	S 12.04
S 7.39			10.02	S 10.42	S 11.36	S 12.06
S 7.41			10.04	S 10.44	S 11.37	S 12.06
S 7.44			10.07	S 10.54	S 11.39	S 12.10
S 7.46			S 10.09	S 10.56	S 11.41	S 12.12
S 7.48			S 10.11	S 10.58	S 11.43	S 12.14
S 7.51			S 10.13	S 11.02	S 11.45	S 12.16
S 7.53			S 10.15	S 11.05		S 12.19
S 7.55			S 10.17	S 11.07		S 12.21
S 7.57			S 10.18	S 11.09		S 12.22
S 7.59			S 10.19	S 11.11		S 12.24
S 8.09	S 8.10	S 10.22	S 11.13			S 12.26
F 8.10		F 10.23	F 11.15			F 12.27
S 8.13		S 10.26	S 11.17			S 12.30
F 8.15		F 10.28	F 11.18			F 12.32
S 8.16		S 10.30	S 11.20			S 12.33
S 8.19		S 10.33	S 11.23			S 12.36
F 8.22		F 10.36	F 11.26			F 12.39
S 8.26		S 10.40	S 11.30			S 12.43
	MU	MU	MU	MU	MU	MU
Baggage Service Sunday	Will Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Run July 4, Sept. 1
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
705	795	763	709	711	713	

INWARD

	FIRST CLASS					
	790	708	710	712	760	714
	DAILY	DAILY	DAILY	DAILY	SUNDAYS & HOLIDAYS	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
S 7.08	S 7.20	S 7.34	S 7.39	S 7.44	S 7.44	
S 7.00	S 7.17	S 7.31	S 7.36	S 7.41	S 7.41	
S 6.57	S 7.14	S 7.27	S 7.33	S 7.38	S 7.38	
	S 6.55	S 7.11	S 7.24	S 7.31	S 7.35	
	S 6.53	S 7.09	S 7.21	S 7.29	S 7.33	
	S 6.53	S 7.07	S 7.19	S 7.27	S 7.31	
	S 6.51	S 7.05	S 7.17	S 7.25	S 7.31	
	S 6.51	S 7.03	S 7.15	S 7.23	S 7.28	
	S 6.45	S 7.01	S 7.13	S 7.22	S 7.27	
	S 6.42	S 6.59	S 7.11	S 7.20	S 7.25	
	S 6.45	S 6.57	S 7.07	S 7.16	S 7.21	
	S 6.42	S 6.55	S 7.07	S 7.16	S 7.21	
	S 6.45	S 6.52	S 7.04	S 7.14	S 7.19	
	S 6.40	S 6.50	S 7.02	S 7.12	S 7.17	
	S 6.38	S 6.48	S 7.00	S 7.10	S 7.15	
	S 6.37	S 6.46	S 6.58	S 7.09	S 7.14	
	S 6.35	S 6.43		S 7.07	S 7.12	
	F 6.41			S 7.06		
	S 6.39			F 7.04		
	S 6.37			F 7.02		
	S 6.35			S 7.01		
S 6.26	S 6.30	S 6.35		S 7.01	S 7.07	
F 6.28				F 7.00	S 7.06	
S 6.25				S 6.57	S 7.03	
F 6.24						
S 6.22				F 6.55		
S 6.21				F 6.54	S 7.00	
S 6.18				F 6.51	S 6.57	
F 6.15				F 6.48		
S 6.12				S 6.45	S 6.52	
	MU	MU	MU	MU	MU	
Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
DAILY EX. SUN. 790	DAILY EX. SUN. 708	DAILY EX. SUN. 710	DAILY EX. SUN. 712	SUNDAYS & HOLIDAYS 760	DAILY EX. SUN. 714	

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	●715	±717	●751
	SATURDAY ONLY	DAILY EX. SUN.	SATURDAY ONLY
Leave	P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.-Suburban.	\$ 12 07	\$ 12 23	\$ 1 11
PENNA.-30th ST.	\$ 12 10	\$ 12 26	\$ 1 14
ARSENAL	\$ 12 13	\$ 12 29	\$ 1 17
FORTY-NINTH ST.	\$ 12 15	\$ 12 31	\$ 1 19
ANGORA	\$ 12 16	\$ 12 32	\$ 1 21
FERNWOOD-YEADON.	\$ 12 17	\$ 12 33	\$ 1 23
LANDSOWNE	\$ 12 19	\$ 12 35	\$ 1 25
GLADSTONE	\$ 12 21	\$ 12 38	\$ 1 28
CLIFTON-ALDAN.		\$ 12 40	\$ 1 28
PRIMOS		\$ 12 42	\$ 1 30
SECANE		\$ 12 44	\$ 1 32
MORTON-RUTLEDGE.	\$ 12 25	\$ 12 46	\$ 1 34
SWARTHMORE	\$ 12 27	\$ 12 48	\$ 1 36
WALLINGFORD.	\$ 12 29	\$ 12 50	\$ 1 38
MOYLAN-ROSE VALLEY.	\$ 12 31	\$ 12 52	\$ 1 40
MEDIA	\$ 12 33	\$ 12 53	\$ 1 42
ELWYN	\$ 12 35	\$ 12 55	
WILLIAMSON SCHOOL		\$ 12 58	
GLEN RIDDLE		\$ 12 59	
LENNI		\$ 1 01	
WAWA	\$ 12 40	\$ 1 03	
DARLINGTON		\$ 1 04	
GLEN MILLS	\$ 12 48	\$ 1 07	
LOCKSLEY		\$ 1 09	
CHEYNEY	\$ 12 48	\$ 1 10	
WESTTOWN	\$ 12 49	\$ 1 13	
OAKBOURNE		\$ 1 16	
WEST CHESTER	\$ 12 55	\$ 1 20	
	MU	MU	MU
		Will Not Run July 4, Sept. 1	
Arrive	P. M.	P. M.	P. M.
	715	717	751

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	716	794	718
	A. M.	A. M.	A. M.
Arrive			
BROAD ST.-PHILA.			
BROAD ST.-Suburban.	\$ 8 17		\$ 8 45
PENNA.-30th ST.	\$ 8 14		\$ 8 42
ARSENAL	\$ 8 11		\$ 8 39
FORTY-NINTH ST.	\$ 8 09		\$ 8 37
ANGORA	\$ 8 07		\$ 8 34
FERNWOOD-YEADON.	\$ 8 04		\$ 8 32
LANDSOWNE	\$ 8 02		\$ 8 30
GLADSTONE	\$ 7 59		\$ 8 28
CLIFTON-ALDAN.	\$ 7 58		\$ 8 27
PRIMOS	\$ 7 56		\$ 8 25
SECANE	\$ 7 54		\$ 8 23
MORTON-RUTLEDGE.	\$ 7 52		\$ 8 21
SWARTHMORE	\$ 7 50		\$ 8 19
WALLINGFORD.	\$ 7 47		\$ 8 17
MOYLAN-ROSE VALLEY.	\$ 7 45		\$ 8 15
MEDIA	\$ 7 43		\$ 8 14
ELWYN	\$ 7 41		\$ 8 12
WILLIAMSON SCHOOL	\$ 7 39		\$ 8 10
GLEN RIDDLE	\$ 7 38		\$ 8 09
LENNI	\$ 7 36		\$ 8 08
WAWA	\$ 7 36	\$ 8 01	\$ 8 06
DARLINGTON	\$ 7 33		\$ 8 05
GLEN MILLS	\$ 7 30		\$ 8 02
LOCKSLEY	\$ 7 27		\$ 8 00
CHEYNEY	\$ 7 26		\$ 7 59
WESTTOWN	\$ 7 23		\$ 7 58
OAKBOURNE	\$ 7 20		\$ 7 53
WEST CHESTER	\$ 7 17		\$ 7 50
	MU		MU
	Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1	
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN. ±716	SUNDAYS & HOLIDAYS ±794	DAILY 718

OUTWARD

FIRST CLASS					
●765	±719	●721	±723	●767	±725
SUNDAYS & HOLIDAYS	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAYS & HOLIDAYS	DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 1 23	\$ 1 41	\$ 2 30	\$ 3 36	\$ 3 55	\$ 3 58
\$ 1 26	\$ 1 44	\$ 2 33	\$ 3 39	\$ 3 58	\$ 4 01
\$ 1 29	\$ 1 47	\$ 2 36	\$ 3 41	\$ 4 01	\$ 4 04
\$ 1 31	\$ 1 49	\$ 2 38	\$ 3 43	\$ 4 03	\$ 4 06
\$ 1 33	\$ 1 51	\$ 2 40	\$ 3 45	\$ 4 05	\$ 4 08
\$ 1 35	\$ 1 53	\$ 2 42	\$ 3 47	\$ 4 07	\$ 4 09
\$ 1 38	\$ 1 57	\$ 2 44	\$ 3 50	\$ 4 09	\$ 4 10
\$ 1 38	\$ 1 58	\$ 2 45	\$ 3 51	\$ 4 10	
\$ 1 39	\$ 2 00	\$ 2 47	\$ 3 53	\$ 4 12	
\$ 1 41	\$ 2 02	\$ 2 49	\$ 3 55	\$ 4 13	
\$ 1 42	\$ 2 04	\$ 2 51	\$ 3 57	\$ 4 15	
\$ 1 44	\$ 2 06	\$ 2 53	\$ 3 59	\$ 4 17	\$ 4 15
\$ 1 46	\$ 2 10	\$ 2 56	\$ 4 02	\$ 4 19	\$ 4 17
\$ 1 48	\$ 2 12	\$ 2 58	\$ 4 05	\$ 4 21	\$ 4 19
\$ 1 50	\$ 2 14	\$ 3 00	\$ 4 07	\$ 4 23	\$ 4 21
\$ 1 51	\$ 2 17	\$ 3 02	\$ 4 11	\$ 4 24	\$ 4 23
\$ 1 53	\$ 2 19	\$ 3 04	\$ 4 13	\$ 4 26	\$ 4 26
\$ 1 55	\$ 2 21	\$ 3 06		\$ 4 28	\$ 4 27
\$ 1 58	\$ 2 23	\$ 3 07	\$ 4 16	\$ 4 29	\$ 4 29
\$ 1 58	\$ 2 25	\$ 3 09		\$ 4 31	\$ 4 31
\$ 2 00	\$ 2 27	\$ 3 11	\$ 4 20	\$ 4 33	\$ 4 33
\$ 2 01	\$ 2 29	\$ 3 12	\$ 4 21	\$ 4 34	
\$ 2 04	\$ 2 32	\$ 3 15	\$ 4 24	\$ 4 37	\$ 4 37
\$ 2 06	\$ 2 34	\$ 3 17	\$ 4 26	\$ 4 39	\$ 4 39
\$ 2 07	\$ 2 36	\$ 3 19	\$ 4 28	\$ 4 41	\$ 4 41
\$ 2 10	\$ 2 39	\$ 3 22	\$ 4 31	\$ 4 44	\$ 4 44
\$ 2 13	\$ 2 42	\$ 3 24	\$ 4 33	\$ 4 47	\$ 4 47
\$ 2 17	\$ 2 46	\$ 3 28	\$ 4 38	\$ 4 50	\$ 4 50
	MU	MU	MU	MU	MU
Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
765	719	721	723	767	725

INWARD

FIRST CLASS					
●722	●762	●724	●726	●728	●730
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
\$ 9 46	\$ 10 26	\$ 10 48	\$ 11 40	\$ 12 46	\$ 1 55
\$ 9 48	\$ 10 22	\$ 10 43	\$ 11 37	\$ 12 43	\$ 1 52
\$ 9 40	\$ 10 19	\$ 10 40	\$ 11 34	\$ 12 40	\$ 1 49
\$ 9 38	\$ 10 17	\$ 10 38	\$ 11 32	\$ 12 38	\$ 1 47
\$ 9 35	\$ 10 15	\$ 10 35	\$ 11 30	\$ 12 36	\$ 1 45
\$ 9 33	\$ 10 13	\$ 10 33	\$ 11 27	\$ 12 33	\$ 1 43
\$ 9 31	\$ 10 11	\$ 10 32	\$ 11 25	\$ 12 31	\$ 1 40
\$ 9 29	\$ 10 09	\$ 10 30	\$ 11 23	\$ 12 29	\$ 1 38
\$ 9 28	\$ 10 08	\$ 10 29	\$ 11 22	\$ 12 28	\$ 1 37
\$ 9 26	\$ 10 06	\$ 10 27	\$ 11 20	\$ 12 26	\$ 1 35
\$ 9 24	\$ 10 05	\$ 10 26	\$ 11 18	\$ 12 24	\$ 1 33
\$ 9 22	\$ 10 03	\$ 10 23	\$ 11 16	\$ 12 22	\$ 1 31
\$ 9 20	\$ 10 01	\$ 10 21	\$ 11 14	\$ 12 20	\$ 1 29
\$ 9 18	\$ 9 58	\$ 10 19	\$ 11 12	\$ 12 18	\$ 1 27
\$ 9 16	\$ 9 56	\$ 10 17	\$ 11 10	\$ 12 16	\$ 1 25
\$ 9 14	\$ 9 55	\$ 10 16	\$ 11 08	\$ 12 14	\$ 1 23
\$ 9 12	\$ 9 53	\$ 10 13	\$ 11 06	\$ 12 11	
\$ 9 11	\$ 9 51	\$ 10 12	\$ 11 03	\$ 12 09	
\$ 9 10	\$ 9 49	\$ 10 10	\$ 11 02	\$ 12 08	
\$ 9 08	\$ 9 47	\$ 10 09	\$ 11 00	\$ 12 06	
\$ 9 06	\$ 9 46	\$ 10 08	\$ 10 58	\$ 12 04	
\$ 9 05	\$ 9 45		\$ 10 56	\$ 12 02	
\$ 9 02	\$ 9 42		\$ 10 53	\$ 11 59	
\$ 9 00	\$ 9 40		\$ 10 50	\$ 11 56	
\$ 8 59	\$ 9 39		\$ 10 49	\$ 11 55	
\$ 8 56	\$ 9 38		\$ 10 46	\$ 11 52	
\$ 8 53	\$ 9 33		\$ 10 43	\$ 11 49	
\$ 8 50	\$ 9 30		\$ 10 40	\$ 11 46	
	MU	MU	MU	MU	MU
Bagg. Service July 4, Sept. 1		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
DAILY EX. SUN. 722	SUNDAY ONLY 762	DAILY EX. SUN. ±724	DAILY EX. SUN. ±726	DAILY 728	DAILY EX. SAT. & SUN. ±730

STATIONS	FIRST CLASS		
	●755	±727	±729
	SATURDAY ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.-Suburban	\$ 4.08	\$ 4.08	\$ 4.18
PENNA.-30th ST.	\$ 4.11	\$ 4.11	\$ 4.21
ARSENAL	\$ 4.14	\$ 4.14	\$ 4.25
Forty-Ninth St.	\$ 4.18	\$ 4.17	\$ 4.28
ANGORA	\$ 4.20	\$ 4.19	\$ 4.30
FERNWOOD-YEADON	\$ 4.22	\$ 4.21	\$ 4.32
LANDSDOWNE	\$ 4.24	\$ 4.23	\$ 4.34
GLADSTONE	\$ 4.25	\$ 4.25	\$ 4.36
CLIFTON-ALDAN	\$ 4.27	\$ 4.27	\$ 4.38
PRIMOS	\$ 4.29	\$ 4.29	\$ 4.40
SECANE	\$ 4.31	\$ 4.31	\$ 4.42
MORTON-RUTLEDGE	\$ 4.34	\$ 4.33	\$ 4.44
SWARTHMORE	\$ 4.36	\$ 4.36	\$ 4.46
WALLINGFORD	\$ 4.39	\$ 4.38	\$ 4.48
MOYLAN-ROSE VALLEY	\$ 4.41	\$ 4.41	\$ 4.50
MEDIA	\$ 4.43	\$ 4.43	\$ 4.52
ELWYN	\$ 4.45		\$ 4.55
WILLIAMSON SCHOOL	\$ 4.47		\$ 4.57
GLEN RIDDLE	\$ 4.50		\$ 4.58
LENNI	\$ 4.52		\$ 5.00
WAWA	\$ 4.54		\$ 5.02
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
OAKBOURNE			
WEST CHESTER			
	MU	MU	MU
		Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
Arrive	P. M.	P. M.	P. M.
	755	727	729

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	●764	●732	●734
	P. M.	P. M.	P. M.
Arrive	P. M.	P. M.	P. M.
BROAD ST.-PHILA.	\$ 2.26	\$ 2.50	\$ 3.44
BROAD ST.-Suburban	\$ 2.23	\$ 2.47	\$ 3.41
PENNA.-30th ST.	\$ 2.20	\$ 2.44	\$ 3.38
Forty-Ninth St.	\$ 2.17	\$ 2.42	\$ 3.36
ANGORA	\$ 2.15	\$ 2.39	\$ 3.33
FERNWOOD-YEADON	\$ 2.13	\$ 2.37	\$ 3.31
LANDSDOWNE	\$ 2.11	\$ 2.35	\$ 3.30
GLADSTONE	\$ 2.09	\$ 2.33	\$ 3.28
CLIFTON-ALDAN	\$ 2.08	\$ 2.32	\$ 3.27
PRIMOS	\$ 2.06	\$ 2.30	\$ 3.25
SECANE	\$ 2.05	\$ 2.29	\$ 3.23
MORTON-RUTLEDGE	\$ 2.03	\$ 2.27	\$ 3.21
SWARTHMORE	\$ 2.01	\$ 2.25	\$ 3.19
WALLINGFORD	\$ 1.59	\$ 2.23	\$ 3.17
MOYLAN-ROSE VALLEY	\$ 1.57	\$ 2.21	\$ 3.15
MEDIA	\$ 1.55	\$ 2.20	\$ 3.13
ELWYN	\$ 1.52	\$ 2.17	
WILLIAMSON SCHOOL	\$ 1.50	\$ 2.15	
GLEN RIDDLE	\$ 1.49	\$ 2.14	
LENNI	\$ 1.47	\$ 2.13	
WAWA	\$ 1.46	\$ 2.11	
DARLINGTON	\$ 1.45	\$ 2.10	
GLEN MILLS	\$ 1.42	\$ 2.07	
LOCKSLEY	\$ 1.40	\$ 2.05	
CHEYNEY	\$ 1.39	\$ 2.04	
WESTTOWN	\$ 1.36	\$ 2.01	
OAKBOURNE	\$ 1.33	\$ 1.98	
WEST CHESTER	\$ 1.30	\$ 1.95	
	MU	MU	MU
	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
Leave	P. M.	P. M.	P. M.
	SUNDAYS & HOLIDAYS 764	DAILY EX. SUN. ±732	DAILY EX. SAT. & SUN. ±734

STATIONS	FIRST CLASS					
	753	±731	±793	±733	±735	769
	SATURDAYS & HOLIDAYS	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	SUNDAYS & HOLIDAYS
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
BROAD ST.-PHILA.	\$ 4.30	\$ 4.35		\$ 4.45	\$ 5.03	\$ 5.10
BROAD ST.-Suburban	\$ 4.33	\$ 4.38		\$ 4.48	\$ 5.06	\$ 5.13
PENNA.-30th ST.	\$ 4.36	\$ 4.41		\$ 4.51	\$ 5.09	\$ 5.16
Forty-Ninth St.	\$ 4.39	\$ 4.43		\$ 4.54	\$ 5.12	\$ 5.18
ANGORA	\$ 4.41			\$ 4.56	\$ 5.14	\$ 5.20
FERNWOOD-YEADON	\$ 4.43	\$ 4.46		\$ 4.58	\$ 5.16	\$ 5.22
LANDSDOWNE	\$ 4.45	\$ 4.47		\$ 5.00	\$ 5.18	\$ 5.24
GLADSTONE	\$ 4.46			\$ 5.02	\$ 5.19	\$ 5.25
CLIFTON-ALDAN	\$ 4.48	\$ 4.50		\$ 5.04	\$ 5.21	\$ 5.27
PRIMOS	\$ 4.50			\$ 5.06	\$ 5.23	\$ 5.28
SECANE	\$ 4.52			\$ 5.08	\$ 5.25	\$ 5.29
MORTON-RUTLEDGE	\$ 4.54	\$ 4.54		\$ 5.10	\$ 5.28	\$ 5.31
SWARTHMORE	\$ 4.57	\$ 4.57		\$ 5.13	\$ 5.30	\$ 5.33
WALLINGFORD	\$ 4.59	\$ 4.59		\$ 5.15	\$ 5.33	\$ 5.35
MOYLAN-ROSE VALLEY	\$ 5.01	\$ 5.01		\$ 5.17	\$ 5.35	\$ 5.37
MEDIA	\$ 5.03	\$ 5.03		\$ 5.19	\$ 5.37	\$ 5.39
ELWYN	\$ 5.05	\$ 5.05			\$ 5.39	\$ 5.40
WILLIAMSON SCHOOL					\$ 5.41	\$ 5.42
GLEN RIDDLE					\$ 5.43	\$ 5.43
LENNI					\$ 5.45	\$ 5.45
WAWA	\$ 5.10	\$ 5.10	\$ 5.15		\$ 5.47	\$ 5.47
DARLINGTON	\$ 5.11	\$ 5.11				
GLEN MILLS	\$ 5.12	\$ 5.12			\$ 5.48	\$ 5.48
LOCKSLEY	\$ 5.15	\$ 5.15			\$ 5.51	\$ 5.51
CHEYNEY	\$ 5.18	\$ 5.18			\$ 5.53	\$ 5.51
WESTTOWN	\$ 5.19	\$ 5.19			\$ 5.55	\$ 5.54
OAKBOURNE	\$ 5.22	\$ 5.22			\$ 5.58	\$ 5.57
WEST CHESTER	\$ 5.25	\$ 5.25			\$ 6.03	\$ 6.00
	\$ 5.29	\$ 5.29			\$ 6.06	\$ 6.04
	MU	MU		MU	MU	MU
	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	753	731	793	733	735	769

