

THE PENNSYLVANIA RAILROAD

EASTERN REGION

NEW YORK DIVISION
PHILADELPHIA DIVISION
CHESAPEAKE DIVISION
HARRISBURG DIVISION

TIMETABLE No. 23

In effect 4.01 A.M., Sunday, April 30, 1967

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

G. C. VAUGHAN
General Manager

E. R. ADAMS
General Superintendent

Superintendents:

W. L. BUTZ

F. S. KING

D. E. PERGRIN

K. E. SMITH

Divisions:

NEW YORK

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INDEX

	PAGES
Index to Trains.....	4-9
List of Stations, Interlockings, Distances, Sidings, etc.....	10-31
Schedule Pages:	
New York to Philadelphia.....	32-63
Philadelphia to New York.....	64-95
Philadelphia to Washington.....	96-105
Washington to Philadelphia.....	106-115
Philadelphia to Banks.....	116-131
Banks to Philadelphia.....	132-147
Pemberton Branch.....	146-147
Northern Central Branch.....	166
Washington to South End.....	164-165
Chestnut Hill Branch (Westward).....	116-123
Chestnut Hill Branch (Eastward).....	132-139
West Chester Branch (Southward).....	156-159
West Chester Branch (Northward).....	160-163
Schuylkill Branch (Westward).....	124-127
Schuylkill Branch (Eastward).....	140-143
Princeton Branch.....	148-149
Highway Bus Schedules.....	168
Trains Wait for Connections.....	167-168
Extra Stops Passenger Trains.....	169
U. S. Mail Work.....	173
Ticket Offices Open for Sale of Tickets.....	170-173
Arranged Freight Train Service.....	174-187

SPECIAL INSTRUCTIONS

Authority to Proceed as an Extra.....	216
Automatic Block Signal System.....	356-364
Automatic Highway Crossing Protection.....	222-230
Automatic Interlockings.....	374-375
Cab Signals.....	370-373
Clearances:	
Overhead.....	336
Side.....	337
Communicating Signals.....	199
Electrical Operation.....	338-354
Engine and Special Load Restrictions.....	302-330
New York Division.....	302-305
Philadelphia Division.....	306-315
Chesapeake Division.....	316-323
Harrisburg Division.....	324-329
Engine Whistle Signals.....	198-199
Equipment Restrictions.....	330-336
Explosives and Other Dangerous Articles.....	338
Facing Hand-Operated Switches Connected With Manual Block Signals.....	367-369
First-Aid Boxes and Stretchers.....	196
Freight Train Operation.....	269-272
Freight and Passenger Train Operation.....	273-274
Fuses and Torpedoes.....	200
Gas Masks for Use in Tunnels.....	196

PAGES

General Orders, Bulletin Boards, Employes' Registers, Standard Clocks.....	201-204
General Order Zones.....	205-206
General Rules.....	188-190
Hand-Operated Switches Equipped With Electric Locks.....	243-248
Highway Crossing Protection, etc.....	222-239
Hospitals.....	194-196
Interlockings—Track Circuits	
Which May Not Shunt.....	374
Letters and Characters.....	197
Lost Articles.....	267
Manual Block Signal System.....	356-364
Medical Officers and Surgeons.....	191-193
Movable Bridges.....	220
Movement of Trains.....	213-214
Non-Interlocked Railroad Crossings at Grade.....	217-219
Non-Interlocking Switches and Signals.....	375
Normal Position of Switches.....	240-241
Observation of Trains for Defects.....	208-209
Other Equipment Restrictions.....	331-337
Passenger Train Operation.....	263-269
Passenger Crews Reporting and Registering for Duty.....	207-208
Qualification of Conductor and Enginemen.....	206
Safety Calendar.....	380
Sidings, Use of.....	257-258
Signal Aspects Not in Conformity With Typical Aspects.....	364-366
Signals.....	198
Signal Rules.....	356-364
Slide Protection Fences.....	200-201
Speed Signs.....	200
Speed Table.....	275
Speeds and Speed Restrictions.....	276-301
Spring Switches.....	248-249
Standard Clocks.....	201-204
Superiority of Trains.....	201
Switch Tenders—Hand-Operated Switches.....	241-242
Telephone—Radio.....	375-376
Track Assignments.....	250-263
Train Dispatchers.....	355
Train Ready Indicators.....	213-214
Train Signals.....	199
Tunnel Alarm Systems—Fires—Flood Gates and Emergency Exits.....	188-190
Uniforms.....	188
Use of Signals.....	200
Wreck Derrick Restrictions.....	335-336
Yard Limits.....	215

Index to Trains

WESTWARD-SOUTHWARD			NORTHWARD-EASTWARD		
No.	NAME OF TRAIN	Page	No.	NAME OF TRAIN	Page
3	Penn Texas.....	58-129	4	Penn Texas—	
9	Mail and Express.....	117		Cincinnati Limited.....	69-132
13	Mail and Express.....	33-116	12	The Duquesne.....	93-146
15	Mail and Express.....	60-131	16	The Duquesne.....	91-145
18	Mail and Express.....	63-116	18	Mail and Express.....	65-147
23	Manhattan Limited.....	46-123	22	Manhattan Limited.....	67-132
25	The Duquesne.....	37-119	24	The Juniata.....	147
29	Broadway Limited.....	57-129	28	Broadway Limited.....	72-135
31	Spirit of St. Louis.....	51-127	30	Spirit of St. Louis.....	72-134
33	The Juniata.....	122	48	The General.....	71-133
43	Manhattan Limited.....	46-123	50	The Admiral.....	80-139
49	The General.....	53-128	54	Pennsylvania Limited—	
55	Pennsylvania Limited.....	61-131		St. Louisian.....	85-142
101	West Coast Champion—Palmetto	50-103	100	West Coast Champion—Palmetto	76-108
105	East Coast Champion.....	49-102	104	East Coast Champion.....	75-109
105	East and West Coast Champions		104	East and West Coast Champions	
	—Palmetto.....	49-102		—Palmetto.....	75-109
111	The President.....	38-99	108	The Edison—Gulf Coast Special.	65-106
113	Silver Meteor.....	48-101	114	Silver Meteor.....	75-108
115	The Executive—Silver Star.....	41-99	118	The Piedmont Limited—	
121	The Mid Day Congressional—			Palmland—Crescent—	
	Silver Comet.....	42-100		Asheville Special—Pellean....	68-106
131	The Morning Congressional.....	35-98	126	The Legislator.....	77-109
137	The Mount Vernon—		130	The Mid Day Congressional—	
	Peach Queen.....	57-105		Silver Star.....	81-111
141	Gulf Coast Special—		132	The Representative.....	87-112
	Piedmont Limited.....	61-105	148	The Southerner—Silver Comet..	79-110
149	The Afternoon Keystone—		152	The Afternoon Congressional.....	89-113
	Crescent.....	47-101	154	The Embassy.....	91-114
153	The Afternoon Congressional.....	51-103	156	The Mount Vernon.....	92-114
155	The Embassy—Pellean—		158	The Evening Keystone.....	94-115
	Palmland.....	59-105	160	The President.....	95-115
159	The Mt. Vernon—Peach Queen.	57-104	162	The Afternoon Congressional.....	89-113
161	New York-Washington Express.	62-105	164	Washington-New York Express.	92-114
171	The Colonial.....	45-101	168	The Evening Keystone.....	94-115
173	The Senator—Southerner—		170	The Colonial.....	75-109
	Asheville Special.....	48-102	172	The Senator—	
175	The Patriot—F.F.V.....	56-104		George Washington.....	79-110
177	The Federal.....	33-97	174	The Patriot.....	84-111
191	Mail and Express.....	32-96	176	The Federal.....	64-115
185	Mail and Express.....	63-96	194	Mail and Express.....	65-115
201	New York-Philadelphia Express.	37	200	Philadelphia-New York Express.	71
207	New York-Philadelphia Express.	39	202	Philadelphia-New York Express.	73
211	The Juniata.....	43	204	Philadelphia-New York Express.	75
219	New York-Philadelphia Express.	50	206	Philadelphia-New York Express.	77
221	New York-Philadelphia Express.	53	212	Philadelphia-New York Express.	80
223	New York-Philadelphia Express.	55	218	Philadelphia-New York Express.	83
225	New York-Philadelphia Express.	57	220	Philadelphia-New York Express.	87
227	New York-Philadelphia Express.	59	222	Philadelphia-New York Express.	89
231	New York-Philadelphia Express.	63	234	Philadelphia-New York Express.	71
235	New York-Philadelphia Express.	32	254	Philadelphia-New York Express.	69
263	New York-Philadelphia Express.	54	256	Philadelphia-New York Express.	73
			272	Philadelphia-New York Express.	91
			280	Philadelphia-New York Express.	75
			282	Philadelphia-New York Express.	93
			284	Philadelphia-New York Express.	92
			286	Philadelphia-New York Express.	64
			298	Philadelphia-New York Express.	90

WESTWARD-SOUTHWARD			NORTHWARD-EASTWARD		
No.	NAME OF TRAIN	Page	No.	NAME OF TRAIN	Page
001	Phila.-Bryn Mawr Local.....	117	300	Paoli-Phila. Local.....	132
301	Phila.-Paoli Local.....	117	002	Bryn Mawr-Phila. Local.....	133
003	Phila.-Haverford Local.....	117	302	Paoli-Phila. Local.....	133
303	Phila.-Paoli Local.....	117	304	Paoli-Phila. Express.....	133
005	Phila.-Bryn Mawr Local.....	118	306	Paoli-Phila. Express.....	134
305	Phila.-Paoli Local.....	118	308	Paoli-Phila. Local.....	134
007	Phila.-Bryn Mawr Local.....	118	310	Paoli-Phila. Local.....	134
307	Phila.-Paoli Local.....	119	012	Ardmore-Phila. Local.....	135
009	Phila.-Bryn Mawr Local.....	119	312	Paoli-Phila. Express.....	135
309	Phila.-Paoli Local.....	119	014	Haverford-Phila. Local.....	135
011	Phila.-Bryn Mawr Local.....	119	314	Paoli-Phila. Express.....	135
311	Phila.-Paoli Local.....	119	316	Paoli-Phila. Local.....	135
013	Phila.-Bryn Mawr Local.....	120	018	Bryn Mawr-Phila. Local.....	136
313	Phila.-Paoli Local.....	120	318	Paoli-Phila. Express.....	136
015	Phila.-Paoli Local.....	121	020	Haverford-Phila. Local.....	137
017	Phila.-Bryn Mawr Local.....	121	320	Paoli-Phila. Express.....	136
317	Phila.-Paoli Local.....	121	022	Bryn Mawr-Phila. Local.....	137
019	Phila.-Paoli Local.....	121	322	Paoli-Phila. Express.....	137
321	Phila.-Paoli Local.....	121	024	Bryn Mawr-Phila. Local.....	138
023	Phila.-Bryn Mawr Local.....	121	324	Paoli-Phila. Local.....	137
323	Phila.-Paoli Local.....	122	026	Bryn Mawr-Phila. Local.....	138
025	Phila.-Paoli Local.....	122	326	Paoli-Phila. Express.....	138
027	Phila.-Bryn Mawr Local.....	122	028	Bryn Mawr-Phila. Local.....	139
327	Phila.-Paoli Local.....	123	328	Paoli-Phila. Local.....	138
029	Phila.-Bryn Mawr Local.....	123	330	Paoli-Phila. Local.....	139
329	Phila.-Paoli Local.....	123	332	Paoli-Phila. Local.....	139
031	Phila.-Bryn Mawr Local.....	123	334	Paoli-Phila. Local.....	139
331	Phila.-Paoli Local.....	123	336	Paoli-Phila. Local.....	139
033	Phila.-Bryn Mawr Local.....	124	338	Paoli-Phila. Express.....	140
333	Phila.-Paoli Express.....	124	040	Bryn Mawr-Phila. Local.....	140
035	Phila.-Bryn Mawr Local.....	124	340	Paoli-Phila. Local.....	140
335	Phila.-Paoli Express.....	125	042	Bryn Mawr-Phila. Local.....	141
037	Phila.-Bryn Mawr Local.....	125	342	Paoli-Phila. Express.....	141
337	Phila.-Paoli Local.....	125	044	Bryn Mawr-Phila. Local.....	141
039	Phila.-Haverford Local.....	125	344	Paoli-Phila. Local.....	141
339	Phila.-Paoli Express.....	125	046	Bryn Mawr-Phila. Local.....	141
041	Phila.-Bryn Mawr Local.....	125	348	Paoli-Phila. Express.....	141
341	Phila.-Paoli Express.....	126	048	Bryn Mawr-Phila. Local.....	142
043	Phila.-Bryn Mawr Local.....	126	348	Paoli-Phila. Local.....	142
343	Phila.-Paoli Express.....	127	050	Bryn Mawr-Phila. Local.....	143
045	Phila.-Bryn Mawr Local.....	127	350	Paoli-Phila. Express.....	143
345	Phila.-Paoli Express.....	127	052	Bryn Mawr-Phila. Local.....	143
047	Phila.-Paoli Express.....	127	352	Paoli-Phila. Local.....	143
349	Phila.-Paoli Express.....	128	054	Haverford-Phila. Local.....	143
049	Phila.-Paoli Express.....	128	354	Paoli-Phila. Local.....	144
353	Phila.-Paoli Local.....	129	356	Paoli-Phila. Local.....	144
055	Phila.-Bryn Mawr Local.....	129	058	Bryn Mawr-Phila. Local.....	144
355	Phila.-Paoli Local.....	129	358	Paoli-Phila. Local.....	145
057	Phila.-Paoli Local.....	129	060	Bryn Mawr-Phila. Local.....	146
359	Phila.-Bryn Mawr Local.....	129	360	Paoli-Phila. Local.....	145
059	Phila.-Paoli Local.....	130	362	Paoli-Phila. Local.....	146
361	Phila.-Paoli Local.....	130	064	Bryn Mawr-Phila. Local.....	147
063	Phila.-Paoli Local.....	131	364	Paoli-Phila. Local.....	147
365	Phila.-Paoli Local.....	131	366	Paoli-Phila. Local.....	147
067	Phila.-Paoli Local.....	131	368	Paoli-Phila. Local.....	147
369	Phila.-Paoli Local.....	116	372	Paoli-Phila. Local.....	133
071	Phila.-Paoli Local.....	117	374	Paoli-Phila. Local.....	137
373	Phila.-Paoli Local.....	117	388	Paoli-Phila. Local.....	140
075	Phila.-Paoli Local.....	118	396	Paoli-Phila. Local.....	143
377	Phila.-Paoli Local.....	120	398	Paoli-Phila. Local.....	145
079	Phila.-Paoli Local.....	122			
381	Phila.-Paoli Local.....	124			
081	Phila.-Paoli Local.....	126			
387	Phila.-Paoli Local.....	126			
083	Phila.-Paoli Local.....	127			
391	Phila.-Paoli Local.....	127			
085	Phila.-Paoli Local.....	130			
395	Phila.-Paoli Local.....	130			
087	Phila.-Paoli Local.....	121			

WESTWARD-SOUTHWARD			EASTWARD-NORTHWARD		
No.	NAME OF TRAIN	Page	No.	NAME OF TRAIN	Page
401	Phila.-Washington Express.....	97	400	Washington-Phila. Local.....	113
403	Phila.-Washington Local.....	99	402	Newark-Wilmington Local.....	107
405	Baltimore-Washington Local.....	96	414	Washington-Baltimore Local.....	114
407	Baltimore-Washington Local.....	97		South End to Washington.....	165
419	Phila.-Newark Local.....	101	502	Phila.-Trenton Local.....	66
	Washington to South End.....	164	504	Phila.-Trenton Local.....	69
501	Trenton-Phila. Local.....	34	506	Phila.-Trenton Local.....	73
503	Early Bird Express.....	35	508	Phila.-Trenton Local.....	77
505	Trenton-Phila. Local.....	35	510	Phila.-Trenton Local.....	78
507	Mld-City Express.....	36	512	Phila.-Trenton Local.....	80
509	Trenton-Phila. Local.....	36	514	Phila.-Trenton Local.....	81
511	Delaware Valley Express.....	37	516	Phila.-Trenton Local.....	82
513	Trenton-Phila. Local.....	39	518	Phila.-Trenton Local.....	83
515	Trenton-Phila. Local.....	40	520	Phila.-Trenton Local.....	85
517	Trenton-Phila. Local.....	41	522	Phila.-Trenton Local.....	86
519	Trenton-Phila. Local.....	43	524	Phila.-Trenton Local.....	87
521	Trenton-Phila. Local.....	45	526	Bucks County Express.....	87
523	Trenton-Phila. Local.....	47	528	Delaware Valley Express.....	87
525	Trenton-Phila. Local.....	49	530	Phila.-Trenton Local.....	88
527	Trenton-Phila. Local.....	49	532	Phila.-Trenton Local.....	89
529	Trenton-Phila. Local.....	52	534	Phila.-Trenton Local.....	91
531	Trenton-Phila. Local.....	53	536	Phila.-Trenton Local.....	93
533	Trenton-Phila. Local.....	55	538	Phila.-Trenton Local.....	94
535	Trenton-Phila. Local.....	57	540	Phila.-Trenton Local.....	95
537	Trenton-Phila. Local.....	61	542	Phila.-Trenton Local.....	95
539	Trenton-Phila. Local.....	62	548	The General.....	97-133
549	The General.....	128-166			-166
551	Trenton-Phila. Local.....	35	550	Phila.-Trenton Local.....	74
553	Trenton-Phila. Local.....	39	552	Phila.-Trenton Local.....	79
555	Trenton-Phila. Local.....	43	554	Pennsylvania Ltd.-St. Louisian.....	143-186
557	Trenton-Phila. Local.....	46	556	Phila.-Trenton Local.....	84
559	Trenton-Phila. Local.....	52	558	Phila.-Trenton Local.....	86
561	Trenton-Phila. Local.....	32	560	Phila.-Trenton Local.....	86
571	Buffalo Day Express.....	119-166	562	Phila.-Trenton Local.....	89
575	Northern Express.....	115-130	564	Phila.-Trenton Local.....	93
		-166	570	Baltimore Day Express.....	145-166
			574	Southern Express.....	132
601	Phila.-Harrisburg Local.....	116	600	Harrisburg-Phila. Express.....	133
603	Phila.-Harrisburg Express.....	117	602	Harrisburg-Phila. Express.....	136
605	Phila.-Harrisburg Express.....	120	604	Harrisburg-Phila. Express.....	137
607	Phila.-Harrisburg Express.....	121	606	Harrisburg-Phila. Local.....	139
609	Phila.-Harrisburg Express.....	123	608	Harrisburg-Phila. Local.....	141
611	Phila.-Harrisburg Express.....	126	610	Harrisburg-Phila. Express.....	144
613	Phila.-Harrisburg Express.....	128	612	Harrisburg-Phila. Express.....	145
615	Phila.-Harrisburg Express.....	131	614	Harrisburg-Phila. Express.....	147
617	Phila.-Harrisburg Express.....	127	700	Media-Phila. Local.....	160
705	Phila.-Media Local.....	156	704	Media-Phila. Local.....	160
0705	Media-West Chester Local.....	156	706	Media-Phila. Local.....	160
707	Phila.-Media Local.....	156	708	Media-Phila. Local.....	160
0707	Media-West Chester Local.....	156	710	Media-Phila. Local.....	160
709	Phila.-Media Local.....	156	712	Media-Phila. Local.....	160
711	Phila.-Media Local.....	156	714	Media-Phila. Local.....	160
713	Phila.-Media Local.....	156	716	Media-Phila. Local.....	160
715	Phila.-Media Local.....	156	718	Media-Phila. Local.....	161
717	Phila.-Media Local.....	157	0718	West Chester-Media Local.....	160
719	Phila.-Media Local.....	157	720	Media-Phila. Local.....	161
0719	Media-West Chester Local.....	157	722	Media-Phila. Local.....	161
721	Phila.-Media Local.....	157	724	Media-Phila. Local.....	161
723	Phila.-Media Local.....	157	0724	West Chester-Media Local.....	161
725	Phila.-Media Local.....	157	726	Media-Phila. Local.....	161
727	Phila.-Media Local.....	157	728	Media-Phila. Local.....	161
729	Phila.-Media Local.....	157	730	Media-Phila. Local.....	161
731	Phila.-Media Local.....	157	732	Media-Phila. Local.....	161
733	Phila.-Media Local.....	157	734	Media-Phila. Local.....	161
735	Phila.-Media Local.....	157	736	Media-Phila. Local.....	161
0735	Media-West Chester Local.....	157	0738	Media-West Chester Local.....	162
737	Phila.-Media Local.....	157	738	Media-Phila. Local.....	162
739	Phila.-Media Local.....	158			
0739	Media-West Chester Local.....	158			
741	Phila.-Media Local.....	158			

WESTWARD-SOUTHWARD			EASTWARD-NORTHWARD			
No.	NAME OF TRAIN	Page	No.	NAME OF TRAIN	Page	
0741	Media-West Chester Local.....	158	740	Media-Phila. Local.....	162	
743	Phila.-Media Local.....	158	742	Media-Phila. Local.....	162	
745	Phila.-Media Local.....	158	744	Media-Phila. Local.....	162	
747	Phila.-Media Local.....	158	746	Media-Phila. Local.....	162	
749	Phila.-Media Local.....	158	748	Media-Phila. Local.....	162	
0749	Media-West Chester Local.....	158	750	Media-Phila. Local.....	162	
751	Phila.-Media Local.....	158	752	Media-Phila. Local.....	162	
753	Phila.-Media Local.....	158	754	Media-Phila. Local.....	162	
755	Phila.-Media Local.....	158	0754	West Chester-Media Local.....	162	
0755	Media-West Chester Local.....	158	756	Media-Phila. Local.....	162	
757	Phila.-Media Local.....	158	758	Media-Phila. Local.....	162	
759	Phila.-Media Local.....	159	760	Media-Phila. Local.....	163	
761	Phila.-Media Local.....	159	0760	West Chester-Media Local.....	163	
0761	Media-West Chester Local.....	159	762	Media-Phila. Local.....	163	
763	Phila.-Media Local.....	159	0762	West Chester-Media Local.....	163	
765	Phila.-Media Local.....	159	764	Media-Phila. Local.....	163	
767	Phila.-Media Local.....	159	766	Media-Phila. Local.....	163	
769	Phila.-Media Local.....	156	0766	Media-West Chester-Media Local.....	163	
779	Phila.-Media Local.....	156	768	Media-Phila. Local.....	160	
781	Phila.-Media Local.....	157	770	West Chester-Phila. Local.....	160	
783	Phila.-Media Local.....	158	772	West Chester-Phila. Local.....	161	
785	Phila.-Media Local.....	159	778	Media-Phila. Local.....	160	
787	Phila.-Media Local.....	156	780	Media-Phila. Local.....	160	
789	Phila.-Media Local.....	159	782	Media-Phila. Local.....	160	
791	Phila.-West Chester Local.....	156	784	Media-Phila. Local.....	161	
793	Phila.-West Chester Local.....	156	786	Media-Phila. Local.....	161	
795	Phila.-West Chester Local.....	156	0786	West Chester-Media Local.....	161	
797	Phila.-West Chester Local.....	159	788	Media-Phila. Local.....	161	
			790	Media-Phila. Local.....	162	
			0790	West Chester-Media Local.....	162	
			792	Media-Phila. Local.....	163	
			794	Media-Phila. Local.....	163	
			796	West Chester-Phila. Local.....	160	
			798	West Chester-Phila. Local.....	160	
				Manayunk-Phila. Locals.....	140-143	
				Phila.-Chestnut Hill Trains.....	132-139	
				0900	Wilmington-Phila. Local.....	106
				902	Wilmington-Phila. Local.....	106
				904	Wilmington-Phila. Local.....	107
				906	Wilmington-Phila. Express.....	107
				908	Wilmington-Phila. Local.....	107
				910	Wilmington-Phila. Local.....	107
				912	Wilmington-Phila. Express.....	108
				914	Wilmington-Phila. Local.....	109
				916	Wilmington-Phila. Local.....	109
				918	Wilmington-Phila. Local.....	110
				915	Phila.-Wilmington Local.....	100
				917	Phila.-Wilmington Local.....	101
				919	Phila.-Wilmington Local.....	102
				921	Phila.-Wilmington Local.....	103
				923	Phila.-Wilmington Local.....	103
				925	Phila.-Wilmington Local.....	103
				927	Phila.-Wilmington Local.....	103
				929	Phila.-Wilmington Local.....	104
				931	Phila.-Wilmington Local.....	104
				933	Phila.-Wilmington Local.....	105
				935	Phila.-Wilmington Local.....	105
				937	Phila.-Wilmington Local.....	105
				939	Phila.-Wilmington Local.....	96
				941	Phila.-Wilmington Local.....	101
				951	Phila.-Wilmington Local.....	97
				953	Phila.-Wilmington Local.....	98
				955	Phila.-Wilmington Local.....	100
				957	Phila.-Wilmington Local.....	101
				959	Phila.-Wilmington Local.....	103
				961	Phila.-Wilmington Local.....	103
				971	Phila.-Chester Local.....	99
				973	Phila.-Chester Local.....	100
				975	Phila.-Chester Local.....	101
				977	Phila.-Chester Local.....	102
				740	Media-Phila. Local.....	162
				742	Media-Phila. Local.....	162
				744	Media-Phila. Local.....	162
				746	Media-Phila. Local.....	162
				748	Media-Phila. Local.....	162
				750	Media-Phila. Local.....	162
				752	Media-Phila. Local.....	162
				754	Media-Phila. Local.....	162
				0754	West Chester-Media Local.....	162
				756	Media-Phila. Local.....	162
				758	Media-Phila. Local.....	162
				760	Media-Phila. Local.....	163
				0760	West Chester-Media Local.....	163
				762	Media-Phila. Local.....	163
				0762	West Chester-Media Local.....	163
				764	Media-Phila. Local.....	163
				766	Media-Phila. Local.....	163
				0766	Media-West Chester-Media Local.....	163
				768	Media-Phila. Local.....	160
				770	West Chester-Phila. Local.....	160
				772	West Chester-Phila. Local.....	161
				778	Media-Phila. Local.....	160
				780	Media-Phila. Local.....	160
				782	Media-Phila. Local.....	160
				784	Media-Phila. Local.....	161
				786	Media-Phila. Local.....	161
				0786	West Chester-Media Local.....	161
				788	Media-Phila. Local.....	161
				790	Media-Phila. Local.....	162
				0790	West Chester-Media Local.....	162
				792	Media-Phila. Local.....	163
				794	Media-Phila. Local.....	163
				796	West Chester-Phila. Local.....	160
				798	West Chester-Phila. Local.....	160

WESTWARD-SOUTHWARD			EASTWARD-NORTHWARD		
No.	NAME OF TRAIN	Page	No.	NAME OF TRAIN	Page
883	Camden-Moorestown Local.....	147	986	Moorestown-Camden Local.....	146
985	Camden-Moorestown Local.....	147	988	Pemberton-Camden Local.....	146
987	Camden-Pemberton Local.....	147	890	Moorestown-Camden Local.....	146
1000	Atlantic City-Phila. Express.....	34	1001	Phila.-Atlantic City Express.....	74
1002	Atlantic City-Phila. Express.....	36	1027	Phila.-Atlantic City Express.....	85
1004	Atlantic City-Phila. Express.....	37	1029	Phila.-Atlantic City Express.....	87
1022	Atlantic City-Phila. Express.....	48	1031	Phila.-Atlantic City Express.....	88
1038	Atlantic City-Phila. Express.....	60	1057	Ocean City—Wildwood— Cape May Express.....	77
1050	Cape May—Wildwood— Ocean City Express.....	35	1061	Ocean City—Wildwood— Cape May Express.....	85
1052	Cape May—Wildwood— Ocean City Express.....	36	1063	Ocean City—Wildwood— Cape May Express.....	87
1058	Cape May—Wildwood— Ocean City Express.....	59			
1062	Cape May—Wildwood— Ocean City Express.....	80			
1101	New York-Long Branch Local....	33	1104	Long Branch-New York Express.	67
1103	New York-Long Branch Express.	35	1108	Long Branch-New York Express.	69
1107	New York-Long Branch Express.	45	1110	The Broker.....	69
1111	The Skipper.....	50	1112	The Banker.....	70
1115	New York-Long Branch Express.	52	1118	Long Branch-New York Express.	73
1117	New York-Long Branch Express.	53	1120	The Skipper.....	78
1123	New York-Long Branch Express.	55	1124	Long Branch-New York Express.	81
1127	New York-Long Branch Express.	56	1126	Long Branch-New York Express.	83
1131	New York-Long Branch Express.	59	1130	Long Branch-New York Express.	92
1133	The Broker.....	62	1132	Long Branch-New York Express.	95
1155	New York-Long Branch Express.	41	1152	Long Branch-New York Express.	67
1159	New York-Long Branch Express.	45	1156	Long Branch-New York Express.	71
1161	New York-Long Branch Express.	47	1164	Long Branch-New York Express.	81
1163	New York-Long Branch Express.	50	1168	Long Branch-New York Express.	88
1183	New York-Long Branch Express.	41	1170	Long Branch-New York Express.	93
1185	New York-Long Branch Express.	45	1182	Long Branch-New York Express.	77
1189	The Skipper.....	56	1190	Long Branch-New York Express.	91
			1192	Long Branch-New York Express.	95
3607	South Amboy Local.....	37	3602	South Amboy-Rahway Local....	65
3611	Rahway-South Amboy Local....	39	3606	South Amboy Local.....	67
3615	South Amboy Local.....	47	3608	South Amboy Local.....	67
3617	Rahway-South Amboy Local....	47	3610	South Amboy Local.....	68
3619	South Amboy Local.....	51	3618	South Amboy Local.....	70
3621	Rahway-South Amboy Local....	51	3622	South Amboy Local.....	74
3623	South Amboy Local.....	53	3626	South Amboy-Rahway Local....	79
3627	South Amboy Local.....	55	3630	South Amboy Local.....	84
3631	South Amboy Local.....	56	3634	South Amboy Local.....	86
3635	South Amboy Local.....	57	3638	South Amboy Local.....	90
3637	Rahway-South Amboy Local....	58			
3641	Rahway-South Amboy Local....	61			
3647	South Amboy Local.....	61			
3649	South Amboy Local.....	63			

WESTWARD			EASTWARD		
No.	NAME OF TRAIN	Page	No.	NAME OF TRAIN	Page
3701	New Brunswick Local.....	33	3704	New Brunswick Local.....	65
3703	New Brunswick Local.....	35	3706	New Brunswick Local.....	66
3705	New Brunswick Local.....	37	3710	New Brunswick Local.....	67
3707	New Brunswick Local.....	39	3712	New Brunswick Local.....	68
3709	New Brunswick Local.....	41	3716	New Brunswick Express.....	70
3711	New Brunswick Local.....	41	3720	New Brunswick Local.....	71
3713	New Brunswick Local.....	42	3724	New Brunswick Local.....	74
3717	New Brunswick Local.....	43	3726	New Brunswick Local.....	75
3719	New Brunswick Local.....	43	3728	New Brunswick Local.....	77
3721	New Brunswick Local.....	44	3730	New Brunswick Local.....	78
3723	New Brunswick Local.....	49	3736	New Brunswick Local.....	79
3725	New Brunswick Local.....	46	3738	New Brunswick Local.....	80
3727	New Brunswick Local.....	47	3740	New Brunswick Local.....	81
3729	New Brunswick Local.....	49	3742	New Brunswick Local.....	81
3731	New Brunswick Express.....	51	3744	New Brunswick Local.....	82
3733	New Brunswick Local.....	52	3746	New Brunswick Local.....	83
3735	New Brunswick Express.....	54	3748	New Brunswick Local.....	83
3737	New Brunswick Local.....	55	3750	New Brunswick Local.....	84
3741	New Brunswick Local.....	56	3752	New Brunswick Local.....	85
3745	New Brunswick Local.....	58	3758	New Brunswick Local.....	89
3749	New Brunswick Local.....	59	3760	New Brunswick Local.....	90
3753	New Brunswick Local.....	59	3762	New Brunswick Local.....	91
3757	New Brunswick Local.....	61	3766	New Brunswick Local.....	93
3761	New Brunswick Local.....	62	3768	New Brunswick Local.....	95
3767	New Brunswick Local.....	63	3770	New Brunswick Local.....	75
3783	New Brunswick Local.....	42	3778	New Brunswick Local.....	90
3785	New Brunswick Local.....	58			
3789	New Brunswick Local.....	63			
3811	New York-Trenton Local.....	32			
3813	New York-Trenton Local.....	33			
3815	New York-Trenton Local.....	34	3810	Trenton-New York Express.....	65
3817	New York-Trenton Local.....	37	3812	Trenton-New York Local.....	66
3819	New York-Trenton Local.....	38	3814	Trenton-New York Express.....	67
3821	New York-Trenton Local.....	38	3816	Trenton-New York Local.....	69
3823	New York-Trenton Local.....	40	3820	Trenton-New York Local.....	72
3825	New York-Trenton Local.....	43	3822	Trenton-New York Local.....	72
3827	New York-Trenton Local.....	45	3824	Trenton-New York Local.....	76
3829	New York-Trenton Local.....	47	3828	Trenton-New York Local.....	79
3831	New York-Trenton Local.....	47	3830	Trenton-New York Local.....	82
3833	New York-Trenton Local.....	49	3832	Trenton-New York Local.....	84
3835	New York-Trenton Local.....	49	3834	Trenton-New York Express.....	85
3837	New York-Trenton Local.....	50	3838	Trenton-New York Local.....	87
3839	New York-Trenton Local.....	51	3840	Trenton-New York Express.....	91
3841	New York-Trenton Local.....	53	3842	Trenton-New York Local.....	93
3845	New York-Trenton Express.....	55	3846	Trenton-New York Local.....	83
3847	New York-Trenton Local.....	55	3850	Trenton-New York Local.....	91
3849	New York-Trenton Local.....	57	3858	Mail and Express.....	88
3851	New York-Trenton Local.....	59			
3903	New York-Rahway Local.....	38	3904	Rahway-New York Local.....	69
3907	New York-Rahway Local.....	40	3912	Rahway-New York Local.....	73
3911	New York-Rahway Local.....	41	3916	Rahway-New York Local.....	78
3915	New York-Rahway Local.....	42	3918	Rahway-New York Local.....	77
3917	New York-Rahway Local.....	43	3922	Rahway-New York Local.....	77
3919	New York-Rahway Local.....	44	3924	Rahway-New York Local.....	78
3921	New York-Rahway Local.....	45	3928	Rahway-New York Local.....	80
			3928	Rahway-New York Local.....	81
4263	New York-Trenton Local.....	41	4202	Trenton-New York Local.....	73
4205	New York-Trenton Local.....	49	4210	Trenton-New York Local.....	93
4239	South Amboy Local.....	61	4234	South Amboy Local.....	83
4241	New Brunswick Local.....	37	4244	New Brunswick Local.....	71
4243	New Brunswick Local.....	39	4246	New Brunswick Local.....	79
4247	New Brunswick Local.....	43	4250	New Brunswick Local.....	82
4249	New Brunswick Local.....	45	4252	New Brunswick Local.....	85
4251	New Brunswick Local.....	53	4254	New Brunswick Local.....	89
Princeton Branch Locals.....		148	Princeton Branch Locals.....		149

NOTE—Applies on pages 10 to 31, inclusive:

- X indicates in service continuously.
 A indicates automatic interlocking.
 B indicates in service part-time.
 C indicates controlled by.
 R indicates remote controlled from.
 ★ indicates radio.

MAIN LINE—NEW YORK AND PHILADELPHIA DIVISIONS

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from New York	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	HAROLD (L. I. R. R.).....	3.7			
X	X	X	F.....	3.0			
X	X	X	JO.....	0.1			
X	X	X	C.....	0.1			
X	X	X	NEW YORK	0.0			
X	X	X	KN.....	0.1			
X	X	X	A.....	0.2			
X	X	X	WEEHAWKEN SHAFT.....	1.8			
X	X	X	PORTAL.....	6.0			
X	X	X	HUDSON.....	8.6			
			*Distance from Jersey City	*			
X	X	X	HUDSON.....	7.1			
X	X	X	HARRISON.....	8.5			
X	X	X	DOCK.....	8.8			
X	X	X	NEWARK.....	9.0			
X	X	X	SOUTH STREET (Newark).....	10.0			
X	X	X	HUNTER.....	10.8			
X	X	X	LANE.....	12.6			
X	X	X	NORTH ELIZABETH.....	13.4			
X	X	X	ELIZABETH.....	14.5			
X	X	X	ELMORA.....	15.0			
X	X	X	SOUTH ELIZABETH.....	15.1			
X	X	X	LINDEN.....	17.7			
X	X	X	NORTH RAHWAY.....	19.2			
X	X	X	RAHWAY.....	19.8			
X	X	X	UNION.....	20.0			
			COLONIA.....	21.9			
			ISELIN.....	23.0			
X	X	X	METUCHEN.....	26.2			
X	X	X	LINCOLN.....	26.4			
X			EDISON..... R-Lincoln	29.3			
X	X	X	NEW BRUNSWICK.....	31.7			
X	X	X	COUNTY.....	33.2			
			JERSEY AVENUE (Millstone Running Track).....	33.4			
			ADAMS.....	35.9			
			DEANS.....	38.9			
X	X	X	MONMOUTH JUNCTION.....	41.4			
X	X	X	MIDWAY.....	41.6			
X	X	X	NASSAU.....	47.3			
X	X	X	PRINCETON JUNCTION.....	47.4			
			LAWRENCE.....	51.6			
X	X	X	MILLHAM.....	54.9			
X	X	X	FAIR.....	56.8			
			TRENTON.....	57.1			
			PA-NEW JERSEY STATE LINE.....	57.7			
X	X	X	MORRISVILLE.....	58.5			
X	X	X	MORRIS.....	58.6			
X	X	X	LEVITTOWN-TULLYTOWN.....	63.6			
X	X	X	GRUNDY.....	65.6			
X	X	X	BRISTOL.....	66.8			
X	X	X	CROYDON.....	69.7			
X	X	X	EDDINGTON.....	71.3			
X	X	X	CORNWELLS HEIGHTS.....	72.5			
X	X	X	ANDALUSIA.....	73.7			
X	X	X	TORRESDALE.....	74.6			
X	X	X	DIVISION POST (Phila Div.).....	76.0			

Note—The direction from Harold to Division Post (Phila. Div.) is westward.
 ● Against current of traffic only.

Radio locations other than Block Stations—

★ New York Movement Office, Newark area use channel 4.

In Morrisville area—Hump yard, "A" yard, Fairless yard, Barracks yard and Bristol yard offices, use channel 1.

MAIN LINE—PHILADELPHIA AND HARRISBURG DIVISIONS

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Jersey City	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	HOLMESBURG JCT.....	77.2			
X	X	X	HOLMES.....	77.2			
X	X	X	TACONY.....	78.2			
X	X	X	WISSINOMING.....	79.3			
X	X	X	BRIDESBURG.....	80.1			
X	X	X	FRANKFORD.....	80.9			
X	X	X	FORD.....	81.2			
X	X	X	FRANKFORD JCT.....	81.8			
X	X	X	SHORE.....	82.1			
X	X	X	NORTH PHILADELPHIA.....	85.0			
X	X	X	NORTH PHILADELPHIA.....	85.1			
X	X	X	ZOO.....	88.1			
			*Distance from Suburban Station.	*			
X	X	X	ZOO (44th St.).....	3.2			
X			52nd STREET.....	3.9			
X			VALLEY—R-Overbrook.....	4.0			
X	X	X	OVERBROOK.....	5.4			
X	X	X	OVERBROOK.....	5.4			
X	X	X	MERION.....	6.0			
X	X	X	NARBERTH.....	6.8			
X	X	X	WYNNEWOOD.....	7.4			
X	X	X	ARDMORE.....	8.5			
X	X	X	HAVERFORD.....	9.1			
X	B	B	BRYN MAWR.....	10.1			
X	B	B	BRYN MAWR.....	10.1			
X	B	B	ROSEMONT.....	10.9			
X	B	B	VILLANOVA.....	12.0			
X	B	B	RADNOR.....	13.0			
X	B	B	ST. DAVIDS.....	13.7			
X	B	B	WAYNE.....	14.5			
X	B	B	STRAFFORD.....	15.4			
X	B	B	DEVON.....	16.4			
X	B	B	BERWYN.....	17.5			
X	B	B	DAYLESFORD.....	18.6			
X	B	B	PAOLI.....	19.8			
X	B	B	PAOLI.....	19.9			
X	B	B	MALVERN.....	21.8			
X	B	B	FRAZER.....	23.7			
X	B	B	GLEN—R-Thorn.....	25.3			
X			WHITFORD.....	28.2			
X			DOWN—R-Thorn.....	32.1			
X			DOWNTOWN.....	32.3			
X	X	X	THORN.....	35.0			
X	X	X	THORNDALE.....	35.0			
X			CALN—R-Thorn.....	36.6			
X			COATESVILLE.....	38.4			
X	X	X	POMEROY.....	41.9			
X	X	X	PARK.....	43.9			
X	X	X	PARKESBURG.....	44.2			
			DIVISION POST (Harrisburg Division).....	45.0			
			ATGLEN.....	47.1			
			CHRISTIANA.....	48.3			
			GAP.....	51.2			
			KINZER.....	54.1			
			LEAMAN PLACE.....	56.7			
			LEAMAN.....	57.0			
			GORDONVILLE.....	58.1			
			BIRD-IN-HAND.....	61.2			
			LANCASTER.....	68.0			
X	X	X	CORK (Reading Company Crossing).....	68.1			
X	B		LANDIS (Reading Co. Crossing).....	75.2			
X	B		MOUNT JOY.....	80.1			
X	B		FLORIN.....	80.7			
X	B		RHEEMS.....	83.6			
X	B		ELIZABETHTOWN.....	86.8			
X	B		CONEWAGO.....	90.2			
X	B		ROY—R-State.....	94.5			
X	X	X	MIDDLETOWN.....	94.7			
X	X	X	STATE.....	104.6			
X	X	X	HARRISBURG.....	104.6			
X	X	X	HARRIS.....	104.8			
X	X	X	ROCKVILLE.....	110.2			
X	X	X	MARYSVILLE.....	112.0			
X	X	X	BANKS.....	113.2			
X	X	X	DIVISION POST (Allegheny Division).....	113.3			

The direction from Holmesburg Jct. to Banks is westward.

MAIN LINE—PHILADELPHIA AND CHESAPEAKE DIVISIONS

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Phila.	Sidings Assigned		
					North	South	Both
					Direction		
					Car Capacity		
					50 ft. cars		
X	X	X★	ARSENAL.....	2.1			
X	X	X★	BRILL.....	4.2			
			DARBY.....	6.1			
			CURTIS PARK.....	6.8			
			SHARON HILL.....	7.2			
			FOLCROFT.....	7.7			
			GLENOLDEN.....	8.3			
			NORWOOD.....	9.0			
			MOORE.....	9.5			
			RIDLEY PARK.....	10.4			
			CRUM LYNNE.....	11.1			
X	X	X★	BALDWIN.....	11.7			
			EDDYSTONE.....	12.3			
			CHESTER.....	13.4			
X	X	X★	LAMOKIN.....	14.4			
			LAMOKIN ST.....	14.4			
			HIGHLAND AVE.....	15.5			
			TRAINER.....	16.3			
X	X	X★	HOOK.....	16.8			
			MARCUS HOOK.....	17.1			
			PA.-DELAWARE STATE LINE.....	18.2			
			NAAMAN.....	18.5			
			CLAYMONT.....	19.6			
			HOLLY OAK.....	21.3			
			BELLEVUE.....	22.2			
			DIVISION POST (Ches. Div.).....	22.3			
X	X	X★	BELL.....	22.5			
			EDGE MOOR.....	24.0			
X	X	X★	LANDLITH—R-Wilmington.....	25.4			
X	X	X★	WILMINGTON.....	26.3			
X	X	X★	WEST YARD.....	28.2			
			RAGAN.....R-Wilmington.....	29.5			
			NEWPORT.....	30.6			
			STANTON.....	33.0			
X	X	X★	DAVIS.....	38.4			
			NEWARK.....	38.9			
			DELAWARE-MD. STATE LINE.....	41.4			
			IRON HILL—R-Davis.....	41.5			
X			ELKTON.....	44.9			
			NORTH EAST—R-Davis.....	51.3			
			CHARLESTOWN.....	54.0			
			PRINCIPIO—R-Perryville.....	57.3			
X	X	X★	PERRYVILLE.....	59.5			
X	X	X★	HAVRE DE GRACE.....	60.7			
X	X	X★	OAK.....R-Perryville.....	62.9			
			ABERDEEN.....	65.5			
X			SHORT LANE—R-Perryville.....	67.4			
			PERRYMAN.....	69.0			
			BUSH—R-Edgewood.....	71.6			
X	X	X★	EDGEWOOD.....	75.6		139	
X	X	X★	MAGNOLIA.....	77.0		139	
X	X	X★	GUNPOW—R-Edgewood.....	79.3			
			HAREWOOD PARK.....	79.9			
			CHASE.....	81.0			
			MIDDLE RIVER.....	85.3			
			STEMMER'S RUN.....	87.0			
			RIVER.....	89.3			
X	X	X★	NORTH POINT—R-Bay.....	90.1			
X	X	X★	BAY.....	91.9			
			CANTON JUNCTION—R-Bay.....	92.9			
			BIDDLE ST.....	94.3			
X	X	X★	UNION JUNCTION.....	95.5			
			BALTIMORE.....	95.7			
X	X	X★	B.&P. JUNCTION.....	95.9			
X	X	X★	FULTON—R-B & P Junction.....	97.7			
			EDMONDSON.....	98.3			
X	X	X★	GWYNN.....	99.3			
			FREDERICK ROAD.....	99.9			
			HALETHORPE.....	103.0			
X			WINANS—R-Gwynn.....	103.4			
			HARMAN.....	108.7			
			SEVERN.....	110.0			
X	X	X★	VERN—R-Odenton.....	111.4			
X	X	X★	ODENTON.....	113.6			
			PATUXENT.....	116.4			
			ARUNDEL.....	118.2			
			JERICO PARK.....	119.4			
X	B	B★	BOWIE.....	120.5			
			GLENNDALE.....	123.1			
			SEABROOK.....	124.7			
			LANHAM.....	126.1			
X	X	X★	LANDOVER.....	128.8			
			CHEVERLY.....	130.4			
			MARYLAND-D.C. STATE LINE.....	131.4			
			DIVISION POST (W.T.).....	134.9			
X	X	X	NEW YORK AVE. (W.T.).....	135.0			
			WASHINGTON.....	136.0			

The direction from Arsenal to Washington is southward.

Radio locations other than Block Stations—

★Train Dispatchers office, Frankford TruckTrain Terminal, Tacony, Frankford Jct., Shackamaxon, Margie Street, Asst. Trainmaster's office, 38th St. and Wyalusing Ave., Lancaster yard office, Harrisburg Station-Yard office east end and Stationmaster's office, Grays Ferry Yard Office and "K" Tower, Washington (W. T.).

Leaman is an emergency block station in service only when opened by Train Order or General Order.

♣Applies on No. 1 and No. 4 tracks when in service.

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

Station	Hours in Service
Landis	9.00 A.M. to 5.00 P.M. Daily except Saturday, Sunday and May 30, July 4 and Sept. 4.
Bryn Mawr	6.30 A.M. to 10.30 P.M. Daily except Saturday, Sunday, May 30, July 4 and Sept. 4.
Bowie	7.30 A.M., Monday to 3.30 P.M., Saturday, except May 30, July 4 and Sept. 4.

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Phila.	Sidings Assigned		
					West or North	East or South	Both
					Direction		
					Car Capacity		
					50 ft. cars		
			MAIN LINE—CHESAPEAKE DIVISION	*			
X	X	X★	LANDOVER.....	128.8			
			MARYLAND-D.C. STATE LINE.....	131.1			
			DEANWOOD.....	132.4			
			BENNING.....	133.5			
X	X	X	ANACOSTIA.....	134.2			
X	X	X★	VIRGINIA.....	136.7			
X	X	X★	14th STREET—R-Virginia.....	137.7			
			POTOMAC RIVER.....				
			MOVABLE BRIDGE.....	138.5			
			DIVISION POST (R.F.&P.).....	138.7			
X			SOUTH END (R.F.&P.)—R-AF.....	138.9			
			The direction from Landover to South End is southward.				
			*Distance from Phila.				
			WILLIAMSPORT BRANCH (MAIN LINE NORTHERN DIVISION)	*			
X	X	X★	ROCKVILLE.....				*305 133
			DIVISION POST (Northern Division).....	1.6			
			The direction from Rockville to Division Post (Northern Division) is westward.				
			*Includes 172 car lengths on Northern Division.				
			*Distance from Rockville.				
			HAROLD-Q-F-R SECONDARY TRACKS	*			
X	X		HAROLD (L.I.R.R.).....	0.7			
X	X	★	Q.....	0.3			
X	X	★	F.....	0.0			
X	X	★	R (via loop).....	1.3			
X	X	★	Q (via loop and SS Yard).....	1.8			
X	X	★	F (via loop, SS Yard and Sub. Tracks).....	2.1			
			The direction from Harold to Q is westward.				
			The direction from F to R (via loop) is eastward.				
			The direction from R to F (via SS yd. and Sub. Tracks) is westward.				
			*Distance from F.				

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East or North	West or South	Both
			JERSEY CITY BRANCH	*			
X	X	X-★	WALDO.....	0.0			
X	X		JOURNAL SQUARE (P.A.T.H.R.R.).....	0.1			
X	X		WR.....	0.1			
X	X	X-★	HACK.....	1.4			
X	X	X-★	GRAPE R-KARNY.....	2.5			
X	X	X-★	KARNY.....	3.2			
X	X	X-★	HUDSON.....	4.3			
			The direction from Waldo to Hudson is westward. *Against current of traffic only. *Distance from Waldo. Radio locations other than Block Stations— ★New York Movement Office, Jersey City area use channel 4.				
			PASSAIC AND HARSIMUS BRANCH	*			
			HARSIMUS COVE YARD.....				
X	X	X-★	WALDO.....	0.0			
X	X	X-★	HACK.....	1.4			
			MEADOWS YARD.....				
X	X	X-★	GRAPE R-KARNY.....	2.4			
X	X	X-★	KARNY.....	3.3			
			WA-5.....	7.7			
			WA-3.....	8.1			
			The direction from Harsimus Cove to WA-3 is westward. *Distance from Waldo. *In service on No. 1 track only. Radio locations other than Block Stations— Meadows—Harsimus Cove areas—No. 1 and No. 10 yard offices; Asst. Yardmasters—Truc-Train, Green Street; Car Inspector Truc-Train—use channel 2.				
			GREENVILLE BRANCH	*			
			GREENVILLE YARD.....				
X	X	X-★	BAY.....	0.0			
X	X	X-★	CY (C. R. R. N. J.).....	1.6			
		B	WA-2.....	3.5			
		X	WA-3.....	4.2			
			WAVERLY YARD.....				
		X	WA-6.....	5.3			
X	X	X-★	LANE.....	5.4			
			The direction from Greenville Yard to Lane is westward. *Distance from Bay. Radio locations other than Block Stations— Greenville area—Eastbound Hump yard office, Asst. Yardmasters, EB Hump, WB Hump and Covered Pier use channel 1. Waverly area—Waverly 4 & 5, Port Newark, Linden yard offices, use channel 3.				
Interlocking, Block and Block-Limit Stations in service part-time as follows:							
Station	Hours in Service						
WA-2	7.00 A.M. Monday until 11.00 P.M. Saturday, except May 30, July 4 and Sept. 4.						

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East or North	West or South	Both
				PERTH AMBOY AND WOODBRIDGE BRANCH	*			
X	X	X-★		UNION.....	0.0			
				AVENEL.....	2.0			
				EDGAR.....	2.7			
				WOODBRIDGE.....	3.5			
				GENASCO.....	4.5			
X	X	X-★		WC.....	5.8			
X	X	X-★		PERTH AMBOY.....	5.9			
				SA.....	8.1			
				SO. AMBOY JCT. (Amboy Sec.).....	8.1			
				The direction from Union to WC is westward. *Distance from Union.				
				AMBOY SECONDARY TRACK	*			
X	X	X-★		SA (N.Y.&L.B.R.R.).....	0.0			
				SO. AMBOY JUNCTION.....	0.0			
				CO.....	0.2			
				DEEP CUT.....	1.8			
				EAST END.....	4.9			
				BROWN.....	5.9			
		X		OB. C-SA.....	7.1			
				OLD BRIDGE.....	7.2			
				SPOTSWOOD.....	9.4			
				HELMETTA.....	11.6			
		X		GO. C-SA.....	11.7			
				JAMESBURG.....	13.4	170		
		X		JG. R/SA* {MIDWAY*}	13.6			
				The direction from SA to JG is westward. *Block signal governing westward movement at JG, remote controlled from Midway. *Block signal governing eastward movement at JG, remote controlled from SA. *Distance from So. Amboy Junction. Radio locations other than Block Stations— South Amboy area—South Amboy yard office; Asst. Yardmasters Metuchen, New Brunswick, use channel 2.				
				JAMESBURG BRANCH	*			
		X		JG. R/SA* {MIDWAY*}	0.0			
				DAYTON.....	3.3			
				MONMOUTH JCT.....	5.4			
X	X	X-★		MIDWAY.....	5.6			
				The direction from JG to Midway is westward. *Block signal governing westward movement at JG, remote controlled from Midway. *Block signal governing eastward movement at JG, remote controlled from SA. *Distance from JG.				
				PRINCETON BRANCH	*			
X	X	X-★		NASSAU.....	0.0			
				PRINCETON JCT.....	0.1			
				PENNS NECK.....	1.4			
		X		KS. C-Nassau.....	2.7			
				PRINCETON.....	2.8			
				The direction from Nassau to KS is northward. *Distance from Nassau.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				BELVIDERE DELAWARE BRANCH	*			
				BELVIDERE DELAWARE SECONDARY TRACK				
				TRENTON.....	0.0			
X	X	X-★		FAIR.....	0.3			
				COALPORT.....	1.1			
X	X	X-★		MG.....	1.4			
X	X	X-★		MG.....	1.4			
				WARREN STREET (Trenton).....	1.6			
			X	WB..... C-MG.....	6.1		130	
			X	CW..... C-MG.....	9.3			
				WASHINGTON CROSSING.....	9.3			
				TITUSVILLE.....	10.4			
			X	MOORE..... C-MG.....	12.2			
				LAMBERTVILLE.....	16.1		{ 51 126	
				STOCKTON.....	19.5			
			X	RK..... C-Frenchtown*.....	21.0			
				RAVEN ROCK.....	22.9			
				BYRAM.....	23.9			
X	B	B-★		FRENCHTOWN.....	31.7		175	
			X	MD..... C-Frenchtown*.....	34.9		49	
				MILFORD.....	35.2			
			X	HD..... C-Frenchtown*.....	38.9		160	
				RIEGELSVILLE.....	41.9		18	
				CARPENTERVILLE.....	45.4			
				LEAD SWITCH, KENT.....	47.7			
			X	KENT..... C-G.....	49.0	66		
				PHILLIPSBURG.....	50.0			
			X	PG..... C-G.....	51.9			
				HUDSON YARD.....	52.2			
			X	DY..... C-G.....	54.2			
				MARTINS CREEK.....	57.6			
			X	CR..... C-G.....	58.2		90	
				HOXBURG.....	61.1			
				C.....	63.9			
				BELVIDERE.....	64.6			
				The direction from Trenton to Belvidere is northward.				
				*Controlled by MG when Frenchtown is not in service.				
				*Distance from Trenton.				
				Radio locations other than Block Stations—				
				Phillipsburg yard office, use channel 1 or 4.				
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station		Hours in Service						
Frenchtown		7.00 A.M. to 11.00 P.M. Daily except Sunday and May 30, July 4 and Sept. 4.						
NOTE: Sundays and May 30, July 4 and Sept. 4, also Monday through Saturday between 11.00 P.M. and 7.00 A.M. Home signals will convey no Manual Block Indication. They will govern northward movement through interlocking and over hand-operated switches between Northward Home signal and Distant Switch signal 6000 feet north of Frenchtown and southward movement through interlocking.								

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
				HIGHTSTOWN SECONDARY TRACK	*			
				CONN. AMBOY SEC. TRACK.....	0.0			
				PROSPECT PLAINS.....	2.5			
				CRANBURY.....	4.1			10
				HIGHTSTOWN.....	7.1			
				K..... C-SA.....	8.0			55
				END OF BLOCK.....	8.3			
				The direction from Conn. Amboy Sec. Trk. to End of Block (west of K) is westward.				
				*Distance from Conn. Amboy Sec. Track.				
				FREEHOLD SECONDARY TRACK	*			
				CONN. AMBOY SEC. TRACK.....	0.0			
				JAMESBURG.....	0.1			
				ENGLISHTOWN.....	6.8			
				NG..... C-SA.....	6.9			
				TENNENT.....	8.0			
				FREEHOLD.....	11.5			
X-A				HW..... C-SA.....	14.4			
				FARMINGDALE.....	19.1			
				END OF BLOCK.....	19.6			
				The direction from Conn. Amboy Sec. Trk. to End of Block is eastward.				
				*Distance from Conn. Amboy Sec. Track.				
				SUBURBAN LINE	*			
X	X	X-★		ZOO (44th St.).....	3.2			
X	X	X		PHILA.-30th ST. (Upper Level).....	0.9			
X	X	X		BROAD.....	0.4			
X	X	X-★		SUBURBAN STATION, PHILA.....	0.0			
X	X	X-★		ARSENAL.....	2.1			
				The direction from Suburban Station to 30th St. Station (Upper Level) and Zoo (34th and 44th St. OH Bridges) is westward; from 34th St. OH Bridge to connection with No. 1 and No. 4 River Line via 36th St. Tunnel is eastward; from 30th St. Station (Upper Level) to Arsenal is southward.				
				*Distance from Suburban Station.				

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars			
					East or North	West or South	Both	
			D. R. R. & B. CO. BRANCH	*				
X	X	X-★	SHORE.....	8.2				
			FRANKFORD JUNCTION.....	8.5				
X	X	X-★	PENNA.-NEW JERSEY STATE LINE.....	10.5				
X			JERSEY.....	11.0				
			DIVIDE—R-Jersey.....	11.4				
			JORDAN.....	12.9				
			RACE.....	14.7				
			UTICA AVENUE.....	16.2				
			DIVISION POST (P.R.S.L.).....	17.2				
X			KIRK—R-Winslow.....	23.3				
X	B	B	WINSLOW.....	38.3				
			The direction from Shore to Jersey is eastward; from Jersey to Winslow is southward.					
			*Distance from Suburban Station.					
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station		Hours in Service						
Winslow		6.00 A.M. to 10.00 P.M. Daily						
			CHESTNUT HILL BRANCH	*				
X	X	X-★	NORTH PHILADELPHIA.....	0.8				
			WEST MORELAND.....	2.2				
			QUEEN LANE.....	2.8				
			CHELLEN AVENUE.....	3.3				
			TULPEHOCKEN.....	3.8				
			UPSAL.....	4.4				
			CARPENTER.....	4.8				
			ALLEN LANE.....	5.6				
			ST. MARTINS.....	6.1				
X	B	B	HIGHLAND.....	6.6				
			CHESTNUT HILL.....	6.6				
			The direction from North Philadelphia to Chestnut Hill is eastward.					
			Radio locations other than Block Stations— Midvale Yard office.					
			*Distance from North Phila.					
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station		Hours in Service						
Chestnut Hill		6.20 A.M. to 11.40 P.M. Daily.						
When Chestnut Hill Block Station is not in service Eastward trains must report to operator North Philadelphia when clear of main track at Chestnut Hill.								
			RIVER LINE	*				
X	X	X-★	ZOO.....	1.5				
X	X	X-★	PHILA.-30th ST. (Lower Level).....	1.5				
X	X	X-★	PENN.....	2.6				
X	X	X-★	ARSENAL.....	2.6				
			The direction from Zoo to Arsenal is southward.					
			*Distance from Zoo.					
			36th STREET CONNECTION	*				
X	X	X-★	ZOO.....	5000 ft				
X	X	X-★	PENN.....	5000 ft				
			The direction from Zoo to Penn is eastward.					
			Radio locations other than Block Stations— ★ Train Dispatchers office. Penn Coach yard office. P-5 Yard office.					
			*Distance from Zoo.					

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars			
					East or North	West or South	Both	
			GRAYS FERRY BRANCH	*				
X	X	X-★	ZOO.....	2.4				
X	X	X-★	ARSENAL.....	2.4				
			The direction from Zoo to Arsenal is southward.					
			*Distance from Zoo.					
			WEST CHESTER BRANCH	*				
X	X	X-★	ARSENAL.....	2.1				
			FORTY-NINTH STREET.....	3.2				
			ANGORA.....	4.4				
			FERNWOOD-YEADON.....	5.4				
			LANDSDOWNE.....	6.3				
			GLADSTONE.....	6.9				
			CLIFTON-ALDAN.....	7.5				
			PRIMOS.....	8.1				
			SECANE.....	8.8				
			MORTON-RUTLEDGE.....	9.9				
			SWARTHMORE.....	11.2				
			WALLINGFORD.....	12.3				
X	X	X	MOYLAN-ROSE VALLEY.....	13.2				
			MEDIA.....	14.0				
			ELWYN.....	15.0				
			WILLIAMSON SCHOOL.....	15.8				
			GLEN RIDDLE.....	16.6				
			LENNI.....	17.3			64	
			WAWA.....	18.0				
			DARLINGTON.....	18.7				
			GLEN MILLS.....	20.2				
			LOCKSLEY.....	21.5				
			CHEYNEY.....	22.2			21	
			WEST TOWN.....	23.9				
			END OF BLOCK SIGN.....	26.8				
			NIELDS ST.....	27.0				
			WEST CHESTER.....	27.4				
			The direction from Arsenal to West Chester is southward.					
			*Distance from Suburban Station.					
			WEST PHILADELPHIA ELEVATED BRANCH	*				
X	X	X-★	ZOO.....	2.5				
X	X	X-★	ARSENAL.....	4.6				
X	X	X-★	BRILL.....	4.6				
			The direction from Zoo to Brill is southward.					
			Radio locations other than Block Stations— ★ Train Dispatchers office. ★ Grays Ferry Yard office.					
			*Distance from Zoo.					
			DELAWARE EXTENSION	*				
X	X	X-★	ARSENAL.....	1.9				
X	X	X-★	PENROSE—R-Stadium.....	3.9				
X	X	X-★	STADIUM.....	5.7				
X-A			PAY (B. & O. Crossing).....	5.7				
			The direction from Arsenal to Stadium is eastward.					
			Radio locations other than Block Stations— Train Dispatchers office. Penrose, Greenwich, Greenwich Coal Yard, Penna. Produce Terminal, Tidewater, South Phila. Ore Yard and D-16 Yard offices.					
			*Distance from Arsenal.					

SCHUYLKILL BRANCH						
SCHUYLKILL SECONDARY TRACK						
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars
						East	West	Both
X				VALLEY—R-Overbrook.....	4.0	
X				JEFF—R-Overbrook.....	4.5	
				WYNNFIELD AVE.....	4.9	
				BALA.....	5.7	
				CYNWYD.....	6.1	
				BARMOUTH.....	6.8	
				MANAYUNK.....	7.8	
X		X		MAN—R-Overbrook.....	8.2	
				SHAWMONT.....	9.6	
				MIGUON.....	10.9	
				SPRING MILL.....	12.4	
				CONSHOCKEN.....	13.6	
				IVY ROCK.....	15.1	
X	X	X*		EARNEST.....	15.9	
				NORRIS.....	16.5	
				NORRISTOWN.....	17.5	
				HAYS AVE—R-Norris.....	18.1	
				PORT INDIAN.....	20.1	
X-A				BETZWOOD.....	21.8	
				CREEK (Reading Co. Crossing).....	24.6	
				OAKS.....	24.8	23
				PHOENIXVILLE.....	28.1	
				CROMBY.....	30.4	
				SPRING CITY.....	32.3	155
				PARKERFORD.....	35.1	
			X	LOCK—C-Norris.....	37.8	294
				POTTSTOWN.....	40.3	
				MONOCACY.....	46.7	
				DYER.....	47.2	
X	X	X*		BIRDSBORO.....	49.1	
				BROOKE (Reading Co. Xing).....	49.2	
				READING.....	58.3	
				GROUND.....	62.8	
				TEMPLE.....	64.2	
			X	ORCHARD—C-Norris.....	67.1	
				LEESPORT.....	67.7	
				SHOEMAKERSVILLE.....	71.7	49
			X	HAMBURG—C-Norris.....	76.8	105
				AUBURN.....	84.8	
				ADAMSDALE.....	88.0	
			X	ADAM—C-Norris.....	88.7	
				SCHUYLKILL HAVEN.....	90.6	
				CARBON.....	93.5	
				POTTSVILLE.....	94.7	
				END OF TRACK—(2391 Feet West of Mile Post 95).....		

NOTE—The direction from Valley to End of Track (2391 Feet West of Mile Post 95) is Westward.

Radio locations other than Block Stations—
Train Dispatchers office;
Norristown Yard office;
Phoenixville Agent's office;
Pottstown Yard office;
Reading Yard office.

PHILADELPHIA AND THORNDALE BRANCH						
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars
						East	West	Both
X				DALE—R-Thorn.....	*	
X		X*		THORN.....	10.4	
				The direction from Dale to Thorn is westward. *Distance from Dale.		

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars
						East	West	Both
				TRENTON BRANCH	*	
X	X	X*		MORRIS.....	46.0	
X	X			MY ▼.....	45.4	
X	X			MB ♣ R-Morris.....	44.2	
			X	COPPER ▼ R-Morris.....	43.1	
				NICKEL.....	42.6	
X				MA ♣ R-Morris.....	41.3	
				DIVISION POST (N. Y.-Phila. Divs.).....	41.0	
				LANGHORNE.....	37.4	
				ROXTON.....	33.8	
				HEATON.....	27.5	
				DRESHER.....	23.7	
				FORT HILL.....	21.5	
				WHITEMARSH.....	20.8	
				TB-16.....	19.4	
				PLYMOUTH MEETING.....	17.6	
			X*	NEST.....	15.7	
				EARNEST.....	15.7	
				RAMBO.....	14.4	
				TB-20.....	14.2	
				TB-22.....	12.5	
			X	KING ♣ R-NEST.....	11.3	
X				HOWELLVILLE.....	7.7	
X				DALE—R-Thorn.....	0.7	62 55
				GLEN—R-Thorn.....		
				The direction from Glen to Morris is eastward. Radio locations other than Block Stations— Earnest Yard office. ▼ In service on No. 2 track only. ♣ In service on No. 1 track only. *Distance from Glen.		
				OCTORARO SECONDARY TRACK	*	
				CHESTER CREEK SECONDARY TRACK		
X	X	X*		LAMOKIN.....		
				UPLAND.....	0.8	
				BRIDGEWATER.....	2.5	
				ROCKDALE.....	5.6	
				WAWA.....	7.2	
				CHESTER HEIGHTS.....	19.3	
				CONCORDVILLE.....	22.3	
				BRANDYWINE SUMMIT.....	24.1	
X-A				CHADD'S FORD.....	26.8	
				CHADD.....	27.0	
				CHADD'S FORD JUNCTION.....	27.0	
				MENDENHALL.....	29.6	
				ROSEDALE.....	30.9	
			X	SQUARE—C-Lamokin.....	33.4	
				KENNETT SQUARE.....	33.5	
				TOUGHKENAMON.....	36.1	
			X	AVONDALE.....	37.8	
				AVON—C-Lamokin.....	38.0	
			X	WEST GROVE.....	40.4	
				WEL—C-Lamokin.....	43.0	
				KELTON.....	43.2	
				ELKVIEW.....	44.2	
				LINCOLN UNIVERSITY.....	45.9	
				OXFORD.....	49.1	
			X	OX—C-Lamokin.....	49.5	
				NOTTINGHAM.....	52.6	
				PENNA.-MARYLAND.....		
				STATE LINE.....	54.2	
				SYLMAR.....	54.5	
				RISING SUN.....	57.1	
				COLORA—END OF TRACK.....	59.7	
				The direction from Lamokin to Colora is southward. *Chester Creek Sec.—Distance from Lamokin. **Octoraro Sec.—Distance from Suburban Sta. via West Chester Branch.		

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
					East or North	West or South	Both		
			BORDENTOWN BRANCH	*					
			BORDENTOWN SECONDARY TRACK						
			DIVISION POST (P.R.S.L.) 12th STREET	0.0					
X	X	X-*	COOPER	1.3					
			PAVONIA	1.5					
X	X	X-*	HATCH R-Jersey	2.5					
X	X	X-*	JERSEY	4.3					
			DELAIR	4.8					
X	X	X	MINSON R-Jersey	5.0					
			ARCH STREET (Palmyra)	5.7					
			PALMYRA	7.1					
			RIVERTON	7.7					
			CAMBRIDGE	8.3					
			RIVERSIDE	11.0					
			DELANCO MOVABLE BRIDGE	11.7			31		
			DELANCO	12.3					
			PERKINS	12.4					
			BEVERLY	13.7					
			EDGEWATER PARK	14.6					
			BURLINGTON	15.5					
		X	MJ R-Jersey	17.4					
			EAST BURLINGTON	18.3					
			STEVENS	18.4					
			FLORENCE	19.8					
			ROEBLING	22.4					
			KINKORA	23.2					
			FIELDSBORO	24.1					
				26.0					
			DIVISION POST (N. Y.-Phila. Divs.)	26.7					
		X	BO R-Fair	26.7					
			BORDENTOWN	27.0					
			LALOR STREET (Trenton)	31.7					
			HAMILTON AVE. (Trenton)	32.7					
			TRENTON	33.1					
X	X	X-*	FAIR	33.4					
			The direction from Division Post (P.R.S.L.) to Fair is eastward.						
			*Distance from Division Post (P.R.S.L.)						

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars			
						East or North	West or South	Both	
				PEMBERTON BRANCH	*				
				DIX RUNNING TRACK					
X	X	X-*		COOPER	1.5				
		X		STATE STREET R-Cooper	2.0				
				PAVONIA	2.5				
				WEST MERCHANTVILLE	4.1				
				MERCHANTVILLE	4.7				
				PENNSAUKEN	5.6				
				MAPLE SHADE	7.2				
				LENOLA	8.3				
				WEST MOORESTOWN	9.8				
				MOORESTOWN	10.4				
				STANWICK AVE.	11.1				
				HARTFORD	13.1				
				MASONVILLE	14.4				
				HAINESPORT	16.9				
		B		MOUNT HOLLY C-Cooper	18.7			25	
				SMITHVILLE	21.2				
				EWANSVILLE	22.0				
		B		BIRMINGHAM C-Cooper	23.4				
		X		PEMBERTON C-Cooper	24.9			25	
				PEMBERTON	24.9				
				SHEREVE	26.6				
				LEWIS	27.7				
				CAMP (U. T. Co.)	28.8				
				The direction from Cooper to Camp is southward.					
				Pensauken is an Emergency Block Station in service only when opened by Train Order or General Order.					
				*Distance from Division Post (P.R.S.L.)					

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

Stations	Hours in Service
Mt. Holly	9.00 P.M. to 5.00 A.M. Daily. 5.00 A.M. Sunday to 9.00 P.M. Sunday and May 30, July 4 and Sept. 4.
Birmingham	9.00 P.M. to 5.00 A.M. Daily.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars			
						East or North	West or South	Both	
				POMEROY SECONDARY TRACK	*				
				POMEROY					
				GLEN ROSE	2.7				
				DOE RUN	5.7				
				END OF TRACK 350 FEET SOUTH MILE POST 6					
				The direction from Pomeroy to End of Track 350 feet south of Mile Post 6 is southward.					
				*Distance from Pomeroy.					

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East or North	West or South	Both
			COLUMBIA AND PORT DEPOSIT BRANCH	*			
X	X	X-★	PERRYVILLE.....	2.0			
X	X	X	MINNICK QUARRY } R-Perryville.....	3.2			
X	X	X	TOME.....	4.5			
X	X	X	PORT DEPOSIT.....	4.7			
X	X	X	ROCK.....	6.4			
X	X	X	WEST ROCK.....	7.4			
X	X	X	CONOWINGO.....	10.0			130
X	X	X	PILOT.....	11.6			
X	X	X	WEST PILOT.....	13.0			
			PA-MARYLAND STATE LINE.....	14.7			
			PEACH BOTTOM.....	17.4			
X	X	X	FISHING CREEK.....	20.3			
X	X	X	MIDWAY..... R-Cola.....	21.7			
X	X	X	HOLTWOOD.....	25.0			
X	X	X	McCALLS FERRY.....	25.7			
X	X	X	McCALLS.....	26.8			
X	X	X	PEQUEA.....	29.7			
X	X	X	HARBOR.....	31.9			
X	X	X	WEST HARBOR.....	33.2			123
X	X	X	DIVISION POST (Harrisburg Div.).....	38.2			
X	X	X	CRES (Hbg. Div.)—R-Cola.....	38.8			
X	X	X	PORT—R-Cola.....	40.3			
X	X	X	COLA.....	44.0			
			The direction from Perryville to Cola is westward.				
			*Distance from Perryville.				
			NORTHERN CENTRAL BRANCH	*			
			CALVERT.....	0.5			
X	X	X-★	HILLEN JUNCTION.....	0.8			
X	X	X-★	UNION JUNCTION.....	1.0			
X	X	X-★	BALTIMORE.....	1.2			
X	X	X-★	B.&P. JUNCTION.....	2.1			
X	X	X-★	MT. VERNON—R-B&P Jct.....	3.2			79
X	X	X-★	WOODBERRY.....	4.2			
X	X	X-★	MELVALE.....	6.0			
X	X	X-★	MT. WASHINGTON.....	6.4			
X	X	X-★	BARE HILLS.....	9.1			
X	X	X-★	RIDERWOOD.....	10.5			
X	X	X-★	LUTHERVILLE.....	11.7			60
X	X	X-★	TIMONIUM.....	12.3			
X	X	X-★	PADONIA.....	13.5			
X	X	X-★	TEXAS.....	14.7			67
X	X	X-★	COCKEYSVILLE.....	20.4			
X	X	X-★	GLENCOE.....	23.0			
X	X	X-★	MONKTON.....	25.0			
X	X	X-★	BLUE MOUNT.....	28.7			66
X	X	X-★	PARKTON.....	28.7			
X	X	X-★	FREELAND.....	34.3			
			DIVISION POST (Harrisburg Div.).....	35.6			
			PA-MARYLAND STATE LINE.....	35.6			
			NEW FREEDOM.....	37.1			53
			SHREWSBURY.....	38.6			
			SEITZLAND.....	41.0			
			GLEN ROCK.....	41.8			
			SEITZVILLE.....	44.9			
			SMYSER.....	47.0			51
			HYDE.....	54.6			
			GRANTLEY.....	55.7			
X	X	X-★	YORK.....	57.2			86
X	X	X-★	LOUCKS.....	58.5			
X	X	X-★	EMIGSVILLE.....	61.6			
X	X	X-★	MT. WOLF.....	64.9			62
X	X	X-★	WAGO JUNCTION.....	66.7			
X	X	X-★	YORK HAVEN.....	68.5			
X	X	X-★	CLY.....	69.9			
			The direction from Calvert to Cly is westward.				
			*Distance from Calvert.				

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
			PORTER BRANCH DELMARVA BRANCH	*			
			POCOMOKE SECONDARY TRACK				
X	X	X-★	WILMINGTON.....				
X	X	X	WEST YARD—R-Wilmington.....	1.4			
X	X	X	BANK.....	2.1			
X	X	X	FARNHURST.....	4.0			
X	X	X	NEW CASTLE.....	6.3			
X	X	X	TASKER.....	6.5			219
X	X	X	STATE ROAD.....	9.0			
X	X	X	BEAR.....	11.7			
X	X	X	PORTER.....	14.4			
			Porter Branch				
			**				
X	X	X-★	DAVIS.....	5.0			
X	X	X-★	GLASGOW.....	6.3			
X	X	X-★	PORTER.....				
			*				
			PORTER.....	14.4			
			KIRKWOOD.....	16.4			
			CANAL MOVABLE BRIDGE.....	18.3			
			MT. PLEASANT.....	20.6			
			MIDDLETOWN.....	24.8			
			TOWNSEND.....	29.0			
X	B	B-★	CLAYTON.....	36.8			179
X	B	B-★	CHESWOLD.....	42.4			
X	B	B-★	DOVER.....	47.4			
X	B	B-★	WYOMING.....	50.7			
X	B	B-★	WOODSIDE.....	54.1			
X	B	B-★	VIOLA.....	56.1			
X	B	B-★	FELTON.....	58.3			
X	B	B-★	HARRINGTON.....	64.4	144	119	159
X	B	B-★	FARMINGTON.....	68.1			
X	B	B-★	GREENWOOD.....	72.4			
X	B	B-★	BRIDGEVILLE.....	77.0			
X	B	B-★	CANNON.....	79.9			
X	B	B-★	SEAFORD.....	84.1			180
X	B	B-★	SEAFORD MOVABLE BRIDGE.....	84.2			
X	B	B-★	LAUREL MOVABLE BRIDGE.....	90.4			
X	B	B-★	LAUREL.....	90.6			
X	B	B-★	HEARN—R-Delmar.....	95.3			
X	B	B-★	DELMAR.....	97.3			440
			**				
			★				
			DELMAR.....				
			DELAWARE-MARYLAND STATE LINE.....	0.0			
X	B	B-★	PATTON—R-Delmar.....	2.2			
X	B	B-★	SALISBURY.....	5.9			
X	B	B-★	FRUITLAND.....	9.7			
X	B	B-★	PRINCESS ANNE.....	19.0			
X	B	B-★	KINGS CREEK.....	21.6			
X	B	B-★	CASSATT.....	30.6			
			Delmarva Branch				
			**				
X	B	B-★	CASSATT.....	30.6			
X	B	B-★	POCOMOKE.....	30.9			
X	B	B-★	BEAVER DAM.....	34.8			
X	B	B-★	MARYLAND-VIRGINIA STATE LINE.....	35.8			
X	B	B-★	NEW CHURCH.....	37.3			
X	B	B-★	LECATO.....	40.3			
X	B	B-★	OAK HALL.....	41.4			
X	B	B-★	MAKEMIE PARK.....	42.7			
X	B	B-★	HALLWOOD.....	45.0			
X	B	B-★	MEARS.....	46.7			
X	B	B-★	BLOXOM.....	48.8			
X	B	B-★	HOPETON.....	50.5			
X	B	B-★	PARKSLEY.....	52.4			17
X	B	B-★	GREENBUSH.....	55.6			
X	B	B-★	TASLEY.....	58.0			
X	B	B-★	ONLEY.....	59.7			
X	B	B-★	MELFA.....	62.7			
X	B	B-★	KELLER.....	65.2			
X	B	B-★	PAINTER.....	67.7			
X	B	B-★	BELLE HAVEN.....	70.6			
X	B	B-★	EXMORE.....	72.0			
X	B	B-★	NASSAWADOX.....	76.3			
X	B	B-★	WIERWOOD.....	77.0			
X	B	B-★	BIRDSNEST.....	79.1			
X	B	B-★	MACHIPONGO.....	81.9			
X	B	B-★	EASTVILLE.....	86.0			
X	B	B-★	END OF BLOCK—BEGIN BLOCK.....	88.8			
			Pocomoke Secondary Track				

				The direction from Wilmington to end of block is southward. **Distance from Wilmington. ***Distance from Davis. ***Distance from Delmar. NOTE—Train order office other than block stations in service as follows: Delmar—7.00 A.M. to 11.00 P.M., Daily Except Sunday. 3.00 P.M. to 11.00 P.M., Sunday.				
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station		Hours in Service						
Tasker		3.00 P.M., Sunday to 11.00 P.M., Saturday.						
Clayton		7.00 A.M. to 11.00 P.M. Daily Except Sat. & Sun.						
Harrington		3.00 P.M., Sunday to 3.00 P.M., Saturday.						
Seaford		3.00 P.M., Sunday to 11.00 P.M., Saturday.						
Delmar (Train Order Office)		7.00 A.M. to 11.00 P.M., Daily Except Sunday. 3.00 P.M. to 11.00 P.M., Sunday.						
Cassatt		11.30 P.M. to 7.30 A.M., Daily Except Saturday.						
Interlocking Station	Block Station	Block-Limit Station	STATIONS				*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars
			East or North	West or South	Both			
POPE'S CREEK SECONDARY TRACK								
X	B	B-*				*		
			BOWIE.....					
			COLLINGTON.....	3.0				
			MULLIKIN.....	6.2				
			HALL.....	7.9				
		X	BORO—C-Bowie.....	13.6				
			MARLBORO.....	13.8			12	
			CROOME.....	17.4				
		X	CHELtenham.....	22.1				
			WINE—C-Bowie.....	24.7				
			BRANDYWINE.....	25.1				
			WALDORF.....	31.1			9	
		X	INDIAN HEAD JUNCTION.....	34.1			15	
			WHITE—C-Bowie.....	34.3				
			LA PLATA.....	38.7				
			PORT TOBACCO.....	40.5				
			COX.....	43.2				
			LOTHAIR.....	45.1				
		X	POPE—C-Bowie.....	48.3				
			POPE'S CREEK.....	48.7				
The direction from Bowie to Pope's Creek is southward. *Distance from Bowie.								
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station		Hours in Service						
Bowie		7.30 A.M., Monday to 3.30 P.M., Saturday, except May 30, July 4 and Sept. 4.						
SHELLPOT BRANCH								
X	X	X-*		*				
X-A			BRIDGE.....	1.2				
X-A			READ.....	1.7				
X			WARD.....	2.5				
X			BANK.....	3.3				
			RAGAN—R-Wilmington.....					
The direction from Bridge to Ragan is southward. *Distance from Bridge.								

Interlocking Station	Block Station	Block-Limit Station	STATIONS				*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars	
			East or North	West or South	Both				
SHELLPOT SECONDARY TRACKS									
X	X	X-*		*					
			BELL.....						
			EDGE MOOR.....	1.4					
			SWITCH BOX No. 6.....	2.9					
X	X	X-*	BRIDGE.....	3.6					
The direction from Bell to Bridge is southward. *Distance from Bellevue.									
NEW CASTLE SECONDARY TRACK									
X	X	X-*		*					
			BRIDGE.....						
			HAZEL DELL (Rdg. Co.).....	0.9					
			PIGEON POINT CROSSING (Rdg. Co.).....	1.5					
			NEW CASTLE.....	5.3					
		X-*	TASKER.....	5.6					
The direction from Bridge to Tasker is southward. *Distance from Bridge.									
D.M.&V. SECONDARY TRACK									
X	B	B-*		*					
			HARRINGTON.....	4.3					
			HOUSTON—C-Harrington.....	8.3					
			MILFORD—C-Harrington.....	11.3					
			LINCOLN CITY.....	15.7					
			ELLENDALE.....	15.8					
			DALE—C-Harrington.....	20.2					
			REDDEN.....	23.9					
			GEORGETOWN.....	23.9					
			COURT—C-Harrington.....						
**									
			GEORGETOWN.....						
			COURT—C-Harrington.....	4.5					
			STOCKLEY.....	9.0					
			MILLSBORO.....	9.0					
			MILL—C-Harrington.....	12.6					
			DAGS—C-Harrington.....	12.7					
			DAGSBORO.....	14.9					
			FRANKFORD.....	18.5					
			SELBY—C-Harrington.....	18.6					
			SELBYVILLE.....						
			DELAWARE-MARYLAND STATE LINE.....	19.2					
			BISHOP.....	21.1					
			SHOWELL.....	23.1					
			BERLIN.....	27.7					
			IRON—C-Harrington.....	30.5					
			QUEPONCO.....	34.6					
			SNOW—C-Harrington.....	41.7					
			SNOW HILL.....	41.8					
The direction from Harrington to Snow Hill is southward. *Distance from Harrington. **Distance from Georgetown.									
CRISFIELD SECONDARY TRACK									
			KINGS CREEK.....						
		X	LONDON—C-Cassatt.....	0.5					
			WESTOVER.....	2.9					
			KINGSTON.....	6.6					
		X	MARION—C-Cassatt.....	10.1					
			CRISFIELD.....	14.5					
		X	FIELD—C-Cassatt.....	15.0					
The direction from Kings Creek to Field is southward. *Distance from Kings Creek. Note—Controlled by Delmar or Seaford when Cassatt is closed.									
CHESTERTOWN SECONDARY TRACK									
			MASS—C-Clayton.....						
		X	MASSEY.....	9.1					
			KENNEDYVILLE.....	9.1					
		X	KEN—C-Clayton.....	11.5					
			STILL POND.....	13.0					
			LYNCH.....	15.2					
			WORTON.....	20.2					
			CHESTERTOWN.....						
The direction from Mass to Chestertown is southward. *Distance from Massey.									

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East or North	West or South	Both
				CAMBRIDGE SECONDARY TRACK	*			
X	B	B-*	X	SEAFORD. COKE—C-Seaford.....	1.2			
				OAK GROVE.....	5.5			
				DELAWARE-MARYLAND STATE LINE.....	5.7			
			X	FEDERALSBURG.....	9.9			
			X	FED—C-Seaford.....	13.3			
			X	WILLIAMSBURG.....	15.5			
			X	LOCK—C-Seaford.....	15.5			
			X	HURLOCK.....	19.9			
			X	EAST NEW MARKET.....	24.3			
			X	LINKWOOD.....	31.5			
				TANK—C-Seaford.....				
				The direction from Seaford to Tank is southward. *Distance from Seaford.				
				OXFORD SECONDARY TRACK	*			
X	B	B-*		CLAYTON.....	4.7			
				KENTON.....	9.6			
			X	HARTLY.....	9.6			
				HART—C-Clayton.....				
				DELAWARE-MARYLAND STATE LINE.....	13.7			
				HENDERSON.....	16.6			
				GOLDSBORO.....	19.6			
				GREENSBORO.....	23.8			
			X	PET—C-Clayton.....	23.9			
			X	RIDGELY.....	28.1			
			X	QUEEN ANNE.....	32.4			
			X	ANNE—C-Clayton.....	32.4			
			X	CORDOVA.....	36.1			
			X	CHAPEL.....	39.1			
			X	CROSS—C-Clayton.....	44.1			
				The direction from Clayton to Cross is southward. *Distance from Clayton.				
				CENTREVILLE SECONDARY TRACK	*			
			X	TOWNSEND.....	9.2			
			X	MASSE—C-Clayton.....	9.2			
			X	MASSEY.....	9.2			
			X	DELAWARE-MARYLAND STATE LINE.....	12.7			
			X	MILLINGTON.....	12.8			
			X	SUDLERSVILLE.....	17.9			
			X	SUDS—C-Clayton.....	18.0			
			X	BARCLAY.....	20.8			
			X	PRICE.....	26.8			
			X	CENTREVILLE.....	34.9			
				The direction from Townsend to Centreville is southward. *Distance from Townsend.				
				NEW HOLLAND SECONDARY TRACK	*			
			X	HONEY BROOK.....	18.1			
			X	NARVON.....	21.9			
			X	CEDAR LANE.....	24.6			
			X	EAST EARL.....	25.1			
			X	NEW HOLLAND.....	28.1			
			X	LEOLA.....	33.4			
			X	GREENFIELD.....	38.0			
			X	CORK.....	41.0			
				The direction from Honey Brook to Cork is westward. *Distance from Downs.				

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			ATGLEN AND SUSQUEHANNA BRANCH	*			
X	X	X-*	PARK.....				
			DIVISION POST (Phila. Div.).....	1.0			
			Q.....	10.8			
			LG-14.....	16.4			
			SMITH.....	22.2	86		
			LG-21.....	23.3			
			PORT—R-Cola.....	33.7			
X			MANOR—R-Cola.....	36.5			134
X	X	X-*	COLA.....	38.4			
			COLUMBIA.....	38.4		62	
			LAKE—R-Cola.....	40.0			134
X			SHOCKS—R-Cola.....	45.4			
			LG-54.....	48.8			
			WAGO JUNCTION.....	50.6			
			The direction from Park to Wago Jct. is westward. Smith is an Emergency Block Station in service only when opened by Train Order or General Order. *Applies on No. 1 and No. 2 tracks when in service. *Distance from Park.				
			COLUMBIA BRANCH	*			
X	X	X-*	CORK.....	68.1			
			MOUNTVILLE.....	75.6			
X	X	X-*	COLA.....	80.1			
			COLUMBIA } (A. & S. Branch).....	80.1			
X			SHOCKS R-Cola.....	87.4			250
			BILLMYER.....	89.2			
X			JEB—R-Cola.....	89.8			
X			ROY—R-State.....	98.9			
			**.....				
X			ROY—R-State.....	94.5			
			MIDDLETOWN.....	94.7			155
			HIGHSPIRE.....	98.9			
			STELTON.....	99.5			
X	X	X-*	STATE.....	104.6			
			The direction from Cork to Cola and Shocks to State is westward. *Distance from Suburban Station. **Distance from Suburban Station via Main Line.				
			YORK HAVEN LINE	*			
			WAGO JUNCTION.....	66.7			
			YORK HAVEN.....	68.5			
X	X	X-*	CLY.....	69.6			178
			NEW CUMBERLAND.....	81.2			
X	X	X-*	LEMO*.....	83.2			
X			STELL—R-Day.....	84.2			
X	X	X-*	DAY.....	85.8			
			The direction from Wago Junction to Day is westward. Radio locations other than Block Stations—Enola; East End yard office, Eastbound Hump, Westbound Hump, West End yard office. *In service for No. 1 and No. 2 tracks only. *Distance from Calvert Sta. Baltimore.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				CUMBERLAND VALLEY BRANCH	*			
				WINCHESTER SECONDARY TRACK				
				HARRISBURG.....				
X	X	X-★		STATE.....				
X	X	X-★		LEMO.....	1.5			
		X		LEMOYNE.....	1.5			
				CAMP—R-Lemo.....	3.3			
				MECHANICSBURG.....	8.2			
				DILLSBURG JUNCTION.....	8.9			
				NEW KINGSTON.....	11.8			
				MIDDLESEX.....	14.5			
				WATTS.....	17.1			
				CARLISLE.....	18.3			34
				GREASON.....	23.7			
		X		SPRING—C-Pennroad.....	29.1			130
				NEWVILLE.....	30.0			
				SHIPPENSBURG.....	40.6			
X	X	X-★		PENNRoad.....	41.6			196
		X		WOOD—R-Pennroad.....	50.3		272	
				CHAMBERSBURG.....	51.6			
				MARION.....	58.2			
				SOUTH PENN JUNCTION.....	59.1			
				GREEN CASTLE.....	63.3			57
				PENNA.-MARYLAND STATE LINE.....	68.2			
X	X	X-★		MAUGANSVILLE.....	70.5			
				TOWN—(W. M. Rwy. Crossing).....	73.7	171		
				HAGERSTOWN.....	74.2			55
X	X	X-★		HAGER—(W. M. Rwy. Crossing).....	74.3			
				WILLIAMSPORT.....	80.6			
				MD.-W. VA. STATE LINE.....	82.3			
		X		FOT—C-Hager.....	83.3			114
				CV-97.....	86.7			
		X		GARD—C-Hager.....	89.3			
				BERKELEY.....	89.9			
				MARTINSBURG.....	93.0			
				TABLERS.....	98.2			
		X		INWOOD—C-Hager.....	102.4			
				CLEAR BROOK.....	109.2			
				WINCHESTER.....	115.9			
				The direction from State to Winchester is southward.				
				Train order offices other than block stations are open as follows:				
				Yard—South end of Shomo Yard, Hagerstown.				
				Radio locations other than Block Stations—				
				Harrisburg: Stationmasters office, west end; Yard office, east end.				
				*Distance from Harrisburg.				
				DILLSBURG SECONDARY TRACK	*			
				DILLSBURG JUNCTION.....				
				TRINDLE SPRING.....	9.5			
				WILLIAMS GROVE.....	13.4			
				DILLSBURG.....	16.4			
				The direction from Dillsburg Junction to Dillsburg is southward.				
				*Distance from Harrisburg.				
				WAYNESBORO SECONDARY TRACK	*			
				WOOD.....				
				EAST FAYETTEVILLE.....	7.3			
				QUINCY.....	14.9			
				WAYNESBORO.....	18.4			
				The direction from Wood to Waynesboro is southward.				
				*Distance from Wood.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East or North	West or South	Both
				MERCERSBURG SECONDARY TRACK	*			
				SOUTH PENN JUNCTION.....	59.1			
				WILLIAMSON.....	65.1			
				LEHMASTERS.....	69.0			
				MERCERSBURG.....	72.7			
				The direction from South Penn Junction to Mercersburg is westward.				
				*Distance from Harrisburg.				
				LEBANON SECONDARY TRACK	*			
				CONEWAGO.....				
				BELLAIRE.....	5.0			
				LAWN.....	7.8			
				COLEBROOK.....	9.8			
				SUMMIT.....	14.0			
				CORNWALL.....	16.1			
				LEBANON.....	21.2			
				The direction from Conewago to Lebanon is eastward.				
				*Distance from Conewago.				
				FREDERICK SECONDARY TRACK	*			
X	X	X-★		YORK.....	13.1			
				WEST YORK.....	14.8			63
				PAL—C-York.....	16.4			
				GRAYBILL.....	18.1			
				BAIR.....	20.1			
				SPRING GROVE.....	23.2			45
				SPRING—C-York.....	24.0			
				HANOVER.....	31.7			45
				FISH—C-York.....	32.1			
				LITTLE—C-York.....	38.7			
				LITTLE TOWN.....	38.8			7
				PENNA.-MARYLAND STATE LINE.....	41.1			
				TANEYTOWN.....	46.5			14
				TANEY—C-York.....	46.5			
				KEYMAR.....	51.9			
				KEYMAR SIDING.....	52.2			28
				ICT. UNION BRIDGE TRACK.....	57.3			
				LEGORE.....	57.3			
				WOOD—C-York.....	58.4			
				WOODSBORO.....	58.4			12
				WALKERSVILLE.....	62.8			
				FRED—C-York.....	68.0			
				FREDERICK.....	68.8			
				The direction from York to Frederick is southward.				
				*Distance from Columbia.				

STATIONS	FIRST CLASS			
	● 235	● 561	± 3811	191
	Daily		Daily Ex. Sat. & Sun.	Daily
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$12.06		\$12.15	\$12.30
HUDSON	12.17		12.27	12.42
NEWARK	\$12.21		\$12.31	#12.55
SOUTH ST. (Newark)				
HUNTER	12.24		12.34	12.58
NORTH ELIZABETH			\$12.37	
ELIZABETH			\$12.42	
SOUTH ELIZABETH	12.28		12.44	1.02
LINDEN			\$12.48	
NORTH RAHWAY			\$12.50	
RAHWAY			\$12.54	
UNION	12.32		12.56	1.06
AVENEL				
EDGAR				
WOODBIDGE		P. A. & W. Br.	MU	MU
GENASCO				
WO.				
PERTH AMBOY		N. Y. & L. B. R. R.		
SOUTH AMBOY				
COLONIA			F 1.00	
ISELIN		Will Run Sunday and May 30 July 4 Sept. 4	\$ 1.03	
METUCHEN	12.37		\$ 1.07	1.11
EDISON			\$ 1.10	
NEW BRUNSWICK	\$12.44		\$ 1.14	
COUNTY	12.47		1.17	1.17
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	12.54		1.26	1.24
PRINCETON JCT.	\$ 1.00		\$ 1.33	1.29
TRENTON	\$ 1.09		\$ 1.44	
	# 1.21	\$ 1.23		1.39
MORRISVILLE				
LEVITTOWN-TULLYTOWN		\$ 1.30		
GRUNDY	1.30			1.48
BRISTOL		\$ 1.35		
CROYDON		\$ 1.40		
EDDINGTON			Will Not Run May 30 July 4 Sept. 4	
CORNWELLS HEIGHTS		\$ 1.44		
ANDALUSIA				
TORRESDALE		\$ 1.49		
HOLMESBURG JCT.	1.40	\$ 1.53		1.58
TACONY		\$ 1.54		
WISSINOMING		\$ 1.55		
BRIDESBURG		\$ 1.56		
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JOT.		\$ 2.00		
SHORE	1.45	2.01		2.03
NORTH PHILA.			E 2.07	
ZOO	D 1.50	\$ 2.06	# 2.12	
	1.55	2.11		2.16
PHILA.-30th ST.	\$ 2.00	\$ 2.15	E 2.21	
			# 2.45	
SUBURBAN STATION		\$ 2.19		
	A. M.	A. M.	A. M.	A. M.
	235	561	3811	191

STATIONS	FIRST CLASS							
	1101	± 13	● 3813	± 3701	NH199	◇ 177	NH197	NH179
	Daily	Daily Ex. Mon.		Daily Ex. Sat. & Sun.	Monday Only	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun & Mon
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$12.35	E 1.00	\$ 1.10	\$ 1.20	\$ 2.10	\$ 2.55	\$ 3.00	\$ 3.35
HUDSON	12.47	1.12	1.22	1.32		3.23		
NEWARK	\$12.50	E 1.15	\$ 1.26	\$ 1.35		\$ 3.38		
		# 1.23				# 3.42		
SOUTH ST. (Newark)								
HUNTER	12.53	1.26	1.29	1.38		3.45		
NORTH ELIZABETH	\$12.58		\$ 1.34	\$ 1.43				
ELIZABETH	1.00	1.30	1.36	1.45		3.49		
SOUTH ELIZABETH			\$ 1.40	\$ 1.48				
LINDEN	\$ 1.06		\$ 1.44	\$ 1.52		\$ 3.55		
NORTH RAHWAY	1.07	1.34	1.46	1.53		3.57		
RAHWAY	\$ 1.10							
UNION	\$ 1.13		MU	MU				
AVENEL								
EDGAR								
WOODBIDGE								
GENASCO								
WO.	1.18							
PERTH AMBOY	\$ 1.21							
SOUTH AMBOY	\$ 1.25							
COLONIA								
ISELIN			\$ 1.50	\$ 1.57				
METUCHEN	12.37	1.39	\$ 1.54	\$ 2.01		4.02		
EDISON			\$ 1.58	\$ 2.05				
NEW BRUNSWICK	\$12.44		\$ 2.03	\$ 2.09				
COUNTY	12.47		1.45	2.06		4.08		
JERSEY AVENUE				\$ 2.13				
ADAMS								
DEANS								
MONMOUTH JCT.	12.54		1.52	\$ 2.15		4.15		
PRINCETON JCT.	\$ 1.00		1.57	\$ 2.22		4.20		
TRENTON	\$ 1.09			\$ 2.33		\$ 4.28		
	# 1.21	\$ 1.23				# 4.31		
MORRISVILLE								
LEVITTOWN-TULLYTOWN		\$ 1.30						
GRUNDY	1.30					4.39		
BRISTOL		\$ 1.35						
CROYDON		\$ 1.40						
EDDINGTON			Will Not Run May 31 July 5 Sept. 5	Will Run Sat. Sun. and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4			
CORNWELLS HEIGHTS		\$ 1.44						
ANDALUSIA								
TORRESDALE		\$ 1.49						
HOLMESBURG JCT.	1.40	\$ 1.53				4.49		
TACONY		\$ 1.54						
WISSINOMING		\$ 1.55						
BRIDESBURG		\$ 1.56						
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JOT.		\$ 2.00						
SHORE	1.45	2.01				4.53		
NORTH PHILA.						\$ 4.57		
ZOO	D 1.50	\$ 2.06				# 5.00		
	1.55	2.11				5.05		
PHILA.-30th ST.	\$ 2.00	\$ 2.15				\$ 5.09		
						# 5.19		
SUBURBAN STATION		\$ 2.19						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	1101	13	3813	3701	NH199	177	NH197	NH179

STATIONS	FIRST CLASS			
	#● 3815 Daily Ex. Sun.	#● 501 Daily Ex. Sun.	#● 1000 Daily Ex. Sat. & Sun.	NH185 Monday Only
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 4.50			\$ 5.05
HUDSON	5.02			
NEWARK	\$ 5.05			
SOUTH ST. (Newark)				
HUNTER	5.08			
NORTH ELIZABETH				
ELIZABETH	\$ 5.12			
SOUTH ELIZABETH	5.14			
LINDEN	\$ 5.18			
NORTH RAHWAY				
RAHWAY	\$ 5.22			
UNION	5.24			
AVENEL				
EDGAR	P. A. & W. Br.	MU	MU	
WOODBRIDGE				
GENASCO				
WC.	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN	\$ 5.28	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	
METUCHEN	\$ 5.32			
EDISON				
NEW BRUNSWICK	\$ 5.40			
COUNTY	5.43			
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	5.52			
PRINCETON JCT.	\$ 5.59			
TRENTON	\$ 6.10			
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL		\$ 6.26		
CROYDON	Will Not Run May 30 July 4 Sept. 4	\$ 6.29		
EDDINGTON				
CORNWELLS HEIGHTS		\$ 6.32		
ANDALUSIA				
TORRESDALE		\$ 6.35		
HOLMESBURG JCT.		\$ 6.39		
TACONY		\$ 6.40		
WISSINOMING		\$ 6.41		
BRIDESBURG		\$ 6.42		
FRANKFORD		\$ 6.44		
UTICA AVENUE			\$ 6.45	
JERSEY			6.54	
FRANKFORD JCT.		\$ 6.46	7.01	
SHORE		6.47	7.02	
NORTH PHILA.		\$ 6.51	\$ 7.07	
ZOO		6.55	7.12	
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 6.58	\$ 7.17	
SUBURBAN STATION		\$ 7.02		
	A. M.	A. M.	A. M.	A. M.
	3815	501	1000	NH185

STATIONS	FIRST CLASS							
	NH187 Daily Ex. Mon.	#● 503 Daily Ex. Sat. & Sun.	● 551 Saturday Only	#● 1050 Daily Ex. Sat. & Sun.	#● 505 Daily Ex. Sat. & Sun.	#● 1103 Daily Ex. Sat. & Sun.	#● 131 Daily Ex. Sun.	#● 3703 Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 5.55							
HUDSON						\$ 6.17	\$ 6.30	\$ 6.35
NEWARK						6.29	6.42	6.47
SOUTH ST. (Newark)								
HUNTER								
NORTH ELIZABETH						\$ 6.32	\$ 6.45	\$ 6.50
ELIZABETH								\$ 6.52
SOUTH ELIZABETH						6.35	6.48	6.53
LINDEN								\$ 6.56
NORTH RAHWAY						\$ 6.40		\$ 6.59
RAHWAY						6.41	6.52	7.00
UNION								\$ 7.04
AVENEL								\$ 7.06
EDGAR				First Trip June 12		\$ 6.46		\$ 7.09
WOODBRIDGE						6.48	6.56	7.10
GENASCO						\$ 6.51		
WC.								
PERTH AMBOY						\$ 6.54		
SOUTH AMBOY								
COLONIA								
ISELIN						6.59		\$ 7.14
METUCHEN						\$ 7.01		\$ 7.18
EDISON						\$ 7.05		\$ 7.22
NEW BRUNSWICK								\$ 7.26
COUNTY								7.11
JERSEY AVENUE								\$ 7.30
ADAMS								
DEANS								
MONMOUTH JCT.								7.18
PRINCETON JCT.								7.23
TRENTON								
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY								
BRISTOL								
CROYDON								
EDDINGTON								
CORNWELLS HEIGHTS								
ANDALUSIA								
TORRESDALE								
HOLMESBURG JCT.								
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.								
SHORE								
NORTH PHILA.								
ZOO								
PHILA.- 30th ST.								
SUBURBAN STATION								
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	NH187	503	551	1050	505	1103	131	3703

STATIONS	FIRST CLASS			
	☛●507	☛●1002	☛●1052	☛●509
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
NEW YORK				
HUDSON				
NEWARK				
SOUTH ST. (Newark)				
HUNTER				
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH				
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION				
AVENEL				
EDGAR				
WOODBIDGE	P. A. & W. Br.			
GENASCO	MU			MU
WC				
PERTH AMBOY	N. Y. & L. B. R. R.			
SOUTH AMBOY				
COLONIA				
ISELIN	Will Not Run May 30 July 4 Sept. 4			Will Not Run May 30 July 4 Sept. 4
METUCHEN				
EDISON				
NEW BRUNSWICK				
COUNTY				
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON	\$ 7.35			\$ 7.45
MORRISVILLE				
LEVITTOWN-TULLYTOWN	\$ 7.42			\$ 7.51
GRUNDY				
BRISTOL	\$ 7.46			\$ 7.55
CROYDON	\$ 7.49			\$ 7.58
EDDINGTON		Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	
COORNWELLS HEIGHTS	\$ 7.52			\$ 8.01
ANDALUSIA				\$ 8.03
TORRESDALE	\$ 7.56			\$ 8.05
HOLMESBURG JCT.	7.59			\$ 8.09
TACONY				\$ 8.11
WISSINOMING				\$ 8.13
BRIDESBURG				\$ 8.15
FRANKFORD				\$ 8.17
UTICA AVENUE		\$ 7.45	\$ 7.53	
JERSEY		7.55	8.03	
FRANKFORD JCT.		D 8.03	D 8.11	\$ 8.19
SHORE	8.04	8.04	8.12	8.20
NORTH PHILA.	8.08	\$ 8.10	D 8.17	\$ 8.24
ZOO	8.12	8.15	8.22	8.28
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 8.15	\$ 8.27	\$ 8.31
SUBURBAN STATION	\$ 8.19			\$ 8.35
	A. M.	A. M.	A. M.	A. M.
	507	1002	1052	509

STATIONS	FIRST CLASS							
	☛●3817	☛●201	●4241	☛●1004	☛●511	☛●3607	25	☛●3705
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.
NEW YORK	\$ 6.55	\$ 7.00	\$ 7.05			\$ 7.22	\$ 7.30	\$ 7.37
HUDSON	7.08	7.12	7.17			7.34	7.42	7.49
NEWARK							\$ 7.45	
SOUTH ST. (Newark)	\$ 7.09	\$ 7.15	\$ 7.20			\$ 7.37	# 7.48	\$ 7.52
HUNTER	7.12	7.18	7.23			\$ 7.39	7.40	7.51
NORTH ELIZABETH						\$ 7.43	7.43	7.55
ELIZABETH	\$ 7.17		\$ 7.28			\$ 7.47		\$ 8.00
SOUTH ELIZABETH	7.18	7.22	7.30			7.49	7.55	8.02
LINDEN	\$ 7.22		\$ 7.34			\$ 7.53		
NORTH RAHWAY						\$ 7.56		
RAHWAY	\$ 7.26		\$ 7.38			\$ 7.59		\$ 8.08
UNION	7.27	7.26	7.39			8.00	7.59	8.09
AVENEL						\$ 8.03		
EDGAR	MU		MU		MU	\$ 8.06		MU
WOODBIDGE								
GENASCO								
WC						8.11		
PERTH AMBOY						\$ 8.14		
SOUTH AMBOY						\$ 8.18		
COLONIA								\$ 8.12
ISELIN	G 7.30		\$ 7.43		Will Not Run May 30 July 4 Sept. 4			\$ 8.15
METUCHEN	\$ 7.33	7.31	\$ 7.47		MU	8.04		\$ 8.19
EDISON			\$ 7.51					\$ 8.23
NEW BRUNSWICK	\$ 7.39		\$ 7.55					\$ 8.27
COUNTY	7.42	7.37					8.09	
JERSEY AVENUE			\$ 7.59					\$ 8.31
ADAMS								
DEANS								
MONMOUTH JCT.	\$ 7.49	7.45					8.16	
PRINCETON JCT.	\$ 7.65	\$ 7.51					8.21	
TRENTON	\$ 8.04					\$ 8.06	\$ 8.30	
MORRISVILLE		\$ 8.01					# 8.34	
LEVITTOWN-TULLYTOWN						\$ 8.12		
GRUNDY							8.42	
BRISTOL		8.10						
CROYDON						\$ 8.16		
EDDINGTON	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	\$ 8.19	Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4
COORNWELLS HEIGHTS	\$ 7.52				\$ 8.23			
ANDALUSIA								
TORRESDALE	\$ 7.56				\$ 8.27			
HOLMESBURG JCT.	7.59					\$ 8.31	8.52	
TACONY						G 8.32		
WISSINOMING								
BRIDESBURG								
FRANKFORD								
UTICA AVENUE					\$ 8.15			
JERSEY					8.24			
FRANKFORD JCT.					D 8.31			
SHORE	8.04				8.32	8.36		8.57
NORTH PHILA.								\$ 9.01
ZOO					D 8.29	\$ 8.37	\$ 8.41	# 9.09
PHILA.- 30th ST.					8.34	8.42	8.44	9.14
SUBURBAN STATION					\$ 8.39	\$ 8.47		
						\$ 8.47		
						\$ 8.51		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	3817	201	4241	1004	511	3607	25	3705

STATIONS	FIRST CLASS			
	●3785	●3637	3	●3745
		Saturday Only	Daily	Daily Ex Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 6.35		T 6.45	\$ 6.55
HUDSON	6.47		6.57	7.07
NEWARK	\$ 6.50		T 7.00	\$ 7.10
SOUTH ST. (Newark)			# 7.05	
HUNTER	6.53		7.08	7.13
NORTH ELIZABETH	\$ 6.56			\$ 7.16
ELIZABETH	\$ 6.59			\$ 7.19
SOUTH ELIZABETH	7.00		7.12	7.20
LINDEN	\$ 7.04			\$ 7.24
NORTH RAHWAY				
RAHWAY	\$ 7.08	\$ 7.13		\$ 7.28
UNION	7.09	7.14	7.17	7.30
AVENEL		\$ 7.17		
EDGAR		\$ 7.19		
WOODBIDGE	P. A. & W. Br. MU	\$ 7.22		MU
GENASCO				
WO.		7.27		
PERTH AMBOY	N. Y. & L. R. R. R. R.	\$ 7.29		
SOUTH AMBOY		\$ 7.33		
COLONIA	R 7.12			\$ 7.33
IBELIN	\$ 7.15			\$ 7.36
METUCHEN	\$ 7.19	MU	7.21	\$ 7.41
EDISON	\$ 7.23			\$ 7.45
NEW BRUNSWICK COUNTY	\$ 7.27		7.27	\$ 7.49
JERSEY AVENUE	\$ 7.31			\$ 7.53
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON			7.46	
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY			7.54	
BRISTOL				
CROYDON	Will Run Sat., Sun. and May 30 July 4 Sept. 4			Will Not Run May 30 July 4 Sept. 4
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.			8.03	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE			8.08	
NORTH PHILA.			C 8.12 # 8.19	
ZOO			8.24	
PHILA.-30th ST.	Lower Level Upper Level Lower Level			
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	3785	3637	3	3745

STATIONS	FIRST CLASS							
	●227	C. N. J. ●5329	●3749	●1058	●155	#1131	●3753	3851
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat.	Saturday Only
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 7.00	C. N. J. Yd. Harrison 7.05	\$ 7.22		\$ 7.30	\$ 7.55	\$ 8.05	\$ 8.05
	7.12		7.34		7.42	8.07	8.17	8.17
	\$ 7.16	\$ 7.20	\$ 7.37		\$ 7.46	\$ 8.10	\$ 8.20	# 8.25
	7.19	7.23	7.40		7.49	8.13	8.23	8.28
							M 8.26	\$ 8.31
			\$ 7.46		\$ 8.22	\$ 8.29	\$ 8.29	\$ 8.34
	7.23	7.29	7.48		7.53	8.24	8.30	8.36
			\$ 7.52				\$ 8.34	\$ 8.39
			\$ 7.56			\$ 8.32	\$ 8.38	\$ 8.44
	7.27	7.35	7.57		7.57	8.34	8.39	8.45
			MU			\$ 8.39	MU	MU
		7.41				8.43		
		\$ 7.44				\$ 8.46		
		\$ 7.48				\$ 8.50		
			\$ 8.01				\$ 8.43	\$ 8.49
	7.32		\$ 8.06		8.02		\$ 8.47	\$ 8.63
							\$ 8.51	
	\$ 7.37		\$ 8.12				\$ 8.55	\$ 9.03
	7.40				8.08			9.06
			\$ 8.16				\$ 8.59	
					First Trip June 18			
	7.47				Last Trip Sept. 4			\$ 9.15
	\$ 7.54							\$ 9.20
								\$ 9.31
	\$ 8.04					\$ 8.29		
	8.13					8.38		
		Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4		
	8.23					8.48		
					\$ 8.33			
					8.42			
					D 8.49			
	8.28				8.50	8.53		
	D 8.32				\$ 8.55	\$ 8.57		
	8.37				9.00	9.02		
	\$ 8.42				\$ 9.05	\$ 9.06		
						# 9.10		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	227	5329	3749	1058	155	1131	3753	3851
		C. N. J.						

STATIONS	FIRST CLASS			
	C. N. J. ● 5391	15 Saturday Only	● 1062 Daily Ex. Sun.	● 1038
	P. M.	P. M.	P. M.	P. M.
	C.N.J. Yd. Harrison	E		
NEW YORK	8.10	8.10		
HUDSON	8.10	8.21		
NEWARK	\$ 8.25	8.24		
SOUTH ST. (Newark)				
HUNTER	8.28	8.27		
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH	8.34	8.31		
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION	8.40	8.36		
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBRIDGE				
GENASCO				
WC	N. Y. & L. B. R. R.	8.47		
PERTH AMBOY		\$ 8.50		
SOUTH AMBOY		\$ 8.54		
COLONIA				
ISELIN				
METUCHEN		8.41		
EDISON				
NEW BRUNSWICK COUNTY		8.47		
JERSEY AVENUE				
ADAMS			First Trip June 19	
DEANS				
MONMOUTH JCT.		8.54	Last Trip Sept. 2	
PRINCETON JCT.		8.59		
TRENTON		9.08		
MORRISVILLE				
LEVITOWN-TULLYTOWN				
GRUNDY		9.17		
BRISTOL	Will Run Sunday and May 30 July 4 Sept. 4		Will Not Run July 4	Will Run Sunday and May 30 July 4 Sept. 4
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		9.27		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE			\$ 9.45	\$10 00
JERSEY			9.54	10 09
FRANKFORD JCT.			D10.01	D10.18
SHORE		9.32	10.02	10.17
NORTH PHILA.		9.36	\$10.07	\$10.22
ZOO		9.40	10.12	10.27
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	E 9.46	\$10.17	\$10.32
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	5391	15	1062	1038
	C. N. J.			

	FIRST CLASS						
	● 537 Daily Ex. Sat. & Sun	141 Daily	● 3757 Daily Ex. Sun.	● 3641 Saturday Only	● 3647 Daily Ex. Sat. & Sun.	◇ 55 Daily	● 4239
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 9.00	\$ 9.10			\$ 9.25	T 9.40	\$ 9.45
	9.12	9.22			9.37	9.52	9.57
	\$ 9.15					T 9.65	
	# 9.21	\$ 9.25			\$ 9.40	#10.03	\$10.00
		9.24	9.28		9.43	10.06	10.03
		\$ 9.31	\$ 9.34		\$ 9.46		\$10.08
		9.28	9.35		\$ 9.49		\$10.08
		\$ 9.39			\$ 9.50	10.10	10.09
			\$ 9.43	\$ 9.49	\$ 9.54		\$10.13
			\$ 9.43	\$ 9.49	\$ 9.58		\$10.17
		9.32	9.44	9.51	9.59	10.14	10.18
			\$ 9.53	\$10.01			\$10.22
	MU		MU	\$ 9.57	\$10.05		\$10.26
				10.02	10.10		10.31
				\$10.04	\$10.12		\$10.33
				\$10.10	\$10.17		\$10.38
	Will Not Run May 30 July 4 Sept. 4	9.37	\$ 9.48 \$ 9.52 \$ 9.56 \$10.00	MU	MU	10.19	MU
		9.43				10.25	
			\$10.04				
		9.50 \$ 9.55 \$10.04 #10.10					
	\$ 9.50	#10.10				10.45	
	\$ 9.55						
	10.19					10.52	
	\$ 9.59 \$10.02						
	\$10.05		Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4		Bag. Serv. Sat., Sun. and May 30 July 4 Sept. 4
	\$10.08						Will Run Sunday and May 30 July 4 Sept. 4
	\$10.12	10.29					11.02
	\$10.13						
	\$10.14						
	\$10.15						
	\$10.19						
	10.20	10.34					11.07
		\$10.39 #10.41					
	\$10.25	10.45					11.11
	10.28	\$10.51					11.16
		11.01					C11.21
	\$10.31						
	\$10.35						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	537	141	3757	3641	3647	55	4239

STATIONS	FIRST CLASS			
	#●539 Daily Ex. Sat. & Sun.	#◇161	●3761 Daily	#●1133 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$10.00	\$10.05	\$10.10
HUDSON		10.12	10.17	10.22
NEWARK		\$10.16	\$10.20	\$10.25
SOUTH ST. (Newark)				
HUNTER		10.19	10.23	10.28
NORTH ELIZABETH			N10.26	
ELIZABETH			\$10.29	\$10.34
SOUTH ELIZABETH		10.23	10.30	10.36
LINDEN			\$10.34	
NORTH RAHWAY			N10.36	
RAHWAY			\$10.38	\$10.42
UNION		10.27	10.40	10.44
AVENEL				
EDGAR	P. A. & W. Br.	MU	MU	\$10.49
WOODBRIDGE				
GENASCO				
WC	N. Y. & L. B. R. R.			10.54
PERTH AMBOY				\$10.56
SOUTH AMBOY				\$11.00
COLONIA				
ISELIN	Will Not Run May 30 July 4 Sept. 4		\$10.44	
METUCHEN		10.32	\$10.48	
EDISON			\$10.52	
NEW BRUNSWICK COUNTY		\$10.38	\$10.56	
JERSEY AVENUE		10.41		
JERSEY AVENUE			\$11.00	
ADAMS				
DEANS				
MONMOUTH JCT.		10.48		
PRINCETON JCT.		\$10.54		
TRENTON		\$10.50	\$11.05	
MORRISVILLE				
LEVITTOWN-TULLYTOWN		\$10.57		
GRUNDY		11.15		
BRISTOL		\$11.01		
CROYDON		\$11.05		
EDDINGTON	Will Run Sunday and Sept. 4			Will Not Run May 30 July 4 Sept. 4
CORNWELLS HEIGHTS		\$11.09		
ANDALUSIA				
TORRESDALE		\$11.12		
HOLMESBURG JCT.		\$11.17	11.26	
TACONY		\$11.19		
WISSINOMING		\$11.21		Will Not Run Sept. 3
BRIDESBURG		\$11.23		
FRANKFORD		\$11.25		
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.		\$11.27		
SHORE		11.28	11.31	
NORTH PHILA.		\$11.33	\$11.36	
ZOO		11.38	11.41	
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$11.42	\$11.46	
SUBURBAN STATION		\$11.46		
		P. M.	P. M.	P. M.
		539	161	3761
				1133

C. N. J.	FIRST CLASS							
	●5371 Saturday Only	#19 Daily Ex. Sat. & Sun.	◇231 Daily	#●3767 Daily Ex. Sat. & Sun.	#195 Daily Ex. Sun.	#NH191 Daily Ex. Sun.	#●3649 Daily Ex. Sat. & Sun.	●3789
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
C. N. J. Yd. Harrison 10.10	E10.45	\$11.00	\$11.03	E11.10		\$11.30	\$11.35	\$11.35
	10.56	11.12	11.16	11.21			11.47	11.47
	E10.59			E11.24				
	\$10.25	#11.05	\$11.16	\$11.20	#11.36		\$11.50	\$11.50
	10.28	11.08	11.19	11.23	11.39		11.53	11.53
				\$11.26				\$11.56
				\$11.29			\$11.58	\$11.59
	10.34	11.12	11.23	11.30	11.43		12.00	12.01
				\$11.34			\$12.04	\$12.05
				\$11.38			\$12.08	\$12.09
	10.40	11.16	11.27	11.39	11.48		12.09	12.10
							\$12.12	
				MU			\$12.15	MU
	10.48						12.20	
	\$10.51						\$12.22	
	\$10.55						\$12.26	
								\$12.13
				\$11.43				\$12.17
		11.21	11.32	\$11.47	11.54		MU	\$12.21
								\$12.25
				\$11.38	\$11.53			\$12.30
		11.27	11.41		12.01			
				\$11.57				\$12.34
				11.48		12.08		
				\$11.55		12.14		
						E12.23		
		11.50	\$12.05		#12.30			
		11.59	R12.09		12.38			
			G12.15					
	Will Not Run May 30 July 4 Sept. 4			Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4
	12.10	12.24			12.48			
		12.16	12.29		12.50			
		12.19	D12.34		12.54			
		12.24	12.39		12.58			
		E12.29	\$12.44		E 1.07			
					# 1.30			
	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.
	5371	19	231	3767	195	NH191	3649	3789
C. N. J.								

STATIONS	FIRST CLASS			
	NH194	NH186	176	286
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$12.35	\$ 2.25	3.15	\$ 2.50
HUDSON			2.38	2.38
NEWARK			# 2.35	\$ 2.35
			\$ 2.29	
SOUTH ST. (Newark)			2.26	2.31
HUNTER				
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH			2.22	2.27
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION			2.18	2.23
AVENEL				
EDGAR	P. A. & W. Br.		Will Run Daily New York to Boston	
WOODBRIIDGE				
GENASCO				
WO.	N. Y. & L. B. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN				
METUCHEN			2.13	2.18
EDISON				
NEW BRUNSWICK COUNTY			2.07	2.12
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.			2.00	2.05
PRINCETON JCT.			1.55	2.00
TRENTON			# 1.45	# 1.50
			\$ 1.43	\$ 1.45
MORRISVILLE				
LEVITOWN-TULLYTOWN				
GRUNDY			1.35	1.35
BRISTOL				
CROYDON	Will Not Run Sept. 3			
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.				1.25
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE			1.19	1.17
			# 1.15	\$ 1.13
NORTH PHILA.			\$ 1.13	
ZOO			1.08	1.08
PHILA.-30th ST.	Lower Level Upper Level Lower Level		1.03	\$ 1.03
				\$12.36
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only
	#NH194	NH186	176	● 286

FIRST CLASS							
194	18	3602	C. N. J.	3704	108	3810	C. N. J.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
E 4.05	E 4.40		C. N. J. Yd. Harrison 6.03	\$ 6.35	\$ 6.50	\$ 6.45	C. N. J. Yd. Harrison 6.50
3.53	4.27			6.23	6.35	6.33	
# 3.50	# 4.11		\$ 6.00	\$ 6.20	6.31	\$ 6.30	
E 3.41	EM3.57			D 6.10			\$ 6.47
				N 6.18			
				6.17	6.07	6.27	6.44
				\$ 6.14			
				\$ 6.11			
				6.09	6.03	6.23	6.38
				\$ 6.06			
				N 6.03			
		\$ 5.55		\$ 6.01			
3.30	3.46	5.54	5.45	5.59	5.59	6.18	6.32
		\$ 5.51					
		\$ 5.48					
		5.43	6.37				6.24
		\$ 5.40	\$ 5.34				\$ 6.21
		\$ 5.36	\$ 5.30				\$ 6.17
				\$ 5.56			
				\$ 5.54			
3.25	3.41	MU		\$ 5.50	5.54	6.12	
				N 5.46			
	EM3.35			\$ 5.42		\$ 6.05	
3.19	3.31				5.48	6.00	
				\$ 5.37			
							\$ 5.56
							\$ 5.53
3.12	3.24						\$ 5.50
3.07	3.19					5.41	\$ 5.43
						5.36	\$ 5.43
# 2.58	3.10					# 5.27	\$ 5.33
E 2.53						\$ 5.20	
Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4			Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4
2.35	2.54					5.02	
2.30	2.45					4.56	
# 2.25	# 2.40					\$ 4.52	
E 2.20	EM2.26						
						4.47	
# 2.10	2.18					# 4.42	
E 1.45						\$ 4.32	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
#194	● 18	#● 3602	#● 5300 C. N. J.	● 3704	108	#● 3810	#● 5302 C. N. J.

STATIONS	FIRST CLASS			
	3706	C. N. J. 5350	3812	502
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.07	C. N. J. Yd. Harrison	\$ 7.20	
HUDSON	6.64	7.03	7.08	
NEWARK	\$ 6.51	\$ 7.00	\$ 7.05	
SOUTH ST. (Newark)	\$ 6.49		\$ 7.03	
HUNTER	6.48	6.57	7.02	
NORTH ELIZABETH	\$ 6.45		\$ 6.59	
ELIZABETH	\$ 6.42		\$ 6.56	
SOUTH ELIZABETH	6.39	6.51	6.54	
LINDEN	\$ 6.38		\$ 6.50	
NORTH RAHWAY			\$ 6.47	
RAHWAY	\$ 6.32		\$ 6.45	
UNION	6.29	6.45	6.43	
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBRIDGE		MU	MU	MU
GENASCO				
WC.		6.37		
PERTH AMBOY	N. Y. & L. B.	\$ 6.34		
SOUTH AMBOY	R. R.	\$ 6.30		
COLONIA			\$ 6.40	
ISELIN			\$ 6.37	Will Not Run
METUCHEN			\$ 6.33	May 30
EDISON			\$ 6.29	July 4
NEW BRUNSWICK			\$ 6.25	Sept. 4
COUNTY			6.21	
JERSEY AVENUE	\$ 6.07			
ADAMS				
DEANS			\$ 6.15	
MONMOUTH JCT.			\$ 6.12	
PRINCETON JCT.			\$ 6.06	
TRENTON			\$ 5.56	
MORRISVILLE				\$ 6.30
LEVITTOWN-TULLYTOWN				\$ 6.23
GRUNDY				\$ 6.19
BRISTOL				\$ 6.17
CROYDON	Will Not Run			\$ 6.14
EDDINGTON	May 30			\$ 6.11
CORNWELLS HEIGHTS	July 4			\$ 6.07
CORNWELLS HEIGHTS	Sept. 4			\$ 6.05
ANDALUSIA				\$ 6.03
TORRESDALE				\$ 6.02
HOLMESBURG JCT.				\$ 6.01
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				\$ 5.59
SHORE				5.58
NORTH PHILA.				\$ 5.55
ZOO				5.50
PHILA.---	Lower Level Upper Level Lower Level			\$ 5.48
30th-ST.				
SUBURBAN STATION				\$ 5.45
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.
	± 3706	± 5350	± 3812	± 502
		C. N. J.		

STATIONS	FIRST CLASS							
	3606	C. N. J. 5380	1104	3814	1152	3710	22	3608
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.34	C. N. J. Yd. Harrison	\$ 7.40	\$ 7.44	\$ 7.50	\$ 7.52	\$ 7.48	\$ 8.01
HUDSON	7.22	7.23	7.28	7.32	7.38	7.40	7.34	7.49
NEWARK	\$ 7.19	\$ 7.25	\$ 7.25	D 7.29	\$ 7.35	\$ 7.37	7.31	\$ 7.46
SOUTH ST. (Newark)	\$ 7.17						DC7.12	
HUNTER	7.16	7.22	7.21	7.24	7.30	7.33	7.09	\$ 7.43
NORTH ELIZABETH	\$ 7.13				\$ 7.28			\$ 7.42
ELIZABETH	\$ 7.10		\$ 7.17		\$ 7.25			\$ 7.39
SOUTH ELIZABETH	7.08	7.16	7.15	7.19	7.23	7.28	7.05	\$ 7.36
LINDEN	\$ 7.04				\$ 7.19			\$ 7.34
NORTH RAHWAY	\$ 7.01							\$ 7.30
RAHWAY	\$ 6.59				\$ 7.15	\$ 7.22		\$ 7.26
UNION	6.57	7.10	7.10	7.14	7.13	7.20	7.00	7.23
AVENEL	\$ 6.53				\$ 7.10			
EDGAR	\$ 6.50							
WOODBRIDGE	\$ 6.48			MU	\$ 7.07	MU		\$ 7.18
GENASCO								
WC.	6.43	7.01	7.03		7.02			7.12
PERTH AMBOY	\$ 6.40	\$ 6.58			\$ 6.59			\$ 7.09
SOUTH AMBOY	\$ 6.35	\$ 6.54	\$ 6.57		\$ 6.55			\$ 7.04
COLONIA								
ISELIN								\$ 7.17
METUCHEN	MU			7.08				\$ 7.14
EDISON								\$ 7.10
NEW BRUNSWICK								6.55
COUNTY								MU
JERSEY AVENUE								\$ 7.08
ADAMS								\$ 7.02
DEANS								6.49
MONMOUTH JCT.								\$ 6.57
PRINCETON JCT.								
TRENTON								
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY								
BRISTOL								
CROYDON	Will Not Run							
EDDINGTON	May 30							
CORNWELLS HEIGHTS	July 4							
CORNWELLS HEIGHTS	Sept. 4							
ANDALUSIA								
TORRESDALE								
HOLMESBURG JCT.								
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.								
SHORE								
NORTH PHILA.								
ZOO								
PHILA.---								
30th-ST.								
SUBURBAN STATION								
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	± 3606	± 5380	± 1104	± 3814	± 1152	± 3710	22	± 3608
		C. N. J.						

STATIONS	FIRST CLASS			
	118	C. N. J. 5306	3712	3610
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.58	C. N. J. Yd. Harrison	\$ 8.10	\$ 8.18
HUDSON	7.46	7.49	7.58	8.05
NEWARK	D 7.43	\$ 7.46	\$ 7.55	\$ 8.02
SOUTH ST. (Newark)				\$ 7.59
HUNTER	7.39	7.42	7.51	7.68
NORTH ELIZABETH			\$ 7.48	
ELIZABETH			\$ 7.45	\$ 7.63
SOUTH ELIZABETH	7.35	7.37	7.43	\$ 7.60
LINDEN			\$ 7.39	\$ 7.46
NORTH RAHWAY			\$ 7.43	
RAHWAY			\$ 7.35	\$ 7.41
UNION	7.31	7.31	7.33	7.39
AVENEL				\$ 7.36
EDGAR	P. A. & W. Br.			\$ 7.34
WOODBIDGE			MU	\$ 7.32
GENASCO				
WC.	N. Y. & L. B. R. R.	7.23		7.27
PERTH AMBOY		\$ 7.20		\$ 7.24
SOUTH AMBOY				\$ 7.20
COLONIA				
ISELIN				
METUCHEN	7.25		\$ 7.26	MU
EDISON			\$ 7.21	
NEW BRUNSWICK			\$ 7.17	
COUNTY	7.19			
JERSEY AVENUE			\$ 7.12	
ADAMS				
DEANS				
MONMOUTH JCT.	7.11			
PRINCETON JCT.	7.06			
TRENTON	DC 6.56			
MORRISVILLE				
LEVITOWN-TULLYTOWN				
GRUNDY	6.45			
BRISTOL				
CROYDON		Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.	6.35			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	6.29			
NORTH PHILA.	DC 6.25			
ZOO	6.20			
PHILA.	Lower Level Upper Level			
30th ST.	DC 6.12			
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	● 118	● 5306	● 3712	● 3610
		C. N. J.		

	FIRST CLASS							
	4	C. N. J. 5354	3816	1108	3904	1110	254	504
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.15	C. N. J. Yd. Harrison	\$ 8.24	\$ 8.21	\$ 8.40	\$ 8.27	\$ 8.30	
	8.03	8.03	8.11	8.08	8.28	8.13	8.17	
	8.00		\$ 8.08	\$ 8.05	\$ 8.25	\$ 8.10	\$ 8.14	
	D 7.52	\$ 8.00						
			\$ 8.03		\$ 8.22			
	7.48	7.56	8.02	8.01	8.21	8.07	8.10	
			\$ 7.59		\$ 8.18			
			\$ 7.56		\$ 8.15			
	7.44	7.50	7.53	7.56	8.12	8.02	8.06	
			G 7.49		\$ 8.08			
					\$ 8.04			
			\$ 7.45		\$ 8.02			
	7.39	7.45	7.43	7.49	7.53	7.56	8.02	
			MU		MU			MU
		7.36		7.40		7.49		
		\$ 7.33						
		\$ 7.29				\$ 7.43		
			\$ 7.40					
			\$ 7.37					Will Not Run May 30 July 4 Sept. 4
	7.33		\$ 7.33				7.56	
			G 7.28					
			\$ 7.24				\$ 7.47	
	7.27		7.21				7.43	
			\$ 7.17					
			\$ 7.14					
			\$ 7.10				7.36	
			\$ 7.03				\$ 7.29	
	D 7.05		\$ 6.53				\$ 7.18	
								\$ 7.27
								\$ 7.20
	6.53						7.08	
								\$ 7.16
								\$ 7.13
								F 7.11
								\$ 7.09
								\$ 7.06
								\$ 7.03
	6.43						6.58	\$ 7.01
								\$ 7.00
								\$ 6.59
								\$ 6.57
	6.37						6.52	6.56
	6.33						\$ 6.48	\$ 6.53
	D 6.25							
	6.19						6.42	6.48
							\$ 6.38	\$ 6.45
								\$ 6.42
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily	Saturday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	4	● 5354	● 3816	● 1108	● 3904	● 1110	● 254	● 504
		C. N. J.						

STATIONS	FIRST CLASS			
	3716	1112	C. N. J. 5314	3618
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 8.38	\$ 8.35	C. N. J. Yd. Harrison 8.30	\$ 8.52
HUDSON	8.26	8.22		8.40
NEWARK	\$ 8.23	\$ 8.19	\$ 8.27	\$ 8.37
SOUTH ST. (Newark)				
HUNTER	8.19	8.16	8.24	8.32
NORTH ELIZABETH				
ELIZABETH		\$ 8.11		
SOUTH ELIZABETH	8.15	8.09	8.18	8.27
LINDEN				
NORTH RAHWAY				
RAHWAY				\$ 8.20
UNION	8.10	8.04	8.12	8.18
AVENEL				\$ 8.14
EDGAR				\$ 8.10
WOODBIDGE	P. A. & W. Br.			
GENASCO	MU			
WC		7.57	8.02	8.05
PERTH AMBOY	N. Y. & L. B.		\$ 7.59	\$ 8.02
SOUTH AMBOY	R. R.	\$ 7.52		\$ 7.58
COLONIA				
ISELIN				MU
METUCHEN	\$ 8.02			
EDISON	\$ 7.56			
NEW BRUNSWICK	\$ 7.51			
COUNTY				
JERSEY AVENUE	\$ 7.46			
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON				
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL				
CROYDON	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE				
NORTH PHILA.				
ZOO				
PHILA.- 30th ST.	Lower Level Upper Level Lower Level			
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	◆ 3716	◆ 1112	◆ 5314	◆ 3618
			C. N. J.	

	FIRST CLASS						
	200	234	C. N. J. 5316	1156	3720	48	4244
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.47	\$ 8.52	C. N. J. Yd. Harrison 8.48	\$ 9.05	\$ 9.05	\$ 8.55	\$ 9.05
	8.36	8.40		8.53	8.53	8.42	8.53
	\$ 8.32	\$ 8.37		\$ 8.50	\$ 8.50	D 8.39	\$ 8.50
			\$ 8.45				
	8.28	8.33	8.42	8.46	\$ 8.47	8.36	8.46
					\$ 8.43		\$ 8.43
				\$ 8.41	\$ 8.40		\$ 8.40
	8.24	8.28	8.37	8.39	8.37	8.32	8.37
					\$ 8.34		\$ 8.34
		\$ 8.22		\$ 8.32	\$ 8.31		\$ 8.31
	8.20	8.19	8.31	8.29	8.28	8.28	8.28
				\$ 8.24	MU		MU
			8.23	8.19			
			\$ 8.20	\$ 8.16			
			\$ 8.15	\$ 8.12			
					\$ 8.23		
	8.15	\$ 8.13			\$ 8.20		\$ 8.24
					\$ 8.17	8.22	\$ 8.20
	D 8.08	\$ 8.06			\$ 8.11		\$ 8.14
	8.05	8.03				8.15	
					\$ 8.06		\$ 8.10
	7.58	7.56				8.07	
	\$ 7.52	\$ 7.50				8.02	
	\$ 7.41	\$ 7.40				D 7.52	
						7.43	
	\$ 7.30	\$ 7.30					
	Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4		Will Run Sunday and May 30 July 4 Sept. 4
	7.19	7.20				7.33	
	7.13	7.14				7.27	
	\$ 7.09	\$ 7.10				7.23	
						D 7.20	
	7.04	7.04				7.11	
	\$ 7.00	\$ 7.00					
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily	
	◆ 200	◆ 234	◆ 5316	◆ 1156	◆ 3720	◆ 48	◆ 4244
			C. N. J.				

STATIONS	FIRST CLASS			
	3820	3822	30	28
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 9.15	\$ 9.35	\$ 9.20	\$ 9.30
HUDSON	9.03	9.23	9.08	9.18
NEWARK	\$ 9.00	\$ 9.20	\$ 9.05	\$ 9.15
SOUTH ST. (Newark)	\$ 8.67			
HUNTER	8.56	9.16	9.01	9.11
NORTH ELIZABETH	\$ 8.53	\$ 9.13		
ELIZABETH	\$ 8.50	\$ 9.10		
SOUTH ELIZABETH	8.48	9.08	8.57	9.07
LINDEN		\$ 9.04		
NORTH RAHWAY				
RAHWAY	\$ 8.42	\$ 8.59		
UNION	8.39	8.57	8.53	9.03
AVENEL				
EDGAR				
WOODBRI	P. A. &			
GENASCO	W. Br.	MU	MU	
WC				
PERTH AMBOY	N. Y. &			
SOUTH AMBOY	L. B. R. R.			
COLONIA				
ISELIN				
METUCHEN	\$ 8.32	\$ 8.51	8.48	8.58
EDISON				
NEW BRUNSWICK	\$ 8.25	\$ 8.44		
COUNTY	8.22	8.41	8.42	8.52
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	\$ 8.13	\$ 8.33		
PRINCETON JCT.	\$ 8.06	\$ 8.26		
TRENTON	\$ 7.55	\$ 8.15	8.22	8.33
MORRISVILLE				
LEVITOWN-TULLYTOWN				
GRUNDY			8.15	8.26
BRISTOL				
CROYDON	Will Not Run May 30 July 4 Sept. 4			Will Not Run May 29
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.			8.05	8.16
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE			7.59	8.10
			7.55	8.06
NORTH PHILA.			7.52	8.03
ZOO			7.47	7.58
PHILA.- 30th ST.	Lower Level			
	Upper Level			
	Lower Level			
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily
	☛ 3820	● 3822	◇ 30	☛ 28

STATIONS	FIRST CLASS						
	202	1118	3912	C. N. J. 5358	4202	256	506
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 9.35	\$ 9.40	\$ 9.45	C. N. J. Yd. Harrison 9.36	\$ 9.55	\$ 9.55	
HUDSON	9.22	9.28	9.32		9.43	9.42	
NEWARK	\$ 9.18	\$ 9.25	\$ 9.29	\$ 9.33	\$ 9.40	\$ 9.38	
SOUTH ST. (Newark)							
HUNTER	9.15	9.22	9.26	9.28	9.36	9.34	
NORTH ELIZABETH			\$ 9.23				
ELIZABETH		\$ 9.17	\$ 9.20		\$ 9.31		
SOUTH ELIZABETH	9.11	9.15	9.18	9.22	9.29	9.30	
LINDEN			\$ 9.15		\$ 9.26		
NORTH RAHWAY			\$ 9.13				
RAHWAY			\$ 9.11		\$ 9.23		
UNION	9.07	9.10	9.08	9.16	9.21	9.25	
AVENEL							
EDGAR							
WOODBRI			MU		MU		MU
GENASCO							
WC							
PERTH AMBOY		9.02		9.09			
SOUTH AMBOY		\$ 8.56		\$ 9.06			
COLONIA				\$ 9.02			
ISELIN							
METUCHEN	9.02				\$ 9.15	\$ 9.18	Will Not Run May 30 July 4 Sept. 4
EDISON							
NEW BRUNSWICK					\$ 9.08	\$ 9.11	
COUNTY	8.56				9.05	9.08	
JERSEY AVENUE							
ADAMS							
DEANS							
MONMOUTH JCT.					8.55	9.01	
PRINCETON JCT.					\$ 8.49	\$ 8.55	
TRENTON	8.37				\$ 8.38	\$ 8.45	\$ 8.57
MORRISVILLE							\$ 8.50
LEVITOWN-TULLYTOWN							
GRUNDY	8.30					8.35	
BRISTOL							\$ 8.46
CROYDON	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	\$ 8.43
EDDINGTON							\$ 8.40
CORNWELLS HEIGHTS							\$ 8.37
ANDALUSIA							\$ 8.34
TORRESDALE							\$ 8.32
HOLMESBURG JCT.						8.25	\$ 8.30
TACONY							\$ 8.29
WISSINOMING							\$ 8.28
BRIDESBURG							\$ 8.27
FRANKFORD							\$ 8.26
UTICA AVENUE							\$ 8.23
JERSEY							
FRANKFORD JCT.							
SHORE	8.14					8.19	\$ 8.18
	\$ 8.10					\$ 8.15	\$ 8.23
NORTH PHILA.							\$ 8.18
ZOO	8.04					8.10	\$ 8.15
	\$ 8.00					\$ 8.05	\$ 8.12
PHILA.- 30th ST.							\$ 8.11
SUBURBAN STATION							\$ 8.10
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only		Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	☛ 202	☛ 1118	☛ 3912	● 5358	● 4202	☛ 256	☛ 506

STATIONS	FIRST CLASS			
	3724 A. M.	550 A. M.	1001 A. M.	3622 A. M.
NEW YORK	\$10.08			\$10.20
HUDSON	9.56			10.06
NEWARK	\$ 9.53			\$10.03
SOUTH ST. (Newark)				
HUNTER	9.48			10.00
NORTH ELIZABETH				\$ 9.57
ELIZABETH				\$ 9.54
SOUTH ELIZABETH	9.43			9.51
LINDEN				\$ 9.48
NORTH RAHWAY				\$ 9.45
RAHWAY	\$ 9.38			\$ 9.43
UNION	9.36			9.41
AVENEL				\$ 9.38
EDGAR				
WOODBRIDGE	P. A. & W. Br.	MU	MU	\$ 9.35
GENASCO				
WC				9.30
PERTH AMBOY	N. Y. & L. B. R. R.			\$ 9.27
SOUTH AMBOY				\$ 9.23
COLONIA				
ISELIN	\$ 9.32			
METUCHEN	\$ 9.28			
EDISON				MU
NEW BRUNSWICK COUNTY	\$ 9.21			
JERSEY AVENUE	\$ 9.17			
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON		\$ 9.15		
MORRISVILLE				
LEVITTOWN-TULLYTOWN		\$ 9.09		
GRUNDY				
BRISTOL		\$ 9.05		
CROYDON	Will Not Run May 30 July 4 Sept. 4	\$ 9.02		Will Not Run May 30 July 4 Sept. 4
EDDINGTON				
CORNWELLS HEIGHTS		\$ 8.58		
ANDALUSIA				
TORRESDALE		\$ 8.55		
HOLMESBURG JCT.		\$ 8.52		
TACONY		\$ 8.50		
WISSINOMING		\$ 8.48		
BRIDESBURG		\$ 8.46		
FRANKFORD				
UTICA AVENUE			\$ 9.12	
JERSEY			9.03	
FRANKFORD JCT.		\$ 8.44	\$ 8.55	
SHORE		8.43	8.54	
NORTH PHILA.		\$ 8.40	\$ 8.50	
ZOO		8.36	8.44	
PHILA.-80th ST.	Lower Level		\$ 8.40	
	Upper Level	\$ 8.33		
	Lower Level			
SUBURBAN STATION		\$ 8.30		
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily Ex. Sat. & Sun.
	• 3724	• 550	• 1001	• 3622

STATIONS	FIRST CLASS							
	3770 A. M.	114 A. M.	NH182 A. M.	104 A. M.	280 A. M.	204 A. M.	3726 A. M.	170 A. M.
NEW YORK	\$10.30	\$10.25	\$10.30	\$10.35	\$11.00	\$10.47	\$10.59	11.20
HUDSON	10.18	10.13		10.23	10.48	10.35	10.47	10.43
NEWARK	\$10.15	D10.10		D10.20	\$10.45	\$10.32	\$10.44	\$10.40
SOUTH ST. (Newark)								
HUNTER	10.11	10.07		10.16	10.40	10.27	10.41	10.37
NORTH ELIZABETH	\$10.08				\$10.35			
ELIZABETH	10.04	10.03		10.12	10.32	10.23	10.36	10.33
SOUTH ELIZABETH	\$10.01							
LINDEN	\$ 9.57				\$10.26		\$10.30	
NORTH RAHWAY	9.54	9.59		10.08	10.23	10.19	10.28	10.29
RAHWAY								
UNION								
AVENEL								
EDGAR								
WOODBRIDGE	MU				Will Run Sunday and May 30 July 4 Sept. 4		MU	
GENASCO								
WC								\$10.25
PERTH AMBOY								\$10.23
SOUTH AMBOY								\$10.19
COLONIA	\$ 9.50							\$10.15
ISELIN	\$ 9.46	9.54		10.03	\$10.17	10.14	\$10.19	10.23
METUCHEN	\$ 9.42							\$10.12
EDISON	\$ 9.38							
NEW BRUNSWICK COUNTY		9.48		9.57	10.07	10.04		10.17
JERSEY AVENUE	\$ 9.34						\$10.07	
ADAMS								
DEANS								
MONMOUTH JCT.		9.41		9.50	10.00	9.57		10.10
PRINCETON JCT.		9.36		9.45	\$ 9.55	\$ 9.51		10.05
TRENTON		D 9.26		D 9.36	\$ 9.44	\$ 9.41		\$ 9.55
MORRISVILLE								
LEVITTOWN-TULLYTOWN					\$ 9.36			
GRUNDY		9.15		9.25		9.30		9.45
BRISTOL					\$ 9.30			
CROYDON	Will Not Run May 30 July 4 Sept. 4						Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4
EDDINGTON								
CORNWELLS HEIGHTS								
ANDALUSIA								
TORRESDALE								
HOLMESBURG JCT.								
TACONY		9.05		9.15	9.20	9.20		9.35
WISSINOMING								
BRIDESBURG								
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.		8.59		9.09	9.15	9.14		9.29
SHORE		\$ 8.55		\$ 9.05	\$ 9.10	\$ 9.10		\$ 9.25
NORTH PHILA.								
ZOO		8.49		8.59	9.05	9.04		9.19
PHILA.-80th ST.		8.45		\$ 8.55	\$ 9.00	\$ 9.00		\$ 9.15
SUBURBAN STATION		\$ 8.43						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Saturday Only	Daily	Daily Ex. Mon.	Daily		Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily
	• 3770	114	NH182	104	• 280	• 204	• 3726	• 170

STATIONS	FIRST CLASS			
	100	1120	3916	3824
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$11.05	\$11.08	\$11.11	\$11.30
HUDSON	10.52	10.55	10.57	11.18
NEWARK	\$10.49	\$10.52	\$10.54	\$11.15
SOUTH ST. (Newark)				
HUNTER	10.45	10.49	10.51	11.12
NORTH ELIZABETH				\$11.09
ELIZABETH		\$10.44	\$10.46	\$11.08
SOUTH ELIZABETH	10.41	10.42	10.44	11.04
LINDEN			\$10.40	\$11.01
NORTH RAHWAY				
RAHWAY		\$10.36	\$10.36	\$10.57
UNION	10.37	10.34	10.34	10.55
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		\$10.28	MU	MU
GENASCO				
WC	N. Y. & L. B. R. R.	10.23		
PERTH AMBOY		\$10.20		
SOUTH AMBOY		\$10.16		
COLONIA				\$10.53
ISELIN				\$10.51
METUCHEN	10.32			\$10.47
EDISON				
NEW BRUNSWICK COUNTY	10.28			\$10.40
JERSEY AVENUE				10.35
ADAMS				\$10.32
DEANS				
MONMOUTH JCT.	10.18			\$10.28
PRINCETON JCT.	10.12			\$10.20
TRENTON	\$10.01			\$10.10
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY	9.50			
BRISTOL				
CROYDON	First Trip	Will Not Run	Will Not Run	
EDDINGTON	June 23	May 30	May 30	
CORN WELLS HEIGHTS	Last Trip	July 4	July 4	
ANDALUSIA	Sept. 4	Sept. 4	Sept. 4	
TORRESDALE				
HOLMESBURG JCT.	9.40			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	9.35			
NORTH PHILA.	\$ 9.30			
ZOO	9.25			
PHILA.-30th ST.	\$ 9.20			
SUBURBAN STATION	Lower Level			
	Upper Level			
	Lower Level			
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	◇100	◆1120	◆3916	●3824

	FIRST CLASS							
	508	1057	1182	206	3728	3918	3922	126
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
			\$11.35	\$11.43	\$11.55	\$12.04	\$12.25	\$12.20
			11.23	11.31	11.43	11.52	12.13	12.08
			\$11.20	\$11.28	\$11.40	\$11.49	\$12.10	\$12.05
				11.16	11.23	11.37	11.45	12.05
							\$11.42	\$12.02
			\$11.12			\$11.39	\$11.59	
			11.09	11.19	11.32	11.37	11.57	11.57
						\$11.34	\$11.54	
						\$11.31	\$11.51	
			\$11.03		\$11.26	\$11.29	\$11.49	
			11.01	11.15	11.24	11.28	11.47	11.53
	MU		\$10.56		MU	MU	MU	
			10.51					
			\$10.48					
			\$10.44					
						\$11.21		
	Will Not Run					\$11.18		
	May 30			11.10		\$11.14		11.48
	July 4					\$11.10		
	Sept. 4			\$11.03		\$11.06		
				11.00				11.42
						\$11.02		
				First Trip				
				June 18				
					10.53			
				Last Trip	10.43			
				Sept. 4				
					\$10.38			\$11.20
	\$10.20							
	\$10.14							
					10.29			11.12
	\$10.10							
	\$10.07			Will Run				
				Sunday and				
				May 30				
	\$10.03			July 4				
				Sept. 4				
	\$10.00							
	\$ 9.57							
	\$ 9.55				10.19			11.02
	\$ 9.53							
	\$ 9.51							
	\$ 9.50							
	\$10.07							
	9.58							
	\$ 9.49	C 9.51						
	9.48	9.50						
	\$ 9.45	\$ 9.45			10.13			10.56
					\$10.09			\$10.52
	9.41	9.40			10.04			10.47
	\$ 9.38	\$ 9.35			\$10.00			\$10.43
	\$ 9.35							
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily		Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily
	◆508	●1057	●1182	◆206	◆3728	◆3918	◆3922	◇126

STATIONS	FIRST CLASS			
	C. N. J.		510 A. M.	3924 P. M.
	5362 P. M.	3730 P. M.		
NEW YORK	C.N.J. Yd. Harrison 12. 18	\$12. 35		\$12. 59
HUDSON		12. 23		12. 47
NEWARK		\$12. 20		\$12. 44
SOUTH ST. (Newark)				
HUNTER	12. 11	12. 17		12. 41
NORTH ELIZABETH				
ELIZABETH		\$12. 12		\$12. 36
SOUTH ELIZABETH	12. 05	12. 10		12. 34
LINDEN		\$12. 07		\$12. 31
NORTH RAHWAY				\$12. 28
RAHWAY		\$12. 03		\$12. 26
UNION	11. 59	12. 01		12. 24
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU	MU	MU
GENASCO				
WC	N. Y. & L. B. R. R.	11. 51		
PERTHAMBOY		\$11. 48		
SOUTH AMBOY		\$11. 44		
COLONIA		\$11. 59		
ISELIN			Will Not Run May 30 July 4 Sept. 4	
METUCHEN		\$11. 55		
EDISON				
NEW BRUNSWICK COUNTY		\$11. 48		
JERSEY AVENUE		\$11. 44		
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON				\$11. 55
MORRISVILLE				
LEVITTOWN-TULLYTOWN				\$11. 49
GRUNDY				
BRISTOL			\$11. 45	
CROYDON		Will Not Run May 30 July 4 Sept. 4	\$11. 42	Will Not Run May 30 July 4 Sept. 4
EDDINGTON			\$11. 38	
CORNWELLS HEIGHTS				
ANDALUSIA			\$11. 35	
TORRESDALE				
HOLMESBURG JCT			\$11. 32	
TACONY		Baggage Service Saturday Only	\$11. 30	
WISSINOMING			\$11. 28	
BRIDESBURG			\$11. 26	
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT			\$11. 24	
SHORE			11. 23	
NORTH PHILA			\$11. 20	
ZOO			11. 16	
PHILA.- 30th ST.	Lower Level Upper Level Lower Level		\$11. 13	
SUBURBAN STATION			\$11. 10	
	A. M.	A. M.	A. M.	P. M.
	Saturday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	● 5362	● 3730	● 510	● 3924
	C. N. J.			

C. N. J.	FIRST CLASS							
	5322 P. M.	552 P. M.	3736 P. M.	4246 P. M.	172 P. M.	3626 P. M.	3828 P. M.	148 P. M.
	C.N.J. Yd. Harrison 1. 08		\$ 1. 25	\$ 1. 34	2. 10	\$ 1. 50	\$ 2. 23	\$ 2. 00
		1. 13	1. 22	1. 38		2. 11	1. 48	
		\$ 1. 10	\$ 1. 19	\$ 1. 36		\$ 2. 08	1. 45	
\$ 1. 05								
1. 02		1. 07	1. 15	1. 31		2. 05	1. 41	
		\$ 1. 12	\$ 1. 09			G 2. 02		
		\$ 1. 02	\$ 1. 07	1. 27		\$ 1. 59		
12. 56		1. 00	1. 07			\$ 1. 57	1. 37	
		\$12. 57	\$ 1. 04			\$ 1. 53		
		\$12. 53	\$ 1. 00		\$ 1. 43	\$ 1. 49		
12. 50		12. 51	12. 58	1. 23	1. 41	1. 47	1. 33	
					\$ 1. 36			
					\$ 1. 34			
		MU	MU	MU	\$ 1. 32	MU		
12. 42					1. 27			
\$12. 39					\$ 1. 24			
\$12. 35					\$ 1. 20			
		\$12. 47	\$12. 54			G 1. 44		
		\$12. 43	\$12. 50	1. 18	MU	\$ 1. 41	1. 28	
		\$12. 36	\$12. 44			G 1. 38		
				1. 12		\$ 1. 34		
						1. 29	1. 22	
		\$12. 32	\$12. 40					
						1. 20	1. 15	
						\$ 1. 14	1. 10	
						\$ 1. 03	D 1. 00	
		\$12. 25						
		\$12. 19						
				12. 43			12. 51	
		\$12. 15						
Will Not Run May 30 July 4 Sept. 4		\$12. 12	Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4		
		\$12. 08						
		\$12. 05						
		\$12. 02			12. 33		12. 41	
		\$12. 00						
		\$11. 58						
		\$11. 56						
		\$11. 55						
		\$11. 54						
		11. 53			12. 27		12. 35	
		\$11. 50			\$12. 23		D12. 31	
		11. 46			12. 18		12. 25	
		\$11. 43			12. 14		12. 21	
					\$12. 09		D12. 16	
		\$11. 40						
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.		Daily	Saturday Only	Daily Ex. Sun.	Daily	
● 5322	● 552	● 3736	● 4246	● 172	● 3626	● 3828	◇ 148	
C. N. J.								

STATIONS	FIRST CLASS				
	512	3738	50	3926	212
	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$ 2.30	\$ 2.50	\$ 2.47	\$ 2.43
HUDSON		2.18	2.28	2.35	2.31
NEWARK		\$ 2.15	2.25	\$ 2.32	\$ 2.28
SOUTH ST. (Newark)			D 2.11		
HUNTER		2.12	2.08	2.29	2.25
NORTH ELIZABETH					
ELIZABETH		\$ 2.07		\$ 2.24	
SOUTH ELIZABETH		2.05	2.04	2.22	2.21
LINDEN		\$ 2.02		\$ 2.19	
NORTH RAHWAY				\$ 2.16	
RAHWAY		\$ 1.58		\$ 2.13	
UNION		1.56	2.00	2.10	2.17
AVENEL					
EDGAR	P. A. &				
WOODBIDGE	W. Br.	MU	MU	MU	MU
GENASCO					
WC	N. Y. &				
PERTH AMBOY	L. B.				
SOUTH AMBOY	R. R.				
COLONIA					
ISELIN	Will Not Run	\$ 1.52			
METUCHEN	May 30	\$ 1.48	1.55		2.12
EDISON	July 4				
NEW BRUNSWICK	Sept. 4	\$ 1.40			\$ 2.06
COUNTY			1.49		2.03
JERSEY AVENUE		\$ 1.36			
ADAMS					
DEANS					
MONMOUTH JCT.			1.42		1.55
PRINCETON JCT.			1.37		\$ 1.50
			1.27		\$ 1.39
TRENTON	\$ 1.15		D 1.23		
MORRISVILLE					
LEVITOWN-TULLYTOWN	\$ 1.09				
GRUNDY			1.15		1.30
BRISTOL	\$ 1.05				
CROYDON	\$ 1.02				
EDDINGTON	Will Not Run				
CORNWELLS HEIGHTS	May 30	\$12.58			
ANDALUSIA	July 4				
TORRESDALE	Sept. 4	\$12.55			
HOLMESBURG JCT.		\$12.52	1.05		1.20
TACONY		\$12.50			
WISSINOMING		\$12.48			
BRIDESBURG		\$12.47			
FRANKFORD		\$12.46			
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.	\$12.44				
SHORE	12.43		12.59		1.14
	\$12.40		12.55		\$ 1.10
NORTH PHILA.			D12.40		
ZOO	12.36		12.23		1.04
					\$ 1.00
PHILA.-	Lower Level				
30th ST.	Upper Level	\$12.33			
	Lower Level				
SUBURBAN STATION	\$12.30				
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily
	•512	•3738	50	•3926	•212

C. N. J.	FIRST CLASS							
	5384	3740	514	1164	1124	3742	130	3928
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
C.N.J. Yd. Harrison								
2.45	\$ 3.03		\$ 3.15	\$ 3.15	\$ 3.29	\$ 3.37	\$ 3.50	
	2.50		3.03	3.03	3.17	3.25	3.38	
	\$ 2.47		\$ 3.00	\$ 3.00	\$ 3.14	\$ 3.22	\$ 3.35	
\$ 2.42								
	2.39	2.44		2.57	2.56	3.11	3.18	3.32
	R 2.41							
	\$ 2.39		\$ 2.52	\$ 2.52	\$ 3.06		\$ 3.27	
	2.33	2.37		2.50	2.50	3.04	3.14	3.25
	\$ 2.33				\$ 3.00		\$ 3.22	
								\$ 3.22
								\$ 3.19
	\$ 2.29		\$ 2.44	\$ 2.44	\$ 2.57		\$ 3.17	
2.27	2.27		2.42	2.42	2.55	3.10		3.14
		MU	MU	\$ 2.38	\$ 2.38	MU		MU
2.18			2.33	2.34				
\$ 2.15			\$ 2.30	\$ 2.31				
\$ 2.11			\$ 2.25	\$ 2.27				
	Q 2.23	Will Not Run			\$ 2.51			
	\$ 2.20	May 30			\$ 2.47	3.05		
		July 4						
	\$ 2.13	Sept. 4			\$ 2.40			
						2.59		
	\$ 2.09				\$ 2.36			
			\$ 2.25					
			\$ 2.19					
							2.29	
Will Run			\$ 2.15					
Sunday			\$ 2.12		Will Not Run	Will Not Run		Will Not Run
and					May 30	May 30		May 30
May 30					July 4	July 4		July 4
Sept. 4					Sept. 4	Sept. 4		Sept. 4
			\$ 2.08					
			\$ 2.05					
			\$ 2.02					
			\$ 2.00					
			\$ 1.58					
			\$ 1.56					
			\$ 1.55					
			\$ 1.54					
			1.53					2.13
			\$ 1.50					\$ 2.09
			1.46					2.04
								2.00
								\$ 1.58
			\$ 1.43					
			\$ 1.40					
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	•5384	•3740	•514	•1164	•1124	•3742	•130	•3928
C. N. J.								

STATIONS	FIRST CLASS			
	3830 P. M.	3744 P. M.	516 P. M.	4250 P. M.
NEW YORK	\$ 4.05	\$ 4.09		\$ 4.25
HUDSON	3.52	3.57		4.13
NEWARK	\$ 3.49	\$ 3.54		\$ 4.10
SOUTH ST. (Newark)				
HUNTER	3.45	3.51		4.07
NORTH ELIZABETH	\$ 3.42	\$ 3.48		\$ 4.04
ELIZABETH	\$ 3.39	\$ 3.45		\$ 4.01
SOUTH ELIZABETH	3.37	3.43		3.59
LINDEN	\$ 3.33	\$ 3.40		\$ 3.55
NORTH RAHWAY	\$ 3.29	\$ 3.37		\$ 3.51
RAHWAY	\$ 3.29	\$ 3.34		\$ 3.51
UNION	3.27	3.32		3.49
AVENEL				
EDGAR				
WOODBRIDGE				
GENASCO				
	MU	MU	MU	MU
WC				
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN		\$ 3.28	Will Not Run	\$ 3.45
METUCHEN	\$ 3.20	\$ 3.24	May 30	\$ 3.41
EDISON	\$ 3.19	\$ 3.19	July 4	F 3.37
NEW BRUNSWICK COUNTY	\$ 3.13	\$ 3.15	Sept. 4	\$ 3.33
	3.10			
JERSEY AVENUE		\$ 3.11		\$ 3.29
ADAMS				
DEANS				
MONMOUTH JCT.	\$ 3.02			
PRINCETON JCT.	\$ 2.55			
	\$ 2.46			
TRENTON			\$ 3.27	
MORRISVILLE				
LEVITTOWN-TULLYTOWN			\$ 3.21	
GRUNDY				
BRISTOL			\$ 3.17	
CROYDON		Will Not Run	\$ 3.14	
EDDINGTON		May 30	\$ 3.12	
CORNWELLS HEIGHTS		July 4	\$ 3.09	
ANDALUSIA		Sept. 4	\$ 3.06	
TORRESDALE			\$ 3.04	
HOLMESBURG JCT.			\$ 3.01	
TACONY			\$ 2.59	
WISSINOMING			\$ 2.57	
BRIDESBURG			\$ 2.55	
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.			\$ 2.54	
SHORE			2.53	
			\$ 2.50	
NORTH PHILA.				
ZOO			2.46	
PHILA.-30th ST.			\$ 2.43	
			\$ 2.40	
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	
	● 3830	● 3744	● 516	● 4250

STATIONS	FIRST CLASS							
	3746 P. M.	218 P. M.	1126 P. M.	3748 P. M.	C. N. J. 5366 P. M.	3846 P. M.	518 P. M.	4234 P. M.
NEW YORK	\$ 4.29	\$ 4.37	\$ 4.53	\$ 4.58	C. N. J. Yd. Harrison 4.48	\$ 5.04		\$ 5.15
HUDSON	4.17	4.25	4.41	4.46		4.52		5.02
NEWARK	\$ 4.14	\$ 4.22	\$ 4.38	\$ 4.43	\$ 4.45	\$ 4.49		\$ 4.59
SOUTH ST. (Newark)								
HUNTER	4.11	4.19	4.35	4.40	4.42	4.45		4.55
NORTH ELIZABETH	\$ 4.08							
ELIZABETH	\$ 4.05		\$ 4.30	\$ 4.35		\$ 4.40		\$ 4.50
SOUTH ELIZABETH	4.03	4.15	4.28	4.33	4.36	4.38		4.48
LINDEN	\$ 4.00			\$ 4.30				\$ 4.44
NORTH RAHWAY	\$ 3.56		\$ 4.22	\$ 4.26				\$ 4.40
RAHWAY	3.54	4.11	4.20	4.24	4.30	4.33		4.38
UNION								
AVENEL								\$ 4.35
EDGAR								
WOODBRIDGE								\$ 4.32
GENASCO	MU			MU		MU	MU	
WC								
PERTH AMBOY			4.12		4.21			4.27
SOUTH AMBOY			\$ 4.09		\$ 4.18			\$ 4.24
			\$ 4.05		\$ 4.14			\$ 4.20
COLONIA								
ISELIN	\$ 3.50			F 4.22			Will Not Run	
METUCHEN	\$ 3.46	4.06		\$ 4.20		\$ 4.27	May 30	MU
EDISON	\$ 3.42			\$ 4.16			July 4	
NEW BRUNSWICK COUNTY	\$ 3.38			F 4.12		\$ 4.20	Sept. 4	
		4.00		\$ 4.09		4.16		
JERSEY AVENUE	\$ 3.34							
ADAMS				\$ 4.05				
DEANS								
MONMOUTH JCT.		3.53				4.08		
PRINCETON JCT.		K 3.48				\$ 4.01		
		\$ 3.38				\$ 3.51		
TRENTON							\$ 4.15	
MORRISVILLE								
LEVITTOWN-TULLYTOWN							\$ 4.09	
GRUNDY								
BRISTOL								
CROYDON	Will Not Run						\$ 4.06	Will Not Run
EDDINGTON	May 30						\$ 4.02	Sunday and
CORNWELLS HEIGHTS	July 4						\$ 3.58	May 30
ANDALUSIA	Sept. 4							July 4
TORRESDALE							\$ 3.55	Sept. 4
HOLMESBURG JCT.								
TACONY							\$ 3.52	
WISSINOMING							\$ 3.50	
BRIDESBURG							\$ 3.48	
FRANKFORD							\$ 3.48	
							\$ 3.45	
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.							\$ 3.44	
SHORE							3.43	
							\$ 3.40	
NORTH PHILA.								
ZOO							3.36	
PHILA.-30th ST.							\$ 3.33	
							\$ 3.30	
SUBURBAN STATION								
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	
	● 3746	● 218	● 1126	● 3748	● 5366	● 3846	● 518	● 4234
					C. N. J.			

STATIONS	FIRST CLASS				
	3832	556	3750	3630	174
	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 5.15		\$ 5.32	\$ 5.43	\$ 5.40
HUDSON	5.03		5.20	5.30	5.27
NEWARK	\$ 5.00		\$ 5.17	\$ 5.27	\$ 5.24
SOUTH ST. (Newark)			\$ 5.14	\$ 5.25	
HUNTER	4.57		5.13	5.24	5.19
NORTH ELIZABETH			\$ 5.10	\$ 5.21	
ELIZABETH	\$ 4.53		\$ 5.07	\$ 5.18	
SOUTH ELIZABETH	4.51		5.05	5.16	
LINDEN			\$ 5.01	\$ 5.12	
NORTH RAHWAY			\$ 4.58	\$ 5.09	
RAHWAY			\$ 4.56	\$ 5.07	
UNION	4.46		4.54	5.05	5.11
AVENEL				\$ 5.02	
EDGAR					
WOODBIDGE	P. A. & W. Br.	MU	MU	\$ 4.58	
GENASCO					
WC.				4.52	
PERTH AMBOY	N. Y. & L. B. R. R.			\$ 4.49	
SOUTH AMBOY				\$ 4.45	
COLONIA					
ISELIN					
METUCHEN	\$ 4.39		\$ 4.47	MU	5.06
EDISON			\$ 4.43		
NEW BRUNSWICK COUNTY	\$ 4.32		\$ 4.39		
	4.28				5.00
JERSEY AVENUE			\$ 4.35		
ADAMS					
DEANS					
MONMOUTH JCT.	\$ 4.19				
PRINCETON JCT.	\$ 4.12				
TRENTON	\$ 4.01				\$ 4.39
MORRISVILLE		\$ 4.25			
LEVITOWN-TULLYTOWN		\$ 4.19			
GRUNDY					4.30
BRISTOL		\$ 4.15			
CROYDON	Will Not Run May 30 July 4 Sept. 4	\$ 4.12	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	
EDDINGTON					
CORNWELLS HEIGHTS		\$ 4.08			
ANDALUSIA					
TORRESDALE		\$ 4.05			
HOLMESBURG JCT.		\$ 4.02			4.20
TACONY		\$ 4.00			
WISSINOMING		\$ 3.58			
BRIDESBURG		\$ 3.56			
FRANKFORD		\$ 3.56			
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.		\$ 3.54			
SHORE		3.53			4.14
NORTH PHILA.		\$ 3.50			\$ 4.10
ZOO		3.46			4.04
PHILA.-30th ST.	Lower Level Upper Level Lower Level	\$ 3.43			4.00
SUBURBAN STATION		\$ 3.40			
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily
	#● 3832	● 556	#● 3750	#● 3630	● 174

STATIONS	FIRST CLASS							
	4252	3834	3752	520	54	C. N. J. 5386	1061	1027
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 6.00	\$ 6.04	\$ 6.20		\$ 6.30	C.N.J. Yd. Harrison		
HUDSON	5.48	5.52	6.08		6.18	6.19		
NEWARK	\$ 5.45	\$ 5.49	\$ 6.05		# 6.15	\$ 6.16		
					\$ 6.05			
SOUTH ST. (Newark)								
HUNTER	5.42	5.46	6.02		6.02	6.12		
NORTH ELIZABETH	\$ 5.39		\$ 5.59					
ELIZABETH	\$ 5.36	\$ 5.42	\$ 5.56					
SOUTH ELIZABETH	5.34	5.40	5.54		5.57	6.06		
LINDEN	\$ 5.30		\$ 5.51					
NORTH RAHWAY			M 5.49					
RAHWAY	\$ 5.28		\$ 5.48					
UNION	5.22	5.35	5.43		5.52	6.00		
AVENEL								
EDGAR								
WOODBIDGE	MU	MU	MU	MU				
GENASCO								
WC.								
PERTH AMBOY						5.52		
SOUTH AMBOY						\$ 5.49		
						\$ 5.45		
COLONIA								
ISELIN			\$ 5.40					
METUCHEN	\$ 5.19		\$ 5.38	Will Not Run May 30 July 4 Sept. 4				
EDISON	\$ 5.15	\$ 5.29	\$ 5.35		5.47			
NEW BRUNSWICK COUNTY	\$ 5.11		\$ 5.31					
JERSEY AVENUE	\$ 5.07	\$ 5.23	\$ 5.27					
		5.20			5.41			
ADAMS	\$ 5.03		\$ 5.23					
DEANS		\$ 5.17						
MONMOUTH JCT.		\$ 5.10			5.34		First Trip June 12	
PRINCETON JCT.		\$ 5.03			5.29		Last Trip Sept. 8	
TRENTON		\$ 4.52			# 5.19			
MORRISVILLE					\$ 5.16			
LEVITOWN-TULLYTOWN					F 5.07			
GRUNDY					\$ 5.04			
BRISTOL					5.07			
CROYDON	Will Not Run Sunday and May 30 July 4 Sept. 4							
EDDINGTON					\$ 4.58		Will Not Run Sunday and May 30 July 4 Sept. 4	
CORNWELLS HEIGHTS		Will Not Run May 30 July 4 Sept. 4			\$ 4.64			Will Not Run May 30 July 4 Sept. 4
ANDALUSIA					\$ 4.50			
TORRESDALE					\$ 4.46			
HOLMESBURG JCT.					\$ 4.41	4.57		
TACONY					\$ 4.39			
WISSINOMING					\$ 4.37			
BRIDESBURG					\$ 4.36			
FRANKFORD					\$ 4.33			
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.								
SHORE					\$ 4.32		\$ 5.07	\$ 5.17
NORTH PHILA.					4.31		4.58	5.08
ZOO					\$ 4.28	# 4.47	C 4.50	C 5.00
PHILA.-30th ST.					\$ 4.28	\$ 4.35	4.49	4.59
SUBURBAN STATION					4.22	4.27	\$ 4.45	\$ 4.55
					4.18		4.40	4.50
					\$ 4.18		\$ 4.35	\$ 4.45
					\$ 4.15			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	● 4252	#● 3834	#● 3752	#● 520	● 54	● 5386	#● 1061	#● 1027
						C. N. J.		

STATIONS	FIRST CLASS				C. N. J. P. M.
	558 P. M.	560 P. M.	3634 P. M.	522 P. M.	
NEW YORK			\$ 6.33		C. N. J. Yd. Harrison 6.21
HUDSON			6.20		
NEWARK			\$ 6.17		\$ 6.18
SOUTH ST. (Newark)					
HUNTER			6.15		6.14
NORTH ELIZABETH			\$ 6.12		
ELIZABETH			\$ 6.09		
SOUTH ELIZABETH			6.07		6.09
LINDEN			\$ 6.03		
NORTH RAHWAY			\$ 6.00		
RAHWAY			\$ 5.58		
UNION			5.56		6.03
AVENEL			\$ 5.53		
EDGAR			\$ 5.50		
WOODBIDGE	P. A. & W. Br.	MU	\$ 5.48	MU	
GENASCO					
WC	N. Y. & L. B. R. R.		5.43		5.55
PERTH AMBOY			\$ 5.40		\$ 5.52
SOUTH AMBOY			\$ 5.35		\$ 5.48
COLONIA					
ISELIN		Will Run Sunday and May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4	
METUCHEN			MU		
EDISON					
NEW BRUNSWICK COUNTY					
JERSEY AVENUE					
ADAMS					
DEANS					
MONMOUTH JCT					
PRINCETON JCT					
TRENTON	\$ 5.25	\$ 5.30		\$ 5.41	
MORRISVILLE					
LEVITTOWN-TULLYTOWN GRUNDY	\$ 5.19	\$ 5.24		\$ 5.34	
BRISTOL	\$ 5.15	\$ 5.20		\$ 5.29	
CROYDON	\$ 5.12	\$ 5.17	Will Not Run May 30 July 4 Sept. 4	\$ 5.25	Will Not Run May 30 July 4 Sept. 4
EDDINGTON	\$ 5.10			\$ 5.22	
CORNWELLS HEIGHTS	\$ 5.08	\$ 5.13		\$ 5.20	
ANDALUSIA					
TORRESDALE	\$ 5.05	\$ 5.10		\$ 5.17	
HOLMESBURG JCT.	\$ 5.02	\$ 5.07		\$ 5.14	
TACONY	\$ 5.00	\$ 5.05		\$ 5.12	
WISSINOMING	\$ 4.58	\$ 5.03		\$ 5.10	
BRIDESBURG	\$ 4.56	\$ 5.01		\$ 5.08	
FRANKFORD	\$ 4.55	\$ 5.00			
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.	\$ 4.54	\$ 4.59		\$ 5.06	
SHORE	4.53	4.58		5.05	
NORTH PHILA.	\$ 4.60	\$ 4.55		\$ 5.01	
ZOO	4.46	4.51		4.57	
PHILA. 30th ST.	Lower Level Upper Level Lower Level	\$ 4.43	\$ 4.48	\$ 4.53	
SUBURBAN STATION	\$ 4.40	\$ 4.45		\$ 4.50	
	P. M.	P. M.	P. M.	P. M.	P. M.
	Saturday Only		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	● 558	● 560	● 3634	● 522	● 5328
					C. N. J.