INWARD

STATIONS	FIRST CLASS					
	792	736	766	796	768	738
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
BROAD ST.-PHILA.	\$ 4.50	\$ 4.49		\$ 4.49	\$ 5.49	\$ 5.57
BROAD ST.-Suburban	\$ 4.47	\$ 4.48		\$ 4.48	\$ 5.46	\$ 5.54
PENNA.-30th ST.	\$ 4.44	\$ 4.43		\$ 4.43	\$ 5.43	\$ 5.51
Forty-Ninth St.	\$ 4.41	\$ 4.40		\$ 4.40	\$ 5.40	\$ 5.48
ANGORA	\$ 4.38	\$ 4.38		\$ 4.38	\$ 5.38	\$ 5.46
FERNWOOD-YEADON	\$ 4.35	\$ 4.36		\$ 4.36	\$ 5.36	\$ 5.43
LANDSDOWNE	\$ 4.32	\$ 4.34		\$ 4.34	\$ 5.34	\$ 5.41
GLADSTONE	\$ 4.28	\$ 4.32		\$ 4.32	\$ 5.32	\$ 5.38
CLIFTON-ALDAN	\$ 4.26	\$ 4.31		\$ 4.31	\$ 5.31	\$ 5.37
PRIMOS	\$ 4.24	\$ 4.29		\$ 4.29	\$ 5.29	\$ 5.35
SECANE	\$ 4.22	\$ 4.28		\$ 4.28	\$ 5.28	\$ 5.33
MORTON-RUTLEDGE	\$ 4.20	\$ 4.26		\$ 4.26	\$ 5.26	\$ 5.31
SWARTHMORE	\$ 4.18	\$ 4.24		\$ 4.24	\$ 5.24	\$ 5.28
WALLINGFORD	\$ 4.14	\$ 4.22		\$ 4.22	\$ 5.22	\$ 5.26
MOYLAN-ROSE VALLEY	\$ 4.12	\$ 4.20		\$ 4.20	\$ 5.20	\$ 5.24
MEDIA	\$ 4.10	\$ 4.19		\$ 4.19	\$ 5.19	\$ 5.23
ELWYN	\$ 4.08	\$ 4.17		\$ 4.17	\$ 5.17	\$ 5.20
WILLIAMSON SCHOOL	\$ 4.04	\$ 4.15		\$ 4.15	\$ 5.15	\$ 5.18
GLEN RIDDLE	\$ 4.02	\$ 4.14		\$ 4.14	\$ 5.14	\$ 5.17
LENNI	\$ 4.00	\$ 4.12		\$ 4.12	\$ 5.12	\$ 5.15
WAWA	\$ 3.58	\$ 4.11		\$ 4.11	\$ 5.11	\$ 5.14
DARLINGTON	\$ 3.40	\$ 3.50		\$ 5.06	\$ 5.11	\$ 5.11
GLEN MILLS	\$ 3.49	\$ 4.10			\$ 5.10	\$ 5.07
LOCKSLEY	\$ 3.46	\$ 4.07			\$ 5.07	\$ 5.04
CHEYNEY	\$ 3.44	\$ 4.05			\$ 5.05	\$ 5.02
WESTTOWN	\$ 3.43	\$ 4.04			\$ 5.04	\$ 5.01
OAKBOURNE	\$ 3.40	\$ 4.01			\$ 5.01	\$ 4.58
WEST CHESTER	\$ 3.37	\$ 3.68			\$ 4.58	\$ 4.56
	\$ 3.34	\$ 3.55			\$ 4.55	\$ 4.53
	MU	MU		MU	MU	MU
	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN. ±792	DAILY EX. SUN. ±736	SUNDAYS & HOLIDAYS 766	SUNDAYS & HOLIDAYS ±796	SUNDAYS & HOLIDAYS 768	DAILY EX. SUN. ±738

STATIONS	FIRST CLASS		
	†797 SUNDAYS & HOLIDAYS	‡737 DAILY EX. SUN.	•739 DAILY
	Leave P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$	5.46	\$ 6.46
PENNA.-30th ST.	\$	5.48	\$ 6.48
ARSENAL	\$	5.51	\$ 6.51
FORTY-NINTH ST.	\$	5.53	\$ 6.53
ANGORA	\$	5.55	\$ 6.55
FERNWOOD-YEADON	\$	5.57	\$ 6.57
LANSDOWNE	\$	5.59	\$ 6.59
GLADSTONE	\$	6.00	\$ 7.00
CLIFTON-ALDAN	\$	6.02	\$ 7.02
PRIMOS	\$	6.04	\$ 7.03
SECANE	\$	6.06	\$ 7.05
MORTON-RUTLEDGE	\$	6.08	\$ 7.07
SWARTHMORE	\$	6.10	\$ 7.09
WALLINGFORD	\$	6.12	\$ 7.11
MOYLAN-ROSE VALLEY	\$	6.14	\$ 7.13
MEDIA	\$	6.16	\$ 7.14
ELWYN	\$	6.18	\$ 7.16
WILLIAMSON SCHOOL	\$	6.20	\$ 7.18
GLEN RIDDLE	\$	6.21	\$ 7.19
LENNI	\$	6.23	\$ 7.21
WAWA	\$ 5.50	F 6.24	F 7.22
DARLINGTON		F 6.26	F 7.24
GLEN MILLS		F 6.29	F 7.27
LOCKSLEY		F 6.31	F 7.29
CHEYNEY		F 6.32	F 7.30
WESTTOWN		F 6.35	F 7.33
OAKBOURNE		F 6.37	F 7.35
WEST CHESTER		S 6.41	S 7.39
		MU	MU
	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	
Arrive	P. M.	P. M.	P. M.
	797	737	739

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	740	•742	•744
	Arrive P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$ 6.50	\$ 7.48	\$ 9.01
PENNA.-30th ST.	\$ 6.47	\$ 7.45	\$ 8.58
ARSENAL	\$ 6.44	\$ 7.42	\$ 8.55
FORTY-NINTH ST.	\$ 6.42	\$ 7.40	\$ 8.53
ANGORA	\$ 6.40	\$ 7.37	\$ 8.51
FERNWOOD-YEADON	\$ 6.37	\$ 7.35	\$ 8.48
LANSDOWNE	\$ 6.35	\$ 7.33	\$ 8.46
GLADSTONE	\$ 6.32	\$ 7.31	\$ 8.44
CLIFTON-ALDAN	\$ 6.31	\$ 7.30	\$ 8.43
PRIMOS	\$ 6.29	\$ 7.28	\$ 8.41
SECANE	\$ 6.27	\$ 7.27	\$ 8.40
MORTON-RUTLEDGE	\$ 6.25	\$ 7.25	\$ 8.38
SWARTHMORE	\$ 6.23	\$ 7.23	\$ 8.36
WALLINGFORD	\$ 6.20	\$ 7.21	\$ 8.34
MOYLAN-ROSE VALLEY	\$ 6.18	\$ 7.19	\$ 8.32
MEDIA	\$ 6.16	\$ 7.18	\$ 8.31
ELWYN	\$ 6.13	\$ 7.15	\$ 8.28
WILLIAMSON SCHOOL	\$ 6.11	\$ 7.13	\$ 8.26
GLEN RIDDLE	\$ 6.09	\$ 7.12	\$ 8.25
LENNI	\$ 6.07	\$ 7.10	\$ 8.24
WAWA	\$ 6.06	\$ 7.09	\$ 8.22
DARLINGTON	F 6.04	F 7.08	F 8.21
GLEN MILLS	F 6.01	F 7.05	F 8.18
LOCKSLEY	F 5.59	F 7.03	F 8.16
CHEYNEY	S 5.58	F 7.02	F 8.15
WESTTOWN	S 5.55	F 6.59	F 8.12
OAKBOURNE	F 5.52	F 6.57	F 8.09
WEST CHESTER	S 5.49	\$ 6.54	\$ 8.06
	MU	MU	MU
	Will Not Run July 4, Sept. 1		Will Not Run July 4, Sept. 1
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN. ‡740	DAILY 742	DAILY EX. SUN. ‡744

STATIONS	FIRST CLASS					
	‡741 DAILY EX. SUN.	•771 SUNDAYS & HOLIDAYS	‡743 DAILY EX. SUN.	•773 SUNDAYS & HOLIDAYS	‡745 DAILY EX. SUN.	•747 DAILY
	Leave P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
BROAD ST.-PHILA.						
BROAD ST.—Suburban.	\$ 7.45	\$ 8.13	\$ 8.45	\$ 9.20	\$ 9.45	\$ 10.45
PENNA.-30th ST.	\$ 7.48	\$ 8.16	\$ 8.48	\$ 9.23	\$ 9.48	\$ 10.48
ARSENAL	\$ 7.51	\$ 8.19	\$ 8.51	\$ 9.26	\$ 9.51	\$ 10.51
FORTY-NINTH ST.	\$ 7.53	\$ 8.21	\$ 8.53	\$ 9.28	\$ 9.53	\$ 10.53
ANGORA	\$ 7.55	\$ 8.23	\$ 8.55	\$ 9.30	\$ 9.55	\$ 10.55
FERNWOOD-YEADON	\$ 7.57	\$ 8.25	\$ 8.57	\$ 9.32	\$ 9.57	\$ 10.57
LANSDOWNE	\$ 7.59	\$ 8.27	\$ 8.59	\$ 9.34	\$ 9.59	\$ 11.01
GLADSTONE	\$ 8.00	\$ 8.28	\$ 9.01	\$ 9.35	\$ 10.00	\$ 11.02
CLIFTON-ALDAN	\$ 8.02	\$ 8.30	\$ 9.03	\$ 9.37	\$ 10.02	\$ 11.04
PRIMOS	\$ 8.04	\$ 8.31	\$ 9.05	\$ 9.38	\$ 10.03	\$ 11.05
SECANE	\$ 8.06	\$ 8.33	\$ 9.07	\$ 9.40	\$ 10.05	\$ 11.07
MORTON-RUTLEDGE	\$ 8.08	\$ 8.35	\$ 9.09	\$ 9.42	\$ 10.07	\$ 11.09
SWARTHMORE	\$ 8.10	\$ 8.37	\$ 9.11	\$ 9.44	\$ 10.09	\$ 11.12
WALLINGFORD	\$ 8.12	\$ 8.39	\$ 9.13	\$ 9.46	\$ 10.12	\$ 11.15
MOYLAN-ROSE VALLEY	\$ 8.14	\$ 8.41	\$ 9.15	\$ 9.48	\$ 10.14	\$ 11.17
MEDIA	\$ 8.15	\$ 8.42	\$ 9.17	\$ 9.49	\$ 10.16	\$ 11.20
ELWYN	\$ 8.17	\$ 8.44	\$ 9.20	\$ 9.52	\$ 10.19	\$ 11.22
WILLIAMSON SCHOOL	\$ 8.19	\$ 8.46	\$ 9.22	\$ 9.54	\$ 10.21	\$ 11.24
GLEN RIDDLE	\$ 8.20	\$ 8.47	\$ 9.23	\$ 9.55	\$ 10.23	\$ 11.25
LENNI	\$ 8.22	\$ 8.49	\$ 9.25	\$ 9.57	\$ 10.25	\$ 11.27
WAWA	\$ 8.24	\$ 8.51	\$ 9.27	\$ 9.59	\$ 10.27	\$ 11.28
DARLINGTON	\$ 8.25	\$ 8.52	\$ 9.28	\$ 10.00	\$ 10.28	\$ 11.29
GLEN MILLS	\$ 8.28	\$ 8.55	\$ 9.31	\$ 10.03	\$ 10.31	\$ 11.32
LOCKSLEY	\$ 8.30	\$ 8.57	\$ 9.33	\$ 10.05	\$ 10.33	\$ 11.34
CHEYNEY	\$ 8.31	\$ 8.59	\$ 9.34	\$ 10.06	\$ 10.34	\$ 11.35
WESTTOWN	\$ 8.34	\$ 9.02	\$ 9.37	\$ 10.09	\$ 10.37	\$ 11.38
OAKBOURNE	\$ 8.37	\$ 9.05	\$ 9.39	\$ 10.11	\$ 10.39	\$ 11.40
WEST CHESTER	\$ 8.40	\$ 9.09	\$ 9.42	\$ 10.15	\$ 10.43	\$ 11.44
	MU	MU	MU	MU	MU	MU
	Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	741	771	743	773	745	747

INWARD

STATIONS	FIRST CLASS		
	•770	•746	•748
	Arrive P. M.	P. M.	P. M.
BROAD ST.-PHILA.			
BROAD ST.—Suburban.	\$ 10.15	\$ 10.51	\$ 11.44
PENNA.-30th ST.	\$ 10.12	\$ 10.48	\$ 11.41
ARSENAL	\$ 10.09	\$ 10.45	\$ 11.38
FORTY-NINTH ST.	\$ 10.07	\$ 10.43	\$ 11.36
ANGORA	\$ 10.05	\$ 10.40	\$ 11.33
FERNWOOD-YEADON	\$ 10.02	\$ 10.38	\$ 11.31
LANSDOWNE	\$ 10.00	\$ 10.37	\$ 11.29
GLADSTONE	\$ 9.58	\$ 10.35	\$ 11.27
CLIFTON-ALDAN	\$ 9.57	\$ 10.34	\$ 11.26
PRIMOS	\$ 9.55	\$ 10.32	\$ 11.24
SECANE	\$ 9.54	\$ 10.31	\$ 11.23
MORTON-RUTLEDGE	\$ 9.52	\$ 10.29	\$ 11.21
SWARTHMORE	\$ 9.50	\$ 10.27	\$ 11.19
WALLINGFORD	\$ 9.48	\$ 10.25	\$ 11.17
MOYLAN-ROSE VALLEY	\$ 9.46	\$ 10.23	\$ 11.15
MEDIA	\$ 9.45	\$ 10.22	\$ 11.14
ELWYN	\$ 9.42	\$ 10.19	\$ 11.11
WILLIAMSON SCHOOL	\$ 9.40	\$ 10.17	\$ 11.09
GLEN RIDDLE	\$ 9.39	\$ 10.16	\$ 11.08
LENNI	\$ 9.37	\$ 10.14	\$ 11.06
WAWA	\$ 9.36	\$ 10.13	\$ 11.05
DARLINGTON	\$ 9.35	\$ 10.12	\$ 11.04
GLEN MILLS	\$ 9.32	\$ 10.09	\$ 11.01
LOCKSLEY	\$ 9.30	\$ 10.07	\$ 10.59
CHEYNEY	\$ 9.29	\$ 10.06	\$ 10.58
WESTTOWN	\$ 9.28	\$ 10.03	\$ 10.55
OAKBOURNE	\$ 9.23	\$ 10.01	\$ 10.53
WEST CHESTER	\$ 9.20	\$ 9.58	\$ 10.50
	MU	MU	MU
	Will Run July 4, Sept. 1	Will Not Run July 4, Sept. 1	Will Not Run July 4, Sept. 1
Leave	P. M.	P. M.	P. M.
	SUNDAYS & HOLIDAYS 770	DAILY EX. SUN. ‡746	DAILY EX. SUN. ‡748

STATIONS	FIRST CLASS			
	Leave	●749		
		DAILY P. M.		
BROAD ST.-PHILA.				
BROAD ST.—Suburban	S	11.45		
PENNA.-30th ST.	S	11.48		
ARSENAL		11.51		
Forty-Ninth St.	S	11.53		
ANGORA	S	11.55		
FERNWOOD-YEADON	S	11.57		
LANSDOWNE	S	12.00		
GLADSTONE	S	12.01		
CLIFTON-ALDAN	S	12.03		
PRIMOS	F	12.05		
SECANE	F	12.07		
MORTON-RUTLEDGE	S	12.09		
SWARTHMORE	S	12.11		
WALLINGFORD	S	12.13		
MOYLAN-ROSE VALLEY	S	12.15		
MEDIA	S	12.18		
ELWYN	F	12.20		
WILLIAMSON SCHOOL	F	12.22		
GLEN RIDDLE	F	12.23		
LENNI	F	12.25		
WAWA	S	12.27		
DARLINGTON	F	12.28		
GLEN MILLS	F	12.31		
LOCKSLEY	F	12.33		
CHEYNEY	F	12.34		
WESTTOWN	F	12.37		
OAKBOURNE	F	12.39		
WEST CHESTER	S	12.43		
		MU		
Arrive		A. M.		
		749		

When passenger train service is disarranged, Agents will inform the public by posting in a conspicuous place at their station, and by announcement to passengers when purchasing tickets, the approximate duration of the interruption.

When an unusual or serious delay occurs to a passenger train enroute the Conductor must notify the passengers, either direct, or through the agency of trainmen or Pullman employes, the approximate time train will be delayed, except at night, when passengers will not be awakened for this purpose.

When passenger trains are detoured announcement must be made in all cars in the train, giving detour route, and the name of stations on normal route train will not reach, so that passengers for the stations named may arrange to take other train to destination.

TICKET OFFICES OPEN FOR SALE OF TICKETS

MAIN LINE

Daily Except Sundays		STATIONS	Sundays	
Open for Train No.	Close After Train No.		Open for Train No.	Close After Train No.
All Trains	...	Broad St.-Phila.	All Trains	...
701	953	Broad St.-Sub.	305	953
All Trains	...	Penna.-30th St.	All Trains	...
903	930	Darby	Closed	...
All Trains	...	North Phila.	All Trains	...
1005	1025	Frankford Jet.	1003*	266
258	3859	Tacony	Closed	...
305	{666}	52nd Street	309	328
663	{344}	Overbrook	327	343
307	359	Merion	327	366
304	354	Narberth	Closed	...
304	371	Wynnewood	306	371
305	351*	Ardmore	Closed	...
306	370	Haverford	309	370
306	360	Bryn Mawr	316	388
306	371	Rosemont	306	371
619	321	Villanova	Closed	...
305	348	Radnor	332	348
305	341	St. Davids	Closed	...
305	{323}	Wayne	316	369
329	{350}	Strafford	Closed	...
305	622	Devon	Closed	...
308	{332}	Berwyn	322	356
329	{354}	Paoli	390	67
619	343			
306	353			
36	67			

* 366 Saturday only.

*Holidays—Same as Sunday

SCHUYLKILL BRANCH

Daily Except Sundays		STATIONS	Sundays	
Open for Train No.	Close After Train No.		Open for Train No.	Close After Train No.
653	651	Wynnefield Ave.	Closed	...
654	668#	Bala	Closed	...
650	669	Cynwyd	Closed	...
654	663	Manayunk	Closed	...
654	{668}	Conshohocken	Closed	...
663	{669}	Norristown	664	688
654	688	Haws Avenue	Closed	...
656	660			

670 Saturday Only.

CHESTNUT HILL BRANCH

Daily Except Sundays		STATIONS	Sundays	
Open for Train No.	Close After Train No.		Open for Train No.	Close After Train No.
801	872	Queen Lane	809	851
801	871	Cheltenham Ave.	809	851
803	{835}	Tulpehocken	Closed	...
830	{851}			
801	851	Upsal	Closed	...
803	853	Carpenter	Closed	...
801	869	Allen Lane	Closed	...
803	{835}	St. Martins	Closed	...
839	{851}			
801	880	Chestnut Hill	803	880

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.