STATIONS	FIRST CLASS							
	220 P. M.	1029 P. M.	132 P. M.	524 P. M.	1063 P. M.	526 P. M.	3838 P. M.	528 P. M.
NEW YORK	\$ 6.37		\$ 6.45				\$ 7.08	
HUDSON	6.25		6.33				6.56	
NEWARK	\$ 6.22		\$ 6.30				\$ 6.53	
SOUTH ST. (Newark)								
HUNTER	6.19		6.27				6.49	
NORTH ELIZABETH							\$ 6.44	
ELIZABETH							6.42	
SOUTH ELIZABETH	6.15		6.23				\$ 6.39	
LINDEN							\$ 6.35	
NORTH RAHWAY							6.33	
RAHWAY	6.11		6.19					
UNION								
AVENEL								
EDGAR								
WOODBIDGE				MU		MU	MU	MU
GENASCO								
WC								
PERTH AMBOY								
SOUTH AMBOY								
COLONIA								
ISELIN					Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4	\$ 6.29
METUCHEN	6.06		6.14					Will Not Run May 30 July 4 Sept. 4
EDISON								\$ 6.25
NEW BRUNSWICK COUNTY	6.00		6.08					\$ 6.21
JERSEY AVENUE								\$ 6.18
ADAMS								6.15
DEANS								
MONMOUTH JCT	5.53							6.06
PRINCETON JCT	\$ 5.47							\$ 6.00
TRENTON	\$ 5.37		\$ 5.47					\$ 5.50
MORRISVILLE				\$ 5.53			\$ 5.58	\$ 6.10
LEVITTOWN-TULLYTOWN GRUNDY	5.29		5.38	\$ 5.46			\$ 5.52	\$ 6.04
BRISTOL								
CROYDON		Will Not Run May 30 July 4 Sept. 4		\$ 5.41			\$ 5.47	\$ 6.00
EDDINGTON				\$ 5.38		Will Not Run May 30 July 4 Sept. 4		\$ 5.57
CORNWELLS HEIGHTS								\$ 5.53
ANDALUSIA				\$ 5.34				\$ 5.51
TORRESDALE							\$ 5.39	\$ 5.49
HOLMESBURG JCT.	5.19		5.28	5.28			\$ 5.35	\$ 5.46
TACONY								\$ 5.44
WISSINOMING								\$ 5.42
BRIDESBURG								\$ 5.40
FRANKFORD								\$ 5.38
UTICA AVENUE		\$ 5.40						
JERSEY		5.27						
FRANKFORD JCT.		C 5.19						\$ 5.36
SHORE	5.13	5.18	5.22	5.23	5.29	5.31		5.36
NORTH PHILA.	\$ 5.09	\$ 5.14	\$ 5.18	5.20	\$ 5.25	\$ 5.27		\$ 5.31
ZOO	5.04	5.09	5.13	5.16	5.20	5.23		5.27
PHILA. 30th ST.	\$ 5.00	\$ 5.04	\$ 5.09		\$ 5.15		\$ 5.19	\$ 5.23
SUBURBAN STATION				\$ 5.09		\$ 5.16		\$ 5.20
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	● 220	● 1029	● 132	● 524	● 1063	● 526	● 3838	● 528

STATIONS	FIRST CLASS			
	3858 P. M.	1168 P. M.	1031 P. M.	530 P. M.
NEW YORK	\$ 7.30	\$ 7.30		
HUDSON	7.18	7.18		
NEWARK	\$ 7.15	\$ 7.15		
SOUTH ST. (Newark)				
HUNTER	7.12	7.12		
NORTH ELIZABETH				
ELIZABETH	\$ 7.07	\$ 7.07		
SOUTH ELIZABETH	7.05	7.05		
LINDEN		G 7.02		
NORTH RAHWAY				
RAHWAY	\$ 6.59	\$ 6.58		
UNION	6.57	6.56		
AVENEL				
EDGAR				
WOODBIDGE	P. A. & W. Br.			
GENASCO	MU	\$ 6.51		MU
WC		6.46		
PERTH AMBOY	N. Y. & L. B. R. R.	\$ 6.43		
SOUTH AMBOY		\$ 6.39		
COLONIA				
ISELIN			Will Not Run May 30 July 4 Sept. 4	
METUCHEN	\$ 6.50			
EDISON				
NEW BRUNSWICK	\$ 6.43			
COUNTY	6.41			
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	6.32			
PRINCETON JCT.	\$ 6.26			
TRENTON	\$ 6.15			
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL				
CROYDON	Will Not Run May 30 July 4 Sept. 4	Will Run Saturday Sunday and May 30 July 4 Sept. 4	\$ 6.17	
EDDINGTON			\$ 6.14	
CORNWELLS HEIGHTS			\$ 6.10	
ANDALUSIA			\$ 6.07	
TORRESDALE				
HOLMESBURG JCT.			\$ 6.04	
TACONY			\$ 6.02	
WISSINOMING			\$ 6.00	
BRIDESBURG			\$ 5.58	
FRANKFORD				
UTICA AVENUE			\$ 6.07	
JERSEY			5.58	
FRANKFORD JCT.			C 5.50	
SHORE			5.49	5.55
NORTH PHILA.			\$ 5.45	\$ 5.51
ZOO			5.39	5.47
PHILA.-30th ST.	Lower Level		\$ 5.35	\$ 5.43
	Upper Level			
	Lower Level			
SUBURBAN STATION				\$ 5.40
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.		Daily	Daily Ex. Sat. & Sun.
	#● 3858	● 1168	● 1031	#● 530

STATIONS	FIRST CLASS							
	562 P. M.	152 P. M.	4254 P. M.	222 P. M.	532 P. M.	3758 P. M.	162 P. M.	NH168 P. M.
NEW YORK								\$ 8.30
HUDSON		\$ 7.35	\$ 8.02	\$ 8.00		\$ 8.15	\$ 8.15	
NEWARK		7.23	7.60	7.47		8.03	8.03	
SOUTH ST. (Newark)		\$ 7.20	\$ 7.47	\$ 7.44		\$ 8.00	\$ 8.00	
HUNTER								
NORTH ELIZABETH		7.17	7.43	7.41		7.87	7.87	
ELIZABETH			\$ 7.38			\$ 7.54		
SOUTH ELIZABETH		7.13	7.36	7.37		\$ 7.51	7.53	
LINDEN			\$ 7.33			\$ 7.49		
NORTH RAHWAY			\$ 7.29			\$ 7.43		
RAHWAY		7.09	7.27	7.33		\$ 7.41	7.49	
UNION						7.39		
AVENEL								
EDGAR								
WOODBIDGE	MU		MU		MU	MU		
GENASCO								
WC								
PERTH AMBOY								
SOUTH AMBOY								
COLONIA								
ISELIN			\$ 7.23		Will Not Run May 30 July 4 Sept. 4			
METUCHEN		7.04	\$ 7.19	7.28		\$ 7.33	7.44	
EDISON			\$ 7.12	\$ 7.22		\$ 7.26		
NEW BRUNSWICK		6.59		7.19			7.38	
COUNTY			\$ 7.08			\$ 7.22		
JERSEY AVENUE								
ADAMS								
DEANS								
MONMOUTH JCT.				7.12				
PRINCETON JCT.				\$ 7.05				
TRENTON		6.40		\$ 6.55			\$ 7.16	
MORRISVILLE	\$ 6.35				\$ 7.05			
LEVITTOWN-TULLYTOWN	\$ 6.29				\$ 6.59			
GRUNDY		6.33				7.08		
BRISTOL	\$ 6.25				\$ 6.45	\$ 6.55		
CROYDON	\$ 6.22			Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	\$ 6.52	Will Not Run May 30 July 4 Sept. 4	
EDDINGTON	\$ 6.19				\$ 6.48			
CORNWELLS HEIGHTS	\$ 6.16				\$ 6.45			
ANDALUSIA	\$ 6.14							
TORRESDALE	\$ 6.11	6.23		6.35	\$ 6.42		6.58	
HOLMESBURG JCT.	\$ 6.09				\$ 6.40			
TACONY	\$ 6.07				\$ 6.38			
WISSINOMING	\$ 6.05				\$ 6.36			
BRIDESBURG								
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.	\$ 6.04				\$ 6.34			
SHORE	6.03	6.18		6.29	6.33		6.53	
NORTH PHILA.	\$ 6.00	\$ 6.14		\$ 6.25	\$ 6.30		\$ 6.49	
ZOO								
PHILA.-30th ST.	5.56	6.10		6.19	6.26		6.45	
	\$ 5.53	\$ 6.06		\$ 6.15	\$ 6.23		\$ 6.41	
SUBURBAN STATION	\$ 5.50				\$ 6.20			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Saturday Only	Daily Ex. Sat.		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily
	● 562	● 152	● 4254	#● 222	#● 532	#● 3758	● 162	NH168

STATIONS	FIRST CLASS			
	3638 P. M.	3778 P. M.	298 P. M.	3760 P. M.
NEW YORK	\$ 8.35	\$ 8.40	\$ 8.42	\$ 8.58
HUDSON	8.23	8.28	8.30	8.46
NEWARK	\$ 8.20	\$ 8.25	\$ 8.27	\$ 8.43
SOUTH ST. (Newark)				
HUNTER	8.17	8.22	8.23	8.40
NORTH ELIZABETH				
ELIZABETH	\$ 8.12	\$ 8.17		\$ 8.35
SOUTH ELIZABETH	8.09	8.15	8.19	8.33
LINDEN	\$ 8.06	\$ 8.11		\$ 8.29
NORTH RAHWAY				
RAHWAY	\$ 8.02	\$ 8.07		\$ 8.25
UNION	8.00	8.05	8.15	8.23
AVENEL	\$ 7.57			
EDGAR	P. A. & W. Br.			
WOODBRIDGE		\$ 7.54	MU		MU
GENASCO				
WC.	N. Y. & L. B. R. R.	7.49		
PERTH AMBOY		\$ 7.46		
SOUTH AMBOY		\$ 7.42		
COLONIA				
ISELIN		\$ 8.01		\$ 8.19
METUCHEN	MU	\$ 7.57	8.10	\$ 8.16
EDISON				
NEW BRUNSWICK COUNTY		\$ 7.50	\$ 8.04 8.01	\$ 8.09
JERSEY AVENUE		\$ 7.46		\$ 8.05
ADAMS				
DEANS				
MONMOUTH JCT.			7.54	
PRINCETON JCT.			\$ 7.48	
TRENTON			\$ 7.38	
MORRISVILLE				
LEVITOWN-TULLYTOWN				
GRUNDY			7.30	
BRISTOL				
CROYDON	Will Not Run May 30 July 4 Sept. 4		Will Run Sunday and May 30 July 4 Sept. 4	
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.			7.20	
TACONY				
WISSINOMING			Will Not Run Sept. 3	
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE			7.14	
NORTH PHILA.			\$ 7.10	
ZOO			7.04	
PHILA.- 30th ST.	Lower Level Upper Level Lower Level		\$ 7.00	
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Saturday Only		Daily Ex. Sat.
	◆ 3638	● 3778	◆ 298	● 3760

STATIONS	FIRST CLASS							
	154 P. M.	272 P. M.	3840 P. M.	3850 P. M.	534 P. M.	3762 P. M.	1190 P. M.	16 P. M.
NEW YORK	\$ 8.55	\$ 8.55	\$ 9.03	\$ 9.20		\$ 9.30	\$ 9.30	\$ 9.35
HUDSON	8.43	8.43	8.52	9.07		9.17	9.18	9.12
NEWARK	\$ 8.40	\$ 8.40	\$ 8.49	\$ 9.04		\$ 9.14	\$ 9.15	\$ 9.09
SOUTH ST. (Newark)								
HUNTER	8.36	8.37	8.46	9.00		9.11	9.12	9.05
NORTH ELIZABETH				\$ 8.57		\$ 9.08		
ELIZABETH				\$ 8.54		\$ 9.05	\$ 9.07	
SOUTH ELIZABETH	8.32	8.33	8.42	\$ 8.48		9.03	9.05	9.01
LINDEN				\$ 8.48		\$ 8.59		
NORTH RAHWAY				\$ 8.44		\$ 8.55	\$ 8.58	
RAHWAY	8.28	8.29	8.38	8.42		8.53	8.56	8.57
UNION								
AVENEL								
EDGAR								
WOODBRIDGE			MU	MU	MU	MU	\$ 8.51	
GENASCO								
WC.							8.46	
PERTH AMBOY							\$ 8.43	
SOUTH AMBOY							\$ 8.39	
COLONIA								
ISELIN				\$ 8.38	Will Not Run May 30 July 4 Sept. 4	\$ 8.49		
METUCHEN	8.23	8.24	8.33	\$ 8.34		\$ 8.45		8.52
EDISON								
NEW BRUNSWICK COUNTY	8.17	8.18	8.24	8.24		\$ 8.38		8.46
JERSEY AVENUE						\$ 8.34		
ADAMS								
DEANS								
MONMOUTH JCT.	8.10	8.11	8.16	\$ 8.16				8.39
PRINCETON JCT.	8.05	8.06	\$ 8.10	\$ 8.10				8.34
TRENTON	\$ 7.55	\$ 7.55	\$ 8.00	\$ 8.00				\$ 8.24
MORRISVILLE					\$ 8.15			
LEVITOWN-TULLYTOWN								
GRUNDY	7.47	7.47			\$ 8.09			8.15
BRISTOL								
CROYDON					\$ 8.05			
EDDINGTON					\$ 8.02	Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and May 30 July 4 Sept. 4	
CORNWELLS HEIGHTS					\$ 7.58			
ANDALUSIA								
TORRESDALE					\$ 7.55			
HOLMESBURG JCT.	7.37	7.37			\$ 7.52			8.05
TACONY					\$ 7.50			
WISSINOMING					\$ 7.48			
BRIDESBURG					\$ 7.46			
FRANKFORD					\$ 7.45			
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.								
SHORE	7.31	7.31			\$ 7.44			7.59
NORTH PHILA.	\$ 7.27	\$ 7.27			7.43			# 7.55
ZOO	7.22	7.22			\$ 7.40			\$ 7.53
PHILA.- 30th ST.	\$ 7.17	\$ 7.17				7.36		7.45
SUBURBAN STATION								
					\$ 7.33			
					\$ 7.30			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat.
	● 154	● 272	◆ 3840	● 3850	◆ 534	◆ 3762	● 1190	◇ 16

STATIONS	FIRST CLASS			
	284 P. M.	164 P. M.	1130 P. M.	156 P. M.
NEW YORK	\$ 9.47	\$ 9.55	\$10.00	\$10.15
HUDSON	9.35	9.42	9.48	10.03
NEWARK	\$ 9.32	\$ 9.39	\$ 9.45	#10.00 \$ 9.53
SOUTH ST. (Newark)				
HUNTER	9.28	9.36	9.42	9.50
NORTH ELIZABETH				
ELIZABETH			\$ 9.37	
SOUTH ELIZABETH	9.24	9.32	9.34	9.46
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION	9.20	9.28	9.28	9.42
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WC.			9.19	
PERTH AMBOY			\$ 9.16	
SOUTH AMBOY			\$ 9.12	
COLONIA				
ISELIN				
METUCHEN	9.15	9.23		9.37
EDISON				
NEW BRUNSWICK	\$ 9.09			
COUNTY	9.05	9.17		9.32
JERSEY AVENUE				
ADAMS				
DEANS				
PRINCETON JOT	8.58	9.10		9.25
PRINCETON JOT	\$ 8.51	9.05		9.20
TRENTON	\$ 8.41	\$ 8.55		# 9.10 \$ 9.07
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY		8.44		8.59
BRISTOL	F 8.30	Will Run Saturday Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4
CROYDON				
EDDINGTON	Will Run Sunday and Sept. 4			
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JOT	8.20	8.34		8.49
TACONY				
WISSINOMING	Will Not Run Sept. 3			
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	8.14	8.28		8.44
NORTH PHILA.	\$ 8.10	\$ 8.24		\$ 8.39
ZOO	8.04	8.18		8.34
PHILA.- 30th ST.	\$ 8.00	\$ 8.14		# 8.29
SUBURBAN STATION				\$ 8.19
	P. M.	P. M.	P. M.	P. M.
	◆ 284	● 164	◆ 1130	◆ 156

STATIONS	FIRST CLASS							
	4210 P. M.	3842 P. M.	12 P. M.	536 P. M.	564 P. M.	282 P. M.	1170 P. M.	3766 P. M.
NEW YORK	\$10.18	\$10.31	\$10.35			\$11.10	\$11.15	\$11.25
HUDSON	10.06	10.19	10.13			10.58	11.03	11.13
NEWARK	\$10.03	\$10.16	\$10.10			\$10.55	\$11.00	\$11.10
SOUTH ST. (Newark)								
HUNTER	10.00	10.13	10.06			10.52	10.57	11.07
NORTH ELIZABETH	\$ 9.57	\$10.10						\$11.04
ELIZABETH	\$ 9.54	\$10.07				\$10.47	\$10.52	\$11.01
SOUTH ELIZABETH	\$ 9.52	10.05	10.02			10.45	10.50	10.58
LINDEN	\$ 9.48	\$10.01						\$10.55
NORTH RAHWAY	\$ 9.44	\$ 9.57				\$10.38	\$10.44	\$10.52
RAHWAY	9.42	9.55	9.58			10.36	10.42	10.50
UNION								
AVENEL								
EDGAR								
WOODBIDGE						Will Run Sunday and May 30 July 4 Sept. 4	\$10.38	MU
GENASCO								
WC.							10.33	
PERTH AMBOY							\$10.30	
SOUTH AMBOY							\$10.26	
COLONIA								W10.47
ISELIN		\$ 9.51						W10.44
METUCHEN	\$ 9.35	\$ 9.48	9.53			\$10.29		\$10.40
EDISON								W10.36
NEW BRUNSWICK	\$ 9.28	\$ 9.41				\$10.22		\$10.32
COUNTY	9.25	9.38	9.47			10.19		
JERSEY AVENUE								\$10.28
ADAMS								
DEANS								
PRINCETON JOT	9.16	9.29	9.40				10.12	
PRINCETON JOT	\$ 9.10	\$ 9.23	9.35				\$10.06	
TRENTON	\$ 8.59	\$ 9.12	\$ 9.25			\$ 9.56		
MORRISVILLE				\$ 9.35	\$ 9.50			
LEVITTOWN-TULLYTOWN								
GRUNDY			9.15	\$ 9.29	\$ 9.40			
BRISTOL	Will Run Saturday Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4		\$ 9.25	\$ 9.34	F 9.45		Will Not Run May 30 July 4 Sept. 4
CROYDON				\$ 9.22	\$ 9.30			
EDDINGTON								
CORNWELLS HEIGHTS				\$ 9.18	\$ 9.26	Will Not Run Sept. 3		
ANDALUSIA				\$ 9.15	\$ 9.22			
TORRESDALE								
HOLMESBURG JOT	8.20	8.34		9.05	\$ 9.12	\$ 9.17	9.35	
TACONY					\$ 9.10	\$ 9.15		
WISSINOMING	Will Not Run Sept. 3				\$ 9.08	\$ 9.13		
BRIDESBURG					\$ 9.06	\$ 9.11		
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.					\$ 9.04	\$ 9.07		
SHORE	8.14	8.28		8.59	9.03	9.06	9.29	
NORTH PHILA.	\$ 8.10	\$ 8.24		# 8.55	\$ 9.00	\$ 9.02	\$ 9.25	
ZOO	8.04	8.18		\$ 8.53				
PHILA.- 30th ST.	\$ 8.00	\$ 8.14		8.45	8.56	8.56	9.20	
SUBURBAN STATION							\$ 9.15	
					\$ 8.50	\$ 8.50		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	◆ 4210	◆ 3842	◇ 12	● 536	● 564	◆ 282	● 1170	◆ 3766

STATIONS	FIRST CLASS			
	NH180 P. M.	166 P. M.	158 P. M.	538 P. M.
NEW YORK	E11.26	\$11.20	\$11.30	
HUDSON		11.08	11.18	
NEWARK		\$11.05	\$11.15	
SOUTH ST. (Newark)				
HUNTER		11.02	11.11	
NORTH ELIZABETH				
ELIZABETH			\$11.05	
SOUTH ELIZABETH		10.58	11.03	
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION		10.54	10.59	
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBRIDGE				MU
GENASCO				
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN				Will Not Run
METUCHEN		10.49	10.54	May 30
EDISON				July 4
NEW BRUNSWICK			\$10.48	Sept. 4
COUNTY		10.43	10.45	
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.		10.36	10.37	
PRINCETON JCT.		10.31	\$10.32	
TRENTON		\$10.21	\$10.21	
MORRISVILLE				\$10.37
LEVITOWN-TULLYTOWN				\$10.31
GRUNDY		10.13	10.13	
BRISTOL				\$10.27
CROYDON	Will Run			\$10.24
EDDINGTON	Sunday		Will Not Run	
CORN WELLS HEIGHTS	and		May 30	\$10.20
ANDALUSIA	May 30		July 4	\$10.17
TORRESDALE	July 4		Sept. 4	\$10.15
HOLMESBURG JCT.	Sept. 4	10.03	10.03	\$10.12
TACONY				\$10.10
WISSINOMING	Will Not Run		Will Run	\$10.08
BRIDESBURG	Sept. 3		Sept. 3	\$10.06
FRANKFORD				\$10.05
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				\$10.04
SHORE		9.57	9.58	10.03
NORTH PHILA.		\$ 9.53	\$ 9.53	\$10.00
ZOO		9.47	9.48	9.56
PHILA.- 80th ST.	Lower Level	\$ 9.43	\$ 9.43	\$ 9.53
	Upper Level			
	Lower Level			
SUBURBAN STATION				\$ 9.50
	P. M.	P. M.	P. M.	P. M.
	Daily Ex.		Daily Ex.	Daily Ex.
	Sat. & Sun.		Sat. & Sun.	Sat. & Sun.
	● NH180	● 166	● 158	● 538

FIRST CLASS					
1132 P. M.	1192 P. M.	540 P. M.	3768 A. M.	160 A. M.	542 A. M.
\$11.40	\$11.55		\$12.35	\$ 1.35	
11.28	11.43		12.23	1.23	
\$11.25	\$11.40		\$12.20	# 1.19	
				\$ 1.09	
11.22	11.37		12.16	1.07	
\$11.18	\$11.32		\$12.11		
11.16	11.29		12.09	1.03	
	\$11.25		\$12.06		
\$11.10	\$11.21		\$12.02		
11.08	11.19		12.00	12.59	
\$11.03	\$11.14	MU	MU		MU
10.59	11.09				
\$10.56	\$11.06				
\$10.52	\$11.02				
		Will Not Run	\$11.57		Will Not Run
		May 30	\$11.53	12.54	May 30
		July 4			July 4
		Sept. 4	\$11.46	\$12.48	Sept. 4
				12.45	
			\$11.42		
				12.38	
				12.33	
				#12.23	
		\$11.40		\$12.20	\$12.55
		\$11.34			\$12.45
		\$11.30		012.11	\$12.39
		\$11.27			\$12.35
Will Not Run	Will Run				
May 30	Sunday				
July 4	and				
Sept. 4	May 30				
	July 4		\$11.23		\$12.31
	Sept. 4		\$11.20		\$12.27
		\$11.17		12.02	\$12.22
		\$11.15			\$12.20
		\$11.13			\$12.18
		\$11.11			\$12.16
					W12.14
		\$11.09			\$12.12
		11.08		11.56	12.11
		\$11.05		#11.52	\$12.07
				\$11.49	
		11.01		11.44	12.02
				11.40	
		\$10.58			\$11.58
				\$11.32	
		\$10.55			\$11.55
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily Ex.		Daily Ex.	Daily	Daily	Daily Ex. Sun.
Sat. & Sun.		Sat. & Sun.			
● 1132	● 1192	● 540	● 3768	160	● 542

STATIONS	FIRST CLASS			
	#939 Daily Ex. Mon. A. M.	#195 Daily Ex. Mon. A. M.	191 Daily A. M.	#405 Daily Ex. Sat. & Sun. A. M.
	SUBURBAN STATION	\$12.35		
PHILA.- 30th-ST.	Lower Level	E 1.07	E 2.21	
	Upper Level			
	\$12.38	# 1.30	# 2.45	
ARSENAL	12.41	1.33	2.48	
BRILL	12.44	1.36	2.51	
DARBY	\$12.46			
CURTIS PARK	\$12.47	Will Not Run		
SHARON HILL	\$12.48	May 31		
FOLCROFT	\$12.49	July 5		
GLENOLDEN	\$12.51	Sept. 5		
NORWOOD	\$12.52			
MOORE	\$12.54			
RIDLEY PARK	\$12.56			
CRUM LYNNE	\$12.58			
BALDWIN	1.00	1.43	2.58	
EDDYSTONE	\$ 1.01			
CHESTER	\$ 1.04			
LAMOKIN ST.	\$ 1.06			
HIGHLAND AVE.	\$ 1.08			
TRAINER				
HOOK	1.11	1.47	3.02	
MARCUS HOOK	\$ 1.12			
NAAMAN				
CLAYMONT	\$ 1.17			
BELLEVUE				
BELL (Ches. Div.)	1.22	1.52	3.07	
EDGE MOOR				
WILMINGTON	\$ 1.30	E 1.57 # 2.04	E 3.12 # 3.17	
WEST YARD		2.07	3.20	
DAVIS	MU	2.15	3.28	MU
NEWARK				
ELKTON				
NORTH EAST		2.25	3.36	
PERRYVILLE		2.32	3.43	
HAVRE-DE-GRACE				
OAK	Will Not Run	2.36	3.47	Will Not Run
ABERDEEN	May 31			May 30
PERRYMAN	July 5			Sept. 4
EDGEWOOD	Sept. 5	2.46	3.56	
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY		2.59	4.09	
UNION JUNCTION				
BALTIMORE		E 3.04 # 3.23	E 4.15 # 4.35	\$ 6.20
FULTON		3.28	4.40	\$ 6.25
EDMONDSON				\$ 6.27
FREDERICK ROAD				\$ 6.31
HALETHORPE				\$ 6.35
ODENTON		3.40	4.53	\$ 6.49
JERICO PARK				\$ 6.57
BOWIE		3.45	5.00	\$ 7.02
SEABROOK				\$ 7.07
LANHAM				F 7.09
LANDOVER		3.52	5.06	\$ 7.13
CHEVERLY				\$ 7.17
NEW YORK AVE. (W.T.)		4.02	5.12	\$ 7.24
WASHINGTON		E 4.05	E 5.15	\$ 7.27
	A. M.	A. M.	A. M.	A. M.
	939	195	191	405

	FIRST CLASS						
	◇177 Daily Ex. Sun. A. M.	#407 Daily Ex. Sat. & Sun. A. M.	951 A. M.	#901 Daily Ex. Sat. & Sun. A. M.	#903 Daily Ex. Sat. & Sun. A. M.	548 Daily A. M.	#401 Daily Ex. Sat. & Sun. A. M.
				\$ 6.20	\$ 6.20	\$ 7.00	
	\$ 5.09		\$ 6.23	\$ 6.23	\$ 7.03		
	# 5.19						\$ 7.10
	5.22		6.26	6.26	7.06		7.13
	5.25		6.29	6.29	7.09		7.16
			\$ 6.31	\$ 6.31	\$ 7.11		
			\$ 6.32	\$ 6.33	\$ 7.13		Will Not Run
			\$ 6.33	\$ 6.34	\$ 7.15		May 30
			\$ 6.34	\$ 6.35	\$ 7.17		July 4
			\$ 6.36	\$ 6.37	\$ 7.19		Sept. 4
			\$ 6.37	\$ 6.39	\$ 7.21		
			\$ 6.38	\$ 6.41	\$ 7.23		
			\$ 6.40	\$ 6.42	\$ 7.25		
			\$ 6.41	\$ 6.43	\$ 7.27		
	5.32		6.42	6.44	7.28		7.23
			\$ 6.43	\$ 6.46	\$ 7.30		
			\$ 6.45	\$ 6.49	\$ 7.32		\$ 7.26
			\$ 6.47	\$ 6.51	\$ 7.34		
			\$ 6.49	\$ 6.53	\$ 7.36		
			\$ 6.51	\$ 6.55	\$ 7.38		
	5.36		6.52	6.56	7.39		7.31
			\$ 6.53	\$ 6.57	\$ 7.40		
			\$ 6.59				
			\$ 6.57	\$ 7.01	\$ 7.43		
	5.41		7.00	7.07	7.47		7.35
			\$ 7.07	\$ 7.16	\$ 7.55		
	\$ 5.46						\$ 7.41
	# 5.49						
	5.52						7.44
	6.00	MU	MU	MU	MU		\$ 7.52
	6.09						8.06
	6.16						\$ 8.14
	6.20	Will Not Run	Will Run Saturday	Will Not Run	Will Not Run		\$ 8.18
	Y 6.24	May 30	and May 30	May 30	May 30		\$ 8.21
		Sept. 4	July 4	July 4	Sept. 4		\$ 8.24
	6.34						\$ 8.35
	6.47						8.50
	\$ 6.53					\$ 8.10	
	7.03	\$ 7.05				8.25	\$ 8.58
	7.08	7.10				8.30	9.03
		\$ 7.12					
		\$ 7.16					
		\$ 7.20					
	7.21	\$ 7.34				8.44	\$ 9.18
	7.28	\$ 7.42				8.49	9.26
		\$ 7.47					
	7.35	7.51				8.56	9.35
	7.42	7.59				9.12	9.42
	\$ 7.45	\$ 8.02				\$ 9.15	\$ 9.45
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	177	407	951	901	903	548	401

STATIONS	FIRST CLASS			
	● 953	± 905	± 907	± 131
	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....	\$ 7.30	\$ 7.35	\$ 8.00	
PHILA.-30th-ST.....				
Lower Level	\$ 7.33	\$ 7.38	\$ 8.03	
Upper Level				\$ 8.10
Lower Level				
ARSENAL.....	7.36	7.41	8.06	8.13
BRILL.....	7.39	7.44	8.09	8.16
DARBY.....	\$ 7.41	\$ 7.46	\$ 8.11	
CURTIS PARK.....	\$ 7.42	\$ 7.47	\$ 8.12	Will Not Run
SHARON HILL.....	\$ 7.43	\$ 7.49	\$ 8.14	May 30
FOLCROFT.....	\$ 7.44	\$ 7.51	\$ 8.16	July 4
GLENOLDEN.....	\$ 7.46	\$ 7.53	\$ 8.18	Sept. 4
NORWOOD.....	\$ 7.47	\$ 7.55	\$ 8.20	
MOORE.....	\$ 7.48	\$ 7.57	\$ 8.22	
RIDLEY PARK.....	\$ 7.50	\$ 7.59	\$ 8.24	
CRUM LYNNE.....	\$ 7.51	\$ 8.01	\$ 8.26	
BALDWIN.....	\$ 7.52	\$ 8.03	\$ 8.28	8.23
EDDYSTONE.....	\$ 7.53	\$ 8.05	\$ 8.30	
CHESTER.....	\$ 7.55	\$ 8.07	\$ 8.32	
LAMOKIN ST.....	\$ 7.57	\$ 8.09	\$ 8.34	
HIGHLAND AVE.....	\$ 7.59	\$ 8.11	\$ 8.36	
TRAINER.....	\$ 8.01	\$ 8.13		
HOOK.....	8.02	8.14	8.39	8.27
MARCUS HOOK.....	\$ 8.03	\$ 8.15	\$ 8.40	
NAAMAN.....		\$ 8.17		
CLAYMONT.....	\$ 8.07	\$ 8.19	\$ 8.43	
BELLEVUE.....				
BELL (Ches. Div.).....	8.10	8.22	8.47	8.32
EDGE MOOR.....	\$ 8.12	\$ 8.25		
WILMINGTON.....	\$ 8.17	\$ 8.30	\$ 8.55	
WEST YARD.....				8.41
DAVIS.....	MU	MU	MU	8.49
NEWARK.....				
ELKTON.....				
NORTH EAST.....				8.58
PERRYVILLE.....				9.06
HAVRE-DE-GRACE.....				
OAK.....		Will Not Run	Will Not Run	9.09
ABERDEEN.....		May 30	May 30	
PERRYMAN.....		July 4	July 4	
EDGEWOOD.....		Sept. 4	Sept. 4	9.19
HAREWOOD PARK.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....				9.32
UNION JUNCTION.....				
BALTIMORE.....				\$ 9.39
FULTON.....				9.44
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....				9.58
JERICO PARK.....				
BOWIE.....				10.04
SEABROOK.....				
LANHAM.....				
LANDOVER.....				10.10
CHEVERLY.....				
NEW YORK AVE. (W.T.).....				10.17
WASHINGTON.....				\$10.20
	A. M.	A. M.	A. M.	A. M.
	953	905	907	131

	FIRST CLASS					
	● 971	± 909	● 111	● 911	± 403	● 115
	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun. & Mon.	Daily
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.20	\$ 8.25		\$ 9.40		\$11.05
	\$ 8.23	\$ 8.28	\$ 9.35	\$ 9.43		\$11.13
			# 9.39		\$10.40	#11.09
	8.26	8.31	9.42	9.46	10.43	11.12
	8.29	8.34	9.45	9.49	10.47	11.15
	\$ 8.31			\$ 9.51		\$11.21
	\$ 8.32			\$ 9.52		\$11.22
	\$ 8.33			\$ 9.53	Will Not Run	\$11.23
	\$ 8.34			\$ 9.54	May 30	\$11.24
	\$ 8.36			\$ 9.56	July 4	\$11.26
	\$ 8.37			\$ 9.57		\$11.27
	\$ 8.38			\$ 9.58		\$11.28
	\$ 8.40			\$10.00		\$11.30
	\$ 8.41			\$10.01		\$11.31
	\$ 8.42	9.53	\$10.02	10.54	11.22	11.32
	\$ 8.43					\$11.33
	\$ 8.45	\$ 8.45		\$10.04	\$10.57	\$11.35
	\$ 8.47			\$10.06		\$11.37
				\$10.08		\$11.39
		8.50	9.57	10.10	11.01	11.26
				\$10.11		\$11.42
				\$10.14		\$11.45
		8.53	10.02	10.18	11.05	11.31
				MM 10.20		MM 11.50
		\$ 9.00	\$10.25	\$11.11		\$11.55
			\$10.08	#11.25	\$11.37	
			10.11	11.28	11.40	
	MU	MU	10.19	MU	11.49	MU
				\$11.40		
			10.27		11.55	11.57
			10.35		\$12.05	12.04
		Will Not Run	10.39		12.09	12.08
		May 30			\$12.13	
		July 4				
		Sept. 4	10.49		12.23	12.18
			11.02		12.37	12.32
					\$12.43	
			\$11.09		# 1.00	\$12.38
			11.14		1.05	12.43
			11.28		1.19	12.57
			11.33		1.24	1.02
			11.40		1.30	1.09
			11.47		1.37	1.17
			\$11.50		\$ 1.40	\$ 1.20
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	971	909	111	911	403	115
						913

STATIONS	FIRST CLASS			
	◆●973	●121	●915	●955
	Daily Ex. Sun.	Daily	Daily Ex. Sat.	Saturday Only
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION	\$12.20		\$ 1.20	\$ 1.20
PHILA.- 30th-ST.	Lower Level	\$12.36		
	Upper Level	\$12.23	\$ 1.23	\$ 1.23
	Lower Level	#12.38		
ARSENAL	12.26	12.41	1.26	1.26
BRILL	12.29	12.44	1.29	1.29
DARBY	\$12.31		\$ 1.31	\$ 1.31
CURTIS PARK	\$12.32		\$ 1.32	\$ 1.32
SHARON HILL	\$12.33		\$ 1.33	\$ 1.34
FOLCROFT	\$12.34		\$ 1.34	\$ 1.36
GLENOLDEN	\$12.36		\$ 1.36	\$ 1.38
NORWOOD	\$12.37		\$ 1.37	\$ 1.40
MOORE	\$12.38		\$ 1.38	\$ 1.42
RIDLEY PARK	\$12.40		\$ 1.40	\$ 1.44
CRUM LYNNE	\$12.41		\$ 1.41	\$ 1.46
BALDWIN	12.42	12.51	1.42	1.48
EDDYSTONE	\$12.43		\$ 1.43	\$ 1.50
CHESTER	\$12.45		\$ 1.45	\$ 1.52
LAMOKIN ST.	\$12.47		\$ 1.47	\$ 1.54
HIGHLAND AVE.			\$ 1.49	\$ 1.56
TRAINER				
HOOK		12.55	1.51	1.59
MARCUS HOOK			\$ 1.52	\$ 2.00
NAAMAN				
CLAYMONT			\$ 1.55	\$ 2.03
BELLEVUE				
BELL (Ches. Div.)		1.00	1.58	2.06
EDGE MOOR			\$ 2.00	\$ 2.09
			\$ 2.05	\$ 2.14
WILMINGTON		\$ 1.06		
WEST YARD		1.09		
DAVIS	MU	1.17	MU	MU
NEWARK				
ELKTON				
NORTH EAST		1.26		
PERRYVILLE		1.33		
HAVRE-DE-GRACE				
OAK	Will Not Run May 30 July 4 Sept. 4	1.38		
ABERDEEN				
PERRYMAN				
EDGEWOOD		1.48		
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY		2.02		
UNION JUNCTION				
BALTIMORE		\$ 2.08		
FULTON		2.13		
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		2.27		
JERICO PARK				
BOWIE		2.32		
SEABROOK				
LANHAM				
LANDOVER		2.39		
CHEVERLY				
NEW YORK AVE. (W.T.)		2.47		
WASHINGTON		\$ 2.50		
	P. M.	P. M.	P. M.	P. M.
	973	121	915	955

STATIONS	FIRST CLASS							
	◇171	◆●941	●975	●957	◆●917	◇149	◆●419	113
	Daily	Daily Ex. Sat. & Sun.	Saturday Only		Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.30	\$ 2.30	\$ 3.15	\$ 3.15		\$ 4.20		
\$ 2.22	\$ 2.33	\$ 2.33	\$ 3.18	\$ 3.18		\$ 4.23		
# 2.25					\$ 3.35		\$ 4.30	
2.28	2.36	2.36	3.21	3.21	3.38	4.26	4.33	
2.31	2.39	2.39	3.24	3.24	3.41	4.29	4.36	
	\$ 2.41	\$ 2.41	\$ 3.26	\$ 3.26		\$ 4.31		
	\$ 2.42	\$ 2.42	\$ 3.27	\$ 3.27		\$ 4.32		
Open Baggage Car 30th St.	\$ 2.44	\$ 2.43	\$ 3.28	\$ 3.29	Sealed Baggage Car	\$ 4.34		
	\$ 2.46	\$ 2.44	\$ 3.29	\$ 3.31	Daily Ex. Sun.	\$ 4.36		
	\$ 2.48	\$ 2.46	\$ 3.31	\$ 3.33	and May 30 July 4 Sept. 4	\$ 4.38		
	\$ 2.50	\$ 2.47	\$ 3.32	\$ 3.35		\$ 4.40		
	\$ 2.52	\$ 2.48	\$ 3.33	\$ 3.37		\$ 4.42		
	\$ 2.54	\$ 2.50	\$ 3.35	\$ 3.39		\$ 4.44		
	\$ 2.56	\$ 2.51	\$ 3.36	\$ 3.41		\$ 4.46		
2.38	2.58	2.52	3.37	3.43	3.48	4.49	4.43	
	\$ 3.00	\$ 2.53	\$ 3.38	\$ 3.45		\$ 4.51		
	\$ 3.02	\$ 2.55	\$ 3.40	\$ 3.47		\$ 4.54		
	\$ 3.04	\$ 2.57	\$ 3.42	\$ 3.49		\$ 4.56		
	\$ 3.06		\$ 3.44	\$ 3.52		\$ 4.58		
2.42	3.09		3.46	3.57	3.52	5.00	4.47	
	\$ 3.10		\$ 3.47	\$ 3.58		\$ 5.02		
			\$ 3.50	\$ 4.02		\$ 5.05		
2.47	3.17		3.53	4.06	3.57	5.08	4.52	
				\$ 4.09		W 5.10		
	3.24		\$ 4.00	\$ 4.15		\$ 5.17		
\$ 2.53					\$ 4.04	5.25	\$ 4.58	
2.56					4.07	5.28	5.01	
3.04	MU	MU	MU	MU	4.15	MU	5.08	
						W 5.39		
3.13							5.18	
3.20					4.25		5.25	
					4.32			
3.24	Will Not Run May 30 July 4 Sept. 4		Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	4.36	Will Not Run May 30 July 4 Sept. 4	5.30	
\$ 3.27								
3.37					4.45		5.40	
3.52					4.59		5.54	
\$ 3.58					\$ 5.05		\$ 6.00	
4.03					5.10		6.05	
4.18					5.24		6.19	
4.23					5.29		6.24	
4.30					5.36		6.31	
4.37					5.42		6.37	
\$ 4.40					\$ 5.45		\$ 6.40	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	171	941	975	957	917	149	419	

STATIONS	FIRST CLASS			
	●173 Daily	±●919 Daily Ex. Sat. & Sun.	105 Daily	±●977 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....		\$ 4.44		\$ 5.04
PHILA.- 30th-ST. { Lower Level		\$ 4.47		\$ 5.07
{ Upper Level				
{ Lower Level	\$ 4.39		\$ 4.53	
ARSENAL.....	4.42	4.50	4.56	5.10
BRILL.....	4.45	4.53	4.59	5.13
DARBY.....		\$ 4.55		\$ 5.15
CURTIS PARK.....		\$ 4.57		\$ 5.17
SHARON HILL.....		\$ 4.58		\$ 5.19
FOLCROFT.....		\$ 5.00		
GLENOLDEN.....		\$ 5.02		\$ 5.21
NORWOOD.....		\$ 5.04		
MOORE.....		\$ 5.06		\$ 5.23
RIDLEY PARK.....		\$ 5.08		\$ 5.25
CRUM LYNNE.....		\$ 5.10		\$ 5.27
BALDWIN.....	4.52	\$ 5.12	5.06	\$ 5.29
EDDYSTONE.....		\$ 5.14		\$ 5.31
CHESTER.....		\$ 5.17		\$ 5.34
LAMOKIN ST.....		\$ 5.19		\$ 5.38
HIGHLAND AVE.....		\$ 5.21		
TRAINER.....		\$ 5.23		
HOOK.....	4.56	5.25	5.12	
MARCUS HOOK.....		\$ 5.29		
NAAMAN.....				
CLAYMONT.....		\$ 5.33		
BELLEVUE.....				
BELL (Ches. Div.).....	5.02	5.36	5.17	
EDGE MOOR.....		\$ 5.39		
WILMINGTON.....	\$ 5.08	\$ 5.44	\$ 5.22	
WEST YARD.....	5.11		5.25	
DAVIS.....	5.19	MU	5.33	MU
NEWARK.....				
ELKTON.....				
NORTH EAST.....	5.29		5.42	
PERRYVILLE.....	5.36		5.49	
HAVRE-DE-GRACE.....				
OAK.....	5.40	Will Not Run May 30 July 4 Sept. 4	5.53	Will Not Run May 30 July 4 Sept. 4
ABERDEEN.....				
PERRYMAN.....	5.50		6.02	
EDGEWOOD.....				
HAREWOOD PARK.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	6.04		6.15	
UNION JUNCTION.....				
BALTIMORE.....	\$ 6.09		\$ 6.23	
FULTON.....	6.14		6.28	
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....	6.28		6.42	
JERICHO PARK.....				
BOWIE.....	6.33		6.48	
SEABROOK.....				
LANHAM.....				
LANDOVER.....	6.39		6.54	
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	6.47		7.02	
WASHINGTON.....	\$ 6.50		\$ 7.05	
	P. M.	P. M.	P. M.	P. M.
	173	919	105	977

STATIONS	FIRST CLASS							
	±●921 Daily Ex. Sat. & Sun.	±●923 Daily Ex. Sat. & Sun.	±●925 Daily Ex. Sun.	●959	◇101 Daily	±●927 Daily Ex. Sat. & Sun.	●153 Daily	●961
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....	\$ 5.07	\$ 5.13	\$ 5.22	\$ 5.25		\$ 5.40		\$ 6.20
PHILA.- 30th-ST. { Lower Level	\$ 5.10	\$ 5.16	\$ 5.25	\$ 5.28		\$ 5.43		\$ 6.23
{ Upper Level					\$ 5.32		\$ 5.59	
{ Lower Level					\$ 5.36	\$ 5.46	6.02	6.26
ARSENAL.....	5.13	5.20	5.28	5.31	5.38	5.46	6.05	6.29
BRILL.....	5.17	5.23	5.32	5.34	5.38	5.49	6.06	6.29
DARBY.....			\$ 5.34	\$ 5.36		\$ 5.51		\$ 6.31
CURTIS PARK.....			\$ 5.34	\$ 5.37		\$ 5.52		\$ 6.32
SHARON HILL.....			\$ 5.36	\$ 5.38	First Trip June 23	\$ 5.54		\$ 6.33
FOLCROFT.....		\$ 5.30	\$ 5.40	\$ 5.39	Last Trip Sept. 4	\$ 5.58		\$ 6.34
GLENOLDEN.....		\$ 5.30	\$ 5.42	\$ 5.41		\$ 5.58		\$ 6.36
NORWOOD.....		\$ 5.33	\$ 5.44	\$ 5.42		\$ 6.00		\$ 6.37
MOORE.....			\$ 5.46	\$ 5.43		\$ 6.02		\$ 6.38
RIDLEY PARK.....		\$ 5.36	\$ 5.48	\$ 5.45		\$ 6.05		\$ 6.40
CRUM LYNNE.....		\$ 5.50	\$ 5.46	\$ 5.46		\$ 6.07		\$ 6.41
BALDWIN.....	5.26	5.38	5.52	5.47	5.46	6.10	6.12	6.42
EDDYSTONE.....			\$ 5.54	\$ 5.48		\$ 6.12		\$ 6.43
CHESTER.....	\$ 5.29	\$ 5.41	\$ 5.56	\$ 5.50		\$ 6.15		\$ 6.45
LAMOKIN ST.....			\$ 5.58	\$ 5.52		\$ 6.18		\$ 6.47
HIGHLAND AVE.....			\$ 6.00	\$ 5.54		\$ 6.21		\$ 6.49
TRAINER.....								
HOOK.....	5.32	5.46	6.02	5.56	5.52	6.23	6.16	6.51
MARCUS HOOK.....			\$ 6.04	\$ 5.57		\$ 6.25		\$ 6.52
NAAMAN.....								
CLAYMONT.....	\$ 5.35	\$ 5.48	\$ 6.07	\$ 6.00				\$ 6.55
BELLEVUE.....	\$ 5.38							
BELL (Ches. Div.).....	5.41	5.51	6.11	6.03	5.58	6.32	6.20	6.58
EDGE MOOR.....								\$ 7.00
WILMINGTON.....	\$ 5.49	\$ 5.58	\$ 6.19	\$ 6.09		6.39		\$ 7.05
WEST YARD.....					\$ 6.04		\$ 6.25	
DAVIS.....					6.07		6.28	
NEWARK.....	MU	MU	MU	MU	6.15	MU	6.36	MU
ELKTON.....								
NORTH EAST.....								
PERRYVILLE.....					6.25		6.45	
HAVRE-DE-GRACE.....					6.32		6.52	
OAK.....	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and May 30 July 4 Sept. 4		6.36	6.56	Will Run Saturday Sunday and May 30 July 4 Sept. 4
ABERDEEN.....								
PERRYMAN.....	5.50		6.02					
EDGEWOOD.....								
HAREWOOD PARK.....								
MIDDLE RIVER.....								
STEMMER'S RUN.....								
BAY.....	6.04		6.15					
UNION JUNCTION.....								
BALTIMORE.....	\$ 6.09		\$ 6.23					
FULTON.....	6.14		6.28					
EDMONDSON.....								
FREDERICK ROAD.....								
HALETHORPE.....								
ODENTON.....	6.28		6.42					
JERICHO PARK.....								
BOWIE.....	6.33		6.48					
SEABROOK.....								
LANHAM.....								
LANDOVER.....	6.39		6.54					
CHEVERLY.....								
NEW YORK AVE. (W.T.).....	6.47		7.02					
WASHINGTON.....	\$ 6.50		\$ 7.05					
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	921	923	925	959	101	927	153	961

STATIONS	FIRST CLASS			
	• 929 Daily Ex. Sat. & Sun.	• 175 Daily	• 931 Daily Ex. Sat.	• 159 Sunday Only
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION	\$ 6.20		\$ 7.30	
PHILA.- 30th-ST. { Lower Level	\$ 6.23		\$ 7.33	
{ Upper Level				
{ Lower Level	\$ 7.24		\$ 8.07	
ARSENAL	6.26	7.27	7.36	8.10
BRILL	6.29	7.30	7.39	8.13
DARBY	\$ 6.31		\$ 7.41	
CURTIS PARK	\$ 6.33		\$ 7.42	
SHARON HILL	\$ 6.35		\$ 7.43	
FOLCROFT	\$ 6.37		\$ 7.44	
GLENOLDEN	\$ 6.39		\$ 7.46	
NORWOOD	\$ 6.41		\$ 7.47	
MOORE	\$ 6.43		\$ 7.48	
RIDLEY PARK	\$ 6.45		\$ 7.50	
CRUM LYNNE	\$ 6.47		\$ 7.51	
BALDWIN	6.49	7.37	7.52	8.20
EDDYSTONE	\$ 6.51		\$ 7.53	
CHESTER	\$ 6.53		\$ 7.55	
LAMOKIN ST.	\$ 6.55		\$ 7.57	
HIGHLAND AVE.	\$ 6.57		\$ 7.59	
TRAINER				
HOOK	6.59	7.41	8.01	8.24
MARCUS HOOK	\$ 7.01		\$ 8.02	
NAAMAN				
CLAYMONT	\$ 7.05		\$ 8.05	
BELLEVUE				
BELL (Ches. Div.)	7.09	7.46	8.08	8.29
EDGE MOOR	\$ 7.12			
WILMINGTON	\$ 7.17		\$ 8.14	
WEST YARD		7.55		8.39
DAVIS	MU	8.03	MU	8.47
NEWARK				
ELKTON				
NORTH EAST		8.13		8.57
PERRYVILLE		R 8.20		9.04
HAVRE-DE-GRACE				
OAK	Will Not Run May 30 July 4 Sept. 4	8.24	Will Not Run May 30 July 4 Sept. 4	9.08
ABERDEEN				
PERRYMAN				
EDGEWOOD		8.34		9.18
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY		8.47		9.32
UNION JUNCTION				
BALTIMORE		\$ 8.53		\$ 9.40
FULTON		8.58		9.45
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		9.12		9.58
JERICO PARK				
BOWIE		9.18		10.05
SEABROOK				
LANHAM				
LANDOVER		9.25		10.11
CHEVERLY				
NEW YORK AVE. (W.T.)		9.32		10.17
WASHINGTON		\$ 9.35		\$10.20
	P. M.	P. M.	P. M.	P. M.
	929	175	931	159

	FIRST CLASS						
	137 Daily Ex. Sun.	• 933 Daily Ex. Sun.	• 155 Daily	• 935 Daily Ex. Sat.	141 Daily	• 937 Daily	• 161
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 8.30		\$ 9.40		\$11.20	
	\$ 8.16	\$ 8.33	\$ 9.08	\$ 9.43	\$10.51	\$11.23	
	8.26	# 9.10			11.01	\$11.46	
	8.29	8.36	9.13	9.46	11.04	11.26	11.49
	8.32	8.39	9.16	9.49	11.07	11.29	11.52
		\$ 8.41		\$ 9.51		\$11.31	
		\$ 8.42		\$ 9.52		\$11.32	
		\$ 8.43		\$ 9.53		\$11.33	Will Run Sunday and Sept. 4
		\$ 8.45		\$ 9.55		\$11.34	
		\$ 8.47		\$ 9.57		\$11.36	
		\$ 8.49		\$ 9.59		\$11.37	Will Not Run Sept. 3
		\$ 8.51		\$10.01		\$11.38	
		\$ 8.53		\$10.03		\$11.40	
		\$ 8.55		\$10.05		\$11.41	
	8.39	8.57	9.23	10.07	11.14	11.42	12.00
		\$ 8.59		\$10.09		\$11.43	
		\$ 9.01		\$10.11		\$11.45	
		\$ 9.03		\$10.13		\$11.47	
		\$ 9.05		\$10.15		\$11.49	
	8.43	9.07	9.27	10.17	11.18	11.51	12.04
		\$ 9.09		\$10.19		\$11.52	
		\$ 9.12		\$10.22		\$11.55	
	8.48	9.17	9.32	10.27	11.23	11.58	12.08
		\$ 9.20		WW 10.30		WW 12.00	
	\$ 8.54	\$ 9.25		\$10.35	\$11.29	\$12.05	
	8.59		\$ 9.39		#11.36	\$12.15	
	9.02		9.42		11.39	12.18	
	9.10	MU	9.50	MU	11.47	MU	12.26
	9.20		10.00		11.57	12.36	
	9.27		10.07		12.04	12.43	
	9.31	Will Not Run May 30 July 4 Sept. 4	10.11		12.08	12.47	\$12.51
	9.41		10.21		12.18	\$ 1.01	
	9.54		10.34		12.31	1.16	
	\$10.00				\$12.37		
	10.10		\$10.40		#12.47	\$ 1.26	
	10.15		10.45		12.52	1.31	
	10.28		10.59		1.06	\$ 1.44	
	10.35		11.04		1.12	1.54	
	10.41		11.10		1.19	2.01	
	10.47		11.17		1.32	2.07	
	\$10.50		\$11.20		\$ 1.35	\$ 2.10	
	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
	137	933	155	935	141	937	161

STATIONS	FIRST CLASS			
	954	974	114	912
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION	\$ 8.38	\$ 8.43		\$ 8.59
PHILA.- 30th-ST.	Lower Level		8.45	
	Upper Level	\$ 8.34	\$ 8.39	\$ 8.55
	Lower Level		\$ 8.43	
ARSENAL	8.31	8.35	8.39	8.51
BRILL	8.28	8.32	8.36	8.48
DARBY	\$ 8.25	\$ 8.30		
CURTIS PARK	\$ 8.23	\$ 8.28		
SHARON HILL	\$ 8.21	\$ 8.26		\$ 8.44
FOLCROFT	\$ 8.19	\$ 8.24		
GLENOLDEN	\$ 8.17	\$ 8.22		
NORWOOD	\$ 8.15	\$ 8.20		
MOORE	\$ 8.13	\$ 8.18		
RIDLEY PARK	\$ 8.11	\$ 8.16		\$ 8.40
CRUM LYNNE	\$ 8.09	\$ 8.14		
BALDWIN	\$ 8.07	\$ 8.12	8.28	8.37
EDDYSTONE	\$ 8.05	\$ 8.10		
CHESTER	\$ 8.03	\$ 8.08		\$ 8.33
LAMOKIN ST.	\$ 8.01	8.05		
HIGHLAND AVE.	\$ 7.59			
TRAINER				
HOOK	7.57		8.23	8.28
MARCUS HOOK	\$ 7.56			\$ 8.26
NAAMAN				
CLAYMONT	\$ 7.53			\$ 8.23
BELLEVUE				
BELL (Ches. Div.)	7.50		8.18	8.20
EDGE MOOR	\$ 7.48			
WILMINGTON	\$ 7.43		\$ 8.12	\$ 8.15
WEST YARD			8.09	
DAVIS	MU	MU	8.01	MU
NEWARK				
ELKTON				
NORTH EAST			7.51	
PERRYVILLE			7.44	
HAVRE-DE-GRACE	Will Run Saturday			
OAK	Will Not Run May 30		7.40	Will Not Run May 30
ABERDEEN				
PERRYMAN	and May 30	Sept. 4		July 4
EDGEWOOD	July 4		7.30	Sept. 4
HAREWOOD PARK	Sept. 4			
MIDDLE RIVER				
STEMMER'S RUN				
BAY			7.17	
UNION JUNCTION				
BALTIMORE			\$ 7.11	
FULTON				
EDMONDSON			7.05	
FREDERICK ROAD				
HALETHORPE				
ODENTON			6.51	
JERICHO PARK				
BOWIE			6.46	
SEABROOK				
LANHAM				
LANDOVER			6.39	
CHEVERLY				
NEW YORK AVE. (W.T.)			6.33	
WASHINGTON			\$ 6.30	
	A. M.	A. M.	A. M.	A. M.
		Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	● 954	● 974	114	● 912

STATIONS	FIRST CLASS							
	104	956	170	100	976	914	126	916
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 9.14			\$ 9.50	\$ 9.57		\$11.02
	\$ 8.55	\$ 9.10	\$ 9.15	\$ 9.20	\$ 9.46	\$ 9.53	\$10.43	\$10.58
	8.48	9.07	9.11	9.17	9.43	9.50	10.39	10.55
	8.45	9.04	9.08	9.14	9.40	9.47	10.36	10.52
		\$ 9.02			\$ 9.38	\$ 9.44		\$10.50
		\$ 9.00		First Trip June 23	\$ 9.37	\$ 9.42		\$10.49
		\$ 8.58			\$ 9.36	\$ 9.40		\$10.48
		\$ 8.56		Last Trip Sept. 4	\$ 9.35	\$ 9.38		\$10.47
		\$ 8.54			\$ 9.33	\$ 9.36		\$10.45
		\$ 8.52			\$ 9.32	\$ 9.34		\$10.44
		\$ 8.50			\$ 9.31	\$ 9.32		\$10.43
		\$ 8.48			\$ 9.29	\$ 9.30		\$10.41
		\$ 8.47			\$ 9.28	\$ 9.28		\$10.40
	8.38	8.46	9.01	9.07	9.27	9.26	10.29	10.39
								\$10.38
		\$ 8.44			\$ 9.24	\$ 9.23		\$10.36
					\$ 9.22	\$ 9.22		\$10.34
					\$ 9.20			
	8.33	8.39	8.57	9.02		9.18	10.25	10.31
						\$ 9.17		\$10.30
		\$ 8.36				\$ 9.14		\$10.27
	8.28	8.33	8.52	8.57		9.11	10.20	10.24
	\$ 8.22	\$ 8.27	\$ 8.46	\$ 8.51		\$ 9.05	\$10.14	\$10.18
	8.19		8.42	8.47			10.10	
	8.11	MU	8.34	8.39	MU	MU	10.02	MU
	8.01		8.25	8.30			9.52	
	7.54		8.18	8.23			9.45	
	7.50		8.14	8.19			9.41	
							\$ 9.37	
	7.40		8.04	8.09			9.29	
	7.27		7.51	7.56			9.16	
	\$ 7.21		\$ 7.45	\$ 7.50			\$ 9.10	
	7.15		7.35	7.40			9.05	
	7.01		7.21	7.26			8.51	
	6.56		7.16	7.21			8.46	
	6.49		7.09	7.14			8.39	
	6.43		7.03	7.08			8.33	
	\$ 6.40		\$ 7.00	\$ 7.05			\$ 8.30	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily	Saturday Only	Daily	Daily	Saturday Only	Daily Ex. Sat.	Daily	Daily
	104	● 956	● 170	◇ 100	● 976	● 914	◇ 126	● 916

STATIONS	FIRST CLASS			
	918	172	148	920
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.	\$12.08			\$12.48
PHILA.- 30th-ST. { Lower Level		12.14	12.21	
{ Upper Level	\$11.59			\$12.44
{ Lower Level		\$12.09	\$12.16	
ARSENAL.	11.56	12.06	12.12	12.41
BRILL.	11.53	12.03	12.09	12.38
DARBY.	\$11.51			\$12.36
CURTIS PARK.				\$12.35
SHARON HILL.	\$11.49			\$12.34
FOLCROFT.	\$11.48			\$12.33
GLENOLDEN.	\$11.46			\$12.31
NORWOOD.	\$11.45			\$12.30
MOORE.	\$11.44			\$12.29
RIDLEY PARK.	\$11.42			\$12.27
CRUM LYNNE.	\$11.41			\$12.26
BALDWIN.	11.40	11.56	12.02	12.25
EDDYSTONE.				\$12.24
CHESTER.	\$11.38			\$12.22
LAMOKIN ST.				\$12.20
HIGHLAND AVE.	\$11.35			\$12.18
TRAINER.				
HOOK.	11.33	11.52	11.58	12.16
MARCUS HOOK.	\$11.32			\$12.15
NAAMAN.				
CLAYMONT.	\$11.29			\$12.12
BELLEVUE.				
BELL (Ches. Div.)	11.26	11.47	11.53	12.09
EDGE MOOR.				
WILMINGTON.	\$11.20	\$11.41	\$11.47	\$12.02
WEST YARD.		11.38	11.43	
DAVIS.	MU	11.30	11.35	MU
NEWARK.				
ELKTON.				
NORTH EAST.		11.20	11.25	
PERRYVILLE.		11.13	11.18	
HAVRE-DE-GRACE.				
OAK.	Will Not Run	11.09	11.14	
ABERDEEN.	May 30			
PERRYMAN.	July 4			
EDGEWOOD.	Sept. 4	11.00	11.05	
HAREWOOD PARK.				
MIDDLE RIVER.				
STEMMER'S RUN.				
BAY.		10.46	10.51	
UNION JUNCTION.				
BALTIMORE.		\$10.40	\$10.45	
FULTON.		10.36	10.40	
EDMONDSON.				
FREDERICK ROAD.				
HALETHORPE.				
ODENTON.		10.21	10.26	
JERICO PARK.				
BOWIE.		10.16	10.21	
SEABROOK.				
LANHAM.				
LANDOVER.		10.09	10.14	
CHEVERLY.				
NEW YORK AVE. (W.T.)		10.03	10.08	
WASHINGTON.		\$10.00	\$10.05	
	A. M.	A. M.	A. M.	P. M.
	Daily Ex. Sun.	Daily	Daily	Daily
	•918	•172	•148	•920

	FIRST CLASS						
	922	130	978	958	980	924	174
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.51		\$ 2.50	\$ 2.50	\$ 3.40	\$ 3.54	
		2.00					4.00
	\$ 1.47	\$ 2.46	\$ 2.46	\$ 3.36	\$ 3.50	\$ 3.50	
		\$ 1.58					\$ 3.55
	1.44	1.55	2.43	2.43	3.33	3.47	3.52
	1.41	1.52	2.40	2.40	3.30	3.44	3.49
	\$ 1.38	\$ 2.38	\$ 2.38	\$ 3.28	\$ 3.42	\$ 3.42	
	\$ 1.36	\$ 2.37	\$ 2.37	\$ 3.27	\$ 3.40	\$ 3.40	
	\$ 1.34	\$ 2.36	\$ 2.36	\$ 3.26	\$ 3.38	\$ 3.38	
	\$ 1.32	\$ 2.35	\$ 2.35	\$ 3.25	\$ 3.36	\$ 3.36	
	\$ 1.30	\$ 2.33	\$ 2.33	\$ 3.23	\$ 3.34	\$ 3.34	
	\$ 1.28	\$ 2.32	\$ 2.32	\$ 3.22	\$ 3.32	\$ 3.32	
	\$ 1.26	\$ 2.31	\$ 2.31	\$ 3.21	\$ 3.30	\$ 3.30	
	\$ 1.25	\$ 2.29	\$ 2.29	\$ 3.19	\$ 3.28	\$ 3.28	
	\$ 1.24	\$ 2.28	\$ 2.28	\$ 3.18	\$ 3.27	\$ 3.27	
	1.22	1.45	2.27	2.27	3.17	3.25	3.42
	\$ 1.21	\$ 2.26	\$ 2.26	\$ 3.16	\$ 3.23	\$ 3.23	
	\$ 1.19	\$ 2.24	\$ 2.24	\$ 3.14	\$ 3.21	\$ 3.21	
	\$ 1.17	\$ 2.22	\$ 2.22	\$ 3.12	\$ 3.19	\$ 3.19	
	\$ 1.15	\$ 2.20	\$ 2.20	\$ 3.17	\$ 3.17	\$ 3.17	
	1.12	1.41		2.18		3.15	3.37
	\$ 1.11			\$ 2.17		\$ 3.14	
	\$ 1.07			\$ 2.14		\$ 3.11	
	1.04	1.36		2.11		3.08	3.33
	\$ 1.01					\$ 3.05	
	\$12.56	\$ 1.30		\$ 2.05		\$ 3.00	\$ 3.27
		1.26					3.24
	MU	1.18	MU	MU	MU	MU	3.16
		1.08					3.06
		1.01					2.59
	Will Not Run	12.57	Will Not Run	Will Run		Will Not Run	2.55
	May 30		May 30	Sunday		May 30	
	July 4		July 4	and		July 4	
	Sept. 4		Sept. 4	May 30		Sept. 4	
		12.45		Sept. 4			2.45
		12.32					2.32
		\$12.26					\$ 2.26
		12.20					2.20
		12.06					2.06
		12.01					2.01
		11.54					1.54
		11.48					1.48
	\$11.45						\$ 1.45
	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sun.	Daily	Daily Ex. Sun.		Saturday Only	Daily Ex. Sat & Sun.	Daily
	•922	•130	•978	•958	•980	•924	•174

STATIONS	FIRST CLASS				
	926	960	928	132	930
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....	\$ 4.45	\$ 4.45	\$ 5.15		\$ 5.40
PHILA.-				\$ 5.09	
30th-ST. { Lower Level	\$ 4.41	\$ 4.41	\$ 5.11		\$ 5.36
{ Upper Level					
{ Lower Level					
ARSENAL.....	4.38	4.38	5.08	5.05	5.33
BRILL.....	4.35	4.35	5.05	5.02	5.30
DARBY.....	\$ 4.33	\$ 4.33	\$ 5.02		\$ 5.27
CURTIS PARK.....	\$ 4.31	\$ 4.32	\$ 5.00		\$ 5.25
SHARON HILL.....	\$ 4.29	\$ 4.31	\$ 4.58		\$ 5.23
FOLCROFT.....	\$ 4.27	\$ 4.30	\$ 4.56		\$ 5.21
GLENOLDEN.....	\$ 4.25	\$ 4.28	\$ 4.54		\$ 5.19
NORWOOD.....	\$ 4.22	\$ 4.27	\$ 4.52		\$ 5.17
MOORE.....	\$ 4.21	\$ 4.26	\$ 4.50		\$ 5.16
RIDLEY PARK.....	\$ 4.20	\$ 4.24	\$ 4.49		\$ 5.15
CRUM LYNNE.....	\$ 4.19	\$ 4.23	\$ 4.48		\$ 5.14
BALDWIN.....	\$ 4.17	4.22	4.46	4.55	\$ 5.12
EDDYSTONE.....	\$ 4.15	\$ 4.21	\$ 4.45		
CHESTER.....	\$ 4.13	\$ 4.19	\$ 4.43		\$ 5.09
LAMOKIN ST.....	\$ 4.11	\$ 4.17	\$ 4.41		\$ 5.07
HIGHLAND AVE.....	\$ 4.09	\$ 4.15	\$ 4.39		\$ 5.05
TRAINER.....			4.37		\$ 5.03
HOOK.....	4.06	4.13	4.35	4.51	5.01
MARCUS HOOK.....	\$ 4.05	\$ 4.12	\$ 4.34		\$ 5.00
NAAMAN.....					
CLAYMONT.....	\$ 4.01	\$ 4.09	\$ 4.30		\$ 4.56
BELLEVUE.....					
BELL (Ches. Div.).....	3.58	4.06	4.26	4.47	4.53
EDGE MOOR.....	\$ 3.55				W 4.50
WILMINGTON.....	\$ 3.50	\$ 4.00	\$ 4.20	\$ 4.41	\$ 4.45
WEST YARD.....				4.38	
DAVIS.....	MU	MU	MU	4.30	MU
NEWARK.....					
ELKTON.....					
NORTH EAST.....				4.21	
PERRYVILLE.....				4.14	
HAVRE-DE-GRACE.....					
OAK.....	Will Not Run	Will Run Sunday and	Will Not Run	4.10	Will Not Run
ABERDEEN.....	May 30	May 30	May 30		May 30
PERRYMAN.....	July 4	July 4	July 4		July 4
EDGEMOND.....	Sept. 4	Sept. 4	Sept. 4	4.00	Sept. 4
HAREWOOD PARK.....					
MIDDLE RIVER.....					
STEMMER'S RUN.....				3.47	
BAY.....					
UNION JUNCTION.....				\$ 3.41	
BALTIMORE.....					
FULTON.....				3.35	
EDMONDSON.....					
FREDERICK ROAD.....					
HALETHORPE.....					
ODENTON.....				3.21	
JERICHO PARK.....					
BOWIE.....				3.16	
SEABROOK.....					
LANHAM.....					
LANDOVER.....				3.09	
CHEVERLY.....					
NEW YORK AVE. (W.T.).....				3.03	
WASHINGTON.....				\$ 3.00	
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	±●926	●960	±●928	●132	±●930

STATIONS	FIRST CLASS							
	962	932	152	982	162	964	934	400
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....	\$ 5.35	\$ 6.15		\$ 6.35		\$ 7.06	\$ 7.15	
PHILA.-			\$ 6.06		\$ 6.41			
30th-ST. { Lower Level	\$ 5.31	\$ 6.11		\$ 6.31		\$ 7.02	\$ 7.11	
{ Upper Level								\$ 7.33
{ Lower Level								\$ 7.30
ARSENAL.....	5.28	6.07	6.03	6.27	6.38	6.59	7.07	7.30
BRILL.....	5.25	6.04	6.00	6.24	6.35	6.56	7.04	7.27
DARBY.....	\$ 5.23	\$ 6.01		\$ 6.21		\$ 6.54	\$ 7.01	
CURTIS PARK.....	\$ 5.22	\$ 6.59		\$ 6.20				Will Not Run
SHARON HILL.....	\$ 5.21	\$ 6.57		\$ 6.19		\$ 6.52	\$ 6.58	May 30
FOLCROFT.....	\$ 5.20	\$ 6.55		\$ 6.18		\$ 6.51	\$ 6.56	July 4
GLENOLDEN.....	\$ 5.18	\$ 6.53		\$ 6.17		\$ 6.49	\$ 6.54	Sept. 4
NORWOOD.....	\$ 5.17	\$ 6.51		\$ 6.15		\$ 6.48	\$ 6.52	
MOORE.....	\$ 5.16	\$ 6.49		\$ 6.14		\$ 6.47	\$ 6.51	
RIDLEY PARK.....	\$ 5.14	\$ 6.47		\$ 6.13		\$ 6.45	\$ 6.49	
CRUM LYNNE.....	\$ 5.13	\$ 6.45		\$ 6.12		\$ 6.44	\$ 6.47	
BALDWIN.....	5.12	5.44	5.53	6.10	6.28	6.43	6.45	7.20
EDDYSTONE.....				\$ 6.09		\$ 6.42		
CHESTER.....	\$ 5.09	\$ 5.41		\$ 6.07		\$ 6.40	\$ 6.42	
LAMOKIN ST.....	\$ 5.07			\$ 6.05		\$ 6.38	\$ 6.40	
HIGHLAND AVE.....	\$ 5.05	\$ 5.37				\$ 6.36	\$ 6.38	
TRAINER.....								
HOOK.....	5.03	5.34	5.48		6.24	6.34	6.34	7.15
MARCUS HOOK.....	\$ 5.02	\$ 5.33				\$ 6.33	\$ 6.33	
NAAMAN.....		\$ 5.31						
CLAYMONT.....	\$ 4.59	\$ 5.29				\$ 6.30	\$ 6.30	
BELLEVUE.....								
BELL (Ches. Div.).....	4.56	5.26	5.44		6.20	6.27	6.27	7.11
EDGE MOOR.....						\$ 6.25		
WILMINGTON.....	\$ 4.50	\$ 5.20	\$ 5.39		\$ 6.14	\$ 6.20	\$ 6.20	7.05
WEST YARD.....								\$ 6.50
DAVIS.....	MU	5.14	5.36		6.11			6.47
NEWARK.....		MU	5.28	MU	6.03	MU	MU	\$ 6.37
ELKTON.....		\$ 5.05						
NORTH EAST.....								
PERRYVILLE.....			5.19		5.54			6.23
HAVRE-DE-GRACE.....			5.12		5.47			6.13
OAK.....	Will Run	Will Not Run	5.08	Will Not Run	5.43	Will Run	Will Not Run	\$ 6.07
ABERDEEN.....	Sunday	May 30		May 30		Sunday	May 30	6.04
PERRYMAN.....	and	July 4		July 4		and	July 4	\$ 6.01
EDGEMOND.....	May 30	Sept. 4		Sept. 4		May 30	Sept. 4	
HAREWOOD PARK.....	July 4		4.59		5.34	July 4	Sept. 4	\$ 5.50
MIDDLE RIVER.....	Sept. 4					Sept. 4		
STEMMER'S RUN.....								
BAY.....								
UNION JUNCTION.....			4.46		5.21			6.34
BALTIMORE.....								
FULTON.....			\$ 4.40		\$ 5.15			5.28
EDMONDSON.....								\$ 5.18
FREDERICK ROAD.....			4.35		5.05			5.13
HALETHORPE.....								\$ 5.10
ODENTON.....								
JERICHO PARK.....			4.21		4.51			\$ 4.54
BOWIE.....								
SEABROOK.....			4.16		4.46			4.47
LANHAM.....								
LANDOVER.....			4.09		4.39			4.40
CHEVERLY.....								
NEW YORK AVE. (W.T.).....								
WASHINGTON.....			4.03		4.33			4.33
			\$ 4.00		\$ 4.30			\$ 4.30
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	●962	±●932	●152	±●982	●162	●964	±●934	±400

STATIONS	FIRST CLASS			
	154 P. M.	414 P. M.	164 P. M.	156 P. M.
SUBURBAN STATION.....				
PHILA.- 30th-ST.....	Lower Level \$ 7.17		\$ 8.14	# 8.29
	Upper Level			\$ 8.19
	Lower Level			
ARSENAL.....	7.13		8.10	8.16
BRILL.....	7.10		8.07	8.13
DARBY.....			Will Run Saturday	Will Not Run Sunday
CURTIS PARK.....			and May 30	May 30
SHARON HILL.....			July 4	July 4
POLCROFT.....			Sept. 4	Sept. 4
GLENOLDEN.....			May 30	July 4
NORWOOD.....			Sept. 4	Sept. 4
MOORE.....				
RIDLEY PARK.....				
ORUM LYNNE.....				
BALDWIN.....	7.03		8.00	8.06
EDDYSTONE.....				
CHESTER.....				
LAMOKIN ST.....				
HIGHLAND AVE.....				
TRAINER.....				
HOOK.....	6.69		7.55	8.01
MARCUS HOOK.....				
NAAMAN.....				
CLAYMONT.....				
BELLEVUE.....				
BELL (Ches. Div.).....	6.54		7.51	7.57
EDGE MOOR.....				
WILMINGTON.....	\$ 6.48		\$ 7.45	# 7.61
				\$ 7.47
WEST YARD.....	6.43		7.41	7.44
DAVIS.....	6.35	MU	7.33	7.36
NEWARK.....				
ELKTON.....				
NORTH EAST.....	6.25		7.23	7.27
PERRYVILLE.....	6.18		7.16	7.20
HAVRE-DE-GRACE.....				
OAK.....	6.14	Will Not Run May 30	7.12	7.16
ABERDEEN.....		July 4		
PERRYMAN.....		Sept. 4		
EDGEWOOD.....	6.04		7.03	7.07
HAREWOOD PARK.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	5.51		6.50	6.54
UNION JUNCTION.....				
BALTIMORE.....	\$ 5.45		\$ 6.44	# 6.48
				\$ 6.43
FULTON.....	5.37	\$ 6.23	6.38	6.38
EDMONDSON.....	NN5.35	\$ 6.21	D 6.35	D 6.35
FREDERICK ROAD.....		\$ 6.17		
HALETHORPE.....		\$ 6.14		
ODENTON.....	5.21	\$ 6.00	6.21	6.21
JERICHO PARK.....		\$ 5.52		
BOWIE.....	5.16	\$ 5.49	6.16	6.16
SEABROOK.....		\$ 5.44		
LANHAM.....		P 5.41		
LANDOVER.....	5.09	\$ 5.37	6.09	6.09
CHEVERLY.....		\$ 5.35		
NEW YORK AVE. (W.T.).....	5.03	5.28	6.03	6.03
WASHINGTON.....	\$ 5.00	\$ 5.25	\$ 6.00	\$ 6.00
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat.	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.
	●154	‡●414	●164	‡●156

FIRST CLASS							
575 P. M.	936 P. M.	158 P. M.	166 P. M.	160 P. M.	938 A. M.	176 A. M.	194 A. M.
	\$ 9.20				\$12.05		
		\$ 9.43	\$ 9.43	11.40		1.03	# 2.10
	\$ 9.16			\$11.32	\$12.01	\$12.36	E 1.45
		9.13	9.40	11.28	11.57	12.33	1.41
		9.10	9.37	11.25	11.54	12.30	1.38
	\$ 9.08				\$11.51		
	\$ 9.06	Will Also Run Sept. 3	Will Run Sunday and May 30		\$11.48	Open Baggage Car 30th St.	Will Not Run May 29 July 3 Sept. 3
	\$ 9.05		July 4		\$11.46		
	\$ 9.03	Will Not Run May 30	Sept. 4		\$11.44		
	\$ 9.02				\$11.42		
	\$ 9.01	Will Not Run July 4	Sept. 3		\$11.41		
	\$ 8.69				\$11.39		
	\$ 8.58		9.30	9.30	\$11.37		
	\$ 8.57			11.18	\$11.35	12.23	1.31
	\$ 8.56				\$11.34		
	\$ 8.54	\$ 9.26	\$ 9.26		\$11.32		
					\$11.30		
	\$ 8.51				\$11.28		
	8.49	9.23	9.23	11.14	11.24	12.18	1.26
	\$ 8.48				\$11.23		
	\$ 8.45				\$11.20		
	8.42	9.19	9.19	11.09	11.17	12.13	1.21
	\$ 8.35	\$ 9.12	\$ 9.12	\$11.03	\$11.10	\$12.07	# 1.15
							E 1.05
		9.09	9.09	10.58		12.03	12.59
		MU	9.01	10.50	MU	11.55	12.51
		8.51	8.51	10.40		11.45	12.41
		8.44	8.44	10.33		11.38	12.34
		8.40	8.40	10.29		11.33	12.29
		8.30	8.30	10.19		11.20	12.19
		8.17	8.17	10.06		11.07	12.06
	7.55	\$ 8.11	\$ 8.11	\$10.00		\$11.01	#12.00
	\$ 7.40						E11.40
	7.35		8.05	9.50		10.55	11.35
	7.21		7.51	7.51	9.36		10.41
			7.46	7.46	9.31		10.36
							11.16
	7.09		7.39	7.39	9.24		10.29
							11.09
	7.03		7.33	7.33	9.18		10.23
	\$ 7.00		\$ 7.30	\$ 7.30	\$ 9.15		\$10.20
							E11.00
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily	Daily Ex. Sun.		Daily	Daily	Daily Ex. Sat.
	575	●936	‡●158	‡●166	160	●938	◇176
							‡194

STATIONS	FIRST CLASS			
	#369	#19	#13	#601
	Daily A. M.	Daily Ex. Sun. & Mon. A. M.	Daily Ex. Ex. Mon. A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN	\$12.45			\$ 5.40
PHILA.-30th-ST.	\$12.48			\$ 5.43
ZOO	12.51	1.01	2.45	5.46
FIFTY-SECOND ST.	12.53	1.03	2.48	5.48
OVERBROOK	\$12.56	1.06	2.51	\$ 5.51
MERION	\$12.58			\$ 5.52
NARBERTH	\$ 1.00			\$ 5.54
WYNNEWOOD	\$ 1.02			\$ 5.55
ARDMORE	\$ 1.04			\$ 5.57
HAVERFORD	\$ 1.06			\$ 5.59
BRYN MAWR	\$ 1.08	1.12	2.56	\$ 6.01
ROSEMONT	\$ 1.10			\$ 6.03
VILLANOVA	\$ 1.12			\$ 6.05
RADNOR	\$ 1.14			\$ 6.07
ST. DAVIDS	\$ 1.16			\$ 6.09
WAYNE	\$ 1.18	Will Not Run May 31 Sept. 5	Will Not Run May 31 Sept. 5	\$ 6.11
STRAFFORD	\$ 1.20			\$ 6.13
DEVON	\$ 1.22			\$ 6.15
BERWYN	\$ 1.24			\$ 6.17
DAYLESFORD	\$ 1.26			\$ 6.18
PAOLI	\$ 1.30	E 1.24 # 1.29	EX3.07 # 3.09	\$ 6.21
MALVERN				
WHITFORD				
DOWNTOWN				\$ 6.34
THORN		1.44	3.24	6.37
COATESVILLE				\$ 6.40
PARKESBURG		1.54	3.32	6.45
LANCASTER		E 2.14 # 2.19	3.54	\$ 7.07
LANDIS				
MOUNT JOY				\$ 7.19
ELIZABETHTOWN				\$ 7.26
MIDDLETOWN		2.39	4.14	\$ 7.33
CLY. LEMO.		York Haven Ldne		
HARRISBURG				
ROCKVILLE		E 2.52 # 3.17	E 4.26 # 4.40	\$ 7.45
BANKS		3.27	4.50	Will Not Run May 30 July 4 Sept. 4
		3.34	4.55	
	A. M.	A. M.	A. M.	A. M.
	369	19	13	601

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	#801	#803	#805	#807
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
CHESTNUT HILL	\$ 6.25	\$ 6.48	\$ 7.10	\$ 7.28
HIGHLAND	\$ 6.26	\$ 6.49	\$ 7.11	\$ 7.29
ST. MARTINS	\$ 6.27	\$ 6.50	\$ 7.12	\$ 7.30
ALLEN LANE	\$ 6.29	\$ 6.52	\$ 7.14	\$ 7.32
CARPENTER	\$ 6.30	\$ 6.53	\$ 7.16	\$ 7.34
UPSAL	\$ 6.31	\$ 6.54	\$ 7.17	\$ 7.36
TULPEHOCKEN	\$ 6.32	\$ 6.55	\$ 7.19	\$ 7.38
CHELTON AVENUE	\$ 6.33	\$ 6.56	\$ 7.21	\$ 7.40
QUEEN LANE	\$ 6.35	\$ 6.58	\$ 7.23	\$ 7.42
WESTMORELAND	\$ 6.37	\$ 7.00	\$ 7.25	\$ 7.44
NORTH PHILA.	\$ 6.41	\$ 7.03	\$ 7.28	\$ 7.46
ZOO	6.45	7.08	7.32	7.50
PHILA.-30th ST. UL	\$ 6.49	\$ 7.11	\$ 7.35	\$ 7.53
SUBURBAN	\$ 6.53	\$ 7.15	\$ 7.39	\$ 7.57
	A. M.	A. M.	A. M.	A. M.
	801	803	805	807

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS							
#001	#301	#371	#003	#9	#373	#303	#603
Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. & Mon. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
\$ 6.30	\$ 7.10	\$ 7.15	\$ 7.25		\$ 7.42	\$ 7.42	\$ 8.00
\$ 6.33	\$ 7.13	\$ 7.18	\$ 7.28		\$ 7.45	\$ 7.45	\$ 8.03
				7.30			
6.36	7.16	7.21	7.31	7.37	7.48	7.48	8.06
\$ 6.38	\$ 7.19	\$ 7.23	\$ 7.34	7.41	\$ 7.50	\$ 7.51	8.08
\$ 6.42	\$ 7.22	\$ 7.26	\$ 7.37	7.45	\$ 7.53	\$ 7.54	8.10
\$ 6.44	\$ 7.24	\$ 7.27	\$ 7.39		\$ 7.54	\$ 7.56	
\$ 6.46	\$ 7.26	\$ 7.29	\$ 7.41		\$ 7.56	\$ 7.59	
\$ 6.48	\$ 7.28	\$ 7.30	\$ 7.43		\$ 7.57	\$ 8.01	
\$ 6.50	\$ 7.30	\$ 7.32	\$ 7.46		\$ 7.59	\$ 8.03	\$ 8.13
\$ 6.52	\$ 7.32	\$ 7.34	\$ 7.47		\$ 8.01	\$ 8.05	
\$ 6.55	\$ 7.34	\$ 7.37	\$ 7.51	7.51	\$ 8.04	\$ 8.08	8.16
	\$ 7.36	\$ 7.39			\$ 8.06	\$ 8.10	
	\$ 7.38	\$ 7.41			\$ 8.08	\$ 8.12	
	\$ 7.40	\$ 7.43			\$ 8.10	\$ 8.14	
	\$ 7.42	\$ 7.45			\$ 8.12	\$ 8.16	
	\$ 7.44	\$ 7.46			\$ 8.13	\$ 8.18	
	\$ 7.46	\$ 7.48		Will Not Run May 31 July 5 Sept. 5	\$ 8.15	\$ 8.20	Will Not Run May 30 July 4 Sept. 4
	\$ 7.48	\$ 7.50			\$ 8.17	\$ 8.22	
	\$ 7.50	\$ 7.52			\$ 8.19	\$ 8.24	
	\$ 7.52	\$ 7.54			\$ 8.21	\$ 8.26	
	\$ 8.00	\$ 7.56			\$ 8.23	\$ 8.28	
				8.02			\$ 8.27
Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Run Saturday Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4		8.18	Will Not Run May 30 July 4 Sept. 4	\$ 8.39 8.42
					8.28		\$ 8.45 8.50
					8.54		\$ 9.11
					9.23		\$ 9.27 9.35
MU	MU	MU	MU				
					E 9.35 # 10.30		\$ 9.45
					10.40		
					10.47		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
001	301	371	003	9	373	303	603

WESTWARD

FIRST CLASS							
#873	#809	#811	#813	#815	#817	#819	
Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	
\$ 7.38	\$ 7.46	\$ 7.58	\$ 8.14	\$ 8.24	\$ 8.40	\$ 9.16	
\$ 7.40	\$ 7.47	\$ 7.59	\$ 8.15	\$ 8.25	\$ 8.41	\$ 9.17	
\$ 7.42	\$ 7.48	\$ 8.00	\$ 8.16	\$ 8.26	\$ 8.42	\$ 9.18	
\$ 7.44	\$ 7.50	\$ 8.02	\$ 8.18	\$ 8.28	\$ 8.44	\$ 9.20	
\$ 7.46	\$ 7.52	\$ 8.04	\$ 8.20	\$ 8.30	\$ 8.46	\$ 9.21	
	\$ 7.53	\$ 8.06	\$ 8.22	\$ 8.32	\$ 8.48	\$ 9.23	
	\$ 7.55	\$ 8.08	\$ 8.24	\$ 8.34	\$ 8.50	\$ 9.24	
	\$ 7.57	\$ 8.10	\$ 8.26	\$ 8.36	\$ 8.52	\$ 9.26	
	\$ 7.59	\$ 8.12	\$ 8.28	\$ 8.38	\$ 8.54	\$ 9.28	
	\$ 8.01	\$ 8.14	\$ 8.30	\$ 8.40	\$ 8.56		
	7.52	\$ 8.03	\$ 8.16	\$ 8.33	\$ 8.44	\$ 9.31	
	7.55	\$ 8.07	\$ 8.20	\$ 8.37	\$ 8.47	\$ 9.35	
	\$ 8.10	\$ 8.23	\$ 8.40	\$ 8.50	\$ 9.05	\$ 9.38	
	\$ 8.02	\$ 8.14	\$ 8.27	\$ 8.44	\$ 8.54	\$ 9.42	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	873	809	811	813	815	817	819

#Will Not Run May 30, July 4, Sept. 4.

STATIONS	FIRST CLASS			
	● 377	◆ 013	◆ 605	◆ 313
	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$10.00	\$10.00	\$10.25	\$10.30
PHILA.-30th ST. (Upper Level)	\$10.03	\$10.03	\$10.28	\$10.33
ZOO.....	10.06	10.06	10.31	10.36
FIFTY-SECOND ST.....	10.08	10.08	10.33	10.38
OVERBROOK.....	\$10.10	\$10.10	10.35	\$10.40
MERION.....	\$10.11	\$10.11		\$10.41
NARBERTH.....	\$10.13	\$10.13		\$10.43
WYNNEWOOD.....	\$10.14	\$10.14		\$10.44
ARDMORE.....	\$10.16	\$10.16	\$10.38	\$10.46
HAVERFORD.....	\$10.18	\$10.18		\$10.48
BRYN MAWR.....	\$10.21	\$10.21	10.41	\$10.51
ROSEMONT.....	\$10.23			\$10.53
VILLANOVA.....	\$10.25			\$10.55
RADNOR.....	\$10.27			\$10.57
ST. DAVIDS.....	\$10.29			\$10.59
WAYNE.....	\$10.30		Will Not Run May 30 July 4 Sept. 4	\$11.00
STRAFFORD.....	\$10.32			\$11.02
DEVON.....	\$10.34			\$11.04
BERWYN.....	\$10.36			\$11.06
DAYLESFORD.....	\$10.38			\$11.08
PAOLI.....	\$10.40			\$11.10
MALVERN.....			\$10.51	
WHITFORD.....		Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4
DOWNTOWN.....			\$11.03	
THORN.....			11.06	
COATESVILLE.....			\$11.09	
PARKESBURG.....			11.14	
LANCASTER.....				\$11.35
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				11.57
CLY.....York Haven Line	MU	MU	MU	MU
LEMO.....				
HARRISBURG.....			\$12.07	
ROCKVILLE.....				
BANKS.....				
	A. M.	A. M.	P. M.	A. M.
	377	013	605	313

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	◆ 843	◆ 845	◆ 847	◆ 849
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL.....	\$ 3.16	\$ 3.46	\$ 4.16	\$ 4.39
HIGHLAND.....	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.40
ST. MARTINS.....	\$ 3.18	\$ 3.48	\$ 4.18	\$ 4.41
ALLEN LANE.....	\$ 3.20	\$ 3.60	\$ 4.20	\$ 4.43
CARPENTER.....	\$ 3.21	\$ 3.61	\$ 4.21	\$ 4.44
UPSAL.....	\$ 3.22	\$ 3.62	\$ 4.22	\$ 4.45
TULPEHOCKEN.....	\$ 3.23	\$ 3.63	\$ 4.23	\$ 4.46
CHELTON AVENUE.....	\$ 3.24	\$ 3.64	\$ 4.24	\$ 4.47
QUEEN LANE.....	\$ 3.26	\$ 3.66	\$ 4.26	\$ 4.49
WESTMORELAND.....	\$ 3.28		\$ 4.28	\$ 4.51
NORTH PHILA.....	\$ 3.30	\$ 4.00	\$ 4.32	\$ 4.53
ZOO.....	3.34	4.04	4.36	4.57
PHILA.-30th ST. UL.....	\$ 3.37	\$ 4.07	\$ 4.39	\$ 5.00
SUBURBAN.....	\$ 3.41	\$ 4.11	\$ 4.43	\$ 5.04
	P. M.	P. M.	P. M.	P. M.
	843	845	847	849

Note—All Regular Trains Will Operate With MU Equipment.