WEST CHESTER BRANCH

Daily Except Sundays		STATIONS	Sundays	
Open for Train No.	Close After Train No.		Open for Train No.	Close After Train No.
702	716	49th Street	Closed	...
704	721	Angora	Closed	...
706	718	Fernwood-Yeadon	Closed	...
704	738	Lansdowne	Closed	...
704	734	Clifton-Aldan	Closed	...
704	724	Primos	Closed	...
704	724	Secane	Closed	...
704	736	Morton-Rutledge	Closed	...
704	740	Swarthmore	762	769
703	{724}	Wallingford	Closed	...
728	{736}			
701	{726}	Moylan-Rose		
728	{732}	Valley	Closed	...
701	736	Media	Closed	...
704	726	Glen Riddle	Closed	...
710	721	Lenni	Closed	...
701	{705}			
724	{709}	Wawa	Closed	...
719	{731}			
708	726	Darlington	Closed	...
704	{717}	Glen Mills	Closed	...
719	{736}			
703	{709}	Cheyney	Closed	...
732	{735}			
714	709	Westtown	Closed	...
704	741	West Chester	704	770

EXTRA STOPS—PASSENGER TRAINS

TRAIN No.	STOP at	FOR
701	Nields St., West Chester	To let off passengers.
703	Nields St., West Chester	To let off passengers.
726	Nields St., West Chester	{To take on passengers Saturday only.
728	Nields St., West Chester	Daily
732	Nields St., West Chester	To take on passengers.
736	Nields St., West Chester	To take on passengers.

TRAINS WAIT FOR CONNECTION**AT PENNA.-30th STREET**

Div.	Train No.	Due Penna.-30th Street	Mins. Wait	For Div.	Train No.	Due Penna.-30th Street	For Passengers
N. Y.	256	5.50 AM	3	{Md.	902	5.44 AM	
				{P. T.	702	5.46 AM	
N. Y.	200	6.04 AM	2	P. T.	650	6.00 AM	
Md.	401	6.09 AM	1	P. T.	801	6.05 AM	
Md.	935	6.28 AM	3	N. Y.	3853	6.25 AM	
Phila.	601	6.39 AM	2	{Md.	904	6.34 AM	
				{P. T.	803	6.36 AM	
P. T.	806	6.43 AM	3	P. T.	306	6.37 AM	
Md.	913	6.59 AM	3	P. T.	308	6.57 AM	
				{Md.	908	6.54 AM	
N. Y.	202	7.04 AM	2	{P. T.	308	6.57 AM	
				{P. T.	708	7.00 AM	
P. T.	810	7.13 AM	3	P. T.	310	7.12 AM	
P. T.	705	7.21 AM	1	P. T.	656	7.17 AM	
Md.	915	7.23 AM	3	{P. T.	656	7.17 AM	
				{P. T.	312	7.21 AM	
				{P. T.	656	7.17 AM	
N. Y.	258	7.28 AM	3	{P. T.	710	7.17 AM	
				{P. T.	312	7.21 AM	
Md.	917	7.40 AM	5	N. Y.	201	7.36 AM	
P. T.	737	5.48 PM	3	N. Y.	221	5.38 PM	
P. T.	365	5.48 PM	3				
N. Y.	224	6.05 PM	3	P. T.	360	6.00 PM	
P. T.	739	6.48 PM	3	N. Y.	223	6.40 PM	
P. T.	369	6.48 PM	3				
Md.	154	7.23 PM	3	Phila.	570	7.17 PM	
P. T.	741	7.48 PM	3	N. Y.	225	7.42 PM	
P. T.	373	7.48 PM	3				
P. T.	693	10.51 PM	5	{Phila.	46	10.47 PM	
				{P. T.	746	10.48 PM	
P. T.	951	10.53 PM	3	Phila.	46	10.47 PM	
P. T.	749	11.48 PM	5				
P. T.	303	11.48 PM	5	N. Y.	233	11.43 PM	
Md.	953	11.51 PM	3				
N. Y.	186	11.33 PM	3	P. T.	382	11.30 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 late that connections will be missed at Penna.-30th Street, passengers will be so informed by the conductor

and carried through to Broad Street Suburban or Broad Street stations instead of being discharged at Penna.-30th Street, and will be forwarded from Broad Street Suburban or Broad Street station on first convenient train.

When inward trains are running late that passengers for suburban points cannot connect at Penna.-30th Street 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
N. Y.	256	6.00 AM	3	P. T.	801	5.57 AM	
N. Y.	182	7.17 AM	3	P. T.	809	7.04 AM	
N. Y.	188	8.17 AM	3	P. T.	821	8.07 AM	
Atl.	1021	3.39 PM	5	Md.	132	3.31 PM	
Atl.	1025	4.38 PM	5	Md.	170	4.22 PM	
P. T.	868	5.36 PM	5	N. Y.	221	5.29 PM	
P. T.	870	6.05 PM	3	N. Y.	177	6.01 PM	
P. T.	872	6.40 PM	5	N. Y.	223	6.31 PM	
P. T.	874	7.15 PM	3	Md.	155	7.04 PM	
P. T.	876	7.45 PM	5	N. Y.	225	7.32 PM	
Atl.	1029	7.59 AM	5	Md.	154	7.34 PM	
N. Y.	278	8.27 PM	5	N. Y.	228	8.13 PM	
P. T.	878	8.45 PM	5	N. Y.	227	8.38 PM	
P. T.	880	9.21 PM	5	Md.	143	8.57 PM	
P. T.	882	10.12 PM	5	Md.	147	9.57 PM	
N. Y.	198	10.20 PM	5	Atl.	1034	10.10 PM	
N. Y.	160	10.44 PM	5	Atl.	1034	10.10 PM	
Atl.	1033	10.54 PM	10	Md.	198	10.20 PM	
Atl.	1033	10.54 PM	10	Md.	160	10.44 PM	
N. Y.	150	11.35 PM	5	N. Y.	469	10.35 PM	
P. T.	800	11.46 PM	5	Atl.	1036	10.56 PM	
N. Y.	172	12.27 AM	5	Atl.	1064	11.04 PM	
				N. Y.	233	11.34 PM	
				Atl.	1038	11.53 AM	

NOTE:

Atlantic Div.—P.R.S.L. (Outward Trains) will wait 5 minutes at North Philadelphia station for delayed inward New York-Philadelphia trains (Clockers), and trains enumerated above, when it is known they have passengers for such connections.

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

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

U. S. MAIL WORK

STATIONS.	OUTWARD						INWARD		
	431 Ex. Mon.	605	15	19 Ex. Sun.	631 Ex. Sun.	139	604	624	139
Narberth.....		E							
Ardmore.....		E							
Haverford.....									
Bryn Mawr....		E							
Villanova.....									
Wayne.....		E							
Berwyn.....									
Paoli.....			E	D	E		D	D	
North Phila....									E
Penna.-30th...	E	E	E	E	E	E			

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

Note—Additional letters and characters may be used where required.

Letters and characters as used on this page have no reference to their application as provided for in special instructions *1201 or 1202.

EXPRESS TRAINS

These trains run as passenger extras. The time shown conveys no time-table authority.

OUTWARD

STATIONS	PW-2	Exp. 172	Exp. 107	Exp. 18	D-17	Exp. 15	Exp. 168	Exp. 13	Exp. 144	Exp. 72	Exp. 11
	DAILY Ex. Sun & Mon.	DAILY	DAILY MON.	DAILY	DAILY	DAILY EX. MON.	DAILY EX. MON.	DAILY EX. Sun. & Mon.	DAILY	DAILY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
BROAD ST.-Phila.	12.01					8.00					
PENNA.-30th St.	12.40	12.40				7.40		10.58	6.50	7.30	11.59
ZOO	12.40	12.45	2.34	3.10		8.04					
ARSENAL			2.42		4.52	8.07					
BRILL					4.55						
NORTH PHILA.	12.46	12.50									
JERSEY				3.45					7.12	7.55	
HOLMES	12.55	1.04									
PAOLI						8.05		11.20			12.20
LANSDOWNE											
CLIFTON											
MORTON	Will Not		Will Not			Will Not		Will Not			Will Not
SWARTHMORE	Run	Run	Run	Run	Run	Run	Run	Run	Run	Run	Run
MEDIA	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2	Sept. 2
ELWYN											
GLEN RIDDLE											
WAWA											
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.
PW-2	Exp. 172	Exp. 107	Exp. 18	Exp. 17	Exp. 15	Exp. 168	Exp. 13	Exp. 144	Exp. 72	Exp. 11	

EXPRESS TRAINS

These trains run as passenger extras. The time shown conveys no time-table authority.

INWARD

STATIONS	WP-1	Exp. 107	Exp. 18	Exp. 168	Exp. 15	Exp. 13	Exp. 144	Exp. 72	D-16	Exp. 11
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
BROAD ST.-Phila.										
PENNA.-30th St.	3.15	2.29	3.10	7.30	7.40	10.58	6.30	7.30		
ZOO	12.25									
ARSENAL	12.19						6.22		11.58	
BRILL	12.15								10.04	
NORTH PHILA.		2.24	2.30	7.25	7.35				10.00	
JERSEY		2.15	2.22	7.15	7.25	10.45				
HOLMES										11.45
PAOLI			2.50					7.10		Will Not
LANSDOWNE										Run
CLIFTON		Will Not								Run
SWARTHMORE		Run								Run
MEDIA		Run								Run
ELWYN		Sept. 2								Sept. 1
LENNI										
WAWA										
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
DAILY	Exp. 172	Exp. 107	Exp. 18	Exp. 168	Exp. 15	Exp. 13	Exp. 144	Exp. 72	Exp. 11	
WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
EX. Sun.	EX. Sun.	EX. Sun.	EX. Sun.	EX. Sun.	EX. Sun.	EX. Sun.	EX. Sun.	EX. Sun.	EX. Sun.	EX. Sun.
& Mon.	& Mon.	& Mon.	& Mon.	& Mon.	& Mon.	& Mon.	& Mon.	& Mon.	& Mon.	& Mon.
WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1	WP-1
Exp. 172	Exp. 107	Exp. 18	Exp. 168	Exp. 15	Exp. 13	Exp. 144	Exp. 72	Exp. 11	Exp. 11	Exp. 11

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

Stations	MD-117 (3) A.M.	MD-7 (1) A.M.	TP-1 (3) A.M.	MD-47 (1) A.M.	BL-5 (1) A.M.	MD-131 (2) A.M.	MD-1 (1) P.M.	BP-5 (1) P.M.	MD-3 (1) P.M.	MD-101 (1) P.M.	MD-105 (1) P.M.	MD-13 (1) P.M.	BP-3 (1) P.M.	CS-1 (2) P.M.	CS-1 (9) P.M.
Holmes	4.00			8.30		12.01	12.01	2.30	2.50			9.30	10.30	11.30	
Jersey	1.00									7.10			10.10		
Zoo			5.10	7.30		9.25		2.00							
Stadium			5.30		9.30	9.50	12.30	4.00	4.45	8.01		10.10	10.30	11.01	12.01
Brill	3.45	5.00						3.15							
Wawa	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

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

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	FJ-6 (1) A.M.	N-30 (1) A.M.	S-8 (2) A.M.	P-2 (1) A.M.	P-8 (5) A.M.	S-2 (1) A.M.	LGL-2 (6) A.M.	BNV-14 (1) A.M.	PT-80 (1) A.M.	S-12 (4) A.M.	SP-8 (1) P.M.	P-8 (1) P.M.	N-9 (1) P.M.	PG-4 (1) P.M.	S-4 (2) P.M.	FW-8 (1) P.M.	N-28 (1) P.M.	PT-84 (1) P.M.	SP-2 (1) P.M.	HC-2 (1) P.M.
Paoli	12.15			2.00	4.00	4.30	4.30	6.30			2.30	5.45		7.45		8.30				
Overbrook			1.00							8.00					8.00					
Haws Ave. Park			2.45		6.00	6.30	5.40	9.00	8.55	9.00	4.30		7.10		9.30		9.00	10.30	1.30	
Stadium		1.01											10.01			10.15	11.58			1.15
Zoo		2.30							7.25											
Holmes	2.00								A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
Jersey	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

Stations	MD-108 (1) A.M.	BP-4 (1) A.M.	MD-14 (1) A.M.	BL-6 (3) A.M.	TP-2 (3) A.M.	MD-116 (2) A.M.	MD-16 (1) A.M.	MD-6 (1) A.M.	MD-12 (1) P.M.	MD-130 (2) P.M.	NE-2 (5) P.M.	D-2 (12) P.M.	BP-2 (1) P.M.	MD-10 (1) P.M.	MD-100 (1) P.M.	AMD-18 (1) P.M.	MD-48 (1) P.M.	MD-18 (1) P.M.	CS-2 (1) P.M.
Wawa	12.15	1.30	2.00	2.30	2.45	2.45	4.30	9.00	12.45	2.00	2.45	3.45	4.30	6.00	6.30	7.45			
Brill										2.45			6.30						
Stadium		2.45				4.30											10.00	11.00	11.01
Zoo	1.15	2.45														10.40			
Jersey			2.45	3.00	3.30	5.15	9.45		1.15		4.00	4.30		6.30	7.50				
Holmes	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	N-3 (1) A.M.	S-3 (3) A.M.	N-21 (1) A.M.	P-19 (3) A.M.	PT-81 (1) A.M.	P-8 (1) A.M.	S-5 (2) A.M.	AN-21 (10) A.M.	NY-1 (1) A.M.	NE-1 (7) A.M.	TRS-39 (1) A.M.	TRS-9 (1) P.M.	S-11 (3) P.M.	AN-3 (9) P.M.	LCL-3 (2) P.M.	PT-85 (1) P.M.	S-1 (1) P.M.	P-7 (2) P.M.	AP-19 (2) P.M.	EM-1 (2) P.M.	P-17 (3) P.M.
Ford						3.00		5.00	5.15	5.30				4.00		6.30					
Holmes	12.15				2.25			6.30	6.30	6.30	11.15					7.00					
Jersey				2.00	3.25		4.45						2.00								
Zoo				3.45			5.30						2.45								
Park		1.30																			
Haws Avenue		2.15																			
Stadium	3.30		5.00									1.30									11.16
Overbrook				4.30		4.30	5.30														
Paoli				5.10																	9.30
Norris																					
Earnest	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

INWARD

The time shown conveys no time-table authority.

Stations	PT-80 (2)	PT-46 (3)	PT-42 (1)	PT-92 (1)	PT-36 (1)	PT-38 (1)	PT-34 (2)	PT-28 (2)	PT-58 (2)	PT-44 (2)
Paoli	A.M.	11.15								
Bryn Mawr										
Overbrook		1.45								
Paschall							3.00	3.30		
Grays Ferry							3.20			
Haws Avenue	2.15			12.45					3.30	
Norris	3.00			1.30					7.15	
Manayunk									8.00	
Park	5.00			3.30						7.10P
Glen Mills			11.25			1.00				
Media										
Fernwood					1.00					
Zoo			1.05		1.30	2.30		4.00		8.40P
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

OUTWARD

The time shown conveys no time-table authority.

Stations	PT-41 (1)	PT-35 (1)	PT-47 (2)	PT-37 (1)	PT-29 (2)	PT-33 (2)	PT-63 (1)	PT-43 (2)	PT-58 (2)	PT-91 (2)
Zoo	A.M.	6.55								
Fernwood		7.10		8.15	9.25			2.25		
Media		7.45								
Glen Mills	10.25			12.30			10.15	4.10		10.15
Park									8.30	
Manayunk									10.00	11.45
Norris							11.30			11.59
Haws Avenue							11.45			
Grays Ferry										
Stadium						9.35				
Paschall					10.00	10.15				
Overbrook			7.30							
Bryn Mawr			10.30							
Paoli	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

SPECIAL INSTRUCTIONS

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

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

1002. Referring to Rule B, all home and foreign division brakemen and firemen must obtain and have with them while on duty on this division, a copy of Special Instructions.

STANDARD TIME

★ 1101. Eastern Standard Time applies on this Division.

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

LETTERS AND CHARACTERS

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

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

1202

- MU**—Multiple unit.
- AA**—Stop to receive and discharge passengers to and from St. Louis and beyond.
- P**—Regular stop to receive or discharge passengers to or from points south of Washington.
- T**—Regular stop to receive or discharge passengers for Lancaster, Pittsburgh and beyond.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- V**—Regular stop to receive or discharge passengers to or from Altoona and beyond.
- W**—Stop only on notice to conductor to discharge passengers from points west of Pittsburgh.
- 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.

COLOR SIGNALS

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

train movement in normal direction, switch lamp will display red disc (red light at night).

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

The end of the restricted territory will be indicated by a green flag or light.

**For Classification of Trains
Over 53rd Street Hump From No. 2 Main Track
and Other Yard Tracks**

1304. Color light signals located at 53rd Street Hump and Repeater signals located inward and outward of 59th Street govern switching movements from 53rd Street receiving yard over south and north hump tracks. Other movements from receiving yard will be governed by hand or lamp signals or instructions from yardmaster.

The signal located at south hump and Repeater signals on south side overhead bridge govern movements of trains to be classified over the hump from No. 2 Main track and yard track No. 3 to No. 7 inclusive.

The signal located on north hump track and Repeater signals on north side at 59th Street overhead bridge govern movement of cars to be classified over the hump from track No. 8 to No. 14 inclusive.

**FOR CLASSIFICATION OF TRAINS
GREENWICH CLASSIFICATION YARD—SOUTH PHILADELPHIA**

Color light signals governing switching movements from inbound receiving yard to the inbound classification yards, A and B and from the outbound receiving yard to the outbound classification yards, E and F located as follows:

INBOUND RECEIVING YARD

Signal located south of switching lead 50 feet east of Greenwich yardmaster's office and repeater signals located south of No. 11 track 2,145 feet and 4,570 feet west thereof and north of No. 14 track 1,070 feet and 3,395 feet west thereof govern switching movements from tracks No. 11 to No. 14 inclusive, to the inbound classification yards A and B.

OUTBOUND RECEIVING YARD

Signal located north of outbound switching lead 100 feet west of Greenwich yardmaster's office and repeater signals located north of No. 8 track 880 feet and 2,030 feet east thereof govern switching movement from tracks No. 1 to No. 14 inclusive, to the outbound classification yards E and F.

Other movements from the receiving yard will be governed by hand and lamp signals or instructions from yardmaster or switchtender.

**AT 53RD STREET—REPEATER COLOR LIGHTS
59TH STREET AND GREENWICH CLASSIFICATION YARD—
SOUTH PHILADELPHIA**

The Color light signal indications governing switching movements are as follows:

GREEN —Switching movement proceed;
RED —Switching movement stop.
DOUBLE RED—Switching movement reverse

HAND, FLAG AND LAMP SIGNALS

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

ENGINE WHISTLE SIGNALS

1501.

Single Track	Inward	Outward		
Between West Chester and Elwyn.....	14-D-----	14-E-----		
Between Allan Lane and White Marsh	14-E-----	14-D-----		
TWO OR MORE MAIN TRACKS				
West Chester Branch	No. 2 Track	No. 1 Track		
Between Elwyn and 49th St.	14-E-----	14-D-----		
Between 49th St. and Arsenal.....	14-EC-----o o	14-DC-----o o		
Schuylkill Branch	No. 2 Track	No. 1 Track		
Between Valley and Park.....	14-EC-----o o	14-DC-----o o		
Between Park and Division Post (Wilkes-Barre Division).....	14-E-----	14-D-----		
Chestnut Hill Branch	No. 2 Track	No. 1 Track		
Between Chestnut Hill and North Phila.	14-EC-----o o	14-DC-----o o		
D. R. R. R. and B. Co. Branch	No. 2 Track	No. 1 Track		
Between Shore and Division Post (Atlantic Division).....	14-EC-----o o	14-DC-----o o		
River Line	No. 4 Track	No. 1 Track		
Between Zoo and Arsenal.....	14-E-----	14-D-----		
Grays Ferry Branch	No. 2 Track	No. 1 Track		
Between Zoo and Arsenal.....	14-E-----	14-D-----		
West Phila. Elevated Branch	No. 3 Track	No. 2 Track		
Between Zoo and Brill.....	14-EB-----o	14-DB-----o		
Delaware Extension	No. 2 Track	No. 1 Track		
Between Arsenal and End of Main Track.....	14-EC-----o o	14-DC-----o o		
Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Between Arsenal and Brill....	14-E-----			14-D-----
Brill to Division Post (Mary- land Division).....	14-E-----	14-EB-----o	14-DB-----o	14-DA-----
Division Post (Phila. Divn.) and Division Post (New York Division).....	14-EA-----	14-EB-----o	14-DB-----o	14-DA-----
Broad Street Suburban Line Between Zoo and Broad....	14-EA-----	14-EB-----o	14-DB-----o	14-DA-----

Calling Flagman at Paoli or Overbrook

1503. At Paoli: Engineman or conductor of inward trains will call the flagman with push button located in telephone box at inward home signal bridge, 1370 feet outward from Paoli Interlocking Station, operating call bells approximately 800 feet apart, from a point 1500 feet outward from home signal bridge to Division Board (junction Philadelphia Division).