STATIONS	FIRST CLASS							
	397	◆ 315	◆ 317	◆ 017	◆ 607	◆ 319	◆ 321	◆ 023
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$10.45	\$11.15	\$11.45	\$12.15	\$12.25	\$12.45	\$ 1.15	\$ 1.30
PHILA.-30th ST. (Lower Level)	\$10.48	\$11.18	\$11.48	\$12.18	\$12.28	\$12.48	\$ 1.18	\$ 1.33
ZOO.....	10.51	11.21	11.51	12.21	12.31	12.51	1.21	1.36
FIFTY-SECOND ST.....	10.53	11.23	11.53	12.23	12.33	12.53	1.23	1.38
OVERBROOK.....	\$10.55	\$11.25	\$11.55	\$12.25	12.35	\$12.55	\$ 1.25	\$ 1.40
MERION.....	\$10.56	\$11.26	\$11.56	\$12.26		\$12.56	\$ 1.26	\$ 1.41
NARBERTH.....	\$10.58	\$11.28	\$11.58	\$12.28		\$ 1.00	\$ 1.28	\$ 1.43
WYNNEWOOD.....	\$10.59	\$11.29	\$11.59	\$12.29		\$ 1.02	\$ 1.29	\$ 1.44
ARDMORE.....	\$11.01	\$11.31	\$12.01	\$12.31	\$12.38	\$ 1.04	\$ 1.31	\$ 1.46
HAVERFORD.....	\$11.03	\$11.33	\$12.03	\$12.33		\$ 1.06	\$ 1.33	\$ 1.48
BRYN MAWR.....	\$11.08	\$11.36	\$12.06	\$12.36	12.41	\$ 1.08	\$ 1.36	\$ 1.51
ROSEMONT.....	\$11.08	\$11.38	\$12.08			\$ 1.10	\$ 1.38	
VILLANOVA.....	\$11.10	\$11.40	\$12.10			\$ 1.12	\$ 1.40	
RADNOR.....	\$11.12	\$11.42	\$12.12			\$ 1.14	\$ 1.42	
ST. DAVIDS.....	\$11.14	\$11.44	\$12.14			\$ 1.16	\$ 1.44	
WAYNE.....	\$11.15	\$11.45	\$12.15			\$ 1.18	\$ 1.45	
STRAFFORD.....	\$11.17	\$11.47	\$12.17		\$12.47	\$ 1.20	\$ 1.47	Will Not Run May 30 July 4 Sept. 4
DEVON.....	\$11.19	\$11.49	\$12.19		\$12.49	\$ 1.22	\$ 1.49	
BERWYN.....	\$11.21	\$11.51	\$12.21		\$12.51	\$ 1.24	\$ 1.51	
DAYLESFORD.....	\$11.23	\$11.53	\$12.23			\$ 1.26	\$ 1.53	
PAOLI.....	\$11.25	\$11.55	\$12.25			\$ 1.30	\$ 1.55	
MALVERN.....					\$12.55			
WHITFORD.....	Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4				\$ 1.03		Will Not Run May 30 July 4 Sept. 4
DOWNTOWN.....						\$ 1.08		
THORN.....						1.11		
COATESVILLE.....						\$ 1.14		
PARKESBURG.....						1.19		
LANCASTER.....								
LANDIS.....						\$ 1.40		
MOUNT JOY.....								
ELIZABETHTOWN.....								
MIDDLETOWN.....						2.02		
CLY.....York Haven Line	MU	MU	MU	MU	MU	MU	MU	MU
LEMO.....								
HARRISBURG.....						\$ 2.12		
ROCKVILLE.....								
BANKS.....								
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	397	315	317	017	607	319	321	023

WESTWARD

STATIONS	FIRST CLASS							
	◆ 851	◆ 853	◆ 855	◆ 857	◆ 859	◆ 861	◆ 863	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
SUBURBAN.....	\$ 5.00	\$ 5.23	\$ 5.41	\$ 5.55	\$ 6.22	\$ 7.04	\$ 7.35	
PHILA.-30th ST. UL.....	\$ 5.02	\$ 5.24	\$ 5.42	\$ 5.56	\$ 6.23	\$ 7.05	\$ 7.36	
ZOO.....	\$ 5.04		\$ 5.43	\$ 5.57	\$ 6.24	\$ 7.06	\$ 7.37	
FIFTY-SECOND ST.....	\$ 5.05		\$ 5.44	\$ 5.58	\$ 6.25	\$ 7.08	\$ 7.39	
OVERBROOK.....	\$ 5.07		\$ 5.45	\$ 5.59	\$ 6.26	\$ 7.09	\$ 7.40	
MERION.....	\$ 5.08		\$ 5.46	\$ 6.00	\$ 6.27	\$ 7.10	\$ 7.41	
NARBERTH.....	\$ 5.09	\$ 6.28	\$ 5.47	\$ 6.01	\$ 6.28	\$ 7.11	\$ 7.42	
WYNNEWOOD.....	\$ 5.11	\$ 6.28	\$ 5.49	\$ 6.03	\$ 6.30	\$ 7.13	\$ 7.44	
ARDMORE.....	\$ 5.13	\$ 6.30	\$ 5.51	\$ 6.05	\$ 6.32	\$ 7.15	\$ 7.46	
HAVERFORD.....	\$ 5.15	\$ 6.34	\$ 5.55	\$ 6.09	\$ 6.36	\$ 7.18	\$ 7.49	
BRYN MAWR.....	\$ 5.18	\$ 6.38	\$ 5.59	\$ 6.13	\$ 6.40	\$ 7.22	\$ 7.53	
ROSEMONT.....	\$ 5.21	\$ 6.41	\$ 5.62	\$ 6.16	\$ 6.43	\$ 7.25	\$ 7.56	
VILLANOVA.....	\$ 5.25	\$ 6.45	\$ 5.66	\$ 6.20	\$ 6.47	\$ 7.29	\$ 8.00	
RADNOR.....								
ST. DAVIDS.....								
WAYNE.....								
STRAFFORD.....								
DEVON.....								
BERWYN.....								
DAYLESFORD.....								
PAOLI.....								
MALVERN.....								
WHITFORD.....								
DOWNTOWN.....								
THORN.....								
COATESVILLE.....								
PARKESBURG.....								
LANCASTER.....								
LANDIS.....								
MOUNT JOY.....								
ELIZABETHTOWN.....								
MIDDLETOWN.....								
CLY.....York Haven Line								
LEMO.....								
HARRISBURG.....								
ROCKVILLE.....								
BANKS.....								
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	851	853	855	857	859	861	863	

◆ Will Not Run May 30, July 4, Sept. 4.

STATIONS	FIRST CLASS				
	● 323	33	● 325	● 027	● 379
	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 1.45		\$ 2.15	\$ 2.30	\$ 2.45
PHILA.-30th-ST. (Upper Level)	\$ 1.48		\$ 2.18	\$ 2.33	\$ 2.48
PHILA.-30th-ST. (Lower Level)		\$ 2.05			
ZOO	1.51	2.10	2.21	2.36	2.51
FIFTY-SECOND ST.	1.53	2.12	2.23	2.38	2.53
OVERBROOK	\$ 1.55	2.15	\$ 2.25	\$ 2.40	\$ 2.55
MERION	\$ 1.56		\$ 2.26	\$ 2.41	\$ 2.56
NARBERTH	\$ 1.58		\$ 2.28	\$ 2.43	\$ 2.58
WYNNEWOOD	\$ 1.59		\$ 2.29	\$ 2.44	\$ 2.59
ARDMORE	\$ 2.01		\$ 2.31	\$ 2.46	\$ 3.01
HAVERFORD	\$ 2.03		\$ 2.33	\$ 2.48	\$ 3.03
BRYN MAWR	\$ 2.06	2.21	\$ 2.36	\$ 2.51	\$ 3.06
ROSEMONT	\$ 2.08		\$ 2.38		\$ 3.08
VILLANOVA	\$ 2.10		\$ 2.40		\$ 3.10
RADNOR	\$ 2.12		\$ 2.42		\$ 3.12
ST. DAVIDS	\$ 2.14		\$ 2.44		\$ 3.14
WAYNE	\$ 2.15		\$ 2.45		\$ 3.15
STRAFFORD	\$ 2.17		\$ 2.47		\$ 3.17
DEVON	\$ 2.19		\$ 2.49		\$ 3.19
BERWYN	\$ 2.21		\$ 2.51		\$ 3.21
DAYLESFORD	\$ 2.23		\$ 2.53		\$ 3.23
PAOLI	\$ 2.25		\$ 2.55		\$ 3.25
MALVERN		\$ 2.33			
WHITFORD			Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Run Saturday Sunday and May 30 July 4 Sept. 4
DOWNTOWN					
THORN		2.48			
COATESVILLE		\$ 2.53			
PARKESBURG		2.58			
LANCASTER		\$ 3.23			
LANDIS					
MOUNT JOY					
ELIZABETHTOWN					
MIDDLETOWN		3.43			
CLY. (York Haven Line)	MU		MU	MU	MU
LEMO.					
HARRISBURG		\$ 3.55			
ROCKVILLE		4.05			
BANKS		4.20			
	P. M.	P. M.	P. M.	P. M.	P. M.
	323	33	325	027	379

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	● 865	● 867	● 875	● 869
	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 8.13	\$ 9.05	\$ 9.35	\$ 10.19
HIGHLAND	\$ 8.14	\$ 9.06	\$ 9.36	\$ 10.20
ST. MARTINS	\$ 8.15	\$ 9.07	\$ 9.37	\$ 10.21
ALLEN LANE	\$ 8.16	\$ 9.08	\$ 9.38	\$ 10.22
CARPENTER	\$ 8.17	\$ 9.09	\$ 9.39	\$ 10.23
UPSAL	\$ 8.18	\$ 9.10	\$ 9.40	\$ 10.24
TULPEHOCKEN	\$ 8.19	\$ 9.11	\$ 9.41	\$ 10.25
CHELLEN AVENUE	\$ 8.21	\$ 9.13	\$ 9.43	\$ 10.27
QUEEN LANE	\$ 8.23	\$ 9.15	\$ 9.45	\$ 10.29
WESTMORELAND				
NORTH PHILA.	\$ 8.27	\$ 9.19	\$ 9.49	\$ 10.33
ZOO	8.31	9.23	9.53	10.37
PHILA.-30th ST. UL	\$ 8.34	\$ 9.26	\$ 9.56	\$ 10.40
SUBURBAN	\$ 8.38	\$ 9.30	\$ 10.00	\$ 10.44
	P. M.	P. M.	P. M.	P. M.
	865	867	875	869

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS									
● 327	● 029	● 23	43	● 329	● 609	● 031	● 331		
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun. & Mon.		Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
\$ 2.45	\$ 3.00			\$ 3.15	\$ 3.26	\$ 3.30	\$ 3.45		
\$ 2.48	\$ 3.03			\$ 3.18	\$ 3.28	\$ 3.33	\$ 3.48		
2.51	3.06	3.17	3.17	3.21	3.31	3.36	3.51		
2.53	\$ 3.08	3.20	3.20	3.23	3.33	3.38	3.53		
\$ 2.56	\$ 3.11	3.22	3.22	\$ 3.25	3.35	\$ 3.40	\$ 3.56		
\$ 2.58	\$ 3.12			\$ 3.26		\$ 3.41	\$ 3.58		
\$ 3.00	\$ 3.14			\$ 3.27		\$ 3.43	\$ 4.00		
\$ 3.03	\$ 3.15			\$ 3.28		\$ 3.44	\$ 4.02		
\$ 3.05	\$ 3.17			\$ 3.29		\$ 3.46	\$ 4.04		
\$ 3.07	\$ 3.19			\$ 3.31		\$ 3.48	\$ 4.06		
\$ 3.10	\$ 3.22	3.28	3.28	\$ 3.34	3.40	\$ 3.51	\$ 4.08		
\$ 3.12				\$ 3.36		\$ 4.10			
\$ 3.14				\$ 3.38		\$ 4.12			
\$ 3.16				\$ 3.40		\$ 4.14			
\$ 3.18		Will Not Run May 31 July 5 Sept. 5	Will Run Sunday Monday and May 31 July 6 Sept. 5	\$ 3.42		\$ 4.16			
\$ 3.20				\$ 3.44	Will Not Run May 30 July 4 Sept. 4	\$ 4.18			
\$ 3.22				\$ 3.46		\$ 4.20			
\$ 3.24				\$ 3.48		\$ 4.22			
\$ 3.26				\$ 3.50		\$ 4.24			
\$ 3.28				\$ 3.52		\$ 4.26			
\$ 3.32				\$ 3.56		\$ 4.30			
		\$ 3.40	\$ 3.40		\$ 3.50				
					\$ 3.52				
Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4			Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4			
		3.55	3.55		4.04				
		\$ 4.00	\$ 4.00		4.07				
		4.05	4.05		\$ 4.10				
					\$ 4.15				
		\$ 4.27	\$ 4.27						
					\$ 4.53				
		4.50	4.50		5.00				
MU	MU			MU	MU	MU	MU		
		\$ 5.03	\$ 5.03		\$ 5.10				
		5.15	5.15						
		5.25	5.25						
		5.30	5.30						
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
327	029	23	43	329	609	031	331		

WESTWARD

FIRST CLASS									
● 871	● 881								
Daily Ex. Sat. & Sun.									
P. M.	P. M.								
\$ 11.15	\$ 11.50								
\$ 11.18	\$ 11.51								
\$ 11.17	\$ 11.52								
\$ 11.18	\$ 11.53								
\$ 11.19	\$ 11.54								
\$ 11.20	\$ 11.55								
\$ 11.21	\$ 11.56								
\$ 11.23	\$ 11.58								
\$ 11.25	\$ 12.00								
\$ 11.29	\$ 12.04								
11.33	12.08								
\$ 11.36	\$ 12.11								
\$ 11.40	\$ 12.15								
P. M.	A. M.								
871	881								

No. 881 Will Run Saturday and Sunday and May 30, July 4, Sept. 4.
Will Not Run May 30, July 4, Sept. 4.

STATIONS	FIRST CLASS			
	#033 Daily Ex. Sat. & Sun.	#035 Daily Ex. Sat. & Sun.	381 Saturday Only	#033 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 4.00	\$ 4.16	\$ 4.15	\$ 4.25
PHILA.- (Upper Level).....	\$ 4.03	\$ 4.18	\$ 4.18	\$ 4.28
30th-ST. (Lower Level).....				
ZOO.....	4.06	4.21	4.21	4.31
FIFTY-SECOND ST.....	4.08	4.23	4.23	4.33
OVERBROOK.....	\$ 4.11	\$ 4.25	\$ 4.25	4.35
MERION.....	\$ 4.13	\$ 4.26	\$ 4.26	
NARBERTH.....	\$ 4.15	\$ 4.28	\$ 4.28	
WYNNEWOOD.....	\$ 4.17	\$ 4.29	\$ 4.29	
ARDMORE.....	\$ 4.19	\$ 4.31	\$ 4.31	\$ 4.41
HAVERFORD.....	\$ 4.21	\$ 4.33	\$ 4.33	\$ 4.43
BRYN MAWR.....	\$ 4.25	\$ 4.36	\$ 4.36	\$ 4.45
ROSEMONT.....		\$ 4.38	\$ 4.38	\$ 4.47
VILLANOVA.....		\$ 4.40	\$ 4.40	\$ 4.49
RADNOR.....		\$ 4.42	\$ 4.42	\$ 4.51
ST. DAVIDS.....			\$ 4.44	\$ 4.53
WAYNE.....			\$ 4.45	\$ 4.55
STRAFFORD.....			\$ 4.47	\$ 4.57
DEVON.....			\$ 4.49	\$ 4.59
BERWYN.....			\$ 4.51	\$ 5.01
DAYLESFORD.....			\$ 4.53	\$ 5.03
PAOLI.....			\$ 4.55	\$ 5.10
MALVERN.....				
WHITFORD.....	Will Not	Will Not		Will Not
DOWNINGTOWN.....	Run	Run		Run
THORN.....	May 30	May 30		May 30
COATESVILLE.....	July 4	July 4		July 4
PARKESBURG.....	Sept. 4	Sept. 4		Sept. 4
LANCASTER.....				
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CLY. (York Haven Line).....	MU	MU	MU	MU
LEMONT.....				
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	P. M.	P. M.	P. M.	P. M.
	033	035	381	333

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	#651 Daily Ex. Sat. & Sun.	#653 Daily Ex. Sun.	#655 Daily Ex. Sat. & Sun.	#657 Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 6.10	\$ 6.59	\$ 7.30	\$ 7.55
PHILA.-30th ST. UL.....	\$ 6.13	\$ 7.02	\$ 7.33	\$ 7.58
ZOO.....	6.15	7.04	7.35	8.00
FIFTY-SECOND ST.....	6.17	7.06	7.37	8.02
WYNNEFIELD AVE.....	\$ 6.19	\$ 7.08	\$ 7.39	\$ 8.04
BALA.....	\$ 6.21	\$ 7.09	\$ 7.40	\$ 8.05
CYNWYD.....	\$ 6.23	\$ 7.10	\$ 7.41	\$ 8.06
BARMOUTH.....	\$ 6.25	\$ 7.12	\$ 7.43	\$ 8.08
MANAYUNK.....	\$ 6.26	\$ 7.15	\$ 7.46	\$ 8.11
	A. M.	A. M.	A. M.	A. M.
	651	653	655	657

Note—All Regular Trains Will Operate With MU Equipment.

	FIRST CLASS					
	#037 Daily Ex. Sat. & Sun.	335 Daily	#039 Daily Ex. Sat. & Sun.	#037 Daily Ex. Sun.	#039 Daily Ex. Sat. & Sun.	#041 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.30	\$ 4.45	\$ 4.52	\$ 5.00	\$ 5.05	\$ 5.10
	\$ 4.33	\$ 4.48	\$ 4.55	\$ 5.03	\$ 5.08	\$ 5.13
	4.36	4.51	4.58	5.06	5.11	5.16
	4.38	4.53	5.00	5.08	5.13	5.18
	\$ 4.41	\$ 4.55	\$ 5.04	\$ 5.11	\$ 5.17	\$ 5.22
	\$ 4.43	\$ 4.56	\$ 5.06	\$ 5.12	\$ 5.17	\$ 5.24
	\$ 4.45	\$ 4.57	\$ 5.08	\$ 5.13	\$ 5.18	\$ 5.26
	\$ 4.47	\$ 4.58	\$ 5.10	\$ 5.14	\$ 5.21	\$ 5.28
	\$ 4.49	\$ 4.59	\$ 5.12	\$ 5.15	\$ 5.24	\$ 5.31
	\$ 4.51	\$ 5.00	\$ 5.14	\$ 5.16	\$ 5.26	\$ 5.33
	\$ 4.55	\$ 5.02	\$ 5.19	\$ 5.17	\$ 5.29	\$ 5.36
		\$ 5.04		\$ 5.18	\$ 5.31	
		\$ 5.06		\$ 5.21		
		\$ 5.08		\$ 5.24		
		\$ 5.10		\$ 5.26		
		\$ 5.12		\$ 5.28	\$ 5.36	
		\$ 5.14		\$ 5.30	\$ 5.38	
		\$ 5.16		\$ 5.33	\$ 5.40	
		\$ 5.18		\$ 5.36	\$ 5.43	
		\$ 5.20		\$ 5.38		
		\$ 5.25		\$ 5.41	\$ 5.48	
	Will Not		Will Not	Will Not	Will Not	Will Not
	Run		Run	Run	Run	Run
	May 30		May 30	May 30	May 30	May 30
	July 4		July 4	July 4	July 4	July 4
	Sept. 4		Sept. 4	Sept. 4	Sept. 4	Sept. 4
	MU	MU	MU	MU	MU	MU
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	037	335	039	337	339	041

WESTWARD

	FIRST CLASS						
	#659 Daily Ex. Sat. & Sun.	687 Saturday Only	#661 Daily Ex. Sat. & Sun.	689 Saturday Only	#663 Daily Ex. Sun.	#665 Daily Ex. Sun.	#667 Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	\$ 8.34	\$ 9.00	\$ 9.36	\$ 10.06	\$ 11.06	\$ 12.06	\$ 1.06
	\$ 8.37	\$ 9.03	\$ 9.39	\$ 10.09	\$ 11.09	\$ 12.09	\$ 1.09
	8.39	9.05	9.41	10.11	11.11	12.11	1.11
	8.41	9.07	9.43	10.13	11.13	12.13	1.13
	\$ 8.43	\$ 9.09	\$ 9.45	\$ 10.15	\$ 11.15	\$ 12.15	\$ 1.15
	\$ 8.44	\$ 9.10	\$ 9.46	\$ 10.16	\$ 11.16	\$ 12.16	\$ 1.16
	\$ 8.45	\$ 9.11	\$ 9.47	\$ 10.17	\$ 11.17	\$ 12.17	\$ 1.17
	\$ 8.47	\$ 9.13	\$ 9.49	\$ 10.19	\$ 11.19	\$ 12.19	\$ 1.19
	\$ 8.50	\$ 9.16	\$ 9.52	\$ 10.22	\$ 11.22	\$ 12.22	\$ 1.22
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	659	687	661	689	663	665	667

#Will Not Run May 30, July 4, Sept. 4.

STATIONS	FIRST CLASS				
	☛ 349 Daily Ex. Sat. & Sun.	☛ 613 Daily Ex. Sat. & Sun.	☛ 351 Daily Ex. Sun.	◇ 549 Daily	◇ 49 Daily
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 6.10	\$ 6.20	\$ 6.25		
PHILA.- 30th-ST. {Upper Level	\$ 6.13	\$ 6.23	\$ 6.28		
{Lower Level					
ZOO	6.16	6.26	6.31		6.38
FIFTY-SECOND ST.	6.18	6.28	6.33		6.41
OVERBROOK	\$ 6.21	6.30	\$ 6.36		6.43
MERION	\$ 6.23		\$ 6.38		
NARBERTH	\$ 6.25		\$ 6.40		
WYNNEWOOD	\$ 6.27		\$ 6.42		
ARDMORE	\$ 6.29		\$ 6.44		
HAVERFORD	\$ 6.31		\$ 6.46		
BRYN MAWR	\$ 6.34	6.35	\$ 6.49		6.49
ROSEMONT	\$ 6.36		\$ 6.51		
VILLANOVA	\$ 6.38		\$ 6.53		
RADNOR	\$ 6.40		\$ 6.55		
ST. DAVIDS	\$ 6.42		\$ 6.57		
WAYNE	\$ 6.44	Will Not Run May 30 July 4 Sept. 4	\$ 6.59		
STRAFFORD	\$ 6.46		\$ 7.01		
DEVON	\$ 6.48		\$ 7.03		
BERWYN	\$ 6.50		\$ 7.05		
DAYLESFORD	\$ 6.52		\$ 7.07		
PAOLI	\$ 6.56		\$ 7.11		
MALVERN		\$ 6.45			\$ 7.01
WHITFORD	Will Not Run May 30 July 4 Sept. 4	\$ 6.47			
DOWNTOWN		\$ 6.54	Will Not Run May 30 July 4 Sept. 4		
THORN		\$ 6.59			7.16
COATESVILLE		7.02			
PARKESBURG		\$ 7.05			7.24
		\$ 7.10			
LANCASTER		\$ 7.32			\$ 7.47
LANDIS					
MOUNT JOY					
ELIZABETHTOWN		\$ 7.48			
MIDDLETOWN		7.55			8.07
CLY. } York Haven LEMO. } Line	MU	MU	MU	7.55 8.15	
HARRISBURG		\$ 8.05		\$ 8.20	\$ 8.18 8.36
ROCKVILLE					8.46
BANKS					8.51
	P. M.	P. M.	P. M.	P. M.	P. M.
	349	613	351	549	49

	FIRST CLASS							
	● 353 Daily Ex. Sat.	☛ 055 Daily Ex. Sat. & Sun.	☛ 29 Daily	● 355 Daily	☛ 357 Daily Ex. Sat. & Sun.	3 Daily	☛ 059 Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$ 6.50	\$ 7.15		\$ 7.30	\$ 8.00		\$ 8.25	
	\$ 6.53	\$ 7.18		\$ 7.33	\$ 8.03		\$ 8.28	
	6.56	7.21	7.29	7.36	8.06	8.24	8.31	
	6.58	7.23	7.32	7.38	8.08	8.27	8.33	
	\$ 7.01	\$ 7.25	7.35	\$ 7.40	\$ 8.10	8.30	\$ 8.35	
	\$ 7.03	\$ 7.26		\$ 7.41	\$ 8.11		\$ 8.36	
	\$ 7.05	\$ 7.28		\$ 7.43	\$ 8.13		\$ 8.38	
	\$ 7.07	\$ 7.29		\$ 7.44	\$ 8.14		\$ 8.39	
	\$ 7.09	\$ 7.31		\$ 7.46	\$ 8.16		\$ 8.41	
	\$ 7.11	\$ 7.33		\$ 7.48	\$ 8.18		\$ 8.43	
	\$ 7.14	\$ 7.36	7.41	\$ 7.51	\$ 8.21	8.35	\$ 8.46	
	\$ 7.16			\$ 7.53	\$ 8.23			
	\$ 7.18			\$ 7.55	\$ 8.25			
	\$ 7.20			\$ 7.57	\$ 8.27			
	\$ 7.22			\$ 7.59	\$ 8.29			
	\$ 7.24			\$ 8.00	\$ 8.30			
	\$ 7.26		Will Not Run May 28	\$ 8.02	\$ 8.32			
	\$ 7.28			\$ 8.04	\$ 8.34			
	\$ 7.30			\$ 8.06	\$ 8.36			
	\$ 7.32			\$ 8.08	\$ 8.38			
	\$ 7.36			\$ 8.10	\$ 8.40	\$ 8.46		
			U 7.53			# 8.51		
		Will Not Run May 30 July 4 Sept. 4			Will Not Run May 30 July 4 Sept. 4		Will Not Run May 30 July 4 Sept. 4	
			8.08			9.06		
			8.16			9.14		
			8.38			\$ 9.38		
			8.58			9.58		
	MU	MU		MU	MU		MU	
			U 9.08			\$10.15		
			# 9.16			10.35		
			9.26			10.45		
			9.31			10.50		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	353	055	29	355	357	3	059	

STATIONS	FIRST CLASS			
	● 395	575	● 359	● 361
	Daily	Daily	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 8.25		\$ 8.50	\$ 9.25
PHILA.- 30th-ST. (Upper Level)	\$ 8.28		\$ 8.53	\$ 9.28
(Lower Level)				
ZOO	8.31		8.56	9.31
FIFTY-SECOND ST.	8.33		8.58	9.33
OVERBROOK	\$ 8.35		\$ 9.00	\$ 9.36
MERION	\$ 8.36		\$ 9.01	\$ 9.38
NARBERTH	\$ 8.38		\$ 9.03	\$ 9.40
WYNNEWOOD	\$ 8.39		\$ 9.04	\$ 9.42
ARDMORE	\$ 8.41		\$ 9.06	\$ 9.44
HAVERFORD	\$ 8.43		\$ 9.08	\$ 9.46
BRYN MAWR	\$ 8.46		\$ 9.11	\$ 9.48
ROSEMONT	\$ 8.48		\$ 9.13	\$ 9.50
VILLANOVA	\$ 8.50		\$ 9.15	\$ 9.52
RADNOR	\$ 8.52		\$ 9.17	\$ 9.54
ST. DAVIDS	\$ 8.54		\$ 9.19	\$ 9.56
WAYNE	\$ 8.55		\$ 9.20	\$ 9.58
STRAFFORD	\$ 8.57		\$ 9.22	\$10.00
DEVON	\$ 8.59		\$ 9.24	\$10.02
BERWYN	\$ 9.01		\$ 9.26	\$10.04
DAYLESFORD	\$ 9.03		\$ 9.28	\$10.06
PAOLI	\$ 9.05		\$ 9.30	\$10.10
MALVERN	Will Run		Will Not	
WHITFORD	Saturday		Run	
DOWNTOWN	Sunday		May 30	
THORN	and		July 4	
COATESVILLE	May 30		Sept. 4	
PARKESBURG	Sept. 4			
LANCASTER				
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN				
CLY..... York Haven		9.58		
LEMO..... Line	MU	10.20	MU	MU
HARRISBURG		\$10.25		
		11.35		
ROCKVILLE		11.46		
BANKS				
	P. M.	P. M.	P. M.	P. M.
	395	575	359	361

FIRST CLASS					
● 615	● 363	15	● 365	◇ 55	● 367
Daily Ex. Sat.	Daily	Saturday Only	Daily	Daily	Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 9.50	\$10.10		\$11.00		\$11.59
\$ 9.53	\$10.13		\$11.03		\$12.02
		E10.15		C11.43	
9.56	10.16	10.20	11.06	11.48	12.05
9.58	10.18	10.23	11.08	11.50	\$12.08
10.00	\$10.20	10.25	\$11.11	11.53	\$12.11
	\$10.21		\$11.13		\$12.13
	\$10.23		\$11.15		\$12.15
	\$10.24		\$11.17		\$12.17
	\$10.26		\$11.19		\$12.19
	\$10.28		\$11.21		\$12.21
10.05	\$10.31	10.30	\$11.23	11.59	\$12.23
	\$10.33		\$11.25		\$12.25
	\$10.35		\$11.27		\$12.27
	\$10.37		\$11.29		\$12.29
	\$10.39		\$11.31	Baggage	\$12.31
	\$10.40		\$11.33	Service	\$12.33
	\$10.42		\$11.35	Sat. Sun.	\$12.35
	\$10.44		\$11.37	and	\$12.37
	\$10.46		\$11.39	May 30	\$12.39
	\$10.48		\$11.41	July 4	\$12.41
	\$10.50		\$11.45	Sept. 4	\$12.44
\$10.15		10.43		#12.16	
\$10.17					
\$10.24					
\$10.29					
10.32		10.58		12.31	
\$10.35					
10.40		11.08		12.41	
		E11.29			
\$11.01		#11.34		\$ 1.03	
\$11.17					
11.24		11.55		1.23	
MU	MU		MU		MU
\$11.34		E12.10		\$ 1.35	
		12.35		1.55	
		12.45		2.05	
		12.50		2.10	
P. M.	P. M.	A. M.	P. M.	A. M.	A. M.
615	363	15	365	55	367

STATIONS	FIRST CLASS			
	22	574	300	4
	A. M.	A. M.	A. M.	A. M.
SUBURBAN			\$ 6.33	
PHILA.- (Upper Level)			\$ 6.29	
30th-ST. (Lower Level)	D 5.20			
ZOO	5.15		6.25	6.19
FIFTY-SECOND ST.	5.11		\$ 6.23	6.16
OVERBROOK	5.09		\$ 6.20	6.13
MERION			\$ 6.19	
NARBERTH			\$ 6.17	
WYNNEWOOD			\$ 6.16	
ARDMORE			\$ 6.14	
HAVERFORD			\$ 6.13	
BRYN MAWR	5.04		\$ 6.11	6.07
ROSEMONT			\$ 6.09	
VILLANOVA			\$ 6.07	
RADNOR			\$ 6.05	
ST. DAVIDS			\$ 6.03	
WAYNE			\$ 6.02	
STRAFFORD			\$ 6.00	
DEVON			\$ 5.58	
BERWYN			\$ 5.56	
DAYLESFORD			\$ 5.54	
PAOLI	4.53		\$ 5.52	D 5.56
	D 4.48			
MALVERN				
WHITFORD			Will Not Run May 30 July 4 Sept. 4	
DOWNINGTOWN				
THORN	4.35			5.40
COATESVILLE				
PARKESBURG	4.27			5.32
LANCASTER	# 4.06			5.09
	\$ 4.01			
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN	3.38			4.48
CLY. (York Haven Line)			MU	
LEMO.				
HARRISBURG	3.28			# 4.38
	\$ 3.10	\$ 4.20		\$ 4.29
ROCKVILLE	3.00	4.09		4.19
BANKS	2.55			4.14
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily	Daily Ex. Sat. & Sun.	Daily
	22	574	# 300	4

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	870	800	802	804
	A. M.	A. M.	A. M.	A. M.
CHESTNUT HILL	\$12.55	\$ 7.16	\$ 7.33	\$ 7.50
HIGHLAND	\$12.52	\$ 7.12	\$ 7.29	\$ 7.44
ST. MARTINS	\$12.51	\$ 7.11	\$ 7.28	\$ 7.43
ALLEN LANE	\$12.50	\$ 7.10	\$ 7.27	\$ 7.42
CARPENTER	\$12.49	\$ 7.09	\$ 7.26	\$ 7.41
UPSAL	\$12.48	\$ 7.08	\$ 7.25	\$ 7.40
TULPEHOCKEN	\$12.47	\$ 7.07	\$ 7.24	\$ 7.39
CHELLEN AVENUE	\$12.45	\$ 7.06	\$ 7.23	\$ 7.38
QUEEN LANE	\$12.43	\$ 7.04	\$ 7.21	\$ 7.36
WESTMORELAND		\$ 7.02	\$ 7.19	\$ 7.34
NORTH PHILA.	\$12.40	\$ 7.01	\$ 7.18	\$ 7.33
ZOO	12.36	6.57	7.14	7.29
PHILA.-30th ST. UL.	\$12.33	\$ 6.54	\$ 7.11	\$ 7.26
SUBURBAN	\$12.30	\$ 6.51	\$ 7.08	\$ 7.23
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	870	# 800	# 802	# 804

Note—All Regular Trains Will Operate With MU Equipment.

	FIRST CLASS						
	372	48	548	302	002	600	304
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.57			\$ 7.09	\$ 7.30	\$ 7.35	\$ 7.40
	\$ 6.53			\$ 7.05	\$ 7.26	\$ 7.31	\$ 7.36
	6.49	7.11		7.01	7.22	7.27	7.32
	\$ 6.47	7.08		6.59	\$ 7.19	7.24	7.30
	\$ 6.44	7.05		6.57	\$ 7.16	7.21	Q 7.28
	\$ 6.43				\$ 7.14		Q 7.27
	\$ 6.41				\$ 7.12		Q 7.25
	\$ 6.40				\$ 7.10		Q 7.24
	\$ 6.38				\$ 7.08		Q 7.22
	\$ 6.37				\$ 7.06		\$ 7.21
	\$ 6.35	6.59		\$ 6.51	\$ 7.04	7.16	\$ 7.19
	\$ 6.33			\$ 6.49			\$ 7.17
	\$ 6.31			\$ 6.46			\$ 7.15
	\$ 6.29			\$ 6.44			\$ 7.12
	\$ 6.27			\$ 6.42			\$ 7.10
	\$ 6.26			\$ 6.40			\$ 7.08
	\$ 6.24			\$ 6.38			\$ 7.06
	\$ 6.22			\$ 6.36			\$ 7.04
	\$ 6.20			\$ 6.34			\$ 7.02
	\$ 6.18			\$ 6.32			\$ 7.00
	\$ 6.16	D 6.48		\$ 6.30			D 7.06
							\$ 6.58
							\$ 7.02
				Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4		\$ 6.55
							\$ 6.50
		6.33					6.47
							\$ 6.43
		6.25					6.38
							\$ 6.17
		\$ 6.03					
							\$ 6.00
							5.53
		5.40					
			6.05				
			6.45				
	MU			MU	MU	MU	MU
		5.30	\$ 5.40				\$ 5.43
		\$ 5.05					
		4.55					
		4.50					
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Saturday Only	Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily
	372	48	548	# 302	# 002	# 600	304

EASTWARD

	FIRST CLASS						
	806	808	810	812	814	816	818
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	8.02	\$ 8.16	\$ 8.34	\$ 8.59	\$ 9.29	\$ 9.59	\$10.29
		\$ 8.10	\$ 8.30	\$ 8.55	\$ 9.25	\$ 9.55	\$10.25
		\$ 8.08	\$ 8.29	\$ 8.54	\$ 9.24	\$ 9.54	\$10.24
		\$ 8.07	\$ 8.28	\$ 8.53	\$ 9.23	\$ 9.53	\$10.23
		\$ 8.06	\$ 8.27	\$ 8.52	\$ 9.22	\$ 9.52	\$10.22
		\$ 8.04	\$ 8.26	\$ 8.51	\$ 9.21	\$ 9.51	\$10.21
		\$ 8.03	\$ 8.25	\$ 8.50	\$ 9.20	\$ 9.50	\$10.20
		\$ 8.02	\$ 8.24	\$ 8.49	\$ 9.19	\$ 9.49	\$10.19
		\$ 8.00	\$ 8.22	\$ 8.47	\$ 9.17	\$ 9.47	\$10.17
		\$ 7.58	\$ 8.20	\$ 8.45	\$ 9.15		
		\$ 7.57	\$ 8.19	\$ 8.44	\$ 9.14	\$ 9.44	\$10.14
	7.50	7.53	8.15	8.40	9.10	9.40	10.10
		\$ 7.50	\$ 8.12	\$ 8.37	\$ 9.07	\$ 9.37	\$10.07
	7.44	\$ 7.47	\$ 8.09	\$ 8.34	\$ 9.04	\$ 9.34	\$10.04
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	# 806	# 808	# 810	812	# 814	# 816	# 818

Will Not Run May 30, July 4, Sept. 4.

STATIONS	FIRST CLASS			
	354	610	356	058
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 5.65	\$ 6.10	\$ 6.30	\$ 6.43
PHILA.- 30th-ST. { Upper Level	\$ 5.51	\$ 6.06	\$ 6.26	\$ 6.39
{ Lower Level				
ZOO	5.47	6.02	6.22	6.35
FIFTY-SECOND ST.	\$ 5.44	6.00	\$ 6.19	\$ 6.32
OVERBROOK	\$ 5.42	5.58	6.16	\$ 6.29
MERION	\$ 5.40			\$ 6.27
NARBERTH	\$ 5.38			\$ 6.25
WYNNWOOD	\$ 5.36			\$ 6.23
ARDMORE	\$ 5.34	\$ 5.55		\$ 6.21
HAVERFORD	\$ 5.32			\$ 6.19
BRYN MAWR	\$ 5.30	5.52	\$ 6.10	\$ 6.17
ROSEMONT	\$ 5.28		\$ 6.08	
VILLANOVA	\$ 5.26		\$ 6.06	
RADNOR	\$ 5.24		\$ 6.04	
ST. DAVIDS	\$ 5.22		\$ 6.02	
WAYNE	\$ 5.20		\$ 6.00	
STRAFFORD	\$ 5.18		\$ 5.58	
DEVON	\$ 5.16		\$ 5.56	
BERWYN	\$ 5.14		\$ 5.54	
DAYLESFORD	\$ 5.12		\$ 5.52	
PAOLI	\$ 5.10	\$ 5.42	\$ 5.50	
MALVERN				
WHITFORD				
DOWNINGTOWN	Will Not Run May 30 July 4 Sept. 4	\$ 5.30	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4
THORN		5.27		
COATESVILLE		\$ 5.24		
PARKESBURG		5.19		
LANCASTER		\$ 4.68		
LANDIS				
MOUNT JOY				
ELIZABETHTOWN		\$ 4.41		
MIDDLETOWN		4.35		
CLY..... } York Haven LEMO..... } Line	MU	MU	MU	MU
HARRISBURG		\$ 4.25		
ROCKVILLE				
BANKS				
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	◆● 354	● 610	◆● 356	◆● 058

FIRST CLASS						
	398	358	612	570	360	16
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.40	\$ 7.04	\$ 7.18		\$ 7.46	
	\$ 6.36	\$ 7.00	\$ 7.14		\$ 7.42	
	6.32	6.56	7.10		7.38	7.45
	6.30	6.54	7.08		W 7.35	7.42
	\$ 6.28	\$ 6.52	7.06		\$ 7.32	7.39
	\$ 6.27	\$ 6.50			\$ 7.30	
	\$ 6.25	\$ 6.48			\$ 7.28	
	\$ 6.24	\$ 6.46			\$ 7.26	
	\$ 6.22	\$ 6.44	\$ 7.03		\$ 7.24	
	\$ 6.21	\$ 6.42			\$ 7.22	
	\$ 6.19	\$ 6.40	7.00		\$ 7.20	7.33
	\$ 6.17	\$ 6.38			\$ 7.18	
	\$ 6.15	\$ 6.36			\$ 7.16	
	\$ 6.13	\$ 6.34			\$ 7.14	
	\$ 6.11	\$ 6.32			\$ 7.12	
	\$ 6.10	\$ 6.30		Will Not Run May 30 July 4 Sept. 4	\$ 7.10	
	\$ 6.08	\$ 6.28			\$ 7.08	
	\$ 6.06	\$ 6.26			\$ 7.06	
	\$ 6.04	\$ 6.24			\$ 7.04	
	\$ 6.02	\$ 6.22			\$ 7.02	
	\$ 6.00	\$ 6.20	\$ 6.50		\$ 7.00	\$ 7.22
	Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4				
			\$ 6.38			
			6.35			7.07
			\$ 6.32			R 7.02
			6.27			6.57
			\$ 6.06			\$ 6.36
				No Baggage Service East of Harrisb'g		
			W 5.53			
			\$ 5.46			
			W 5.38			6.13
				6.25		
				6.05	MU	
				\$ 5.25	\$ 6.00	# 6.03
					5.43	\$ 5.55
					5.32	6.45
						5.40
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sat.
	● 398	◆● 358	◆● 612	570	● 360	◇ 16

PRINCETON BRANCH—SOUTHWARD

FIRST CLASS

STATIONS	#4133 Daily Ex. Sat. & Sun. A. M.	#4135 Daily Ex. Sun. A. M.	#4137 Daily Ex. Sun. A. M.	4103 Saturday Only A. M.	4261 A. M.	#4139 Daily Ex. Sun. A. M.	#4141 Daily Ex. Sun. A. M.	4263 A. M.	#4143 Daily Ex. Sun. A. M.	4105 Saturday Only A. M.	4265 A. M.	4147 Daily P. M.	#4149 Daily Ex. Sun. P. M.	4151 Daily P. M.	#4153 Daily Ex. Sun. P. M.	4107 Saturday Only P. M.
PRINCETON	\$ 7.20	\$ 7.42	\$ 7.59	\$ 8.19	\$ 8.41	\$ 8.46	\$ 8.59	\$ 9.44	\$ 9.39	\$10.12	\$10.45	\$12.32	\$12.55	\$ 1.40	\$ 2.04	\$ 2.47
PENNS NECK	\$ 7.25	\$ 7.47	\$ 8.04	\$ 8.24	\$ 8.46	\$ 8.49	\$ 9.04	\$ 9.49	\$ 9.44	\$10.17	\$10.50	\$12.37	\$12.60	\$ 1.45	\$ 2.09	\$ 2.52
PRINCETON JCT.	A. M.	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.

FIRST CLASS

STATIONS	#4155 Daily Ex. Sat. & Sun. P. M.	4109 P. M.	#4157 Daily Ex. Sat. & Sun. P. M.	4267 P. M.	#4159 Daily P. M.	#4161 Daily Ex. Sat. & Sun. P. M.	4111 Saturday Only P. M.	4163 Daily Ex. Sat. P. M.	4113 P. M.	#4165 Daily Ex. Sat. & Sun. P. M.	#4171 Daily P. M.	#4173 Daily Ex. Sat. & Sun. P. M.	4175 Daily P. M.	#4177 Daily Ex. Sun. P. M.	4269 P. M.
PRINCETON	\$ 3.05	\$ 3.38	\$ 4.01	\$ 4.33	\$ 4.40	\$ 5.01	\$ 5.24	\$ 5.37	\$ 5.51	\$ 6.05	\$ 6.48	\$ 7.12	\$ 7.40	\$ 8.02	\$ 8.42
PENNS NECK	\$ 3.10	\$ 3.43	\$ 4.06	\$ 4.36	\$ 4.45	\$ 5.08	\$ 5.29	\$ 5.42	\$ 5.56	\$ 6.10	\$ 6.53	\$ 7.17	\$ 7.45	\$ 8.07	\$ 8.47
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS

4179	Daily	4181	Daily	4183	Daily Ex. Sun.	4275	Daily	4185	Daily
\$ 9.00	\$ 9.45	\$10.01	\$10.25	\$10.45	\$11.48				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				

Trains Nos. 4133, 4135, 4137, 4139, 4141, 4143, 4149, 4153, 4155, 4157, 4161, 4165, 4169, 4171, 4173, 4177, 4183 will not run May 30, July 4, Sept. 4.

Trains Nos. 4271, 4275 will not run Sept. 3.

Train No. 4159 will not run May 30, July 4.

Trains Nos. 4261, 4263, 4265, 4269, 4271, will run Sunday and May 30, July 4, Sept. 4.

Train No. 4183 will run Sept. 3.

Trains Nos. 4109, 4113 will run Saturday, Sunday and May 30, July 4, Sept. 4.

Train No. 4267 will run May 30, July 4.

Train No. 4275 will run Sunday and Sept. 4.

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.

PRINCETON BRANCH—NORTHWARD

FIRST CLASS

STATIONS	#4134 Daily Ex. Sat. & Sun. A. M.	#4136 Daily Ex. Sun. A. M.	#4138 Daily Ex. Sun. A. M.	4104 Saturday Only A. M.	4140 Daily A. M.	#4142 Daily Ex. Sun. A. M.	4264 A. M.	#4144 Daily Ex. Sun. A. M.	4106 Saturday Only A. M.	4266 A. M.	4148 Daily P. M.	#4150 Daily Ex. Sun. P. M.	4152 Daily P. M.	#4154 Daily Ex. Sun. P. M.	4108 Saturday Only P. M.
PRINCETON	\$ 7.37	\$ 7.58	\$ 8.11	\$ 8.35	\$ 8.58	\$ 9.14	\$10.03	\$ 9.59	\$10.26	\$11.00	\$12.54	\$ 1.20	\$ 1.58	\$ 2.19	\$ 3.09
PENNS NECK	\$ 7.32	\$ 7.53	\$ 8.06	\$ 8.30	\$ 8.53	\$ 9.09	\$ 9.57	\$ 9.54	\$10.21	\$10.55	\$12.49	\$ 1.15	\$ 1.53	\$ 2.14	\$ 3.04
PRINCETON JCT.	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.

FIRST CLASS

STATIONS	#4156 Daily Ex. Sat. & Sun. P. M.	4110 P. M.	#4158 Daily Ex. Sat. & Sun. P. M.	4268 P. M.	#4160 Daily P. M.	#4162 Daily Ex. Sat. & Sun. P. M.	4112 Saturday Only P. M.	4164 Daily Ex. Sat. P. M.	4114 P. M.	#4166 Daily Ex. Sat. & Sun. P. M.	#4168 Daily Ex. Sat. & Sun. P. M.	#4172 Daily P. M.	#4174 Daily Ex. Sat. & Sun. P. M.	4176 Daily P. M.	#4178 Daily Ex. Sun. P. M.	4270 P. M.
PRINCETON	\$ 3.19	\$ 3.55	\$ 4.18	\$ 4.48	\$ 5.00	\$ 5.15	\$ 5.42	\$ 5.55	\$ 6.08	\$ 6.21	\$ 6.33	\$ 7.10	\$ 7.25	\$ 8.00	\$ 8.19	\$ 8.59
PENNS NECK	\$ 3.14	\$ 3.50	\$ 4.13	\$ 4.43	\$ 4.55	\$ 5.10	\$ 5.37	\$ 5.50	\$ 6.03	\$ 6.16	\$ 6.28	\$ 7.05	\$ 7.20	\$ 7.55	\$ 8.14	\$ 8.54
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	4180 Daily P. M.	#4182 Daily P. M.	4272 P. M.	#4184 Daily Ex. Sun. P. M.	4276 Daily A. M.	4186 Daily A. M.
PRINCETON	\$ 9.30	\$10.00	\$10.15	\$10.43	\$11.00	\$12.02
PENNS NECK	\$ 9.25	\$ 9.55	\$10.10	\$10.38	\$10.55	\$11.56
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Trains Nos. 4134, 4136, 4138, 4142, 4144, 4150, 4154, 4156, 4158, 4162, 4166, 4168, 4172, 4174, 4178, 4184 will not run May 30, July 4, Sept. 4.

Train No. 4166 will not run May 30, July 4.

Trains Nos. 4272, 4276 will not run Sept. 3.

Trains Nos. 4264, 4266, 4270, 4272, will run Sunday and May 30, July 4, Sept. 4.

Train No. 4268 will run May 30, July 4.

Train No. 4184 will run Sept. 3.

Train No. 4110, 4114 will run Saturday, Sunday and May 30, July 4, Sept. 4.

Train No. 4276 will run Sunday and Sept. 4.

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.

HARRISON C. N. J. YARD TO NK-L.V.R.R.—WESTWARD

FIRST CLASS

STATIONS	FIRST CLASS												C. N. J.
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.		C. N. J.
HARRISON C.N.J. YD.	● 5401 Saturday Only	● 5551 A. M.	● 5503 Saturday Only	● 5903 Daily Ex. Sat. & Sun.	● 5905 Daily Ex. Sat. & Sun.	● 5505 Saturday Only	● 5555 A. M.	● 5405 Daily Ex. Sat. & Sun.	● 5507 Saturday Only	● 5407 Daily Ex. Sat. & Sun.	● 5557 A. M.	● 5409 Daily Ex. Sat. & Sun.	C. N. J.
NEWARK	12.45	12.45	6.15	6.25	6.33	6.40	6.47	7.13	7.33	7.49	7.56	8.15	8.50
HUNTER	1.01	1.01	6.33	6.43	6.50	7.16	7.36	7.52	7.68	7.83	8.01	8.33	9.08
NK-L.V.R.R.	1.04	1.04	6.36	6.46	6.53	7.19	7.39	7.55	8.01	8.16	8.36	8.56	9.36
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

STATIONS	FIRST CLASS												C. N. J.	
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.		C. N. J.
HARRISON C.N.J. YD.	● 5509 Saturday Only	● 5559 A. M.	● 5411 Daily Ex. Sat. & Sun.	● 5511 Saturday Only	● 5513 Saturday Only	● 5413 Daily Ex. Sat. & Sun.	● 5561 A. M.	● 5415 Daily Ex. Sat. & Sun.	● 5515 Saturday Only	● 5563 A. M.	● 5417 Daily Ex. Sat. & Sun.	● 5517 Saturday Only	● 5419 Daily Ex. Sat. & Sun.	● 5519 Saturday Only
NEWARK	9.37	9.52	10.30	10.30	11.25	11.30	11.50	12.30	12.65	1.20	1.36	2.07	2.45	3.09
HUNTER	9.55	10.10	10.48	10.48	11.43	11.48	12.08	12.48	1.13	1.38	1.54	2.25	2.68	3.27
NK-L.V.R.R.	9.58	10.13	10.51	10.51	11.46	11.51	12.11	12.51	1.16	1.41	1.57	2.28	3.01	3.80
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

HARRISON C. N. J. YARD TO NK-L.V.R.R.—WESTWARD

FIRST CLASS

STATIONS	FIRST CLASS												C. N. J.	
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.		C. N. J.
HARRISON C.N.J. YD.	● 5565 Saturday Only	● 5521 Saturday Only	● 5421 Daily Ex. Sat. & Sun.	● 5619 Daily Ex. Sat. & Sun.	● 5921 Daily Ex. Sat. & Sun.	● 5923 Daily Ex. Sat. & Sun.	● 5523 Saturday Only	● 5567 A. M.	● 5703 Daily Ex. Sat. & Sun.	● 5425 Daily Ex. Sat. & Sun.	● 5621 Daily Ex. Sat. & Sun.	● 5427 Daily Ex. Sat. & Sun.	● 5707 Daily Ex. Sat. & Sun.	● 5569 A. M.
NEWARK	3.42	4.07	4.21	4.45	4.51	5.00	5.07	5.10	5.16	5.26	5.38	5.41	5.53	6.07
HUNTER	4.00	4.25	4.30	4.57	5.03	5.21	5.25	5.28	5.31	5.38	5.49	5.56	6.03	6.23
NK-L.V.R.R.	4.03	4.28	4.33	5.00	5.06	5.24	5.28	5.31	5.34	5.41	5.52	6.03	6.08	6.30
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	FIRST CLASS												C. N. J.	
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.		C. N. J.
HARRISON C.N.J. YD.	● 5525 Saturday Only	● 5431 Daily Ex. Sat. & Sun.	● 5433 Daily Ex. Sat. & Sun.	● 5527 Saturday Only	● 5435 Daily Ex. Sat. & Sun.	● 5571 A. M.	● 5529 Saturday Only	● 5531 Saturday Only	● 5437 Daily Ex. Sat. & Sun.	● 5573 A. M.	● 5533 Saturday Only	● 5575 A. M.	● 5439 Daily Ex. Sat. & Sun.	● 5535 Saturday Only
NEWARK	6.10	6.45	7.20	7.07	8.11	8.11	8.12	9.07	9.30	10.07	10.11	11.07	11.10	11.41
HUNTER	6.28	6.49	7.24	7.25	8.29	8.29	8.30	9.25	9.48	10.25	10.29	11.26	11.28	11.59
NK-L.V.R.R.	6.31	6.52	7.27	7.28	8.32	8.32	8.33	9.28	9.51	10.28	10.32	11.28	11.31	12.02
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Trains Nos. 5551, 5553, 5557, 5559, 5561, 5563, 5565, 5571, 5573, 5575 will run Sunday and May 30, July 4, Sept. 4.
Trains with # symbol will not run May 30, July 4, Sept. 4.

NK-L.V.R.R. TO HARRISON C. N. J. YARD—EASTWARD

FIRST CLASS

STATIONS	FIRST CLASS												
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	
HARRISON C.N.J. YD.	#5440 Daily Ex. Sat. & Sun.	#5536 Saturday Only	#5402 Daily Ex. Sat. & Sun.	#5502 Saturday Only	#5552	#5504 Saturday Only	#5404 Daily Ex. Sat. & Sun.	#5546 Daily Ex. Sat. & Sun.	#5554	#5708 Daily Ex. Sat. & Sun.	#5408 Daily Ex. Sat. & Sun.	#5410 Daily Ex. Sat. & Sun.	C. N. J.
NEWARK	12.18	12.13	12.13	6.18	6.18	7.03	7.07	7.27	7.38	8.03	8.03	8.13	8.19
HUNTER	12.07	12.07	12.07	6.12	6.12	6.57	7.03	7.23	7.30	7.56	8.00	8.06	8.12
NK-L.V.R.R.	12.04	12.04	12.04	6.09	6.09	6.54	7.00	7.20	7.27	7.52	7.57	8.03	8.09
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

STATIONS	FIRST CLASS													
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	
HARRISON C.N.J. YD.	#5600 Daily Ex. Sat. & Sun.	#5712 Daily Ex. Sat. & Sun.	#5412 Daily Ex. Sat. & Sun.	#5556	#5912 Daily Ex. Sat. & Sun.	#5508 Saturday Only	#5602 Daily Ex. Sat. & Sun.	#5414 Daily Ex. Sat. & Sun.	#5558	#5510 Saturday Only	#5416 Daily Ex. Sat. & Sun.	#5560	#5512 Saturday Only	#5514 Saturday Only
NEWARK	8.22	8.36	8.39	8.46	8.52	9.15	9.24	9.36	9.38	10.16	10.28	11.16	11.17	12.12
HUNTER	8.16	8.29	8.36	8.40	8.45	9.09	9.18	9.21	9.32	10.09	10.21	11.10	11.11	12.08
NK-L.V.R.R.	8.13	8.26	8.33	8.37	8.42	9.06	9.15	9.18	9.29	10.06	10.18	11.07	11.08	12.03
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

NK-L.V.R.R. TO HARRISON C. N. J. YARD—EASTWARD

FIRST CLASS

STATIONS	FIRST CLASS													
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	
HARRISON C.N.J. YD.	#5420 Daily Ex. Sat. & Sun.	#5562	#5422 Daily Ex. Sat. & Sun.	#5516 Saturday Only	#5424 Daily Ex. Sat. & Sun.	#5518 Saturday Only	#5564	#5520 Saturday Only	#5426 Daily Ex. Sat. & Sun.	#5522 Saturday Only	#5566	#5428 Daily Ex. Sat. & Sun.	#5524 Saturday Only	#5568
NEWARK	12.18	1.13	1.32	1.33	2.40	2.45	3.18	3.45	4.13	4.47	4.56	5.41	6.00	6.01
HUNTER	12.12	1.07	1.26	1.27	2.34	2.39	3.12	3.39	4.06	4.41	4.50	5.34	5.54	5.55
NK-L.V.R.R.	12.09	1.04	1.23	1.24	2.31	2.36	3.09	3.36	4.03	4.38	4.47	5.31	5.51	5.52
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	FIRST CLASS													
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	
HARRISON C.N.J. YD.	#5930 Daily Ex. Sat. & Sun.	#5932 Daily Ex. Sat. & Sun.	#5526 Saturday Only	#5432 Daily Ex. Sat. & Sun.	#5570	#5434 Saturday Only	#5528 Saturday Only	#5530 Saturday Only	#5436 Daily Ex. Sat. & Sun.	#5572 Saturday Only	#5532 Saturday Only	#5438 Daily Ex. Sat. & Sun.	#5574 Saturday Only	#5534 Saturday Only
NEWARK	6.15	6.37	6.45	7.00	7.40	7.53	8.58	9.10	9.30	9.38	10.00	10.55	11.00	11.07
HUNTER	6.11	6.33	6.42	6.57	7.37	7.50	8.55	9.07	9.27	9.34	9.54	10.49	10.54	11.01
NK-L.V.R.R.	6.08	6.30	6.39	6.54	7.34	7.47	8.52	9.04	9.24	9.31	9.51	10.46	10.51	10.58
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Trains Nos. 5552, 5554, 5556, 5558, 5560, 5562, 5564, 5566, 5568, 5570, 5572, 5574, 5576 will run Sunday and May 30, July 4, Sept. 4.
Trains with # symbol will not run May 30, July 4, Sept. 4.

WEST CHESTER BRANCH—NORTHWARD

STATIONS	FIRST CLASS													
	768	770	778	704	706	780	708	798	710	782	712	714	716	0718
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$12.80	\$2.00	\$7.20	\$7.38	\$7.50	\$7.50	\$8.03	\$8.09	\$8.18	\$8.20	\$8.20	\$8.30	\$8.40	
PHILA. 30th ST. UL.	\$12.26	\$1.56	\$7.16	\$7.34	\$7.46	\$7.46	\$7.99	\$8.05	\$8.12	\$8.16	\$8.16	\$8.26	\$8.36	
ARSEN AL.	\$12.24	\$1.53	\$7.12	\$7.31	\$7.43	\$7.43	\$7.86	\$8.02	\$8.08	\$8.13	\$8.13	\$8.23	\$8.33	
FORTY-NINTH ST.	\$12.23	\$1.51	\$7.09	\$7.28	\$7.39	\$7.39	\$7.83	\$8.06	\$8.09	\$8.09	\$8.17	\$8.27	\$8.37	
ANGORA	\$12.19	\$1.49	\$7.05	\$7.24	\$7.37	\$7.37	\$7.83	\$8.03	\$8.06	\$8.06	\$8.15	\$8.25	\$8.35	
FERNWOOD-YEADON	\$12.17	\$1.47	\$7.03	\$7.22	\$7.34	\$7.34	\$7.49	\$8.03	\$8.06	\$8.06	\$8.13	\$8.23	\$8.33	
LANDSDOWNE	\$12.15	\$1.45	\$7.01	\$7.20	\$7.32	\$7.32	\$7.49	\$8.01	\$8.04	\$8.04	\$8.11	\$8.21	\$8.31	
GLADSTONE	\$12.14	\$1.44	\$7.01	\$7.20	\$7.32	\$7.32	\$7.49	\$8.01	\$8.04	\$8.04	\$8.11	\$8.21	\$8.31	
CLIFTON-ALDAN	\$12.12	\$1.42	\$6.59	\$7.17	\$7.28	\$7.28	\$7.46	\$7.98	\$8.01	\$8.01	\$8.07	\$8.17	\$8.27	
PRIMOS	\$12.10	\$1.40	\$6.57	\$7.15	\$7.26	\$7.26	\$7.42	\$7.96	\$8.01	\$8.01	\$8.07	\$8.17	\$8.27	
SECANE	\$12.08	\$1.38	\$6.55	\$7.13	\$7.24	\$7.24	\$7.42	\$7.94	\$8.01	\$8.01	\$8.07	\$8.17	\$8.27	
MORTON-RUTLEDGE	\$12.06	\$1.36	\$6.53	\$7.11	\$7.22	\$7.22	\$7.38	\$7.92	\$8.01	\$8.01	\$8.07	\$8.17	\$8.27	
SWARTHMORE	\$12.04	\$1.34	\$6.51	\$7.09	\$7.22	\$7.22	\$7.38	\$7.90	\$8.01	\$8.01	\$8.07	\$8.17	\$8.27	
WALLINGFORD	\$12.02	\$1.32	\$6.49	\$7.07	\$7.20	\$7.20	\$7.34	\$7.88	\$8.01	\$8.01	\$8.07	\$8.17	\$8.27	
MOYLAN-ROSE VALLEY	\$12.00	\$1.30	\$6.47	\$7.05	\$7.18	\$7.18	\$7.34	\$7.86	\$8.01	\$8.01	\$8.07	\$8.17	\$8.27	
MEDIA	\$12.00	\$1.28	\$6.45	\$7.03	\$7.16	\$7.16	\$7.34	\$7.86	\$8.01	\$8.01	\$8.07	\$8.17	\$8.27	
WILLIAMSON SCHOOL	F 6.35													\$ 8.14
GLEN RIDDLER	F 6.32													\$ 8.12
LENNI	F 6.30													\$ 8.10
WAWA	F 6.29													\$ 8.08
DARLINGTON	F 6.24													\$ 8.07
GLEN MILLS	F 6.20													\$ 8.06
LOCKESLEY	F 6.19													\$ 8.05
CHESNEY	F 6.17													\$ 8.04
WESTTOWN	F 6.11													\$ 8.03
NIELDS ST.	F 6.10													\$ 8.02
WEST CHESTER	\$12.59	\$12.59												\$ 7.49
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Daily	Daily Ex. Sun. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
# 768	# 770	# 778	# 704	# 706	# 780	# 708	# 798	# 710	# 782	# 712	# 714	# 716	# 0718	

Note—All Regular Trains Will Operate With MU Equipment. #Will Not Run May 30, July 4, Sept. 4. No. 770 Will Not Run May 31, July 5, Sept. 5.

WEST CHESTER BRANCH—SOUTHWARD

STATIONS	FIRST CLASS															
	718	784	720	0786	786	722	0724	724	726	728	730	772	732	734	788	736
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$ 8.45	\$ 8.55	\$ 9.05	\$ 9.20	\$ 9.16	\$ 9.30	\$ 9.45	\$ 9.50	\$ 10.17	\$ 10.47	\$ 11.17	\$ 11.47	\$ 11.47	\$ 12.17	\$ 12.52	\$ 1.17
PHILA. 30th ST. UL.	\$ 8.45	\$ 8.55	\$ 9.05	\$ 9.16	\$ 9.14	\$ 9.21	\$ 9.45	\$ 9.45	\$ 10.13	\$ 10.43	\$ 11.13	\$ 11.43	\$ 11.43	\$ 12.13	\$ 12.48	\$ 1.13
ARSEN AL.	\$ 8.42	\$ 8.45	\$ 8.54	\$ 9.12	\$ 9.14	\$ 9.21	\$ 9.43	\$ 9.43	\$ 10.08	\$ 10.38	\$ 11.08	\$ 11.38	\$ 11.40	\$ 12.10	\$ 12.45	\$ 1.10
FORTY-NINTH ST.	\$ 8.43	\$ 8.43	\$ 8.54	\$ 9.10	\$ 9.10	\$ 9.19	\$ 9.41	\$ 9.41	\$ 10.06	\$ 10.36	\$ 11.06	\$ 11.36	\$ 11.38	\$ 12.08	\$ 12.43	\$ 1.08
ANGORA	\$ 8.39	\$ 8.39	\$ 8.50	\$ 9.08	\$ 9.08	\$ 9.13	\$ 9.39	\$ 9.39	\$ 10.04	\$ 10.34	\$ 11.04	\$ 11.34	\$ 11.34	\$ 12.04	\$ 12.39	\$ 1.04
FERNWOOD-YEADON	\$ 8.37	\$ 8.37	\$ 8.48	\$ 9.06	\$ 9.06	\$ 9.13	\$ 9.37	\$ 9.37	\$ 10.02	\$ 10.32	\$ 11.02	\$ 11.32	\$ 11.32	\$ 12.02	\$ 12.37	\$ 1.02
LANDSDOWNE	\$ 8.35	\$ 8.35	\$ 8.46	\$ 9.04	\$ 9.04	\$ 9.11	\$ 9.35	\$ 9.35	\$ 10.00	\$ 10.30	\$ 11.00	\$ 11.30	\$ 11.30	\$ 12.00	\$ 12.35	\$ 1.00
GLADSTONE	\$ 8.33	\$ 8.33	\$ 8.44	\$ 9.02	\$ 9.02	\$ 9.09	\$ 9.34	\$ 9.34	\$ 9.99	\$ 10.29	\$ 10.99	\$ 11.29	\$ 11.29	\$ 11.99	\$ 12.34	\$ 1.09
CLIFTON-ALDAN	\$ 8.31	\$ 8.31	\$ 8.42	\$ 9.00	\$ 9.00	\$ 9.07	\$ 9.32	\$ 9.32	\$ 9.97	\$ 10.27	\$ 10.97	\$ 11.27	\$ 11.27	\$ 11.97	\$ 12.32	\$ 1.07
PRIMOS	\$ 8.29	\$ 8.29	\$ 8.40	\$ 8.98	\$ 8.98	\$ 9.05	\$ 9.30	\$ 9.30	\$ 9.95	\$ 10.25	\$ 10.95	\$ 11.25	\$ 11.25	\$ 11.95	\$ 12.30	\$ 1.05
SECANE	\$ 8.27	\$ 8.27	\$ 8.38	\$ 8.96	\$ 8.96	\$ 9.03	\$ 9.28	\$ 9.28	\$ 9.93	\$ 10.23	\$ 10.93	\$ 11.23	\$ 11.23	\$ 11.93	\$ 12.28	\$ 1.03
MORTON-RUTLEDGE	\$ 8.25	\$ 8.25	\$ 8.36	\$ 8.94	\$ 8.94	\$ 9.01	\$ 9.26	\$ 9.26	\$ 9.91	\$ 10.21	\$ 10.91	\$ 11.21	\$ 11.21	\$ 11.91	\$ 12.26	\$ 1.01
SWARTHMORE	\$ 8.23	\$ 8.23	\$ 8.34	\$ 8.92	\$ 8.92	\$ 9.01	\$ 9.24	\$ 9.24	\$ 9.89	\$ 10.19	\$ 10.89	\$ 11.19	\$ 11.19	\$ 11.89	\$ 12.24	\$ 1.04
WALLINGFORD	\$ 8.21	\$ 8.21	\$ 8.32	\$ 8.90	\$ 8.90	\$ 9.01	\$ 9.22	\$ 9.22	\$ 9.87	\$ 10.17	\$ 10.87	\$ 11.17	\$ 11.17	\$ 11.87	\$ 12.22	\$ 1.02
MOYLAN-ROSE VALLEY	\$ 8.19	\$ 8.19	\$ 8.30	\$ 8.88	\$ 8.88	\$ 8.95	\$ 9.20	\$ 9.20	\$ 9.85	\$ 10.15	\$ 10.85	\$ 11.15	\$ 11.15	\$ 11.85	\$ 12.20	\$ 1.05
MEDIA				\$ 8.47	\$ 8.48	\$ 8.55	\$ 9.19	\$ 9.19								
WILLIAMSON SCHOOL				F 8.88			F 9.15									
GLEN RIDDLER				F 8.86			F 9.14									
LENNI				F 8.84			F 9.09									
WAWA				F 8.83			F 9.05									
DARLINGTON				F 8.80			F 9.05									
GLEN MILLS				F 8.27			F 9.00									
LOCKESLEY				F 8.24			F 8.57									
CHESNEY				F 8.21			F 8.51									
WESTTOWN				F 8.18			F 8.50									
NIELDS ST.				F 8.18			F 8.50									
WEST CHESTER																
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
# 718	# 784	# 720	# 0786	# 786	# 722	# 0724	# 724	# 726	# 728	# 730	# 772	# 732	# 734	# 788	# 736	

Note—All Regular Trains Will Operate With MU Equipment. #Will Not Run May 30, July 4, Sept. 4.

WEST CHESTER BRANCH—NORTHWARD

FIRST CLASS

STATIONS	738	740	742	744	746	748	750	752	754	756	790	758
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.50	\$ 5.20	\$ 5.50	\$ 6.10	\$ 6.37	\$ 6.60
PHILA.-30th ST. UL.	\$ 1.48	\$ 2.18	\$ 2.48	\$ 3.18	\$ 3.48	\$ 4.18	\$ 4.46	\$ 5.16	\$ 5.46	\$ 6.06	\$ 6.33	\$ 6.46
ARSENAL	\$ 1.40	\$ 2.10	\$ 2.40	\$ 3.10	\$ 3.40	\$ 4.10	\$ 4.40	\$ 5.12	\$ 5.40	\$ 6.00	\$ 6.30	\$ 6.43
FORTY-NINTH ST.	\$ 1.38	\$ 2.08	\$ 2.38	\$ 3.08	\$ 3.38	\$ 4.08	\$ 4.38	\$ 5.08	\$ 5.38	\$ 5.98	\$ 6.25	\$ 6.41
ANGORA	\$ 1.36	\$ 2.06	\$ 2.36	\$ 3.06	\$ 3.36	\$ 4.06	\$ 4.36	\$ 5.06	\$ 5.36	\$ 5.96	\$ 6.23	\$ 6.37
FERNWOOD-YEADON	\$ 1.32	\$ 2.04	\$ 2.32	\$ 3.04	\$ 3.32	\$ 4.04	\$ 4.32	\$ 5.02	\$ 5.32	\$ 5.92	\$ 6.22	\$ 6.35
LANDSDOWNE	\$ 1.34	\$ 2.02	\$ 2.34	\$ 3.02	\$ 3.34	\$ 4.02	\$ 4.34	\$ 5.04	\$ 5.34	\$ 5.94	\$ 6.24	\$ 6.37
GLADSTONE	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.30	\$ 4.00	\$ 4.30	\$ 5.00	\$ 5.30	\$ 5.90	\$ 6.20	\$ 6.33
CLIFTON-ALDAN	\$ 1.29	\$ 1.59	\$ 2.29	\$ 2.59	\$ 3.29	\$ 3.59	\$ 4.29	\$ 4.59	\$ 5.29	\$ 5.49	\$ 6.19	\$ 6.32
PRIMOS	\$ 1.27	\$ 1.57	\$ 2.27	\$ 2.57	\$ 3.27	\$ 3.57	\$ 4.27	\$ 4.57	\$ 5.27	\$ 5.47	\$ 6.17	\$ 6.30
SECANE	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55	\$ 3.25	\$ 3.55	\$ 4.25	\$ 4.55	\$ 5.25	\$ 5.45	\$ 6.15	\$ 6.28
MORTON-RUTLEDGE	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53	\$ 3.23	\$ 3.53	\$ 4.23	\$ 4.53	\$ 5.23	\$ 5.43	\$ 6.13	\$ 6.26
SWARTHMORE	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51	\$ 3.21	\$ 3.51	\$ 4.21	\$ 4.51	\$ 5.21	\$ 5.41	\$ 6.11	\$ 6.24
WALLINGFORD	\$ 1.19	\$ 1.49	\$ 2.19	\$ 2.49	\$ 3.19	\$ 3.49	\$ 4.19	\$ 4.49	\$ 5.19	\$ 5.39	\$ 6.09	\$ 6.22
MOYLAN-ROSE VALLEY	\$ 1.17	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.47	\$ 5.17	\$ 5.37	\$ 6.07	\$ 6.20
MEDIA	\$ 1.15	\$ 1.45	\$ 2.15	\$ 2.45	\$ 3.15	\$ 3.45	\$ 4.15	\$ 4.45	\$ 5.15	\$ 5.35	\$ 6.05	\$ 6.18
ELWYN												
WILLIAMSON SCHOOL												
GLEN RIDDLE												
LENNI												
WAWA												
DARLINGTON												
GLEN MILLS												
LOCKSLEY												
CHEYNEY												
WESTTOWN												
NIELDS ST.												
WEST CHESTER												

Note—All Regular Trains Will Operate With MU Equipment. #Will Not Run May 30, July 4, Sept. 4.

WEST CHESTER BRANCH—NORTHWARD

FIRST CLASS

STATIONS	760	762	764	766	768	770	772	774	776	778	780	782	784	786	788	790
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 7.42	\$ 8.47	\$ 9.22	\$ 9.37	\$ 10.47	\$ 11.10	\$ 10.47	\$ 11.10	\$ 10.47	\$ 11.10	\$ 10.47	\$ 11.10	\$ 10.47	\$ 11.10	\$ 10.47	\$ 11.10
PHILA.-30th ST. UL.	\$ 7.38	\$ 8.43	\$ 9.18	\$ 9.33	\$ 10.43	\$ 11.06	\$ 10.43	\$ 11.06	\$ 10.43	\$ 11.06	\$ 10.43	\$ 11.06	\$ 10.43	\$ 11.06	\$ 10.43	\$ 11.06
ARSENAL	\$ 7.35	\$ 8.40	\$ 9.15	\$ 9.30	\$ 10.40	\$ 11.04	\$ 10.40	\$ 11.04	\$ 10.40	\$ 11.04	\$ 10.40	\$ 11.04	\$ 10.40	\$ 11.04	\$ 10.40	\$ 11.04
FORTY-NINTH ST.	\$ 7.33	\$ 8.38	\$ 9.13	\$ 9.28	\$ 10.38	\$ 11.03	\$ 10.38	\$ 11.03	\$ 10.38	\$ 11.03	\$ 10.38	\$ 11.03	\$ 10.38	\$ 11.03	\$ 10.38	\$ 11.03
ANGORA	\$ 7.31	\$ 8.36	\$ 9.11	\$ 9.26	\$ 10.36	\$ 11.01	\$ 10.36	\$ 11.01	\$ 10.36	\$ 11.01	\$ 10.36	\$ 11.01	\$ 10.36	\$ 11.01	\$ 10.36	\$ 11.01
FERNWOOD-YEADON	\$ 7.29	\$ 8.34	\$ 9.09	\$ 9.24	\$ 10.34	\$ 10.99	\$ 10.34	\$ 10.99	\$ 10.34	\$ 10.99	\$ 10.34	\$ 10.99	\$ 10.34	\$ 10.99	\$ 10.34	\$ 10.99
LANDSDOWNE	\$ 7.27	\$ 8.32	\$ 9.07	\$ 9.22	\$ 10.32	\$ 10.97	\$ 10.32	\$ 10.97	\$ 10.32	\$ 10.97	\$ 10.32	\$ 10.97	\$ 10.32	\$ 10.97	\$ 10.32	\$ 10.97
GLADSTONE	\$ 7.25	\$ 8.30	\$ 9.05	\$ 9.20	\$ 10.30	\$ 10.95	\$ 10.30	\$ 10.95	\$ 10.30	\$ 10.95	\$ 10.30	\$ 10.95	\$ 10.30	\$ 10.95	\$ 10.30	\$ 10.95
CLIFTON-ALDAN	\$ 7.24	\$ 8.29	\$ 9.04	\$ 9.19	\$ 10.29	\$ 10.94	\$ 10.29	\$ 10.94	\$ 10.29	\$ 10.94	\$ 10.29	\$ 10.94	\$ 10.29	\$ 10.94	\$ 10.29	\$ 10.94
PRIMOS	\$ 7.22	\$ 8.27	\$ 9.02	\$ 9.17	\$ 10.27	\$ 10.92	\$ 10.27	\$ 10.92	\$ 10.27	\$ 10.92	\$ 10.27	\$ 10.92	\$ 10.27	\$ 10.92	\$ 10.27	\$ 10.92
SECANE	\$ 7.20	\$ 8.25	\$ 9.00	\$ 9.15	\$ 10.25	\$ 10.90	\$ 10.25	\$ 10.90	\$ 10.25	\$ 10.90	\$ 10.25	\$ 10.90	\$ 10.25	\$ 10.90	\$ 10.25	\$ 10.90
MORTON-RUTLEDGE	\$ 7.18	\$ 8.23	\$ 8.98	\$ 9.13	\$ 10.23	\$ 10.88	\$ 10.23	\$ 10.88	\$ 10.23	\$ 10.88	\$ 10.23	\$ 10.88	\$ 10.23	\$ 10.88	\$ 10.23	\$ 10.88
SWARTHMORE	\$ 7.16	\$ 8.21	\$ 8.96	\$ 9.11	\$ 10.21	\$ 10.86	\$ 10.21	\$ 10.86	\$ 10.21	\$ 10.86	\$ 10.21	\$ 10.86	\$ 10.21	\$ 10.86	\$ 10.21	\$ 10.86
WALLINGFORD	\$ 7.14	\$ 8.19	\$ 8.94	\$ 9.09	\$ 10.19	\$ 10.84	\$ 10.19	\$ 10.84	\$ 10.19	\$ 10.84	\$ 10.19	\$ 10.84	\$ 10.19	\$ 10.84	\$ 10.19	\$ 10.84
MOYLAN-ROSE VALLEY	\$ 7.12	\$ 8.17	\$ 8.92	\$ 9.07	\$ 10.17	\$ 10.82	\$ 10.17	\$ 10.82	\$ 10.17	\$ 10.82	\$ 10.17	\$ 10.82	\$ 10.17	\$ 10.82	\$ 10.17	\$ 10.82
MEDIA	\$ 7.10	\$ 8.15	\$ 8.90	\$ 9.05	\$ 10.15	\$ 10.80	\$ 10.15	\$ 10.80	\$ 10.15	\$ 10.80	\$ 10.15	\$ 10.80	\$ 10.15	\$ 10.80	\$ 10.15	\$ 10.80
ELWYN																
WILLIAMSON SCHOOL																
GLEN RIDDLE																
LENNI																
WAWA																
DARLINGTON																
GLEN MILLS																
LOCKSLEY																
CHEYNEY																
WESTTOWN																
NIELDS ST.																
WEST CHESTER																

Note—All Regular Trains Will Operate With MU Equipment. #Will Not Run May 30, July 4, Sept. 4.

NORTHERN CENTRAL BRANCH

WESTWARD		FIRST CLASS		STATIONS		FIRST CLASS		EASTWARD	
Train No.	Time	Train No.	Time	Station	Train No.	Time	Train No.	Time	
571	Daily	575	Daily	BALTIMORE	548	A. M.	570	P. M.	
571	Daily	575	Daily	MT. VERNON	548	\$ 8.10	570	\$ 8.45	
571	Daily	575	Daily	TIMONIUM	548	8.06	570	8.40	
571	Daily	575	Daily	COCKEYSVILLE	548	7.42	570	8.26	
571	Daily	575	Daily	PARKTON	548	7.38	570	8.18	
571	Daily	575	Daily	NEWFREEDOM(Hdg.Drv.)	548	7.17	570	7.45	
571	Daily	575	Daily	GLEN ROCK	548	7.00	570	F 7.30	
571	Daily	575	Daily	SMYSER	548	6.48	570	F 7.22	
571	Daily	575	Daily	HYDE	548	6.44	570	7.11	
571	Daily	575	Daily	YORK	548	6.36	570	7.01	
571	Daily	575	Daily	LOUCKS	548	\$ 6.30	570	\$ 6.55	
571	Daily	575	Daily	MT. WOLF	548	6.17	570	6.43	
571	Daily	575	Daily	CLY	548	6.13	570	6.38	
571	Daily	575	Daily	HARRISBURG	548	6.05	570	6.26	
571	Daily	575	Daily		548	\$ 5.40	570	\$ 6.00	
571	Daily	575	Daily		548	A. M.	570	P. M.	
571	Daily	575	Daily		548	Daily	570	Daily	
571	Daily	575	Daily		548	\$ 554	570	\$ 570	

TRAINS WAIT FOR CONNECTIONS
NEW YORK DIVISION

Rahway							
Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
3704	A.M. 6.01	3602	A.M. 5.55	3617	P.M. 2.30	3831	P.M. 2.27
3611	8.32	3821	8.28	3621	5.00	3839	4.55
3828	P.M. 1.49	3626	P.M. 1.43	3637	7.13	3785	7.08
				3641	9.49	3787	9.43

Trenton							
Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
561	A.M. 1.23	235	A.M. 1.21	3814	A.M. 6.35	502	A.M. 6.30
511	8.06	201	8.01	3828	P.M. 1.03	172	P.M. 12.51
553	9.40	207	9.35	3830	2.45	130	2.38
				3834	4.47	174	4.39
519	P.M. 12.10	121	P.M. 12.00	3838	5.55	132	5.47
557	2.35	23	2.34	3839	5.46	559	5.50
523	3.05	149	2.50	3840	8.00	154	7.55
559	5.50	3839	5.46	3850	8.00	272	7.55
533	6.38	223	6.35	4210	8.59	164	8.55
535	7.20	225	7.11	3842	9.12	156	9.08

Princeton Junction							
Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
254	A.M. 7.29	4133	A.M. 7.25	4134	A.M. 7.32	254	A.M. 7.29
200	7.52	4135	7.47	4136	7.53	200	7.52
234	7.50	4135	7.47	4136	7.53	234	7.50
201	7.51	4135	7.47	4138	8.06	3817	7.55
3817	7.55	4135	7.47	4138	8.06	3820	8.06
3820	8.06	4137	8.04	4104	8.30	3822	8.26
3822	8.26	4103	8.24	4140	8.53	4202	8.50
4202	8.50	4261	8.46	4142	9.09	256	8.55
256	8.55	4139	8.52	4142	9.09	3819	9.08
3821	9.05	4141	9.04	4142	9.09	3821	9.04
3819	9.08	4141	9.04	4264	9.59	280	9.55
280	9.55	4263	9.49	4144	9.54	3823	9.46
3823	9.46	4143	9.44	4144	9.54	204	9.51
204	9.51	4143	9.44	4106	10.21	3824	10.20
3824	10.20	4105	10.17	4266	10.55	4203	10.54
4203	10.54	4265	10.50				
211	P.M. 12.42	4147	P.M. 12.37	4148	P.M. 12.49	211	P.M. 12.42
3825	1.06	4149	1.00	4150	1.15	3825	1.06
3828	1.14	4149	1.00	4152	1.53	3828	1.14
212	1.50	4151	1.45	4154	2.14	3827	2.11
3827	2.15	4153	2.09	4108	3.04	3830	2.55
3830	2.55	4107	2.52	4108	3.04	3831	3.01
3831	3.01	4107	2.52	4156	3.14	3829	3.13
3829	3.13	4155	3.10	4110	3.50	218	3.48
218	3.48	4109	3.43	4158	4.13	3832	4.12
3846	4.01	4109	3.43	4268	4.43	4205	4.41
3832	4.12	4157	4.06	4160	4.55	4205	4.41
4205	4.41	4267	4.38	4162	5.10	3834	5.03
219	4.50	4159	4.45	4112	5.37	3839	5.35
3834	5.03	4159	4.45	4164	5.50	220	5.47
3837	5.09	4161	5.06	4164	5.50	221	5.50
3839	5.35	4111	5.29	4166	6.16	3841	6.08
220	5.47	4163	5.42	4168	6.28	223	6.24
221	5.50	4163	5.42	4172	7.05	225	7.00
3838	6.00	4163	5.42	4174	7.20	3849	7.19
3841	6.08	4113	5.56	4176	7.55	298	7.48
223	6.24	4165	6.10	4178	8.14	3850	8.10
225	7.00	4171	6.53	4178	8.14	3840	8.10
222	7.05	4171	6.53	4270	8.54	284	8.51
298	7.48	4175	7.45	4274	9.12	4210	9.10
227	7.54	4175	7.45	4180	9.25	3851	9.20
3840	8.10	4177	8.07	4180	9.25	3842	9.23
3850	8.51	4177	8.07	4182	9.56	141	9.55
284	8.10	4269	8.47	4272	10.10	282	10.06
4210	9.10	4179	9.05	4184	10.38	158	10.32
3851	9.20	4179	9.05	4276	10.55	161	10.54
3842	9.23	4179	9.05	4186	11.56	231	11.55
141	9.55	4181	9.50				
282	10.06	4271	10.04				
158	10.32	4183	10.30				
161	10.54	4275	10.50				
231	11.55	4185	11.53				

**PHILADELPHIA DIVISION
AT 30th STREET STA.-Phila.**

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Pgsra.
234	7.00 AM	5	372	6.53 AM	
907	8.03 AM	3	306	7.50 AM	
347	5.58 PM	5	219	5.40 PM	
757	6.48 PM	5	221	6.38 PM	
353	6.53 PM				
925	5.25 PM	3	851	5.21 PM	
359	8.52 PM	5	227	8.42 PM	
365	11.03 PM	5	141	10.51 PM	
369	12.48 AM	5	231	12.44 AM	

AT NORTH PHILADELPHIA

852	5.41 PM	3	219	5.30 PM
854	6.06 PM	3	153	5.50 PM
856	6.36 PM	3	221	6.28 PM
858	7.10 PM	3	223	7.03 PM
860	7.50 PM	3	225	7.38 PM
862	8.40 PM	3	227	8.32 PM
866	10.45 PM	3	141	10.39 PM

AT MEDIA

Train No.	Wait for	Train No.	Wait for
0705	705	718	0718
0707	707	786	0786
0719	719	*724	0724
0735	735	738	0738
0739	739	754	0754
0741	741	790	0790
0749	749	762	0762
0755	755	766	0766
0761	761		

Unless otherwise instructed by train dispatcher.

*No. 724 will wait a maximum of 5 minutes for No. 0724.

NOTE—Conductors of trains running late with passengers for Atlantic City and South Jersey Seashore points must notify Train Dispatcher the number of passengers and their destinations who desire to connect with PRSL trains. Eastward trains should notify Train Dispatcher from Lancaster when possible but must report the PRSL travel from Paoli. Trains from the south must notify Stationmaster at Wilmington who in turn will contact Movement Desk "S" office. Trains from New York will advise from Trenton.

P.R.S.L. trains will wait at North Philadelphia station for connections as directed by movement director or station master.

Trains to Washington and Harrisburg will wait at North Philadelphia for connection from P.R.S.L. trains, as directed by movement director or station master.

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

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

**HARRISBURG DIVISION
PASSENGER HIGHWAY BUS SERVICE**

LANCASTER TO YORK

YORK TO LANCASTER

Stations	0553	0557	0559	0552	0558	0560	0562	0572
	Daily	Daily	Daily	Daily	Daily	Daily	Sat. Ex. Sat.	Daily
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Lancaster.....	10.35	3.35	8.00	8.17	2.40	6.20	7.20	10.00
Mountville.....		3.50			2.20			
Columbia.....	10.57	3.57	8.22	7.50	2.13	5.53	6.53	9.33
Wrightsville.....	11.02	4.02	8.27	7.45	2.08	5.48	6.48	9.28
Strickler.....	11.06	4.06	8.31	7.41	2.04	5.44	6.44	9.24
Hellam.....	11.10	4.10	8.35	7.37	2.00	5.40	6.40	9.20
York.....	11.30	4.25	8.55	7.22	1.45	5.25	6.25	9.05
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Conn. train.....	25	33	49	604	54	16	12	24
Due Lancaster.....	10.27	3.23	7.47	8.33	3.10	6.36	7.36	10.12
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

**EXTRA STOPS—PASSENGER TRAINS
New York Division**

Train No.	Stop At	For
3812	Portal Block Station.....	Employee.
3706	Portal Block Station.....	Employee.
4241	Portal Block Station.....	Employee.
3740	Portal Block Station.....	Employee.
3767	Portal Block Station.....	Employee.
3789	Portal Block Station.....	Employee.
3806	Switch Leading to Engine Track, Meadows, East End Hudson Interlocking.....	Employee.
3723		
3807	Waverly Freight Station, Haynes Ave.....	Employee.
3731	Waverly Freight Station, Haynes Ave.....	Employee.
4210	County Block Station.....	Employee.

Philadelphia Division

18	Paoli.....	Employee.
806	Upaal.....	Employee.

Chesapeake Division

†951	Wilmington Shop Overhead Bridge.....	Employee.
953		
901		
903		
904		
905		
910		
▲915		
917		
924		
926		
930		
935		
950		
938		
▲937		
414	Ivy City Enginehouse, on Signal.....	Employee.

†Saturday Only.

▲Daily Except Saturday and Sunday.

TICKETS OFFICES OPEN FOR SALE OF TICKETS

ALL DIVISIONS

Station	Monday to Friday	Saturday	Sunday and Holidays
New York	12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid.	12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid.	12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid.
Newark, N. J.	12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid.	12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid.	12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid.
N. Elizabeth	6.30 AM to 8.45 AM	Closed	Closed
Elizabeth	6.00 AM to 6.00 PM	7.15 AM to 5.00 PM	9.00 AM to 5.00 PM
Linden	6.50 AM to 2.35 PM	7.30 AM to 3.00 PM	Closed
Rahway	6.30 AM to 2.30 PM	8.45 AM to 2.30 PM	9.00 AM to 5.00 PM
Woodbridge	6.30 AM to 8.15 AM	Closed	Closed
Iselin	6.30 AM to 8.15 AM	Closed	Closed
Metuchen	6.30 AM to 2.30 PM	Closed	Closed
New Brunswick	6.00 AM to 8.00 PM	6.00 AM to 8.00 PM	6.00 AM to 8.00 PM
Jersey Avenue	6.45 AM to 12.35 PM 2.05 PM to 3.45 PM	Closed	Closed
Monmouth Jct.	8.00 AM to 10.00 AM	Closed	Closed
Princeton Jct.	7.15 AM to 10.00 AM	7.15 AM to 10.00 AM	Closed
Princeton	7.00 AM to 5.00 PM	7.00 AM to 5.00 PM	7.00 AM to 4.00 PM
Trenton	12.01 AM to 12.10 AM 6.00 AM to 12.00 Mid.	12.01 AM to 12.10 AM 6.00 AM to 12.00 Mid.	12.01 AM to 12.10 AM 6.00 AM to 12.00 Mid.
Levittown-Tullytown	6.00 AM to 9.30 AM	Closed	Closed
Bristol	6.45 AM to 3.15 PM	Closed	Closed
Cornwells Hgts.	10.00 AM to 4.00 PM	Closed	Closed
Torresdale	7.00 AM to 8.45 AM	Closed	Closed
Frankford Jct. (See Note 1)	4.15 PM to 5.15 PM	Closed (See Note)	Closed
North Phila.	6.00 AM to 11.45 PM	6.00 AM to 11.45 PM	6.00 AM to 11.45 PM
Phila.-30th St.	6.00 AM to 1.00 AM	6.00 AM to 1.00 AM	6.00 AM to 1.00 AM
*Suburban	6.00 AM to 12.45 AM	6.00 AM to 11.00 PM	10.00 AM to 7.30 PM
Darby	6.20 AM to 8.40 AM	Closed	Closed
Sharon Hill	6.45 AM to 11.45 AM 12.45 PM to 3.45 PM	Closed	Closed
Folcroft	6.45 AM to 11.00 AM 12.00 Noon to 3.45 PM	Closed	Closed
Glenolden	6.25 AM to 8.55 AM	Closed	Closed
Norwood	6.40 AM to 11.40 AM 12.40 PM to 3.40 PM	Closed	Closed
Moore	6.30 AM to 11.00 AM 12.00 Noon to 3.30 PM	Closed	Closed

*Holiday hours same as Monday to Friday.