At Overbrook, engineman or conductor of inward trains will call the flagman with push button located in telephone box on inward home signal bridge and on relay box 1300 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.

Discovery of Fire—Girard Point District

1504. 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.

COMMUNICATING SIGNALS

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

Communicating Whistle—Cut In

1602. Communicating whistle will be cut in only in the 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.

USE OF SIGNALS**Fuses And Torpedoes**

★ 1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuses should be met by dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

Fire Hazard—Fuses

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

Fuses must not be used between Broad Street and Broad Street Suburban Station and Zoo Interlocking.

Fuses and Torpedoes Minimum Number

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

	Fuses	Torpedoes
Passenger Service	10	20
Freight Service	6	12
Runner Service	6	12
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.

SUPERIORITY OF TRAINS

★ 1901. West Chester Branch. (Between Wawa and West Chester.) Inward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

⊙—No. 738 will use MU coach siding at Wawa to meet No. 731 and No. 753.

No. 768 will use MU coach siding holidays to meet No. 753.

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

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

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

Bulletin Board	Employees' Register	Standard Clocks	Location	Other Divisions
X		X	Superintendent's Office— Train Dispatcher's Office.	
X	X	X	Broad Street Station— Crew Dispatcher's Office and Broad Street Suburban Station— Station Master's Office.	Philadelphia Wilkes-Barre New York
X	X	X		Maryland Wilkes-Barre
X	X	X	E-5—Yard Office.	
X	X	X	Pennsylvania Coach Yard— Yard Office.	
X		X	Zoo Interlocking Station.	
X	X	X	Mantua Yard.	Philadelphia New York
X	X	X	44th Street—Yard Office.	Reading Co.
X	X	X	46th Street Engine House— Foreman's Office.	Philadelphia Wilkes-Barre New York Penns.-Reading Seashore Lines Atlantic Maryland Reading Co.
X	X	X	53rd Street—Yard Office.	Philadelphia Maryland Wilkes-Barre New York
X	X	X	South Street—Yard Office.	
X	X	X	Gray's Ferry—Yard Office.	Maryland
X	X	X	16th and Washington Avenue— Yard Office.	
X	X	X	D-16—Yard Office.	
X	X	X	Dock Street—Yard Office.	
X	X	X	Delaware Ave. and Morris St.— Yard Office.	
X	X	X	Pennsylvania Produce Terminal Yard—Yard Office.	
X	X	X	Old Greenwich—Yard Office.	
X	X	X	Burma—Yard Office.	
X	X	X	Greenwich Classification Yard— Yard Office.	
X	X		Greenwich Coal Yard—Yard Off.	
X	X	X	Stadium—Yard Office.	
X	X	X	South Philadelphia Engine House— Foreman's Office.	Atlantic Philadelphia Maryland New York
X	X	X	Girard Point—Yard Office.	
X	X	X	Penrose Yard—Yard Office.	
X	X	X	Engelside Freight Station— Agent's Office.	
X	X	X	Margie Street Yard—Yard Office.	
X	X	X	Midvale—Yard Office.	
X	X	X	Chestnut Hill Passenger Station.	New York
X	X	X	Tacony—Yard Office.	
X	X	X	Frankford Junction— Crew Dispatcher's Office.	New York Penns.-Reading Seashore Lines Atlantic
X	X	X	C Street—Yard Office.	
X	X		Tioga Street—Freight Agent's Office.	
X	X		Kensington—Agent's Office.	

Bulletin Board	Employee Register	Standard Clocks	Location	Other Divisions
X	X		Norris Street—Agent's Office.	
X	X	X	Shackamaxon—Yard Office.	
X	X	X	Paoli—Yard Office.	Philadelphia
X	X	X	Paoli Interlocking Station.	Philadelphia
X	X		Haws Avenue Passenger Station.	Wilkes-Barre
X	X	X	Media—Passenger Station.	Maryland
X	X	X	Wawa Interlocking Station.	Maryland
X	X	X	West Chester Passenger Station.	Maryland

NOTE: X Indicates in Service.

2002. Standard Clocks At Other Points:

All Block and Interlocking Stations.

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

North Philadelphia—Station Master's Office.

Employees Register—No Designated Employee on Duty

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

Crews Relieved—No Register

2004. 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 employes must personally register at the first opportunity after going on duty.

Crews Respited—Registering

2005. When train and engine employes 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. Employes will be required to sign registry sheet after expiration of respite.

GENERAL ORDER ZONES

★ 2101. General Order Zones of this Division are as follows:

- Zone A—Outward limits Overbrook interlocking to Division Post (Philadelphia Division).
- Zone B—Outward limits Zoo interlocking (33rd Street) to Division Post (New York Division) and to Division Post (Atlantic Division) Jersey, including Chestnut Hill and Fort Washington branches; and all adjacent yard territory 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, outward limits Zoo Interlocking (33rd Street), Division Post (Maryland Division), and Delaware Extension, including all Yard territory and secondary tracks in this area north on Delaware Avenue to Callowhill Street.
- Zone D—Schuylkill Branch. Valley to Division Post (Wilkes-Barre Division) west of Haws Avenue and to Division Post (Phila. Division) and Earnest inc. (Wye Tracks).
- Zone E—West Chester Branch and secondary tracks. Arsenal to Division Post (Maryland Division) south of Wawa and to West Chester.

Qualification of Conductor Or Engineman

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

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

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

NOTE—Referring to Rule 75b and Special Instruction No. 2102: It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under this Instruction.

Qualifications of a Foreign Division Fireman

2103. A foreign division fireman before accepting an assignment in passenger train service, either regular or extra, on that portion of Zone C (commonly referred to as the Elevated Railroad) covering Broad Street and Broad Street Suburban Stations, A, Broad, Zoo and Arsenal interlockings, U. S. Post Office and Penn Coach yard, must first be qualified by the proper division officer or shall have had one or more assignments as a fireman in this area within the preceding twelve months.

Fireman not qualified as required by this instruction and in an emergency is assigned to a passenger train, shall notify the engineman, who must so advise the Superintendent.

Qualifications of a Philadelphia Terminal Division Fireman or Brakeman

2104. Philadelphia Terminal Division fireman or brakeman before accepting an assignment on that portion of Zone C (commonly referred to as the Elevated Railroad) covering Broad Street and Broad Street Suburban Stations, A, Broad, Zoo and Arsenal Interlockings, U. S. Post Office, Penn Coach Yard, and River Line, must first be qualified by the proper division officer or shall have had one or more assignments as a fireman or brakeman in this area within the preceding twelve months.

TRACK ASSIGNMENTS

2201.

Single Track

Track	Between	And
Fort Washington Branch	Allen Lane Interlocking	WI Block Limit Station
West Chester Branch	Elwyn Interlocking	Outward Home Signal West Chester
Octoraro Branch	Wawa Interlocking	Division Post (Maryland Divn.)

2202.

Two or More Tracks

Current of traffic is as follows:

Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Between: Division Post (Phila. Division) and Overbrook.....	Outward Pgr.	Outward Frt.	Inward Frt.	Inward Pgr.
Overbrook and Zoo.....	Outward Pgr.		Inward Frt.	Inward Pgr.
Zoo and Division Post (New York Division).....	Inward Pgr.	Inward Frt.	Outward Frt.	Outward Pgr.

Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Between:				
Arsenal and Brill.....	Outward Pgr.			Inward Pgr.
Brill and Division Post (Maryland Division).....	Outward Pgr.	Outward Frt.	Inward Frt.	Inward Pgr.
Broad St. Suburban Line				
Zoo and Broad.....	Outward	Outward	Inward	Inward
River Line				
Between:				
Zoo and Arsenal.....	Southward			Northward
West Phila. Elevated Branch				
Zoo and Brill.....		Southward	Northward	
Grays Ferry Branch				
Zoo and Arsenal.....			Southward	Northward
D. R. R. & B. Co. Branch				
Shore and Division Post (Atlantic Division).....			Inward	Outward
Chestnut Hill Branch				
North Phila. and (Signal Bridge Inward from Chestnut Hill Passenger Station).....			Inward	Outward
Selwyn Hill Branch				
Valley and Division Post (Wilkes-Barre Division).....			Outward	Inward
West Chester Branch				
Arsenal and Elwyn.....			Outward	Inward
Delaware Extension				
Arsenal and End of Main Track. (Broad St. overhead Bridge)			Westward	Eastward

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

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Naught (N).....	Brill Interlocking	Grays Ferry Yard	Yard Master Grays Ferry	1
60th St. (S).....	Connection with Naught Track Brill (All movements on this track must report when clear.)	Connection with Chester & Phila. Secondary Track So. of Fort Mifflin	Signalman Brill	2
Chester & Phila. (S)	Fort Mifflin (All movements on this track must report when clear.)	Island Road Crossing	Signalman Brill	3
Shifting (I).....	Arsenal Interlocking	Arsenal Interlocking	Signalman Arsenal	1
No. 5 (River Line) (N).....	Connection with Arsenal shifting secondary track. (All movements on this track must report when clear.)	Walnut St. overhead Bridge	Signalman Arsenal	
No. 5 and Run-down (O).....	Broad Interlocking	Zoo Interlocking	Yard Master Penna. coach yard	1
Belmont (N).....	Zoo Interlocking	Junction Reading Co. Belmont Interlocking	Train Director Zoo for Yard Master 44th St.	1-3
Eastward (E)....	44th St.	Zoo Interlocking	Yard Master 44th St.	1-3
Westward (W)...	Zoo Interlocking	44th St.	Yard Master 44th St.	1-3

Track	Between	And	Controlled by	Note
Eastward Jersey (E)	44th St.	Zoo Interlocking	Yard Master 44th St.	1-3
Westward Jersey (W)	Zoo Interlocking	44th St.	Yard Master 44th St.	1-3
Westward Belt (W)	44th St.	52nd St.	Yard Master 52nd St.	1-3
Eastward Belt (E)	52nd St.	44th St.	Yard Master 52nd St.	1-3
No. 15 (W)	52nd St.	Overbrook Interlocking	Yard Master 52nd St.	1-3
Norris (E).....	Norris Interlocking	Division Post (Phila. Divn.) Earnest (including Wye tracks)	Signalman Norris	1
Newtown Sq. (O)	Connection with No. 2 track (Fernwood)	Newtown Square	Signalman Wawa	
Long (O).....	Lenn Interlocking	Wawa Interlocking	Signalman Wawa	1
Naught (S).....	Wawa Interlocking	Division Post (Maryland Division)	Signalman Wawa	1

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

Signalmen and yard masters must keep a record (C.T. 355-J) for secondary tracks under their jurisdiction and record thereon all movements.

NOTE 1.—A fixed signal routing to a secondary track will convey authority to move on that track.

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

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

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

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

NOTE 3.—In the application of Rule 105-B, a train must be protected against following movements on the secondary tracks indicated.

2205. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

Train No.	Use Track No.	From	To	To Pass Train No.	To Be Passed By Train No.
60	2	No. Phila.	Holmes	254	
76	2	No. Phila.	Holmes	3854	
182	2	Zoo	Holmes	68	
118	2	Zoo	Holmes	264-258	
188	2	Zoo	Holmes	30	
174	2	Zoo	Holmes	266	
176	2	No. Phila.	Holmes	272	
33	3	Overbrook	Bryn Mawr	341	
5	3	Overbrook	Paoli	391-617	
631	3	Overbrook	Paoli	617	
170	2	Zoo	Holmes	286	
77	3	Overbrook	Paoli	353-355	
621	3	Overbrook	Paoli	357-359	
49	3	Overbrook	Paoli	361	
152	2	Zoo	Holmes	224	
69	3	Overbrook	Paoli	367	
41	3	Overbrook	Paoli	369	
31	3	Overbrook	Paoli	371	
581	3	Bryn Mawr	Paoli	375	
23	3	Overbrook	Paoli	379	
35	3	Bryn Mawr	Paoli	383	
3	3	Bryn Mawr	Paoli	385	
76	2	Paoli	Overbrook	306	
580	2	Paoli	Overbrook	306	
40	2	Paoli	Overbrook	308	
48	2	Paoli	Overbrook	308-390	
28	2	Paoli	Overbrook	310-312	
68	2	Paoli	Overbrook	310-312	
620	2	Paoli	Overbrook	316-318	
604	2	Paoli	Overbrook	322	
64	2	Paoli	Overbrook	324	
78	2	Paoli	Overbrook	326	
42	2	Paoli	Overbrook	328	
14	2	Paoli	Overbrook	332	
153	3	Holmes	Zoo	263	
624	2	Paoli	Overbrook	364	
67	3	Holmes	Zoo	275	

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows: On All Main Tracks.

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

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

2303. Track cars will display night signals while passing through tunnels.

★ **2304.** Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, etc.

★ **2305.** Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to

detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a, and will not be required to conform to speed for track cars. Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

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

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—

Train Dispatchers are located at Penna.-30th St., 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 Division Post (New York Division).

Maryland Division: Between Brill and Division Post (Maryland Division) and between Wawa and Division Post (Maryland Division).

Philadelphia Division: Between Paoli and Division Post (Philadelphia Division).

Wilkes-Barre Division: Between Haws Avenue and Division Post (Wilkes-Barre Division);

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

In the application of Rule S-83 for 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 engineman's copy before the train leaves Wawa Station.

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

Engineman Pilot

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

2405. Normal Position of Switches and Crossovers at Specified Locations

(Other Than Main, Secondary and Sidings.)

Switch Located At	Connecting	With	Normal Position Is for Movements
Philadelphia (Elevated R. R.) 22nd Street	No. 1 (20th St. Yd.)	No. 1 Tail (20th St. Yd.)	No. 1 Yard to Ladder Track
Philadelphia (Elevated R. R.) 23rd Street	No. 4 (20th St. Yd.) Outward End	No. 4 Tail Track	To No. 4 Tail Track

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

Before using No. 1 track at the 22nd 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:

NOTE—All hand operated switches in No. 5 and Rundown secondary track must be set for through movement on this track except, switch leading to car washing track must be set for through movement on car washing track.

All hand operated switches in car washing track must be set for through movement on this track. All switches equipped with switch locks must be locked when not in use.

2409. Signalman in charge of main track hand operated switches: On duty 10:30 P.M. to 6:30 A.M. daily.

Location	Switches
Philadelphia (Walnut St.) River Line	Crossovers between No. 4 Main and South End Mail Platform and between No. 4 Main and No. 5 Secondary Track.

Hand Operated Switches Equipped With Electric Locks

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

Location	Switch	Controlled By
Main Line to Paoli Division Post—(Philadelphia Division) 38th St. Phila.....	Hall & Smedley	Zoo
Philadelphia, Outward from 42nd St. Overhead Bridge.....	Operated from M-1 switch cabin by switch tender (through freight route Zoo Interlocking)	Zoo
Philadelphia, Outward from 44th St. Overhead Bridge.....	Departure Track Zoo Interlocking to No. 2 Main Track	Zoo
Philadelphia, Inward from 59th St. Overhead Bridge.....	Both Crossovers between No. 2 Main Track and No. 3 Receiving Yard Track	Overbrook
Main Line to Holmes Division Post—(New York Division) Philadelphia, Inward from Ashburner St. Overhead Bridge.....	Prison Track	Holmes
Main Line to Darby Division Post—(Maryland Division) Darby (Inward From)..... Philadelphia, Outward from 71st St. Overhead Bridge..... Philadelphia, Inward from 71st St. Overhead Bridge.....	Woolford Co. Track Keystone Coal Co. General Electric Co.	Brill Brill Brill
Branches Chestnut Hill Branch, Philadelphia..	Motor Parts Co.	North Phila.
Fort Washington Branch, Allen Lane	Penna. Institution for the Deaf and Dumb	Allen Lane
River Line Philadelphia, North of Penna. Station-30th St.....	Crossovers between No. 4 and No. 1 Main Tracks and between No. 4 Main Track and Yard	Penn.
Philadelphia, South of Penna.-30th St. Station.....	Crossovers between No. 4 Main Track and No. 5 Secondary Track under Walnut St. Overhead Bridge	Penn.
West Chester Branch Philadelphia.....	Breyer Co.....	Arsenal
Wawa.....	Crossover between Main and Long Secondary Track	Wawa
Schuylkill Branch (Division Post—Wilkes-Barre Division) Earnest..... Norristown-Ford St.....	Inward end extension Outward End Norris Siding	Norris Norris
Other Tracks Philadelphia.....	United States Quartermaster Depot	Arsenal
Philadelphia.....	Philadelphia Electric Co.	Arsenal
Philadelphia, Grays Ferry.....	Barrett Co.	Grays Ferry Drawbridge Operator

The following switches are equipped with electric lock not controlled by signalman and are operated as indicated:

Schuylkill Branch (Division Post—Wilkes-Barre Division)

Location	Switch	Method of Operation
Bala.....	Switch leading from Inward end Bala Middle siding to No. 1 track	See Instructions in Telephone Booth
Bala.....	Facing hand operated switch, No. 2 track leading to Inward end Bala Middle siding	See Note 1
Cynwyd.....	Facing hand operated switch, No. 1 track leading to Outward end Bala Middle siding	See Note 1
Inward from Manayunk.	Switch leading from No. 1 track to Pen-coyd track	See Instructions in Telephone Booth
Manayunk.....	Crossover switches between No. 1 and No. 2 tracks and switch leading to storage tracks	See Instructions in Telephone Booth
Spring Mill.....	Facing hand operated switch, No. 2 track leading to Inward end Cherry Street storage track	See Note 1
Conshohocken.....	Crossover switches between No. 1 and No. 2 tracks and switch leading to Outward end Cherry Street storage track	See Instructions in Telephone Booth
Between Arsenal and Penrose.....	Facing hand operated switch, No. 1 track leading to Public Delivery track Facing hand operated switch, No. 2 leading to No. 3 Industrial track	See Note 1
Between Penrose and Stadium.....	First and second facing hand operated crossovers leading from No. 1 to No. 2 track. First and second facing hand operated crossovers leading from No. 1 to B. & O. No. 1	See Note 1

NOTE 1—Referring to Rule 502, the switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman.

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

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

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

Spring Switches

***2412.** Spring Switch is marked by disc with white background and black letters SS. Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

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

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

The switch must be restored to normal position after movement is completed.

Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Chestnut Hill Br. Chestnut Hill.....	For Inward Movement Crossover to No. 2 Station Track	For Outward Movement No. 1 Main Track to No. 1 Station Track	

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at: Fort Washington Branch; White Marsh and Allen Lane. West Chester Branch; West Chester.

2418. Rule D-93 in effect as follows:

	TRACK	BETWEEN	AND
Main Line to Holmes	No. 1, No. 2, No. 3 and No. 4	Zoo Interlocking	Holmes Interlocking
Main Line to Paoli	No. 1, No. 2, No. 3 and No. 4	Paoli Interlocking	Overbrook Interlocking
	No. 1, No. 2, and No. 4	Overbrook Interlocking	Zoo Interlocking
Broad St. Suburban Line	No. 1, No. 2, No. 3 and No. 4	Zoo Interlocking	Broad Interlocking
Main Line to Darby	No. 1 and No. 4	Arsenal Interlocking	Brill Interlocking
BRANCHES			
River Line	No. 1 and No. 4	Zoo Interlocking	Arsenal Interlocking
D.R.R.R. & B. Co.	No. 1 and No. 2	Shore Interlocking	Jersey Interlocking
West Phila. Elevated	No. 2 and No. 3	Zoo Interlocking	Brill Interlocking
Grays Ferry	No. 1 and No. 2	Zoo Interlocking	Arsenal Interlocking
Delaware Extension	No. 1 and No. 2	Arsenal Interlocking	End of Main Track

Non-Interlocked Railroad Crossings At Grade

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

Location	Signals etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Grade crossing of the B&O Railroad with P.R.R. at Delaware Ave. and Vandalla St.	P.R.R. Position Light B&O Color Light	Proceed at restricted speed not exceeding 10 miles per hour	All switches are hand operated	1
Grade crossing of the P.R.R. 60th St. Secondary Track and Reading Co., Chester Branch	Semaphore	Proceed	Signals and derails must be operated by Trainmen.	2
Grade crossing of the Red Arrow Railroad with P.R.R. at W. Chester Pike, Lancaster, Pa.	Stop Sign	Stop		3

NOTE:

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

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

- Each movement of locomotive, car or train will approach this crossing at grade prepared to stop and before moving over this crossing at grade a member of train crew equipped with a red flag by day and a red light by night must precede each movement.