Station	Monday to Friday	Saturday	Sunday and Holidays
Ridley Park	6.15 AM to 11.15 AM 12.15 PM to 3.15 PM	Closed	Closed
*Chester	6.15 AM to 10.40 AM 11.10 AM to 6.55 PM 7.45 PM to 9.30 PM	7.00 AM to 10.40 AM 11.10 AM to 2.25 PM	1.30 PM to 6.55 PM 7.45 PM to 9.30 PM
Marcus Hook	7.45 AM to 12.00 Noon 1.01 PM to 4.45 PM	Closed	Closed
Claymont	7.00 AM to 4.00 PM	Closed	Closed
Wilmington	6.10 AM to 12.10 AM	6.10 AM to 12.10 AM	6.10 AM to 12.10 AM
Newark, Del.	7.00 AM to 5.00 PM	Closed	Closed
Perryville	6.30 AM to 5.00 PM	Closed	Closed
Aberdeen	8.00 AM to 5.00 PM	Closed	Closed
Edgewood	8.00 AM to 5.00 PM	Closed	Closed
Baltimore	Continuously	Continuously	Continuously
Odenton	6.30 AM to 3.30 PM	Closed	Closed
Bowie	6.30 AM to 9.30 AM	Closed	Closed
Washington	Continuously	Continuously	Continuously
Overbrook	7.00 AM to 12.30 PM 1.30 PM to 3.30 PM	Closed	Closed
Merion	7.00 AM to 11.55 AM 12.55 PM to 3.30 PM	Closed	Closed
Narberth	6.50 AM to 12.15 PM 1.30 PM to 3.50 PM	Closed	Closed
Wynnewood	6.45 AM to 11.30 AM 12.45 PM to 3.45 PM	Closed	Closed
Ardmore	6.45 AM to 12.00 Noon 1.01 PM to 4.00 PM	Closed	Closed
Haverford	6.45 AM to 12.00 Noon 1.05 PM to 3.45 PM	Closed	Closed
Bryn Mawr	7.00 AM to 4.00 PM	Closed	Closed
Rosemont	7.10 AM to 10.55 AM	Closed	Closed
Villanova	6.45 AM to 11.15 AM 1.15 PM to 3.45 PM	Closed	Closed
Radnor	6.50 AM to 11.55 AM 1.15 PM to 3.50 PM	Closed	Closed
St. Davids	6.30 AM to 12.35 PM 2.10 PM to 4.05 PM	Closed	Closed
Wayne	6.40 AM to 11.59 AM 1.10 PM to 3.40 PM	Closed	Closed
Strafford	6.30 AM to 11.30 AM 1.01 PM to 3.30 PM	Closed	Closed
Devon	7.00 AM to 11.59 AM 1.01 PM to 4.00 PM	Closed	Closed

*Closed Holidays.

Station	Monday to Friday	Saturday	Sunday and Holidays
Berwyn	6.45 AM to 11.59 AM 12.30 PM to 3.15 PM	Closed	Closed
Paoli	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM
Malvern	7.30 AM to 11.59 AM 12.45 PM to 4.30 PM	Closed	Closed
Coatesville	6.30 AM to 3.30 PM	Closed	Closed
Lancaster	5.45 AM to 8.00 PM	5.45 AM to 8.00 PM	5.45 AM to 8.00 PM
Elisabethtown	6.45 AM to 4.00 PM	Closed	Closed
Harrisburg	Continuously	Continuously	Continuously

CHESTNUT HILL BRANCH

Queen Lane	6.30 AM to 11.59 AM 1.15 PM to 3.30 PM	Closed	Closed
Chelton Ave.	6.45 AM to 11.30 AM 1.01 PM to 3.45 PM	Closed	Closed
Carpenter	6.50 AM to 11.50 AM 12.30 PM to 2.30 PM	Closed	Closed
Chestnut Hill	6.15 AM to 11.40 PM	6.15 AM to 11.40 PM	6.15 AM to 11.40 PM

WEST CHESTER BRANCH

Angora	7.15 AM to 10.35 AM	Closed	Closed
Fernwood-Yeadon	7.00 AM to 8.40 AM	Closed	Closed
Lansdowne	6.45 AM to 11.00 AM 12.01 PM to 4.30 PM	Closed	Closed
Clifton-Aldan	6.50 AM to 10.00 AM	Closed	Closed
Primos	6.45 AM to 8.45 AM	Closed	Closed
Secane	6.45 AM to 9.45 AM	Closed	Closed
Morton-Rutledge	6.45 AM to 11.59 AM 1.25 PM to 4.10 PM	Closed	Closed
Swarthmore	6.45 AM to 12.00 Noon 12.30 PM to 3.15 PM	Closed	Closed
Wallingford	6.40 AM to 11.50 AM 12.30 PM to 3.10 PM	Closed	Closed
Moylan-Rose Valley	6.00 AM to 8.30 AM	Closed	Closed
Media	7.15 AM to 11.00 AM 1.01 PM to 3.30 PM	Closed	Closed
Glen Mills	11.30 AM to 12.00 Noon	Closed	Closed
West Chester	7.30 AM to 9.00 AM	Closed	Closed

PEMBERTON-BORDENTOWN BRANCH

12th Street	7.30 AM to 8.30 AM 4.30 PM to 5.30 PM	Closed	Closed
Moorestown	7.00 AM to 12.00 Noon 1.01 PM to 4.00 PM	Closed	Closed
Mt. Holly	6.45 AM to 12.00 Noon 1.01 PM to 3.45 PM	Closed	Closed
Birmingham	8.00 AM to 5.00 PM	Closed	Closed

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

Utica Avenue	6.35 AM to 11.45 AM 12.45 PM to 3.45 PM	Closed	Closed
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SCHUYLKILL BRANCH

Station	Monday to Friday	Saturday	Sunday and Holidays
Wynnesfield Ave.	7.45 AM to 11.15 AM	Closed	Closed
Bala	7.45 AM to 9.10 AM	Closed	Closed
Cynwyd	7.45 AM to 11.15 AM	Closed	Closed

NORTHERN CENTRAL BRANCH

York	9.00 AM to 6.00 PM	Closed	Closed
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NOTE 1—When Atlantic City race train operates, will open one hour in advance of arrival time of race train including Saturday.
HOLIDAYS: Memorial Day, Independence Day and Labor Day.

U. S. MAIL WORK

STATIONS	Westward				Eastward		
	13	25			22	50	4
Paoli	ER				E		
Coatesville		E				DPJ	
Lancaster	DKR						DKR

C—Mail caught from crane only.
D—Mail delivered only.
CD—Mail caught and delivered.
E—Train stops; mail received or delivered; or both.
G—Reduce speed to 50 miles per hour.
H—Reduce speed to 30 miles per hour.
J—Reduce speed to 25 miles per hour.
K—Reduce speed to 20 miles per hour.
L—Reduce speed to 10 miles per hour.
M—Daily except Holidays.
N—Daily except Sundays and Holidays.
P—Daily except Sunday.
R—Daily except Sunday and Monday.
S—Daily except Sunday, Monday and Holidays.
T—Monday only.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

STATIONS	Note	TT-1 (2-X) A. M.	N-15 (4) A. M.	A-1 (2) A. M.	A-31 (3) A. M.	TT-1A (9) A. M.	EM-1 (1) A. M.	CR-1 (2-X) A. M.	BL-5 (3) A. M.	P-3 (1) A. M.	TTX Spec. (6) P. M.	SWC-1 (1) P. M.	NWC-1 (1) P. M.	TTX Spec. (6) P. M.	MD-13 (1) P. M.	NE-3 (1) P. M.
Harsimus Cove		12.30				2.00						2.00				
Meadows										10.00	1.00	3.00		6.00		
Greenville			12.30							11.30				6.30		
Waverly			2.15											7.30		
South Amboy				12.30				6.40	8.00						6.30	
Phillipsburg			2.45	1.45				8.30	11.00			8.00	8.45		8.30	
Fair				3.00	1.00		5.00									
Morrisville					2.30		5.20			2.55		8.40	9.30			
Bordentown						3.25					2.30			7.45		
Copper									12.15					9.30		
Holmes		2.10														
		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.

NOTE:

- 1—Daily.
2—Daily Except Sunday.
3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Sunday and Monday.

6—Tuesday and Wednesday Only.

8—Saturday Only.

9—As Required.

10—Daily Except Saturday and Sunday.

11—Tuesday, Thursday and Sunday.

X—PR 7-9, P-5, TT-3-23, will not operate on seven recognized Holidays.

TT-1 will not operate day following seven recognized Holidays.

NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

STATIONS	Note	NIC-1 (1) P. M.	PR-9 (2-X) P. M.	TT-3 (2-X) P. M.	PR-7 (2-X) P. M.	TT-23 (2-X) P. M.	N-13 (2) P. M.	N-3 (4) P. M.	BL-1 (1) P. M.	P-5 (2-X) P. M.	MD-7 (1) P. M.
Harsimus Cove					10.45					11.59	
Meadows			8.30	10.45		11.00				1.00	11.59
Greenville							11.30	11.30			2.00
Waverly		8.00					1.00	1.00			
County											
South Amboy									11.30		
Phillipsburg						12.30			3.30		
Fair							2.30				
Morrisville											
Bordentown										4.40	
Copper			11.25	12.40	12.40						6.30
Holmes						1.05		3.30			
		P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

NOTE:

- 1—Daily.
2—Daily Except Sunday.
3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Sunday and Monday.

6—Tuesday and Wednesday Only.

8—Saturday Only.

9—As Required.

10—Daily Except Saturday and Sunday.

11—Tuesday, Thursday and Sunday.

X—PR-7-9, P-6, TT-3-23, will not operate on seven recognized Holidays.

TT-1 will not operate day following seven recognized Holidays.

NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS Note	CG-2	TT-2	TT-4	BNY.16	NJC-2	N-12	N-14	BL-6	TT-6	A-2	MD-16	CG-8	N-28	CNY-4
	(1) A. M.	(5-X) A. M.	(5-X) A. M.	(1) A. M.	(6) A. M.	(3) A. M.	(4) A. M.	(5) A. M.	(6-X) A. M.	(2) A. M.	(1) A. M.	(1) A. M.	(3) A. M.	(1) P. M.
Harsimus Cove.....									8.40					
Meadows.....		2.45	3.00						7.40					G1.00
Greenville.....	3.30			5.10		6.15					8.30	9.00	11.30	
Waverly.....		2.20		4.10	4.00	5.00	6.15		6.25		7.30	8.30	10.00	11.30
Linden.....				3.25										10.30
Metuchen.....				2.25										9.00
County.....	1.35						5.00							
South Amboy.....					3.15					7.00				
Phillipsburg.....							3.45	10.30		5.00			9.00	
Millham.....						3.30		5.00						
Morrisville.....														
Bordentown.....														
M.A.....	12.05		1.05					4.00	4.55		5.15	7.15	7.30	8.00
Holmes.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

NOTE:

- 1—Daily.
- 2—Daily Except Sunday.
- 3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Tuesday.

6—Tuesday, Thursday, and Sunday.

7—As required.

X—TT-2-4-6 will not operate second day following seven

recognized Holidays.

G—Operates two hours later on Tuesday.

NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS Note	MD-6	DJ-2	TTX	EM-2	CS-8	BL-2	TTX	AST-2	TT-20	CB-2	MD-18	TT-24	A-30	ABL-2	BL-34
	(1) A. M.	(1) P. M.	Spe. (8) P. M.	(1) A. M.	(1) P. M.	(3-X) P. M.	Spe. (10) P. M.	(1) P. M.	(10) P. M.	(3) P. M.	(1) A. M.	(12) P. M.	(3) P. M.	(3) A. M.	(7) A. M.
Harsimus Cove.....		1.45													
Meadows.....		12.45	12.01				3.00	8.05	7.00		12.15	11.45			
Greenville.....	10.45				3.30										
Waverly.....	9.30							6.50			10.10				
Linden.....															
Metuchen.....															
County.....															
South Amboy.....															
Phillipsburg.....						2.30				9.50					
Millham.....										7.30					
Morrisville.....					12.15	12.01		5.05				9.30	10.30	11.30	
Bordentown.....													9.15		
M.A.....	8.15	9.05	10.10	11.30	11.59		1.15	4.55	5.10		8.30	8.30			
Holmes.....	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.

NOTE:

- 1—Daily.
- 2—Daily Except Sunday.
- 3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Tuesday.

6—Monday, Wednesday, and Friday.

7—Wednesday and Friday.

8—Tuesday and Wednesday.

9—Monday Only and days

following seven recognized

Holidays.

10—Sunday Only.

11—As Required.

12—Daily except Monday and Tuesday.

X—TT-2-4-6 will not operate second day following seven

recognized Holidays.

★—BL-2 will not operate days following seven

Holidays.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

Stations	EC-7 (3) A.M.	E-1 (1) A.M.	TT-3 (7) A.M.	PR-7 (7) A.M.	PF-3 (1) A.M.	P-7 (1) A.M.	TT-23 (7) A.M.	TH-1 (1) A.M.	TT-5 (7) A.M.	TT-1 (7) A.M.	PR-1 (6) A.M.	YE-3 (1) A.M.	S-15 (6) A.M.	ET-1 (1) A.M.	TT-1A (6) A.M.	N-3 (2) A.M.	P-5 (7) A.M.	BF-3 (1) A.M.
Holmes.....							1.05	Thurlow 1.30		2.10						3.30		
Paronia.....										2.55						3.45		
Frankford Jct.				1.00			1.55									5.30		
Stadium.....				4.00			2.50	1.50										
Bell.....																		
62nd St.....																		
Jeff.....		12.40	12.40	12.40								York 3.00 2.35	3.10		3.25		4.40	
Nees.....																		
Norris.....																		
Reading.....																		
Thorn.....																		
Park.....			2.30	2.30		5.15			York 1.45	5.05				5.45	5.00		6.45	
Cork.....					1.00		7.50											
Cres.....		12.30																
Cola.....																		
State.....			4.00	4.00					2.15	6.40								
Harrisburg...									3.00									
Day.....		2.45		8.00	2.15			9.15										
Enola.....																		
Rockville.....	12.01 A.M.		5.15 A.M.	5.00 A.M.						7.40 A.M.	2.30 A.M.				7.45 A.M.			5.00 A.M.
Banks.....																		5.30 A.M.

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

Stations	EM-1 (1) A.M.	MD-117 (1) A.M.	CV-61 (2) A.M.	EC-1 (8) A.M.	MD-7 (1) A.M.	EC-5 (1) A.M.	S-80 (1) A.M.	CV-85 (1) A.M.	S-3 (2) A.M.	BL-6 (6) P.M.	PG-5 (1) P.M.	PT-85 (6) P.M.	YE-1 (1) P.M.
Holmes.....					6.30					12.15			
Paronia.....		6.00										1.01	
Jersey.....		6.15										1.15	
Frankford Jct.		7.15							10.30			1.50	
Stadium.....					8.30					1.40		3.25	
Bell.....		8.45											
Jeff.....													
Copper.....	5.20												
Nees.....	7.00												
Norris.....													
Reading.....	8.15								1.30				York 1.05
Thorn.....	8.40								6.30				
Park.....	10.00												
Cork.....						8.00							
Cres.....													
Cola.....													
City.....													
State.....													
Harrisburg...	12.45		6.00										
Day.....				6.15									
Enola.....				6.45									
Rockville.....			Hager 1.00					Hager 2.30					
Banks.....	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	1.00 P.M.		P.M.

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD — SOUTHWARD

The time shown conveys no timetable authority

Stations	TT-SPL (15)	P-3 (1)	P-9 (1)	TP-1 (1)	BF-5 (1)	CV-63 (2)	EC-3 (1)	HC-1 (1)	S-82 (1)	PR-3 (4)	TT-SPL (17)	ED-1 (6)	SWC-1 (1)	MD-13 (1)	NWC-1 (1)	BP-5 (1)	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Holmes.....	2.30																
Pavonia.....			3.00														
Jersey.....			3.15														
Frankford Jct.	3.15		4.30														9.45
Stadium.....				3.30													12.15
Bell.....				6.00													
22nd St.....																	
Jeff.....																	
Nest.....	2.55																
Norris.....																	
Reading.....																	
Thorn.....																	
Park.....	4.45	4.55	7.45														
Cook.....																	
Cres.....																	
Cola.....																	
Cly.....																	
State.....	6.10																
Harrisburg..		7.00	10.45														
Enola.....					3.45		4.30		6.00								
Rockville....					4.15		5.00		7.00								
Banks.....	7.10					8.00		5.30		3.00	12.30	8.00					
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD — SOUTHWARD

The time shown conveys no timetable authority

Stations	BF-7 (1)	TH-3 (2)	PR-9 (4)	CB-9 (6)
	P.M.	P.M.	P.M.	P.M.
Holmes.....				
Pavonia.....		Thurlow 10.00		
Jersey.....				
Frankford Jct.				
Stadium.....				
Bell.....		10.20		
22nd St.....				
Jeff.....			11.25	
Coppet.....				
Nest.....				
Norris.....				
Reading.....				
Thorn.....			1.10	
Park.....				
Cook.....		3.30		
Cres.....			11.59	
Cola.....				
Cly.....				
State.....			2.45	
Harrisburg..		5.30		1.15
Day.....				
Enola.....	9.45			
Rockville....	10.15	8.00	3.45	3.15
Banks.....		A.M.	A.M.	A.M.
	P.M.	A.M.	A.M.	A.M.

NORTHWARD AND WESTWARD

Stations	A-31 (6)	A-33 (2)	CB-21 (21)	A-39 (2)
	A.M.	P.M.	P.M.	P.M.
PAVONIA.....	7.30	9.15	5.30	10.15
BEVERLY.....				
BURLINGTON..		8.45		7.15
FLORENCE.....				
BORDENTOWN..	4.30	4.00	4.15	
MT. HOLLY.....			3.30	
FORT DIX.....			3.00	
MEDFORD.....	A.M.	P.M.	P.M.	P.M.

1. Daily, except Sunday.
2. Daily except Sunday and Monday.
3. Daily except Sunday and Monday.
4. Daily except Sunday and Monday.
5. As required, Monday.
6. Daily except Monday.
7. Daily except Monday and days after Holidays.
8. Daily except Tuesday.
9. Daily except Wednesday.
10. Daily except Saturday.
11. Will run Tuesday, Thursday and Saturday.
12. Will run Tuesday and Thursday.
13. Will run Tuesday and Wednesday.
14. Will run Wednesday, Friday and Sunday.
15. Will run Thursday only.
16. Will run Thursday and Sunday.
17. Will run Saturday only.
18. Will run Sunday and Wednesday.
19. Will run Monday, Wednesday and Thursday.
20. Will run Sunday only.
21. Monday, Wednesday, Friday—Fort Dix, Tuesday, Thursday, Saturday—Mt. Holly, Lewis, Medford, Toms River—as required.
22. Daily except Tuesday and second day following Holidays.
23. Daily except Monday and Tuesday.
24. Daily except Friday and Saturday.

y—Will not operate on days following seven recognized holidays.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD-NORTHWARD

The time shown conveys no timetable authority

Stations	CNY-4	IT-5	M-10	BL-6	CG-8	WPB-4	EC-6	MD-16	PP-8	EM-2	TH-4	BF-14	N-28	MD-116	TT-SPL	CS-8
	(1) A.M.	(22) A.M.	(1) A.M.	(8) A.M.	(1) A.M.	(1) A.M.	(1) A.M.	(1) A.M.	(5) A.M.	(1) A.M.	(1) A.M.	(1) A.M.	(6) A.M.	(1) A.M.	(13) A.M.	(1) A.M.
Banks	12.01								3.30						5.05	5.15
Rockville							3.00					4.00				
Enola							3.30					4.30				
Day	3.00								5.00		4.00				6.35	7.15
Harrisburg		12.15														
City																
Cola																
Cres.							6.15				5.30					
Park	5.00	2.05							8.00						8.00	9.30
Thorn																
Reading																
Norris																
Neet	7.00									10.30						
M.A.	8.00									11.30						11.59
Jeff																
52nd St.																
Bell								3.15						5.00		
Stadium																
Frankford Jet.		4.15												6.30	9.30	
Jersey														7.30		
Pavonia														7.45		
Holmes		4.55													10.10	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	FJ-2	DJ-2	S-41	MD-6	HD-2	YE-4	IT-SPL	SW-6	AC-10	S-4	TP-2	BL-34	CH-2	CG-2	CV-60	AST-2	B-4	CV-82	
	(1) A.M.	(1) A.M.	(1) A.M.	(1) A.M.	(10) A.M.	(1) A.M.	(20) A.M.	(1) A.M.	(1) A.M.	(2) A.M.	(1) A.M.	(5) A.M.	(1) A.M.	(1) A.M.	(1) P.M.	(1) P.M.	(1) P.M.	(2) P.M.	
Banks		6.00	6.10				8.55	9.20											
Rockville			6.40																
Enola																			
Day	6.00	4.00			8.00														
Harrisburg		Next																	
State		Day																	
City																			
Cola		5.45																	
Cres.					10.30														
Park	7.45																		
Thorn	8.20	6.45																	
Reading	9.15																		
Norris																			
Neet		8.00																	
M.A.		9.05																	
Jeff																			
52nd St.																			
Bell																			
Stadium																			
Frankford Jet.	5.30						12.50												
Jersey	6.45																		
Pavonia	7.00																		
Holmes																			
	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	BP-2 (1) P.M.	M-20 (5) P.M.	BF-4 (1) P.M.	TT-20 ¹ (20) P.M.	EC-2 (2) P.M.	PG-4 (5) P.M.	TT-10 (6) P.M.	B-6 (1) P.M.	PT-84 ¹ (6) P.M.	NY-16 (1) P.M.	CV-88 (1) P.M.	TT-3 (7) P.M.	ED-4 (1) P.M.	MD-16 (1) P.M.	TT-24 (23) P.M.	SP-2 (1) P.M.	TT-2 (1-7) P.M.
Banks						4.30	5.00			6.25	Hager 6.30	6.45	6.50				
Rockville	3.00				4.15			5.30		8.25	10.45		8.20			7.30	8.55
Enola	3.30				4.30												
Day	10.00	2.00				10.30											
Harrisburg																	
State																	
Cly																	
Cola																	
Cres			11.25			12.15		7.00									
Cork																	
Park																	
Thorn																	
Reading																	
Norris																	
Neet																	
MA																	
Jeff																	
52nd St.	1.30			3.35					12.10				1.45	7.15	7.20		
Bell	3.30			4.35		6.30							2.45	7.50			
Stadium													3.15				
Frankford Jet													3.30				
Jersey																	
Pavonia																	
Holmes				5.10					1.10					8.30	8.30		1.00
	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	S-83 (1) P.M.	CE-4 (1) P.M.	TT-4 (1-7) P.M.	TT-4B (5) P.M.	YE-2 (1) P.M.	S-14 (2) P.M.	ET-2 (1) P.M.													A-30 (6) P.M.	A-36 (2) P.M.	A-34 (2) A.M.	CB-20 (1) A.M.													
Banks	8.15	9.00	9.00	9.35																																
Rockville	8.45				10.00		11.45																													
Enola																																				
Day		11.00																																		
Harrisburg																																				
State			10.20		10.50																															
Cly																																				
Cola																																				
Cres		12.30																																		
Cork																																				
Park			11.30		York 11.35		2.15																													
Thorn																																				
Reading																																				
Norris																																				
Neet																																				
MA																																				
Jeff																																				
52nd St.																																				
Bell																																				
Stadium																																				
Frankford Jet																																				
Jersey																																				
Pavonia																																				
Holmes																																				
	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.		

Frequency Notes are shown on page 181.

SPECIAL INSTRUCTIONS

GENERAL RULES

100C-1A. Employes are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake Examination listed in the proper place on the Qualified For Service page of their Timetable.

Uniforms—(All Divisions)

100J-1A. Designated uniformed employes must wear the standard uniform November 1 to April 30, inclusive.

The uniform designated for summer use only may be worn May 1 to October 31, inclusive.

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

A black four-in-hand or black clip-on bow tie of dacron-wool material with square ends, $4\frac{1}{2}$ inches long and $1\frac{3}{4}$ inches wide may be worn.

Passenger trainmen in suburban commuter service and on Race trains may perform their duties without uniform coats and vests during the period May 1 to October 31, inclusive, or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long or short elbow-length sleeves (trainmen who have objectionable markings on the forearm, tattoos, etc., must not wear short elbow length sleeves), black belt, black hose and black shoes.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

Tunnel Alarm System—(New York Division)

100L-1A. Tunnel alarm system consists of alarm boxes, indicated by blue light, located not more than 800 feet apart on opposite bench walls to signals which govern movements with current of traffic, and are connected to indicators in offices of Power Director as well as Sub-Stations and Interlocking Stations controlling operation of trains in respective tunnels, where each series of alarm boxes is located.

Each box is numbered and contains two levers, one BLUE and one RED. Blue lever is marked POWER and when pulled trips circuit breakers controlling Third Rail Section adjacent to box, thus cutting off power, and at same time sending in two alarms to connected indicators. Red lever is marked FIRE and when pulled performs same function as power lever, but sends in two additional alarms.

Appliances belonging to this system must not be tampered with, and must be used only in an emergency which makes it necessary for preservation of life or property to remove energy from Third Rail.

Person who pulls lever must at once telephone circumstances to Train Director at A.

Employes charged with movement of trains, maintenance of or repair to track or signals, or engaged in any kind of work in tunnels, must familiarize themselves with location and use of tunnel alarm boxes.

When Power Director, New York, receives indication from box of tunnel alarm system, he must notify Train Director at A, who will arrange for holding all trains out of tunnel involved.

Tunnel alarm bells, located at various automatic signals which govern movement with current of traffic in East River Tunnels, are so connected that when power leaves Third Rail of section in advance of signal, signal will display its most restrictive indication and alarm bell will ring until power is restored. Train must not pass signal while alarm bell is ringing without authority from Train Director at A.

Tunnel Flood Gates—(New York Division)

100L-1B. Gates have been installed at the Tenth Avenue Portals of the North River Tunnels and at the Sixth Avenue Portals of the East River Tunnels. These gates can be closed to confine water to each individual tunnel in case of breakage or damage to the tunnel.

The Train Director at A must be notified immediately of any damage or water in tunnels that would interfere with the safe passage of trains, and will arrange for the closing of gate or gates when necessary.

Fire in Tunnels—(New York Division)

100L-1C. In event of fire or serious flashing on trains in East or North River Tunnels every effort must be made to get train out of tunnel as quickly as possible. Engineman must be notified at once but train must not be stopped unless there is reason to believe that derailment or personal injury may otherwise result.

Trainmen must close all doors, windows and ventilators as quickly as possible.

If fire should occur in interior of any car or threaten to communicate to it, passengers must be removed from this car to an adjacent car as quickly as possible but no more doors must be opened than necessary to make expeditious transfer.

After this is done, fire extinguishers may be used to put out fire; but employes are cautioned to use only sufficient liquid necessary to extinguish fire, to reduce to greatest possible extent fumes given off when this liquid comes in contact with fire, thus insuring least amount of inconvenience and discomfort to passengers.

In event of electrical trouble, Engineman must be at once advised and his instructions carried out.

In case Engineman discovers fire of any magnitude on roadway in East or North River Tunnels, he must attempt to stop train within reasonable distance before reaching fire in order that smoke or fumes may not reach train. If it is found to be impossible to stop train before reaching fire, train should proceed until it has passed beyond fire, provided that condition of track is such that it is safe to proceed. Should train be stopped by an emergency application close to or over fire, train must be started as quickly as possible and moved to a safe distance beyond fire.

Tunnel Emergency Exits—(New York Division)

100L-1D. Emergency exits are provided in East and North River Tunnels at following locations:

East River Tunnels

Track	Location	Bench Wall	
1	1st Ave.	South	400 feet west of signal 1-E-12
1	L. I. City (Shaft)	South	810 feet west of signal 1-E-22
1	L. I. City (Portal)	South	30 feet east of signal 1-E-28
2	L. I. City (Portal)	Both	500 feet west of home signal for F
2	L. I. City (Shaft)	Both	945 feet west of signal 2-E-21
2	1st Ave.	Both	515 feet east of signal 2-E-11
3	1st Ave.	South	1060 feet west of signal 3-E-14
3	L. I. City (Shaft)	South	810 feet east of signal 3-E-18
3	L. I. City (Portal)	North	420 feet west of signal E-28
4	L. I. City (Portal)	Both	1280 feet east of signal 4-E-25
4	L. I. City (Shaft)	Both	25 feet west of signal 4-E-19
4	1st Ave.	Both	570 feet east of signal 4-E-11

North River Tunnels

1	Weehawken (Shaft)	North	860 feet east of signal W-18
1	11th Ave. (Shaft)	Both	700 feet east of signal W-06
1	10th Ave. (Portal)	South Side of Gate	Ladder only
2	10th Ave. (Portal)	North Side of Gate	Ladder only
2	11th Ave. (Shaft)	Both	80 feet west of signal W-05
2	Weehawken (Shaft)	South	580 feet west of signal W-17

In the event of accident or irregularity occurring to tunnel or train which would endanger safety of passengers or train, immediate action must be taken to get passengers to place of safety. If train cannot be moved, passengers should be escorted to an exit.

B.&P. Tunnel—(Chesapeake Division)

100L-1E. In the event of an accident or irregularity occurring to a train in the B.&P. Tunnel which endangers the safety of passengers or train, immediate action must be taken to get passengers to a place of safety. If it can be safely done, trains should be moved out of the tunnel. If this is not practicable, trains should proceed to the first tunnel exit.

When necessary to remove passengers from trains at tunnel exits, trainmen will exercise the greatest care for their protection.

When necessary to transfer passengers from one train to another, trainmen will endeavor to spot the platforms on the opposite track to facilitate transfer of passengers.

Engine crews will exercise particular care to prevent unnecessary lifting of safety valves when trains are detained in the tunnel.

It is of the utmost importance that conductors should report promptly from the first available telephone any detentions or troubles to their trains in the tunnel, and when air brakes become inoperative, comply with Air Brake Rules.

Telephone locations are indicated by blue lights.

Snow Melting Oil—Use of—(All Divisions)

100L-4A. Oil for melting snow is used on switches of interlockings. Unauthorized employes are prohibited from handling hydrocarbon (snow melting oil) or containers, regardless of whether they are loaded or empty.

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

Safety Rule Book S-7-A—(Rev.)—(All Divisions)

100M-1A. Train, Engine and other Transportation Employes (except station employes) are required to know the Safety Rule of the day, which is printed on page 380. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their crew also know and fully understand the Rule.

Employes Permitted to Ride on Engines, etc.—(All Divisions)

100 O-1A. Referring to Rule O, the following designated employes will be permitted to ride on engines, freight trains and front and rear ends of passenger trains.

Movement Directors.

Asst. Movement Directors.

Asst. Supervisors Movement.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors C. and S. and Assistants, C. and S. Inspectors, C. and S. Foremen and Assistants, Power Directors and Assistants, E. T. Gang Foremen, Linemen and Maintainers in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Persons holding Proper Transportation issued by System Pass Bureau or General Manager.

Other persons must hold proper transportation issued by the Superintendent.

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

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

Personal Injuries—(Phila. Division)

100R-1A. Medical Center, Room 474, 30th Street Station, Philadelphia, Pa., is open from 8.30 a.m. to 4.30 p.m., Daily except Saturday, Sunday and Holidays, telephone 594-3322.

100R-2A. Medical Officers and Surgeons—(All Divisions)

Location	Name and Address	Telephone Number
Long Island City	James Morrissey, 28-19 Dittmars Blvd. Astoria, Long Island	AStoria 4-8855 AStoria 8-2149
New York	§Divisional Medical Officer, Pennsylvania Station	484-2451 Extension 2451.
Jersey City	Geo. J. Brick, 43 Cottage St. R. G. Rhoner, Christ Hospital	OLdfield 3-4138. OLdfield 3-1220
Hoboken	Charles E. Woltmann, 805 Garden St.	HOBoken 3-6532.
Bayonne	Salvatore J. La Pilusa, M.D. 858 Avenue "C"	FEderal 9-2283
Newark, N. J.	Henry Reich, 89 Lincoln Park Hossein Eslami, M.D. 62 Jefferson St. R. G. Rohoner, St. James Hospital	MARket 3-3568 MItchell 3-2332 MARket 2-8437.
Rahway	Richard Newman, 104 W. Milton Ave.	FULton 8-8484
Perth Amboy	William Pollen, 535 New Brunswick Ave.	VALley 6-9150.
Ocean Grove	Theo. Schlossbach, 94 S. Main St.	PRospect 5-7657.
Spring Lake	Wm. J. D'Elia, 57 Pitney Road	GIbson 9-5881.
Pt. Pleasant	H. Irving Dunn, 720 Main Avenue Bayhead, N. J.	TWInbrook 2-2255
New Brunswick	Wm. George Kuhn, 251 Powers St.	CHarter 9-1300-01.
Trenton	David D. Feinberg, M.D. Trenton Pass. Sta. C. W. Carroll, 125 Center Street R. B. Ernest, 834 Riverside Ave. J. F. Johnson, M.D. 926 W. State St.	EXport 2-4161, Extension 266. EXport 2-5444. EXport 3-4009. EXport 2-2305
Morrisville	V. B. Ellin, 100 Union Street	CYpress 5-7882.
Levittown-Tullytown	Frederick E. Stiepan, 44 Sweetbriar Lane	WInsdor 6-1333.
Bristol	Thomas F. Fannin, 725 Radcliffe St.	SKYline 8-3837.
Jamesburg	J. W. McKinstry, Railroad Ave.	JAMESburg 1-0141 or 1-0161.
Lambertville	Lloyd A. Hamilton, 46 York Street	EXport 7-0125.
Phillipsburg		
Easton	Robert S. Stein, 22d and Lehigh Sts.	252-2681.

Location	Name and Address	Telephone Number
Philadelphia	§L. W. Dibert, M.D. Regional Medical Officer Medical Center—Room 474 30th St. Sta., Phila.	504-3322
	L. W. Stevens, M.D. 133 S. 36th Street, or Presbyterian Hospital	EVERgreen 2-2211 EVERgreen 2-420
	Van M. Ellis, M.D. (oculist) 1528 Spruce Street	PEnnypacker 5-1392
	W. Emory Burnett, M.D. Temple University Hospital Office: 3401 N. Broad Street R. A. Ellis, M.D. (oculist) 255 S. 17th Street	BALDwin 3-8000 BALDwin 3-8693 KI 5-5900
Bryn Mawr	Alan P. Parker, M.D. Office: Bryn Mawr Medical Building Residence: Radnor and Fishers Roads	LAwrence 5-2037 LAwrence 5-3123
Paoli	Andrew J. Lotz, M.D. 147 W. Lancaster Avenue Joseph S. Bennett, M.D. 22 State Road	NI 4-2525 NI 4-6116
Coatesville	C. H. Stone, M.D. 380 E. Chestnut Street	DU 4-0740 DU 4-5480
West Chester	W. F. Beyer, M.D. 19 S. Church Street Chester County Hospital	OWen 6-3524 OWen 6-7700
Norristown	Robert A. Buyers, M.D. 1308 DeKalb Street	279-8686
Phoenixville	Vasilios A. Vlachos, M.D. 286 Griffin Street	933-7978
Reading	§Edward A. Agnew, M.D. 730 North Second Street	374-7083
	M. B. DeWire, M.D. 225 North Sixth Street	372-5426
Pottsville	Gabriel M. Lizak, M.D. 415 W. Market Street	622-7803
Camden	F. H. Ehmann, M.D. 22 Federal Street Paul M. Meoray, M.D. 405 Cooper St.	WO 3-2300 Ext. 307 WO 4-1125
Roebing, N. J.	J. H. Hornberger, M.D. 4th and Main Streets	HY 9-0144 HY 9-0229
Oxford, Pa.	G. T. Holcombe, M.D. N. 4th Street	932-8141
Lancaster	B. G. Pontius, M.D. 320 N. Lime Street	392-1023
	J. L. Farmer, M.D. 571 West Lemon Street	397-8257
	§R. M. Landis, M.D. 653 W. Chestnut Street	394-8263
Harrisburg	Divisional Medical Office Passenger Station	232-4141 Ext. 327 or 328
	G. A. Berkheimer, M.D. 325 N. Front Street	238-4759
	J. E. Romig, M.D. (oculist) 209 State Street	236-7542
	Edwin O. Daus, M.D. 2800 Green Street	234-8749
	Champe C. Pool, M.D. 2800 Green Street	232-1335
	William K. McBride, M.D. 1919 N. Front Street	233-8085
	C. B. Fager, M.D. (oculist) 126 Walnut Street	232-1924
	Lee Weinstein, M.D. (oculist) 1104 N. 2nd Street	232-7102
	Gordon D. Myers Harrisburg Hospital	236-7011
	Robert N. Richards, M.D. Professional Arts Building	264-6211 263-3419
§D. M. Rahauser, M.D. 634 Lincoln Way East (By Appointment)	264-6185	
Carlisle	T. S. Armstrong, M.D. 64 South West Street	243-6757
Hagerstown	§E. W. Ditto, III, M.D. 217 W. Washington Street	733-3361
Martinsburg	Hagerstown, M.D. (By Appointment)	

Location	Name and Address	Telephone Number
Lebanon	§Charles G. Menges, M.D. 508 Chestnut Street	272-4081
York, Pa.	Earl K. Bernstine, M.D. (Surgeon) 800 S. George St., York, Pa.	854-7460
	§H. R. Knoch, M.D. 423 W. Market Street	848-2700
Wilmington, Del.	Joseph A. Arminio, M.D. (Surgeon) 201 West 12th St. §P. H. Ulrich, M.D. Pennsylvania Station	Olympia 4-6245 Olympia 8-4141-Ext. 288
Newark, Del.	Wallace M. Johnson, M.D. 257 E. Main Street	ENdicott 8-8900
North East, Md.	Harry A. Cantwell, M.D. (Surgeon) Cecil Avenue	ATlas 7-3701
Havre de Grace, Md.	§Wallace H. Sadowky, M.D. 504 Lewis St.	WEstmore 9-0700
Baltimore, Md.	§A. J. Cerny, M.D. Divisional Medical Officer Room 318 Penna. Station H. B. McElwain, M.D. 1800 N. Charles St. 221 W. 29th Street Wm. C. Dunnigan, M.D. 1800 N. Charles St.	Mulberry 5-4800-Ext. 279 Lexington 9-0680 (Day) Belmont 5-3257 (after 9.00 P.M.) Lexington 9-0680
Washington, D.C.	Walter Atkinson, M.D. (Surgeon) 1835 Eye Street, N.W. Office: 4801 Connecticut Ave., N.W. (Home) Emergency Room Washington Hospital Center 110 Irving St., N.W. Wash., D.C.	REpublic 7-4600 EMerson 2-3721
	Joseph R. Young, M.D. 201 8th Street, N.E. (Home) 611 E. Thornapple Street Chevy Chase, Md. James W. Braden, M.D. 201—8th Street, N.E. (Home) 708 Mass. Ave., N.E. §E. B. Kelly, M.D. Wash. Term'l Medical Office, Union Station Arthur J. Mourot, M.D. 811 Prince St., Alexandria, Va.	TUckerman 2-5500 LIncoln 4-3747 Oliver 4-4481 Lincoln 4-3747 Lincoln 4-7000 Executive 3-4300-Ext. 514 Overlook 3-1851
Seaford, Del.	Bruce Barnes, M.D., Office 340 Pine St.	NAtional 9-7037
Delmar, Del.	§L. V. Sohler, M.D., Office:	896-9121
Cape Charles, Va.	T. B. Hardman, M.D., Office: §J. B. Freeman, M.D., Office:	542 542
Norfolk, Va.	Robert L. Payne, M.D., Office:	MAdison 2-2649
	§Southgate Leigh, Jr., M.D., Office: 300 Colonial Ave., Res.:	MAdison 2-6924 MAdison 2-6924
	§Richard D. Bowles, M.D. Mathews Court House, Office: Mathews, Va., Res.:	Mathews 5-2055 Mathews 5-2044
Easton, Md.	H. F. Kinnamon, M.D. 6 Glenwood Ave.	TALbert 2-1616
Lewes, Del.	James Beebe, M.D. Office:	645-6218
	James Beebe, Jr., M.D. Office: Res.:	Rehoboth 2051 645-6218 8587
Cambridge, Md.	John Mace, Jr., M.D. Office:	228-4545

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

§Available to employees for periodic or other physical examinations, or to secure completed Form MD40 or MD3 (Return to Duty Form) during their office hours or by appointment.

100R-2B. (All Divisions). Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employe notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

100R-3A. Locations of Hospitals. (All Divisions)

Location	Name and Address	Telephone Number
Long Island City	St. Johns— 90-02 Queens Blvd. Elmhurst, L.I.	ILInois 7-1300
New York	Beekman Downtown Hospital— 170 William Street New York Hospital— 525 E. 68th Street French— 324 West 30th St. St. Lukes— 113th St. and Morningside Dr. University— 20th St. and 2nd Ave.	BEekman 3-5300. TRafalgar 9-9000. LACKawanna 4-3080. 870-6000 OR 9-3200
Jersey City	Medical Center—Baldwin Ave. St. Francis— East Hamilton Place. Christ Hospital— 176 Palisade Ave.	HE 4-1058 OLdfield 3-1050 OLdfield 3-1220
Newark, N. J.	Beth-Israel—201 Lyons Ave. St. James—142 Jefferson Ave.	923-6000 643-1300
Elisabeth	Elisabeth General— 925 East Jersey St.	289-8600.
Rahway	Rahway—Jefferson Ave.	FULton 1-4200.
Perth Amboy	Perth Amboy General— 530 New Brunswick Ave.	HILLcrest 2-3700.
South Amboy	South Amboy—Bordentown Ave.	SO. Amboy 1-1000.
New Brunswick	Middlesex General— Somerset St. St. Peters—Easton Ave.	KLImmer 5-8200. KLImmer 5-8000.
Trenton	St. Francis— Hamilton Ave. and Chambers St. Helene Fuld Memorial— Brunswick Ave.	396-7676 396-6575
Bristol	Lower Bucks County— Bath Rd., Bristol Township	STILLwell 8-7801.
Phillipsburg	Warren—Roseberry St. Easton— 20th and Lehigh Sts. (Easton, Pa.)	GLencourt 4-8551. BLackburn 8-6221.
Philadelphia	Hahnemann Hospital Broad above Race Streets Presbyterian Hospital 39th and Filbert Streets University Hospital 34th and Spruce Streets St. Agnes' Hospital Broad and Mifflin Streets Methodist Episcopal Hospital Broad and Wolf Streets Albert Einstein Medical Center Southern Division 1429 South 5th Street Jefferson Hospital 10th and Sansom Streets Graduate Hospital (U. of P.) 19th and Lombard Streets Temple University Hospital Broad and Ontario Streets St. Luke's Hospital Thompson and Franklin Streets Episcopal Hospital Front Street and Lehigh Ave. Northeastern Hospital Allegheny Avenue and Tulip St. Frankford Hospital Frankford Ave. and Wakeling St. Wills Eye Hospital 1601 Spring Garden Street	LOoust 4-5000 EVERgreen 2-4200 EVERgreen 2-4800 HOWard 5-2500 DEWey 6-3300 HOWard 5-1100 WALnut 3-1100 KINGsley 6-4500 787-5581 POplar 9-2100 GARfield 6-8000 GARfield 5-7600 JEFFerson 3-9400 LOoust 7-3850

Location	Name and Address	Telephone Number
Roxborough	Memorial Hospital Ridge Ave. and Rector Street	IVyridge 3-4550
Camden	Cooper—6th and Stevens Sts. West Jersey—Mt. Ephraim and Atlantic Avenues Our Lady of Lourdes 1800 Haddon Avenue	WO 4-6600 WO 3-8830 WO 3-4300
Mount Holly	Burlington County Madison Avenue	AM 7-0700
Lakewood	Paul Kimball River Avenue	LA 6-1900
Riverside	Zurbrugg Memorial Franklin St.	HO 1-0510
Bryn Mawr	Bryn Mawr Hospital Bryn Mawr Avenue	527-0600
Chestnut Hill	Chestnut Hill Hospital 8835 Germantown Avenue	CHestnut Hill 7-4600
West Chester	Chester County Hospital Boot Road	OWen 6-7700
Norristown	Montgomery Hospital Powell and Fornance Streets	275-6000
Phoenixville	Phoenixville Hospital Nutt Road	933-5821
Pottstown	Pottstown Hospital 724 North Charlotte Street	323-5000
Reading	Community General 135 North Sixth Street Reading Hospital Sixth Avenue and Spruce Sts. West Reading St. Joseph's Hospital Walnut and Birch Streets	376-4881 376-6868 376-4901
Pottsville	Pottsville Hospital Mauch Chunk and Jackson Sts.	622-6120
West Grove, Pa.	Community Memorial Hospital	UNDERhill 9-2431
Coatesville	Coatesville Hospital 300 Strode Avenue	DU 4-9000
Lancaster	General Hospital 528 N. Lime Street	393-5801
Harrisburg	Harrisburg Hospital Front and Mulberry Streets Harrisburg Polyclinic Hospital 3rd and Polyclinic Avenue	236-7011 236-3031
Columbia	Columbia Hospital Seventh and Poplar Streets	684-2841
Camp Hill	Holy Spirit Hospital North 21st Street	761-0202
Carlisle	Carlisle Hospital 224 Parker Street	249-1212
Chambersburg	Chambersburg Hospital Lincoln Way East	264-5171
Hagerstown	Washington County Hospital King Street	733-3000
Martinsburg	Kings Daughters Hospital East King Street	267-8981
Winchester	Winchester Memorial Hospital Stewart and Cork Streets	662-4121
Lebanon	Good Samaritan Hospital Fourth and Walnut Streets	272-7611
Waynesboro	Waynesboro Hospital East Main Street	762-3131
York, Pa.	York Hospital, S. George St. & Rathton Rd.	854-1511
Frederick, Md.	Frederick Memorial Hospital, Park and Trail Avenues	662-5111

Location	Name and Address	Telephone Number
Wilmington, Del.	Delaware Division Hospital	Olympia 4-5111
	Memorial Division Hospital	Olympia 6-3351
Elkton, Md.	Union Hospital	EXport 8-4000
Havre de Grace, Md.	Harford Memorial Hospital	WEstmore 9-2400
Baltimore, Md.	Mercy Hospital, 301 St. Paul Place	727-5400
Washington, D.C.	Casualty Hospital, 8th & Massachusetts Ave., N.E.	Lincoln 4-7000
Dover, Del.	Kent General Hospital	REdfield 4-4701
Seaford, Del.	Nanticoke Memorial Hospital	NAtional 9-9103
Salisbury, Md.	Peninsula General Hospital	Pioneer 9-3161
Nassawadox, Va.	Northampton-Accomac Memorial Hospital	Gilbert 2-2021
Norfolk, Va.	Norfolk General Hospital De Paul Hospital	MAdison 5-1481 MAdison 5-3251
Easton, Md.	Memorial Hospital	TAibert 2-1000
Milford, Del.	Milford Memorial Hospital	GArden 2-4581
Lewes, Del.	Beebe Hospital	645-6211
Cambridge, Md.	Cambridge Hospital	228-5511
Crisfield, Md.	Edw. W. McCready Memorial Hospital	75

100R-4A. First-Aid Boxes and Stretchers, Location of (All Divisions)

First-Aid Boxes:

Passenger, baggage, mail and cabin cars.
 Passenger and freight stations.
 Yard offices and car inspectors' offices.
 Suitable places in larger yards.
 Engine houses and M. of E. shops.
 Power plants and substations.
 Block and interlocking stations.
 Tool houses and camp cars.
 Wreck trains, wire trains, wreck trucks, wire trucks and track cars.
 Where prescribed by state law.

Stretchers:

Baggage and combined cars.
 All Passenger trains except MU trains.
 Passenger stations and block stations in electrified territory.
 Engine houses and M. of E. shops.
 Yard offices.
 Wreck trains, wire trains and wire trucks.

100R-5A. Gas Masks—(New York and Chesapeake Divs.)

Gas masks for emergency use in tunnels are located as follows:

New York Division:

2 at "A" Block and Interlocking Station.
 2 at "JO" Block and Interlocking Station.
 2 at "Q" Interlocking Station (Sunnyside Yard).
 2 at Sub-Station #3 (West end of North River Tubes).

Chesapeake Division:

2 at Station Master's Office—Baltimore.
 3 at Union Jct. Block Station.
 3 at B & P Jct. Block Station.
 3 at Virginia Block Station—Washington.
 2 at Yard Master's Office—Benning.

There is also located in the Station Master's Office, Baltimore, a mask for protection against ammonia fumes. Necessary periodical inspection will be made by M. of E. Department.

OPERATING RULES STANDARD TIME

1001-A1. Eastern Standard Time applies on the New York, Philadelphia, Chesapeake and Harrisburg Divisions.

TIMETABLES

Letters and Characters. (All Divisions)

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

- s**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕**—No baggage service Sunday.
- ✦**—Passenger train—rail motor cars.
- ***—Passenger train—with passenger and freight equipment.
- ◇**—Passenger train—No train baggageman.
- #**—Will not run on specified dates shown on schedule pages.
- #**—Train may leave at scheduled arriving time when station work is completed.

1004-B1. (All Divisions)

- Regular stop Monday.
- P**—Regular stop to receive or discharge passengers to or from south of Washington.
- Q**—Regular stop Saturday, Sunday, and May 30, July 4 and Sept. 4.
- R**—Regular stop Sunday and May 30, July 4, Sept. 4.
- T**—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- V**—Regular stop Sunday only for express, mail or newspapers.
- W**—Regular stop Monday to Friday only.
- Y**—Regular stop except Saturdays, May 30, July 4 and Sept. 4.
- Z**—Regular stop to change engines.
- DC**—Regular stop to discharge passengers daily except Sunday and May 30, July 4 and Sept. 4 and regular stop to receive and discharge passengers Sunday and May 30, July 4 and Sept. 4.
- EE**—Regular stop daily except Saturday and Sunday for express, mail or newspapers.
- EM**—Regular stop daily except Monday for express, mail or newspapers.
- ES**—Regular stop daily except Sunday for express, mail or newspapers.
- EX**—Regular stop daily except Sunday and Monday for express, mail or newspapers.
- MM**—Regular stop daily except Saturday, Sunday, May 30, July 4 and Sept. 4.
- MU**—Multiple Unit operation.
- NN**—Regular stop to discharge passengers except Sunday and May 30, July 4, Sept. 4.
- WW**—Regular stop daily except Sunday and May 30, July 4 and Sept. 4.
- X**—Regular stop Saturday and Sunday only.

1004-C1. (New York Division). Timetable and Book of Rules of the Long Island Railroad will apply and be the authority for movement of Long Island Railroad trains between Harold and New York.

1004-C2. (New York Division). Timetable of New York, New Haven and Hartford Railroad is authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Division, between Harold and New York.

SIGNALS

1007-A1. (All Divisions). Head Trainman (Train Baggage man where no Head Trainman is assigned, or Conductor when train crew consists of less than three (3) men, and Conductors of P. A. T. H. R. R. Trains) must place a red flag and white light in head car of MU and RC trains, also trains hauled by railmotor cars or other self-propelled cars of similar type, for use as prescribed by Rule 7.

ENGINE WHISTLE SIGNALS

(All Divisions)

1014(dc)-A2. Rule 14(dc) (— — — — o) will apply:

Track	Between	And
No 0	Edison	Lincoln
No. 2	Hunter	Hudson
No. 3	C	Harold
A	Union	Elmora
No. 1 Chestnut Hill Branch	North Phila.	Westmoreland
No. 1 Schuylkill Branch	Jeff	Valley
No. 1 West Chester Branch	49th Street	Arsenal
No. 1 D.R.R.R. & B. Co. Branch	Shore	Jersey
No. 2	Virginia	Landover
No. 1 Shellpot Branch	Ragan	Bridge

1014(ec)-A3. Rule 14(ec) (— — — — — o) will apply:

Track	Between	And
No. 2	Harold	JO
No. 3	Hudson	Hunter
B	Elmora	Union
No. 2 Chestnut Hill Branch	Westmoreland	North Phila.
No. 2 Schuylkill Branch	Valley	Jeff
No. 2 West Chester Branch	Arsenal	49th Street
No. 2 D.R.R.R. & B. Co. Branch	Jersey	Shore
No. 3	Landover	Virginia
No. 2 Shellpot Branch	Bridge	Ragan

1014(1)A4. (New York Division). Engine whistle on P. A. T. H. R. R. trains must be sounded at W signs.

1014(1)A5. (Phila. Div.). (— — o —) will not be prolonged or repeated on Schuylkill Secondary Track between:

Brooke and Mile Post 50.
Reading and Grounds.
Siding switches, Hamburg.
Carbon and Pottsville. } Account local ordinances.

1014(1)-A6. (All Divisions). Portable whistle post (yellow disc with black letter W) will be placed to the right side of the track approximately 1250 feet in advance of the point where trackmen are working in the territory shown: Rules 14(l) and 14(q) will apply when portable whistle post is displayed.

Running Tracks between	Trenton Branch
Millham and Coalport	Philadelphia and Thorndale Branch
Jamesburg Branch	Bordentown Branch and Secondary
Amboy Secondary Track	Track between PAVONIA and
Hightstown Secondary Track	Division Post (N. Y. Div.)
Robbinsville Secondary Track	Pemberton Branch
Passaic and Harsimus Branch	Dix Running track
Greenville Branch	Kinkora Running track
Belvidere Delaware Branch	Medford Running Track
Running Track	Landover—South End
Coalport—Hamilton Ave.	Riderwood—Wago Jct.
Arsenal Track	Shellpot Branch
Enterprise Track	Atglen and Susquehanna Branch
Flemington Track	Columbia and Port Deposit Branch
Millstone Track	Columbia Branch
Rocky Hill Track	Cumberland Valley Branch
Freehold Secondary Track	

1014(1)-B1. (Harrisburg Div.)

Referring to Rule 14(l); engine whistle will not be used to sound crossing alarm within the limits of the following Borough:

Borough	Alarm to be sounded by
Hanover	Engine bell

1014(r)-A7. (New York and Chesapeake Divisions). Rule 14(r) (— — o) will apply:

When stops are to be made for change of engines, water, fuel or other attentions to mechanical defects at next available point, Operator will notify train dispatcher promptly.

Note—Display of red flag or white light from cab of engine, on Chesapeake Division in addition to whistle signal will indicate change of engines required.

COMMUNICATING SIGNALS

1016(a)-A1. (New York Div.). On P. A. T. H. R. R. trains, when LIGHT communicating signal system fails, BELL communicating signal system must be used. When train does not start within a reasonable time after doors have been closed, signal of two bells originated by Rear Brakeman must be transmitted ahead in proper succession to Conductor, who must personally inform Engineman to accept BELL instead of LIGHT communicating signals.

TRAIN SIGNALS

1017-A1. (All Divisions)

Rule 17 and Rule 102, as they apply to the use of oscillating lights will apply to the use of these rotating lights on both Single and Two or More Tracks.

1019-A. (All Divisions). Night signals will be displayed on rear of trains while passing through tunnels.

1019-A1. (All Divisions). Trains of foreign Railroads may display train signals as required by the operating Rules of their respective Railroads.

1019-A2. (All Divisions). In the application of Rule 19, authorized flashing type lamps may be used as markers.

1019-A3. (All Divisions). In the application of Rule 19, authorized reflector discs may be used as markers in territory listed below:

Landover—New York Ave.
Landover—South End.
Winchester Secondary Track.
Jersey to Division Post (P.R.S.L.)
Bordentown Branch.
Bordentown Secondary Track.
Pemberton Branch.
Robbinsville Secondary Track.

1019-B1. (New York Div.). Night signals must be displayed by day as well as by night in New York Pennsylvania Station area.

1026-A1. (Chesapeake Div.). In the application of Rule 26:

Passenger trains picking up, setting off, or being worked on by Car Inspectors on Nos. 4 and 5 tracks at Baltimore Station, will be governed by blue and amber electric lights located on north and south ends of station shelter shed between Nos. 4 and 5 tracks.

Standing trains or engines must not accept a signal for movement until amber light is lit.

Standing trains or engines must not accept a signal for movement when rotating blue light is lit.

Trains or engines entering these tracks must comply with Rule 26 when rotating blue light is lit.

Engines engaged in shifting movements using these tracks must not couple to cars on these tracks unless amber light is lit.

In the event of a light failure, Car Inspectors must personally approve movements on Nos. 4 and 5 tracks.

USE OF SIGNALS

1027-A1. (New York Division). Belvidere-Delaware Branch—Frenchtown:

During hours block station is scheduled to be open Clear Block indication (Rule 280) must not be accepted when marker light is out unless verbally instructed to do so by the Operator Frenchtown.

1030-A1. (All Divisions). Enginemen of MU engines will use whistle in complying with Rule 30.

1030-A2. (All Divisions). Enginemen of MU engines are relieved of sounding engine bell or whistle when engine is about to move from a station stop, except when required in an emergency.

1030-A3. (New York Div.). Ringing of engine bell may be omitted when running through tunnels.

1035-A1. (All Divisions). In the application of Rule 35, the following signals will be used.

Day Signals—A red flag, torpedoes and fuseses.

Night Signals—A white light, torpedoes and fuseses.

Fuseses and Torpedoes

1035-B1. (All Divisions). On account of fire hazard lighted fuseses must not be displayed on open deck bridges or trestles, nor in the following territory unless necessary to prevent an accident:

Between East Portals of East River Tunnels and West

Portals of North River Tunnels.

Between Suburban Sta. and Zoo interlocking.

Between Fulton and Biddle Street.

Between Union Junction and Calvert.

Between Grantley and York.

1035-B2. (New York Div.). Torpedoes must not be used between east portals of East River Tunnels and west portals of North River Tunnels or on movable bridges.

1035-C1. (All Divisions). Minimum number of fuseses and torpedoes which must be carried as part of equipment in services indicated:

	Fuseses	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	3	6
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	None
Detector Cars and Burro Cranes	6	12

NOTE—In event that the supply becomes depleted during the trip, proper advance information must be given in order that the supply may be replenished at convenient points.

1038-A1. (Phila., Harrisburg & Chesapeake Divs.) Speed Signs In the application of Rule 38, lights may be omitted on reflectorized speed signs.

Slide Protection Fence (Harrisburg & Chesapeake Divs.)

1043-A. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employes finding such signals displaying the most restrictive indication, must promptly report to Superintendent.

1043-A1. (Harrisburg Div.). Slide protection fences in service as follows:

Main	{ Signal SP 897, located east of Conewago.
Line	{ Signal SP 918, located west of Conewago.
	{ Signal SP L-271 located 933 feet west of Mile Post 27.
A&S	{ Signal SP L-289 located 284 feet east of Mile Post 29.
Bch	{ Signal SP L-318 located 948 feet east of Mile Post 32.
	{ Signal SP L-298 located 598 feet east of Mile Post 30.

Trains moving against the current of traffic at these locations must be governed by signal marked SP for normal track and the signal governing approach thereto, in so far as protection against slides is concerned.

1043-A2. (Chesapeake Div.) Slide protection fences in service: Columbia and Port Deposit Branch between West Pilot and Harbor.

Between Midway and Holtwood trains or engines authorized to operate non-equipped and moving against the current of traffic must be governed by signal marked SP for normal track, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

SUPERIORITY OF TRAINS

1072-A1. (New York Div.). Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1072-A2. (Phila. Div.). Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1072-A3. (New York & Phila. Divs.). A delayed regular train is superior by direction to an opposing regular train that is to be run by the same crew and equipment.

1072-A4. (Chesapeake Div.). Northward and Westward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1072-A5. (Hbg. Div.). Westward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS

Bulletin Boards, Employes' Registers, Standard Clocks

1075-A1. (All Divisions). Location of Bulletin Boards where General Orders of this region, other regions and other railroads are posted and delivered. Locations of Employes' Registers and Standard clocks.

Bulletin Board	Employes' Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Sunnyside—Crew Dispatcher's Office	N.Y. & L.B.R.R. Washington Terminal.
X	X	X	New York—Crew Dispatcher's Office	N.Y. & L.B.R.R. Washington Terminal. N.Y., N.H. & H. R.R.
X	X	X	New York—37th St. Freight Station	.....
X	X	X	Jersey City—Henderson St. Yard Office	N.Y. & L.B.R.R.
X	X	X	Jersey City—Green St. Yard Office	Washington Terminal.
X	X	X	Newark—Crew Dispatcher's Office	Washington Terminal.
.....	.....	X	Newark, N. J.—Station Master's Office	.....
X	X	X	Meadows—No. 1 Yard Office	N.Y. & L.B.R.R.
X	X	X	Meadows—Enginehouse	Washington Terminal.
X	X	X	Meadows—TrucTrain Terminal Yard Office	.....
X	X	X	Waverly—Yard Office—WA-4	N.Y. & L.B.R.R.
X	X	X	Waverly—WA-5	.....
X	X	X	Greenville—Yard Master's Office	N.Y. & L.B.R.R. Washington Terminal.
X	X	X	Linden—Stiles St. Yard Office	.....
X	X	X	South Amboy—Yard Office	C.R.R. of N.J. N.Y. & L.B.R.R.
X	X	X	Metuchen—Yard Office, Ford Yard	.....
X	X	X	County—Yard Office	N.Y. & L.B.R.R.
X	X	.....	Princeton—Conductor's Room	.....

Bulletin Board	Employee Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Trenton—Yard Office Barracks Yard	N.Y. & L.B.R.R.
X	X	X	Trenton—Yard Master's Office, Coalport	
X	X	X	Trenton—Crew Dispatcher's Office, Passenger Station	Washington Terminal.
X	X	X	Morrisville—Hump Office	N.Y. & L.B.R.R.
X	X	X	Morrisville—Yard Office, East end "A" Yard	
X	X	X	Morrisville—Engine House	Washington Terminal.
X	X	X	Phillipsburg—Yard Office	
X			Port Authority—Trans. Hudson Hudson Terminal—No. 4 platform	
X			Washington Terminal R. R. P.R.R. Crew Dispatcher Office, Second Floor, Sta. Bldg.	
X			Enginehouse	
X			New York & Long Branch R. R. Bay Head Jet.—Yard Office	
	X		South Amboy Passenger Station	
X			Central Railroad of N. J. Enginehouse Foreman's Office— Phillipsburg	
X			PU Tower—Phillipsburg	
X			Enginehouse Foreman's Office— Bethlehem	
X			Terminal Train Master's Office— Allentown	
X			New York, New Haven & Hartford R. R. Grand Central Terminal—Assistant Superintendent's Office and Motor Shop	
X			Oak Point, New York—Motor Shop	
X			Stamford, Conn.—Enginehouse	
X			Hartford, Conn.—Conductor's Room	
X			New Haven, Conn.—Crew Dispatcher's Office and Motor Shop Yard	
X			Springfield, Mass.—Conductor's Room	
X			Boston, Mass.—Conductor's Room	
X			Lehigh & Hudson River Ry. Warwick, N. Y. Train Dispatcher's Office	
X			Engine House	
X	X		Tacony	
X	X	X	Frankford Junction—Yardmaster's Office	
X	X	X	Reading Company Port Richmond	
X	X		C Street	
X	X		Margie Street Yard	
X	X		Midvale	
X	X	X	Chestnut Hill Passenger Station	
X	X		Engelhardt Freight Station	
X	X		Trainmaster's Office 38th and Wyalusing Ave.	
X	X	X	Pennsylvania Coach Yard	
X	X	X	30th St. Station, Philadelphia (Crew Dispatchers Office)	P.R.S.L. N.Y. & L.B.R.R. Washington Terminal.
X	X	X	Suburban Station	
X	X		Tioga Street—Freight Agent's Office	
X	X		Shackamaxon—Yard Office	
X	X		D-16—Yard Office	
X	X		Tidewater Yard	

Bulletin Board	Employee Register	Standard Clock	Location	Other Regions or Railroads
X	X		Pennsylvania Produce Terminal Yard—Yard Office	
X	X	X	Yard Office—South Philadelphia Ore Yard	
X	X		Greenwich Yard	
X	X		Girard Point	
X	X		Penrose Yard	
X	X		Gray's Ferry	
X	X	X	Eddystone—Yard Office	
X	X	X	Thurlow Yard—Yard Master's Office	
X	X	X	Stony Creek—Yard Office	
X	X	X	Media—Passenger Station	
X	X	X	44th Street	
X	X	X	Phoenixville	
X	X	X	Pottstown	
X	X	X	Reading—Yard Office	
X	X		Paoli—Yard Office	
		X	Paoli Waiting Room—Eastward Side	
X	X	X	Earnest	
X	X	X	Thorndale	
X	X	X	Pavonia—Yardmaster's Office, 27th St.	P.R.S.L.
X	X	X	Pavonia—Enginehouse	P.R.S.L.
X	X	X	Pemberton—Conductor's Room	
X	X	X	Lancaster—Engine House	
X	X	X	Lebanon	
X	X	X	Enola—East End Yard Office	
X	X	X	Enola—Brick Office	Central Region Reading Co.
X	X	X	Enola—West Hump Yard Office	
X	X	X	Enola—West End Yard Office	Central Region
X	X	X	Harrisburg—Crew Dispatcher's Office, Passenger Station	Central Region Washington Terminal. Reading Co.
X	X	X	Harrisburg—Reilly Yard Office	Reading Co. Central Region
X	X	X	Lemoynes—Camp Hill Yard Office	
X	X	X	Chambersburg	
X	X	X	Hagerstown—Engine House, Shomo Yard Office	Reading Co.
X	X	X	Cumbo	Reading Co.
X	X	X	York—Enginehouse Foreman's Office	
X	X	X	York—Yard Master's Office	
X	X	X	Reading Co.—Rutherford—Hump Office, Engine House, West End	
X	X	X	Landlith—Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard
X	X		Edge Moor—North End Yard Office	
X	X		Edge Moor—South End Yard Office	
X	X		Edge Moor—Northbound Hump	
X	X		Edge Moor—Southbound Hump	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Wilmington—Station Master's Office	Wash. Term. Co. Potomac Yard
X	X	.....	West Yard—Yard Office	Wash. Term. Co. Potomac Yard
X	X	.....	Perryville—Engine House	.....
X	X	.....	Baltimore—Wise Ave. Yard Office	.....
X	X	.....	Baltimore—Canton Yard Master's Office	.....
X	X	.....	Baltimore—Highland Yard Yard Master's Office	.....
X	X	X	Baltimore—Orangeville Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard
X	X	.....	Baltimore—Bay View Hump	.....
X	X	.....	Baltimore—Bay View, South End Yard Office	.....
X	X	.....	Baltimore—President Station Agent's Yard Office	.....
X	X	X	Baltimore—Station Station Master's Office	Wash. Term. Co. Potomac Yard
X	X	.....	Baltimore—Mt. Vernon, Yard Master's Office	.....
X	X	.....	Baltimore—Gwynns Run, Yard Master's Office	.....
X	X	X	Benning—Yard Office	Wash. Term. Co. Potomac Yard
X	X	.....	Washington—Ivy City Team Track	Potomac Yard Wash. Term. Co.
X	X	X	Washington—Union Station Station Master's Office Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard
X	X	X	Potomac Yard—R.F. & P.R.R. Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard
X	X	X	Dover Freight Station	.....
X	X	X	Delmar—Yard Master's Office	.....
X	X	X	Clayton—Station	.....
X	X	X	Harrington—Station	.....
X	X	X	Cape Charles—Yard Master's Office	.....
X	X	X	Norfolk Yard—Yard Master's Office	.....
.....	.....	X	W. M. Ry—Port Covington—Yardmaster's Office Union Bridge—Station Hagerstown—Caller's Office	.....
.....	.....	X	All Block & Interlocking Stations	.....
X	.....	X	Train Dispatcher's Offices	.....

NOTE—X indicates in service.

General Order Zones (All Divisions)
1075-A4. General order zones are as follows:

New York Division

Zone	Main Line	Branches	Secondary Tracks
NA	Between: Harold and A inclusive		
NB	Between: A exclusive and Lane inclusive	Jersey City Passaic and Harsimus Greenville	
NC	Between: Lane exclusive and Division Post (Phila. Division)	Perth Amboy and Woodbridge Princeton Trenton	
ND		Jamesburg	Freehold Amboy Hightstown Bordentown
NE		Belvidere-Delaware	Belvidere-Del.

Philadelphia Division

Zone	Main Line	Branches	Secondary Tracks
PA	Between Division Post (N. Y. Div.) and Division Post (Hbg. Div.) west of Park	Chestnut Hill Trenton Phila. & Thorndale Atglen & Susquehanna: Between Park and Division Post (Hbg. Div.) west of Park	Pomeroy
PB	Between Arsenal and Division Post (Ches. Div.) north of Bell	Suburban Line River Line West Phila. Elevated Grays Ferry Delaware Extension West Chester	Octoraro Chester Creek
PC		Schuylkill	Schuylkill
PD		D.R.R.R. & B. Co. Bordentown Pemberton	Bordentown

Chesapeake Division

Zone	Main Line	Branches	Secondary Tracks
CA	Between Division Post (Phila. Div.) north of Bell and River		
CB	Between River and Division Post (W.T.)		Pope's Creek
CC	Between Landover and Division Post (R.F. & P. R.R.)		
CD		Northern Central between Calvert and Division Post (Hbg. Div.) east of New Freedom	
CE		Columbia and Port Deposit Shellpot Porter	Shellpot New Castle
CF		Delmarva—Davis to Delmar	Centreville Chestertown Oxford D.M. & V. Cambridge
CG		Delmarva—Delmar to Cassatt	Pocomoke Crisfield

Harrisburg Division

Zone	Main Line	Branches	Secondary Tracks
HA	Between Division Post (Phila. Div.) west of Park and Division Post (Allegheny Div.) west of Banks	Atglen & Susquehanna (Between Division Post (Phila. Div.) west of Park and Wago Junction Columbia & Port Deposit York Haven Line Cumberland Valley (between Harrisburg and Camp, exclusive) Williamsport	New Holland Lebanon
HB		Northern Central between Cly and Division Post (Ches. Div.) east of New Freedom	Frederick
HC		Cumberland Valley (between Camp inclusive and Town	Dillsburg Waynesboro Mercersburg Winchester Cumbo

NOTE—(All Divisions) Each zone also includes connecting yards in its respective territory. (Enola in Zone HA); Zone PA extending southward to Callowhill Street and Zone PB extending northward to Callowhill Street. (Delaware Avenue-Phila.)

Qualifications of Conductor or Engineman—(New York & Phila. Divs.)

1075-A5a. An engineman who has not made a trip in Road Service, as such, within a period of six (6) months over the portion of railroad on which he is expected to operate within the State of New Jersey must not be used on such portion of the road until he has been re-examined and qualified by the proper officer.

A fireman must not operate an engine in the State of New Jersey unless he is a promoted engineman and has qualified on the physical characteristics of the portion of the road to be used in the same manner as prescribed for an engineman. (This paragraph will not apply to engine crews assigned to yard engines while working within confines of yards).

1075-A5b. If absent from all railroad duty for thirty (30) days or more conductors, enginemen, firemen and trainmen reporting to operate a train in road service in or through the State of New Jersey must notify the bulletin board supervisor of such absence. The bulletin board supervisor will examine the employe so reporting to ascertain the employe's knowledge and understanding of any General Orders or changes in the operating rules which may have been issued during his absence. The result of this examination will be shown on C.T. 1515 which will also show the signature of both the employe and the examiner and will be forwarded to the Superintendent.

If the employe does not qualify or reports at a point where a bulletin board supervisor is not on duty, the employe must communicate with the Superintendent (Train Dispatcher) for further instructions. If qualified by the Train Dispatcher the C.T. 1515 will be prepared and signed by the latter.

Passenger Crews Reporting and Registering for Duty

1075-A6. (All Divisions). Passenger crews, unless otherwise instructed, must report ready for duty and register not later than the number of minutes prior to scheduled leaving time of assigned train as shown at following points:

Location	Service	Note	Number of minutes required to report prior to leaving time		
			Passenger Trainmen	Diesel or Electric Engines	MU Trains
Sunnyside Yard	Trains from Sunnyside Yard.....	1	30	90	75
	Trains from P. X. T.....	1	30	90	90
New York	Trains from New York.....	1	30	90	20
	P. R. R.....	2	30	40	15
Newark	L. I. R. R.....	2	10	40	10
	N. Y., N. H. & H. R. R.....	2	10	40	10
New Brunswick County	P.A.T.H.R.R.....	2	10	40	10
	.....	2	10	40	10
Princeton	.....	2	30	30	35
	.....	2	30	30	30
South Amboy	.....	2	15	30	30
	.....	2	30	50	30
South Amboy Bay Head Junction	Trains from Union.....	2	30	90	30
	.....	2	30	90	30
Suburban Station	MU Trains.....	25	25	25	25
30th St. Station, Philadelphia	Trains from 30th St. Sta., Phila., Zoo, Penna. coach yard and adjacent points.....	25	70	80	45
	Trains from North Phila. Relief crews.....	25	80	60	45
Paoli Chestnut Hill Media West Chester Pavonia	Trains from 30th St. Sta., Phila., Penna. coach yard, Mail Platform and adjacent points.....	35	35	35	35
	Trains from North Phila., Zoo and Suburban Station.....	60	60	60	60
Pemberton	MU Trains.....	25	25	25	25
	MU Trains.....	20	20	20	20
Rely Street, Harrisburg	MU Trains.....	25	25	25	25
	MU Trains.....	25	25	25	25
Harrisburg Passenger Station	Pemberton-Moorestown.....	30	30	30	30
	Pemberton-12th Street.....	35	35	35	35
Wash.	Through trains and originating trains.....	75	75	75	75
	.....	75	75	75	75
Balto.—Orangeville	Originating trains.....	25	75	25	25
	Through trains; train crew reports 25 minutes ahead of scheduled arriving time.....	75	75	75	75
Balto.—Penna. Sta.	Trains from Union Sta.....	1	30	60	30
	Trains from G & H Yd.....	1	75	60	60
Wilm.—Penna. Sta.	Trains from Potomac Yd.....	3	30	75	75
	.....	3	30	75	75
Wilm.—West Yd.	Trains from Penna. Sta.....	1	75	75	75
	Trains from Penna. Sta.....	1	25	60	25
Wilm.—West Yd.	Trains from Penna. Sta.....	1	25	75	25
	Trains from West Yd.....	1	25	75	25

Passenger trainmen deadheading must sign employe register 10 minutes prior to leaving time of train on which deadheading.

NOTES:

- 1—Prior to schedule departure.
- 2—Prior to scheduled arriving time of train at New York for Trainmen.
- 3—Prior to reporting at Potomac Yard.

Crews Relieved. No Register

1075-A7. (All Divisions). Conductor of crew relieving a crew at point where there is no employes' 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.

Deadheading

1075-A8. (All Divisions). When deadheading is necessary in connection with all classes of service, it will be combined with service (4-E-1), unless otherwise notified.

1075-A9. (New York Division). Passenger Trainmen terminating duty at Sunnyside Yard, and New York must personally sign crew register.

1075-A10. (All Divisions). Referring to eighth paragraph of **Rule 75**, trainmen assigned to yard service and their assignment does not contemplate entering or using Main or Secondary tracks, will not be required to carry their timetables with them while in such service provided that they have them on their person when reporting for duty, so they can be posted, and keep them within easy access.

1075-A11. (Chesapeake Division). Crews of all Chesapeake Division trains will be governed by the following instructions before leaving Washington:

Conductors of departing trains, when registering at Station Master's Office, Union Station, Washington, will inquire of Station Master for instructions for their trains.

If instructions are received, conductors must personally deliver them to enginemen and see that enginemen properly understand them.

When there are no instructions, the conductor will personally notify the engineman before the train departs.

OBSERVATION OF TRAINS FOR DEFECTS

Dragging Equipment Detector.

1076-A1. (New York Division). When device is actuated for eastward movements at the following locations:

HUNTER	{ Track No. 1—1200 feet west of Signal 122. Tracks Nos. 2 and 3 at Westward Home Signal Bridge, Lane.
MILLHAM	
	{ Tracks Nos. 1, 2, and 3—1500 feet west of Signal 558.

Cab signals will indicate Restricting and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signal) will be Approach.

Trains receiving Restricting indication on cab signals in conjunction with Approach indication on fixed signals between point where device is located and interlocking must stop as soon as proper handling of train will permit, report to Operator and be governed by his instructions.

Non-equipped trains receiving Approach indication on fixed signals between point where device is located and interlocking (including interlocking home signals) must not exceed speed of 20 miles per hour.

1076-A2. (Harrisburg, Phila. and Chesapeake Divisions). When Landis Interlocking Station, Bryn Mawr and Bowie Block and Interlocking Stations are not in service and letter E is illuminated also when Dragging Equipment Detector is actuated at Signal Bridge located 1738 feet north of Mile Post 84 between Chase and Middle River on the Chesapeake Division and Letter E is illuminated; a member of the crew of trains or engines actuating dragging equipment detector must report promptly to the Operator at the next open Block Station in the rear that their train has actuated Dragging Equipment Detector. This must be done at once and prior to examination of train.

After complying with **Rule 4076-A**, a member of the crew must advise the Block Station in the rear.

Laurel Movable Bridge

1076-A4. (Chesapeake Division). Telephone boxes located at each fixed signal are equipped with a small light and push button in a sealed case to be used in connection with dragging equipment detectors.

When dragging equipment detector has been actuated, fixed signal will display stop indication and small light will be illuminated. Trains stopped at signal and finding small light illuminated, engine or train crew must notify train dispatcher.

After correction of defects in train, permission must be obtained from train dispatcher to break seal and operate pushbutton, which will restore signal to proceed indication.

RULES FOR CONDUCTING TRANSPORTATION

1080-A1. (All Divisions)—

DEFINITIONS

- (1) **TRACK CAR**—A self-propelled car with or without trailers, truck, highway-rail-car, which may be manually moved to or from the track, or self-propelled on-track work equipment.
- (2) **FOREMAN**—As used in these rules, a driver of track car or designated employe in charge of the movement of maintenance equipment and qualified on the Book of Rules and physical characteristics of portion of railroad to be used.

MOVEMENT OF TRACK CARS

- (3) **Rule 80.** Employes in charge of track cars are governed by rules and special instructions applying to track cars and by the same rules and special instructions that apply to trains other than passenger trains, except as otherwise herein provided. Track cars will be designated by the prefix TC and last four (4) numerals, except Burro Crane will use the prefix BC, Highway-Rail-Car the prefix HRC, and Detector Car the prefix DC.

Rules 17 and 19 will not apply, but a white light to the front and a red light to the rear of each track car must be displayed by night, while passing through tunnels, and when visibility is restricted.

- (4) Track cars may pass unlighted numbered fixed signals that are approach-lighted without stopping when it is known the block in advance is clear. When it is not known that the block in advance is clear such equipment may pass these signals at Reduced speed.

Track cars must approach crossings, prepared to stop. Track cars must not proceed over crossings protected by manually operated gates until gates are lowered, nor over crossings protected by crossing watchmen until STOP signal for highway traffic is displayed. Track cars must be brought to a stop before proceeding over any unmanned crossing or crossing protected by automatic protection not operating, where a full, clear and unobstructed view of at least 500 feet in either direction from the track is not afforded. In all cases highway traffic should be conceded the right-of-way.

Track cars will not operate automatic switches, or spring switches.

- (5) **Speed Restrictions**

TRACK CAR

Unless otherwise restricted.

Maximum speed.....	20 MPH
When hauling track cars or trailers.....	15 MPH
Through crossovers and turnouts, over highway and railroad crossings and when passing trains on adjacent tracks.....	5 MPH

HIGHWAY-RAIL-CAR

Unless otherwise restricted.

Passenger Type—forward	30 MPH
—backward	10 MPH
Truck Type—forward	20 MPH
—backward	5 MPH
Aerial Towers, truck mounted hoisting equip- ment or other such equipment with rigid high- way-rail mounting—forward	10 MPH
—backward	5 MPH
Not otherwise specified in forward motion	20 MPH
in backward motion	10 MPH
Through crossovers, turnouts and over highway and railroad crossings	5 MPH

- (6) On tracks governed by Block Signal System Rules, track cars will operate with authority of Track Car Permit Form M in lieu of train orders. Movements of track cars must be recorded, in red ink, by the train dispatcher on the train sheet and by the operator on the block sheet. Operators must retain an office copy of Track Car Permit Form M issued.

Operators when authorized by the train dispatcher will issue Track Car Permit Form M which must be filled out in its entirety, including information regarding other track cars, trains or engines in the block. If none in the block he will show "none" on the Form M.

Track cars should move preferably with the current of traffic.

For movements with the current of traffic track car driver must report to the operator to the rear of the move to be made. Operator, after displaying Stop indication and applying approved blocking device for the track to be used, may then authorize such move by issuing Track Car Permit Form M. Movements against the current of traffic, on tracks of no assigned direction, or where Rule 261 is in effect, will be authorized after Stop indication is displayed at each end of the block and approved blocking devices applied for the track to be occupied.

Employee in charge of track car must report to the operator if unusually delayed. Upon arrival at destination or prior to the expiration of the time limit, track car must immediately be removed clear of the main or secondary track and operator notified. Track car must not again occupy the main or secondary track without Track Car Permit Form M. If movement is required to clear the track at any point enroute Form M authorizing use of track is annulled and a new Form M must be issued for any further movement.

Where movement is to be made from one form of Block Signal System to another, a separate Form M for each Block Signal System is required.

Track car drivers must, when practicable, show Track Car Permit Form M to other occupants of the track car and they must read same.

- (7) On tracks governed by Manual Block Signal System Rules, Rule 316 will not apply to the movement of track cars. Track car must not enter a block at a block station without permission of the operator in addition to the block signal indication, nor at any other location without first ascertaining the condition of the block. In the application of Rule 317, opposing movements of track cars within the limits of a block may be permitted under Permissive-block signal, by the operator when authorized by the train dispatcher, when the movements are restricted to separate portions of the block. A track car may follow a passenger train in the same block under Permissive-block signal by permission of the operator who shall notify the track car it is following a passenger train.

- (8) On tracks governed by Automatic Block Signal System Rules, Rules 551 to 570 inclusive do not apply to track cars. In the application of Rule 506 a following track car may be permitted by the operator to enter the track occupied by other track cars between adjacent block stations or interlockings when notified by the operator to look out for the other track cars occupying the track. Opposing movements of track cars on a track between adjacent block stations or interlockings may be permitted at Restricted speed, by the operator when authorized by the train dispatcher, when the movements are restricted to separate portions of the track.
- (9) Rule 637 will apply to track cars operating within Interlocking Limits.
- (10) When detector cars are testing rail they will be governed by the same rules and instructions that apply to track cars. In manual block signal system territory, Rule 316 will apply to following movements, except track cars may follow detector car in the block under Permissive-block signal when notified by the operator to look out for the detector car ahead.

PROTECTION FOR ON-TRACK MAINTENANCE EQUIPMENT

(11) FORMS OF TRAIN ORDERS

FORM W

PROVIDING FOR MAINTENANCE WORK OBSTRUCTING A TRACK

Hold all trains clear of———track between A and B.

Track out of service but may be used with authority of Foreman by work extras and MW equipment not protecting.

In the application of second paragraph of Rule 101 this form of train order must be used when track is obstructed for maintenance. When the order is effective at block or interlocking stations, trains approaching the block or interlocking stations are not required to receive a copy of the order.

The order will be addressed, by name, to the Foreman requesting use of the track, and to the operators controlling entrance to the track.

Before the order is completed the operator must apply approved blocking devices to all switch and signal levers leading to the affected route, advising the train dispatcher when it is done using the abbreviation BDA (blocking device applied) and reporting the time and switch or signal or signal levers by number. This information must be noted, in red ink, in the train dispatcher's train order book or train sheet and on the operator's block sheet. If thereafter it becomes necessary to remove the blocking device, the operator must secure permission from the train dispatcher indicating the switch or signal lever by number. The train dispatcher will record in the train order book or train sheet, and the operator on the block sheet, that the blocking device has been removed using the abbreviation BDR and the time removed in red ink.

After the movement is completed the block operator must immediately reapply the blocking device or devices and advise the train dispatcher that they are reapplied. The train dispatcher and operator must record the re-application in the same manner as required in the original application.

The panel blocking device may be used in lieu of blocking signal levers; however, when the panel blocking device is used it will be so indicated, in red ink, by using the abbreviation PBDA (applied) or PBDR (removed).

1084-A3. North Phila. Station. On eastward platform, when passenger trains are ready to leave, conductor will push button on post adjacent to track on which train is standing. Receipt of signal by operator North Philadelphia will be indicated by light near push-button. If light is not received, conductor will call operator North Philadelphia on telephone.

After train has started, operator at North Philadelphia will extinguish light.

On westward platform, train ready indicators located overhead for each track consisting of one green light and one yellow light with push buttons at convenient locations marked conductor and cancel. Conductor (or other member of his crew at his direction) will press button marked conductor which will illuminate green light on indicator and light panel on operator's table in Block Station. Conductor will observe indicator and when both lights are showing, will give proper signal to start train. After train has departed, station attendant will press button marked cancel which will extinguish lights on indicator.

Train Ready Indicators—(Chesapeake Division)

1084-A4. Wilmington Station. Conductors of trains using the Middle Track at Wilmington Passenger Station will, prior to leaving time, or when ready to proceed, Tap Out, by displaying the red light in the Train Starting Tap Signal System, located at the head of the north stairway adjacent to the Middle Track. Light to be extinguished by the operator after train has departed.

1084-A5. Baltimore Station. Train-starting indicator, consisting of a yellow and green light suspended from shelter shed 20 feet south of Charles Street Bridge, governing departure of southward and westward trains on Station Tracks No. 2, No. 3, No. 4 and No. 5. Push buttons located at convenient points on shelter posts on island platforms, No. 1 and No. 2, marked "Start" and "Track Number."

Train crews, station forces, and operator B.&P. Junction block station must be governed as follows:

When passenger trains are ready to leave, conductor must push button on post adjacent to track on which train is standing, which will display yellow light on train-starting indicator and yellow light on indicator in B.&P. Junction block station.

Yellow light on indicator in B.&P. Junction block station will show track from which train is ready to leave. When ready to start train, operator will push button marked S, which will display green light on starting indicator.

Conductor must observe train-starting indicator, and when green light is displayed, give proper communicating signal to engineman to proceed unless otherwise instructed.

Lights to be extinguished by the operator after train has departed.

1087-A1. (Phila. Div.). Between Cooper and State Street on Pemberton Branch, trains or engines (except passenger trains), will be governed by signal indication and these signals will supersede timetable authority after receiving proper permission from the operator at Cooper.

Yard Limits (All Divisions)

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

Track	Between	And
Princeton Branch	Nassau Princeton	2195 feet north of Princeton Jct. 5459 feet south of Princeton
Amboy Secondary Track	OB 7795 feet east of JG	3775 feet west of OB JG
Hightstown Secondary	Conn. Amboy Secondary Track	5300 feet west of Conn. Amboy Secondary Track
Belvidere-Delaware Branch	13610 feet north of Phillipsburg 4785 feet north of Frenchtown 20300 feet north of Lambertville 13620 feet north of Warren St.	1800 feet north of Carpenterville 9290 feet south of Frenchtown 8540 feet south of Lambertville MG
West Chester Branch	Media 2785 feet south of M.P. 26	Darlington End of Block Sign West Chester
Schuylkill Secondary Track	2500 feet east of M.P. 15 1000 feet east of M.P. 28 M.P. 36 5050 feet west of M.P. 55	4220 feet west of M.P. 18 890 feet west of M.P. 33 1300 feet west of M.P. 42 Orchard Block Limit Station
Bordentown Secondary	M.P. 16 Minson	M.P. 25 3693 feet east of M.P. 6
Pemberton Br.	Cooper Block Station 846 feet north of M.P. 18 60 feet south of M.P. 23	2061 feet north of M.P. 3 1524 feet north of M.P. 20 End of Main Track at Pemberton
Cumberland Valley Branch	Lemo 600 feet north of M.P. 17 1600 feet north of M.P. 40 2500 feet south of M.P. 49 3000 feet north of M.P. 72 2110 feet south of M.P. 89 M.P. 101 M.P. 108	M.P. 6 3500 feet south of M.P. 19 Home Signal Pennroad 3500 feet south of M.P. 54 2340 feet south of M.P. 75 M.P. 95 1784 feet south of M.P. 102 Winchester (end of track)
Frederick Secondary	3093 feet north of M.P. 14 3000 feet north of M.P. 23 1500 feet north of M.P. 31	3305 feet south of M.P. 16 M.P. 24 1300 feet south of M.P. 33
Northern Central Branch	1729 feet east of M.P. 60	2439 feet east of M.P. 55
Porter Branch	Northward Home Signal Bank	End of Block—Porter
Delmarva Branch	2900 feet north of M.P. 6 Townsend—1130 feet north of M.P. 29 Dover—2000 feet north of M.P. 44 Harrington—M.P. 62 Hearn Remote Controlled Block Station	M.P. 15 2600 feet north of M.P. 38 2700 feet south of M.P. 51 1620 feet south of M.P. 66 Patton Remote Controlled Block Station
Oxford Secondary	Main Line Junction Clayton	3452 feet south of Clayton
D.M. & V. Secondary	Main Line Junction Harrington	228 feet south of M.P. 1
Cambridge Secondary	Main Line Junction Seaford	1300 feet south of M.P. 2
Pope's Creek Secondary	Main Line Junction Bowie	975 feet north of M.P. 1

1093-A2. (Harrisburg Division). Engines of the Western Maryland Ry., when using Frederick Secondary Track, within York yard limits, must not move north of Gas Company track, nor south of north end West York siding.

Permission for use of Frederick Secondary Track must be secured from operator at York block and interlocking station. After clearing the Pennsylvania R.R. tracks, report clear to operator at York block and interlocking station.

Engines of the Pennsylvania R.R., when using main track of Western Maryland Ry., within York yard must not move beyond Gas Co. track east, nor west of Market Street.

Crews will operate at restricted speed.

Permission for use of the Western Maryland Ry. tracks must be secured from Western Maryland Ry. operator at York, 6.30 A.M. to 12.00 Noon, and from 1.00 P.M. to 3.30 P.M., daily, except Sunday. On Sundays, and at all other times, permission must be secured from train dispatcher at Hagerstown. After clearing the Western Maryland Ry. track, report clear to operator or train dispatcher as indicated above.

1093-A3. (Phila. Div.). Except where otherwise provided, engines of regular trains may occupy main track within yard limits on the time of trains to be run by same engine, for the purpose of switching train or turning engine.

Yard Limits—Application of Rule S-93—State of New Jersey

1093-A4. (New York and Phila. Divs.).



Reflectorized
Background

INDICATION—Proceed in accordance with Rule S-93.
NAME—Yard Limit Board.

Authority to proceed as an extra

1097-A1. (All Divisions). Referring to Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator except:

At New York or Newark by the Station Master or his representative.

At Suburban Station, 30th Street Station, Philadelphia, North Philadelphia Station or Harrisburg Station—by the Station Master or his representative.

At Penn Coach Yard—by the Yard Master or his representative.

At Wilmington, Baltimore and Washington Passenger Stations, station masters are authorized to verbally instruct conductor to operate train as a Passenger Extra. Conductor must instruct engineman.

At initial terminals by Station Master, Agent, or their Representative.

Non-Interlocked Railroad Crossings at Grade

1098-A1. (All Divisions). Movements of trains or engines on tracks of these divisions 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		
Newark N. J.: Crossing with L.V.R.R. Interchange Track, Frelinghuysen Ave.	None	None	Before movement is made over L.V.R.R. interchange track derails must be operated to non-derailing position, and upon completion of each movement both derails must be returned to the derailing position and secured with padlocks provided on switch stand.	
Morrisville—M B Reading Co. Crossing with lead from No. 1 Track to Coal Storage Yard.	None	None	It must be known the crossing is clear before using.	
Morrisville—M B Reading Co. Crossing with lead from out-bound Fairless Spur Track to Warner Co.	None	None	It must be known the crossing is clear before using.	
MA—Reading Co. Crossing with lead from No. 1 Track to Strick Trailer Co.	None	None	It must be known the crossing is clear before using.	
Phillipsburg: Freight House tracks, Crossing with lead to L. & H. R. R. Bridge.	None	None	It must be known the crossing is clear before using.	
P. R. R.-B. & O. R. R.: Delaware Ave. and Vandalia St.	None	None	All Penna. R. R. movements must stop and provide flag protection against B.&O.R.R. movements. All switches are hand operated.	3
P. R. R.-Reading Co.: 60th St. Track	Semaphore	Proceed	Signals and derails must be operated by trainmen.	1-2
P. R. R.-Red Arrow R. R.: West Chester Pike at Lanerch, Pa.	Stop Sign	Stop	See Notes	2-3
P. R. R.-Reading Co.: East of Downs Cornog Track	Stop Sign	Stop	See Notes	2-4
P. R. R.-Reading Co.: Bradford Hills Quarry Track, 800 feet east of Main Track Switch	Stop Sign	Stop	See Note	6
P. R. R.-Reading Co.: Lebanon	Stop Signs	Stop	See Note	5
P. R. R.-Reading Co.: Cornwall	Stop Signs	Stop	See Note	11
Berlin	Stop Sign	Stop	Trains and engines on D.M.&V. Secondary track must approach stop sign prepared to stop and stop unless track is seen or known to be clear.	
Berlin	Stop Sign	Stop	Trains and engines on Ocean City track must stop clear of stop sign and secure permission before fouling and report clear upon completion of movement over D.M.&V. Secondary track, to operator at Harrington	
West Yard: Penna. R. R. yard track with Reading Co. track and B.&O. track.	Fixed Signal Low Home Type	Stop or Restricting	Penna. R.R. trains and engines must stop before fouling crossing and crew must be positive no conflicting moves are being made before changing route and signals.	10

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Hasel Dell: New Castle Secondary track with Reading Co. track.	By Day: Gate Target By Night: Red Light	Stop	Must approach crossing prepared to stop and stop, unless crossing is seen, or known, to be clear and gate in proper position.	7
Mill Creek Jct. Penna. R.R. Yard track with Reading Co. track.	Stop Signs	Stop	All Trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection.	
Pigeon Point Crossing: New Castle Secondary track with Reading Co. track.	Semaphore	Clear	Will be operated by train or engine crews from ground level platform located adjacent to the crossing in accordance with instructions posted.	8
New Castle Battery track with New Castle Secondary track.	Stop Signs	Stop	All movements must be made under flag protection.	
Union Crossing: President Street Yard track and Bear Creek track and Canton R.R.	Stop Sign with Red Light	Stop	All trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and Penna. R.R. arrive at the crossing at approximately the same time, trains of the Penna. R.R. will have prior right to crossing.	
Madison Yard: W. M. Ry. with Penna. R.R. at Monument Street.	None	None	Stop clear of crossing and then proceed over grade crossing under flag protection.	
Canton. Canton R. R. with Penna. R. R. South of 18th Street.	Stop Signs with Red Lights	Stop	All trains using this crossing must stop clear of stop signs at clearance points and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and the Penna. R.R. arrive at the crossing at approximately the same time, trains of the Penna. R.R. will have prior right to crossing.	
Canton; Penna. R. R. with B. & O. R. R. and Canton R.R.	Stop boards with Red Lights on Canton R. R. Semaphore signals on B. & O. R. R. Penna. R. R.	Stop (Signals north and south of crossing)	Fixed signals protecting Penna. and B.&O.R.R. trains at this crossing will display aspects Rule 292, Figure C and Rule 281, Figure B; and will govern movements over the crossing only. The normal indications displayed on these signals will be clear for the movement of Penna. R.R. trains and stop against the movements of B. & O. R. R. trains. B. & O. R. R. and Canton R. R. crews will contact Yardmaster, Head of the Yard, Canton, for permission to use crossing, then manipulate levers as indicated on instructions posted at this location. When movement is completed, restore levers to normal and report movement clear to Yardmaster, Head of Yard, Canton. Northward Penna. R. R. trains approaching this point and finding the signals in stop position will stop clear of Boston Street grade crossing.	
Canton: Penna. R. R. crossing to Ore Pier and across Canton R.R. on Newgate Ave.	Stop Signs with Red Lights	Horizontal	It must be known that crossing is clear before using.	9
Hanover W. M. Ry. with Penna. R.R. 3450 feet south of Mile Post 31.	Stop Signs	Stop	Stop before crossing and then proceed under flag protection.	

NOTES:

- Normal position of signals and derails: Reading Co. signals at stop and derails open; P. R. R. signals at proceed and derails closed.
If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will after protecting crossing, ascertain that derails are in proper position for movement, pass signal in stop position and report to Superintendent from first point of communication where the report can be made without serious delay.
 - Each railroad movement will approach this crossing at grade prepared to stop and before moving over this crossing a member of train crew equipped with a red flag by day and a red light by night must precede each movement.
 - Cars must not be left standing within confines of crossing.
 - PRR movements must stop at Stop sign governing their movement and provide flag protection against Reading Company movements before proceeding over crossing.
Reading Company movements will stop at Stop sign governing their movement (255 feet on either side of crossing) then proceed over crossing if crossing is clear.
In the event PRR and Reading Company movements arrive at Stop signs governing their particular movements at approximately the same time, the Reading Company will have prior right to the crossing.
 - Stop signs located 35 feet west of and 25 feet east of crossing at Lebanon governing PRR eastward and westward movements over crossing. PRR and Reading Company movements must stop at stop signs and will proceed over crossing only after it is known crossings are clear. In event PRR and Reading Company movements arrive at stop signs at Lebanon at approximately the same time, Reading Company movements will have prior right to the crossing.
 - Reading Company movements must stop at stop sign and if crossing is clear, proceed over crossing.
PRR movements must stop at stop sign and if crossing is clear proceed over crossing under flag protection.
Reading Company movements have preference over PRR movements that arrive at the crossing simultaneously.
 - Normally set for Penna. R. R. Trains.
 - Signals will normally be set for movements on Penna R. R. tracks. Ground level platform with levers equipped with Penna. R.R. and Reading Co. switch locks. Levers must be kept locked, when not in use.
 - Normal position is for Penna. R.R. movements. When movement is to be made by Canton R.R., member of Canton R.R. crew must place signal in stop position if crossing is not occupied by a Penna. R.R. train, or a Penna. R.R. train is not approaching close. When movement of Canton R.R. train is completed, member of Canton R.R. crew must restore signal to normal position.
 - If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will, after protecting crossing, pass signal in stop position and report to Superintendent from first point of communication where the report can be made without delay.
 - Stop signs located 200 feet west of and 370 feet east of crossing at Cornwall governing PRR eastward and westward movements over crossing.
PRR and Reading Company movements must stop at stop signs and will proceed over crossing only after it is known crossings are clear. In event PRR and Reading Company movements arrive at stop signs at Cornwall at approximately the same time, PRR movements will have prior right to the crossing.
- 1098-B2. (New York Div.). Martins Creek Yard**—All trains and yard engines must move in vicinity of junction with L.&N.E.R.R. and Erie-Lackawanna prepared to stop unless track is seen or known to be clear.
Attention is called to Special Instruction of current timetable of L.&N.E.R.R. reading "Within yard limits the main track may be used, protecting against first-class and second-class trains. Third-class, extra trains and yard engines must move within yard limits prepared to stop unless the track is seen or known to be clear." Also Erie-Lackawanna General Instruction of current timetable reading—"The movement in either direction of trains or engines between division post at end of Martins Creek Branch and the east end of the Delaware River bridge must be under protection of a member of the crew against opposing trains or engines."

Movable Bridge—Not Part of an Interlocking

1098-B3. (Phila. and Chesapeake Divisions). To authorize an engine with or without cars to pass a stop signal governing movements over Grays Ferry movable bridge, the following instructions will apply:

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

At the following movable bridges:

Potomac River (0.94 mile south of Fourteenth Street Interlocking).

Bridge Four (Ward Block and Interlocking Station).

Canal (1.9 miles south of Kirkwood).

Laurel (0.2 mile north of Laurel).

Lewes. Located in Lewes Beach track, 3085 feet east of Lewes station. (Normal position is movable bridge open for water traffic.)

Darby Creek (0.95 mile south of Essington Freight Station)

In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of or by the bridge tender or trainman, stationed on the track on which the movement is to be made, after ascertaining that the movable bridge is in place with rails lining up properly and smash boards are in position for movement. A speed of four miles per hour must not be exceeded over the movable bridge with any part of train.

Train order must be issued when Ward is closed, after complying with above instructions.

Delanco Movable Bridge

1098-B4. (Phila. Div.). April 1 to November 30 inclusive: Bridge Watchman on duty 7.00 A.M. to 11.00 P.M., Daily except Sunday. 3.00 P.M. to 11.00 P.M. Sunday. Bridge will be locked up for train movements when watchman is not on duty except that bridge will be open for water traffic 7.00 A.M. to 3.00 P.M. Sunday.

December 1 to March 31 inclusive: Bridge Watchman off duty continuously. Bridge will be locked up for train movements. Signals will be displayed in proceed position.

In case of signal failure, operator at Jersey will, after conferring with the train dispatcher, issue Clearance Card Form C. In such cases a member of the crew must precede the train across the bridge.

1098-B5. (Chesapeake Division). Royal Oak. Located in McDaniel track, 6.4 miles west of Easton Junction. Normal position is movable bridge open for water traffic.

Calling Rear Trainman, Overbrook and Paoli

1099-A1. (Phila. Div.). At Overbrook, enginemen or conductor of eastward trains will call the rear trainman with push-button located in telephone box at eastward home signal bridge or on signal relay case 1300 feet eastward from Overbrook interlocking station, operating call bells approximately 800 feet apart between Merion and Narberth.

At Paoli, engineman or conductor of eastward trains will call the rear trainman with push-button located in telephone box at eastward home signal bridge, operating call bells approximately 800 feet apart, between Mile Posts 20 and 21.

Standard code will be used.

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

Movement of Trains

Application of Rule 99—State of Pennsylvania

1099-A2. (All Divisions). On November 22, 1965, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 16 requiring:

"That flag protection be provided against following trains occupy-

ing the same track, by a properly qualified flagman or trainman using standard flagging equipment, for trains moving on main or secondary tracks, under circumstances in which such trains may be overtaken by following trains and for trains stopped under circumstances in which they may be overtaken by following trains, in manual block signal, automatic block signal, centralized traffic control or locomotive cab signal territories, except within the limits of interlocking plants, at stations where passenger trains are making normal station stops, within the limits of a classification or storage yard and manual block territory protected by an absolute block.

NOTE: When trains are operating under automatic block signal system rules (locomotive cab signal or centralized traffic control signal rule), the requirements of flagging, insofar as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed."

For the application of this instruction these Regulations further provide that Main track on which authorized speed of freight trains is 25 MPH or less shall be considered as yard track.

Except as modified by this instruction, all Rules and Special Instructions regarding flag protection remain in effect.

Movement of Trains

Application of Rule 99—State of New Jersey

1099-A3. (New York and Philadelphia Divs.). In accordance with New Jersey Board of Public Utility Commissioners Order of January 12, 1966; in the application of **Rule 152** and the Notes to **Rule 99**, in regard to flag protection, the following instructions are in effect in the State of New Jersey:

When trains are operating under Manual Block Signal System Rules the requirements of **Rule 99** for following movements will apply when **Rule 316** is in effect, and when operating under Automatic Block Signal System Rules the requirements of **Rule 99**, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at Restricted speed.

Movement of Trains

Application of Rule 99—State of Maryland

1099-A4. (Phila., Chesapeake and Hbg. Divs.). In accordance with Court Order and Directive of the Public Service Commission of Maryland, the following instructions are in effect in the State of Maryland:

"The two revisions to **Rule 99**, placed in effect October 18, 1964, shall not apply where the visibility for following movements on the same track is restricted by terrain or weather conditions."

In the event of these circumstances the Notes to **Rule 99** do not apply and the following Note, as in effect prior to October 18, 1964, governs:

NOTE—Where trains are operating under automatic block signal system rules, the requirements of **Rule 99**, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed.

Referring to First Paragraph Rule 103

1103-A1. (Phila. Division). In the movement of MU equipment, the engineman must operate from the first practical operable car in the direction of movement, except when switching.

At Paoli, in the movement of MU equipment from yard to station via the Duck-under or Hill track, where the back-up hose is not used, the requirements of Instruction 30 of the 99-D-1 will have been complied with when the conductor is stationed in the vestibule of the leading car, in the direction of the movement and in view of a member of his crew who must be in a position within the car to operate the conductors valve if necessary.

1103-A1a. (All Divisions). In the application of second paragraph of **Rule 103**, all passenger equipment must be considered occupied in the following stations:

Penna. Station—New York.

Penna. Station—30th St. (Lower Level), Phila.

Penna. Station—Baltimore.

Penna. Station—Harrisburg.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. (All Divisions). At the following locations automatic highway crossing protection indicates the approach of a train:

New York Division

Track	Crossing	Location	Notes
Siding	Wilburtha Rd.	WB	2
Siding	Upper Ferry Rd.	WB	2
Siding	N. J. Power & Light Co.	HD	—
Siding and Yard	Broad St.	Martin's Creek	3
Arsenal Running	U. S. Route 1	Edison Township	1-4
Hunter-18th Ave.	Alpine St. & Clinton Ave.	Newark	1-4
Hunter-18th Ave.	Elizabeth Ave. & Peddie St.	Newark	4-5
Hunter-18th Ave.	Waverly Ave.	Newark	3-4
Hunter-18th Ave.	Bigelow St.	Newark	3-4
Hunter-18th Ave.	Aron Ave.	Newark	3-4
Hunter-18th Ave.	Fralinghuysen Ave.	Newark	3-4
Lead	So. Broad St.	Trenton	3-4
Connecting	So. Broad St.	Trenton	3-4
Industrial	So. Broad St.	Trenton	1
Industrial	Hamilton Ave.	Trenton	1
Industrial	Cass St.	Trenton	1
Industrial	Lalor St.	Trenton	1
Industrial	Mulberry St.	Trenton	1
Enterprise	New York Ave.	Trenton	1
M. M. & M. Co.	Beaver Dam Rd.	Grundy	2
Rocky Hill	U. S. Route 1	Kingston	1-4
Running			
No. 1 Running	Deep Run Rd.	3500 feet east of OB	—
No. 1 Running	Brown's Hill Rd.	East End	—
Storage	Trenton Rd.	Yardville	—
Yard	Private	2080 feet south of Princeton	1-6
Millstone	N. J. Route 27	6300 ft. west of County	1-2
Running		Harrison	3
Center St.	Fourth Street		3
Running			
I.B.M.	Culver Road	2970 feet west of Dayton	1

Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Note 1. Trains or engines must stop within limit marked by yellow stripe on side of rail, but clear of highway until the crossing protection is operating and the highway is clear.

Note 2. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.

Note 3. The highway crossing protection must be operated manually to protect train movement.

Note 4. A member of the train crew must station himself on the crossing to insure full protection until the movement is completed.

Note 5. Train must stop clear of crossing and movement must not be made until traffic light for Elizabeth Ave. indicates stop.

Note 6. In the event crossing protection fails to operate for movements on yard track, a member of the crew must protect the crossing in advance of each movement over the crossing.

Philadelphia Division

Track	Crossing	Location	Notes
Industrial	Grant Ave.	West of Northeast Airport	4
All Yard and Industrial	Gravers Road	Plymouth Meeting	3
Newtown Square Warehouse	Garrett Road	Upper Darby	2
Warehouse	Gates Street	Manayunk	
Storage	Righter Street	Spring Mill	
Siding	Synthane Corp. Road	Oaks	2
Synthane Corp. Storage	Bridge Street	Oaks	2
Lock Siding	Moser Road	Spring City	2
Yard	Keim Street	Pottstown	
Hoppel Ind. and No. 1 and No. 2 Storage	Keim Street	Pottstown	
Siding	Haover Street	Pottstown	2
Detroit Mobile Homes Co.	Keim Street	Pottstown	
Chester and Phila. Yard	State Highway	West of Monocacy	1
Linwood Yard	Route No. 724		
	State Street	Hamburg	2
	Route 61	Schuylkill Haven	4
	Market St.	Eddystone	5
	Phila. Electric	Eddystone	5
	U.S. Route 13	Maroustone	
		Maroust Hook	

Philadelphia Division (Continued)

Track	Crossing	Location	Notes
Industrial	Cove Road	Merchantville	
Industrial	Park Avenue	Merchantville	
Industrial	Pine Street	Mt. Holly	4
Industrial	Petty Island Br.	Petty Island	9
Industrial	Hylton Road	Arch St. Palmyra	6
Industrial	Thomas Ave.	Riverton	6-7
Industrial	Cedar Street	Riverton	6-7
Kaiser Gypsum Co.	Burlington Avenue	2900 feet east of M.P. 13	4
Industrial	Broad Street	Beverly	6
Industrial	Sluice Street	Burlington	6-7
Yard			
Industrial	Jones Street	East Burlington	6
Delivery			
Yard	Stevens Road	East Burlington	6
Industrial	U. S. 130	Burlington	8
Industrial	Columbus Road	Florence	6
Kensington and Tacony	State Road	Tacony Street 140 feet west of Tacony Freight Station	10
	Wissinoming Street	543 feet west of Tacony Freight Station	10
	Tacony Street	Tacony	4

NOTES:

- If lights are not flashing a member of crew must operate pushbutton located in box marked "PB" adjacent to crossing, hold it pushed, prior to and during movements and observe that crossing lights are operating properly. When movement is completed, the box must be closed and locked.
- Trains and engines using this track must stop before crossing highway and assure themselves that the automatic crossing protection is working. If Automatic Highway Crossing Protection fails to function properly a member of the crew must provide proper protection to highway traffic.
- Track circuits which operate automatic highway crossing protection extend a distance of seventy (70) feet on each side of the crossings. Trains and engines must stop on track circuit but clear of crossing and allow flashing light signals to operate a minimum of twenty (20) seconds before proceeding over the crossings. If automatic highway crossing protection is not operating a member of the crew must protect each movement over the crossing.
- Trains and engines must stop clear of crossing and a member of the crew must operate automatic highway crossing protection from signal control boxes located on each one of the flashing light signal masts. He will insert switch key in the slot, turn key clockwise and hold pressure on key which will cause flashing light signals to operate until pressure is released on the switch key. Flashing light signals must be operated a minimum of 20 seconds before proceeding over or blocking the crossing and they may be operated from either control box. Flashing light signals must be operated continuously while any part of train or engine is obstructing crossing. In the event flashing light signals are not operating, a member of the crew must protect the crossing in advance of each movement over the crossing.
- Operating circuits extend about 660 feet from crossing.
- Trains and engines must stop on short track circuit in advance of crossing. Crew must know that crossing protection is operating.
- Apparatus is provided for manual operation of highway crossing signals.
- Highway crossing protection must be operated manually to protect train movements.
- On track leading to Cities Service Company on Petty Island, train and engine movements must stop on track circuit marked with "CC" sign 115 feet east of westward movable bridge signal and after an interval of five minutes the westward movable bridge signal will clear. Westward movements must clear "CC" sign located 85 feet west of eastward movable bridge signal releasing crossing protection for highway traffic. When shifting movements are made east of "CC" sign, located 85 feet west of eastward movable bridge signal, push button located on instrument case must be operated after movement is west of "CC" sign. Train or engine movements Petty Island to Pavonia must stop between a point 85 feet west of eastward movable bridge signal and eastward movable bridge signal. After an interval of five minutes the eastward movable bridge signal will clear. Eastward movements must clear "CC" sign located 115 feet east of westward movable bridge signal, releasing crossing protection for highway traffic. Trains or engines must not exceed a speed of ten miles per hour between movable bridge signals, prepared to stop, looking for highway vehicles that may be on the bridge.
- Trains and engines using these tracks must assure themselves before crossing highway that automatic crossing protection is working. If automatic highway crossing protection fails to function properly, a member of the crew must operate switch key controller, located on signal mast. He will insert switch key in slot and hold in the full clockwise position. Flashing light signals must operate continuously a minimum of 20 seconds before proceeding over the crossing.

Chesapeake Division

Location	Crossing	Note
Main Line: Newark, Del. 2175 feet south Mile Post 101 4000 feet south Mile Post 124 Sparrows Point Spur: Baltimore	S. Chapel St. Knecht Avenue Seabrook Road	
Northern Central Branch: Monkton Cockeysville Texas Lutherville Porter Branch: Porter	Bletzer & Fisher Roads	
N.&D.C. Running Track: Reybold Delmarva Branch: Glasgow Middletown Clayton Clayton Switching Track:	Manor Road Cockeysville Road Church Lane Seminary Ave. County Road 383 State Route 9	1
Dover Harrington Seaford South of Seaford Laurel	U. S. Route 40 Main Street Jimtown Road Main Street Smyrna Avenue Division, Forest & North Streets Center, Liberty & Clark Streets County Road 543 River Road Sixth, Eighth & Tenth Streets Seventh Street Market St.	3 9 9 3 4 5
Delmar Salisbury	State & Chestnut Streets, State Road Bateman & Naylor Sts., College Ave., Kendall St. Academy, Antioch & Hampden Sts.	3
Princess Anne Oxford Secondary Track: Queen Anne Denton Running Track: Willoughby Hillsboro Oxford Secondary Track: Clayton	State Route 309 Route 404 Route 404 Main Street Smyrna Avenue	8 9 9
D M & V Secondary Track: Harrington Milford Dagsboro Frankford Cambridge Secondary Track: Seaford Pocomoke Secondary Track: Pocomoke Parksley Exmore Capes Track: End of Block Cheriton Bayview South of Bayview North of Cape Charles	U. S. Route 13 Lake Ave. Main Street Main Street DuPont Clark & Second Sts. Adelaide & Bennett Streets Route 183 State Route 636 State Route 639 State Route 186 U. S. Route 13 Fertilizer Road	6 7 7 7 7 3 3 3 3 3

Limits of operating circuits extend 70 feet each side of crossing, except where otherwise noted. Operating circuits must be occupied to actuate the automatic highway crossing protection. Before trains or engines move over the crossing, crew must know that automatic protection is operating.

- (1) Operating circuits extend about 800 feet east and about 60 feet west from crossing.
- (2) Operating circuits extend about 660 feet from crossing.
- (3) Operating circuits extend about 1000 feet north and about 1150 feet south from crossing.
- (4) Operating circuits extend about 709 feet south from crossing.
- (5) Operating circuits extend about 1300 feet south of crossing.
- (6) Push buttons provide manual operation of automatic protection when necessary.
- (7) Operating circuits extend about 335 feet west and about 660 feet east of crossing.
- (8) Operating circuits extend about 130 feet south and north from crossing.

Harrisburg Division

Track	Crossing	Location	Note
Industrial Industrial Industrial Industrial	Main St. High & Franklin Streets Valley Water & Main Sts. W. Philadelphia St., W. Princess St., Kings Mill Rd., Grantley Rd., W. King St., W. Market St.	New Freedom New Freedom York Rock York	1
Grantley Industrial M.&P. Interchange Grantley Industrial Shed Grantley Industrial Shed	North Queen St. North Queen St. North George St. North George St. North St. North St.		2 4 6

Harrisburg Division (Continued)

Track	Crossing	Location	Notes
Grantley Industrial Shed Siding Station Cumberland Valley Branch: Industrial Yard	North Beaver St. North Beaver St. Maple Street York Haven Rd. St. John's Church Road Railroad Ave.	Mt. Wolf York Haven First road crossing north of Mile Post 5 First road crossing south of Mile Post 5 Mechanicsburg	7 3 3
Camp Running Dillsburg Secondary Industrial Greencastle Old Line Industrial Industrial Industrial	All Streets U. S. Route 15 Fayette St. U. S. Route 11 John Street Route 672 Wallstown Rd.	Dillsburg Shippensburg South of Greencastle Martinsburg Clearbrook M. P. 113 north of Winchester	5

NOTES:

- (1) Crew must know that automatic protection has operated for 15 seconds before movement is made over crossing.
- (2) Operating circuit extends 570 feet east and 1130 feet west of crossing.
- (3) Track circuits which operate automatic highway crossing protection extend a distance of seventy (70) feet on each side of the crossings. Trains and engines must stop on track circuit but clear of crossing and allow flashing light signals to operate a minimum of twenty (20) seconds before proceeding over the crossings. If automatic highway crossing protection is not operating a member of the crew must protect each movement over the crossing.
- (4) Operating circuit extends 660 feet east and 570 feet west of crossing.
- (5) Track circuits which operate Automatic Highway Crossing Protection extend a distance of 100 feet on each side of the crossing. Trains and engines must stop on track circuit but clear of the crossing and allow flashing light signals to operate a minimum of 25 seconds before proceeding over the crossing.
In the event Flashing Light Signals are not operating, push buttons mounted on flashing light signal masts must be used to start and stop flashing light signals. If flashing light signals are not operating and push buttons fail to operate flashing light signals, a member of the crew must protect the crossing in advance of each movement over the crossing.
- (6) Operating circuit extends 460 feet east and 525 feet west of crossing.
- (7) Operating circuit extends 350 feet east and 645 feet west of crossing.

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4. (Phila., Chesapeake & Harrisburg Divs.). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Philadelphia Division

Track	Crossing	Location	Notes	
Schuylkill Secondary	Schuylkill Road, Route 183 Walnut Street Pine Street Washington Street State Street Arch Street	West of Monocacy Hamburg Pottsville	1 2 1	
	Octoraro Secondary Track: Southward	State Road U. S. Route 13	Avondale Linwood Yard Marcus Hook	
	Bordentown Secondary Secondary & Industrial Secondary, Industrial, Yard & Delivery Secondary & Industrial Secondary & Industrial	Columbus Rd. Jones St. Sluice Rd. Cooper St. Broad St. Pavilion Ave. Fairview Ave. Chester Ave. Main St. Thomas Ave. Morgan Ave. Cinnaminson Ave. Hylton Rd.	Florence E. Burlington Burlington Beverly Riverside Riverton Palmyra	3
	Secondary & Industrial Pemberton Br.: Main	Cove Rd. Park Ave. Center St. Morris St.	Merchantville	4

NOTES:

- (1) Before switching movements are made to or from yard tracks, push-button must be operated to insure full protection to highway traffic.
- (2) Hand-operated switch in circuit controller boxes.
- (3) Manually controlled electric push buttons to cut out and cut in flashing light signals in service as follows: One in cabinet on east end of instrument case south side of track for eastward trains when train is standing west of crossing and clear of insulated joints 70 feet west of crossing and one in cabinet on a post on north side of track for westward trains when train is standing east of crossing and clear of insulated joints 70 feet east of crossing.

Cabinets must be locked when not open for immediate use.

- (4) Manually controlled electric push buttons to cut out and cut in flashing light signals in service as follows: At Cove Road in cabinet on north end of instrument case when cars are standing between Park Avenue and Cove Road clear of insulated joint south side of Park Avenue and north side of Cove Road the flashing light signals may be cancelled by pushing button marked "CUT OUT". To start flashing light signals after being cancelled, push button marked "CUT IN".

Cars left standing between Park Avenue and Cove Road while train is shifting south of that point when returning to cars north of Cove Road crew must know that automatic highway crossing protection is operating properly before making movement over Cove Road. If automatic protection is not operating properly before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.

At Center Street in cabinet on south end of instrument case when cars are standing between Morris Street and Center Street and clear of insulated joints south side of Morris Street and north side of Center Street the flashing light signals at Center Street may be cancelled by pushing button marked "CUT OUT". To start flashing light signals after being cancelled, push button marked "CUT IN".

Trains leaving cars standing between Morris Street and Center Street and then proceeding south of Cove Road with balance of train to deliver and shift cars, must know when returning to cars north of Center Street that flashing light signals are operating properly at Cove Road, Park Avenue and Center Street before crossing. If automatic highway crossing protection is not operating properly a member of the crew must be stationed on the crossing to give warning to persons using the highway. Cabinets must be locked when not open for immediate use.

Chesapeake Division

Location	Crossing	Track	Note
Main Line: Perryman	Michaelville & Bush River Neck Roads	No. 4	
Delmarva Branch: Salisbury Delmar D.M.&V. Secondary Track:	Kendall Street State Street	Main Main	
Milford Dagsboro Frankford New Castle Secondary Track:	Lake Avenue Main Street Main & Carey Streets	D.M.&V. Secondary D.M.&V. Secondary D.M.&V. Secondary	
New Castle	South Street	New Castle Secondary	

Harrisburg Division

Track	Crossing	Location	Notes
Columbia Branch No. 2 and Ind. Penna. Power & Light (Bruner Is- land Station)	Manor Street State Highway	Mountville York Haven Line 2900 feet west M. P. 67	1 3
Industrial Greencastle Old Line	York Haven Rd. U. S. Route 11	York Haven South of Greencastle	2 1
Industrial Industrial	John Street Wellstown Rd.	Martinsburg M. P. 113 north of Winchester	2 2

NOTES:

- (1) Before switching movements are made to or from yard tracks, push-button must be operated to insure full protection to highway traffic.
- (2) Trains must stop before fouling grade crossing and operate push-button inside small box designated PB, located on side of instrument case. Push-button will operate flashing light signals and must be pressed until small light at push-button is illuminated, or until entire train has passed over the crossing.
- (3) Engines and cars must stop before fouling grade crossing, crew member must operate push-button marked start on either side of crossing and wait 15 seconds before fouling crossing. When movement is completely clear of crossing crew member must operate push-button marked stop.

Interrupting Operation of Automatic Highway
Crossing Protection Automatically

1103-A5. (All Divisions). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

New York Division

Track	Crossing	Location
Bordentown Secondary	Hamilton Ave.	Trenton
Bordentown Secondary	So. Broad St.	Trenton
Bordentown Secondary	Lalor St.	Trenton
Belvidere Delaware Branch	Coryell St.	Lambertville
Belvidere Delaware Branch	Bridge St.	Lambertville
Belvidere Delaware Branch	Upper Ferry Rd.	WB
Belvidere Delaware Branch	Main St.	Milford
Belvidere Delaware Branch	N. J. Power & Light Co.	HD
Jamesburg Branch	New Brunswick Turnpike	Dayton
Jamesburg Branch	Friendship Rd.	Dayton
Amboy Secondary	John St.	Helmetta

Philadelphia Division

Track	Crossing	Location	Notes
West Chester Branch: No. 1 and No. 2 No. 1 and No. 2 No. 1 and No. 2 No. 1 (Northward) No. 1 and No. 2 Octoraro Secondary: Schuylkill Secondary:	Union Avenue } Wycombe Avenue } Oak Lane } Swarthmore Avenue	Lansdowne Primos Swarthmore	1-3 3 3 2-3
	Turner Road	Wallingford	
	Route 41 and State St.	Avondale	12
	{Cherry Street Harry Street Hanover Street Walnut Street Pine Street Washington Street State Street Norwegian Street Arch Street }	Conshohocken Pottstown Hamburg Pottsville	3-6-7-8
Trenton Branch: No. 1 No. 2 No. 1 Bordentown Secondary:	Henderson Road Henderson Road Gravers Road	TB-22 TB-22 Plymouth Meeting	3
	Chester Avenue Pavilion Avenue Keim Street	Riverside Riverside Burlington	4 9
Pemberton Br.: Main Main Main	Chester Avenue Chestnut Street Madison Avenue	North of Moorestown South of Moorestown Mt. Holly	10 11 13

NOTES:

- (1) To avoid unnecessary operation of automatic highway crossing protection signals at Union Ave., Lansdowne, by movements of southward trains from No. 2 track to the Newtown Square track, such trains must stop and not pass fixed signal B55, located 355 feet south of Fernwood passenger station, until switch is lined for movement to Newtown Square track.
- (2) Automatic highway crossing gates and flashing lights will operate when a train or engine is approximately 100 feet north of north end of Swarthmore Station platform, but will cease to operate 1 minute and 50 seconds after train stops between latter point and "CC" sign. If such movement stops, it must be assured that proper protection is provided before movement is continued over crossing.
Northward passenger trains on No. 1 track must platform first MU car or engine.
- (3) Attention is directed to 9th paragraph Rule 4103-B.
- (4) RIVERSIDE, Eastward trains delayed or working between Main Street 1,008 feet west of Mile Post 11 and Chester Avenue 905 feet east of Mile Post 11 for a period of two minutes and ten seconds or longer must approach Chester Avenue prepared to stop unless full protection is afforded.
- (5) Attention is directed to 14th paragraph, Rule 4103-B.
- (6) Automatic highway crossing gates and flashing lights will cease to operate 1 minute and 15 seconds after train stops west of "CC" sign on secondary track and east of "CC" sign on secondary track. When such movement stops it must be assured that proper protection is provided before movement is continued over crossing.

- (8) To avoid unnecessary operation of automatic highway crossing protection trains required to perform shifting movements between secondary track and Reading Company interchange tracks will when necessary leave part of train west of "CC" Sign.
Trains required to perform shifting movements between secondary track and east end Cherry Street storage will when necessary leave part of train east of "CC" Sign.
- (9) Riverside, Pavilion Avenue (first highway crossing east of station).
Eastward trains stopped longer than 30 seconds on Main track more than 40 feet west of Pavilion Avenue will automatically release track circuit to automatic highway protection permitting crossing gates and flashing lights to clear for highway traffic. The gates and flashing lights will again operate for the protection of highway traffic when the rail movement passes a point 40 feet west of this crossing. Rail movements so operated must not foul Pavilion Avenue until full protection is afforded highway traffic.
- (10) MOORESTOWN, at Chester Avenue, 114 feet north of Moorestown, crossing is protected by flashing light highway crossing signals, operating automatically for northward and southward through movements. To operate crossing signals for a northward movement after a southward movement has been made, it will be necessary for a member of the crew to operate push button located on relay case, south side of Chester Avenue, 30 seconds before departure of train.
- (11) Southward trains consuming more than two minutes between Chester Avenue and Chestnut Street, 856 feet south of Moorestown, must approach Chestnut Street prepared to stop unless flashing light signals are operating properly. If flashing light highway crossing signals are not operating properly, a member of the crew must protect crossing in advance of each movement over the crossing.
- (12) Cars must not be left standing between crossing and insulated joints 800 feet south of crossing.
- (13) Automatic flashing light signals will operate when a train or engine is approximately 1600 feet north of Madison Avenue crossing, but will cease to operate 1 minute and 30 seconds after train stops between latter point and "CC" sign, located 470 feet north of Madison Avenue crossing. If movement stops between these points it must be assured that proper protection is provided before movement is continued over the crossing.

Chesapeake Division

Location	Crossing	Track	Notes
Main Line:			
Davis	S. Chapel Street	No. 2 & No. 3	1
Iron Hill	Iron Hill Road	No. 2	1
Perryman	Michaelville & Bush River Neck Roads	No. 4	2
Chase	Ebenezer Road	No. 1	25
River	Patapeo Avenue	No. 1 & No. 3	3
2175 feet south M.P. 101	Knecht Avenue	No. 4	24
Northern Central Br.:			
Woodberry	Union Avenue	Main	4
Lutherville	Seminary Avenue	Main	5
Timonium	Timonium Road	Main	6
Texas	Church Lane	Main	7
Cookeysville	Beaver Dam Road	Main & Siding	8
White Hall	Parkers & McCulloughs Roads	Main	9
Porter Branch:			
Porter	County Road No. 382	Main	11
Delmarva Br.			
Middletown	Main St.	Main	12
Townsend	Main St.	Main	10
Clayton	Jimtown	Main & Switching	13
Dover	Division, Forest & North Streets	Main & Switching	14
Felton	Main St.	Main	10
Harrington	Center, Liberty & Clark Streets	Main & Siding	15
Greenwood	Market Street	Main	16
Bridgeville	Market Street	Main	17
Seaford	River Road	Main	12
Laurel	Market, Sixth, Eighth & Tenth Streets	Main & Switching	18
Delmar	Chestnut Street	Main	19
Fruitland	Main Street	Main	10 & 12
Pocomoke			
Secondary:			
Parkaley	Bennett & Adelaide Sts.	Poc. Sec. & Siding	20
Capes Track:			
North of Cape Charles	Route 13	Capes Track	21
D.M.&V. Secondary Track:			
Milford	Walnut Street	D.M.&V. Secondary	22
Cambridge			
Secondary:			
Federalburg	State Route 313	Cambridge Sec.	23
Popes Creek			
Secondary:			
Hall	State Route 214	Popes Creek Sec.	16

NOTE 1—Southward trains on No. 2 and No. 3 tracks receiving stop signal at Davis and Northward trains receiving stop signal at Iron Hill must stop 85 feet from the crossing.

NOTE 2—Automatic crossing protection is interrupted when switch leading to Look Joint Pipe Co. track is reversed. Cars must not be left standing between Bush River Neck Road and signal 695.

NOTE 3—Cars must not be left standing on No. 1 track between crossing and insulated joints 950 feet south thereof, or on No. 3 track between crossing and insulated joints 660 feet north thereof.

NOTE 4—Automatic crossing protection is interrupted when switch leading to Public Delivery Track is reversed.

NOTE 5—Cars must not be left standing between crossing and insulated joints 800 feet west thereof.

NOTE 6—Cars must not be left standing between crossing and insulated joints 700 feet east thereof unless switch leading to Timonium Yard, switch leading to Massey Ferguson Company track, or switch leading to Phillips Petroleum Company track is reversed.

NOTE 7—Cars must not be left standing between crossing and switch leading to Texas Industrial track 2275 feet west thereof.

NOTE 8—Cars must not be left standing between crossing and insulated joints 800 feet east thereof.

NOTE 9—Cars must not be left standing between crossing and insulated joints 300 feet east thereof.

NOTE 10—Cars must not be left standing between crossing and insulated joints 800 feet south thereof.

NOTE 11—Cars must not be left standing between crossing and insulated joints 600 feet north thereof, crossing and insulated joints 735 feet south thereof, insulated joints 2030 feet south of crossing and switch leading to Newark and Delaware City running track unless switch is reversed.

NOTE 12—Cars must not be left standing between crossing and insulated joints 800 feet north thereof.

NOTE 13—Northward trains on main track with more than 33 cars, performing work, must detach engine before passing CC sign 600 feet south of crossing. Southward block signal will not display proceed indication for trains performing work until engine whistle is sounded.

NOTE 14—Trains with more than 13 cars performing work must stop before passing CC signs 1350 feet south of and 2100 feet north of passenger station. Gates will be lowered at Forrest and Division Sts. until movement is made over switch leading to station tracks if cars are left on main track between Division and Forrest Sts.

NOTE 15—Northward trains with more than 11 cars performing work must stop south of home signals. Northward home signals at Liberty St. and Southward home signals at Clark St. on main track will display stop indication for train making station stop, until engine bell is sounded. Southbound trains on main track with more than 12 cars performing work must stop north of Flemings track.

NOTE 16—Cars must not be left standing between crossing and insulated joints 400 feet south thereof.

NOTE 17—Cars must not be left standing between crossing and insulated joints 800 feet from the crossing. Northward movement from freight station track will approach crossing prepared to stop and not move over crossing until automatic protection is operating.

NOTE 18—Cars must not be left standing on main track between Sixth St. and Tenth St. Cars must not be left standing on switching track between Sixth St. and insulated joints 660 feet south of Tenth St. Movements on switching track consuming more than 45 seconds between Tenth and Eighth Sts. will cause gates to raise. Movements must then occupy short track circuit south of Eighth St. before gates will lower. Movements on switching track consuming more than 45 seconds between Market and Sixth Sts. will cause gates to raise. Movements must then occupy track circuits extending 70 feet from the crossing before gates will lower.

NOTE 19—Northward trains stopping to change crews at Delmar will stop south of Signal 03.

NOTE 20—Cars must not be left standing on secondary track or siding between Adelaide St. and CC sign 600 feet north thereof.

NOTE 21—Northward trains having stopped on track circuit extending 660 feet south from crossing must approach crossing prepared to stop and occupy track circuit 70 feet south of crossing to operate automatic protection.

NOTE 22—Cars must not be left standing between crossing and insulated joints 300 feet from the crossing.

NOTE 23—Cars must not be left standing between crossing and switch leading to Zaffere Bakery track. Southward movements leaving cars north of this switch must upon returning to pickup cars clear switch and not exceed a speed of 10 M.P.H. Southward to crossing. Cars must not be left standing between crossing and insulated joints 1030 feet south thereof.

NOTE 24—Cars must not be left standing between crossing and "CC" sign located 800 feet north of Knecht Avenue crossing.

NOTE 25—Cars must not be left standing between crossing and "CC" sign located 800 feet south of Ebenezer Road crossing.

Harrisburg Division

Track	Crossing	Location	Notes
Main	Franklin	New Freedom	1
Main	High & Main Streets		2
Main	Valley, Main & Water Streets	Glen Rock	6
Main & Grantley Industrial	Grantley & Kings Mill Rds., W. Princess, W. King, W. Phila. & W. Market Streets	York	7
Main Grantley Industrial	North George Street		8
Main Grantley Industrial	North George Street		8
Main Grantley Industrial	North Street		9
Main Grantley Industrial	North Beaver Street		9
Frederick Secondary	North Beaver Street	York	10-11
	North Newberry Street		10-11
	Roosevelt Avenue		10-11
	North Hartley Street		10-11
	Manchester Street		10-11
	North West Street		10-11
	North Belvidere Avenue		10-11
	Carlisle Avenue		10-11
	North Richland Avenue		10-11
Frederick Secondary and Siding	W. Market Street	West York	
Columbia Branch: No. 1 Cumberland Valley Branch:	East Petersburg Rd.	Rohrerstown	3-4
Main	Walnut Street		
	Arch Street		
	Market Street		
Main	Frederick Street	Mechanicsburg	3
	High Street		
	York Street		
Main	Washington Street	Carlisle	5
	At Passenger Station		

NOTES:

- Cars must not be left standing between crossing and insulated joints 600 feet west of crossing.
- Cars must not be left standing between High St. and insulated joints 600 feet west thereof unless switch leading to R. C. Shuchart Co. track is reversed.
- Attention is directed to 9th paragraph, Rule 4103-B.
- Flashing light signals are equipped with out-out circuit in No. 1 track, extending 500 feet west of Petersburg Road crossing which will permit flashing light signals to discontinue operating after front portion of train on this track has passed over crossing to perform shifting movements. When shifting movements are completed, trainmen must protect crossing and know highway traffic is under control before movement is made over crossing.
- Trains, after having been stopped, must approach street crossings in vicinity of station prepared to stop, and not move over these crossings at grade until after highway crossing signals resume operation.
- Cars must not be left standing between Valley St. and insulated joints 70 feet east thereof.
- Cars must not be left standing on main track between Grantley Rd. and Signal N558, Signal N559 and insulated joints 1165 feet west of Kings Mill Rd., W. Princess St. and insulated joints 725 feet west thereof (unless switch leading to York Caramel Co. or York Benevolent Assn. track is reversed), W. Princess St. and W. King St., W. Philadelphia St. and insulated joints 235 feet east thereof.
- Eastward trains making station stop should, when practical, stop engine before reaching insulated joints located 70 feet west of North George Street.
- Cars must not be left standing between crossing and insulated joints 350 feet east of crossing unless switch leading to Keystone Color Works is reversed.
- Crossing protection is interrupted automatically when track circuit between the insulated joints, located 70 feet north and south of crossing have once been occupied and then cleared.
- A white light, located on instrument case adjacent to crossing, flashes as an indication to approaching trains or engines that the automatic crossing protection is operating. All trains and engines must approach crossings prepared to stop, before passing over crossing, unless flashing white light is operating. All rules and other existing special instructions remain in effect.

Protection for Public Highway Crossings at Grade

1103-B2. (New York Div.). Public highway crossing at grade 3300 feet west of Waldo, Newark Avenue, Jersey City (Marion Interchange). Trains and engines must stop before passing over highway crossing unless it is known crossing gates are lowered, or when gates are out of order, proceed on hand signal from crossing watchman.

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

New York Division

Track	Crossing	Location	Notes
Track leading to Washington St. Yard	Washington Street	Jersey City	
Track to Public Service Electric & Gas Company's plant	Fourth Street	Harrison	1
Center Street Running Track	First St., Second St. and First and Essex Streets	Harrison	
Hunter—18th Ave.	All street crossings not protected by crossing watchman	Newark	
Industrial Spur Track	Lower Road to Rahway	Linden	
Fertl-Soil Co. Track	New Brunswick Ave.	Rahway	
Industrial Siding	Greene St., Pollion St., Main St., Factory Lane (Berry's Crossing)	Woodbridge	
Hampton Cutter Arsenal	Amboy Avenue	Genasco	
Millstone	Vineyard Road	Edison Township	
	Jersey Ave., 1840 feet west of County	New Brunswick	
Millstone	N. J. Route No. 27	Mile Post 1	
Millstone	Millstone-New Brunswick Turnpike	Middlebush	
Millstone	Millstone-New Brunswick Turnpike	East Millstone	
Rocky Hill	Ridge Road and New Road	Monmouth Junction	
Conrad Sebolt W. & J. Sloane Co.	Franklin-Georgetown Pike	Rocky Hill	
Fair Ground	Bear Swamp Road	East of Millham	
General Electric Co.	East State Street	East of Millham	
Ward Ave.	East State Street	Millham	
Ward Ave.	Extension	Millham	
Enterprise Track	U. S. Plywood Co. White Rd. and Hutchinson Mills Rd.	Lawrence Township	
Enterprise Track	Connecting Road between Route 26 Extension and New York Ave.	Trenton	
Old Line Tracks	Pennsylvania Ave. and Washington Street	Morrisville	2
Naught Track	Philadelphia and Bristol Turnpike	Tullytown	2
Paterson Parchment Paper Co.	North Radcliffe St.	Edgely	2
Old Line Tracks	All Street Crossings	Bristol	2
Penn-Salt Chemical Co.	State Road	Cornwall Heights	2
Edgcomb Steel Company	State Road	Andalusia	2
Filtration	State Road	Torresdale	3
Lambertville-Flemington	Public Road Crossing	Lambertville	
Quarry	River Road	Moore	
Lambertville-Flemington	N. J. Route No. 12	Flemington	
Wye	Sherman Street	Jamesburg	
Industrial Tracks	New Brunswick Turnpike	Dayton	
Robbinsville	Friendship Road	Windsor	
Secondary	Edinburg Road		
Wye	Park Street	Bordentown	
Farmer's Cooperative Assn., Track	Southard Avenue	Farmingdale	
Freehold	Gatzmer Ave., Church St.	Jamesburg	
Secondary			
Freehold	Bowne Ave., Monmouth Ave., Broad St., Hudson St.	Freehold	
Secondary			

NOTE 1—Track can only be used between the hours 3.00 A.M. and 6.00 A.M.

NOTE 2—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of an engine, car or train.

NOTE 3—A member of the crew must push button on flashing light mast at crossing to operate crossing protection.

Philadelphia Division

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

Track	Crossing	Location	Notes
Commeroe St.	All public crossings		
Westmoreland St.	All public crossings		
K & T	All public crossings (Aramingo Ave., at Tioga St.)		9
Frankford Street	Aramingo Ave., between Castor Ave., and Butler St.;		9
	At Roxborough St.		9
	At Church St.	Philadelphia	9
	At Orthodox St.		9
	Margaret St.		
	Bermuda St.		
	Butler St.		
Frankford Arsenal	Wheatsheaf Lane		1
Tacony	State Road		
	All public crossings (State Road, See Note 1)		
Bleigh Street	All public crossings (State Road, See Note 1)	Philadelphia	
Bustleton	All public crossings		
Grays Ferry Avenue	West of 30th Street		
Industrial	West of 35th Street		
	Grays Ferry Ave. and 34th Street		9
Grays Ferry Yd.	49th Street crossings		
60th Street	All public crossings		1
Washington Avenue	All public crossings between 24th Street and Delaware Avenue		2-4
(All Tracks)	Private road		4
Girard Point	All public crossings		
Swanson Street	All public crossings		
Delaware Ave.	Darien St.		
Merchants Warehouse Co.	Pattison Ave.	Greenwich Yard	3
Merchants Warehouse Co.	Pattison Ave.		3
U. S. Cold Storage Co.			

West Chester Branch:

Track	Crossing	Location	Notes
	Pembroke Avenue	Pembroke	
	Pembroke Yard	Pembroke	
	State Road	Arlington	
	Cedar Lane	Arlington	
	Township Line Rd.	North of Llanerch	
	West Chester Pike	Llanerch	9
	Eagle Road	Grassland	
Cardington	All public crossings	Delaware Co., Pa.	
Naught and Yard	Lenni Station Road	Lenni	
Fraser	Market Street	West Chester	
	Biddle Street		
Farm	Worthington Street		4
Station	Union Street		7

Schuylkill Secondary:

Track	Crossing	Location	Notes
Freight House	Wright Street	Manayunk	
Secondary	Ford Street	Norristown	4
Norris	Conshohocken Highway	Earnest	1
Freight House	Mill Street	Norristown	
Devault	Bridge and Pothouse	Wilmer	
Running	Roads		
Devault	Charlestown		5
Running	Washington Street		
Lock Siding	Fricks Lock Road	Fricks Lock	
Eastern Warehouse Track			
No. 2			
Pottstown Metal	Groestown Road	Stowe	4
Products Co.	Old Reading Pike	189 feet west of M.P. 42	
Doehler Jaris Co.			
East Reading	Pump House Road		
North Reading,	Exeter Street and all		
Carpenter	Carpenter Steel		
Steel and	Company Pedestrian		
Team	Crossings	Reading	
North Reading	Bern Street		
and Carpenter	Penn. Chestnut and		
Steel	Spruce Streets		
Court Street	U.S. Route No. 61		
Industrial		Tracks leading to Prizer-Painter and Orr & Sambower Companies east of Reading	

Track	Crossing	Location	Notes
Schuylkill Secondary (Continued)			
North Reading	U.S. Route No. 61	3879 feet west of Junction with Secondary Track	
	Temple Road	Temple	
Storage and Freight House	Water Street	Leesport	
Storage	U.S. Route No. 61	Shoemakersville	4
Glen Gery Shale Brick Corp.	Grand Street		
Siding, Coal and Warehouse	Walnut Street	Hamburg	
Siding	Pine Street		
Siding	Washington Street		
Other Tracks:			
Cornog	Lancaster Avenue	E. Downingtown	
	Washington Avenue		
	To Reading Co. Station		
	Creek Road	5th grade crossing west of Downs	
	Ludwig Road		
Bradford Hills Quarry Inc. Track	Route 104	West of Whitford	
Henderson Ind.	Church Road	1st grade crossing south of Main track switch	
	Shoemaker Road	2nd grade crossing south of Main track switch	
Swedeland Ind.	Church Road	1st grade crossing south of Main track switch	
	Federal Street	Pavonia	
R. M. Hollingshead	Mickle & 16th St.	Pavonia	
R. M. Hollingshead	Carmen Street	Pavonia	
Iowa Soap	River Road	Pavonia	
Sinclair & Standard Oil	River Road	Ford Motor Co.	10
Industrial	Suckle Highway	Pennsauken Park	
Industrial	Bannard Street	Riverton	12
Whitsell, Inc.	Front Street	Cambridge	
Gadley, Inc.	Coopertown Rd.	Delanco	
Industrial	Florence Delivery	Olive Street	
Florence Delivery	Florence Delivery	Pine Street	
Florence Delivery	Broad Street	4178 ft. from Florence	
International	New Albany Rd.	5340 ft. from Florence	
Pulverizing		8333 ft. from Florence	
Industrial	Maple Avenue	West Moorestown	
Medford	N. J. Route 38	Mt. Holly	11
	Main Street	Mt. Holly	8
	N. J. Route 70	Lumberton	
	E. J. Landing Street and Eyrestown Road (Bella Bridge Road)	Medford	8
	4th and 6th grade crossings south of Mt. Holly	Mt. Holly	
Pemberton Br. D.R.R. & B. Co. Branch:	Hanover Street	Pemberton	8
Industrial	Burlington Pike	Divide—Jordan (First grade crossing south of Divide)	
Dix Running	Pemberton-Wrightstown Rd.	Lewis	
Kinkora Running	Monmouth Road	Jobstown	
Industrial	Concord Road	Concordville	13
Public Delivery	Route 202	Brandywine Summit	13
Octoraro	Broad Street	Kennett Square	
Secondary			
Pacific Gas Co. Octoraro	Route U.S. 1	Avondale	
Secondary	Prospect Avenue	West Grove	
	Guernsey Avenue	West Grove	
	Oakland Avenue	First crossing north of West Grove	
	Hodgson Road	Elkview	
	Elkdale Road	Lincoln University	
	Market Street	Oxford	
	Chase and Hodgson Sts.	Oxford	
	Route 131	3000 feet south M. P. 50	
	Dunlap Road	M. P. 51	
	Route 131	3000 feet south M. P. 54	
	Wards Road	Rising Sun	
	Queen Street	Rising Sun	
	State Highway Route 276	500 feet south M.P. 58	
	Browns Road	Colors	
General Chemical	Route U.S. 13	Marcus Hook	
Sun Oil Co.	Route U.S. 13—Post Rd.	Marcus Hook	
Chester Creek	Ninth Street	Chester	
Secondary			

Philadelphia Division (Continued)

Track	Crossing	Location	Notes
Bordentown Secondary: Roebling Valley	Knickerbocker Road All Highway Crossings	Roebling Between Thurlow and Lamokin Essington	14
Chester and Philadelphia	Wanamaker Ave. & Island Road	Chester Chester	
Lamokin Run	Morton Avenue Second, Third & Tilghman Streets	Chester Chester	
South Chester	Flower Street	Chester	

NOTES:

(1) 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.

(2) 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, engineer, 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, and push button marked "To Cross Street" which will cause the traffic signals to display Green for traffic on Washington Avenue. Switch key must then be placed in slot marked PRR, turn key clockwise and hold pressure on key in that position. This will hold traffic signal Green until pressure is released on the switch key after which traffic signal will resume normal operation. A member of crew must precede such movement to warn the public of approaching engine or cars. Movement may then proceed across Broad Street.

(3) Traffic lights governing movement of highway traffic, in service. Rail movements before obstructing highway traffic will be governed as follows:

Stop before obstructing crossing. Crossing must not be obstructed while traffic lights indicate Green for highway traffic to proceed. Conductor, engineer, or his representative must go to one of the signal control boxes located on each side of the crossing, insert switch key in the slot, turn key clockwise and hold pressure on key; this will cause traffic light signals to indicate RED for highway traffic until pressure is released on switch key. Highway traffic signals must remain RED for highway traffic while any part of train or engine is obstructing crossing.

In addition, a member of the crew must precede each rail movement over the crossing to warn Public of approaching rail movement.

In the event traffic light signals governing highway traffic fail to indicate RED for highway traffic a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.

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

(5) Prior to and during the passage of trains over Charlestown Road Crossing, Devault Running Track, Wilmer, Pa., a member of the crew equipped with a red flag during daylight hours, and with a red and a white lantern during hours of darkness, must be stationed on each side of the crossing to provide protection to traffic.

(7) Before switching movements are made a member of the crew must protect the crossing.

(8) At night, or when weather conditions require, a member of the crew shall be stationed on each side of track with a red light while train or engine is crossing over or blocking the crossing to give warning to persons using the highway.

(9) Traffic light signals governing movement of highway and other traffic, in service.

Before obstructing highway or other crossings, rail movements will be governed as follows:

Stop before obstructing crossing. Crossing must not be obstructed while traffic light signals indicate PROCEED for highway or other traffic to proceed.

Conductor, engineer, or a member of the crew must operate switch located in control box on either side of crossings, which will cause traffic light signals to indicate RED for highway traffic.

Highway or other traffic signals must remain RED for highway or other traffic while any part of rail movement is obstructing crossing.

In addition, a member of the crew must precede each rail movement over the crossing to warn public of approaching rail movement.

In the event traffic light signals governing highway or other traffic fail to indicate RED for highway or other traffic a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.

When rail movement is clear of crossing. Conductor, engineer, or a member of the crew must operate switch in control box to release traffic light signals for normal operation.

Control boxes must be locked after being used.

- (10) Trains or engines using this track must stop before passing over River Road and a member of the crew shall be stationed on each side of track with a red flag by day and a red light by night while train or engine is moving over or standing on crossing to stop approaching highway traffic.
- (11) Movements on delivery track leading to Burlington County Highway Department must be protected by a member of the crew.
- (12) Trains and engines must stop before passing over Bannard Street and a member of the crew must be stationed on the crossing with a red flag by day and a red light by night, while train or engine is moving over crossing to stop approaching highway traffic.
- (13) Before making a movement over the public crossing, trains must stop and member of crew must open signal control box located on highway crossing signal masts or on instrument cases north or south of crossing, and push "START" button, which will start highway flashing signals. After highway traffic is stopped, train movement may then proceed over crossing. After train has cleared crossing, highway flashing signals must be restored to normal operation by pushing stop button.
- (14) Trains and engines on all tracks must stop before passing over highway crossing at grade and a member of crew must protect crossing in advance of each movement over the crossing.

Chesapeake Division

Track	Crossing	Location	Note
Brandywine	Claymont St., Gov. Printz Blvd., Jessup, Market & VanBuren Sts. Vandever Ave.	Wilmington Wilmington Wilmington	
Ludlow Mfg. Co. Delaware Power and Light Co. New Castle Sec.	Hay Road Hay Road Christina Avenue	Wilmington Wilmington Wilmington	6
Freight House Lead	4th Street	Wilmington	8
Team Track Lead	Church Street	Wilmington	8
Industrial	Delaware & Cleveland Aves. Main & Chapel Sts. South Chapel St. State Road 70 U. S. 13	Newark Center Newark North of Corbit Corbit Elkton	
Davis Wye N & D C	All Highway Crossings Post Road	Perryville	5
Industrial Minnick- Perryville	Carroll Island Road	Carroll Island	
Balto. Gas & Elec. Co. President St. Bear Creek Catonsville	Boston & Clinton Sts. Newkirk St. Beechfield Ave. 150 ft. west of Shady Nook Lane Route 381 New York Ave.	Baltimore Canton Catonsville	2
South Wye United Clay Products Co. Industrial	16th, V and 31st Sts., N.E. Adams Pl., N.E. Virginia Ave., S.E.	Brandywine 1220 ft. south of main track switch Washington	3
U.S. Capitol Power Plant Buzzard Point	All crossings between Jersey Yard and end of track 9th Street Route 213 High & Queen Sts. Route U.S. 301 Route 561 Route 297 Route 291 Routes 302-313 Route 301	Washington New Castle Kennedyville Chestertown 2275 ft. south of M. P. 1 Lynch Worton Millington Barelay 1130 ft. south of M.P. 32 Clayton	3
Porter Branch Chestertown Secondary	Bassett Street	Clayton	
Centreville Secondary	Main St., State Route 6 Smyrna Ave. Route 454 Brooklets Ave. Route 313 Bloomingdale	Clayton Clayton Marydel Easton Denton 12,480 ft. east of Queenstown	1 4
Denton	North Street Route 331	Dover Millsboro	3
East Coast Sdg. East Coal Bins Dela. Power & Light Co. Ocean City Side Rehoboth	U. S. Route 113 Route 14 Route 18 Freeman Highway Kings Highway	Berlin Nassau Lewes Lewes	4 3 3

Chesapeake Division (Continued)

Track	Crossing	Location	Notes
Cambridge Secondary	State Route 318	207 ft. south of M.P. 9	
	State Route 318	3870 ft. south of M.P. 10	
Vienna Cambridge	Main Street	Hurlock	
	State Road No. 392	Hurlock	
West No. 1 & 2 Terminal Warehouse Mardela	Washington Street	Cambridge	
	Maryland Avenue Naylor Street	Salisbury	
Willard	North Division Street	Salisbury	
	West Main Street Route 13 Isabella Street Chestnut Street Truit Street Route 50	Salisbury 4.3 miles east of Salisbury 8.2 miles east of Salisbury Marion	
	Route 50	Marion	
Crisfield Secondary	Route 357	Marion	
Crisfield Secondary	U. S. Route 13	637 feet west of M.P. 2	
Exchange 1, 2, 3 & 4	Clark Street	Pocomoke	
Lead to Team Track	Second Street	Pocomoke	
Kiptopeke	New U. S. Route 13	4553 feet south of Capes	

NOTE 1—When automatic protection is operating, movements may be made over crossing without protection by a member of the crew.

NOTE 2—Before making a movement over crossing, trains must stop and member of crew must unlock Traffic Signal control box located north or south of crossing; wait until amber light is displayed for either street, then turn snap switch which will place highway traffic signals in stop position for both streets. Train movement may then proceed over crossing. After train has cleared crossing highway traffic signals must be restored to normal operation by use of snap switch.

NOTE 3—Before making a movement over the public crossing, trains must stop and member of crew must open signal control box located on highway crossing signal masts or on instrument cases north or south of crossing, and push "START" button, which will start highway flashing signals. After highway traffic is stopped, train movement may then proceed over crossing. After train has cleared crossing, highway flashing signals must be restored to normal operation by pushing stop button.

NOTE 4—Before making a movement over crossing, trains must stop and member of crew must unlock signal control box mounted on poles located north or south of crossing with switch key, then turn snap switch which will place highway traffic signals in red or stop position. Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by use of snap switch.

NOTE 5—Automatic protection operates when trains occupy track circuit extending 70 feet from crossing.

Before movement over crossing, crew must know that automatic protection is operating to protect highway traffic.

NOTE 6—These instructions do not apply to Trains D-2, D-3 and Harrington, Clayton and Dover Turnaround Extras.

NOTE 7—All movements must stop before passing over crossing. Movements may then proceed over the crossing under protection of a trainman stationed on the crossing equipped with a red flag by day and a red light by night, who must remain on the crossing prior to and during the entire period any part of crossing is occupied by engine or train.

NOTE 8—Before making movement over crossing, trains must stop and member of crew must unlock signal control box mounted on poles located north or south of the crossing, then push control button, which after 1-2 minutes, will place highway traffic signals in red or stop position. (This condition will be indicated by red light on control box located northwest of streets intersection.) Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by pushing control button on opposite side of crossing.

Harrisburg Division

Track	Crossing	Location	Notes
Yard Industrial Industrial Columbia	Prince and Walnut Sts. Manheim Avenue Route 230 Union and Perry Sts. (shifting movements)	Lancaster Lancaster Mount Joy Columbia	
	Industrial New Holland Secondary	Fridy Street Routes 10 and 322 Custer Avenue Railroad Avenue Brimmer Avenue Newport Road Horseshoe (first grade crossing), 425 feet from point of switch leading to siding	Mountville Honey Brook New Holland
York Running	Front Street Memory Lane	West of Leola New Holland— Greenfield	
Main & Yard Crane P.A.&S. Small Co. Smysler Royer Co. Frederick Secondary	Windsor Street North Queen St. North George St. North St. Ridge Ave., Center, Carlisle & High Sts. State Highway Route 194 Patrick, E. Church, E. Second, E. Third & E. Fourth Streets	Wrightsville 3000 ft. South of Mile Post 10 York York York York Hanover	4 3 3
	Quarryville Industrial	All within city limits Route 222 All	732 ft. South of Mile Post 37 Frederick	2
Lebanon Secondary	State Street All within City Limits except South 8th St. Township Highway— Potts track Route 11—Wolf track Leitersburg Street Church Street Walnut Street King Street	Quarryville Lebanon	1
Industrial	Route 672	Mechanicsburg Chambersburg Greencastle Hagerstown	
All Yard J. W. Myers Winchester Secondary	Route 672	Martinsburg	
Lead to W. S. Frey Co. Tracks	Amherst and Water St. All	Clear Brook	
Industrial Dillsburg Secondary	Route 16	Winchester Between Dillsburg Jct. and Dillsburg	
Waynesboro Secondary	Route 10	Waynesboro	
Mercersburg Secondary	Route 11	South of Marion	

NOTE 1.—Track circuits which operate Automatic Highway Crossing Protection at south 8th Street, Lebanon, Pa., extend a distance of 70 feet on each side of the crossing and trains and engines must stop on track circuit but clear of crossing and allow flashing light signals and short arm gates to operate a minimum of 20 seconds before proceeding over the crossing.

In the event Automatic Highway Crossing Protection is not operating a member of the crew must protect the crossing in advance of each movement over the crossing.

NOTE 2—Before making a movement over any of the five public highway crossings, trains must stop and member of crew must go to traffic signal control box located at east Fourth Street, or at Patrick Street and turn snap switch which will place highway traffic signals in stop position for all five streets. Train movement may then proceed over the crossings. After train has cleared all five crossings, highway traffic signals must be restored to normal operation by turning snap switch in traffic signal control box located at East Fourth Street or at Patrick Street.

NOTE 3—Push buttons located in box on mast at crossing for manual control of the automatic crossing protection of adjacent tracks. This control to be used to assist in protecting movement and prevent southward highway travel from stopping on main and other tracks during the movement. Instructions posted in push button box.

NOTE 4—Trains or engines making switching movements must stop before passing over Windsor Street Crossing at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

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

1103-C4. (New York Div.). Trenton—Trains stopping over highway crossings and obstructing traffic must be cut except where less delay to traffic will result by not cutting trains.

When traffic has been obstructed by train on crossing, such traffic must be allowed to proceed, if possible, before crossing is again obstructed by a train in either direction.

Shifting crews must not leave any portion of their train standing so as to obstruct crossings.

Trains or engines using Columbian Carbon Industrial track must stop before passing over Cass Street grade crossing and the crossing protected in advance of each movement by one member of the crew in day time and two members of the crew at night.

Rail movements, except light engines, using running track between Hamilton Avenue and Coalport, restricted from passing over East State Street crossing, between the hours of 8.15 A.M. and 9.15 A.M., and 4.30 P.M. and 5.30 P.M., daily, except Sunday.

1103-C5. (New York Div.). Morrisville—Train and engine movements using Delmorr Avenue industrial track over South Delmorr Avenue, at Chambers Street and on South Delmorr Avenue between Green Street and E. Phila. Ave., shall be preceded by a member of the train crew to protect highway traffic.

1103-C6. (New York Div.). Grundy—Each engine, car or train passing over Highway Route No. 13 on track leading to and serving M. & M. Co., Inc., located 1500 feet north of main line tracks, must be preceded by a member of the train crew, equipped with a red flag during daylight hours and a red and white light and a lighted fusee during the hours of darkness to protect highway traffic.

1103-C8. (New York Div.). Cars must not be placed on industrial tracks between clearance posts located as follows:—

150 feet east and west of tile works crossing 1800 feet east of Old Bridge.

50 feet east and west of Maple Avenue on G. W. Helme Co. track, Helmetta.

1103-C9. (New York Div.). Union Square, Phillipsburg—Trains and engines in either direction must approach crossing prepared to stop.

1103-C10. (New York Div.). All trains and engines operating on Freehold Secondary Track, Hightstown Secondary Track and Robbinsville Secondary Track must approach all highway crossings protected by automatic flashing lights or bells prepared to stop, unless it is known that automatic crossing protection has been operating a minimum of 30 seconds prior to occupying the crossing.

In the event crossing protection fails to operate, a member of the crew must protect the crossing in advance of each movement over the crossing.

1103-C13. (Chesapeake Div.). Calvert Station. Trains or engines must not proceed over Monument Street Highway Crossing and Madison Street Highway Crossing at grade unless the crossing is seen or known to be clear.

1103-C14. (Phila. & Hbg. Divs.). Trains or engines must approach the following crossings prepared to stop unless it is known that the automatic highway crossing protection is operating. If the automatic highway protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed by Rule 103.

Philadelphia Division

Track	Crossing	Location	Notes
Kinkora Running	Main Street	Juliestown	1
Kinkora Running	U. S. Route 206	Columbus	2
Connecting	DeRousse Avenue	Jersey	1
Connecting	Curtis Avenue	Jersey	1

Note 1—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of a train, car or engine. Trains or engines must stop on short track circuit in advance of crossing.

Note 2—An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically. If necessary to operate "Start" push button, the "Stop" push button must be operated after movement has cleared insulated joints approximately 70 feet on either side of crossing. Operation of flashing signal may be started or cancelled from either side of crossing.

Harrisburg Division

Lebanon	Mt. Vernon	Lebanon	1
Secondary	Beverly		1
	8th Street		1
Main	King Street	Shippensburg	1
	Fayette Street		1
Main	Route 11	Greencastle Old Line	1
		south of Greencastle	1
Waynesboro	Route 30	Fayetteville	1
Secondary	Route 997	East Fayetteville	1
	Price's Crossing	Waynesboro	1
Winchester	John Street	Martinsburg	1
Secondary	Route 45	580 feet south of	1
		M.P. 95	
	Route 11	South of Bunker Hill	1
	Route 11	Clear Brook	1
	Fairmount Avenue	Winchester	1

Note 1—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of a train, car or engine. Trains or engines must stop on short track circuit in advance of crossing.

Divide—Jordan

1103-C15. (Phila. Div.). Shifting movements on Main track in vicinity of Burlington Pike (Westfield Avenue) north of Jordan must be prepared to stop before passing over crossing and may move over crossing only after automatic protection has been re-established or proper protection has been provided by a member of the crew.

Referring to Rule 103

1103-C19. (Phila. Div.). Trains on sidings blocking private road crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting train for public road crossings immediately.

1103-C20. (Phila. Div.). Cars must not be placed on industrial tracks between clearance posts located as follows: 100 feet east and west of first crossing west of Beverly; 100 feet east and west of crossing west of Arch Street Station, Palmyra.

Automatic Highway Crossing Protection—Tubular Train

1103-D1. (All Divisions). When Tubular Equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

Moving Cars on Tracks Where Loading or Unloading Is Done

1103-E1. (New York Div.). When mail, baggage or express is being loaded or unloaded from cars on tracks 1, 2, 3, 4, 7, 8, 1D and 3D, Pennsylvania Station, New York, a red lamp will be placed on the west end of the cars on tracks 1, 2, 3, and 4 and on the east and west end of such cars on tracks 7, 8, 1D and 3D. When red lights are displayed, shifting crews must not couple to or move the cars until they have contacted the Baggage Foreman and he has removed the light.

1104-A1. (All Divisions). Normal Position of Switches and Crossovers at Specified Locations
New York Division

Switch Located at	Connecting	With	Normal Position is for Movements
West end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end Modoc Track	Modoc Track	No. 0 Track	Modoc Track
East end No. 5 Track, Millham	Eastward Running Track	No. 5 Track	On No. 5 Track
West leg of Wye, west of Millham	West leg of Wye	Eastward Running Track	West leg of Wye
West leg of Wye, west of Millham	West leg of Wye	No. 5 Track	On No. 5 Track
Millham	No. 5 Track	Industrial Track (former Trenton Eng. House)	No. 5 Track
Jamesburg	Hightstown Secondary Track	Amboy Secondary Track	On Amboy Secondary Track
Jamesburg	Freehold Secondary Track	Amboy Secondary Track	On Amboy Secondary Track
WA-2	No. 2 Track	Old Eastward Running Track	Old Eastward Running Track
Karny	Center Street Secondary Track	Engine Track	Engine Track

Philadelphia Division

Shore Interlocking	G.E. Track	No. 5 Track	Through on No. 5 Track
Penna. Coach Yard	Car Washing Track	Run Down and No. 37 Track	Through on Car Washing Track
Powelton Ave. Yard (East End)	No. 3 Yard Track	No. 4 M Main Track	Through on Connecting Track and No. 3 Track
1110 feet west 52nd St. Psgr. Sta.	No. 4 Yard Track Lead	B Yard Ladder	Through to Deraill on No. 4 Yard Track Lead
265 feet west of 52nd St. U. G. Bridge	Yard Track	No. 14 Running Track	No. 14 Running Track
255 feet west of 52nd St. U. G. Bridge	No. 14 Running Track	No. 15 Running Track	Through on Running Tracks
50 feet east of 52nd St. U. G. Bridge	Yard Track	No. 14 Running Track	No. 14 Running Track
150 feet east of 52nd St. U. G. Bridge	Eastward Belt Running Track	No. 14 Running Track	No. 14 Running Track
750 feet east of 52nd St. U. G. Bridge	Eastward Belt Running Track	No. 15 Running Track	No. 15 Running Track
1600 feet east of 52nd St. U. G. Bridge	No. 7 Overflow Track	No. 14 Running Track	No. 14 Running Track
3900 feet east of 52nd St. U. G. Bridge	Transfer Ladder Track	No. 14 Running Track	No. 14 Running Track
4000 feet east of 52nd St. U. G. Bridge	Eastward Belt Running Track	No. 14 Running Track	No. 14 Running Track
310 feet west of 44th St. O. H. Bridge	Yard Track	No. 14 Running Track	No. 14 Running Track

Philadelphia Division (Continued)

Switch Located at	Connecting	With	Normal Position is for Movements
120 feet west of 44th St. O. H. Bridge	Yard Track	No. 14 Running Track	No. 14 Running Track
M-1 44th St.	Eastward Running Track	No. 10 Yard Track numbered 10	To Eastward Running Track
	Eastward Running Track	No. 11 Yard Track numbered 11	To No. 11 Yard Track
415 feet west of 44th St. O. H. Bridge	A-Yard Lead	Cut Track	From A-Yard Lead to Cut Track
Paoli Yard	Running Track	Ladder Tracks	Through on Running Tracks
	No. 3 and No. 4 Shop Storage Tracks	Ladder Tracks	Through on No. 3 and No. 4 Shop Storage Tracks
Lewis	Dix Running Track	Kinkora Running	Through on Dix Running Track

Chesapeake Division

Calvert	Ladder Switches	No. 2 Track	No. 2 Track
Mass	Chestertown Secondary Track	Centreville Secondary Track	To Centreville Secondary Track
Queen Anne Junction on Denton track	Track leading to Oxford Secondary Track	Denton track	To track leading to Oxford Secondary Track
River	Secondary Track No. 1	Sparrows Point Spur Track	Secondary Track No. 1
Wine	Cedar Point Industrial Track	Pope's Creek Secondary Track	To Cedar Point Industrial Track
Herbert	Chalk Point Industrial Track	Cedar Point Industrial Track	To Chalk Point Industrial Track

Harrisburg Division

Harrisburg Yard *GI-8	Eastward Running Track	Other Yard Tracks	Through on Eastward Running Track
	Westward Running Track	Ramp and Westbound Receiving Yard	To Ramp and Westbound Receiving Yard
Harrisburg Yard West of Lane—GI-8	Westward Running Track	Yard Tracks	Through on Westward Running Track
3170 feet south of M P 89	Winchester Secondary Track	Cumbo Secondary Track	To Cumbo Secondary Track

* Trains will stop clear of all switches at this point and ask yardmaster Reilly Street (Phone 210) for instructions.

1104-B1. (New York Div.). Switch tenders are Stationed at and have charge of Main Track Switches as Indicated

Location	Switches
WA-5	All Switches

1104-B2. (Phila. & Harrisburg Divs.). Switch Tenders are Stationed at and have Charge of Yard Switches as Indicated

Philadelphia Division

Location	Switches	Note
Frankford Junction District—"K-1"	In area between D.R.R.R. & B. Co. Branch Overhead Bridge and Port Richmond running track switch west of Butler St., inclusive.	
Frankford Junction District—"K-2"	In area between Castor Ave. Undergrade Bridge and switch leading to Tioga St. Track, inclusive.	2
44th Street—(M-1)	Yard Tracks between 42nd St. Overhead Bridge and East End 46th St. Engine House.	1

NOTE 1.—On duty 3.59 P.M. to 11.59 P.M., Daily. On duty 11.59 P.M. to 7.59 A.M., Daily except Sunday and Monday.

NOTE 2.—On duty 7.00 A.M. to 3.00 P.M. Daily except Saturday, Sunday and Holidays.

Harrisburg Division

Harrisburg Maclay Street	East End No. 4 Receiving, East End No. 3 Relay yard, Eastward, Westward, Leads to Tracks 11 and 12.	2
Enola 4-B	East End Enola Westward Receiving yard.	
Enola W-11	West End Enola Westward Receiving yard.	
Enola 23-B	Leads to Engine House Eastward and Westward Running tracks.	
Enola 111-B	West End Eastward Receiving yard. Also Power Operated Crossover and Low Home Signals at 111-L. Note 1 applies at 111-L only.	1

NOTE 1.—Proper fixed signal will be authority for movement to proceed over switches that are located between the opposing fixed signals, without hand signal from switchtender.

NOTE 2.—On duty: 3.59 P.M. to 7.59 A.M., Daily, except Sunday and Monday.

3.59 P.M. to 11.59 P.M., Sunday.
11.59 P.M., Monday to 7.59 A.M., Tuesday.

1104-C1. (New York & Ches. Divs.). Operators in charge of Main Track Hand operated Switches when Block Station is Open

New York Division

Location	Switches
WA-2	All switches
WA-3	All switches
WA-6	All switches

Chesapeake Division

Tasker	Switch leading to Deemer Steel Casting Co. Industrial track. Crossover between single track and New Castle secondary track. Crossover between single track and Tasker siding.
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Semi-Automatic Hand-Operated Switches

1104-C2. (Hbg. Div.). Trailing automatic-facing hand-operated switch for westward movement in No. 4 Running track leading to west end Running Track "G." A trailing movement (westward) through this switch will automatically throw the switch for the movement and the switch will remain in that position. It is equipped with switch target showing white disc (green light at night) when set for through movement on No. 4 Running track; yellow disc (yellow light at night) when set for movement to or from Track "G." Eastward movement on No. 4 Running track must approach

this switch prepared to stop and must stop clear of the switch unless it is set in position for the movement to proceed. If not set for the movement, the switch must be placed in proper position by hand.

1104-C2a. (Phila. Div.). Between 42nd Street overhead bridge and west side of 44th Street overhead bridge Semi-Automatic Hand-operated switches are painted ORANGE and are equipped with switch target or light showing white disc (green light at night) when switch is in normal position and a yellow disc (yellow light at night) when switch is reversed.

A trailing movement of one car and/or engine (all trucks) through these switches will automatically throw the switch for the movement and the switch will remain in that position.

Switches painted ORANGE are considered properly lined to run through for trailing movement when permission for track occupancy has been obtained.

1104-C3. (Hbg. Division). Trains and engines approaching switches on Main track at Leaman with the current of traffic when block station is open will be governed by fixed signal indication.

1104-C4. (Phila. Div.). Eastward movements from 46th Street enginehouse must not be made beyond enginehouse tracks until permission to proceed is received from Yardmaster, 44th Street when on duty or Yardmaster at Margie Yard (Phone 2046) when Yardmaster, 44th Street, is not in service.

Hand Operated Switches Equipped With Electric Locks

1104-D1. (All Divisions). The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper.

New York Division

Location	Switch	Controlled By	Notes
2720 feet west of Dock	Switch in No. 4 Track leading to Alling Street Track	Dock	4
3400 feet west of Lincoln	Switch in No. 0 Track leading to Wye Track	Lincoln	1
4100 feet west of Lincoln	Switch in No. 0 Track leading to No. 5 and No. 6 Yard Tracks	Lincoln	1
7470 feet west of Lincoln	Switch in No. 0 Track leading to No. 5 and No. 6 Yard Tracks	Lincoln	1
8843 feet west of Lincoln	Switch in No. 0 Track leading to U. S. Envelope Co. Siding	Lincoln	1
3000 feet west of Waldo	Switch in No. 2 P & H Branch leading to Marion Yard	Waldo	1
900 feet east of CY	Switch in No. 1 Track, Greenville Branch, leading to New Garden Yard	CY	1
Trenton Branch MB	Switch in No. 1 Track leading to Coal Storage Yard	Wayne Jct. (Rdg. Co.)	2
Trenton Branch MB	Switch in outbound Fairless Spur Track to Warner Co. Track	Wayne Jct.	3
Trenton Branch 2400 feet east of MA	Switch in No. 1 Track leading to Strick Trailer Co. Track	Wayne Jct. (Rdg. Co.)	3
Copper	Switch in No. 2 Track leading to Middle Secondary Track	Morris	

NOTE 1.—After removing lock from keeper, wait for light located on staff adjacent to switch lock to light.

NOTE 2.—Permission to unlock must be obtained from Operator Morris who will obtain unlock from Reading Company Operator at Wayne Jct.

NOTE 3.—Before movement can be made to or from Warner Co. or Strick Trailer Company track permission must be obtained from Reading Company Operator at Wayne Jct. and Operator at Morris. After each movement is completed it must be reported clear to the Reading Company Operator at Wayne Jct. and Operator at Morris.

NOTE 4.—After permission from Dock is received, removal of switch lock from keeper will unlock switch for trains and engines standing on No. 4 track less than 150 feet west of switch. To enter No. 4 track from Alling Street track after permission from operator is received and switch lock is removed from keeper, switch must be thrown to reverse position and movement must not be made until interlocking signal indication is received.

Philadelphia Division

Location	Switch	Controlled By
Main Line: No. 4 track, Holmes	Prison	Holmes
D.R.R.R. & B. Co. Branch Frankford Jct.	Crossover between No. 2 and No. 1 tracks	Shore
38th St. Phila.	Hall & Smedley	
Westward from 42nd St. Overhead Bridge, Phila. Zoo Interlocking	Hand-operated crossover be- tween No. 2 Main and De- parture track	Zoo
52nd Street (West of)	No. 2 track to 53rd St. yard	
52nd Street (East of)	No. 2 track to B-20 (Departure) yard track	Overbrook
Rosemont	Mehl and Latta	Bryn Mawr
Downingtown	No. 4 to Chester Valley Yard No. 4 to New Holland track	
Thorn	All hand-operated switches within Interlocking	Thorn
Coatesville	All hand-operated switches within Interlocking	
Pomeroy	No. 1 track to Pomeroy yard	
Parquesburg	No. 4 track to Wood's Nu-Pak Co.	Park
Philadelphia, North of 71st St. Overhead Bridge Philadelphia, South of 71st St. Overhead Bridge Darby, North of	General Electric Co. Keystone Coal Co. Woolford Co.	Brill
Chestnut Hill Branch: North Phila. Interlocking	Pomerantz Co.	North Phila.
West Chester Branch: Arsenal Interlocking	Breyer Co.	Arsenal
Delaware Extension: Arsenal Interlocking	Philadelphia Electric Co.	
Philadelphia, Grays Ferry Ave.	Barrett Co.	Grays Ferry— Movable Bridge Operator
East end, Brooke	Birdsboro Steel Foundry & Machine Co. No. 2	Brooke
Trenton Branch: Earnest	No. 2 track to Middle track No. 1 track to Middle track	Nest
Baldwin	No. 4 Track to Pittsburgh Mill Steel Co. Indus. track	Baldwin
Jersey—Hatch	Weyerhaeuser Container Co. 2 switches	Jersey
Hatch—Minson	Leading to Storage Track	Jersey

Chesapeake Division

Location	Switch	Controlled By
Charlestown	Mason Dixon Sand and Gravel Co.	Perryville
Tome	Wiley Equipment Co. Industrial Track	Cola
Port Deposit	Port Deposit Quarries Co. Industrial Track	Cola
Conowingo	Public Delivery Track	Cola
Pilot	Public Delivery Track	Cola
Peach Bottom	Public Delivery Track	Cola
Fishing Creek	Public Delivery Track	Cola
McCalls Ferry	Public Delivery Track	Cola
McCalls Ferry	Penna. Water & Power Co. Track	Cola
Pequea	Thomas S. Martin Industrial Track	Cola
West Harbor	Safe Harbor Water Power Co.—Interchange Track	Cola
Aberdeen	C. B. Osborne Industrial Track	Perryville
Aberdeen	Industrial Track	Perryville
Edgewood	Arsenal Industrial Track	Edgewood
Magnolia	Public Delivery Track	Edgewood
Canton Jct.	Industrial Track (Loney's Lane)	Bay
Baltimore	Morgan Millwork Track	B.&P. Jct.
Baltimore	Crossover between F Track and No. 7 Station Track	B.&P. Jct.
Baltimore	Waverly Press Co. Track	Union Jct.
Jct. No. 4 Trk. Frederick Rd.	Catonsville Track	Gwynn
Cheverly	Cheverly Loop Track	Landover
Washington	United Clay Products Co.	Landover
Washington	International Business Machine Co. Industrial Track	Landover
Washington	Industrial Track leading from No. 3 Track at Bladensburg Road	Landover
Washington	U. S. Capitol Power Plant (Electric locks on switch and on derail)	Virginia
Mt. Vernon	Main Track to B.&P. Yard	B.&P. Jct.
Mt. Vernon	Main Track to Mt. Vernon Running Track	B.&P. Jct.
Clayton	No. 1 Storage	Clayton
Seaford	Cambridge Secondary Track River Track	Seaford

Harrisburg Division

Location	Switch	Controlled By
Lancaster	All hand-operated switches within Interlocking	Cork
Landis	No. 2 to No. 1 track	Landis
Harrisburg	0 track to Kingan's East end of 5Y, 6Y, Paxton St.	State
	6C track to Industrial track	Harris
Day	Track G to Stock Yard	Day
York	Crossovers between Main Track and York Siding	York
Columbia Branch:	No. 2 track to Columbia siding (west end)	Cola
Columbia	No. 2 track (Columbia Br.) to Reading Co.	
Cumberland Valley Branch: Lemoine	East leg of Wye to Little Yard	Lemo
Camp	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	
Hagerstown	Main Track to Iron Works track		Town

1104-D2. (All Divisions) The following switches are equipped with electric lock, not controlled by operator:

New York Division

Location	Switch	Note
450 feet east of Broad Street, Trenton, Bordentown Br.	Facing switch for westward movement on Main Track leading to Connecting track	1
2215 feet east of MB	Facing switch in No. 1 Main Track leading to Outward Track Fairless Spur No. 1	1
4745 feet east of MB	Facing switch in No. 1 Main Track leading to Inward Track Fairless Spur No. 1	1
4710 feet west of MY	Facing switch in No. 2 Main Track leading to east leg of Wye Track	1
4730 feet east of MB	Trailing crossover between No. 1 Main Track and running track	1
2205 feet east of MB	Trailing crossover between No. 1 Main Track and running track	1
3650 feet west of MB	Facing crossover between No. 1 Main Track and tail track at west end of Eastward Receiving Yard	1
Niokol	Facing crossover between No. 1 Main Track and west end Eastward Receiving Yard	1
2500 feet east of MA	Facing crossover between No. 1 Track and Middle Secondary Track	1
1788 feet east of WC	Switch in No. 1 Track leading to Calso Oil Co. Track	1
2300 feet west of Dayton, Jamesburg Br.	Facing switch for westward movement in Main Track leading to International Business Machine Company track	1
4080 feet west of Dayton, Jamesburg Br.	Facing switch for eastward movement in Main Track leading to International Business Machine Company track	1

NOTE 1—The switch lock on these switches must not be removed from keeper until permission has been obtained from operator. If switch does not indicate unlocked within seven minutes after padlock is removed, or no indication is received that the switch is padlocked when the padlock is returned, the Superintendent must be notified.