Automatic Highway Crossing Signals

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

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

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

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

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for 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 promptly to the Superintendent any failures to operate properly.

★ 2451. (For Automatic Highway Crossing Signals.)

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

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

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

Protection For Public Highway Crossings At Grade

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

Track	Crossing	Location	No crossing watchman on duty between the hours of	Note
Washington Avenue	15th Street	Philadelphia	11 P.M.-3 P.M.	1
	16th Street	Philadelphia	.....	1
	16th Street Middle	Philadelphia	.....	1
	17th Street	Philadelphia	.....	1
	18th Street	Philadelphia	.....	1
	19th Street	Philadelphia	11 P.M.-7 A.M.	1
	20th Street	Philadelphia	11 P.M.-7 A.M.	1
	21st Street	Philadelphia	11 P.M.-7 A.M.	1
	22nd Street	Philadelphia	.....	1
	23rd Street	Philadelphia	.....	1
	Old Greenwich Yard.	Stone House Lane	Philadelphia	7 A.M.-3 P.M.	1

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

2457. Each movement of locomotive, car or train will approach the following public highway crossings at grade prepared to stop and before moving over these grade crossings, a member of train crew equipped with a red flag by day and a red light by night, must precede each movement.

TRACK	CROSSING	LOCATION
Schuylkill Branch: Norris (Secondary Track).	Conshohocken Highway (see note A).....	Earnest
Norristown Freight Station.....	Mill Street.....	Norristown
Paoli Yard (Wye).....	Central Avenue.....	Paoli
Cardington.....	All public crossings.....	Delaware Co., Pa.
Newtown Square (Secondary Track).....	Pembroke Avenue.....	Pembroke
	Pembroke Yard.....	Pembroke
	State Road.....	Arlington
	Cedar Lane.....	Arlington
	Township Line Road.....	No. of Llanerch
	West Chester Pike.....	Llanerch
	Eagle Road.....	Grassland
	Paoli Road (see note A)	Newtown Square
Fraser (Secondary Track)...	Market Street.....	West Chester
	Biddle Street.....	West Chester
	State Road 202.....	West Chester
Bustleton.....	All public crossings.....	Philadelphia
K & T.....	All public crossings.....	Philadelphia
Tacony.....	All public crossings.....	Philadelphia
Bleigh Street.....	All public crossings.....	Philadelphia
Washington Avenue.....	All public crossings between Broad Street and Delaware Avenue (see note B).....	South Philadelphia
Swanson Street.....	All public crossings.....	South Philadelphia
Girard Point.....	Magazine Lane.....	South Philadelphia
60th Street (Secondary Track).....	All public crossings (see note A).....	Philadelphia
Grays Ferry Yard.....	49th Street crossings.....	Grays Ferry (Phila.)

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

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

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

All movements must stop clear of sidewalks.

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

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

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

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

Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars

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

Four-Wheel Cabin Cars

★2476. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

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

MOVEMENT BY TRAIN ORDERS

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

2503. Train orders copied by conductors, enginemen or T.C. drivers must be forwarded to the Superintendent when fulfilled.

★2505. While train order signal (Rule 294, Fig. A) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in Rule 221a.

★2506. Referring to Rule 221a, message form C.T. 1250 will be used.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

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

	TRACK	BETWEEN	AND
Main Line to Holmes	No. 1, No. 2, No. 3 and No. 4	Zoo Interlocking	Division Post (New York Division)
Main Line to Paoli	No. 1, No. 2 and No. 4	Overbrook Interlocking	Paoli
	No. 1, No. 2, No. 3 and No. 4	Paoli	Division Post (Phila. Divn.)
	No. 4	Zoo Interlocking	Overbrook Interlocking
Main Line to Darby	No. 1 and No. 4	Arsenal Interlocking	Brill Interlocking
	No. 2, No. 3 and No. 4	Brill Interlocking	Division Post (Md. Divn.)
Chestnut Hill Branch	No. 1 and No. 2	North Phila. Interlocking	Signal Bridge Inward from Chestnut Hill passenger station
Schuylkill Branch	No. 1 and No. 2	Valley Interlocking	Division Post (Wilkes-Barre Division)
West Chester Branch	No. 1 and No. 2	Arsenal Interlocking	Elwyn Interlocking
D. R. R. & B. Co. Branch	No. 1 and No. 2	Shore Interlocking	Jersey Interlocking
River Line	No. 1 and No. 4	Zoo Interlocking	Arsenal Interlocking

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

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

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

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

	TRACK	BETWEEN	AND
Main Line to Paoli (Broad Street Suburban Line included)	No. 3	Overbrook Interlocking	Paoli Interlocking
	No. 2	Zoo Interlocking	Overbrook Interlocking
	No. 1	Zoo Interlocking	Overbrook Interlocking
	No. 1, No. 2, No. 3 and No. 4	Broad Interlocking	Zoo Interlocking
West Chester Branch	Single	Elwyn Interlocking	Wawa Interlocking

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

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

CAB SIGNALS

★2751. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

	TRACK	BETWEEN	AND
Main Line to Paoli	No. 1, No. 2, No. 3 and No. 4	Division Post (Phila. Divn.)	Overbrook
	No. 1, No. 2 and No. 4	Overbrook	44th Street
	No. 1 and No. 4	44th Street	34th Street
	Inward and Outward	34th Street	Girard Avenue Undergrade Bridge
Zoo Interlocking	Eastward and Westward		New York and Pittsburgh Subway
	No. 2 (Connecting track)	44th Street	Southward limits, Zoo Interlocking West Phila. Elevated Branch
Main Line to Holmes	No. 1, No. 2, No. 3 and No. 4	Girard Avenue Undergrade Bridge	Division Post (New York Division)
	Outward Station Inward Station	North Phila. Interlocking	
River Line	No. 1 and No. 4	Arsenal	Zoo
	No. 7, No. 8, No. 9 and No. 10	Penn Interlocking	

CAB SIGNALS

	TRACK	BETWEEN	AND
Main Line to Darby	No. 1 and No. 4	Arsenal Interlocking	Brill Interlocking
	No. 1 (Brill Interlocking), No. 2, No. 3 and No. 4	Brill Interlocking	Division Post (Maryland Division)
Chestnut Hill Branch	No. 2 Track	North Phila. Interlocking	
D.R.R.R. & B. Co. Branch	No. 1 and No. 2	Shore	Division Post (Atlantic Division)
West Philadelphia Elevated Branch	No. 2 and No. 3	Zoo, Southward Interlocking Limits	Brill
	No. 2	Southward limits, Zoo Interlocking	Eastward New York and Pittsburgh Subway
	No. 3	Westward New York and Pittsburgh Subway	Southward limits, Zoo Interlocking
Delaware Extension	No. 1 and No. 2	Arsenal Interlocking	End of Main Track

For movements against current of traffic.

Main Line to Paoli	No. 3	Paoli	Overbrook
	No. 2	Overbrook	Zoo Southward Interlocking Limits (West Phila. Elevated Branch)
Zoo Interlocking (Reverse Movement)	Westward	New York and Pittsburgh Subway	
	No. 4	38th Street	34th Street

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

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

	TRACK			
Chestnut Hill Branch Hunting Park Avenue to Home Signal (North Phila. Interlocking).....		No. 2		
Schuylkill Branch Between Park and Valley Interlocking.....	No. 1			

NOTE—A member of the train crew of 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.

Cab Signals—Departure Test

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

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

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

Cab Signal Test—Operation of Circuit Switch

2756. When making cab signal departure tests, the fireman or helper must operate the switch for the test circuit.

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

Form MP-61—Use of

2757. 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.

Cab Signal Test—Requirements When Loading Car or Cars Are Detached

2758. On certain trains at Broad Street Suburban Station where it is required to test the cab signals on two or more positions on the train, it will be permissible to close the cab signal warning whistle cock after the test has been made on other than the leading car of these trains.

When leading cars are cut off these trains and before the engineman departs with the balance of the train, the conductor must personally see and know that the cab signal warning whistle is cut in, and the engineman, before departing, will operate the acknowledging switch in the presence of the conductor in order to verify that the cab signal warning whistle is cut in and functioning properly.

Control Plug—Requirements When Removed or Re-Set Is Necessary

2759. When necessary for the engineman of MU equipment to remove the control plug for the purpose of operating the re-set circuit or move the controller to the reverse position, the cab signal warning whistle must be permitted to sound until the control plug is again placed in its normal operating position.

Cab Signal—Flips Requirements

2760. 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 engineman 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 from (state indication) to (state indication) on No. track at (give location). (State whether it was necessary to acknowledge.)

Cab Signals and Fixed Signals Conflicting

2761. When cab signal and fixed signal aspects conflict, where the cab signal gives a more favorable aspect or a more restrictive aspect than the fixed signal, in addition to being governed by rules Nos. 298 and 516, the engineman must report the occurrence 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 of the cab signal equipment 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 than the wayside signal the engineman will verbally advise the inspectors so that the equipment will not be disturbed.

Change in Cab Signal

2763. At the following locations and on tracks shown when cab signal changes to restricting, it will indicate that the home signal is less favorable than approach.

LOCATION	TRACK	MOVEMENT
Between Signal 36M and Arsenal	No. 1	Inward
Paoli Interlocking (1,000 feet from first home signal)	No. 1 and No. 2	Inward
Paoli (1,000 feet from first home signal)	No. 3 and No. 4	Outward
Bryn Mawr (1,000 feet from first home signal)	No. 1 No. 4	Inward Outward
Bryn Mawr (1,000 feet from home signal)	No. 2 No. 3 No. 3	Inward Outward Inward
Zoo Interlocking (44th Street) 1,000 feet from first home signal	No. 2	Inward
Zoo Interlocking (1,000 feet from home signal at outward end of New York and Pittsburgh Subway)	Westward New York and Pittsburgh Subway	Outward
Zoo Interlocking (1,000 feet from first home signal west of 42nd Street Overhead Bridge)	No. 4	Outward
Zoo Interlocking (1,000 feet from first home signal west of 42nd Street Overhead Bridge)	No. 2	Outward
Zoo Interlocking (1,000 feet from first home signal outward from 34th Street Overhead Bridge)	No. 2	Inward
Zoo Interlocking (1,300 feet from first home signal inward from 34th Street Overhead Bridge)	Connecting track between No. 3 track (West Phila. Elevated Branch) and No.2 track Main Line to Paoli	Inward
Penrose Interlocking (1,000 feet from home signal)	No. 2	Westward
Arsenal Interlocking (1,000 feet from home signal)	No. 2	Westward
Penrose Interlocking (1,000 feet from home signal)	No. 1	Eastward
West Philadelphia Elevated Branch. Zoo Interlocking (1,000 feet from first home signal)	No. 2	Northward
West Philadelphia Elevated Branch. Arsenal Interlocking (1,000 feet from first home signal)	No. 3	Southward
West Philadelphia Elevated Branch. Arsenal Interlocking (1,000 feet from first home signal)	No. 2	Northward

LOCATION	TRACK	MOVEMENT
West Philadelphia Elevated Branch. Arsenal Interlocking (1,750 feet from second home signal)	No. 2	Northward
West Philadelphia Elevated Branch. Arsenal Interlocking (1,788 feet from second home signal)	No. 3	Southward
Holmes Interlocking (1,000 feet from home signal)	No. 1	Outward
Holmes Interlocking (1,000 feet from home signal)	No. 2	Outward
Holmes Interlocking (1,000 feet from home signal)	No. 3	Inward
Holmes Interlocking. Second home signal (1,000 feet from signal)	No. 4	Inward

MANUAL BLOCK SYSTEM

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

	TRACK	BETWEEN	AND
BRANCHES			
Fort Washington	Single	Allen Lane Interlocking	WI Block Limit Station
West Chester	Single	Wawa Interlocking	Outward Home Signal, West Chester
Octoraro	Single	Wawa Interlocking	Division Post (Maryland Division)
Schuylkill	No. 1 and No. 2	Haws Avenue Interlocking	Division Post (Wilkes-Barre Division)

2803. Rule 317 will apply:

	TRACK	BETWEEN	AND
BRANCHES			
Fort Washington	Single	Allen Lane Interlocking	WI Block Limit Station
West Chester	Single	Wawa Interlocking	Outward Home Signal, West Chester
Octoraro	Single	Wawa Interlocking	Division Post (Maryland Division)
Schuylkill	No. 1 and No. 2	Haws Avenue Interlocking	Division Post (Wilkes-Barre Division)

On two or more main tracks, running against current of traffic, except where Rule 261 is in effect.

West Chester—Application of Rules 342 and 362

2805. 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.

AUTOMATIC BLOCK SYSTEM

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

	TRACK	BETWEEN	AND
Broad Street Suburban Line	No. 1, No. 2, No. 3 and No. 4	Broad Interlocking	Zoo Interlocking
Chestnut Hill	No. 1 and No. 2	North Phila. Interlocking	Signal Bridge Inward from Chestnut Hill Passenger Station
Schuylkill	No. 1 and No. 2	Valley Interlocking	Haws Avenue Interlocking
West Chester	No. 1 and No. 2	Arsenal Interlocking	Elwyn Interlocking
	Single	Elwyn Interlocking	Wawa Interlocking
Grays Ferry	No. 1 and No. 2	Zoo Interlocking	Arsenal Interlocking

For movements against current of traffic.

Main Line to Paoli (Broad Street Suburban Line Included)	No. 1	Zoo Interlocking	Overbrook Interlocking
	No. 1, No. 2, No. 3 and No. 4	Broad Interlocking	Zoo Interlocking

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

	TRACK	BETWEEN	AND
Main Line to Paoli	No. 1, No. 2 and No. 4	Zoo Interlocking	Overbrook Interlocking
	No. 1, No. 2, No. 3 and No. 4	Overbrook Interlocking	Division Post (Phila. Divn.)
Main Line to Holmes	No. 1, No. 2, No. 3 and No. 4	Zoo Interlocking	Division Post (New York Division)
Main Line to Darby	No. 1 and No. 4	Arsenal Interlocking	Brill Interlocking
	No. 2, No. 3 and No. 4	Brill Interlocking	Division Post (Maryland Division)

BRANCHES			
D. R. R. & B. Co.	No. 1 and No. 2	Shore Interlocking	Division Post (Alt. Division)
West Philadelphia Elevated	No. 2 and No. 3	Zoo Interlocking	Brill Interlocking
River Line	No. 1 and No. 4	Zoo Interlocking	Arsenal Interlocking
Delaware Extension	No. 1 and No. 2	Arsenal Interlocking	End of Main Track

For movements against current of traffic.

Main Line to Paoli	No. 3	Paoli Interlocking	Overbrook Interlocking
	No. 2	Zoo Interlocking	Overbrook Interlocking

2916. Rule 515—following exceptions authorized.

Yard engines or runner engines with or without cars.

Work, wire and wreck trains.

Class A-B and C Engines enroute to or from shop.

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

2917. In the application of Rule 515 the Superintendent may authorize a train to move in cab signal territory by the use of Form C.T. 1400-B or the following form of message:

C & B Extra 452 West at A.

You are authorized to operate without cab signals from A to B complying with Rule 516.

INTERLOCKING

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

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

Emergency Signals—Whistle or Horn at the following non-interlocked locations. The requirements of Rule 606 must be observed.

Yard Masters Offices 44th Street and Greenwich
Push Button Office 52nd Street
Signalman's Office Stadium

Sound: o o —

INDICATION: Call car inspector at locations where emergency whistle or horn is in service.

3004. Train or engine permitted to enter an interlocking at electrically locked switches will proceed at restricted speed.

3006. The crews of trains Nos. 813-808 and Nos. 863-864 are authorized to move outward on No. 2 track from Allen Lane station to the home signal outward therefrom, when signal displays a proceed indication not complying with Rule 99.

3006A. Trains and engines are authorized to move northward on No. 4 track, River Line, from switches at Walnut Street (Philadelphia) to southward limits of Penn Interlocking, when northward signal displays a proceed indication not complying with Rule 99.

3007. In the application of Rule 663. During the time Allen Lane interlocking and block station is closed, interlocked switches will be lined for main track movements, Chestnut Hill branch.

If an interlocking signal indicates stop, the conductor or engine-man must examine all interlocked switches and if properly lined for the movement, the train will pass stop signal and proceed through the interlocking (and when, with the current of traffic), through next block at restricted speed, reporting the signal failure at next point of communication.

A and Broad Interlocking—Station Track Occupancy

3008. A Interlocking—Inward signals, Bridge No. 2.

Broad Interlocking—Inward signals between 18th and 19th Streets.

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

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

A and Broad Interlocking—position of Engine

3009. A train, the engine of which stands beyond the first interlocking signal in such position that the indication cannot be seen by the engine crew, must not be moved until either the engineman or fireman has observed the signal or a member of train crew personally notifies the engineman the indication displayed by the signal.

Broad Interlocking—Trains Starting From Station Tracks

3010. Trains must not start from Broad Street Suburban station tracks, until first interlocking signal located at outward end of platform displays a proceed indication, except when authorized by Train Director Broad interlocking station.

Movements of Trains and Engines at Stadium, Non-Interlocked Switches

3099. Movements will be governed by fixed signal indication. Signal indication or permission of the signalman will be authority for a train or engine to proceed as an extra. When a train is to be run as a Passenger Extra, it will be notified by the signalman.

Permission in writing must be obtained from signalman when necessary to pass a non-interlocked signal, when signal cannot be cleared.