Philadelphia Division

Location	Switch	Note
Dale	No. 2 track to Phoenixville track	Knife switch and instructions posted in box
Glen	Facing hand-operated switch for eastward movement in single track leading to Glen Siding, 19 feet east of Glen.	
1375 feet east of Allen Lane Passenger Station	Center thrown locking device on crossover between No. 1 and No. 2 tracks	
1635 feet east of Allen Lane Passenger Station	Facing hand-operated switch in No. 1 track leading to Fort Washington running track	
Between Secane and Morton	Facing hand-operated switch, No. 2 track leading to Lansdowne Iron and Steel Company	
Between Clifton-Aldan and Primos	Facing hand-operated switch, No. 1 track leading to J. W. Jones Coal Company track	
Between Arsenal and Penrose	Center thrown locking device between facing hand-operated switch in No. 2 track 2090 feet west of Penrose and hand-operated split derail on east end No. 3 track Hand-operated switch in No. 2 track, 1100 feet west Penrose Interlocking, leading to U. S. Quartermaster track Hand-operated switch in No. 2 track, 2500 feet east of East End Arsenal Movable Bridge, leading to No. 3 yard track	
Pencoyd Manayunk	Switch leading to Pencoyd track. Switch leading to Storage tracks.	3
Spring Mill	Hand-operated switch, in Secondary track leading to eastward end Cherry Street storage track	1
Creek	B. F. Goodrich Co. track. Alan Wood Steel Co. track	See Instructions Posted in Shelter Box
King	Crossover between No. 2 and No. 1 tracks. Switch leading to Public Delivery Track.	2
Race	Facing hand-operated switch for southward movement leading to Garden State Park Race Track.	1
Jordan	Facing hand-operated switch for southward movement leading to connecting track at Jordan	1
Between Divide and Jordan	Facing hand-operated switch for southward movement leading to Bell Lumber Co. track Facing hand-operated switch for southward movement leading to Weyerhaeuser Co. track	1 1

NOTE 1—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient locations adjacent to switch.

NOTE 2—Knife switches and instructions located in control box at east end of crossover at King.

NOTE 3—Removal of switch lock from keeper will unlock electric lock for trains and engines standing on Main track less than 150 feet east of switch to be used.

Before movements can be made from side tracks to Main track at these locations when Main track is unoccupied, permission must be obtained from Operator Overbrook before removing switch lock from keeper.

After switch lock has been removed from keeper 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.

Chesapeake Division

Location	Switch	Note
Read	No. 2 Track to Fibre Processing Co. Track	1
Fulton-Edmondson	No. 4 to No. 5 Tracks 760 feet south of M.P. 98 (Electric lock on center lever)	1
Bowie	No. 3 Track to Crippled Car Track	1
Seabrook	No. 3 Track to Public Delivery Track	1
Washington	Union Market Yard	1
Washington	Bladensburg Road Crossover between No. 2 and No. 3 Tracks	1

NOTE 1.—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient locations adjacent to switch.

Harrisburg Division

Location	Switch	Note
Leaman	Facing and trailing hand-operated crossovers between No. 4 and No. 1 tracks	
Columbia Branch; Between Roy and State	Hand-operated switch, 530 feet east of MP-99, leading to west end Highspire yard	
	Hand-operated switch, 2350 feet west of MP-99, leading to east end Steelton yard	1
	Hand-operated switch, 150 feet east of fixed signal 962, leading to Middletown Siding	
Hyde	Main Track to Westward Industrial Track	1
Smith	Facing hand-operated crossover between No. 1 track and No. 2 track. Trailing hand-operated switch from No. 1 track to Siding	1

NOTES:

(1) Referring to Rule 502, the switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. 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 and thirty (30) seconds 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.

1105-A1. (All Divisions) Spring Switches Located

New York Division

Location	Normal Position	Route for Which Sprung	Note
Sunnyside—Connecting Hump Track to Inbound Motor Track	Inbound Motor Track	Westward movements from Hump Track	
Karny—745 feet east of P. & H. Branch overhead bridge connecting Modoc Track to No. 0 Track	No. 0 Track	Westward movements from Modoc Track	1

New York Division (Continued)

Location	Normal Position	Route for Which Sprung	Note
Karny—2395 feet east of P. & H. Branch overhead bridge on west end of east crossover between Modoc Track and No. 0 Track	No. 0 Track	Westward movements from Modoc Track	1
South Amboy Junction—Connecting yard to Secondary track	Secondary Track	Westward movements from yard	2
South Amboy Junction—Connecting secondary track to No. 2 Running Track	Secondary Track to No. 2 Running Track	Eastward movements from secondary track to secondary track	2
Deep Cut—	Secondary Track	Westward movement from No. 2 running track to secondary track	
East End—	Secondary Track	Eastward movement from No. 1 running track to secondary track	
OB—Connecting secondary track to No. 1 Running Track	Secondary Track to No. 1 Running Track	Westward movements from secondary track to secondary track	
Lead Switch. Kent—connecting lead track to main track	Main Track	Southward movements from lead track to main track	

NOTE 1.—Eastward movements over spring switches at Karny must not be made with red light displayed on switch light, until switch points have been checked in proper position.

NOTE 2.—When spring switches at South Amboy Junction are hand-operated for movements to or from the yard, they must not be returned to normal position until movement has cleared signals governing movements in opposite direction.

Harrisburg Division

Location	Normal Position	Route for Which Sprung	Note
Pennroad—South end of siding	Main track	Southward movement from siding	
Wood—South end of siding	Main track	Southward movement from siding	
Town—1485 feet north of M.P. 72	Main track	Northward movement from siding	
Cumbo—Connection of No. 1 pull-out track and Secondary track	Secondary track	No. 1 pull-out	
York—1540 feet south of York Passenger Station	Frederick Secondary Track	Southward movement from Shed Track to Frederick Secondary Track	
York—1165 feet south of York Passenger Station	Grantley Industrial Track	Northward movement from Frederick Secondary Track to Grantley Industrial Track	

Chestnut Hill

1105-B1. (Phila. Division) Power operated split switch derails on both No. 1 and No. 2 station tracks, located fifty feet east of home signals governing westward movement from station. These derails are normally set to derail a westward movement from the station and are controlled by the Interlocking Station. Each derail is equipped with a switch lamp for westward movement from the station displaying Purple (Stop) when set for derailing and Yellow (Proceed at Reduced speed) when set for a westward movement to proceed. Westward trains must not start from platform until Yellow aspect appears on switch lamp in addition to the home signal governing westward movement indicating other than Stop.

Eastward movement to station will trail through derail on either track in derailing position.

If any movement is stopped before entire train is clear of derail, the movement must not be reversed or slack taken.

Receiving or Discharging Traffic

1107-A1. (New York Division) Between Holmes and Dock, a passenger train, routed to a track which will result in a station stop for receiving or discharging traffic across a main track between that train and station platform, must stop as soon as known it is so routed and obtain assurance from operator that other trains involved will be notified of the stopping of that train on that track at the station, unless this assurance has been previously furnished in writing or by radio.

Track Assignments**1151-A1. Single Track (All Divisions)****New York Division**

Track	Between	And
Princeton Branch	Nassau	Princeton
Jamesburg Branch	JG	Midway
Belvidere Delaware Branch	MG	G

Philadelphia Division

Track	Between	And
Grays Ferry Branch	Zoo	Arsenal
West Chester Branch	Media	End of Block Sign, West Chester
Trenton Branch	Dale	Glen
Pemberton Branch	Cooper	Pemberton
Bordertown Branch	Cooper Cooper	Minson Division Post (P.R.S.L.)
D.R.R.R. & B. Co. Br.	Divide	Division Post (P.R.S.L.)
Connecting Tracks	Jersey Jersey Jordan Hatch	Hatch Minson Pennsauken Divide

Chesapeake Division

Track	Between	And
Northern Central Branch	B. & P. Jct.	Division Post (Hbg. Div.)
Porter Branch	Bank	Porter
Delmarva Branch	Davis	Cassatt
Columbia and Port Deposit Branch	Quarry West Rock McCalls	Tome Midway Division Post (Hbg. Div.)

Harrisburg Division

Track	Between	And
Columbia Branch	Shooks	State
Northern Central Branch	Div. Post (Ches. Div.)	Cly
Cumberland Valley Branch	State	Town
Williamsport Branch (Main Line— Northern Division)	Rockville	Division Post (Northern Division)

1151-B1. Two or More Tracks (All Divisions)

Current of traffic is as follows:

New York Division

Main Line Between:	Track B	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track	Track A
Harold and JO or C		West'd Psgr.	East'd Psgr.	West'd Psgr.	East'd Psgr.		
A and Hudson				West'd Psgr.	East'd Psgr.		
Hudson and Dock			West'd Psgr.	East'd Psgr.	East'd Psgr.		
Dock and Hunter		West'd Psgr.	West'd Psgr.	East'd Psgr.	East'd Psgr.		
Hunter and Elmora		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
Elmora and Union	West'd Psgr.	West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		East'd Psgr.
Edison and Lincoln						East'd Frt.	
Union and Division Post (Phila. Division)		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
Jersey City Branch Between: Waldo and Hudson				West'd Psgr.	East'd Psgr.		
Passaic and Harsimus Branch Between: Waldo and WA-3				West'd Frt.	East'd Frt.		
Greenville Branch Between: Bay and Lane				West'd Frt.	East'd Frt.		
Perth Amboy and Woodbridge Branch Between: Union and WC				West'd Psgr.	East'd Psgr.		
Trenton Branch Between: Morris and Division Post (Philadelphia Division)				West'd Psgr.	East'd Psgr.		

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

NOTE—Within Dock Interlocking

Track 5—Westward Passenger

Track A—Eastward Passenger

Hudson and Dock

Westward PATH Track—Westward Passenger

Eastward PATH Track—Eastward Passenger

Philadelphia Division

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (New York Division) and Zoo.....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger
Zoo (44th St.) and Overbrook.....	Westward Passenger		Eastward Freight	Eastward Passenger
Overbrook and Glen.....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger
Glen and Downs.....	Westward Passenger		Eastward Freight	Eastward Passenger
Downs and Park.....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger
Arsenal and Brill.....	Southward Passenger			Northward Passenger
Brill and Division Post (Chesapeake Division).....	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Branches D. R. R. & B. Co. Between: Shore and Jersey.....			Westward Passenger	Eastward Passenger
Jersey and Divide.....			Southward Passenger	Northward Passenger
Chestnut Hill North Phila. and West End of Chestnut Hill Inter- locking.....			Westward Passenger	Eastward Passenger
Suburban Line Zoo Int. 44th St. to 34th St..	Westward Passenger		Eastward Freight	Eastward Passenger
34th St. OH. Br. and conn. with No. 1 and No. 4 River Line Via 36th St. tunnel.....		Westward Passenger	Eastward Passenger	
Zoo (34th St.) and Broad.....	Westward Passenger	Westward Passenger	Eastward Passenger	Eastward Passenger
Broad (30th St. Station) Upper Level and Arsenal..	4M Track Southward Passenger			1M Track Northward Passenger
River Line Zoo and Penn.....	Southward Passenger			Northward Passenger
Penn and Arsenal.....	Southward Passenger			Northward Passenger
36th Street Connection Zoo (38th Street—connec- tion with Suburban Line) and Penn (River Line).....	Westward Passenger			Eastward Passenger
West Chester Arsenal Int. Station and Media.....			Southward Passenger	Northward Passenger
West Phila. Elevated Zoo and Brill.....		Southward Freight	Northward Freight	
Delaware Extension Arsenal and End of Main Track (Broad St. over- head bridge).....			Westward Freight	Eastward Freight
Schuylkill Valley and Man.....			Westward Passenger	Eastward Passenger
Trenton Division Post (New York Division) and Dale.....			Westward Freight	Eastward Freight
Philadelphia and Thorndale Dale and Thorn.....			Westward Freight	Eastward Freight

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

NOTE—Within North Philadelphia Interlocking; North Philadelphia Station tracks are designated: Eastward Station, No. 1, No. 4 and Westward Station. Within Penn Interlocking; 30th St. Station tracks, Lower Level, are designated: Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10. Within Broad Interlocking; Suburban Station tracks are designated: 5, 6, 7, 8, 9, 10, 11, 12. 30th St. Station tracks, Upper Level, are designated: Nos. 1, 2, 1M, 4M, 3 and 4.

Chesapeake Division

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (Phila. Div.) and Bell	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Bell and Ragan		Southward Passenger	Northward Passenger	
Ragan and Davis	Southward Freight	Southward Passenger	Northward Passenger	
Davis and Iron Hill	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Iron Hill and North East	Southward Freight	Southward Passenger	Northward Passenger	
North East and Principio		Southward Passenger	Northward Passenger	
Principio and Perryville	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Perryville and Havre de Grace		Southward Passenger	Northward Passenger	
Havre de Grace and Oak	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Oak and Bush	Southward Passenger	Southward Freight	Northward Passenger	
Bush and Gunpow		Southward Passenger	Northward Passenger	
Gunpow and River	Southward Passenger	Southward Freight	Northward Passenger	Northward Freight
River and Bay	Southward Passenger	Southward Freight	Northward Passenger	
Bay and Union Jct.	Southward Passenger	Southward Freight	Northward Passenger	Northward Freight
B. & P. Jct. and Fulton		Southward Passenger	Northward Passenger	
Fulton and Winans	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Winans and Vern	Southward Freight	Southward Passenger	Northward Passenger	
Vern and Landover		Southward Passenger	Northward Passenger	Northward Freight
Landover and Division Post (W.T.)		Southward Passenger	Northward Passenger	
Landover and Virginia		Southward Freight	Northward Freight	
Virginia and Division Post (R.F.&P.)		Southward Passenger	Northward Passenger	
Columbia & Port Deposit Branch Between: Perryville and Quarry			Westward Freight	Eastward Freight
Tome and West Rock			Westward Freight	Eastward Freight
Midway and McCalla			Westward Freight	Eastward Freight
Shellpot Branch Between: Ragan and Bridge			Southward Freight	Northward Freight

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

Harrisburg Division

Between:	Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Park Interlocking Station and Cork eastward Interlocking Limits.....	Westward Passenger				Eastward Passenger
Cork Eastward Interlocking Limits and State.....				Westward Passenger	Eastward Passenger
Harris and Division Post (Allegheny Division).....				Westward Passenger	Eastward Passenger
Eastward Limits Banks Interlocking and Division Post (Allegheny Div.)..	Westward Freight	Eastward Freight			
Between:					
Atglen and Susquehanna Park and Wago Junction.....				Westward Freight	Eastward Freight
Columbia and Port Deposit Division Post (Chesapeake Division) and Port.....				Westward Freight	Eastward Freight
Columbia Cork and Cola.....				Westward Freight	Eastward Freight
York Haven Line Cly and Lemo.....				Westward Passenger	Eastward Passenger
Wago Junction and Cly.....				Westward Freight	Eastward Freight
Cly and Stell.....	Westward Freight	Eastward Freight			
Lemo and Stell.....				Westward Freight	Eastward Freight
Stell and Day.....				Westward Freight	Eastward Freight

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

Within Cork Interlocking; Lancaster Station tracks are designated: Eastward Station and Eastward Station.

Within State and Harris Interlockings; Harrisburg Station tracks are designated: Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

1151-C1. (New York and Chesapeake Divs.). Secondary Tracks of Assigned Direction

New York Division

Track	From	To	Assigned Direction	Controlled by	Note
Connecting Track		Harold	Eastward	Q	1
Loop Track No. 1		R	Eastward	R	1
Loop Track No. 2		R	Eastward	R	1
Sub Track No. 1		F	Westward	F	2
Sub Track No. 2		F	Westward	F	2
Sub Track No. 3		F	Westward	F	2
Sub Track No. 4		F	Westward	F	2
Center St. Track	Hudson	Karny	Eastward	Hudson	3
Engine Track	Hudson	Karny	Eastward	Hudson	3
No. 0 Track	Hudson	Karny	Eastward	Hudson	3
Track A	WA-6	WA-3	Eastward	WA-6	4
No. 0 Track	Union	Stiles St.	Eastward	Union	4
No. 1 Bel-Del	Fair	MG	Northward	MG	5
No. 2 Bel-Del	MG	Fair	Southward	MG	5

Notes

- Signal indication will be permission for westward movements.
- Eastward movements made on signal indication at F. To use this track at any intermediate point between F and Q permission must be secured from Q.
- Westward movements may be made on hand signal from Operator at Karny.
- Westward movement made on permission of Operator WA-6 or hand signal from Operator WA-3. Trains or engines entering or leaving this track at intermediate points must obtain permission and report clear to WA-6.
- Signal indication at Fair or MG will be permission for movement on this track.

Chesapeake Division

Track	From	To	Assigned Direction	Controlled by	Note
Shellpot No. 1	Bridge	Bell	Northward	Yard Master; Northb'd Hump; Edge Moor	1
Shellpot No. 2	Bell	Bridge	Southward	Yard Master; Northb'd Hump; Edge Moor	1
New Castle No. 4	Bridge Virginia	Tasker Fourteenth St. Virginia	Southward Southward	Bridge Virginia	2 4
No. 1	Fourteenth St.	Virginia	Northward	Virginia	4

NOTE 1—Signal indication at Bell or Bridge is authority to operate via these tracks. Operator at Bell or Bridge must not admit a train to these tracks without authority from Yard Master at Northbound Hump. Edge Moor, Southward trains entering these tracks must stop clear of hand operated crossovers at Edge Moor for instructions. Northward trains entering these tracks at Bridge will be governed by written instructions delivered by the operator at Bridge.

NOTE 2—Signal indication at Bridge or Tasker is authority to operate via this track. Operator at Tasker must not admit a train to this track without permission from operator at Bridge.

NOTE 4—Signal indication at Virginia or 14th Street is authority to operate via these tracks.

1151-D1. (All Divisions). Secondary Tracks of No Assigned Direction

New York Division

Track	Between	And	Controlled by	Note
Naught (W)	Millham	Fair	Fair	1-5
No. 5 (W)	Millham	Fair	Fair	1-5
Naught (W)	Morris	Grundy	Grundy	1-5
Grape Lead (W)	Hack	West Conn Naught Track	Hack	1-5
No. 1 Ioe-House Produce Yd. Lead (W)	Grape Lead	Produce Yd. Lead	Karny	2-5
Government Lead (W)	No. 1 Ioe-House Produce Yd. Lead	Government Lead	Karny	2-5
Naught (W)	East Conn	Karny	Karny	1-2-5
Naught (W)	Grape Lead	Karny	Karny	5
Set-Off (W)	WA-5	WA-3	WA-5	3-5
Oak Island (W)	CY	WA-2	WA-2	1-5-8
Hightstown (W)	Conn. Amboy Sec. Trk.	End of Block (1380 feet west of K)	SA	5-8
Amboy (W)	SA	JG	SA	1-5-6-7
Set-Off (W)	WA-3	WA-6	WA-6	4-5
Connecting (W)	No. 0 Track	Yard Running Track Edison	Lincoln	1-5
Middle Freehold (W)	Morris	MA	Morris	1-5
Freehold (E)	Conn. Amboy Sec. Trk.	End of Block Sign, 2745 feet east of Farmingdale	SA	5-8
Robbinsville (E)	BO	End of Track (4500 feet east of Windsor)	Fair	5
Bordertown (E)	BO	Fair	Fair	1-5-6

(E)(W) indicates timetable direction from point first named.

NOTE 1—Where fixed signal governs movement, it will be the authority to occupy this track.

NOTE 2—Fixed signal indication for eastward movement to enter Government Lead will also be the authority to use Produce Yard Lead and No. 1 Ioe-House.

NOTE 3—Westward movement from WA-5 made on hand signal from switch-tender; Eastward movement from WA-3 made on hand signal from operator.

NOTE 4—Westward movement from WA-3 made on hand signal from operator.

NOTE 5—When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

NOTE 6—Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for movement of passenger extras must be in writing.

NOTE 7—In the application of Rule 361, crews of westward trains or engines, enroute to a point west of Midway, must report clear at GO, unless otherwise instructed. If instructed not to report clear at GO and stop signal is displayed at Midway or train stops at any point between GO and Midway, crew must immediately report train clear of GO to Operator SA.

Crews of westward trains or engines, enroute to any point east of Midway, must report clear at GO.

NOTE 8—Controlled by WA-3 when WA-2 is not in service and by WA-5 when WA-3 and WA-2 is not in service.

Philadelphia Division

Track	Between	And	Controlled by	Note
Schuylkill (W)	Man	End of track 2391 feet west of Mile Post 95	Norris	1-6
Pomeroy (S)	Pomeroy	End of track	Park	1-4
Chester Creek (S)	Lamokin	Wawa	Lamokin	1-4-5
Octoraro (S)	Wawa	Wawa	Lamokin	1
Bordentown (E)	Minson	BO	Jersey	1-7

(E) (W) (N) (S) Indicates timetable direction, from point first named.

NOTES:

- Authority for the movement of passenger extras must be in writing.
- Rule 110 applies.
- Southward signal indication at Lamokin is authority to operate to Upland.
- Block Signal indication at Man is authority to operate via Schuylkill Secondary track.
- Block signal indication at Minson, MJ and BO is authority to operate via Bordentown Sec. Track.

Chesapeake Division

Track	Between	And	Controlled by	Note
B (N)	Landlith	Bell	Bell for Yd. Mstr., North- bound Hump, Edge Moor Wilmington	2 1 3 5
No. 0 Meat House No. 1 Western Maryland	(N) (S) (W)	Landlith Wilmington Bay Eager St. (Overhead Bridge)	Edge Moor West Yard River	8-10 8-9- 13
Pope's Creek	(S)	Hillen Jct. Bowie	Union Jct. Bowie	6 7
No. 1	(N)	Anacostia	Yd. Mstr., Benning	8-16 8-16 8-16
No. 4	(S)	Deanwood	Yd. Mstr., Benning	8-14 8 8 8-15- 17
Chestertown Centreville Oxford D M & V D M & V Cambridge Crisfield	(S) (S) (S) (S) (S) (S) (S)	Mass Townsend Cross Clayton Harrington Court Snow Hill Tank Kings Creek	Chestertown Centreville Cross Clayton Harrington Harrington Seaford Cassatt	8-12- 15
Pocomoke	(S)	Cassatt	Cassatt	

(N) (S) (E) (W) Indicates timetable direction from point first named.

NOTE 1—Signal indication to enter 0 track at Landlith is authority to operate to north end of this track.

Trains clearing 0 track between Landlith and Edge Moor must report clear to operator at Wilmington.

NOTE 2—Signal indication at Landlith or Bell is authority to operate via B track to a point clear of hand operated switch located 40 feet south of Edge Moor passenger station. Operator at Bell must not admit a train to B track without permission from yard master at Northbound Hump, Edge Moor. Operator at Wilmington must not admit a train to B track without permission from operator at Bell.

A train entering or leaving B track at Edge Moor must secure permission from and report clear to operator at Bell.

NOTE 3—Signal indication at Wilmington or West Yard is authority to operate via Meat House track.

NOTE 5—Signal indication at River or Bay is authority to operate via No. 1 secondary track.

NOTE 6—Signal indication at Anacostia is authority to operate via No. 1 secondary track.

NOTE 7—Signal indication at Anacostia is authority to operate via No. 4 secondary track.

NOTE 8—Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for movement of passenger extras must be in writing.

NOTE 9—Controlled by Odenton when Bowie is not in service.

NOTE 10—Westward trains will not report clear at Hillen Junction, but eastward trains will report clear at end of block sign (Eager Street Overhead Bridge).

NOTE 12—Signal indication at Cassatt is authority to operate via Pocomoke Secondary track.

NOTE 13—Signal indication at Bowie is authority to operate via Pope's Creek Secondary track. Pope's Creek Secondary track between Bowie and Lothair controlled by operator at Odenton, when Bowie is closed.

NOTE 14—Signal indication at Harrington is authority to operate via D. M. & V. Secondary track.

NOTE 15—Crisfield & Pocomoke Secondary tracks controlled by Delmar (Seaford when Delmar is closed), when Cassatt is closed.

NOTE 16—Controlled by Harrington when Clayton is not in service.

NOTE 17—Controlled by Seaford when Delmar Train Order Office is not in service.

Harrisburg Division

Track	Between	And	Controlled by	Note
Loucks (E)	Loucks	Connection with the east end of Loucks No. 1 Yard track	Yd. Master, York	
Frederick Lebanon Lemoine Dillsburg	(S) (E) (S) (S)	York Conewago Lemo Dillsburg	York State Lemo	5 4 4
Waynesboro Meroersburg	(S) (W)	Junition Wood South Penn Junition	Lemo Pennroad	4 4
Winchester Cumbo	(S) (S)	Town Connection with Winchester Secondary Track	Pennroad Hager Hager	4 3-5 1-2-4
New Holland (W)		End of track 2640 feet east M.P. 18	Cork Cork	4

(E) (W) (N) (S) Indicates timetable direction, from point first named.

NOTES:

- Authority for the movement of passenger extras must be in writing.
- Trains entering Security Lime Company track must report clear. The arrival of southward movements at Cumbo must be reported promptly to operator Hager.
- Fixed signal indication in lieu of verbal permission will be used at Hager.
- Rule 110 applies.
- Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

1151-E1. Employees in Charge of Sidings of Assigned Direction
(All Divisions)

Siding	Employee in charge	Note
Jamesburg—Eastward Siding between Switch 2 and Switch 5, Phillipsburg— Northward	Operator at SA Operator at G	
Wood—Southward Town—Northward Woodberry—Eastward Timonium—Eastward Harrington—Southward Harrington—Northward	Pennroad Town Yard Master Mt. Vernon Operator B & P Jct. Operator Harrington Operator Harrington	1

Siding must not be used without permission from designated employee.

NOTE 1—Fixed signal will be used in lieu of verbal permission.

1151-E2. Employees in Charge of Sidings of No Assigned Direction. (Phila. & Harrisburg Divisions.)

Siding	Employee in charge	Note
Oaks, Spring City, Look, Shoemakersville, Hamburg	Norris Thorn	
Dale	Cola	1
Shooks	Cly	1
Carlisle	Lemo	
Spring	Pennroad	
Pennroad	Pennroad	1
Greencastle	Town	
Hager	Hager	1
Pot	Hager	
Middletown	State	1
Rockville	Rockville	1

Sidings listed will not be used without permission from designated employee.
NOTE 1—Fixed signal will be used in lieu of verbal permission.

1151-F1. (Phila. & Harrisburg Divs.) Running Tracks of Assigned Direction
Philadelphia Division

Track	From	To	Assigned Direction	Controlled by	Note
No. 5	Caln	Thorn	Eastward	Thorn	1

NOTE:

(1) Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

Harrisburg Division

Eastward	Rockville	Maclay St.	Eastward	Yard Master Reily	1-4
Westward	Maclay St.	Rockville	Westward	Yard Master Reily	1-4
No. 11	Maclay St.	Harris	Eastward	Harris	1 3
No. 12	Harris	Maclay St.	Westward	Harris	1 3
G	Day	Connection with No. 4 Running track, east end Marysville	Westward	Day	2-4
No. 44	Electric Pit	East End Yard Office	Eastward	Asst. Yard Master E. B. Hump	1
Westward	East-bound Hump	23-B	Westward	Asst. Yard Master E. B. Hump Enola	1
Eastward	111-B	23-B	Eastward	Switch Tender 111-B	1
Westward	23-B	West End Enola	Westward	Asst. Yard Master West End Enola	1
High Line	23-B	W-11	Westward	Asst. Yard Master W. B. Hump Enola	1
No. 2 in Receiving Yard	4-B	W-11	Westward	Asst. Yard Master W. B. Hump Enola	1
No. 1 & No. 2 in Receiving Yard	111-B	Brick Office	Eastward	Asst. Yard Master E. B. Hump Enola	1
D	West End Enola	Banks	Westward	Asst. Yard Master West End Enola	1

Harrisburg Division (Continued)

Track	From	To	Assigned Direction	Controlled by	Note
C	West End Enola	111-L	Westward	Asst. Yard Master West End Enola	1
B	Rockville Bridge	111-B	Eastward	Rockville	1
No. 4	Rockville	Banks	Westward	Day	1
A	Banks	111-B	Eastward	Asst. Yard Master E. B. Hump Enola	1

NOTES:

- (1) A fixed signal, or a hand signal from a switch tender routing to a running track will convey authority to move on that track.
- (2) Westward movements made on signal indication at Day must stop east of hand-operated switches connecting F, H and K Yard tracks with Running track G at ramp opposite westbound hump yard office and must not move west of these switches without permission from Day. Permission must be obtained from Day to use this track at any point between Day and connection with No. 4 Running track, east end Marysville.
- (3) Movements must be made prepared to stop short of stored cars.
- (4) Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

1151-G1. (All Divisions) Running Tracks of No Assigned Direction
New York Division

Track	Between	And	Controlled By	Note
Nos. 5-6-9-10	At Hudson		Operator Hudson	1
Center Street	Hudson	Center Street	Operator Hudson	1
(W)		Movable Bridge Lane		
No. 5 (W)	Hunter	Linden Park Yard	Operator Hunter	1
Naught (W)	Elmora	Baritan Arsenal	Operator Elmora	1
Arsenal (N)	Lincoln	County	Operator Lincoln	1
No. 5 (W)	Baldwin St. Yard	East Millstone	Operator County	1
Millstone (W)	County	Rocky Hill	Operator Midway	1
Rocky Hill (W)	Midway	East End of Millham	Operator Millham	1
Eastward (W)	Millham	Coalport Yard		
Westward (W)	Old Cabin E	East End of Coalport Yard	Operator Millham	1
Engine (W)	Hudson St. Conn.	East End Waldo Ave. Yard	Yard Master Har. Cove	
No. 1 (W)	Connection to Engine Track	West End Waldo	Yard Master Har. Cove	
(Waldo Ave. Yd.)	Running (W)	Waldo	Operator Waldo	1
No. 6 Elevation (E)	Brunswick Street	Henderson Street	Yard Master Har. Cove	1
Cove (W)	Harsimus Cove	Harsimus Cove	Yard Master Harsimus Cove	1-2
Susquehanna (E)	Brunswick St. (Harsimus Cove)	Waldo	Operator Waldo	1
Morris (W)	East End Marion Hack	Eastward Main, NYS & WRR	Yard Master Meadows	1
Morris (W)	Crossover 100 feet east of east end of cabin track	Karny	Operator Karny	1
Modoe (E)	Karny	Connection with Naught Track	Operator Karny	1
No. 7 Old Receiving Yard — Meadows (E)	Karny	No. 1 Office Meadows	Yard Master Meadows	1
Old Eastward New York (E)	WA-5	WA-2	Yard Master WA-5	1
Bay Line R.R. Speedway (W)	WA-5	WA-6	Yard Master WA-4	1
Naught (W)	WA-5	WA-6	Yard Master WA-5	1
Running 1 (W)	WA-5	WA-8	Yard Master WA-4	1
Frost Running No. 1—Greenville (E)	Greenville Yard Bay	Connection No. 11 Track Departure Yard Greenville	Yard Master Greenville	1
Departure Yard Lead	Greenville Yard		Yard Master Greenville	1
Southwest Lead	Greenville Yard		Yard Master Greenville	1

New York Division (Continued)

Track	Between	And	Controlled By	Note
WC-Perth Amboy (W) Yard Running (Via Loop) (E) Inward track of Fairless Spur (E) Outward track of Fairless Spur (E) No. 7 "C" Yard Morrisville (E) W-4 (E)	WC Edison No. 1 Trenton Branch No. 1 Trenton Branch West End "C" Yard West End "B" Yard	End of Track Kilmer U.S. Steel Co. private tracks U.S. Steel Co. private tracks East End "C" Yard East End "B" Yard East End "A" Yard	Operator WC Operator Lincoln Operator Morris Operator Morris Yard Master Morrisville Yard Master Morrisville Yard Master Morrisville	1 1 1 1 1 1
Eastward Running (E)	East End East- ward Receiving Yard	Yard Office	Yard Master South Amboy Operator SA	1 1
No. 12—South Amboy (E) No. 1 Running (E) No. 2 Running (W)	Connection to Secondary Track OB CQ	Yard Office East End Deep Cut	Operator SA Operator SA	1 1 1
Running (W) Naught (E) Flemington (N) Lead (S) No. 7 Upper Yard Phillipsburg (N) Old Main (N)	Coalport Coalport Lambertville Phillipsburg Yard No. 1 Switch Cabin	Hamilton Avenue East Trenton Flemington Lead Switch Kent No. 3 Switch Cabin	Operator MG Yard Master Coalport Operator MG Yard Master Phillipsburg Yard Master Phillipsburg	1 1 1 1 1
No. 1 Lower Yard Phillipsburg (N)	Kent	Switch 6 Phillipsburg Yard Office	Yard Master Phillipsburg	1

(E) (W) (N) (S) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use these tracks at any point. When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

Note 2—During the hours there is no Switchtender on duty at Brunswick Street, eastward trains and engines must stop clear of all switches at that point and call Yard Master at No. 10 Office for instructions. Eastward trains and engines using Cove running track. Waldo to Brunswick Street, must advise operator at Waldo when clear of this track at Brunswick Street. Westward trains and engines must stop clear of all switches at Brunswick Street and obtain permission from operator at Waldo to proceed west of that point.

Philadelphia Division

Track	Between	And	Controlled By	Note
Port Richmond (W).....	Conn. with Rdg. Co. at Belgrade Street	Conn. with DRRR. & B. Co. Branch	Yardmaster Frankford Jct.	1
No. 15 (W)....	42nd St. Overhead Bridge	Overbrook		1-9- 10-11
No. 14 (E)....	Overbrook	44th St. Overhead Bridge No. 3.23	Overbrook	1-8-11
Eastward Jersey (E)....	42nd St. Overhead Bridge 3.03	Zoo (East End Mantua)		1-11
Belmont (N)...	Zoo (Connection with West Phila. Elev. Branch)	Belmont (Reading Co.)		1
Westward Jersey (W)....	Zoo (East End Mantua)	M-1		1-11
Westward (W)...	Zoo (Connection with West Phila. Elev. Branch)	42nd St. Overhead Bridge 3.03	Train Director at Zoo	1-11
Eastward (E)...	M-1	Zoo (Connection with West Phila. Elev. Branch)		1-11
Eastward Belt (E).....	150 feet east of 52nd St. U. G. Bridge 4.06	Connection with No. 14 (4000 feet east of 52nd St. U. G. Bridge 4.06)	Yard Master 44th St. (Yard Master Margie phone 2046 when 44th St. Yard Office is closed)	1-12
No. 5 (River Line) (S).....	Penn Interlocking	Shifting track		1
No. 11 (River Line) (S).....	Penn Interlocking	South End Mail House	Train Director Penn	1

Philadelphia Division (Continued)

Track	Between	And	Controlled By	Note
Fort Washing- ton (E).....	Connection with Chestnut Hill Branch	End of track 1.6 miles east of Allen Lane	North Philadelphia	6
Shifting (S).....	Walnut Street Overhead Bridge	Arsenal	Arsenal	1
Naught (S).....	Grays Ferry Yard	Brill	Yardmaster Grays Ferry Yd.	1
60th Street (S) ..	Connection with Naught track north of Brill	Connection with Chester and Phila. track south of Fort Mifflin	Brill	1-2
Chester and Phila. (S).....	Connection with 60th St. track south of Fort Mifflin	Center of Island Road		1-4
Chester and Phila. (S).....	Center of Island Rd.	Market St. Chester	Asst. Yardmaster Eddy- stone. Yardmaster Thurlow when Eddy- stone is closed	1-4
Naught (N).....	Hook	Trainer	Yardmaster Thurlow	1-5
Newtown Sq. (S).....	Connection with No. 2 track (Fernwood)	A point 1350 feet south of Eagle Rd.		1
Naught (N).....	550 feet north of Wawa Passenger Station	Conn. with Chester Creek Secondary Track	Media	1
Octoraro (S).....	550 feet north of Wawa Passenger Station	Conn. with Octoraro Secondary Track		1
Station (S)..... (West Chester)	End of Block Sign	End of track		1-3
Fraser (E).....	Fraser	West Chester Market St.	Thorn	1
No. 1 Thorofare (E) ..	Stadium	Spring switch lead- ing to B.&O.R.R.		1
No. 2 Thorofare (W)	Spring switch lead- ing to B.&O.R.R.	Stadium	Stadium	1
Westward Engine (W).....	South Phila. Engine House	Stadium		1
Westward Engine (W).....	Greenwich Hump	South Phila. Engine House	Yardmaster Greenwich Hump	1
Running (E).....	Ford Street	Norris		1
Norris (E).....	Norris	Earnest including Wye tracks		1
No. 1 (W)	Ivy Rock	3025 feet west M.P. 17	Norris	1
No. 2 (W)	3025 feet west M.P. 17	Haws Ave.		1
Devault (W).....	Phoenixville	Devault		1
Dix (S).....	Pamberton	Camp		1
Medford (S).....	Mt. Holly	Medford		1
Klnkora (S).....	Lewis	2000 feet south Columbus	Cooper	1
No. 1 Running (E).....	816 feet east of Cooper	Hatch		1

(S) (N) (E) (W) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

Philadelphia Division (Continued)

Note 2—When yardmaster cannot be contacted promptly, southward movements may report clear of Naught track to operator Brill who will advise yardmaster as soon as practicable. Northward movement, in addition to securing permission from yardmaster Grays Ferry to proceed on Naught track, must also advise Brill of movement to be made before fouling Naught track.

Note 3—Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.

Note 4—Bell Telephone (LEHigh 4-8933) located in "T" box at Island Road.

Note 5—When yardmaster cannot be contacted promptly, northbound movements may report clear to operator Hook who will advise yardmaster as soon as practicable.

Note 6—Operator at North Philadelphia must not admit a train to this track without authority of the train dispatcher.

Note 8—Proceed signal indication at Overbrook is authority for eastward movement on No. 14 Running track to east side of 44th Street O. H. Bridge No. 3.23.

Note 9—Proceed signal indication at Overbrook is authority for eastward movement on No. 15 Running track to signal located at 52nd Street.

Note 10—Proceed signal indication at 52nd Street is authority for eastward movement on No. 15 Running track to east side of 44th Street O. H. Bridge No. 3.23.

Note 11—A hand signal to proceed from Switchtender at M-1 when on duty will convey authority for movement on track to which routed.

Note 12—Yard Master 44th Street on duty 3.59 P.M. to 11.59 P.M., Monday to Saturday. 11.30 P.M. Sunday to 7.30 A.M. Monday.

Harrisburg Division

Track	Between	And	Controlled By	Note
York (N).....	End of track— 1300 feet south of Mile Post 1	York	York	1
Camp (S).....	Crossover 1200 feet north Mile Post 6	Connection with Main Track Dillburg Jct.	Lemo	1
Hagerstown (S).	Town	A point 3985 feet south of Town	Town	1
	A point 3895 feet south of Town	Hager		1
Run-Around (South leg of Wye) (N).....	Winchester Second- ary Track 2895 feet south of Hager	Brick Yard Tracks	Hager	1
Union Bridge (S)	Keymar Siding	Union Bridge	York	

(S) (N) (E) (W) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

Chesapeake Division

Track	Between	And	Controlled by	Note
South Wye (S)	Landlith	North Switch, Wreck Train track	Wilmington	
Outbound (N)	Cabin track	12th Street Edge Moor	Asst. Yardmaster, South End Edge Moor	3
Inbound (S)	12th St. Edge Moor	Cabin track	Asst. Yardmaster, South End Edge Moor	3
Bear Creek (S)	Canton Jct.	Union Crossing	Yardmaster, Highland Yd.	
Bear Creek (S)	Union Crossing	End of Track	Yardmaster, Canton	
No. 1 (E)	Hillen Jct.	Madison St.	Union Jct.	6
Mt. Vernon (W)	B & P Jct.	Mt. Vernon	B & P Jct.	
Claremont (S)	Jct. with No. 1 track, Frederick Road	Claremont	Yardmaster, Gwynns Run	
Catonsville (S)	Jct. with No. 4 track, Frederick Road	Catonsville	Gwynn	
Ft. Geo. G. Meade (S)	Odenton	Ft. Geo. G. Meade	Odenton	1
Roslyn (S)	South End	Pentagon	Yardmaster, Benning	
Newark and Delaware City (S)	Porter	2463 ft. south of State Route 9 crossing at Raybold	Tasker	
Oxford (S)	Cross	End of track 3023 feet south of Mile Post 45	Clayton	

Chesapeake Division (Continued)

Track	Between	And	Controlled by	Note
Denton (E)	End of track Queenstown	Denton	Clayton	
McDaniel (E)	McDaniel	Easton Jct.		
Milton (S)	Ellendale	Milton	Harrington	
Rehoboth (S)	Georgetown	Rehoboth		
Ocean City (E)	Berlin	West Ocean City	Seaford	
Cambridge (S)	Tank	Cambridge		
Vienna (E)	Preston	Vienna	Delmar	
Mardela (W)	Salisbury	Hebron		
Willard (E)	Salisbury	End of track, Pittsville		
Capes (S)	End of Block, 435 feet north of Mile Post 89	2491 feet south of Mile Post 92	Cassatt	5
Kiptopeke (S)	Capes	Kiptopeke	Yardmaster at Little Creek between 7.01 A.M. and 10.59 P.M.	4

(N) (S) (E) (W) Indicates timetable direction from point first named.

NOTE 1.—Trains operating between Odenton and Fort Geo. G. Meade will be governed as follows:

Signal indication at Odenton is authority to operate to Fort Geo. G. Meade.

Trains operating from Fort Geo. G. Meade to Odenton must secure permission from operator at Odenton before proceeding.

Southward—When entire train has operated clear of the south end of Kelly track, conductors or enginemen must report clear to the operator at Odenton.

Trains having cleared on Kelly track for the purpose of clearing the Fort Geo. G. Meade track must report clear to the operator at Odenton.

NOTE 3.—All movements from Cabin track to 12th St. will use Outbound track; movements from 12th St. to Cabin track will use Inbound track. Inward movements on Outbound track or outward movements on Inbound track must obtain authority from Asst. Yardmaster, south end Edgemoor Yard.

NOTE 4.—Operator at Cassatt (Delmar or Seaford when Cassatt is closed) must not admit a train to this track without authority of yardmaster at Cape Charles. Except between 7.01 A.M. and 10.59 P.M. when yardmaster at Little Creek is in charge.

NOTE 5.—Operator at Cassatt must not admit a train to this track without authority of Train Dispatcher at Baltimore.

NOTE 6.—Signal indication at Hillen Junction is authority for eastward trains to operate over No. 1 Running track to Madison Street. When entire train is clear of east end of Running track, Conductors or Enginemen must report clear to the Operator, Union Junction.

Before proceeding west on No. 1 Running track from Madison Street to Hillen Junction permission must be secured from Operator, Union Junction.

Movement of Trains

Application of Rule 152—State of New Jersey

1152-A1. (New York and Phila. Divs.). In accordance with New Jersey Board of Public Utility Commissioners Order of January 12, 1966; in the application of Rule 152 and the Notes to Rule 99, in regard to flag protection, the following instructions are in effect in the State of New Jersey: When a train crosses over to or obstructs another track, it must first be protected as prescribed by Rule 99, except where Rule 605 is in effect.

1151-G2. (Phila. Division) B.&O. No. 3 and No. 4 Yard Tracks Penrose—Stadium

B. & O. No. 3 and No. 4 Yard Tracks, between Penrose Interlocking and Stadium Block and Interlocking Station in charge of operator Stadium.

Mail Catchers

1153-A1. (New York Division). Mail catchers must not be carried in door post fittings on postal cars between Newark and Harold.

PASSENGER TRAIN OPERATION

Testing Air Brakes.

1154-A1. (New York Division). Referring to Instruction 9-c—Brake and Train Air Signal Instructions (99-D-1), enginemen receiving M.P. 261-C in duplicate from car-inspector after brake test has been completed in Sunnyside will deliver one copy to conductor at New York.

1154-A2. (New York Div.) All engine crews operating in passenger service, when moving between Sunnyside Enginehouse and Yard, after arrival at signal for reverse movement, will change to leading end of engine for reverse movement to enginehouse or train.

1154-A3. (New York Div.) In the movement of MU equipment, the Engineman must operate from the leading control station of leading car in direction of movement except as follows:

1. In Penna. Station, N. Y., Engineman must operate from control station on nearest operable car in direction of movement. If there is no operative control station on lead car, a member of crew will protect movement.
2. At the MU Yard, East Side Barracks, Trenton, N. J., for purpose of switching only MU cars may be operated from other than leading car doing so consistent with the rules.

1154-A4. (New York Div.) Door of occupied passenger cars must not be locked, preventing passengers from moving from the coaches to the Diner or other portions of the train.

Front and rear end doors must be closed and locked on P. A. T. H. R. R. trains.

Steam in Engine Boilers and Steam-line of Trains.

1154-A5. (New York Div.) Heating and Ventilating Systems for Passenger Trains, Instructions No. 103-B; Air Conditioning Systems for Passenger Trains, No. 213-B; Book No. 204 and Electrical Operating Instructions C.T. 290, in effect, except as otherwise provided.

1154-A6. (New York Div.) When steam is necessary, and between October 1st and April 15th, the following will be in effect:

Westward Trains

Sunnyside Yard:

(a) Steam heat boiler must be in service before leaving engine house storage yard. When maximum boiler pressure has been obtained, open main steam heat valve wide. Vent condensation by blowing steam through both the front and rear end valve. Leave end valve cracked open. Maintain boiler on low flame or steam generator enroute to train.

(b) Before coupling to train, maximum boiler pressure must be obtained to clear train steam line of condensation after coupling.

(c) Maintain maximum boiler pressure and do not extinguish fire in boiler until after leaving F Interlocking Station and scavenge firebox of gases prior to entering East River Tunnel.

Fire in boiler must be extinguished between East Portals of East River Tunnels and West Portals of North River Tunnels, excepting: P. R. R. A. C. electric engines may fire boiler in low flame in A Yard, New York, to blow out steam pipes to prevent freezing.

(d) Locomotives equipped with Vapor steam generator shall be prepared as outlined in paragraphs (a) and (b) above and the Vapor steam generator is to be operated continuously from Sunnyside Yard.

(e) Light engines enroute from Sunnyside Yard for service from New York or beyond must be prepared as outlined in paragraphs (a), (c) and (d).

(f) Pullman, dining car and M. of E. employes, Sunnyside Yard, must adjust heating apparatus prior to departure to maintain authorized temperature to New York.

Pennsylvania Station, New York:

(g) Station Steam Plant must be coupled to trains when weather conditions necessitate, and train steam line cleared of condensation prior to departure.

(h) Rear trainman must ascertain from M. of E. employes that the steam pipe end valve at rear of train is properly adjusted to vent condensation before leaving Pennsylvania Station, New York. Train, Express, Pullman and Dining Car employes must know steam admission valves are closed leaving Pennsylvania Station, New York.

(i) Car Service Employees must adjust heating apparatus on trains turning at New York to maintain authorized temperature during layover.

Between North River Tunnel and Holmes:

(j) Fire in steam heat boiler must be immediately relighted after engine passes west portal of North River Tunnel and as soon as 175 pounds steam pressure has been attained, open main steam heat valve wide.

(k) At Newark rear train line end valve on trains shall be adjusted to vent condensation.

With steam issuing from rear train line end valve at Newark, steam may be admitted to radiators in cars on rear half of train, and forward half after passing Elizabeth.

(l) In event train steam line becomes waterlogged or does not clear of condensation prior to passing Elizabeth, Rear Trainman must signal Engineman [Rule 16 (j)] for additional steam pressure and arrange to have Conductor notified and latter must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, Conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(m) Rear trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train steam line clear of condensation.

(n) In absence of steam pressure at rear train steam pipe end valve, Rear trainman must promptly signal Engineman [Rule 16(j)] for increased steam pressure, advising Conductor at first opportunity.

Eastward Trains

(o) Steam pressure must be maintained in train steam line and fire not extinguished until passing Portal Interlocking Station, when main steam heat valve must be closed, fire extinguished and fire box scavenged of gases before entering North River Tunnel. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(p) Between East River portals and storage tracks, Sunnyside Yard, steam heat boilers must be put in service and maximum pressure turned back to train.

(r) Conductors must advise Train Dispatcher, New York, by wire from first convenient point, of failure to properly heat train and cause. Locomotive equipped with vapor steam generator will be operated continuously until disposal of locomotive.

1154-A7. (New York Div.) New Haven R. R. Trains.

Pennsylvania Station, New York:

(s) New Haven R. R. engines must have steam heat boilers put in service on layup track, track 5, A Yard, in sufficient time to procure maximum steam pressure prior to departure from that point preparatory to coupling to train.

(t) Fire in steam boiler must be extinguished and fire box scavenged of gases prior to leaving layup track, track 5, A Yard, and promptly relighted after leaving East River Tunnel.

(u) Rear train steam pipe end valve must be wide open and steam admission valves in all cars must be closed leaving Pennsylvania Station and latter remain closed until after train steam line is cleared of condensation and rear train steam pipe end valve is adjusted to vent condensation enroute, after which steam may be admitted to radiators to heat cars, commencing with rear car.

(v) Fire in steam heat boiler must be extinguished and fire box scavenged of gases prior to entering the East River Tunnel.

1154-A8. (New York Div.) Temperature signs will be displayed at the following locations:

Sunnyside Yard.....	Crew Dispatcher's Office
New York.....	Crew Dispatcher's Office
Newark.....	Station Master's Office
Trenton.....	Station Master's Office

Car Windows in Tunnels.

1154-A10. (New York Div.) Windows of cars occupied by passengers must be arranged as follows:

CLOSED.—On trains enroute to New York.

MAY REMAIN OPEN IN WARM WEATHER.—On trains from New York.

Trainmen of eastward trains when approaching North River Tunnel and westward trains when approaching East River Tunnel must announce "Please close windows—train is approaching Tunnel."

Eastward Long Island trains in East River Tunnels—east end car doors to remain open (or partially open) in warm weather.

Train Announcements—Station Announcements

1154-A11. (New York and Phila. Divs.) Trainmen approaching Newark must make the following announcements:

Eastward Uptown Trains—"Newark, change for Jersey City and Hudson Terminal."

Westward Trains—"Newark, change for (name advertised connecting stations)."

Westward P. A. T. H. R. R. Trains—"Newark, all change. Use ramps for Pennsylvania Trains."

Announcements must be made in each car before train departs from Suburban Station and between Suburban Station and 30th St. Sta., Phila., to enable passengers who have boarded wrong train to transfer.

The same announcements must be made on all trains between 30th St. Sta., Phila. and North Phila. station. Trainmen making these announcements must face passengers.

At stations where high train platforms are in service trainmen will in addition to the usual station announcements warn passengers to watch their step while leaving or entering train.

Station Stop Markers.

1154-A12. (All Divisions) Where station stop markers are located, engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

On New York Division, MU station stop markers are designated by letter M except when located on ties.

At 30th St. Sta., Phila., to properly platform train, engineman will stop train with the front of the engine opposite the respective station stop marker as follows:

NORTHWARD TRAINS—No. 3 AND No. 4 TRACKS

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

SOUTHWARD TRAINS—No. 5 AND No. 6 TRACKS

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

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

When the first car is a working baggage or mail car the front of the engine must not be moved beyond the No. 15 station stop marker on northward trains and the No. 16 station stop marker

on southward trains in order to platform first car. Double-headed trains will count the second engine as one deadhead car.

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

In making station stop at Paoli, passenger trains (except MU trains) will be guided as follows:

Eastward—Stop with engine opposite numbered marker corresponding with number of cars in train except, No. 18 will stop with working cars just west of station building. These markers are located on station platform light standards adjacent to No. 1 track.

Westward—When car next to the engine is a working car, stop with front end of engine opposite Marker E (E designates Engine).

When there are cars between the engine and first working car, stop with front end of engine opposite marker corresponding to number of such cars.

These markers, D1, D2, D3, D4, D5 (D designates deadhead) are located along north side of No. 4 track. A second engine will be considered as a car.

Engineman will stop with cab of engine opposite station stop marker corresponding to number of cars in train, except where head or rear car is a working car that must be platformed. Conductors will advise engineman the position of working, baggage or mail car to be platformed. Double-headed trains will count the second engine as one deadhead car.

When, on account of the make-up, trains cannot be properly platformed in accordance with above instructions, the conductor will advise the engineman at which station stop marker to stop.

Station stop markers for passenger trains, other than multiple unit trains, located on standards on station platform adjacent to tracks, governing stopping of trains at Wilmington and Baltimore Passenger Stations.

Lost Articles

1154-A13. (Phila. Div.) Referring to Rule 4154-F, articles found on trains terminating at the following stations must be delivered to the point designated:

Suburban Station—to Station Master's Office.

30th St. Station, Philadelphia—Lost and Found Bureau.

Paoli —to Operator Paoli.

Bryn Mawr, Chestnut Hill,
Media, West Chester —to Agent.

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

Baggageman at Paoli will pick up lost articles from the Operator at Paoli each day and forward same to Lost and Found, 30th St. Station.

Passenger Cars—Interchange of—North Philadelphia

1154-A14. (Phila. Div.) Conductor making interchange of passenger cars at North Philadelphia will leave duplicate car reports at office of yardmaster at Margie Street yard.

1154-A15. (Chesapeake Division). Back-up hose must be used when shifting cars at Baltimore and Wilmington Passenger Stations.

1154-A16. (Chesapeake Division). Southward passenger trains will make running test of brakes as defined in Instruction 16 of the 99-D-1 Brake and Train Air Signal Instructions, immediately after passing Lanham.

Employes Carried on Mail Trains, etc.

1154-A17. (All Divisions). Employes may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

Tubular Train—Diesel Power Car Operation in Tunnels or Confined Locations

1154-A18. (All Divisions). The load on diesel engines in power car must be reduced by placing heat control switch on lighting switchboard panel in one or more tubular coaches in "LOW HEAT" position at the following locations:

Tunnels and Confined Locations.

Between East Portals of East River Tunnels and West Portals of North River Tunnels.

Between Zoo Interlocking Station and Arsenal Interlocking Station.

After the train has moved from the tunnels or restricted area, the heat control switch must be returned to the "NORMAL HEAT" position.

Toilet Room Doors

1154-A19. (All Divisions). Toilet room doors must be locked at the following locations:

Between Sunnyside Portals and New York.

Pennsylvania Station New York.

Between New York and Newark.

Between North and South Elizabeth.

Within the zone bounded by Suburban Station, Overbrook, North Philadelphia, and Arsenal—Philadelphia.

When Standing in Paoli Station.

Passing through Camden.

Passing through City of Burlington.

Between Mount Holly and Fort Dix on All Main Trains.

Between Reading Co. Bridge and State Street Bridge—Harrisburg.

In Stations and Yards at West Chester and Media.

Between Washington and Landover.

Between Gwynn and Biddle Street—Baltimore.

Between Loucks and Grantley.

Between Mt. Vernon and Baltimore.

When standing in Chester Station.

On Trains to and from Fort Meade, Edgewood Arsenal, Aberdeen Proving Grounds, Delaware Park and Bowie Race tracks from the time train leaves main line until returned to main line.

Exceptions to this may be made when passengers are in distress.

1154-A20. (New York Div.) When delayed Pullman or Postal cars are attached to trains, stops of train on which cars are regularly assigned may be made to discharge passengers or handle mail. Superintendent must be advised in advance of stops that will be made.

1154-A21. (Phila. Div.) Blowing or draining steam heat lines on trains is prohibited while passing station platforms, street crossings or sidewalks and streets paralleling the railroad.

Forms—Preparation and Use of

1154-A23. (All Divisions). Form MP 217-A card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars except Multiple Unit Electric cars. On Multiple Unit Electric cars the receptacle is located on the inside of the electric switch cabinet in outside vestibule.

Conductor (Engineman for head car of MU train) must enter on MP 217-A, description of all defects found, together with other information called for under the heading "Train Crew Entry."

When defects occur enroute, which must be given attention before train reaches final destination, Superintendent must be notified of repairs required, by message or otherwise, at first opportunity. M. E. Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention.

Hot Journals—Roller Bearings

1154-A24. (All Divisions). Passenger trainmen must obtain from crew dispatcher and carry with them while on duty 200 DEGREE Tempilstik during the months of April through October, inclusive, and 175 DEGREE Tempilstik during the months of November through March, inclusive.

To determine when the roller bearing journal box is overheated to the extent that it must not be continued in service, proper Tempilstik must be used by stroking the outside surface of the top of the journal box. If a liquid smear results, temperature is in excess of allowable limit and report must be made to Superintendent for instructions.

FREIGHT TRAIN OPERATION

Refrigerator Car Vents.

1155-A1. (New York Div.) Position of vents on loaded refrigerator cars must not be changed except in case of necessity and when changed must be restored to original position as soon as possible.

Instructions for Preparation and Handling of Freight Trains on Grades, etc.

1155-A2. (All Divisions). Except between Lemo and Winchester and on grades where Special Instructions govern the use of retaining valves, the following instructions, supplementary to the Brake and Train Air Signal Instructions (99-D-1) in handling freight trains will apply:

Trains having 40 percent or less loaded cars will be considered empty trains, except trains having 25 percent or more of cars in train loaded with mineral freight or grain will be considered mineral trains and all instructions pertaining to mineral trains will apply.

95 pound brake pipe pressure will apply to the following trains:

Mineral trains.

Loaded trains between Paoli and Zoo eastward.

Trains authorized by notes under Special Instruction 1157-C1.

Relay trains arriving with 95 pound brake pipe pressure.

110 Pounds brake pipe pressure will apply to passenger trains losing their identity as such account limit of 30 cars.

Twenty-five (25) percent of retainers will be placed in slow direct exhaust position starting at head end of train on the following trains:

On all mineral trains of 60 or more cars.

On all eastward loaded trains of more than 75 cars, between Paoli and Zoo.

Retainers on the above trains will be placed in slow direct exhaust position at the time the Air Brake Test is made, except it will not be necessary to set retainers on trains consisting of 75 percent or more TTX, BTTX and ETTX cars.

Relay trains arriving with retainers up will be dispatched without changing retainers and engineman notified.

Trains picking up or setting off enroute will arrange to properly position retainers before departing from pick up or set off point.

No retainers will be turned at So. Phila., if a pick-up is to be made at Penrose or 52nd St. Retainers will be turned after pick-up is completed.

When engineman is notified as to the condition of the brakes, he must also be notified as to the number of retaining valves set up in slow direct exhaust position.

Starting Trains With Electric or Diesel Engines on Rear

1155-A3. (All Divisions). When starting trains where an electric or diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to electric or diesel engine on the rear standing without power applied.

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

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

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 train.

Starting Freight Trains on Descending Grades

1155-A4. (Phila., Hbg. & Ches. Divs.) 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 six (6) to eight (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.

Air Brake Tests Devault Running Track

1155-A5. (Phila. Div.) A running test of the air brakes must be made before descending grades on Devault running track.

Shifting Movements on Grades

1155-A6. (Phila. & Hbg. Divs.) On account of grade when performing service at the following locations, engines and cars must have air brake hose coupled and air brake operative:

Atlantic and Pacific Tea Company, Fernwood, Pa.

Before descending grade into any of the following plants, the brake pipe pressure will be raised to 95 lbs., air brake test made in accordance with instruction 11-b of the 99-D-1, Brake and Train Air Signal Instructions, and sufficient time allowed to effect complete charging of the equipment:

Philadelphia Rubber Waste Company, Oxford Road track, Phila.

Keystone Coal Co., Kensington, Pa.

Great American Foods, Inc., 6th St., N. Phila.

Budd Company, Chestnut Hill Branch, Midvale.

Allied Chemical Corporation, Grays Ferry.

Purex Corp., Darby

Lachmen's track, Phoenixville.

J. W. Myers track, Hagerstown.

Baker Driveway, Hagerstown.

In the State of New Jersey, when spotting cars closer than 100 feet to a bumping block or end of track on a trestle, air hose must be coupled and air brakes working on all cars.

Freight Train Stops

1155-A7. (Phila. Div.) Nest—To prevent blocking of Gravers Road crossing (1855 feet east of westward Home signal) westward freight trains consisting of 35 cars or more will stop east of this crossing when westward Home signal governing the movement is in Stop indication and contact the operator for instructions.

1155-A8. (Hbg. Div.) LG-21 (A & S Branch)—When Block signal L-246 is in Stop-and-proceed indication eastward trains on No. 1 track must stop west of clearance point of switches at LG-21 and ask for instructions.

1155-A9. (Hbg. Div.) Shocks (Columbia Branch)—Account ascending grade, when eastward Home signal indicates Stop, eastward freight trains with 90 or more cars, or with 80% or more of its engine rating, will stop at telephone one-half mile west of this signal and contact operator Cola for instructions.

1155-A10. (Hbg. Div.) Billmyer (Columbia Branch)—To prevent blocking road crossing to J. E. Baker Company plant, westward trains using siding will stop east of this crossing (approximately 50 car lengths east of Jeb) and ask for instructions.

If signal at Jeb is in Stop position westward trains using main track will stop east of this crossing and ask for instructions.

1155-A11. (Hbg. Div.) Day—Account ascending grade, when block signal N-831 indicates Approach or Stop-and-proceed, westward trains on this track with more than 45 cars will stop at signal and contact the operator for instructions.

1155-A12. (Chesapeake Division) Indicator light displaying illuminated letters BP, located on signal 909 adjacent to No. 3 track.

When indicator light is displayed, southward freight trains will not stop at Bay to set cars off but, instead, will report to operator on arrival at B. & P. Junction for instructions.

1155-A13. (Chesapeake Division) Northward tonnage freight trains receiving Approach aspect on distant signal to Landover (F1300) must stop train a sufficient distance south of home signal at Landover to enable the train to negotiate Lanham Hill. If train is stopped before home signal is visible, crew must call Landover promptly for instructions.

1155-A14. (Chesapeake Division) All northward freight trains with a consist of fifty (50) or more cars will make a positive stop at the north portal of the B. & P. Tunnel.

No attempt is to be made to again move the train until sufficient time has elapsed to insure a full release of the brakes.

1155-A15. (Chesapeake Division) All northward freight trains with a consist of thirty (30) or more cars, approaching home signal at Read, must stop clear of home signal displaying Approach Rule 285, Fig. A and report to Operator at Bridge for instructions to avoid blocking road crossings.

1155-A16. (Chesapeake Division) Northward trains on Delmarva Branch receiving a less favorable signal aspect than Slow-clear on distant signal to Davis, must stop clear of Chestnut Road crossing and call operator at Davis for instructions.

1155-A17. (Phila. Div.) Eastward freight trains receiving Approach signal (Rule 285) or Caution signal (Rule 285a) on distant signal No. Y-172, 5120 feet west of MJ must stop at this signal and a member of the crew must call Operator at Jersey and ask for instructions.

1155-A18. (New York Div.) Nickel—Eastward Freight trains on No. 1 track with cars to set off or to pick up at Morrisville Yard, must stop at Nickel and be governed by instructions of the yardmaster.

Pusher Engines

1155-A19. (Phila. Div.) When lunar white electric light is lighted on eastward side of Overbrook Interlocking Station, or on westward home signal bridge at Bryn Mawr, it will indicate to crews of westward trains with pusher engines that pusher will be detached to clear west end of that interlocking.

1155-A20. (All Divisions) Maximum power on rear of freight trains must not exceed 5250 diesel horsepower.

When one diesel engine and one electric engine are coupled together and used as pusher engines, not more than 2500 horsepower diesel engine can be used with any one electric engine.

Not more than two electric engines coupled together, class GG-1 or E-44 may be used as pusher engines on a freight train.

When pushing freight trains pusher engines will ease off passing over crossovers or turnouts when making diverging movements exercising care to avoid slack action.

Pusher Engines State of Pennsylvania

1155-A21. (All Divisions) On March 28, 1966, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 18 requiring:

When the horsepower to be used by pusher engine or engines behind a cabin car exceeds 3,500 horsepower, the train crew shall, before such a move is made, vacate the cabin car and occupy the pusher engine or a cabin car behind the pusher engine. The train shall be brought to a stop before the pusher engine or engines are detached.

The practice of "cutting off on the fly" pusher engines behind occupied cabin cars shall be limited to those instances in which the horsepower used by the pusher engine does not exceed 3,500 horsepower.

Freight Crews Relieved—Instructions to

1155-A22. (All Divisions). When freight road crews are relieved, short of their destination, the road conductor will turn over his CT-1041 reports together with the tickets to the conductor, who will fill in the proper column, located at bottom of the wheel report.

Movements Over Firing Range—Frankford Arsenal

1155-A23. (Phila. Div.) Before entering Frankford Arsenal from Naught track, movements must stop and obtain permission from guard stationed at gate.

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

Trains—Blocking Station Platforms

1155-A24. (Phila. Div.) Movements on No. 0 and No. 5 tracks between Holmes and North Philadelphia and No. 5 track at Darby must not block the platforms at stations so that passenger trains cannot discharge or receive passengers and must approach stations looking out for passengers.

1155-A25. (Phila. Div.) Stadium—West end coal yard ladders, (tracks 1 to 6, inc.). Switching movements must not foul ladders until permission is obtained from Operator Stadium to do so.

When switching is completed and ladders are clear, the conductor must report clear to Operator Stadium. Operator Stadium will not permit road movement to proceed on coal yard leads until all switching movements are reported clear.

Gauntlet Track—B & P Tunnel

1155-A28. (Chesapeake Division) Indicator light displaying illuminated "vertical arrow" indicates that route is lined for normal movement to operate via No. 3 track B. & P. Tunnel.

Indicator light displaying illuminated "horizontal arrow" indicates that route is lined for movement to operate via Gauntlet track B. & P. Tunnel.

When indicator light is not displaying a horizontal arrow for train movement operating under instructions "Form C. T. 2" that they are to operate via Gauntlet track, the train will be stopped as soon as safe handling will permit and not proceed past switch leading to Gauntlet track. When train is brought to stop notify operator at B. & P. Junction Block and Interlocking Station.

Conductors of northward freight trains from Potomac Yard or Benning, containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher before leaving Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of southward freight trains, containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher from Bay or B. & P. Junction, giving engine number and destination of such cars.

Conductors of all other trains containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton Jct., giving engine number and destination of such cars.

FREIGHT AND PASSENGER TRAIN OPERATION

Pennsylvania Station—Sunnyside Yard

1156-A1. (New York Division) When cars are left standing, not less than two operative hand brakes must be applied, one on each end of cut.

1156-A2. (New York Division) A car with inoperative air or hand brakes must not be left standing unless coupled to one or more cars with hand brakes securely applied.

1156-A3. (New York Division) Princeton Branch

Hand operated derail in main track 403 feet north of KS.

When cars are stored between location of derail and north end of main track, a member of train crew must place derail in derailing position and secure switch stand with padlock.

Train crew must see that derail is in non-derailing position before movement is made from north of derail.

Braking Over Movable Bridges

1156-A4. (New York and Chesapeake Divs.) Dock—Trains hauled by electric or diesel engines: brakes may remain applied or be released on Dock movable bridge but no additional application of the brakes may be made while engine is on lift span, except in an emergency.

MU trains: the brakes may be applied or released on Dock Movable Bridge.

Brakes must not be applied while passing over the following movable bridges, except in case of emergency:

Seaford Laurel Cassatt Canal.

Caution should be exercised to avoid dropping sand while passing over these bridges.

1156-A5. (All Divisions) Brake pipe pressure on multiple unit cars when handled by a shifting engine must not exceed following:

AC multiple unit cars, except class MP-85	90 lbs.
AC multiple unit cars, class MP-85	110 lbs.
L.I.R.R., DC multiple unit cars	80 lbs.
P.A.T.H.R.R., DC multiple unit cars (1200 series)	110 lbs.

1156-A6. (New York Div.) Enginemen must personally operate engine between Newark and Harold, including Sunnyside Yard, except in case of extreme emergency. This instruction will not apply to yard engines while working within the confines of Sunnyside Yard.

Referring to Rule 4156-A

1156-A8. (Phila. Div.) Cars delivered to 52nd Street district must be secured by hand brakes placed on both eastward and westward ends of cut and the Yardmaster 44th St. when on duty or the Yardmaster Margie (Phone 2046) must be advised of the number of hand brakes applied.

1156-A10. (Hbg. Div.) Harrisburg Passenger Station—Tracks 1, 6, 7, 8, 24, 1-E, all tracks in Mulberry Street, State Street and Cumberland Valley yards and all single end tracks are storage tracks.

Landover—TD Sign

1156-A12. (Chesapeake Div.) Illuminated letters TD displayed on north side of Landover block and interlocking station, indicates southward trains enroute to Potomac Yard, must stop at Deanwood and report to yardmaster, Benning, for instructions.

North Avenue Crossing (B. & O. R. R.)

1156-A13. (Chesapeake Div.) All movements over North Avenue Crossing (B. & O. R. R.) must advise operator at B. & P. Junction block station, of engine number and number of cars in train.

The operator will arrange with operator at B. & O. R. R. crossing to set necessary signals for movements over crossing. Hand-operated

switch point type derails in High Line track located 761 feet west of interlocked derails at North Avenue, normally set in derailing position.

1156-A14. (Chesapeake Div.) All southward trains on track F requiring helper at B.&P. Junction must stop with their engine just north of Maryland Avenue overhead bridge.

Attaching and Detaching Helper—(Chesapeake Division)

1156-A15. Trains operating with helper within Baltimore Yard territory will be governed by:

Air Brake and Train Air Signal Instructions No. 99-D-1:

Instruction 13 to apply for passenger trains.

Instruction 13a to apply for freight trains.

when attaching and detaching leading helper.

PASSENGER TRAINS:

To release helper from passenger trains: southward trains will stop in the vicinity of Gwynn's Run Yard Office and after helper is released road test of brakes must be made.

FREIGHT TRAINS:

After attaching helper to head end of train, road test will be made by applying and releasing of brakes which will be observed on head end of train from a location that will permit passing a signal to leading engine.

To release helper from freight trains, stop will be made by leading engineman and after detaching engine, engineman on leading through engine will release the brakes.

1156-A16. (All Divisions) Operation of A-2 Caboose Valve Service Application:

Move the valve handle from release toward Application position, being sure to hesitate ten (10) seconds in each notched position before moving on to the next notch. The first movement of the handle locks the valve so it cannot be moved back to closed position. After the train has stopped the valve can be unlocked by moving the handle to the extreme application position.

Emergency Application:

Move the valve handle quickly from release to the extreme application position and leave it there until after the train has stopped.

1156-A17. (Phila. Div.) When a car is placed on a track next to a concrete bumper, space must be left between the bumper and the car so as to relieve the strain on the draft gear when the car is coupled.

R.D.C. (Budd Car) Operation

1156-A18. (All Divisions) The manual use of sanding device on R.D.C. (Budd) cars is prohibited except as necessary to meet emergency conditions.

When stopped on sanded rail under emergency conditions R.D.C. (Budd) car or cars must immediately be moved forward or backward a sufficient distance to get at least one truck length off the sanded rail.

Enginemen operating R.D.C. (Budd cars) must not use manually operated sanding device after speed of train has been reduced to 5 miles per hour and manually operated sanding device must not be used when starting train nor until a speed greater than 5 miles per hour has been obtained.

When single unit R.D.C. Budd car movements are being made through an interlocking operator must not move any operating levers affecting the movement until he is assured the car is clear of all switches involved in the movement.

1156-A19. (All Divisions) Enginemen of rail motor cars and single unit R.D.C. Budd cars must approach all crossings provided with automatic highway crossing protection prepared to stop unless it is known that the automatic highway crossing protection is operating. If the automatic highway crossing protection is not operating, before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway:

SPEED RESTRICTIONS

1157-A. Speed Table (All Divisions)

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

1157-A1. (All Divisions) Referring to Rule 4157-A. Locations where enginemen should check speedometers when conditions permit.

	Between	And	Location
Main Line	Mile Post 4 Mile Post 30 Mile Post 45 Mile Post 53 Mile Post 63 Mile Post 73 Mile Post 8 Mile Post 20 Mile Post 14 Mile Post 24 Mile Post 41 Mile Post 100 Mile Post 130	Mile Post 5 Mile Post 31 Mile Post 46 Mile Post 54 Mile Post 64 Mile Post 74 Mile Post 9 Mile Post 21 Mile Post 15 Mile Post 25 Mile Post 42 Mile Post 101 Mile Post 131	East of Portal East of New Brunswick East of Nassau East of Millham East of Grundy East of Torresdale South of Folcroft North of Holly Oak West of St. Davids West of Frazier West of Coatesville East of State South of Landover
Trenton Branch	Mile Post 3 Mile Post 28 Mile Post 38	Mile Post 4 Mile Post 29 Mile Post 39	East of Dale East of Heaton East of Langhorne
Northern Central Branch	Mile Post 11 Mile Post 58	Mile Post 12 Mile Post 59	West of Lutherville West of York
Cumberland Valley Branch	Mile Post 13 Mile Post 66	Mile Post 14 Mile Post 67	South of New Kingston South of Greencastle
Winchester Secondary Track	Mile Post 88	Mile Post 89	South of C.V. 87
York Haven Line	White markers near Mile Post 73	Mile Post 74	West of Cly

The distance between Mile Posts at the above locations are standard miles, each measuring 5280 feet in length.

PASSENGER TRAINS AND FREIGHT TRAINS
1157-C1. (All Divisions) Maximum speeds, unless otherwise specified.

New York Division

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour										
Harold and East River Tunnels	50	30	50	30	50	30	50	30		
Through East River Tunnels Except as follows: Trains hauled with electric engines between Signals 3E02 and 3E14 Trains hauled with electric engines Signal 3E04 to 6th Ave. Portal.	50	20	50	20	50	20	50	20		
	40		40							
6th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks									15	8
Signal Bridge 580 feet east of 10th Ave. Portal and 150 feet west of 10th Ave. Portal Westward Trains—all tracks Eastward Trains—all tracks									15	8
									30	8
Through North River Tunnels					50	20	50	20		
North River Tunnels and eastern limits of Hudson Interlocking					70	50	70	50		
Eastern limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking			60	25	60	25	60	25		
Eastern limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking on westward PATH track									60	25
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge			45	25	45	25	45	25		
WESTWARD PATH TRACK: 300 feet east of western limits Hudson Interlocking and Signal No. 779Z Signal No. 779Z and Dock and within Dock Interlocking									45	25
									30	
West end of Passaic River Bridge and C. N. J. overhead bridge	35	25	35	25	35	25	35	25		
Tracks A and No. 5 Dock Interlocking									35	25
EASTWARD PATH TRACK: Hudson and Harrison Harrison and Dock and within Dock Interlocking									45	15
									30	
C. N. J. overhead bridge and Signal Bridge 96-97	60	40	55	40	55	40	50	40		
Signal Bridge 96-97 and Hunter	70	40	70	40	70	40	70	40		
Hunter and Union	75	50	70	50	70	50	75	50		
Tracks A and B, Elmora and Union									60	50
Union and County	80	50	60	50	60	50	80	50		
No. 0 Track Edison and Lincoln									30	30
County and Millham	80	50	80	50	60	50	80	50		
West end County Interlocking and east end Millham Interlocking for test purposes only			100							
Millham and Westward Home Signal Bridge, Fair	80	50	75	50	75	50	80	50		
Westward Home Signal Bridge, Fair and east end Delaware River Bridge except adjacent Trenton Station Platforms	80	40	75	40	75	40	80	40		
Trenton—Adjacent to Station Platforms	60	40					60	40		
Track 5 Fair Interlocking East end Delaware River Bridge and Division Post (Phila. Division)	80	50	75	50	75	50	80	50	10	10

NOTE:

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbol freight trains are authorized to operate at a maximum speed of 60 MPH:

Main Line—between signals 157-158 and Millham and between east end Delaware River Bridge and Division Post (Phila. Division).

When any of the above symbol freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

Branches Between	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour						
Jersey City Branch Waldo and Signal Bridge 34-35			50	50	50	50
Signal Bridge 34-35 and Passaic Branch jumpover bridge at Karny			60	50	60	50
Passaic Branch jumpover bridge, Karny and 300 feet east of western limits of Hudson Inter- locking			60	25	60	25
Passaic and Harsimus Branch WA-3 and L.V.R.R. overhead bridge 750 ft. east of WA-5			10	10	10	10
L.V.R.R. overhead bridge 750 ft. east of WA-5 and Karny			30	30	30	30
Karny and west end of Hackensack Bridge			15	15	15	15
West end of Hackensack Bridge and Waldo			25	25	25	25
Greenville Branch WA-6 and Bay			30	30	30	30
P. A. & W. Branch Union and WC			65	30	65	30
Princeton Branch	35	30				
Bordentown Secondary Track West end of Fair Interlocking and Hamilton Ave.	20	20				
Hamilton Ave. and Signal M-273	30	30				
Signal M-273 and BO	20	20				
Trenton Branch Morris and Division Post (Phila. Division)			30	30	30	30
Jamesburg Branch Midway and JG	40	40				
Belvidere Delaware Branch MG and first overhead bridge north of MG (Calhoun St.)	20	20	20	20	20	20
First overhead bridge north of MG (Calhoun St.) and G	40	40				

Philadelphia Division

Main Line Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
	Miles per Hour									
Division Post (New York Division) and Holmes Interlocking Station			80	80	75	50	75	80	80	80
Holmes Interlocking Station and Shore Interlocking Station			75	50	75	50	75	50	75	50
Shore Interlocking Station and Eastward Limits North Phila. Interlocking			70	45	70	45	70	45	70	45
Through N. Phila. Interlocking Westward Station Eastward Station	50	40	50	40	50	40	50	40	50	40
Westward Limits North Phila. Interlock- ing and Girard Ave. UG Br.			70	45	70	45	70	45	70	45
Girard Ave. UG Br. and Zoo Interlocking Station			30	20	30	20	30	20	30	20
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway Westward Track Eastward Track	35	35								
44th St. OH Br. and 52nd St.			50	30			50	20	50	20
52nd St. and 59th St. overhead bridge			70	45			50	20	50	20
59th St. overhead bridge and westward Limits Overbrook Interlocking			70	45			50	20	65	20
Overbrook westward interlocking limits and Paoli eastward interlocking limits			70	50	70	50	70	50	70	50
Through Paoli interlocking			65	40	65	40	70	50	70	50
Paoli westward interlocking limits and Glen			75	50	80	50	60	50	75	50
Glen and Downs			75	50			80	50	75	50
Downs and Park Interlocking Station			75	50	80	50	80	50	75	50
Arsenal Interlocking Sta. and GF Ave. OH Br.			50	40					50	40
GF Ave. OH Br. and Brill Interlocking Station			75	40					75	40
Brill Interlocking Station and Mile Post 6			75	50	75	50	75	40	75	40
Mile Post 6 and Hook			75	50	75	50	75	50	75	50
Hook and Bell			75	50	80	50	80	50	75	50

NOTE—

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbol freight trains are authorized to operate at a maximum speed of 60 MPH: Main Line—Between Paoli and Park.

Between Brill and Bell, southward and between Bell and Baldwin northward, where passenger train speed of 60 miles per hour or more, except where otherwise restricted, TT symbol freight trains are authorized to operate at a maximum speed of 60 miles per hour when consist is confined to TTX, BTTX and ETTX type equipment.

When any of the above symbol freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

Philadelphia Division (Continued)

Branches Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
	Miles per Hour									
Suburban Line Conn. with No. 1 and No. 4 River Line and 34th St. OH Br. (Zoo Interlocking)					30	20	30	20		
44th St. OH Br. and 34th St. OH Br. (Zoo Interlocking)			50	20			30	20	50	20
34th St. OH Br. and 30th St. Station, Phila. Upper Level—Suburban Station (Broad Interlocking)			30		30		30		30	
30th St. Station, Phila. Upper Level (Broad Interlocking) and north end Market St. Tunnel (Arsenal Inter- locking) 1M and 4M	30									
North End Market St. Tunnel and Sig. Br. Southward from Market St. Tun- nel (Arsenal Interlocking)			30	20					30	20
Sig. Br. southward from Market St. Tun- nel and Arsenal Interlocking Sta.			40	20					40	20
River Line Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes			60	30					60	30
Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking.										
South end of Penn Interlocking and Arsenal Interlocking Station			60	30					60	30
36th Street Connection Zoo (38th St.—Conn. with Suburban Line) and Penn (Conn. with River Line)			30	15					30	15
D.R.R.R. & E. Co. Branch Shore Interlocking Station and Jersey Jersey and Divide							30	30	30	30
Divide and Division Post (P.R.S.L.)							50	40	60	40
Single Track 60 40										
Chestnut Hill Branch North Philadelphia and West End of Interlocking Chestnut Hill.							50	25	50	40
West Philadelphia Elevated Branch Zoo and Arsenal Interlocking Station Arsenal Interlocking Station and Brill Interlocking Station					30	30	30	30		
Single Track							45	40	45	40
Grays Ferry Branch Zoo Interlocking and Arsenal Interlocking	30	20								
West Chester Branch Arsenal Interlocking Station and Media Through Media Interlocking Media and End of Block Sign, 3155 feet north of West Chester Passenger Station	15	15					50	40	50	40
50 30										
Delaware Extension Arsenal Interlocking and End of Main Track							30	30	30	30
Schuylkill Branch Valley and Cynwyd Cynwyd and Barmouth Barmouth and Man							50	30	50	20
							50	30	50	40
							50	40	50	40
Trenton Branch Division Post (New York Division) and Dale Dale and Glen	40	40					40	40	50	50
Phila. and Thorndale Branch Dale and Thorn							40	40	50	50

All Routes, passenger and freight
30 miles per hour in either direction.

Philadelphia Division (Continued)

Branches Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per Hour										
Connecting Tracks										
Jersey and Hatch	30	30								
Jersey and Minson	20	20								
Jordan and Pennsauken	15	15								
Hatch and Divide	15	15								
Bordentown Branch										
Division Post (P.R.S.L.) and westward limits Cooper Interlocking	15	15								
Within Cooper Interlocking							30	30	30	30
Cooper and Hatch	30	30								
Hatch and Minson	40	40								
Pemberton Branch										
Cooper and State Street	15	15								
State Street and Birmingham	45	45								
Birmingham and Pemberton	45	30								

Chesapeake Division

Main Line Between:	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per Hour										
Bell and Landlith					75	50	75	50		
Landlith and West Yard					60	50	60	50		
West Yard and Ragan					80	50	80	50		
Ragan and Davis			70	50	80	50	80	50		
Davis and Iron Hill			70	50	80	50	80	50	35	35
Iron Hill and North East			70	50	80	50	80	50		
North East and Principio					80	50	80	50		
Principio and Perryville			65	50	80	50	80	50	65	50
Perryville and Havre de Grace					60	45	60	45		
Havre de Grace and Oak			80	50	80	50	80	50	80	50
Oak and Bush			80	50	80	50	80	50		
Bush and Gunpow					80	50	80	50		
Gunpow and River			80	50	65	50	80	50	50	50
River and North Point			80	50	65	50	80	50		
North Point and Bay			80	50	35	35	80	50		
Bay and Union Junction			60	35	35	35	60	35	35	35
B. & P. Jct. and Fulton	30	20			30	20	30	20		
Fulton and Frederick Road			50	40	75	50	75	50	50	40
Frederick Road and Winans			65	50	80	50	80	50	50	40
Winans and Vern			65	50	80	50	80	50		
Vern and Landover					80	50	80	50	50	50
Landover and Division Post (W.T.)					80	50	80	50		
Landover and Signal F-1300					50	40	50	40		

Chesapeake Division (Continued)

Branches Between	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per Hour										
Signal F-1300 and Virginia					30	30	30	30		
Virginia and North End of Bridge 138:45; Potomac River					40	40	40	40		
North End of Bridge 138:45, Potomac River and South End					45	45	45	45		
Northern Central Branch: B.&P. Jct. and Division Post (Hbg. Div.)	55	40								
Columbia and Port Deposit Br. Perryville and Quarry							40	40	40	40
Quarry and Tome	40	40								
Tome and West Rock							40	40	40	40
West Rock and Midway	40	40								
Midway and McCalls							40	40	40	40
McCalls and Division Post (Hbg. Div.)	40	40								
Shellpot Branch: Bank and Porter							30	30	30	30
Porter Branch: Bank and Porter	50	45								
Delmarva Branch: Davis and Mile Post 15 Mile Post 15 and Delmar	15	15								
	50	45								
Delmar and Cassatt	45	45								

NOTE—

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted TT symbolized freight trains are authorized to operate at a maximum speed of 60 miles per hour when consist is confined to TTX, BTTX and ETTX type equipment:

MAIN LINE—Southward

Bell to Bay
Gwynn to Landover

MAIN LINE—Northward

Landover to Gwynn
Bay to Bell

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

When handling above trains, the Conductor must know the Engineman has been so advised.

Harrisburg Division

Main Line Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per Hour										
Park Interlocking Station and Cork Eastward Interlocking limits			75	50					75	50
Through Cork Interlocking Westward Station Eastward Station	60	50					75	50	75	50
	60	50								
Cork Westward Interlocking Limits and State							75	50	75	50
Harris and Division Post (Allegheny Division)							75	50	75	50
Banks Interlocking Station and Division Post (Allegheny Division)			50	50	50	50				

Harrisburg Division

Branches Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Atglen and Susquehanna Br. Park and M. P. 1 M. P. 1 and M. P. 15 M. P. 15 and Smith Smith and Wago Junction							45	45	45	45
							50	50	50	50
							40	40	50	50
							40	40	40	40
Columbia Branch Cork and Cola Shocks and State	35	35					35	35	35	35
Columbia and Port Deposit Br. Division Post (Chesapeake Division) and Port							30	30	30	30
Northern Central Branch Division Post (Ches. Div.) and York York and Wago Junction Wago Junction and Cly	55	40								
	50	40								
	40	40								
York Haven Line Cly and Lemo Wago Junction and Cly Cly and Stell Lemo and Stell Stell and Day			40	40	40	40	40	40	40	40
							25	25	25	25
							25	25	25	25
Cumberland Valley Branch State and Lemo Lemo and Mile Post 9 Mile Post 9 and Watts Watts and Penroad Penroad and Town	30	30								
	40	40								
	40	35								
	40	40								
	40	35								
Norfolk and Western Rwy. Hager and Vardo (Shomo Yard)	30	20								
Williamsport Branch (Main Line Northern Division) Rockville and Division Post (Northern Division)	60	45								

NOTE—Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbolized freight trains are authorized to operate at a maximum speed of 60 MPH: Main Line—Between Park and State.

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

NOTE—(All Divisions)

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, except as provided below or unless otherwise instructed:

On tracks where maximum speed is 60 miles per hour, Passenger trains with Box and Refrigerator type freight cars not equipped for passenger service and trains consisting of more than 30 cars of all passenger equipment may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

1157-C2. (All Divisions) Operating against current of traffic, except where Rule 261 is in effect, unless otherwise Specified	Miles per Hour	
	Pgr.	Frt.
New York Division		
Main Line.....	50	40
Branches:		
Jersey City.....	40	30
P.A.&W.....	50	30
Trenton.....	20	20
Philadelphia Division		
Main Line.....	50	40
Arsenal Interlocking Sta. and Division Post (Chesapeake Division).....	50	40

Branches:	Miles per Hour	
	Pgr.	Frt.
Chestnut Hill—No. 1 track.....	40	30
No. 2 track.....	40	25
West Chester—Arsenal to Media except No. 1 track Fernwood to Lansdowne.....	40	30
Fernwood to Lansdowne—No. 1 track.....	30	30
Schuylkill—Valley to Man.....	50	30
Trenton Branch.....	40	40
Philadelphia & Thorndale Branch.....	40	40
Harrisburg Division		
Main Line.....	50	40
Branches:		
Atglen & Susquehanna Branch.....	40	40
Chesapeake Division		
Main Line.....	50	40
Branches:		
Shellpot.....	30	30

1157-C3. (All Divisions) Wreck, Work and Wire Trains
Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.
NOTE—Where speed of freight trains is slower than speeds shown in this instruction, the freight train speed must not be exceeded.