SPEEDS

★3101

SPEED TABLE

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

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Between:	Miles per Hour									
Main Line to Paoli Division Post (Philadelphia Division)										
Broad St. Sta. and Sig. Br. 6 (A Interlocking)										15
Sig. Br. 6 A and B connections to Penna.-30th St. Upper Level (Broad Interlocking)										30
Broad St. Suburban Sta. and Penna.-30th St. Upper Level (Broad Interlocking)										30
Penna.-30th St. Upper Level and 34th St. OH Br. (Broad St. Suburban Line)	30		30		30		30			
(Zoo Interlocking)										
34th St. OH Br. and 44th St. OH Br.	50	20			30	20	60	20		
44th St. OH Br. and Zoo Interlocking Sta. via New York-Pgh. Subway: Eastward										30 20
Westward										35 35
44th St. OH Br. and 52nd St.	50	30			50	20	50	20		
52nd St. and Overbrook outward interlocking limits	70	45			50	20	65	20		
Overbrook outward interlocking limits and Division Post (Phla. Division)	70	50	70	50	70	50	70	50		
Main Line to Holmes Division Post (New York Division)										
Broad St. Sta. and Sig. Br. 6 (A Interlocking)										15
Sig. Br. 6 A & B connections and Penna.-30th St. Upper Level (Broad Interlocking)										30
Broad St. Suburban Station and Penna.-30th St. Upper Level (Broad Interlocking)										30
Penna.-30th St. Upper Level and 34th St. OH Br. (Broad St. Suburban Line)	30		30		30		30			
34th St. OH Br. and Girard Ave. UG Br. (Zoo Interlocking)										30 20
Girard Ave. UG Br. and Inward Limit North Phila. Interlocking	70	45	70	45	70	45	70	45		
Through North Phila. Interlocking	50	40	50	40	50	40	50	40		
Through North Phila. Interlocking—Outward Sta. Track										60 40
Through North Phila. Interlocking—Inward Sta. Track										40 40
Outward Limit North Phila. Interlocking and Shore Interlocking Sta.	70	45	70	45	70	45	70	45		
Shore Interlocking Station and Division Post (New York Division)	80	50	80	50	80	50	80	50		

MAIN LINE	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Page.	Ft.	Page.	Ft.	Page.	Ft.	Page.	Ft.	Page.	Ft.
	Miles per Hour									
Between:										
Main Line to Darby Division Post (Maryland Division)										
Broad St. Station and Sig. Br. 6 (A Interlocking)									15	
Sig. Br. 6 A & B Connections and Penna.-30th St. Upper Level (Broad Interlocking)									30	
Broad St. Suburban Sta. and Penna.-30th St. Upper Level (Broad Interlocking)									30	
Penna.-30th St. Upper Level and Inward End Market St. Tunnel									30	
Inward End Market St. Tunnel and Sig. Br. Outward from Market St. Tunnel (Arsenal Interlocking)									30	20
Sig. Br. Outward from Market St. Tunnel and Arsenal Interlocking Sta.									40	20
Arsenal Interlocking Sta. and Grays Ferry OH Br.	50	40					50	40		
Grays Ferry OH Br. and Brill Interlocking Sta.	75	40					75	40		
Brill Interlocking Station and Division Post (Maryland Division)	75	50	75	50	75	40	75	40		
BRANCHES	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Page.	Ft.	Page.	Ft.	Page.	Ft.	Page.	Ft.	Page.	Ft.
	Miles Per Hour									
Between:										
River Line										
Zoo Interlocking and Arsenal Interlocking			60	30					60	30
D. R. R. R. & B. Co. Branch										
Shore Interlocking Station and Division Post (Atlantic Division)							30	30	30	30
Chestnut Hill Branch										
North Philadelphia and Signal Bridge Inward from Chestnut Hill Passenger Station							50	25	50	40
MU Trains							80		60	
Fort Washington Branch										
Allen Lane and White Marsh	20	20								
MU Trains	30	30								
Schuylkill Branch										
Valley and Cynwyd							65	30	65	20
Cynwyd and Barmouth							65	30	65	40
Barmouth and Norris Interlocking Station							65	40	65	40
Norris Interlocking Station and Division Post (Wilkes-Barre Division)							65	35	65	35
West Chester Branch										
Arsenal Interlocking Station and Elwyn Interlocking							50	40	50	40
Elwyn Interlocking and West Chester	50	30					60		60	
MU Trains	60									
West Philadelphia Elevated Branch										
Zoo and Arsenal Interlocking Station					30	30	30	30		
Arsenal Interlocking Station and Brill Interlocking Station					45	40	45	40		
Grays Ferry Branch										
Zoo Interlocking and Arsenal Interlocking							30	20	30	20
Delaware Extension										
Arsenal Interlocking and End of Main Track							30	30	30	30

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

WRECK TRAINS			
	Boom Trailing		Boom Forward
	Miles per Hour		
Main Line			
To Holmes Division Post (N. Y. Divn.)	50		40
To Paoli Division Post (Phila. Division)	50		40
To Darby Divn. Post (Maryland Divn.)	50		40
D. R. R. R. & B. Co. Branch			
Between:			
Shore and Division Post (Atlantic Divn.)	30		20
Chestnut Hill Branch			
Between:			
N. Phila. and Signal Bridge Inward from Chestnut Hill Passenger Station	40		30
Fort Washington Branch			
Between:			
Allen Lane and White Marsh	20		20
Schuylkill Branch			
Between:			
Valley and Divn. Post (W-Barre Divn.)	40		30
West Chester Branch			
Between:			
Arsenal and West Chester	40		30
River Line			
Between:			
Zoo and Arsenal	30		20
West Philadelphia Elevated Branch			
Between:			
Zoo and Brill	30		20
Grays Ferry Branch			
Between:			
Zoo and Arsenal	20		20
Delaware Extension			
Between:			
Arsenal and End of Main Track	20		20
WORK TRAINS			
	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
To Holmes Division Post (New York Division)	50	40	30
To Paoli Division Post (Philadelphia Division)	50	40	30
To Darby Division Post (Maryland Division)	50	40	30
D. R. R. R. & B. Co. Branch			
Between:			
Shore and Division Post (Atlantic Division)	30	20	20
Chestnut Hill Branch			
Between:			
North Philadelphia and Signal Bridge Inward from Chestnut Hill Passenger Station	40	30	20
Fort Washington Branch			
Between:			
Allen Lane and White Marsh	20	20	20
Schuylkill Branch			
Between:			
Valley and Division Post (Wilkes-Barre Division)	40	30	20
West Chester Branch			
Between:			
Arsenal and West Chester	40	30	20

WORK TRAINS

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

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

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains	40
Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instructions ★3601.	
—on straight track	30
—on curves	20
Freight trains that consist of 50 per cent or more tank cars loaded petroleum products	40
Except between Bryn Mawr and Overbrook	30
Freight trains that consist of 50 per cent or more mineral freight	40
Except between Bryn Mawr and Overbrook	30
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
Test Weight cars	30
Empty compartment test weight cars of the non-truck, 4-wheel type	25
NOTE—When handling such cars conductor must know that enginemen have been so advised.	
Snow Plows in service	25
Snow Flangers in service	15
Passing station platforms and trains on adjacent tracks	5
Snow plows of all wood construction (P.R.R. Nos. 495511, 495512, 497755, 497757 and 497759) must not be pushed with an engine or engines having more tractive effort than one L-1-s and must not be pushed at a speed exceeding	20

VARIOUS

MAIN LINE	Miles per hour	
NOTE—When operating over territory other than Main Line shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.		
Operating against current of traffic, except where Rule 261 is in effect		
Main Line:	Psgr.	Frt.
To Holmes Division Post (New York Division)	50	40
To Paoli Division Post (Philadelphia Division)	50	40
To Darby Division Post (Maryland Division)	50	40
Branches:		
River Line	50	30
D.R.R.R. & B. Co. Division Post (Atlantic Division) ..	30	30
Trains running against the current of traffic on No. 2 track, when approaching interlocking signal on ground 1250 feet inward from Delaware River Drawbridge	15	
Chestnut Hill	40	30
Schuylkill Division Post (Wilkes-Barre Division)	50	30
West Chester (Arsenal and Elwyn)	40	30
West Philadelphia Elevated	30	30
Grays Ferry	30	20
Delaware Extension	30	30
Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type	65	
NOTE—For purpose of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.		
Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.		
When handling such cars, conductors must know that enginemen have been so advised.		

	Miles per Hour
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
Pushing Cars—Passenger Trains.....	25
—Freight Trains.....	25
—MU Cars MU Trains.....	30
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	15
—through crossovers and turnouts, and over highway and railroad crossings.....	5
Trains hauling foamite cars.....	50
Conductor must notify engineman when foamite cars are in train.	
Troop trains: consisting of freight equipment or of mixed passenger and freight equipment.....	40
Mixed trains which include freight cars not equipped for passenger train service will be governed by freight train speed	
Freight trains hauling FNA cars loaded with anti-aircraft twin gun mounts.....	40
Movement over track scales.....	4
Movements on car washing track Penn Coach Yard, through car washing machine.....	2
NOTE.—After cars have been washed, movement must be stopped, to permit M. E. employes to leave cars.	
Where speed is restricted, the specified speed must be observed while engine and any portion of train is within restricted limits, except where speed is restricted for the purpose of delivering United States mail, newspapers, or due to engine restrictions.	

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

ENTIRE DIVISION

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Chestnut Hill Branch: Chestnut Hill Between No. 1 and No. 2 Station Tracks	Facing.....	15
	Trailing—not Springing Switch.....	15
	Trailing—Spring Switch.....	15
Non-interlocked turnouts—diverging movements.....		15
A Interlocking—Between Inward Limits and Signal Bridge No. 4.		
Interlocked Turnouts—Diverging Routes. GG1-P5-P5a-P5b-DD2.....		10
M1 and L1 engines on Northward and L1 engines on Southward (West Philadelphia Elevated Branch) tracks at junction with N. Y.-Pittsburgh Subway Zoo interlocking.		
Forward motion.....		15
Backward motion.....		5

	Miles per Hour	
	Forward	Backward
Class M-1 and I-1 engines through No. 8 crossovers or turnouts must not exceed speed indicated.....	10	5

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

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED CURVES, BRIDGES, ETC.

MAIN LINE	Miles per Hour
Within City limits, Philadelphia, over Highway Grade or street crossings not protected by crossing watchman or flashing light signals.....	12
Main Line to Paoli Division Post (Phila. Division)	
Through Valley Interlocking No. 2 track.....	30
Between 52nd St. and Outward End of Valley Curve No. 4 track.....	30
Bridge 4.06—52nd St. No. 4 track.....	50
Curve inward from St. Davids.....	60
Curve outward from Devon.....	65
Curve inward from Berwyn.....	45
Main Line to Holmes Division Post (New York Division)	
Curve North Penn to 2nd St. Overhead Br.	65
Curve Between Shore and Ford.....	50
Chestnut Hill Branch:	
Curve at North Phila. Sta.....	15
Curve between Queen Lane and Ohelton Ave.....	40
First curve outward from Allen Lane.....	50
Curve between Signal bridge inward from Chestnut Hill Passenger Station and Highland.....	40
Fort Washington Branch:	
Curve between Allen Lane and Germantown Road.....	15
Fort Hill Wye.....	15
Schuylkill Branch Division Post (Wilkes-Barre Div.)	
Curve at Valley Interlocking, No. 2 track.....	15
Curve between Jefferson St. Br. and 52nd St., No. 1 track.....	20
Bala Reverse outward from Platform, No. 2 track.....	30
Curves Cynwyd to Manayunk.....	40
Mile Post 8 to MP 9.....	45
Curve outward from MP 10.....	40
Curve at Miquon.....	40
Curve outward from MP 11.....	50
Curve at Spring Mill.....	50
Curve inward from Conshohocken.....	30
Conshohocken Street Crossings.....	20
Curve outward from MP 14.....	50
Curve inward from Ivy Rock.....	50
Curve at Earnest.....	55
Curve outward from Norris.....	40
Norristown (Chain Street).....	17
Curve inward from Haws Ave.....	40
West Chester Branch:	
Curves Arsenal Interlocking to Woodland Ave. Overhead Br., No. 1 track.....	40
Curve inward from Fernwood.....	45
Lansdowne, over Union and Wycombe Ave. crossings between the hours of: Weekdays—12.10 A.M. and 5.15 A.M. and Sunday 12.10 A.M. and 6.10 A.M.....	6
Wallingford, over first crossing, inward from, between the hours of: Weekdays—12.25 A.M. and 5.10 A.M. and Sunday—12.25 A.M. and 5.55 A.M.....	6

	Miles per Hour
Media Curve outward to Br. 14.41, Ridley Creek:	
No. 1 track.....	35
No. 2 track.....	45
Curve outward from Br. 14.41.....	45
Lenni Curve.....	50
Lenni Station Crossing, Weekdays—12.35 A.M. and 5.00 A.M. and Sunday—12.35 A.M. and 5.40 A.M.....	6
Chester Creek Railroad:	
Parkmount crossing Lenni freight station.....	6
First and Second Curve inward from Glen Mills.....	45
Curve inward from Locksley.....	50
West Chester, Union Ave., Weekdays—12.50 A.M. and 4.40 A.M., Sunday—12.50 A.M. and 5.25 A.M.....	6
River Line:	
All curves Zoo to South St. Overhead Br.....	40
All curves South St. overhead Br. to Arsenal.....	50

3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward-Light	Forward-with Train
A.....	20	20	20
B.....	25	25	25
C.....	20	20	20
D.....	25	50	80
E.....	25	50	80
G.....	25	50	80
H.....	25	40	50
I.....	25	40	50
K.....	25	50	80
L.....	25	40	50
M.....	25	45	80
N.....	20	35	50
S-1.....	20	50	50
S-2.....	10	50	50
Note: Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars	30	65	65

Class Electric Engines	Miles per Hour	
	Forward-Light	Forward-with Train
B.....	25	25
DD.....	50	50
GG.....	50	80
O.....	50	80
P.....	50	70
R.....	50	80
M. U. Engines (with trains).....	..	65

Class Diesel Engines	Miles per Hour	
	Forward-Light	Forward-with Train
AA5.....	25	40
AA5A.....	25	50
AA5B.....	25	50
AA10B.....	25	50
AA10E.....	25	50

3106. MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
All secondary tracks except the following.....			15
Belmont.....	Zoo Interlocking	Junction Reading Co.....	25
Norris.....	Norris Interlocking.....	Div. Post Jet. (Phila. Div.).....	20
Long.....	Lenni Interlocking.....	Wawa Interlocking.....	25
All Sidings.....			15

*3107. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

ENGINE RESTRICTIONS

3108. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

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

LOCATION	CLASS OF ENGINES										P5 GG1 R1	Engines with Tender Capacity of Over 15,000 Gallons	
	B	C	E L6 O1	G	H6	H8 9 10	I	K	L	M			
BROAD STREET TO ZOO:													
R1 engine No. 4999 must not be operated within A Interlocking.													
Electric engines, except B-1 type, must not be operated on Broad St. Station Tracks 1 to 3, inc., and must be routed via No. 1 and the D route to reach station Tracks 5 and 6.													
Not more than two engines coupled shall be operated on any station track.													
K-5 engines with smoke deflectors prohibited.													
Trestle portion of Broad St. Station.....	X					X				X			X
18th St. Railway Express Tracks 1 to 4, inc.....	X					X			X	X	X		
Broad Interlocking: Powelton Avenue Yard: Inward Shuttle Track.....												X	
ZOO TO HOLMES DIVISION													
POST (New York Division)	X					X							
Br. 85.76—25th Street.....						X				45	45		
Margie St. Yard Tracks 6 to 10, inc., and west end 7 Track.....		X	X			X	X		X	X	X	X	X
Diamond St. Yard No. 6 Track.....		X	X			X	X		X	X	X	X	X
Este Yard Tracks 7 to 12, inc.....		X	X	X	X	X	X		X	X	X	X	X
Br. 85.61—Dauphin St.....						X	55	45	35				45
North Philadelphia:													
Reading Interchange.....						X	X	X	X	X	X	X	X
International Harvester.....	X	X	X	X	X	X	X	X	X	X	X	X	X
Ward Baking Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X
Br. 84.30—12th St.....						X	50	40	40				40
Br. 83.93—Allegheny Ave.....						X		45	45				60
C St. Yard Tracks 7 to 12, inc.....			X			X	X		X	X	X	X	X
Br. 81.53—Castor Ave.....						X		45	45				80
Br. 80.71—Tacony.....			70	70		X	60	45	45				80
Br. 78.51—Levick St.....			70	70		X	60	45	45				60
Br. 78.29—Magee St.....			70	70		X	60	45	45				60
Br. 77.68—Princeton St.....			70	70		X	60	45	35				60

LOCATION	CLASS OF ENGINES											P5 GG1 R1	Engine with Tender Capacity of Over 15,000 Gallons	
	B	C	E L8 O1	G	H8 H9 10	I	K	L	M					
Rambo & Regar, Reading Screw and W. F. Doran.....	X	X	X	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	X	X	X
Other Industrial and Yard Tracks.....		X	X	X			X	X	X	X	X	X	X	X
Br. 18.10—Haws Ave.....			X				40		40	40				
WEST CHESTER BRANCH: Large tenders prohibited on account of clearance and coal height on regular tenders must not exceed normal dimensions of tender without coal. E8, GG1 and P5 engines single unit only may be operated between Arsenal and West Chester Two H8, H9, or H10, K2, K4 may be operated between Arsenal and Angora. When operated beyond Angora they must be spaced by two cars. Not more than 2G5 type or a G5 with light type engine coupled may be operated on West Chester and Newtown Square Branches. Br. 4.79—Angora..... Br. 7.11—Gladstone..... Br. 7.11.87—N. of Wallingford..... Br. 14.41—Meda..... Br. 20.31—N. of Glen Mills..... Br. 25.75—S. of Oakbourne.....	X	X					X		X	X	X	X	X	X
Br. 4.79—Angora.....	30	X	30	30	30	30	X	X	X	X	X	25	X	X
Br. 7.11—Gladstone.....	15	X	15	15	15	15	X	X	X	X	X	25	X	X
Br. 7.11.87—N. of Wallingford.....	30	X	30	30	30	30	X	X	X	X	X	25	X	X
Br. 14.41—Meda.....	30	X	30	30	30	30	X	X	X	X	X	25	X	X
Br. 20.31—N. of Glen Mills.....	20	X	20	20	20	20	X	X	X	X	X	20	X	X
Br. 25.75—S. of Oakbourne.....	25	X	25	25	25	25	X	X	X	X	X	25	X	X
NEWTOWN SQUARE: Br. 11.22—S. of Laneroh.....	20	X	X	X	20	20	X	X	X	X	X	X	X	X
CARDINGTON							X	X	X	X	X	X	X	X
CHESTER CREEK R. R.		X	X				X	X	X	X	X	X	X	X
FRAZER		X					X	X	X	X	X	X	X	X
WEST PHILA. ELEVATED BRANCH: All viaducts and bridges.....							20					20		
FORD TO KENSINGTON: R1 and L5 engines prohibited. All bridges and viaducts.....	15	15	15	15	15	15	15	15	15	15	15	15	15	15
K. & T.		X	X	X	X	X	X	X	X	X	X	X	X	X
FRANKFORD STREET		X	X	X	X	X	X	X	X	X	X	X	X	X
ENGELSIDE: Yard except No. 1 Track..... No. 1 Track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
OXFORD ROAD: H8, 9, 10 engines may be operated from junction point to Wyoming Ave. O.H. Br. 1.53. Br. 1.53.....	15	X	X	X	15	15	X	X	X	X	X	X	X	X
BUSTLETON: 0.81 trestle.....	10	X	X	X	10	10	X	X	X	X	X	X	X	X
FAIRHILL: H8, H8, H9, H10 engines prohibited on industrial tracks.....		X	X	X			X	X	X	X	X	X	X	X
BELMONT: M engines may be used in passenger detour service only.....												X		
WASHINGTON AVENUE: B, E, G and H engines may be used only on the north and south tracks. Wooden trestle between Arsenal and 24th St. Grays Ferry Drawbridge.....	15	X	X	X	15	15	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES											P5 GG1 R1	Engine with Tender Capacity of Over 15,000 Gallons	
	B	C	E L8 O1	G	H8 H9 10	I	K	L	M					
DELAWARE EXTENSION AND DELAWARE AVENUE: Greenwich to Junction Trenton Ave. Elevated..... C1 engines may be used between Old Greenwich and Callowhill St., except No. 6 crossover between Reading and P.R.R. north of Pine and north of Arch Sts. and all Industrial and Freight House Tracks. H engines may operate on tracks between Old Greenwich and D-16. Arsenal Drawbridge.....		X	X	X			X	X	X	X	X	X	X	X
16 Arsenal Drawbridge.....	15	15	15	15	15	15	15	15	15	15	15	15	15	15
60th STREET AND CHESTER AND PHILADELPHIA HAENN LUMBER CO.		R	X	X	X	X	X	X	X	X	X	X	X	X
ARSENAL TO OLD GREENWICH: GRAYS FERRY S. PHILA. & GIRARD POINT .. G type must not be used east of Broad St. C, E, G and H types can be used on classification tracks only. I, K, L, M and electric engines may be used on Yard tracks only.							X	X	X	X	X	X	X	X
CANAL STREET: Commerce St. Branch. Washington Ave. to South St.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SWANSON STREET: C, E, G and H types prohibited on industrial tracks.....							X	X	X	X	X	X	X	X

NOTE 1—D. R. 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 M, L, K5, K4, H9, H8 engine coupled to GG-1, P-5, DD-2, R1, etc., in **Passenger Detour Service** or the M type is used singly in any service the Train Dispatcher must see that no train is permitted on adjacent track while such movement is being made.

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

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

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

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

engine may move M type coupled to electric engine with train on the four truss spans of the bridge; or H type or lighter may be moved light on adjacent track to pass M type engine coupled to electric engine standing on the four truss spans of the bridge.

NOTE 2—B type engines may be used on Chestnut Hill Branch from Allen Lane to Chestnut Hill.

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.

NOTE 3—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.

NOTE 4—Steam Engines must not enter the Subway of Broad Street Suburban Line inward of 20th Street.

NOTE 5—River Line: Steam engines must not operate under overhead structures Pennsylvania-30th Street, tracks Nos. 7, 8, 9, 10, and Mail House tracks Nos. 13 to 20 inclusive, unless otherwise instructed by the Superintendent.

NOTE 6—The handling of freight cars by Diesel rail motor cars, is prohibited.

OTHER EQUIPMENT RESTRICTIONS

Steam Suburban Cars

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

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

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

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

Cabin Cars In Passenger Trains

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

Cars Utilizing Compressed Inflammable Gas

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

Cars Seventy Feet Or More In Length

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

Passenger—Mail—Express—Main Trains

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

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

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

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division:

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

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

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

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

Passenger Car Buffer Plates

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

Folding Steps

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

Dead or Disabled Engines

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

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

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

Class of Engines	Miles per Hour
C1 HH1 I1s I1sa J1 J1a N1s N2sa	8
All others.....	15

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

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

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Roller Bearing Equipment

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

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

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

Cars Placarded Explosives

3128. Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

Cars 50 Feet or More in Length

3129. Cars 50 feet or longer must be handled separately on industrial tracks where engines are prohibited or nothing larger than a Class A-5 engine can operate on account of curvature.

Electrically Equipped Passenger Cars

3130. Passenger cars electrically equipped moved in freight trains must be placed on rear just ahead of cabin car.

Test Weight Cars, Movement of

3131. Test weight cars must be handled at rear of train just ahead of cabin car.

Non-truck, 4-wheel type cars, must not be placed between pusher engine and other cars in yard or road movements.

3132. Cars exceeding 210,000 gross weight prohibited between Grassland and Newtown Square.

3133. Movement of all passenger equipped cars prohibited through arch tunnel No. 8.21 under Philadelphia-West Chester Pike, Cardington track.

Diesel Test Engines

3134. New diesel engines being turned out at Baldwin Locomotive Works are authorized to use Chester and Philadelphia Secondary track for test purposes between the Division Board, located at Island Road Crossing, and a point one engine length north of Hog Island Wye, designated by a sign reading, DIESEL TEST ENGINES MUST NOT PASS THIS POINT. These engines may also use this wye for purpose of turning.

Restricted speed must not be exceeded.

Wrecking Derrick Is Prohibited

3135. On account of weight Wrecking Derricks must not be moved over the following bridge, on Kensington and Tacony track:

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

ELECTRICAL OPERATION

Power Director Location and Jurisdiction

3301. Power Directors are located at Penna.-30th St. (Telephone 666) and have jurisdiction over following tracks equipped for A.C. electrical operation:

MAIN TRACKS:

BETWEEN

AND

Broad Street Station	Division Post (Philadelphia Division)
and	Haws Avenue
Broad St. Suburban Sta.	Division Post (New York Division)
	Chestnut Hill
	Whitemarsh, Inc. East Leg Fort Hill
	Wye
	Division Post (Atlantic Division)
	Division Post (Maryland Division)
	West Chester
Zoo	Arsenal (River Line)
Zoo	Arsenal (Grays Ferry Branch)
Zoo	Brill (West Philadelphia Elevated Branch)
Arsenal	Broad St. (Del. Ext. Elev. 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:

FAOLI:

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

BRYN MAWR:

Passenger Car Siding, south side distance 381 feet.

BALA:

Middle Siding.

SHAWMONT:

Middle Siding.

LENNI:

Long secondary track 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 track, distance of 1000 feet.

YARD TRACKS:

BROAD STREET STATION:

Nos. 1 to 15 tracks.

A INTERLOCKING:

Nos. 0 to 8 tracks.

RAILWAY EXPRESS AGENCY:

Nos. 1, 2, and 3 tracks.

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

SPRING GARDEN STREET YARD:

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

POWELTON AVENUE COACH YARD:

All Tracks.

BETWEEN BROAD INTERLOCKING AND ZOO INTERLOCKING:
No. 5 and Run Down Secondary Track.

PENNSYLVANIA COACH YARD:

Tracks Nos. 20 to 37, inclusive, including leads to Yard.
Inward and Outward 36th Street connection tracks including connections.

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

PENNA.-30TH ST.:

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

RIVER LINE:

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

ARSENAL INTERLOCKING:

Shifting Secondary Track.
Arsenal Running Track.
Crossovers between No. 2 Track, West Philadelphia Elevated Branch and Arsenal Running Track.

CHESTNUT HILL COACH YARD:

Tracks Nos. 3 to 8, inclusive:

NORRIS BLOCK AND INTERLOCKING STATION:
Extension track and 900 feet of inward end of Norris Siding.

HAWES 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 No. 1 and No. 2 Tracks outward from Media Passenger Station.

WEST CHESTER:

Passenger Station, Nos. 1 and 2 Tracks and Express Track.
Multiple Unit Passenger Coach Storage Track, between Neilds and Union Streets.
Crossover and Track inward of Union Street to Station.

PAOLI COACH YARD:

Nos. 0 to 8 tracks, including connection.
Wye Tracks.
Hill Track.
Running Track.
Nos. 3, 4 and Freight Tracks, West Yard.
Duck Under Track.

FREIGHT YARDS OVERBROOK TO ZOO:

No. 3 Track Overbrook.
Crossover between No. 2 and No. 3 Tracks at Overbrook.
Crossovers between No. 10 Ladder and No. 15 Yard Tracks at Overbrook.

59TH STREET RECEIVING YARD:

Connecting ladder track west end of yard.
Nos. 3, 4, 5 and 6 Tracks between Overbrook and connections with No. 2 Track at 53rd Street.
Crossover between No. 2 and No. 3 Tracks east of 59th St. Overhead Bridge.
Crossover between Nos. 3 and 4 tracks east of 59th St. Overhead Bridge.
West End of No. 7 Track, distance of 700 feet.
West End of No. 8 Track, distance of 775 feet.
No. 10 Ladder Track.
Connecting Ladder east of 59th Street Overhead Bridge.
Nos. 12, 13, 14 and 15 tracks and crossovers between these tracks.

Crossover between No. 2 and No. 3 Tracks at 53rd Street.
No. 1 PSV Track between its junction with Outward Engine Track and its connections with No. 2 Main Track, Schuylkill Branch.

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

Crossover between 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 Track.

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

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

B20 Track at 52nd Street distance of 280 feet.
Eastward Belt Secondary 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 Secondary Track.
Inward Engine Track.
Transfer Ladder Track.

East end of No. 5 Transfer Track for a distance of 100 feet.
Crossover between Westward Belt Secondary 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 distance of 200 feet.
Departure track from center of 44th Street Overhead Bridge to a point 500 feet outward.

Ladder Track between Cutting Track and No. 2 Track.
Hand operated crossover between Cut track and Departure track, under 44th Street Overhead Bridge, facing point for outward movement.

All crossovers between electrified tracks at 44th Street.
Cutting Track.

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

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

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

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

MANTUA YARD:

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

33RD STREET EAST OF ZOO INTERLOCKING:

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

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

Crossover between Inward Station track and No. 5 Yard track, outward end of North Philadelphia Interlocking.

SHORE INTERLOCKING:

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

FRANKFORD JUNCTION YARD:

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

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

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

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

Frankford Junction Wye.

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

GRAYS FERRY YARD:

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

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

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

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

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

GREENWICH YARD:

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

Crossovers between:—

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

Two Crossovers at Broad Street.

North and South Lead.

East Yard lead track and south lead track.

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

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

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

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

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

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

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

Crossover between South Lead and Inbound Receiving Yard.

Inbound Receiving Yard ladder to its connection with South Lead.

Westward Steam Engine Track.

No. 11 and No. 12, Inbound Receiving tracks to their connection with Inward Engine track.

No. 13 Inbound Receiving.

No. 14 Inbound Receiving.

Crossovers east end inbound Receiving yard between Engine track and ladder track.

Ladder track east end Inbound Receiving Yard extending eastward to a point 80 feet west of Greenwich Switch Cabin.

COAL RECEIVING YARD:

North ladder track between its connection with south lead track, to connection with No. 4 departure track.

Nos. 9 and 10 tracks.

West End of No. 7 track from the point of switch 180 feet eastward.

South ladder from its connection with north ladder track 390 feet eastward.

Ladder track east end of Hump between Nos. 7 and 10 tracks.

SOUTH PHILADELPHIA ENGINE HOUSE:

Engine track from its connection with No. 4 departure track to its connection with inward engine track.

Engine track from its connection with engine track eastward for a distance of 1,425 feet.

Engine Storage Track a distance of 1000 feet.

Pit Track.

Cabin Track a distance of 300 feet from its westward connection with Engine Track.

OTHER TRACKS:

PAOLI YARD:

Pit Track.

Nos. 1 to 5 Tracks and connections East and West of Paoli Car Shop.

46TH STREET ENGINE HOUSE:

Electric Engine Inspection Pit Track.

No. 1 Electric Engine Storage Track.

No. 2 Electric Engine Storage Track.

High Wire and Low Wire—52nd Street District

3302. 52ND STREET FREIGHT YARD. HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks.

3303. Water plug, on south side of No. 2 main track, 350 feet outward from 52nd Street Jumpover Bridge.

Water Plug on westward Belt Track inward from 52nd Street.

High Wire 50 feet inward to 50 feet outward from these water plugs.

3304. Phase Break

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
MAIN LINE TO HOLMES 22nd & York Sta.	1 & 2	Cat. Br. 85.81	100 Ft. Inward & Outward
	3 & 4	Cat. Br. 85.81	100 Ft. Inward & Outward
MAIN LINE TO PAOLI Paoli	1 & 2	Cat. Br. P10	100 Ft. Inward & Outward
	3 & 4	Cat. Br. P10	100 Ft. Inward & Outward
52nd Street	1	Cat. Br. 4.48	100 Ft. Inward & Outward
52nd Street	2	Cat. Br. 4.43	100 Ft. Inward & Outward
52nd Street	1-Yd.	Cat. Br. 4.43	100 Ft. Inward & Outward

3304-A. Position Light Phase Break Indicator

Location	Tracks	Location of Indicators	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
MAIN LINE TO HOLMES 22nd & York Sta.	1 & 2	Sig. Br. 8.60	4050 Ft. Outward from Signal 868
	3 & 4	Cat. Br. 85.46	2070 Ft. Inward from 2nd Home Signal Br. No. 860, North Phila.
MAIN LINE TO PAOLI Paoli	1 & 2	Cat. Br. P17	243 Ft. Inward from Division Post (Phila. Div.)
	3 & 4	Cat. Br. P3	2477 Ft. Outward from Paoli Interlocking Station
52nd Street	1	Cat. Br. 4.88	2400 Ft. Inward from Signal No. 54
52nd Street	1	Cat. Br. 4.35	100 Ft. Outward from Outward End of Tunnel for Movement Against the Current of Traffic.
52nd Street	2	Cat. Br. 4.32	250 Ft. Outward from Outward End of Jumpover
52nd Street	1-Yd.	Cat. Br. PT543T	380 Ft. Outward from Point of Switch Leading from Inward Engine Running Track

West Chester Branch PB Signs

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.

Examination of Pantographs

3305. During sleet storms pantographs of electric engines in passenger service and Multiple Unit trains will be examined by maintenance forces on trains making schedule stops at Paoli, North Philadelphia and Pennsylvania-30th Street (Platforms 4 and 5), River Line.

PAOLI:

Enginemen of 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 D-1. 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.

PENNA.-30TH ST. (RIVER LINE):

Enginemen will stop front of leading engine at end of platform for northward trains, and not beyond station stop marker No. 15 for southward trains.

When requested by inspectors at the above points, enginemen will lower pantographs immediately to permit qualified employees to make the inspection. Enginemen must not raise pantographs until after the inspection has been made and so advised.

Fireman must be prepared to place boiler in manual operation immediately when request to lower pantographs has been made.

The inspection of pantographs on electric engines in freight service will be made as follows:

Northward—Stop engine at 34th Street, West Philadelphia Elevated Branch.

Southward—Stop engine at Arsenal Interlocking Station, West Philadelphia Elevated Branch.

Inward—Stop at Paoli if retainers are to be set; if retainers are not set continue to 52nd Street.

Outward—Stop at 52nd Street Freight Yard.

Power Removal

3306. 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.

Removal or Application of Jumpers

3307. When necessary to remove or apply jumpers between electric engines, all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during period of insertion or removal of jumpers.

Blowers—MU Equipment

3308. 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 trains 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 trains 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.

M.P. 252—Use of

3309. 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. The 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 331
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.

Employees—High Equipment

3310. 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.

3311. 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.

Operation of (1) MU Car

3312. Operation of one (1) Multiple Unit car is prohibited except when shifting in yards or for movement between Broad Street Suburban station and Broad Street station and Mail Platform, Penna.-30th St., Powelton Avenue Multiple Unit yard and Pennsylvania coach yard. Before moving one (1) Multiple Unit car, the air brake and both hand brakes must be tested and known to be operative. The engineman operating the car and the trainman accompanying him, must be stationed one at each end of the car and both must be prepared to control it with the hand brake in the event of failure of the air brake. These movements must not exceed a speed of 10 miles per hour.

Operation of Steam Heat Boilers—Penna.-30th Street

3313. 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 Penna.-30th Street.

Operation of Steam Heat Boilers—Broad St. Suburban Station and U. S. Post Office

3313A. Steam heat boilers must be shut down.

Display of Heat Numerals

3314. 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.

The temperature of the first car in a Multiple Unit train averages several degrees warmer than the other cars due to the front door being kept closed; it is the duty of the train crews to reduce the amount of heat in this car whenever practical.

Heater Switches—Use of

3315. Heater switches 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.

Position of Pantographs (Sleet Storms)

3316. During sleet-forming weather, when Multiple Unit cars are lying in yards or terminals, pantographs should be kept against the wires and heaters turned on in the car, so that the roof will be warm, with the blower motors shut down until the car is moved.

On short turn-around trains at outlying terminals, where no Multiple Unit car inspectors are on duty, the pantographs are not to be lowered during sleet storms when ice is forming on the pantograph for the purpose of making a pantograph test unless a drop order is in effect.

When practicable, Multiple Unit trains arriving at a terminal in making turn-around movements, the train shall be prepared as promptly as possible and pantographs lowered, unless special instructions prevent, or it is necessary to heat the train. The pantographs should not, under ordinary conditions, be raised more than 10 minutes before the train leaves.

3316A. Two electric engines coupled light, operated as a patrol train to remove sleet from trolley wires, will run with two pantographs up on the leading engine (except at locations covered by special instructions) and with rear pantograph up on the following engine. Any three pantographs may be up in an emergency; but the rear pantograph of the leading engine and the front pantograph of the trailing engine shall not both be up at the same time when it can be avoided. When the trolley wire is heavily coated with ice, speed should be reduced below the Maximum Speed authorized for light engines in order to effect a better removal of ice from the trolley wire with minimum wear on the pantograph shoes.

Lowering and Raising Pantographs— Broad Street Suburban Station

3317. At Broad Street Suburban station—Car inspectors will confer with Broad interlocking station before lowering and before raising pantographs.

Sectionalizing switches operated from Broad interlocking station serve to individually de-energize catenary over each track in Broad Street Suburban station. The proper sectionalizing switch must be opened before raising or before lowering pantographs in Broad Street Suburban station. Trains must not be allowed to enter tracks when catenary is de-energized.

Grounding switch may be closed on cars standing on tracks in Broad Street Suburban station, in accordance with the following:

First—The Train Director at Broad interlocking station must open the trolley switch on the proper track.

Second—The pantograph must be lowered on car in question if it has not already been lowered automatically or otherwise.

Third—The grounding switch must be closed and safety key inserted, the employe performing this operation must stand on the end ladder of car.

On account of close catenary clearance on tracks, employes must not go on roof of Multiple Unit cars to work unless catenary is de-energized and a proper ground applied.

Detour of Trains Hauled by Electric Engines

3318. Trains hauled by electric locomotives, detoured via foreign lines or to tracks other than normal route, with steam locomotives coupled ahead, will keep their pantographs against the wire until just prior to leaving the electrified territory in order to assist the steam engine. Trains received from foreign divisions or railroads in detour service, will immediately, upon

reaching electrified territory, place their pantographs against the wire and assist in hauling of the trains, unless orders to the contrary are received:

Dead Sections, Location of

3319. Dead sections located as follows:

West Philadelphia Elevated Branch:

Between Nos. 2 and 3 tracks north of Grays Ferry Overhead Bridge.

D.R.R.R. & B. Co. Branch.

No. 2 main track outward from Frankford Jct. station.

Paoli Yard.

East Leg of Wye.

Steam Engines Taking Water (Electrified Territory)

3320. When necessary for a steam engine to take water in electrified territory, after engine is spotted, fireman must use ladder on rear of tender to ascend and descend from tank.

3338. Steam and electric engines equipped with drop couplers, when operating in road service, must have front coupler in drop position.

Couplers will be dropped by enginehouse employes before engines leave storage tracks.

When conditions require couplers to be raised or lowered after engines leave enginehouse territory, engine crew will raise or lower couplers unless car inspectors are immediately available; except that where trainmen couple or uncouple steam and electric engines and as the result of such coupling or uncoupling it is necessary to raise or lower couplers, it will be performed by trainmen.

It will be the engineman's responsibility to know that couplers are in proper position when engine is in his charge.

USE OF TELEPHONES

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

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

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

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

NOTE: Trains held at telephone locations, must be in constant communication with a block or interlocking station, unless otherwise instructed.

List of Telephones

3502. 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.

3503. The Train Dispatcher is reached through General Office Exchange (Evergreen 6-1000 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.

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form

CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

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

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

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

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

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

Heavy Machinery Over Tracks At Grade Crossing

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

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

Clearance Restrictions

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

Bridge No.	Location	Description
1.33	Belmont—Belmont Tunnel	Tunnel Bridge
1.30	Belmont—Belmont Tunnel	Tunnel Bridge
1.15	Belmont—Girard Avenue	Overhead Bridge
0.14	Belmont—Montgomery Avenue . .	Overhead Bridge
86.76	33rd Street (Engelside)	No. 0 track
86.36	Montgomery Avenue	Nos. 0 and 5 tracks
85.11	Margie Street	Nos. 0 and 5 tracks—Entrance to Continental Distilling Co.
	Broad Street—East Side—North Philadelphia	Post Office
0.52	Luzerne Street—Oxford Road . . .	Concrete Arch
83.02	Front Street	Side tracks, south side
	Wheatshaf Lane—Overhead Bridge	Nos. 1 and 2 Yard tracks at first and second catenary bridges—west of
1.76	Abbottsford Road—Chestnut Hill Branch	Yard tracks leading to Midvale Yard

Bridge No.	Location	Description
3.77	Willow Grove Avenue—Chestnut Hill Branch 44th Street 52nd Street (Phila. Transfer)	St. Martins Station Siding Overhead Bridge North Side No. 9 Platform South Side No. 11 Platform W. A. Case and Son Lukens and Yerkes Siding Mann Iron & Steel Co. Siding Reading Screw Co. Siding W. F. Doran Co. Siding
3.17	Earnest Norristown Norristown Norristown Norristown Kingsessing Avenue—Foot Bridge—West Chester Branch	Siding to 47th and Woodland Avenue Freight Yard Overhead Bridge Spur track—Old Hay Warehouse Entrance to 31st and Chestnut Streets Freight Station Track Dead Ending under Walnut Street Bridge
0.31	Washington Avenue	Portals of Grays Ferry Drawbridge
2.35	Washington Avenue (Grays Ferry Avenue)	Abbatior Siding
3.11	49th Street Bridge—Grays Ferry B. & O. Bridge—Grays Ferry . . . Brill Interlocking—60th Street . . .	Side tracks under bridge No. 5 track No. 5 track—non-energized overhead wire No. 5 track
6.09	4th Street—Darby 7th Street and 10th Street Overhead Bridges—Greenwich Yard	Yard tracks

NOTE: OH—Overhead.

Overhead warnings removed without further notice.

CLEARANCE RESTRICTIONS

Broad Street Station and Vicinity

a. 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. Employes are prohibited from boarding or alighting on south side of equipment along No. 0 track and No. 1 tail track, from 21st Street to 24th Street.

Main Line to Paoli

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

Main Line to Holmes

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

e. North Philadelphia, 15th Street yard: X31 cars and similar type equipment must be handled with extreme care and not coupled to other cars while being moved over Reading Bridge on track leading to Pierce, Butler and Pierce Co., account of one-eighth ($\frac{1}{8}$) inch clearance.

f. Movements to and from No. 5 track to No. 6 Hill track and No. 7 Hill track (lead to J. M. Bruner and Company Coal Yard) with Diesel type engine or with cars longer than 41 feet, and to and from W. J. Alexander and Sons industrial track, with Diesel type engine, must not be made without first obtaining

permission from the signalman, North Philadelphia interlocking station, and movements on No. 4 track protected as prescribed by Rule 99.

g. While cars are being placed upon or removed from industrial tracks used by

Weil McLain and Co.,
Eastern Battery and Separator Co.
Tri-State Distributor Co.,
Great American Tea Co.,
Wilkinson and Foyle,
Continental Distilling Co., North Phila. (outside track).

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

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

West Chester Branch

h. Between Arsenal and five hundred thirty-nine (539) feet outward from 49th Street Passenger station.

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

Cars..... 14' 11"

Loads..... 14' 11"

Other equipment..... 14' 11"

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

Exceptions:

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

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

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

Miscellaneous Clearance, Broad Street Station and Washington Avenue Branch

i. 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 Penna.-30th Street and on Washington Avenue.

j. H9 type Engines must not make parallel movements on middle and northward tracks, between 20th and 25th Streets, Washington Avenue, on account of close side clearance.

Spectacles With Colored Glass

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

BROAD STREET AND BROAD STREET SUBURBAN STATIONS

Train Announcements

3616. On all outward trains announcements must be made in each car before train departs from Broad Street and Broad Street Suburban stations and between Broad Street, Broad Street Suburban and Penna.-30th Street stations to enable passengers who have boarded wrong train to transfer.

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

Conductor Supervision—Train Loading, Etc.

3617. 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.

b. When additional equipment is provided, cars must be opened for occupancy by passengers immediately as required at all stations for both inward and outward trains. Conductors will instruct trainmen accordingly.

Back-up Hose—Use of on MU Trains

3618. When MU cars 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 engine-man notified.

Handling Equipment of Inward Trains, Etc.

3619. 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.

Hand Brakes—Use of

3619-A. Cars left standing in Broad Street and Broad Street Suburban stations must have hand brake applied on the car nearest stop block.

3619-B. On block cars, Broad Street station, trap doors must be kept closed.

Observation Of Trains For Defects

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

Hot Journal
Sliding Wheels
Broken Wheels
Defective Truck
Dragging Brake Connection
Lading Shifted Over Side Or End Of Car
Swinging Car Door

MAIN LINE TO PAOLI

Tap Signal—Penna-30th Street—Upper Level

3623. At Penna.-30th St., 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.

Penna.-30th St. Station Stop Markers

3624. 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.

Track Fences, Side and Trap Doors, etc.

3625. At all stations, trains receiving or discharging passengers, in addition to conforming to Rule 107, 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 inward end of track fence.

At Overbrook.

Bryn Mawr.

b. Passenger trains stopping at 52nd Street, detoured via No. 2 track will stop outward from 52nd Street Bridge.

Assisting Engines—Detach—Light

3626. 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 inward 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 outward.
	No light—continue to assist.
	One light—cut helping engine off outward from interlocking.
Bryn Mawr.	No light—continue to assist.
	One light—cut helping engine off outward from interlocking.

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

Assisting Engines—New York-Pittsburgh Subway

3627. When helping engines are pushing trains through the New York and Pittsburgh Subway, Zoo interlocking, they must assist through the tunnel, or until the train is stopped in the tunnel, and then, if necessary, due to smoke and gas, crew will ask by telephone for instructions.

Air Brakes—Test, etc.

3628. 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:

Train Adjusted Tons	Trains with equipment of 50% or less consisting of mineral freight, grain or other heavy freight, oil and petroleum products.	Trains with equipment of 50% or more consisting of mineral freight, grain or other heavy freight, oil and petroleum products.
Up to 3500 tons.....	None	10%
3501 to 5000 tons.....	10%	15%
5001 to 6000 tons.....	15%	20%
6001 to 7500 tons.....	20%	25%
7501 tons or more.....	25%	30%

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

Conductors must advise engineman of consist and adjusted tonnage of train.

Additional retainers may be used if required by engineman.

Retainers set at 45°—On Loaded Cars.

Retainers set at 90°—On Empty Cars.

In addition to the use of Retaining Valves on front portion of inward freight trains between Paoli and Valley, on trains consisting of 5001 tons or more, or trains with equipment of 50% or more consisting of mineral freight, grain or heavy freight, oil and petroleum products, the engineman will increase the brake pipe pressure to 85 lbs. before passing Paoli.

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.

Illuminated Sign—Use of

3629. OVERBROOK: Electrical illuminated sign, located north-west corner of interlocking station, designating track number to which inward freight trains are routed at Woodbine Avenue and track on which set-off is to be made in 53rd Street Receiving Yard.

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

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

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

The letter L displayed—indicates Ladder track, etc.

Paoli—Station Stop Markers

3630. 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) Trains with cars between engine and first working

Marker D-3) car will stop at marker corresponding to number

Marker D-4) of such cars in train.

Marker D-5)

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

Station Stop Markers—Various

3630A. 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.

Freight Car Markers—Use of

3631. Between Woodbine Avenue and Merion: To expedite the movement of freight trains making reverse move at Woodbine Avenue, numerals, indicating the number of car lengths including two engine lengths, outward, from west switch of crossover from No. 2 track to No. 3 track outward from Woodbine Avenue, have been stenciled on catenary poles to the right of No. 4 track, as follows:

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

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

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

70 cars—1st catenary pole inward from Mile Post No. 6.

100 cars—4th catenary pole outward from Mile Post No. 6.

125 cars—1st catenary pole outward from 1st overhead Bridge outward from 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 stenciled 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

Back-up Hose—Use of

3632. When cars are being pushed by an engine between 52nd Street and Overbrook, and signals from the trainman stationed on the leading car cannot be properly observed by the engine crew, a back-up hose must be used.

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

3633. Trains delivered to 52nd Street district must be secured by hand brakes placed on both inward and outward ends of train.

Derails 37th Street Yard—Location of

3634. Independently operated hand thrown derails, not equipped with derail lamps, in service at clearance point, inward end of yard, all tracks except No. 12.

3635. Paoli Yard—Movements from yard tracks requiring use of Hill track must obtain permission from signalman at Paoli before fouling this track.

3636. Trains moving from yard tracks to Duck-under track, Paoli, conductors must be stationed on leading car.

MAIN LINE TO HOLMES

Tap-Out Lights—Use of

NORTH PHILADELPHIA STATION (Outward Platform):

3637. 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 (Inward Platform):

Train Starting Indicators located overhead, applying to trains on each track, made up three (3) lights—green, yellow and lunar white, with push buttons at convenient locations marked Conductor, Flagman, Starter, and Cancel.

The departure of a train will be effected as follows:

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

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

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

Trains—Blocking Station Platforms

3638. Movements on No. 0 and No. 5 tracks between North Philadelphia and Holmes must not block the platforms at stations so that passenger trains cannot discharge or receive passengers and must approach stations looking out for passengers.

Frankford Junction Passenger Station—Station Stop

3639. 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.

Movements Over Firing Range—Frankford Arsenal

3640. Before entering Frankford Arsenal from Naught Track, movements must stop at State Road—(Tacony Street) and obtain permission from officer in charge, Phone JE5-2935—Extension 355.

Movements must not be made over firing range while Red Flag at the range target is displayed or the Red Blinker lights are operating at range target or Proof house.

Cars—Interchange of

3641. Conductors making interchange of passenger cars at North Philadelphia will leave duplicate car report at office of yard master at Margie Street Yard.

MAIN LINE TO DARBY

Movements—No. 5 Track

3642. Movements on No. 5 track at Darby must not block the platform at station so that passenger trains cannot discharge or receive passengers and must approach station looking out for passengers.

Movements—Fels Co.

3643. When performing service on grades in Fels and Company plant, air brake hose must be coupled between cars and the air brakes operative.

SCHUYLKILL BRANCH

Air Brake Test—Bala Grade

3644. A running test of the air brakes must be made before descending Bala grade.

Enginemen in charge of loaded trains, before starting down this grade and after making a running test of brakes, will adjust the brake pipe pressure to 85 pounds, or if engine is not equipped with M-3 feed valve, place brake valve handle in full release position to obtain required air pressure in the train.

Doubling Train—Bala Grade

3645. Inward freight trains having tonnage that requires doubling over Bala grade will leave the rear portion of their train at Manayunk, inward from the passenger station, while moving the front portion to Cynwyd.

3646. Helper engines coupled to the rear of freight trains assisting over Bala grade must not detach from the train until the entire train is over the grade.

CHESTNUT HILL BRANCH

3647. The tracks between signal bridge inward from Chestnut Hill passenger station and end of track will be known as No. 1 and No. 2 station tracks.

The non-interlocked switches and fixed signals must be operated as outlined on instructions posted in station and telephone boxes, and special instruction No. 2412.

During the time Chestnut Hill block station is closed conductors or enginemen of outward trains must report immediately on arrival to signalman North Philadelphia. Conductors or enginemen of inward trains must report to signalman North Philadelphia for instructions 3 minutes prior to leaving time. If a non-interlocked fixed signal indicates stop, conductor or engineman must examine switches and if properly lined for the movement, the train will pass stop signal and proceed at restricted speed, reporting the signal failure at the next point of communication.

WEST CHESTER BRANCH

Car Marker—Location of

3648. A marker striped black and white adjacent to inward track, 9 car lengths inward from Swarthmore station track

switch. To avoid excessive flashing of highway crossing signals at Swarthmore Avenue, cars must not be left standing inward of this location longer than necessary when movements are being made to or from station track.

RIVER LINE

Train Diversion

3649. Inward Electric trains, scheduled to Broad Street or Broad Street Suburban stations, diverted via River Line, will stop at Penna.-30th St. for orders. The crew of any train destined to Broad Street station or Broad Street Suburban station so diverted will announce on arrival, Penna.-30th St., all change.

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

13 Car Marker—Location of

3650. A marker with the numeral No. 13 is attached to catenary pole N.2.28, south of Zoo interlocking, which will indicate to the engineman of southward trains that a train consisting of thirteen (13) cars has cleared Zoo interlocking when the engine reaches this marker. Engineman will use this marker as a guide for trains of longer or shorter lengths in resuming speed after clearing Zoo interlocking.

3651. Engineman to properly platform trains at Penna.-30th Street will stop with the front of the engine opposite the respective Station Stop Marker:

Northward Trains—No. 7 and No. 8 Tracks

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

Southward Trains—No. 9 and No. 10 Tracks

Total Cars in Train	Up to 14 Cars	15 Cars	16 Cars	17 Cars	18 Cars
	Station	Stop	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. Double-headed trains will count the second engine as one deadhead car.

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

Electric Engines, Fuel Oil and Water—Stops

3652. Where electric engines take fuel oil or water, in emergency, at Pennsylvania-30th St., the train will stop, regardless of the number of cars in the train or make-up, as follows:

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

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

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

Where water or oil, or both, are required at Penna.-30th St., 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.

Penna.-30th St.—Train Starting and Tap Signal System

3653. 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 Conductor 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 Penna.-30th St. 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.

MISCELLANEOUS—GENERAL INSTRUCTIONS

Station Stops—Authority For

3654. The Station Master at Broad Street, Broad Street Suburban, Penna.-30th St. 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.

Train and Engine Crews—

Report and Register for Duty

3655. Unless otherwise instructed, train and engine employees will be required to report for duty as indicated below but in no instance must register later than the time specified, nor more than thirty minutes prior thereto.

46th Street Engine Terminal—Passenger Service

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 will personally report to A interlocking when ready to leave 20th Street, but not later than 30 minutes before leaving time at Broad Street station. Will report at Broad Street station 1 hour and 40 minutes in advance of schedule leaving time of train from Penna.-30th St. or Mail Platform.

Passenger enginemen, firemen and helpers called to relieve interdivisional crews at Penna.-30th St. 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 Penna.-30th St., North Philadelphia stations and Zoo interlocking—Crews must register at Broad Street station not more than one hour and not less than 40 minutes before scheduled leaving time of train, and must be in readiness to receive train 15 minutes before scheduled leaving time.

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

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

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

At all points extra trainmen must report for orders upon completion of their assignment.

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.

MU 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 Street Suburban stations, 25 minutes before scheduled leaving time.

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

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

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

Trap Doors—Opening and Closing of

3656. 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.

3657. Vestibule side doors must be closed while passing through tunnels.

3658. Trainmen must be on the alert when passengers are boarding train, and when it is necessary to couple or to uncouple any part of the train they will prevent passengers from boarding cars.

3659. Trainmen and station employes will permit U. S. Officer's messenger to carry official mail sacks and large parcels into passenger equipment.

Uniforms

3660. Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

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

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

Lights in Passenger Equipment

3661. 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 sta. Trains from Chestnut Hill Branch and New York Division—after train has departed from North Phila. station. Trains from Paoli and Schuylkill Branch—after train has passed 44th Street. Trains from Maryland Division—after train has passed Brill interlocking station. Trains from West Chester Branch—after train has passed 58th Street overhead bridge (Angora Station).

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.

Articles Lost and Found

3662. 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. Any articles found must be delivered to Parcel Room No. 2, Broad Street Station or station Master's office Broad St. Suburban Station. 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 signalman, 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.

CT 220—Preparation of

3663. When interdivisional 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 C.T. 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.

Doors of Toilets—Open, Etc.

3664. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked within the zone bounded by Broad Street, Broad Street Suburban stations and Overbrook, Valley and Arsenal;

and when standing in station at Paoli, also when standing in, or passing through stations at North Philadelphia and Penna.-30th St., Philadelphia.

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

Delivery of U. S. Mail from Moving Trains

3665. An instruction of the Post Office Department requiring the delivery of mail from moving trains, baggage masters and Railway Postal clerks will throw off mail and newspapers at points designated, using care to avoid personal injury.

Engine—Handling of

3667. 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.

Warning to Guards and Car Attendants, etc.

3668. Conductors of trains carrying military equipment, circus equipment and shipments accompanied by guards or attendants, must notify the Train Commander or the party in charge, to warn guards and attendants they must not go on top of high lading or on roof of cars account of the energized wires and other overhead structures.

Employes Permitted to Ride on Engines, etc.

3670. The following designated employes will be permitted to ride on freight trains and engines, or on front platforms of multi-unit trains:

- Staff Officers and their Assistants.
- 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.

Forms—Preparation and Use of

3671. Conductors and enginemen of trains will prepare Form MP-217 (for passenger equipment) and Form MP-401 (for freight equipment) in cases where defects are found or where repairs are made by train or engine crews. For any repairs made or material applied to Pullman, private or foreign passenger cars and foreign and individual freight cars, full information must be shown including place repairs are made, number of parts, whether new or second hand and reason for repairs.

In cases where repairs are not made at intermediate points, the Form MP-217 must be forwarded on the same train with defective car. The forms in the case of passenger equipment will be turned in at 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.

Jacks and Sponging Material—Location of

3672. Jacks and sponging material are located at Inward Home signal bridge 1,390 feet outward from Paoli interlocking station, Haws Avenue Interlocking and at Frankford Junction Yard for the care of hot journals.

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

b. Emergency box located at Grays Ferry under Grays Ferry Avenue Bridge with running water for taking care of hot journals.

Freight Crews Relieved—Instructions to

3673. When freight road crews are relieved on the Philadelphia Terminal Division, short of their destination, the road conductor will turn over his wheel reports together with the tickets to the Philadelphia Terminal Division conductor, who will fill in the upper left hand column on the reverse side of the wheel reports.

Cars on Grades

3674. Cars left standing on a main track on grades must have hand brakes applied and a trainman in charge.

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 handbrakes applied to prevent them from moving.

Starting Freight Trains—Descending Grades, etc.

3675. Before starting trains, enginemen must assure themselves that air brakes have been properly released in accordance with the current issue of the Brake and Train Air Signal Instructions, after which engineman will move engine approximately 6 to 8 feet, apply the independent brake and stop, then move 6 to 8 feet further and continue to follow this procedure until the slack has run out on the entire train. It may be necessary to hold the independent brake slightly applied to overcome the final run-out of slack and until the entire train is moving.

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

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

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

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

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 engine-

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

Starting Trains with Electric Engines on Rear

3676. 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 the assistance of a pusher on the rear, the following procedure must be followed:

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

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

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

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

Taking Water—Restrictions

3677. Steam engines must not take water on No. 0 track, 21st Street, Elevated Railroad, or East End Philadelphia Transfer ladder track.

Firing Steam Engines—Restrictions

3678. Working at fires or applying blowers, while in piers or warehouses, is prohibited.

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

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

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

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

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

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

Instructions While on Property—Oil Refineries and U. S. Signal Depot, Midvale

3679. While on the property of the Atlantic Refining Company Point Breeze, Gulf Refining Company Girard Point and the U. S. Signal Depot Midvale, all employees will be governed by the following instructions:

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

Engines must have stack spark arresters in service and in good order, and it is the specific duty of the 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 Midvale, and it is the duty of the conductor of a crew entering or doing work on either of the above properties to know that his crew is equipped with electric hand lanterns.

Snow Melting Oil—Use of

3680. 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.

3681. Movements on yard tracks will be in charge of Yard Masters in their respective districts.

3682. Outward movements from north end of Mail House must obtain permission from yardmaster, Pennsylvania Coach Yard.

3683. Employes may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

PERSONAL INJURIES

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

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

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

3702. Medical Examiners and Company Surgeons.

Location	Name and Address	Telephone Number
Philadelphia	F. L. Abbott, M.D. 3116 North Broad Street	RAdcliff 5-2396
Philadelphia	J. Wealey Anders, M.D. 1329 W. Somerset Street	Baldwin 9-3700
Philadelphia	George E. Firth, M.D. 3258 Knorr Street 1001 Howarth St.	Office: MAyfair 4-6122 Residence: CUmbrlnd 8-1130
Philadelphia	A. Weise Hammer, M.D. 323 S. 17th Street	FRemont 7-2100
Philadelphia	Wm. J. Harrison, M.D. 6609 Lincoln Drive	VIctor 4-0994
Philadelphia	A. P. Harrison, M.D. 15 North 32nd Street	EVergreen 6-1000 Ex. 530 or 3556
Philadelphia	Henry D. Jump, M.D. 1530 Locust Street	PEnpkr 5-1431
Philadelphia	O. K. Reed, M.D. 4310 Walnut Street	EVergreen 6-7086
Philadelphia	Joseph S. Kenny, M.D. 5500 Lansdowne Avenue	TRinity 7-9235
Chestnut Hill	E. W. McCloskey, M.D. 7 East Chestnut Avenue	CHesthil 7-0141
Narberth	E. C. Town, M.D. 200 Narberth Avenue	Narberth 3640
Wayne, Pa.	R. P. Elmer, M.D. 120 Audubon Avenue	Wayne 4587
Paoli, Pa.	R. C. Hughes, M.D. Paoli, Pa.	Paoli 2092
Conshohocken	DeLorme T. Fordyce, M.D. Hector and Harry Streets	Conshohocken 365
Norristown	E. S. Buyers, M.D. 1533 DeKalb Street	Norristown 0350
Media, Pa.	R. E. Bell, M.D. 2nd and Monroe Streets	Media 0150
West Chester	Jos. Scattergood, M.D. 115 South High Street	West Chester 5030
West Chester	Jos. Scattergood, Jr., M.D. 115 South High Street	West Chester 5030
West Chester	I. Pemberton P. Hollingsworth 411 North Walnut Street	West Chester 3188

3703. Location of Hospitals.

Location	Name and Address	Telephone Number
Philadelphia	Presbyterian Hospital 39th and Filbert Streets	EVergreen 6-4760
Philadelphia	University Hospital 34th and Spruce Streets	EVergreen 6-6700
Philadelphia	St. Agnes Hospital Broad and Mifflin Streets	DEwey 4-0171
Philadelphia	Methodist Episcopal Hospital Broad and Wolf Streets	DEwey 4-1060
Philadelphia	Mt. Sinai Hospital 1429 South 5th Street	FULTon 9-8600
Philadelphia	Jefferson Hospital 10th and Sansom Streets	PEnpkr 5-5400
Philadelphia	Graduate Hospital (U. of P.) 19th and Lombard Streets	PEnpkr 5-2400
Philadelphia	Temple University Hospital Broad and Ontario Streets	RAdcliff 5-4880
Philadelphia	St. Luke's Hospital Thompson and Franklin Sts.	FRemont 7-2100
Philadelphia	Episcopal Hospital Front St. and Lehigh Ave.	REgent 9-5446
Philadelphia	Northeastern Hospital Allegheny Ave. and Tulip St.	REgent 9-8300
Philadelphia	Frankford Hospital Frankford Ave. and Wake- ling St.	JEfferson 5-1170
Philadelphia	Chestnut Hill Hospital 8815 Germantown Avenue	CHesthil 7-4600
Bryn Mawr	Bryn Mawr Hospital	Bryn Mawr 1800
West Chester	Chester County Hospital Boot Road	West Chester 0895
Manayunk	Memorial Hospital Ridge Ave. and Jamestown St., Roxborough	ROxboro 8-4550 ROxboro 8-4280
Norristown	Montgomery Hospital Basin and Powell Streets	Norristown 5500

3704. First Aid Boxes and Stretchers:

First Aid Boxes, location of:

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

At each passenger and 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.

Injuries—Reporting of

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

Home Division	Name	Occupation
QUALIFIED FOR SERVICE		
DIVISION	ZONE	PART OF ZONE QUALIFIED FOR

THE PENNSYLVANIA RAILROAD
PHILADELPHIA TERMINAL DIVISION

PHILADELPHIA, PA., JUNE 18, 1947

GENERAL ORDER No. 1401

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

Applies in all Zones

(a) Time-Table No. 14 in effect. It contains the necessary instructions issued in General Orders up to and including No. 1305, all of which must be removed from bulletin boards.

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

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

Special Instructions to Time-Table No. 13 will remain in effect for use of firemen and brakemen.

J. S. GILLUM,
Superintendent.

ONLY
HALF
OF 6%



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

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

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

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

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