New York Division	Miles per Hour				
	Wire Train	Boom Trailing		Boom Forward	
		Wreck	Work	Wreck	Work
Main Line.....	50	50	30	40	20
Belvidere Delaware Branch.....		30	30	30	20
All Other Branches.....	30	30	30	20	20

Philadelphia Division	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
Main Line			
Division Post (New York Division) and Paoli.....	50	50	40
Paoli and Park:			
Passenger tracks.....	50	50	40
Freight tracks.....	40	40	30
Arsenal and Mile Post 6.....	50	50	40
Mile Post 6 and Division Post (Ches. Div.):			
Wreck trains.....		50	40
Work trains.....		30	30
Wire trains.....	50		
Jersey and Division Post (P.R.S.L.).....	30	30	20
Branches and Secondary Tracks:			
Suburban Line.....	30	30	20
River Line.....	30	30	20
D. R. R. & B. Co. Branch.....	30	30	20
Chestnut Hill Branch.....	40	40	30
West Philadelphia Elevated Branch.....	30	30	20
Grays Ferry Branch.....	20	20	20
West Chester Branch.....	40	40	30
Schuylkill Branch.....	40	40	30
Schuylkill Secondary Track.....	30	30	25
Delaware Extension.....	20	20	20
Trenton Branch.....	35	35	30
Philadelphia and Thorndale Branch.....	35	35	30

Philadelphia Division (Continued)	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
Octoraro Secondary Track			
Wawa and Ox.....	30	30	30
Ox and Colors.....	15	15	15
Bordentown Branch.....	30	30	20
Pemberton Branch.....	30	30	20
Bordentown Secondary Track.....	30	30	20
Pomeroy Secondary Track.....	15	15	10
Harrisburg Division			
Main Line Between:			
Park and Banks.....	50	50	40
Atglen and Susquehanna Branch.....	35	35	30
Columbia and Port Deposit Branch.....	30	30	30
Columbia Branch.....	35	35	30
Northern Central Branch:			
Division Post (Ches. Div.) and Wago Junction.....	40	40	30
York Haven Line Between:			
Wago Jct. and Lemo.....	35	35	30
Lemo and Day.....	25	25	25
Cumberland Valley Branch.....	35	35	30
Winchester Secondary Track.....	30	30	25
Williamsport Branch (Main Line Northern Division).....	35	35	25
Frederick Secondary Track:			
York and Frederick.....	30	30	30
New Holland, Lebanon, Dillsburg, Waynesboro, and Mercersburg secondary tracks.....	15	15	10

Chesapeake Division	Miles per Hour				
	Wire Train	Boom Trailing		Boom Forward	
		Wreck	Work	Wreck	Work
Main Line Between:					
Division Post (Phila. Div.) and Division Post (W.T.).....	50	50	30	40	30
Landover and Division Post (R.F.&P.).....	30	30	30	30	30
Branches and Secondary Tracks Between:					
Northern Central Branch					
Baltimore and Div. Post (Hbg. Div.)....	40	40	30	40	30
C. & P. D. Branch					
Perryville and Div. Post (Hbg. Div.)....	40	40	30	30	30
Porter Branch:					
Bank and Porter.....	40	40	30	30	30
Delmarva Branch:					
Davis and Mile Post 15.....	15	15	15	15	15
Mile Post 15 and Cassatt.....	40	40	30	30	30
Shellpot Branch					
Bridge and Ragan.....	30	30	30	30	30
Pope's Creek Secondary Track					
Bowie and La Plata.....	30	30	30	30	30
La Plata and Lothair.....	15	15	15	15	15
Centreville Secondary Track					
Townsend and Centreville.....	30	30	30	20	20
Chestertown Secondary Track					
Mass and Chestertown.....	30	30	30	20	20
Oxford Secondary Track					
Clayton and Cross.....	30	30	30	20	20
D. M. & V. Secondary Track					
Harrington and Snow Hill.....	30	30	30	20	20

Chesapeake Division (Continued)	Miles per Hour				
	Wire Train	Boom Trailing		Boom Forward	
		Wreck	Work	Wreck	Work
Branches and Other Tracks Between:					
Cambridge Secondary Track					
Seaford and Coke.....	15	15	15	15	15
Coke and Tank.....	30	30	30	20	20
Crisfield Secondary Track					
Kings Creek and Field.....	30	30	30	20	20
Pocomoke Secondary Track					
Cassatt and End of Block 435 feet north of Mile Post 89....	30	30	30	20	20
Rehoboth Track					
Georgetown and Rehoboth.....	20	20	20	20	20
Vienna Track					
Hurlock and Vienna.....	30	30	30	20	20
Denton Track					
End of track 1750 feet west of Queenstown and Queen Anne.....	30	30	30	20	20
Mardela Track					
Salisbury and Hebron.....	30	30	30	20	20
Willard Track					
Salisbury and End of track Pittsville.....	30	30	30	20	20
Ocean City Track					
Berlin and West Ocean City.....	30	30	30	20	20
Capes Track					
End of Block and 2491 feet south of Mile Post 92.....	15	15	15	15	15

Main Line* (All Divisions)

	Miles per Hour
1157-C4. (All Divisions) Circus Trains.....	*40
1157-C5. (All Divisions) Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, pile drivers, etc.; moving on own wheels see Rule 4155-A.	
—on straight track.....	*30
—on curves.....	*20
1157-C6. (All Divisions) Freight trains with 30 or more cars of mineral freight.....	*40
Eastward between Wynnwood and Overbrook Freight trains that consist of 50 per cent or more mineral freight and freight trains that consist of over 125 cars..	20
Jenny type cars, loaded or empty.....	*40
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C7. (All Divisions) Snow Plows in service (See Note) Snow Flangers in service.....	*20
Passing station platforms all highway grade crossings and trains on adjacent tracks.....	5
NOTE—When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between the plow and engine.	
1157-C8. (Chesapeake Division) Special groups of cars equipped for handling long lengths of welded rail with a type GRa car at each end with efficient hand brakes on front end of revenue freight trains.....	*40

NOTE—*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.

Main Line* (All Divisions) (Continued)	Miles per Hour
1157-C11. (All Divisions) Passenger train assisted by an engine on rear and air brake controlled by leading engine. Schuylkill Secondary Track.....	30 20
1157-C12. (All Divisions) Pushing Cars—Passenger Trains..... —Freight Trains.....	30 20
1157-C15. (All Divisions) Diesel engines when operated from rear unit or other than leading end for direction of movement.....	30
1157-C16. (Phila. Div.) Speed over grade crossings when protected by a member of the crew.....	6
1157-C17. (Phila. Div.) Burlington—Trains and engines must consume at uniform speed four and one-half minutes between MJ and Burlington. A member of the crew must be on seat box opposite engineman maintaining lookout, and engine bell ringing between these points. Riverside—Fairview Street and Pavilion Avenue..... Through Riverton and Palmyra-(between ½ mile west of Mile Post 7 and ½ mile east of Mile Post 9)	15 35
Other Tracks	
1157-C18. (Phila., Ches. & Hbg. Divs.) Movement on surface tracks over road or street crossings south of Sixth Street, within the city limits of Chester.....	10
Movements over surface tracks over road and street crossings within the City limits of Wilmington.....	6
Movements on City Block Route, on Boston St., on Fleet St., on Aliceanna St. and on Guilford Ave., Baltimore....	4
New Freedom Westward storage track.....	4

TURNOUTS		
1157-D1. (All Divisions) Maximum Speeds		
New York Division		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
OB—Connecting No. 1 Running and secondary track	Trailing—Springing Switch through turnout.....	30
East End—Connecting No. 1 Running and secondary track	Trailing—Springing Switch through turnout.....	15
Deep Cut—Connecting No. 2 Running and secondary track	Trailing—Springing Switch through turnout.....	15
CQ—Connecting No. 2 Running and secondary track	Trailing—Springing Switch through turnout.....	15
CQ—Connection—yard to secondary track	Trailing—Springing Switch through turnout.....	15
Lead Switch, Kent connecting lead track to main track	Trailing—Springing Switch through turnout.....	15
Interlocked Switches		
Lane—To or from No. 2 track, Greenville Branch, through switch located in No. 2 Track, Main Line, 180 feet east of Lane Interlocking Station.....		15
Other Crossovers and Turnouts		
Class GG engines through No. 8 crossovers or turnouts must not exceed speed indicated either operating or being hauled.....		5
All other class engines either operating or being hauled....		15

This applies to all hand-operated crossovers and turnouts, and the following interlocked crossovers or turnouts.

MAIN LINE:

- Hudson—Crossovers between tracks No. 5 and No. 6.
- Elmora—Switch to Elizabeth Freight Yard.
- Midway—Switch to Yard.
- Fair—Slip switches, in track No. 5, of crossovers between track No. 1 Belvidere-Delaware Secondary and track No. 4; both crossovers between track No. 2 Belvidere-Delaware Secondary and track No. 5; turnout east and west end track No. 7.

JERSEY CITY BRANCH:

Waldo—Switch to Waldo Avenue Yard.

PASSAIC AND HARSIMUS BRANCH:

Harsimus Cove (JH)—Crossover between tracks No. 5 and No. 6 and between tracks No. 6 and No. 7.

Karny—Combination dividing switch at connection of track No. 2 and yard lead; switch to Government Lead.

BELVIDERE-DELAWARE SECONDARY TRACK:

Fair—Crossover between tracks No. 1 and No. 2.

AMBOY SECONDARY TRACK:

SA—Connection of N.Y. & L.B.R.R. and Amboy Secondary Track.

Harrisburg Division		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Pennroad— South end of siding	Trailing—Springing switch through turnout.....	15
Wood— South end of siding	Trailing—Springing switch through turnout.....	15
Town— North end of siding	Trailing—Springing switch through turnout.....	15
Non-Interlocked crossovers and turnouts—diverging movements.....		10
NOTE—This applies to all hand-operated Crossovers and Turnouts and the following interlocked crossovers and turnouts:		
Lemo	—Switch to east leg of Wye.	
Hager	{Crossover between secondary track and No. 2 yard track.	
Chesapeake Division		
Other Crossovers and Turnouts		Miles per Hour
Non-interlock turnouts—diverging movements— Except Electric engines.....		15
Electric engines.....		10
Electric engines through switches from B track to O track at Landlith.....		10
Electric engines from ladder tracks at north and south end of Edge Moor receiving yard and from inward and outward enginehouse tracks at Landlith.....		6
Philadelphia Division		
Interlocked Crossovers and Turnouts		Miles per Hour
Brooke—	{Switch to Reading Co. tracks, 165 feet west of Block Station..... Switch to west end Birdsboro track..... Switch to Birdsboro Freight Station..... Switch to Brooke track, 394 feet west of Block Station..... Switch to west end of Brooke track.....	10
Cooper—	All crossovers and turnouts.....	10
Non-interlocked crossovers and turnouts—diverging movements.....		10
All hand-operated crossovers and turnouts.....		10

1157-E1. (All Divisions) Maximum speeds approaching a movable bridge on a track not protected by both a home signal and a distant signal.

Location	Miles per Hour
New York Division	
Jersey City Branch: Hack (against current of traffic).....	20
P. & H. Branch: Hack (against current of traffic)..... Karny (against current of traffic).....	20 15
Greenville Branch: Bay (against current of traffic).....	20
Philadelphia Division	
D. R. R. R. & B. Co. Branch: Jersey (against current of traffic).....	15
Bordentown Branch: West Yard Lead: Cooper.....	6
Chester and Philadelphia Track: Darby Creek.....	15
Chesapeake Division	
Main Line: Anacostia..... Potomac River.....	20 20
Shellpot Branch: Ward..... Bridge.....	20 20
Lewes Beach Track: Lewes.....	6
McDaniel Track: Royal Oak.....	6

CURVES, BRIDGES, ETC.

1157-F1. (All Divisions) Maximum Speeds

New York Division

Note: Where scheduled passenger train service is operated in the State of New Jersey, Permanent Speed Restriction Signs, displaying black numerals on rectangular yellow background, indicating speed restriction on curves or bridges will be in service, except within the limits of an interlocking. These signs will be located at braking distance in advance of the restriction.

Main Line	Miles per Hour
Sunnyside Yard, east end loop tracks.....	15
Sunnyside Yard, drafts containing passenger cars on Loop 1 and Loop 2 tracks while moving through car washing machines, located 3180 feet east of F.....	3
Portal Movable Bridge.....	45
Frt. tr. oper. against current of traf. Portal Movable Bridge.....	10
Curves between Elizabeth and South Elizabeth.....	55
First curve west of Trenton Passenger Station.....	65
Jersey City Branch	
Curves bet. automatic signal 34 and Waldo No. 1 Track	35
Curves between Waldo and a point 300 feet west of automatic signal 29, No. 2 Track.....	25
Hack Movable Bridge—w/ith current of traffic.....	45
Hack Movable Bridge—against current of traffic.....	20

New York Division (Continued)	Miles per Hour
Passaic and Harsimus Branch	
Bridge 6.16 over Jersey City Branch at Karny.....	15
Karny Movable Bridge.....	15
P. A. & W. Branch	
Curve west of Union.....	30
Curve between WC and connection to No. 1 Track, west side of C. R. R. of N. J., overhead bridge.....	20
Princeton Branch	
Curve, Princeton Junction.....	15
Bordentown Secondary Track	
South side Trenton Passenger Station— From east end Trenton Station platform to west end Fair Interlocking on all tracks to and from Bordentown Secondary Track.....	10
Curves between BO and east end of Crosswick Creek bridge.....	20
Belvidere-Delaware Branch	
Over switches at Kent.....	30
Between a point 8,700 feet south and a point 7,900 feet south of DY (Marble Hill).....	15
Between a point 5,600 feet south and a point 4,400 feet south of DY (Iron Mountain).....	15
Freehold Secondary Track	
Farmingdale: Through Interlocking.....	20
Farmingdale: Over highway crossing on Siding.....	6
Freehold: Over South Street and Main Street grade crossings.....	6
Englishtown: Over Sodden St. grade crossing.....	10
Jamesburg: Between Jamesburg Station and a point 5020 feet east thereof (Buckelew Ave., grade crossing—fourth grade crossing east of station).....	10
Amboy Secondary Track	
Over switches at East End.....	15
Hightstown Secondary Track	
Hightstown to K.....	20
Hightstown to end of block (west of K)—Trains with cars in excess of 220,000 lbs. maximum weight.....	10
Robbinsville Secondary Track	
Yardville—Between 500 feet east and 500 feet west of Trenton Road grade crossing.....	15
Robbinsville—Over Allentown road grade crossing.....	10
Martins Creek Spur	
Curve at south end of Spur.....	10
Lambertville—Flemington	
Bridge 1.80, Alexauken Creek.....	10
Bridge 3.84, Alexauken Creek.....	10
Bridge 9.75, Neshanic Creek.....	10
Bridge 10.90, Neshanic Creek.....	10
Coalport-Hamilton Ave., Running Track	
Trenton: Over East State Street and Perry Street grade crossings.....	6
Center St. Track	
Track leading to Zausner Foods, Inc.....	6

Philadelphia Division	Miles per Hour
Main Line	
Curve eastward from Ford.....	60
Curve between Shore and Ford.....	50
Curve Mile Post 84 to 2nd St. overhead Br.....	65
Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track.....	60
Through Valley interlocking No. 2 track.....	30
Between 52nd St. and westward end of Valley curve No. 4 track.....	30
Curve between Mile Post 5 and eastward limit Overbrook interlocking No. 4 track.....	60
Curve from Narberth passenger station eastward to Merion.....	60
Curve eastward from St. Davids.....	60
Curve westward from Devon.....	65
Curve eastward from Berwyn.....	45
1st and 2nd Curves 1200 feet west of Block Signal 295.....	60
(For freight trains shown in Note to Special Instruction 1157-C1 (Phila. Div.) 1st curve west of Block Signal 295—all tracks.....	55
Curve from Grays Ferry Ave. overhead Br. to M.P. 3.....	60
Curve at Curtis Park—No. 1, No. 2, No. 3 and No. 4 tracks.....	70
Curve under Jumpover north of Bell—No. 2 and No. 3 tracks.....	30
Curve at Vernon Bridge Route.....	30
River Line	
All curves between Zoo Interlocking Station and 34th St. overhead Br.....	30
All curves 34th St. overhead Br. to South St. overhead Bridge.....	40
All curves South St. overhead Br. to Arsenal Interlocking Station.....	50
Chestnut Hill Branch	
Curve at North Phila. station.....	15
Curve between Queen Lane and Cheltenham Ave.....	40
Curve between Cheltenham Ave. passenger station and undergrade Br. 3.10.....	25
First curve eastward from Allen Lane.....	40
Curve between westward limits Chestnut Hill Interlocking and Highland.....	40
West Chester Branch	
Curves Arsenal interlocking to Woodland Ave. overhead Bridge.....	40
Curve northward from Fernwood.....	45
Northward trains and engines on No. 1 track between Providence Road and Bishop Avenue Crossings.....	30
Morton, No. 1 and No. 2 track, Amosland Road, Morton Ave., Woodland Ave., and Blue Church Rd.....	25
Curve at Moylan-Rose Valley.....	45
Media curve southward to Br. 14.41, Ridley Creek.....	45
Curve southward from Br. 14.41.....	45
Curve at Elwyn passenger station.....	45
First curve southward from Elwyn passenger station.....	30
Parkmount crossing Lenni freight station, yard and running tracks.....	6
First curve northward from Wawa.....	40
Curve southward from Wawa passenger station.....	40
All curves southward from Darlington passenger station to curve northward from Locksley passenger station.....	45
West Chester, Nields Street Crossing.....	5
West Chester, Union St., Crossing.....	5
NOTE—For movement of wreck derrick, see Special Instruction 1160-C4.	

Philadelphia Division (Continued)	Miles per Hour
Schuylkill Branch	
Curve at Valley interlocking, No. 2 track.....	15
Curve between Jefferson St. Br. and 52nd St., No. 1 track..	20
Curves Cynwyd to Manayunk.....	40
Schuylkill Secondary Track	
Curve eastward from Conshohocken.....	20
Conshohocken Street Crossings.....	20
Curve 390 feet west of Mile Post 15.....	15
Curve 3025 feet west of Mile Post 17.....	15
Between 1000 feet west of Hanover Street and Keim Street Grade Crossing, Pottstown.....	15
Crossing, Reading Co. Brooke.....	15
First curve east of Mile Post 93.....	10
Washington St., Pottsville to Mile Post 95.....	20
Curve at Mile Post 95.....	25
Octoraro Secondary Track	
Chadd Automatic Interlocking.....	15
Over Woodland Avenue Crossing, south of West Grove..	8
Between Oxford freight station and slow board 200 feet south of South Street crossing, Oxford.....	20
Over State Road crossing south of Grove.....	6
Krauss Road crossing, 1500 feet south of Mile Post 58....	5
Speed Ordinances	
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....	10
Bordentown Branch	
Bridge 1.50 Cooper River Movable Bridge.....	20
Bridge 3.26 Petty Island Movable Bridge.....	10
Bordentown Secondary Track	
Delanco Movable Bridge.....	20
Pemberton Branch	
Curve South of Pavonia at Pleasant Street.....	15
Curve at Westfield Ave. Mile Post 3 to Haddonfield Road south of Pennsauken.....	30
Centre Street, Park Ave., Cove Road, Merchantville.....	20
Between Locust Street 1,250 feet north West Moorestown and Stanwick Ave.....	25
Bridge 15.15 South of Masonville.....	40
Reverse curve between Mile Post 16 and Hainesport.....	40
Bridge 16.67 North of Hainesport.....	40
Curve between Mount Holly Station and Pine St.....	20
Mile Post 23 to curve at Birmingham.....	30
Curve at Birmingham.....	15
From curve at Birmingham to Switch Leading to Birmingham Storage Track, 600 feet south of Mile Post 24.....	30

Philadelphia Division (Continued)	Miles per Hour
Dix Running Track	
Lewis—Over the following highway crossings: Juliustown Road on U. T. Co. R. R.....	6
Kinkora Running Track	
Juliustown Road on south leg of Wye.....	6
Juliustown—Main Street.....	6
Juliustown Road.....	6
Jobstown—At Monmouth Road crossing 50 feet south of Jobstown and Sykesville Road crossing 370 feet south of Jobstown.....	6
Columbus—U.S. Highway 206.....	6
Chesapeake Division	
Main Line	
Curve north of Wilmington Passenger Station, No. 2 and No. 3 tracks.....	40
Freight trains, Wilmington Passenger Station.....	30
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40
Reverse curve Bay Block and Interlocking Station, No. 2 and No. 4 tracks.....	50
Curve at Mile Post 94, No. 2 and No. 4 tracks.....	45
Through Union Tunnels.....	45
Between south portals of Union Tunnels and southern and westward limits of B.&P. Junction Block and Interlocking, all tracks.....	15
To and from No. 4 track at Fulton Interlocking.....	15
Curve at Fulton, No. 2 and No. 3 tracks.....	40
Curve at overhead bridge, 560 feet south of Mile Post 98, No. 1 and No. 4 tracks.....	20
Curve at Edmondson Station, No. 2 and No. 3 tracks.....	50
Curve at Edmondson Station, No. 1 and No. 4 tracks.....	30
First curve north of Frederick Road Station, No. 2 and No. 3 tracks.....	70
Curve at Division Post (W.T.) No. 2 and No. 3 tracks....	30
Through Virginia Avenue Tunnel.....	20
No. 2 and No. 3 tracks at Virginia leading to and from Washington Terminal.....	25
Curve south of 7th Street, Washington: No. 2 and No. 3 tracks.....	30
Curve at 14th Street. Washington: No. 2 and No. 3 tracks..	30

Chesapeake Division (Continued)	Miles per Hour
Northern Central Branch	
Between overhead bridge 0.41 (Baltimore) and Union Junction.....	12
B&P Junction to and including curve 3000 feet west of Mile Post 3.....	30
Curves east of Mile Post 4 to curve west of Mile Post 6.....	40
First curve east of Mile Post 7 to Bridge 7.64.....	30
Reverse curves east of Lake, to Ruxton.....	40
Curve west of Lutherville.....	40
First curve east of Mile Post 17.....	40
Reverse curve at Mile Post 19.....	30
First curve east of Sparks to Bridge 21.65.....	40
Second curve east of Bridge 21.65.....	30
Mile Post 23 to Bridge 25.38 west of Blue Mount.....	40
First curve east of Mile Post 27.....	40
Curve at Mile Post 27.....	30
Curves at Bridges 27.34 and 27.42.....	30
Reverse curve east of Mile Post 28.....	40
First curve east of Parkton.....	40
Curves between Parkton and Mile Post 31.....	40
Curves Mile Post 31 to Mile Post 34.....	30
NOTE—Between Mile Post 3 and Division Post (Harrisburg Division) beginning and ending of curves marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour.	
Porter Branch	
Curve north of Bank.....	30
Christina Movable Bridge 2.27.....	10
Curve at New Castle Station.....	20
Delmarva Branch	
Main Track, between CC Sign 2100 feet north of Dover Passenger Station and CC Sign 600 feet north of Mile Post 48.....	20
Main Track, curves between 600 feet north of Mile Post 48 and 3000 feet south of Mile Post 48.....	40
Seaford movable bridge.....	30
Laurel movable bridge.....	45
Main Track, between Signal 03, 1947 feet south of Delmar Train Order Office and Delmar Train Order Office.....	10
Salisbury—Church Street Crossing.....	20
Corporate limit Salisbury, College Ave. to Naylor Street	35
Cassatt movable bridge.....	30
Columbia and Port Deposit Branch	
North and south legs of Wye, Perryville.....	15
Reverse curve at Mile Post 16.....	30
No. 1 and No. 2 tracks between Mile Post 23 and Midway	30
Reverse curves between Mile Post 29 and Pequea.....	30
Popes Creek Secondary Track	
Between Mile Post 13 and a point 2600 feet south of Mile Post 14.....	15
Between a point 500 feet south of Mile Post 22 and a point 3000 feet south of Mile Post 23.....	15
Over Main Street, La Plata; over State Road Crossing, Lothair; over State Road Crossing, Waldorf; over State Road Crossing, Brandywine; and over State Road Crossing, Marlboro.....	6
Centreville Secondary Track	
Curve at station at Townsend.....	20
Curve at station at Massey.....	20
Between whistle posts for Blue Star Memorial Highway, 1130 feet south of Mile Post 32.....	15

Chesapeake Division (Continued)	Miles per Hour
Chestertown Secondary Track	
Between whistle posts for Blue Star Memorial Highway, 2280 feet south of Mile Post 1.....	15
Curve at station at Massey.....	25
Between Mile Post 16 and 4718 feet north of Chestertown	20
Lynch—Over State Route 561.....	5
Wharton—Over State Route 297.....	5
Oxford Secondary Track	
Curve at Clayton.....	15
Goldsboro—Over State Route 313—1510 feet north of Mile Post 20.....	15
Easton—All grade crossings.....	6
D.M. & V. Secondary Track	
Harrington—between State Highway Crossing Route 13 and northward home signal.....	20
Georgetown—1140 feet north of Georgetown to south leg of Wye.....	10
Berlin—Crossing at grade to connection leading to Ocean City track.....	15
Berlin—Main Street Crossing.....	6
Cambridge Secondary Track	
East New Market—over State Highway Crossing, Route 14.....	15
Crisfield Secondary Track	
Over State Highway Crossings, Routes 13 and 413, north of Westover.....	6
Between a point 2400 feet south of Mile Post 14 and a point 3600 feet south of Mile Post 14.....	15
Lewes Beach Track	
Nassau—over State Highway Crossing, Route 14.....	6
Lewes movable bridge.....	6
Milton Track	
Curve at Ellendale.....	10
Denton Track	
Denton bridge.....	6
Hillsboro, first and second road crossings west of.....	6
Bloomington road crossing.....	6
Track connecting Denton track with Oxford Secondary track.....	8
McDaniel Track	
McDaniel to Easton Junction—all grade crossings.....	6
Royal Oak movable bridge.....	6
Mardela Track	
Curve at Salisbury station.....	5
Ocean City Track	
Berlin, first crossing west of station.....	6
Berlin, State road crossings.....	6

Harrisburg Division	Miles per Hour
Main Line	
Curve at Gap.....	50
Curve west of Gap.....	50
Curve west of Middletown.....	70
Westward trains No. 2 track at westward home signal, Dock Street, State—Passenger Trains.....	50
—Freight Trains.....	25
1st Curve west of Harris Interlocking.....	30
Curve west of Maclay Street.....	50
Curve east of Rockville.....	50
Curve at Rockville.....	30
Curve west end Rockville bridge No. 1 track.....	30
Curve west end Rockville bridge No. 2 track.....	40
1st Curve east of Banks.....	60
1st Curve west of Banks.....	60
Columbia Branch	
No. 1 track over Union, Perry and Mill Sts., Columbia....	20
No. 2 track over Mill, Perry and Union Sts., Columbia....	15
Curve 4000 feet west of Block Signal C-721.....	30
Curve 6002 feet west of Block Signal C-721.....	30
Atglen and Susquehanna Branch	
No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....	20
Northern Central Branch	
Curves from New Freedom to 600 feet west of Shrewsbury	40
Reverse curve at Mile Post 39.....	30
First curve west of Mile Post 40.....	40
Reverse curve at Mile Post 41.....	40
Reverse curve between Mile Posts 43 and 44.....	40
Curve at Mile Post 45.....	40
Reverse curves west of Mile Post 46.....	40
Curve west of Smyser.....	40
Curve at Mile Post 50.....	30
Curves from 2000 feet west of Mile Post 50 to Bridge 53.16	40
Portion of curve from Mile Post 54 west $\frac{1}{4}$ mile.....	40
Between King Street and Beaver Street.....	4
Between Beaver St. and York Interlocking.....	15
Through York Interlocking.....	20
Windsor Street Crossing, York, 4465 feet west of Mile Post 57.....	15
Curves at Bridge 59.43.....	40
NOTE—Between Division Post (Ches. Div.) and Bridge 59.43, beginning and ending of curves marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour.	
York Haven Line	
1st and 2nd Curves east of Lemo.....	30
Curve between York Haven Line and Cumberland Valley bridge.....	10
Crossing frogs Lemo.....	25
West Leg of Wye, Lemo.....	10
First curve west of Signal N-832 No. 3 track.....	30
Cumberland Valley Branch	
Curve at Watts.....	35
Bridge 41.14 North of Pennroad	Yard tracks between connection to Cumberland Valley Branch and connection to Reading Co. tracks to Rutherford.
Bridge 41.25 North of Pennroad	
Bridge 41.36 North of Pennroad	

Harrisburg Division (Continued)	Miles per Hour
Winchester Secondary Track	
Switches and W. M. Crossings at Town and Hager.....	15
N&WRR Class J Engines or PM Passenger Cars: Bridge 82.13 south of Williamsport.....	15
Bridge 92.56 north of Martinsburg.....	20
Williamsport Branch	
(Main Line Northern Division)	
Curve 1700 feet west of Rockville.....	30
1st Curve 6978 feet west of Rockville.....	45
New Holland Secondary Track	
Curve at Honey Brook.....	15
Curve east of Greenfield.....	15
Lebanon Secondary Track	
Bridge 0.63 Lebanon.....	10
Waynesboro Secondary Track	
Bridge 10.30 South of Mile Post 10.....	15
Bridge 11.96 South of Mile Post 11.....	15
Bridge 14.00 South of Mile Post 13.....	15
Mercersburg Secondary Track	
Bridge 61.37 West of Mile Post 61 (see note).....	15
Bridge 70.20 West of Mile Post 70 (see note) (Lehmasters)	15
NOTE—Cars of gross load of 220,000 lbs. or more, 120 tons or heavier wrecking derrick, or a disabled engine must be separated from hauling engine and other loaded cars by two empty cars, when moving over these bridges.	
York Running Track	
Wrightsville, on Front Street.....	6
Between Mile Post 12 and York Block Station.....	10
Frederick Secondary Track	
Between Grant Street and West Market Street, West York.....	6
Leading end of trains passing over Main Street Crossing, first crossing south of Spring Grove freight station.....	5
Hanover, between Middle and Spruce Streets.....	4
Littlestown, over Baltimore Street Crossing.....	6
Curve at Bridge 68.92, Frederick.....	10
Speed Ordinances	
Mechanicsburg.....	20
Carlisle.....	20
Shippensburg.....	6
Hagerstown.....	10
Martinsburg.....	10
Winchester.....	12
Waynesboro.....	6

ENGINES

1157-G1. (All Divisions) Maximum Speeds, unless otherwise restricted

CLASS	MILES PER HOUR		
	Single Unit Light	Multiple Light	With Cars
Electric Units:			
B-1.....	25	—	25
DD-1.....	50	—	50
E-44.....	50	60	80
GG-1.....	50	60	80
L-5, L-6a.....	50	50	50

	Miles per Hour
MU Cars except Class MP-85.....	65
MU Cars Class MP-85 Nos. 150 to 155 inc., Nos. 201 to 219 inc., and Nos. 251 to 269 inc.....	80*
MU Cars Class MP-85 DE-2, Nos. T-1, T-2, T-3 and T-4.....	155
P.A.T.H. MU Cars Class MP-51, MP-51A, MP-51B, Nos. 1200 to 1249, inc.....	45
Rail Motor Car or Cars.....	65
RDC (Budd Cars) Multiple Units.....	80
RDC (Budd Cars) Single Units.....	50
Rail Detector Cars.....	50

*When air springs are deflated or over-inflated on, class MP-85 MU cars, the speed of the train must not exceed 30 miles per hour and diverting movements 15 miles per hour to the next terminal.

Electric engines coupled, with proper pantograph-up arrangement will be operated as follows:

Number of Units	Maximum Permissible Speed
5	50 MPH unless otherwise restricted
6	35 MPH unless otherwise restricted
Over 6	Prohibited

CLASS	Multiple Light	With Train
Diesel Units:		
EP-20, EP-22.....	60	80
EFP-15.....	60	75
Freight, except EF-15, EFS-17.....	60	70
EF-15, EFS-17.....	60	65
Shifter Types—		
All classes, except following:	50	60
AS-16, AS-18, AS-24, ES-15, ES-17, FS-16, FRS-20X, FS-24.....	50	65
ARS-24S.....	60	75
ES-6, 5911.....	—	40
ES-15A.....	—	55
PRSL BS-15, BS-16 except 6011-6016, 6024 to 6027.....	50	65
PRSL BS-16MS 6011-6016, 6024-6027....	50	80
Single Units—Light—		
All classes.....	30	

NOTE—

Diesel unit type designations:
Second letter (and third where used) in unit type designation indicates service as follows:

- "P"—Passenger.
- "F"—Freight.
- "H"—Freight (Helper).
- "FP"—Freight-Passenger.
- "S"—Shifter.
- "PS"—Shifter, Passenger.
- "FS"—Shifter, Freight.
- "R"—Road.

Numerals indicate engine horsepower in nearest hundreds:

Electric Units—Horsepower

Class E44.....	4400 horsepower
Class GG1.....	4620 horsepower

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum Speeds, unless otherwise Specified

New York Division

Track	Between	And	Miles per Hour
Amboy.....	SA.....	JG.....	30
Highstown.....	Conn. Amboy Sec. Trk.....	End of Block (West of K)....	20
Belvidere Delaware No. 1 and 2 Tracks.....	Fair.....	MG.....	20
Freehold.....	Conn. Amboy Sec. Trk.....	End of Block.....	30
Robbinsville.....	BO.....	End of Track.....	20
Bordentown.....	Fair.....	BO.....	30

Philadelphia Division

Track	Between	And	Miles per Hour
Schuylkill.....	Man.....	End of track 2391 feet west of Mile Post 95.....	30
No. 5.....	Caln.....	Thorn.....	15
Pomeroy.....	Pomeroy.....	End of track.....	15
Chester Creek.....	Lamokin.....	Wawa.....	15
Octoraro.....	Wawa.....	Ox.....	30
Octoraro.....	Ox.....	Colora.....	15
Bordentown.....	Minson.....	BO.....	40
No. 1 Running....	816 feet east of Cooper.....	Hatch.....	15
Kinkora Running	Lewis.....	2000 feet south Columbus.....	15
Medford.....	Mt. Holly.....	Medford.....	15
Dix Running.....	Pemberton.....	Camp.....	15
ALL Sidings in New Jersey.....			5
All Other Sidings			15
No. 14 Running..	Overbrook.....	44th Street O.H. Bridge No. 3.23..	15
No. 15 Running..	42nd Street O.H. Bridge No. 3.03..	Overbrook.....	15

Chesapeake Division

Track	Between	And	Miles per Hour
B.....	Landlith.....	Bell.....	30
No. 0.....	Landlith.....	Edge Moor.....	15
No. 1 and No. 2.....	Bell.....	Bridge.....	15
New Castle.....	Bridge.....	Tasker.....	15
Meat House.....	Wilmington.....	West Yard.....	15
Edgewood Siding.....	Edgewood.....	Magnolia.....	30
Magnolia Siding.....	Magnolia.....	Edgewood.....	30
No. 1.....	Bay.....	River.....	15
No. 1.....	Hillen Jct.....	Madison St.....	15
Mt. Vernon.....	B & P Jct.....	Mt. Vernon.....	15
Pope's Creek.....	Bowie.....	LaPlata.....	30
Pope's Creek.....	LaPlata.....	Lothair.....	15
No. 4.....	Deanwood.....	Anacostia.....	15
No. 1.....	Anacostia.....	Landover.....	15
No. 1.....	14th Street.....	Virginia.....	15
No. 4.....	Virginia.....	14th Street.....	15
Chestertown.....	Massey.....	Chestertown.....	30
Centreville.....	Townsend.....	Centreville.....	30
Oxford.....	Clayton.....	Cross.....	30
	Cross.....	Easton Jct.....	20
Denton.....	End of Track		
	1750 feet west of		
	Queenstown.....	Denton.....	30
McDaniel.....	McDaniel.....	Easton Jct.....	20
D M & V.....	Harrington.....	Snow Hill.....	30
Rehoboth.....	Georgetown.....	Lewes.....	20
	Lewes.....	Rehoboth.....	15
Ocean City.....	Berlin.....	West Ocean City.....	30
Cambridge.....	Seaford.....	Coke.....	15
	Coke.....	Tank.....	30
Vienna.....	Hurlock.....	Vienna.....	30
Mardella.....	Salisbury.....	Hebron.....	30
Willard.....	Salisbury.....	End of track,	
		Pittsville.....	30
Crisfield.....	Kings Creek.....	Field.....	30
Pocomoke.....	Cassatt.....	End of Block.....	40
Capes Track.....	End of Block.....	2491 feet south	
		of Mile Post 92.....	15
All other sidings.....			15

Harrisburg Division

Track	Between	And	Miles per Hour
"G".....	Ramp opposite westbound Humpyard office.....	Connection with No. 4 Running track, East end Marysville.....	*20
"A".....	Banks.....	111-B.....	35
"D".....	West end Enola.....	Banks.....	20
No. 4.....	Rockville.....	Banks.....	*35
Loucks.....	Loucks.....	East end of Loucks No. 1 Yard Track.....	15
York.....	End of track—1300 feet south of Mile Post 1.....	York.....	15
Frederick.....	York.....	Frederick.....	30
New Holland.....	Honeybrook.....	Cork.....	20
Lebanon.....	Conewago.....	9th St. Lebanon.....	15
Lemoyno.....	Lemo.....	Camp.....	15
Dillsburg.....	Dillsburg Jct.....	End of track.....	20
Northward siding Carlisle.....			10
Waynesboro.....	Wood.....	End of track.....	20
Waynesboro.....	Highwy Crossing at Mont Alto.....		10
Mercersburg.....	South Penn Jct.....	End of track.....	20
Hagerstown.....	Town.....	Hager.....	15
Winchester.....	Town.....	Hager.....	15
Winchester.....	Hager.....	Winchester.....	30
Cumbo.....	Connection with Winchester Secondary track.....	Cumbo yard.....	15
All other sidings.....			15

*Note—Trains and engines must not exceed a speed of 15 miles per hour in either direction over automatic hand-operated switch in No. 4 Running track at west end of Running track G and over automatic hand-operated switch in G track at west end of new ramp crossover between C and G tracks 890 feet west of Mile Post 89.

1157-J1. (New York and Chesapeake Divs.) In the application of Rule 113, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

Track	Between	And	Miles per Hour
Buzzard Point.....	Jersey Yard.....	Buzzard Point....	6
Enterprise Track.....	Coalport.....	End of Track.....	5

1157-J2 (All Divisions) Where speed is restricted, the specified speed must be observed, while engine and any portion of train is within restricted limits, except where speed is restricted for the purpose of delivering United States mail, newspapers, or due to engine restrictions.

1157-J3 (Chesapeake Div.) Southward trains must not exceed a speed of 5 miles per hour passing Anacostia Block and Interlocking Station with entire train.

Catenary poles are marked with numbers beginning at 25 and ending at 125, based on 50 foot cars, indicating the car distance from Anacostia.

ENGINE AND SPECIAL LOAD RESTRICTIONS (All Divisions)

1160-A1a. (New York Div.). Engines and Special Loads are restricted at locations shown below:

NOTE—Letters and figures indicate.

X—Prohibited.

W—ERS-15, EP-20, EP-22, EFP-15, EF-15 restricted over interlocked crossovers on Jersey City Branch at Waldo.

Z—AF-15, AF-16, AS-10A, BF-16 restricted in Third Rail Territory. Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parentheses shown in location column indicates reference NOTE shown at end of table.

Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

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

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

LOCATION	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J	12	
AS-6, BS-6, BS-7, BS-7M, ES-6 AF-24, AF-24A, AS-10, AS-10A, ARS-10, ARS-10M, ARS-10S, ARS-10SX, ARS-18, BS-10, BS-10M, BR-10SX, BS-12, BRS-12S, BRS-12SX, BS-12M, EF-25, ES-10, ES-12, ES-12M, FS-10 AF-25, ARS-16X, ARS-16, ARS-16S, ERS-15, ERS-15S, EFP-17, ER-17, FRS-17, ER-15, EF-15A, EFP-22, EFP-15, FS-12, FS-12M, FRS-16, FRS-20X, FRS-20, GF-25 ARS-18A, ARS-24, BRS-16, EP-20, EP-22 AF-27, AF-30, ARS-24S, BRS-24M, EF-25, EF-36, ERS-15-AX, ERS-17A, FRS-24, GF-25A, EF-30A, GF-28A, LS-25, LS-25M GG-1, E-44												
L-6, L-6A, B-1												
MAIN LINE ENTIRE DIVISION N. Y. N. H. & H. R. R. electric engines may operate conforming to restrictions shown for GGI engines.												
SUNNYSIDE YARD: East End No. 9 Track.....			X	X	X	X	X	X	X	X	X	X
Horn Track from No. 68 Lead to No. 105 Track.....							X	X	X	X	X	5
L-6 Engines 5939-5940 prohibited on Loop "A" Track.....												X
SUNNYSIDE TO WEST PORTAL, NORTH RIVER TUNNELS.....	X	X	X	X	X		X	X	X	X	X	
Movement of more than two of following types of engines: L6, GGI; or more than one of these types engines coupled, prohibited between West End Portal Mov- able Bridge and Sunnyside. Pennsylvania Station, New York: Slipswitch west end No. 39 Crossover at KN.....	X	X	X	X	X		X	X	X	X	X	X
B1 type not restricted. No. 59 switch to track 15 at JO.....	X	X	X	X	X		X	X	X	X	X	
WEST PORTAL, NORTH RIVER TUN- NELS TO HUDSON.....			X	X	X		X	X	X	X	X	

LOCATION	CLASS OF ENGINES—SPECIAL LOADS											
	1	2	3	4	5	6	L	M	I	J	12	
HUDSON TO LANE (b).....	Z			X								X
Newark: Post Office track.....			X	X					X	X	X	X
Bridge 9.65, east end South St.....			40	40	40	45	40	35	30	X	45	
All industrial tracks between Hunter and Lane (a).....	X	X	X	X	X	X	X	X	X	X	X	
LANE TO RAHWAY.....												X
Lane: Bridge 12.12, Waverly Jumpover No. 1 track.....								60	50	X		
Bridge 12.37, first bridge west of Lane. All industrial tracks between Lane and North Elisabeth (a).....								55	40	X		
Elisabeth: Bridge 12.98, east end North Elisabeth Station.....									70	50	X	
Bridge 14.05, C. R. R. of N. J. Elis- abeth Station.....									50	50	X	
Bridge 14.59, 430 feet east of Elmora Bridge 14.71, east end South Elisabeth Elisabeth Yard—No. 1 Team Track Elisabeth Yard—All other tracks.....			55	55	55	55	55	50	50	X	55	
Elmora—No. 0 Track A. Gross Candle Co. (a).....				X	X	X	X	X	X	X	X	X
Street & Smith. (a).....				X	X	X	X	X	X	X	X	X
All other tracks.....				X	X	X	X	X	X	X	X	X
Linden: Distillers Co., Ltd. (a).....			X	X	X	X	X	X	X	X	X	X
Woode Lead Bridge 0.50.....												X
Rahway: McNeil Track.....			X	X	X	X	X	X	X	X	X	X
RAHWAY TO LINCOLN.....												X
All bridges, Rahway to 1300 feet west of Lincoln.....									55	40	X	
LINCOLN TO MONMOUTH JCT.....												X
New Brunswick: Janeway and Carpenter Tracks (a).....			X	X	X	X	X	X	X	X	X	X
Johnson & Johnson (a).....			X	X	X	X	X	X	X	X	X	X
Deans: Industrial Track.....				X	X		X	X	X	X	X	
MIDWAY TO FAIR.....												X
Plainsboro: No. 5 Track east of Walker Garden switch.....			X	X	X	X	X	X	X	X	X	X
Princeton Jct.: Connection No. 4 Track to Princeton Branch.....			X	X	X							X
Trenton: Bridge 57.54, second bridge east of Delaware River.....									60	45	X	
FAIR TO MORRIS.....												X
Morrisville: Bridge 58.03, east of.....									50	45	X	
Bridge 58.16, west of.....									50	45	X	
MORRIS TO GRUNDY.....												X
GRUNDY TO DIVISION POST (Phila. Division).....												X
Bristol: All bridges between 2700 feet west of Bristol to Grundy.....									50	35	X	
Bristol Old Line: Bridges 66.30 and 67.05.....				X	X	X	X	5	X	X	X	X
Eddington: Penn-Salmon Feed Co. (a).....		X	X	X	X	X	X	X	X	X	X	X
Cornwells Heights: Badenhausen Track (a).....		X	X	X	X	X	X	X	X	X	X	X
Shutte & Koerting Co. (a).....		X	X	X	X	X	X	X	X	X	X	X
F. A. Simmons, Nos. 1 and 2 (a).....		X	X	X	X	X	X	X	X	X	X	X
Andalusia: Brown Oils Co. (a).....		X	X	X	X	X	X	X	X	X	X	X
Torresdale: Bridge 74.10, east of Torresdale.....			X	X	X				55	40	X	
Team Track.....			X	X	X				X	X	X	X
Trestle.....			X	X	X				X	X	X	X
JERSEY CITY BRANCH.....		Z	W	W								X
Waldo Ave. Yard: Arrow Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X
Hack Movable Bridge.....	45	45	45	45	45	45	45	45	45	45	X	X

LOCATION	CLASS OF ENGINES—SPECIAL LOADS											
	1	2	3	4	5	6	L	M	I	J	12	
HUDSON STREET TRACK	X	X	X	X	X	X	X	X	X	X	X	X
HARSIMUS COVE JH: Flour Dock Track							X	X	X	X	X	X
HARSIMUS COVE TO WALDO Bridges 0.36 to 0.88 inclusive, tracks 1, 2, 3.							X	X	X	X	X	X
PASSAIC AND HARSIMUS BRANCH WALDO TO KARNY Government Lead: Karny Movable Bridge to 700 feet east Marion Yard Meadows—Federal Ship All Industrial Tracks (a) Meadows—Tompkins Tidewater Ter. All Industrial Tracks (a) Meadows—American Stores Siding (a)									5	X	X	X
KARNY: Bridge 6.16 over Jersey City Branch Movable Bridge	15	15	15	15	15	15	15	15	10	X	15	15
KARNY TO WA-5 Connection with Manufacturer's Branch C. R. R. of N. J. (a) Plant Road Public Delivery Track (a)		X	X	X	X	X	X	X	X	X	X	X
GREENVILLE BRANCH Waverly: C-O-TWO Industrial Track			X	X	X	X	X	X	X	X	X	X
CENTER STREET TRACK Karny-Hudson Hudson-Center Street Movable Bridge			X	X	X		X	X	X	X	X	X
HARRISON TRACK (a)		X	X	X	X	X	X	X	X	X	X	X
HUNTER—18TH STREET (a) GG1 permitted on lead from L. V. R. R. connections, 5 MPH.		X	X	X	X		X	X	X	X	X	X
P. A. & W. BRANCH Railway: Freight House Yard (a) Fertl-Soil Co. (a) McMullins Track (a) New Jersey Reformatory (a) Philadelphia Quarts Co. (a) Avenel: Steel Equipment Co. (a) Woodbridge: Barry's Track (a) Genasco: Valentine Track (a) Hampton Cutter (a) Witco Chemical Co. (a) Barber Asphalt Co. DuPont—Upper Track (a)		X	X	X	X	X	X	X	X	X	X	X
LINCOLN—RARITAN ARSENAL							X				X	X
COUNTY—EAST MILLSTONE All electric permitted to 1700 feet clear of Main Line.			X	X	X	X					X	X
GM Track Sintex Inc. Track (a) U. S. Atomic Energy Commission (a) Jersey Paper Co. (a)		X	X	X	X	X	X	X	X	X	X	X
MILE RUN YARD: East and West leg of WYE							X	X	X	X	X	X
MIDWAY—ROCKY HILL All electric permitted from connection to No. 4 Track, Main Line, 730 feet north.			X	X	X	X					X	X
JAMESBURG BRANCH											X	X
PRINCETON BRANCH			X	X	X						X	X
MILLHAM—EAST TRENTON SWITCHES											X	X
BORDENTOWN SECONDARY TRACK Trenton: Hutchison and Hawk Co. Track Note: Class AS6, BS6, BB6E and ES6 diesel engines are not restricted. Wilson Stokes Trestle, beyond sign Roelings—(Front Entrance) Trenton Pottery Co.	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES—SPECIAL LOADS											
	1	2	3	4	5	6	L	M	I	J	12	
Bordentown: Bridge 0.14 Park St. Bridge 0.49. Crosswick Creek East leg of WYE											15	30
BELVIDERE-DELAWARE SECONDARY TRACK—TRENTON TO MG Electric engines permitted to operate on electrified track.							X				15	15
Trenton: Barracks Yard Wye: South Plug Track Bel-Del. Connection Bank Track Coalport Yard: Industrial tracks leading to Trenton Potteries Company Muirhead Ave. plant (a) Eastward Running Track Hamilton Ave. Coalport							X			5	X	X
BELVIDERE-DELAWARE BRANCH MG TO BELVIDERE Bridges 2.40 over Canal Feeder Bridges 3.08 over Park Tunnel							X				25	15
Lambertville: Kingston Trap Rock Co. No. 3 (a) Stockton: J. W. Smith's Sons (a) Milford: Chemical Industrial Track (a) Tirral Bros. (a) Phillipsburg: Phillipsburg Grocery Co. Track (a) Baker Chemical Track (a) National Biscuit Co. Track (a)		X	X	X	X	X	X	X	X	X	X	X
ENTERPRISE TRACK (a) Trenton-Lehigh Coal Co. Stengel Pottery	X	X	X	X	X	X	X	X	X	X	X	X
LAMBERTVILLE—FLEMINGTON (c) Connection with C. R. R. of N. J. A. L. Lewis Track (a)	10	10	10	X	X	X	X	X	X	X	X	X
MARTINS CREEK SPUR							X				X	X
AMBOY SECONDARY TRACK Brown: Perth Amboy Water Works Old Bridge: Anheuser-Busch Track Quigley Co. Track Spotswood: Freight House Track				X	X	X	X	X	X	X	X	X
HIGHTSTOWN SECONDARY TRACK Hightstown: Coal Trestle				X	X	X	X	X	X	X	X	X
ROBBINSVILLE SECONDARY TRACK Bordentown: Reeder's Coal Track Yardville: Martin Brothers Smith Coal Co.				X	X	X	X	X	X	X	X	X
FREEHOLD SECONDARY TRACK Bridge 6.45 ½ mile east of Jamesburg		20					X				30	X

NOTE:

(a) Class AS-10, AS-10A, ARS-10, ARS-10SX, ARS-10S, AS-10M, BS-10, BS-10M, BRS-10SX, ES-10 and FS-10 engines permitted.

(b) Class EP-20 and EP-22 engines may be operated on Main Tracks.

(c) Engine 60 of B. R. & W. Corporation permitted.

1160-A1b. (Phila. Division). Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

E—Restricted account of light rail.

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

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

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

PRSL diesel engines Class BS15MS same restrictions as PRR Class ARS-10.

Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this instruction.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
	AS6, BS6, BS7, BS7M, ES6	AP24, AF24A, ARS10, ARS10SX, ARS18, AS10, AS10A, BS10, BS10M, BS12, BR52S, BR512SX, BS12, BS12M, EP26, ES10, ES12, ES12M, FS10	AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EF22L, EF25, ERS15, ERS15S, ERS17, FRS16, FRS20X, FS12, FS12M, GF25	ARS18, ARS24, BR510, EP20, EP22, L6	AF27, AF30, ARS16, ARS24S	EF25A, EF36, ERS15AX, ERS17A, FRS24, GF25A					
						GG1, E44					
MAIN LINE:											
Between Division Post (New York Division) and Zoo (r)											
Industry Tracks Holmesburg			X	X	X	X	X	X	X	X	X
Br. 77.68—Princeton St.				70	70		45	45	20	X	
Br. 78.29—Magee St.							45	45	40	X	
Br. 80.71—Tacony St.				60	60		45	45	35	X	
Br. 81.53—Castor Ave.							40	40	25	X	
Br. 83.93—Allegheny Ave.											
Br. 84.16—Germantown Ave.											
Br. 84.30—12th St.											
North Phila. station platforms											
Stiftown track (dd) (ff) (gg)											
North Philadelphia											
All Industry Tracks			X	X	X	X	X	X	X	X	X
Margie St. Yard Tracks 7 to 10, inc.			X	X	X	X	X	X	X	X	X
Este Yard Tracks 7 to 12, inc.											
Diamond St. Yard No. 6 Track											
Br. 85.81—Dauphin St.								45	35	20	X
Br. 85.76—25th Street											
BUSTLETON TRACK											
0.81 trestle		10	X	X	X	X	X	X	X	X	X
FORD TO KENSINGTON:											
All bridges and viaducts (q)		15	15	15	15	15	15	15	15	X	
K. & T. TRACK				X	X	X	X	X	X	X	
FRANKFORD STREET TRACK			(gg)	X	X	X				X	
TIOGA STREET TRACK			(gg)								
WESTMORELAND STREET TRACK			(gg)								

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
C. STREET YARD:											
Tracks 7 to 12, inc.			X	X	X	X	X	X	X	X	X
FAIRHILL YARD LEADS											
Fairhill District Industry tracks			(gg)	X	X	X	X	X	X	X	X
OXFORD ROAD TRACK											
Br. 1.53 (Tacony Creek) (k)		15	X	X	X	X	X	X	X	X	X
ENGLAND:											
Yard except No. 1 Track and 1 Spur		X	X	X	X	X	X	X	X	X	X
No. 1 Track and No. 1 Spur											
ZOO-OVERBROOK:											
Curves at west end of Tracks 3 to 12, Mantua Yard							X	X	X	X	X
Tracks 13 to 19 inc. Mantua Yard (i)								X	X	X	X
Curves at west end of Track 20, Mantua Yard (j)							X	X	X	X	X
No. 3 West Phila. Elevated at Junction with N. Y. & P. Sub.—Zoo										X	X
No. 1 Main track under 42nd Street Bridge											
Hall and Smedley Track (38th St.)							X	X	X	X	X
South Side Yard, Tracks 1, 2 and 3							X	X	X	X	X
Industrial Tracks				X	X	X	X	X	X	X	X
Oil House Lead Track							X	X	X	X	X
Coal Track, Park Power Plant							X	X	X	X	X
Crossover and Curves to Parkside Ave.							X	X	X	X	X
Public Delivery Tracks				X	X	X	X	X	X	X	X
092 Ladder East of 52nd St.				X	X	X	X	X	X	X	X
Bridge 4.17 (Jumpover)										25	X
Industrial Tracks 59th Street to Overbrook							X	X	X	X	X
OVERBROOK—PAOLI:											
Wynewood: Br. 7.52								45	40	25	X
Bryn Mawr:											
All Yard Tracks except No. 1							X	X	X	X	X
Rosemont: Team Track							X	X	X	X	X
Mehl & Latta Track							X	X	40	35	20
Radnor: Br. 13.06							X	X	X	X	X
St. Davids: Industrial Tracks							X	X	X	X	X
Wayne: Burkets Coal Track							X	X	X	X	X
Br. 14.54							X	X	X	X	X
Stratford: Industrial Tracks							X	X	X	X	X
Barwyn: Industrial and Shifting Tracks							X	X	X	X	X
Paoli:											
Yard Tracks 4 to 8 inclusive							X	X	X	X	X
Industrial and Team Tracks							X	X	X	X	X
East end of Car Shop Tracks							X	X	X	X	X
West end of Car Shop Tracks and west end of No. 4 Spur Track				X	X	X	X	X	X	X	X
Duck Under Track (p)								5	X	X	X
MALVERN:											
Atlantic Refining Co. track							X	X	X	X	X
J. V. Nolan track (a)							X	X	X	X	X
DOWNTOWN:											
Beloit Eastern (a)							X	X	X	X	X
Eastward over West leg of "y"							X	X	X	X	X
Public delivery trestle	X	X	X	X	X	X	X	X	X	X	X
Bridge 34.38											40
THORNDALE:											
Public delivery track				X	X	X	X	X	X	X	X
Bridge 35.27; No. 6 Track									20	10	X
Bridge 36.63; West of Cain											35
COATESVILLE:											
Richard Scully track (a)							X	X	X	X	X
Yard tracks 4, 5, 6, 7, and Strade Ave.							X	X	X	X	X
Sensengis track							X	X	X	X	X
W. & N. Junction (e)							X	X	X	X	X
PARKESBURG:											
Coal track off electric light track							X	X	X	X	X
Bridge 44.15											40
Bridge 44.70, West of Parkesburg										40	30

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BETWEEN ARSENAL AND CHESAPEAKE DIVISION POST: All main tracks (r).....							40	30	20	X
Br. 6.19—Darby.....							X	X	X	X
General Electric Co. tracks (portion of) Purex Corp.....				X	X	X	X	X	X	X
(Wreck derricks must not use trestle.) Other Industry tracks.....			X	X	X	X	X	X	X	X
CURTIS PARK: Curtis Publishing Co.....						X				
BRIDGE 8.32: North End Glenolden Station Platform.....							35	25	15	10
GLENOLDEN: Mitchell Lumber Co.....				X		X	X	X	X	X
BRIDGE 8.64: South of Glenolden: No. 2 & No. 3 tracks.....							40	30	20	
No. 1 & No. 4 tracks.....	3	(aa)	(a)		(a)		40	30	20	
MOORE: Major Lumber Co.....			X	X	X	X	X	X	X	X
Alloy Metal Wire Co.....					X	X	X	X	X	X
Deeger-Starkey, Inc.....				X	X	X	X	X	X	X
BRIDGE 9.56: South of Moore.....							40	25	15	10
RIDLEY PARK: Van Alen Coal Co.....				X	X	X	X	X	X	X
CRUM LYNNE: Polymer Dispersion Inc.....			X	X	X	X	X	X	X	X
BRIDGE 12.28: North of Eddystone All tracks.....							40	25	15	
All bridges between Bridge 12.28, North of Eddystone to Bridge 14.02, Lamokin St., Inc.....							40	25	15	
EDDYSTONE: Belmont Iron Works.....			X	X	X	X	X	X	X	X
CHESTER: Morton Ave. Yd. and Frt. Sta.....			X	X	X	X	X	X	X	X
Sixth & Welsh St. trks.....			X	X	X	X	X	X	X	X
Parker St. tracks.....			X	X	X	X	X	X	X	X
Lamokin St.— Rees & Maloy Coal Co.....			X	X	X	X	X	X	X	X
Ulrich St. track.....			X	X	X	X	X	X	X	X
Baldt Anchor & Chain Corp.....			X	X	X	X	X	X	X	X
MU Yd. No. 2 & 3 trks.....										
Lamokin St.— Atlantic Steel Casting Co.....			X	X	X	X	X	X	X	X
Valley track.....					X	X	X	X	X	X
All industries connected to Valley track.....			X	X	X	X	X	X	X	X
Highland Ave.— Reading Interchange.....			X	X	X	X				
All bridges between 14.02, Lamokin St. and Bridge 21.98, north of Bell.....							40	25	15	
THURLOW: Continental Oil Co.....			X	X	X	X	X	X	X	X
MARCUS HOOK: New Process track (Viscose Co.).....						X	X	X	X	X
Shipping Track (Viscose Co.).....	X	X	X	X	X	X	X	X	X	X
Congoleum-Nalm Co.....			X	X	X	X	X	X	X	X
Houdry Co.....			X	X	X	X	X	X	X	X
Sun Oil Co., No. 10 Plant.....			X	X	X	X	X	X	X	X
NAAMAN: Naaman Yard.....						X	X	X	X	X
Phoenix Steel Co.....						X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
HOLLY OAK: Paschall Coal Co.— South track.....			X	X	X	X	X	X	X	X
North track.....			X	X	X	X	X	X	X	X
SUBURBAN LINE: ZOO—BROAD—ARSENAL: East End No. 3 Track Powelton Ave. Yard.....						X	X	X	X	X
East of Schuylkill River bridge (p).....										
Diesel engines must not enter subway east of 20th St. unless instructed by Supt.....										
PASSENGER REPAIR YARD, Phila.: Scrap dock Track.....										
Curve at west end No. 1 and 2 Shops Oil House Track.....			X	X	X	X	X	X	X	X
Leads to Steam Heat Plant and Storehouse.....										
RIVER LINE (p).....										
D. R. R. & B. Co. BRANCH: Between Shore and westward end via- duct.....								25	15	X
Between westward end viaduct and Jersey Int. Sta.....								15	10	X
Engines coupled restricted to speed indicated. See Special Instruction 1160-A4.....	15	15	15	15	15	15	15	10	10	X
CHESTNUT HILL BRANCH: North Philadelphia Interlocking (cc).....						X				X
Between— North Phila. and Main Allen Lane (l).....										X
Track Allen Lane and Chestnut Hill (n).....					X	X	X	X	X	X
Electric Storage Battery Co. (Straight Track only).....		X	X	X	X	X	X	X	X	X
(Curve).....										
Zingers, American Ice, Pioneer Paper, Chevrolet Co.....										
Budd's at Hunting Park.....			X	X	X	X	X	X	X	X
Midvale Yard—Industrial Tracks (gg).....										
Lead to Chelton Ave. Yard.....										
Br. 3.47—Pamona St.....	10	5	X	50	50	20	20	X	X	X
Br. 5.44—Cresheim Valley (h).....			X	X	X	X	X	X	X	X
Keystone Coal Co. (d).....			X	X	X	X	X	X	X	X
Peter Lumber Co.....			X	X	X	X	X	X	X	X
FORT WASHINGTON RUNNING TRACK (dd) (ff).....			(gg)						X	X
St. Martins Coal Co.....									X	X
R. C. White, Globe Hoist Co., Metiab Co., National Crucible Co., Public Delivery and Century Vault Co.....			X			X	X	X	X	X
All Other Tracks.....				X	X	X	X	X	X	X
WEST PHILA. ELEVATED BRANCH									20	20
BELMONT TRACK									X	X
GRAYS FERRY YARD			(gg)							
GRAYS FERRY MOVABLE BRIDGE	15	15	15	15	15	X	X	X	X	X
60th STREET, CHESTER and PHILADELPHIA, track (dd) (ff).....			X	X	X	X	X	X	X	X
Haenn Lumber Co.....			X	X	X	X	X	X	X	X
GRAYS FERRY BRANCH									X	X
DELAWARE EXTENSION: Arsenal Movable Bridge.....	15	15	15	15	15	15	15	15	15	X
Industrial Leads—Arsenal to Penrose Lead to Phila. Electric Co.....			X	X	X	X	X	X	X	X
GIRARD POINT: Mud Yard—Storage Yard.....						X			X	X
New Yard—Old Yard.....									X	X
SWANSON STREET			X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
GREENWICH:										
East End Tidewater Yard				X	X	X	X	X	X	X
West End Tidewater Yard										
Produce Terminal Leads										
Long Curve Running Track to Pay Yard					X	X	X	X	X	X
Short Curve Running Track to Pay Yard										
Lead to Swanson St. Track at Pay Yard				X	X	X	X	X	X	X
Under Ore Loading Hoppers on loop tracks	X	X	X	X	X	X	X	X	X	X
DELAWARE AVENUE:										
Between Greenwich and Junction with Port Richmond Running Trk. (s)					X	X	X	X	X	X
Buildings of Twin Packing Co. plant, Vandalia and Oregon Aves.	X	X	X	X	X	X				
WASHINGTON AVE. (dd) (ff)										
CANAL STREET:										
Commerce St.										
Washington Ave. to South St.		X	X	X	X	X	X	X	X	X
WEST CHESTER BRANCH: (g) (dd) (ee)										
GG1 engine single unit only may be operated between Arsenal and West Chester.										
Two Col. 5 engines must not be operated beyond Angora unless spaced by two cars.										
Br. 4.79—Angora	35	35	25	25	25	25	X	X	X	X
Br. 7.11—Gladstone	35	35	15	15	15	15	X	X	X	X
Br. 11.87—N. of Wallingford	30	30	30	30	30	25	X	X	X	X
Br. 14.41—Media	30	30	30	30	30	25	X	X	X	X
Br. 20.31—N. of Glen Mills	20	20	20	20	20	20	X	X	X	X
Br. 25.75—First Undergrade Bridge North of M. P. 26		25	25	25	25	25	X	X	X	X
All industrial tracks			X	X	X	X	X	X	X	X
NEWTOWN SQUARE TRACK							X	X	X	X
Wm. Roberts Coal Co.	X	X	X	X	X	X	X	X	X	X
Washington Lumber Co.										
Br. 11.22—S. of Llanerch		15	15	15	15	15	X	X	X	X
CARDINGTON TRACK			X	X	X	X	X	X	X	X
Phila. & Western Ry. Co.	X	X	X	X	X	X	X	X	X	X
Millbourne Mills										
J. E. Kunkel Coal and Fuel Co.	X	X	X	X	X	X	X	X	X	X
NAUGHT TRACK WAWA							X	X	X	X
WEST CHESTER:										
Trestle—C. C. Hipple No. 1										
Trestle—C. C. Hipple No. 2	X	X	X	X	X	X	X	X	X	X
Trestle—J. L. Haggerty										
SCHUYLKILL BRANCH:										
Between 52nd St. and Jeff No. 2 Main Track						X				X
Between 52nd St. and Jeff No. 1 Yard Track						5				X
Industrial Tracks, Wynnefield Ave. to Manyunk Station					X	X	X	X	X	X
Br. 5.29—Woodbine Ave.							25	10	X	X
Pencoyd Track				X	X	X	X	X	X	X
Pencoyd Industrial—over Bridge No. 2—over Schuylkill River.							(ff)			
SCHUYLKILL SECONDARY TRACK: MANAYUNK:										
Hendren Coal Track				X	X	X	X	X	X	X
Robinson Steel Co. Track										
MIQUON:										
Industrial Track				X	X	X	X	X	X	X
SPRING MILL:										
Lee Tire and Rubber Co.				X	X	X	X	X	X	X
Quaker Oil Products Co.										
CONSHOHOCKEN:										
Back Track at Freight Station				X	X	X	X	X	X	X
F. & J. H. Davis, Geo. J. McFadden Tracks										
Leroy & Williams Track	X	X	X	X	X	X	X	X	X	X
IVY ROCK:										
Industrial Tracks					X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
EARNEST:										
Capital Furniture Co.	X	X	X	X	X	X	X	X	X	X
W. A. Case & Son Mfg. Co.										
Atlantic Refinery, American Equipment Co. and Cochran Corp. to end of trestle only					X	X	X	X	X	X
Lukens & Verkes				X	X	X	X	X	X	X
NORRIS:										
Classification Tracks, East End Extension Track								X	X	X
Mann Co. Track to Scale only					X	X	X	X	X	X
Kansas Lumber Co.					X	X	X	X	X	X
V. Arena & Sons				X	X	X	X	X	X	X
Rambo & Regar, Reading Screw and W. F. Doran	X	X	X	X	X	X	X	X	X	X
HAWS AVENUE:										
Dill Co. Track			X	X	X	X	X	X	X	X
Other Industrial and Yard Tracks				X	X	X	40	40	40	X
Br. 18.10—Haws Ave.										
BETZWOOD:										
Taylor Track						X	X	X	X	X
Team Track										
CREEK:										
B. F. Goodrich Co.	5	5	5	5	5	X	X	X	X	X
BETWEEN OAKS AND PHOENIXVILLE:										
Container Corp. Co. Track							X	X	X	X
1600 feet west Mile Post 26										
PHOENIXVILLE:										
Devault Running Track										
New Mill coal trestle, Phoenix Iron Co., Industrial Tracks				X	X	X	X	X	X	X
SPRING CITY:										
Canal Track										
Dust Mill										
Tracks south of Freight Station				X	X	X	X	X	X	X
Royersford Track										
Royersford Spring Bed										
Buckwalter No. 1										
Royersford Pdry. & Mach. Co.	X	X	X	X	X	X	X	X	X	X
Diamond Glass Co., No. 2				X	X	X	X	X	X	X
State School, West Spring City										
PARKERFORD:										
Track between station track and H. W. Johnson coal trestle						X	X	X	X	X
Wm. E. Wells except trestle	X	X	X	X	X	X	X	X	X	X
Wm. E. Wells trestle										
Kinsey Distillery Corporation beyond a point 280 feet east of bridge over Schuylkill River.						(gg)	X	X	X	X
POTTSTOWN:										
Firestone Tire & Rubber Co.								X	X	X
Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14 (gg)										
Bethlehem Steel Co.										
Mayer-Pollock Co.										
Stowe-Extension				X	X	X	X	X	X	X
Track off Public Delivery to Sunshine Stores, Inc.										
MONOCACY:										
Reading Carting Co.							X	X	X	X
Samuel Hoppel										
BIRDSBORO:										
Track west of Brooke Block Station leading to Reading Company							X	X	X	X
Focht & Lacey Company										
West End, Brooke track										
Freight House Track					X	X	X	X	X	X
Birdsboro Steel Foundry & Machine Co.							X	X	X	X

LOCATION	CLASS OF ENGINES					SPECIAL LOADS			
	1	3	4	5	6	L	M	I	J
READING:									
East Reading Yard.....				X	X	X	X	X	X
Water St. Track.....				X	X	X	X	X	X
Court Street Track.....									
North Reading Track.....									
Carpenter Steel Co.....									
Track to Wm. Fryermouth.....			X	X	X	X	X	X	X
Berks Art Metal Service.....									
Switch must be lined for No. 2 or No. 3 Fr. Sta.....									
MUHLENBERG:									
Fair Ground Track.....					X	X	X	X	X
TEMPLE:									
Beryllium Co.....				X	X	X	X	X	X
Trestle Station Track.....	X	X	X	X	X	X	X	X	X
LEESPORT:									
All Industrial Tracks.....					X	X	X	X	X
HAMBURG:									
Spiedel Elevator Corp.....				X	X	X	X	X	X
Hahn Motor Truck Co.....				X	X	X	X	X	X
Penn Electric Steel Casting Company.....				X	X	X	X	X	X
Boiler Works.....				X	X	X	X	X	X
Allen Sherman Hoff Co.....				X	X	X	X	X	X
Coal Trestle.....				X	X	X	X	X	X
Other Industrial Tracks.....				X	X	X	X	X	X
SCHUYLKILL HAVEN:									
Team Track.....				X	X	X	X	X	X
Trestle at Freight Station.....	X	X	X	X	X	X	X	X	X
CARBON YARD:									
South Side, Spur Track.....					X	X	X	X	X
POTTSVILLE:									
South side No. 5 Track.....									
National Biscuit Co.....				X	X	X	X	X	X
TRENTON BRANCH:									
Street Road:									
Wheeling Corrugating Co., track (i).....		X	X	X	X	X	X	X	X
JDM track.....					X	X	X	X	X
Dresher, Public Delivery track (Allied).....					X	X	X	X	X
Fort Hill, East leg of Wye.....					X	X	X	X	X
Plymouth Meeting:									
Lavino tracks.....			X	X	X	X	X	X	X
Philip Carey track.....					X	X	X	X	X
Phila. Electric track.....					X	X	X	X	X
Swedeland track.....					X	X	X	X	X
Interchange tracks.....					X	X	X	X	X
Henderson track (i).....		X	X	X	X	X	X	X	X
Thrift way track.....					X	X	X	X	X
Thompson-Weiman track.....		E	E	E	E	X	X	X	X
Earnest:									
Scale track.....					X	X	X	X	X
Engine track.....					X	X	X	X	X
Eastbound yard (west end all tracks).....					X	X	X	X	X
Rambo, North side.....			X	X	X	X	X	X	X
King:									
Public Delivery track.....					X	X	X	X	X
Phila. Gear track (i).....		X	X	X	X	X	X	X	X
Dale, Phoenixville track.....					X	X	X	X	X
PHILA. and THORNDALE BRANCH:									
Bridge 24.74 west of Dale.....								30	X
Bridge 31.31.....								35	X
FRAZER TRACK (c)					X	X	X	X	X
CORNOG TRACK					X	X	X	X	X
O. A. Smith Co. track.....	X	X	X	X	X	X	X	X	X
POMEROY SECONDARY (ee)					X	X	X	X	X
Buck Run: General Paper Co. track (a).....			X	X	X	X	X	X	X
CHESTER AND PHILA. TRACK			X	X	X	X	X	X	X
All tracks to industries on this track.....			X	X	X	X	X	X	X
Easington to Edystone (Loop Track).....			(w)	(w)	X	X	X	X	X
SO. CHESTER TRACK					(dd)				

LOCATION	CLASS OF ENGINES					SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J
LAMOKIN RUN YARD TRACK			X	X	X	X				
All tracks to industries.....			X	X	X	X	X	X	X	X
LINWOOD YARD TRACK			X	X	X	X				
North leg of Wye.....			X	X	X	X	X	X	X	X
All tracks to industries.....			X	X	X	X	X	X	X	X
CLAYMONT YARD TRACK (dd)			X	X		X				
All tracks to industries.....			X	X	X	X	X	X	X	X
CHESTER CREEK SECONDARY TRACK (dd) (ee)						X				X
Runaround track along leg of Wye.....			X	X	X	X	X	X	X	X
Independent Coal Co.....			X	X	X	X	X	X	X	X
Tomlison Co.....			X	X	X	X	X	X	X	X
OCTORARO SECONDARY TRACK (u) (dd) (ee):										
Between:										
Wawa and Rising Sun.....			(v)	(v)	(v)	X	X	X	X	X
Between:										
Rising Sun and Colors.....						X	X	X	X	X
CHESTER HEIGHTS:										
Richardson & Schrader.....			X	X	X	X	X	X	X	X
CONCORDVILLE:										
Richardson & Schrader.....			X	X	X	X	X	X	X	X
BRANDYWINE SUMMIT:										
Clemens track.....			X	X	X	X	X	X	X	X
KENNETT SQUARE:										
Phillips Lumber & Coal Co.....	X	X	X	X	X	X	X	X	X	X
Gawthrop track.....			X	X	X	X	X	X	X	X
Pennock track.....			X	X	X	X	X	X	X	X
Lock Joint Pipe Co.....			X	X	X	X	X	X	X	X
American Viscose.....			X	X	X	X	X	X	X	X
Fibre Speciality Co.....			X	X	X	X	X	X	X	X
TOUGHKENAMON:										
Penn.-Dela. Supply Co.....			X	X	X	X	X	X	X	X
AVONDALE:										
Passmore Supply Co. (Trestle track).....			X	X	X	X	X	X	X	X
W. W. Walp.....			X	X	X	X	X	X	X	X
Pennock track.....			X	X	X	X	X	X	X	X
KELTON:										
Penna.-Del. Supply Co.....			X	X	X	X	X	X	X	X
OXFORD:										
Abbotts Dairy.....			X	X	X	X	X	X	X	X
NOTTINGHAM:										
Coal Trestle track.....			X	X	X	X	X	X	X	X
BETWEEN JERSEY AND DIVISION POST (P.R.S.L.)									X	X
North leg Wye track:--Jersey, units heavier than those shown in Column 5 prohibited except Class Electric GG1 may be operated in detour										
BRIDGE 2.74:										
South of Jersey.....								25	X	X
BRIDGE 4.34:										
North of Jordan.....								25	X	X
WEYERHAEUSER CO. No. 2 BLDG.	X	X	X	X	X	X				

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BORDENTOWN BRANCH:			(b)							
BRIDGE 150: West of Cooper.....	20	20	20	20	20	15	15	10	10	X
COOPER, East of: Elmer Stevens.....										X
JERSEY, West of: Weyerhaeuser Container Co. First switch west of Jersey; beyond a point 1000 feet west of switch..... Second switch west of Jersey..... Rundle Mfg. Co..... Precision Drawn Steel.....				X	X	X				X
JERSEY, East of: Lead to Ford Co.....										X
BORDENTOWN SEC. TRACK: PALMYRA: Trap Rock, Inc..... H. L. Williams Co.—(Beyond Sign).....	X	X	X	X	X	X				X
RIVERTON: Whitesell Inc.....										X
RIVERSIDE: Florence Thread Co..... Riverside Metal Co.....			X	X	X	X	X	X	X	X
BEVERLY: Wall Rope Works..... Wall Paper Co. (Beyond Sign).....			X	X	X	X				X
EDGEWATER PARK: Bridge 15.52, Warren Street.....						35	35	30	25	X
BURLINGTON YARD TRACKS			(gg)							
FLORENCE: Nat'l. Gypsum Co.....										X
PEMBERTON BRANCH: Between Cooper and Birmingham.....			(b)				(bb)	X	X	X
COOPER, South of: Standard Oil Co. Co..... Warren Webster Co..... Du Bell Lumber Co..... Di Medio Lime Co..... Concrete Steel Co..... R. M. Hollingshead Co..... Iowa Soap Co..... Keystone Coal Co..... Pavonia Ice & Coal..... Pavonia Station Pub. Del.....			X	X	X	X				X
MERCHANTVILLE, South of: McAllister Coal Co..... Freight house track..... Delivery track.....										X
BRIDGE 5.28: South of Merchantville.....			20	20	20	X	20	X	X	X
MAPLE SHADE, North of: J. S. Collins & Sons.....										X
MAPLE SHADE, South of: Graham Brick Co.....										X
MOORESTOWN: Hollingshead Co..... Moorestown Supply..... Collins Bros.....						X	X	X	X	X
BRIDGE 12.38: South of Stanwlok Ave.....						X		X	X	X
MASONVILLE, South of: Whitehead Bros.....						X	X	X	X	X
MOUNT HOLLY, South of: G. F. Pettinos, Inc.....						X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BIRMINGHAM: Permutt.....						X	X	X	X	X
Between Birmingham and Camp							20	X	X	X
MEDFORD RUNNING TRACK: Mount Holly to Medford.....						X		X	X	X
PAVONIA YARD: River Road Public Delivery..... Texaco Oil Co..... Magnetic Metal Co..... Wyatt Co..... Beldeman Co..... Cities Service Co. track No. 1..... Canuso Co..... Campbell Soup Co..... Laundry repair tracks except No. 2 and No. 3..... Laundry repair tracks No. 2 and No. 3... New Jersey Water Co..... Eastern Tire Co..... Clorox Co.....						X				
PINE ST. TRACK			(gg)							

NOTES:

- (a) Engines must not use track beyond point designated.
 (b) Class GF-25 Diesel units, 20 miles per hour.
 (c) Road Diesel engines may use this track between Fraser and Morsteln.
 (d) Engine must not be used on bridge or trestle.
 (e) Engines must not go beyond P.R.R. portion of this track.
 (f) EF-25 restricted to 30 M.P.H.
 (g) 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 engines operating over the bridge.
 (h) Operation of engines coupled prohibited.
 (i) GG-1 engines are prohibited on No. 19 and No. 20 tracks.
 (k) Double heading of engines of any class prohibited. All engines must be separated and moved singly unless they are separated by at least 3 cars with gross weight not exceeding 160,000 lbs. each. Reading Co. 2400 HP diesel engines class RS-4 and RS-4B prohibited.
 (l) ABF-18, FS-10, FS-12, FS-12m, FS-16m restricted on Undergrade Bridge 4.22, Chestnut Hill Branch.
 (m) FS-12, FS-12m, FS-16m restricted by Station platform, Chestnut Hill.
 (n) AS-18m-8617-8635, AS-24m-8611-8616. Restricted on Duck-under tunnel 20.40, Paoli, Pa. (Used only for move out of Paoli Coach yard and car shop), Station tracks 7, 8, 9 and 10, 30th Street Station and east of Schuylkill River on Suburban Line.
 (o) ES-6, ES-10, ES-12, ES-12m, ES-15m, ES-15ma, EFS-17m, EF-22 restricted on Undergrade Bridge 81.90 P&T RR over Reading Company to Port Richmond.
 (p) ES-12 restricted on Main Line between Baltimore-Philadelphia and New York.
 (q) Reading Company Class DF-1, DF-2, DF-3, DF-4, DP-1, RS-3, RS-4 diesel engines or units and T-1 steam engines are prohibited on Delaware Avenue track.
 (r) AF-24a, restricted to 15 MPH.
 (s) Bridges 28.92, 34.34, 37.73, 39.10—10 MPH.
 (t) EP-20 and EP-22 prohibited.
 (u) ES-6, ES-10, ES-12, ES-12m, ES-15m, ES-15ma, EFS-17m and ES-15a prohibited.
 (aa) ES-15m ES-15ma, EFS-17m and ES-15a prohibited.
 (bb) Between 27th Street, Pavonia and Pennsauken engines heavier than BP-20 prohibited.
 (cc) Class GG-1 engines may operate not exceeding 5 MPH.
 (dd) GF-28A prohibited.
 (ee) AF-30 and EF-36 restricted to 15 MPH.
 (ff) AF-30 and EF-36 prohibited.
 (gg) ERS-17 prohibited.

1160-A1c. (Chesapeake Division). Engines and special loads 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—Restricted account of light rail.

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

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

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

Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this instruction.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
	AS6, BS6, BS7, BS7M, ES6	AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BRS12, BRS12S, BRS12SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10	AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EFP15, ERS15, ERS15S, ERS17, FRS16, FRS20, FRS20X, FSI2, FSI2M, GF25	ARS24, ARS18, BRS16, EP20, EP22	AF27, ARS16A, ARS24S, EF25A, EF30A, ERS15A, X, ERS17A, FRS24, GF25A, GF28A, AF30, EF36	GG1, E44					
MAIN LINE											
All bridges between 24.69, south of Edgemoor Station and Bridge 27.85, West Yard, incl.									30	30	20
WILMINGTON SHOPS:											
Passenger Car Shops.....						X	X	X	X	X	X
Locomotive Shop; Storehouse Back track; "O" track; Oil House Spur; Store House Spur; No. 6; No. 6 Spur; No. 7; No. 8; No. 8 Spur; No. 9; No. 9 Spur; No. 10; No. 11; Lumber Yard; Sand Blast; No. 28.....			X	X	X	X	X	X	X	X	X
Pullman Co. tracks.....			X	X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
WILMINGTON DISTRICT:										
South leg Landlth Wye.....										
Third St. Yard—										
Nos. 1, 2, 3, 4 & 5 tracks.....						X		X	X	X
Nos. 6, 7, 8, 9 and Benj. Shaw Co. track.....			X	X	X	X	X	X	X	X
Hajoca, Church St. and Allied Kid tracks.....			X	X	X	X	X	X	X	X
Fifth St. Yard—										
Auto Unloading tracks and Delaware Coal Co. track.....			X	X	X	X	X	X	X	X
Fourth St. Yard—										
Nos. 1 and 2 Yard tracks and Lead track to Seventh St.....			X	X	X	X	X	X	X	X
Fourth St. Yard—										
American Car & Foundry; Phillips Thompson Coal Co.; and Pusey & Jones tracks.....			X	X	X	X	X	X	X	X
Justion St. Yard—										
Nos. 1, 2, 3, 4 & 5 trks.....			X	X	X	X	X	X	X	X
West Yard—										
Nos. 2, 3, 4 & 5 trks.....						X		X	X	X
Nos. 6, 7, 8, 13 & 16 trks.....						X		X	X	X
Nos. 9 and 11 tracks.....						X	X	X	X	X
WY-B.&O. Interchange.....						X		X	X	X
Surface tracks—										
WY to Wilmington Sta.....			X	X	X	X	X	X	X	X
Wilmington Provision Co. (Read. Co. track).....			X	X	X	X	X	X	X	X
No. 13 track to Dravo Corp. Sub-Station track.....			X	X	X	X	X	X	X	X
RAGAN:										
No. 1 Industrial track Ragan to Koppers Wood Preserving Plant, Lincoln Fibre Co.; Hollingsworth; DuPont Co. and Koppers Wood Preserving Co. tracks.....				X	X	X	X	X	X	X
BRIDGE 33:00:										
Stanton.....									30	30
STANTON:										
Stanton tracks.....						X	X	X	X	X
Delaware Park track and all sidings therefrom.....								X	X	X
NEWARK:										
Track from Davis Y to Newark Centre Wilson track Pomeroy Br. (k)(m) Continental Fibre Co.; North End Frt. House track; Curtis Paper Co. and National Fibre Co. Chrysler Corporation Indus. track.....						X	X	X	X	X
BRIDGE 40.12:										
South of Newark.....								45	30	20
IRON HILL:										
Public Delivery track.....			X	X	X	X	X	X	X	X
ELKTON:										
Triumph Explosives, Inc. Old Line—All tracks off lead track.....						X	X	X	X	X
NORTHEAST:										
Arundel track.....			X	X	X	X	X	X	X	X
Fire Brick track.....			X	X	X	X	X	X	X	X
BRIDGE 60.07:										
Perryville-Havre-de-Grace: Three or more electric engines coupled.....								30	25	15
Light Engines.....	35	35	35	35	35	35			25	15

LOCATION	1	2	3	4	5	6	L	M	I	J
BRIDGE 72.14: Bush River.....									35	30
BRIDGE 78.86: Gunpow.....									35	30
BENGIES: G. S. A. track.....			X	X	X	X	X	X	X	X
BRIDGE 3.22: Philadelphia Road, fourth bridge North of Canton Jct.....							35	25	10	10
BRIDGE 3.14: Kresson St., third bridge North of Canton Jct.....							35	25	10	10
BRIDGE 3.04: Monument Street, second bridge North of Canton Jct.....							35	25	10	10
BRIDGE 2.97: North Haven St., first bridge north of Canton Jct.....							35	25	10	10
BRIDGE 2.19: North Linwood Ave., first bridge South of Canton Jct.....							35	25	10	10
BRIDGE 1.89: Milton Ave., fifth U. G. bridge South of Canton Jct.....							35	25	10	10
BALTIMORE DISTRICT:										
Asylum track.....			X	X	X	X	X	X	X	X
Bay View to Water Plug, southbound yard.....						X	X	X	X	X
Orangeville— All tracks except Nos. 1, 2 & 3 running trks.....						X	X	X	X	X
Continental Can Co., Plant No. 1.....			X	X	X	X	X	X	X	X
Food Fair Stores track No. 1 Lang's Pickle track.....	(b)		X	X	X	X	X	X	X	X
Weiskittel track, Philadel- phia Rd.....			X	X	X	X	X	X	X	X
Loney's Lane Yd.....					X	X	X	X	X	X
Rustless Iron Co. track from West track; Loney's Lane Yard.....			X	X	X	X	X	X	X	X
Continental Can Co., plant No. 2.....			X	X	X	X	X	X	X	X
Rustless Iron Co.....					X	X	X	X	X	X
Canton No. 1 Yard— Rukert Term. Corp. trk.....			X	X	X	X	X	X	X	X
Canton Yard— Barge track.....			X	X	X	X	X	X	X	X
N. C. track.....			X	X	X	X	X	X	X	X
Lead to 5th Ave. back of Y.M. Office.....			X	X	X	X	X	X	X	X
9th St. track.....			X	X	X	X	X	X	X	X
Grain Yard and Piers 5 and 7.....			X	X	X	X	X	X	X	X
Pier 6.....			X	X	X	X	X	X	X	X
South Wye.....			X	X	X	X	X	X	X	X
North Wye.....			X	X	X	X	X	X	X	X
Fifth Ave. Yard.....			X	X	X	X	X	X	X	X
North & South Ladder tracks, No. 3 Yard.....			X	X	X	X	X	X	X	X
Ore Pier.....			X	X	X	X	X	X	X	X
New Coal Yard and East and West Bakers.....			X	X	X	X	X	X	X	X
Old Coal Yard.....			X	X	X	X	X	X	X	X
A.A. Chemical track.....			X	X	X	X	X	X	X	X
Baugh Chemical.....			X	X	X	X	X	X	X	X
Canton Yard— Canton Shop Yard.....			X	X	X	X	X	X	X	X
Block Route— Aliceanna St. and City Block Yard.....			X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
BALTIMORE DISTRICT:										
Calvert Station— Tracks 1, 2 and 3.....			X	X	X	X	X	X	X	X
Jail Yard.....			X	X	X	X	X	X	X	X
Madison Yard.....					X	X	X	X	X	X
Eager St. Yard.....			X	X	X	X	X	X	X	X
Baltimore Station— Tracks No. 1, No. 2, No. 5 and No. 6.....								X		
A track, High Line to Calvert.....						X	X	X	X	X
B track, High Line to Northbound freight.....								X	X	X
Post Office.....			X	X	X	X	X	X	X	X
Morgan Millwork Conn.— B. & P. Jct.....					X	X	X	X	X	X
B. & P. Jct.—Fulton: Light Engines.....	30	30	30	30	30	30	30	30	30	30
Mt. Vernon Yard.....			X	X	X	X	X	X	X	X
Bolton Yard.....			X	X	X	X	X	X	X	X
Mt. Vernon Auto Delivery.....			X	X	X	X	X	X	X	X
Gwynns Run— Bowen Co. (Fulton).....			X	X	X	X	X	X	X	X
B. Green Co. track (Ful- ton).....						X	X	X	X	X
Gwynns Run— American Brake Shoes.....						X	X	X	X	X
W.M. Ry. Connection.....						X	X	X	X	X
American Stores track.....						X	X	X	X	X
Ward Baking Co.....						X	X	X	X	X
A.&P. Co.....						X	X	X	X	X
National Biscuit Co.....						X	X	X	X	X
Barrett Tarvia & Aba- toir track.....						X	X	X	X	X
Frederick Road— Freight Station.....						X	X	X	X	X
Frederick Road Yard.....			X	X	X	X	X	X	X	X
Industrial track.....						X	X	X	X	X
Samuel Pistoria Co.....						X	X	X	X	X
Westinghouse Electric Co.....										X
General Electric Co.....										X
Jewel Tea Co.....										X
BRIDGE 103.52: South of Halethorpe Nos. 2 and 3 tracks.....							40	30	20	10
ODENTON: National Plastics.....						X	X	X	X	X
BRIDGE 118.09: North of Arundel, all tracks.....							40	30	20	10
WASHINGTON DISTRICT:										
Queens Chapel Yard— All side tracks.....			X	X	X	X	X	X	X	X
Bladensburg Road—All side tracks.....			X	X	X	X	X	X	X	X
Hudson Brick Co. track.....			X	X	X	X	X	X	X	X
Ceco Steel Co.....					X	X	X	X	X	X
Washington Gas Light Co. track.....			X	X	X	X	X	X	X	X
Nos. 2 and 3 Loop tracks, Jersey Yard.....						X	X	X	X	X
Nos. 1 and 2 tracks; "Over the Hill," Jersey Yard.....						X	X	X	X	X
Nos. 1 and 2 High Line tracks; Jersey Yard.....						X	X	X	X	X
Capital Power Plant track.....			X	X	X	X	X	X	X	X
Navy Yard Extension.....			X	X	X	X	X	X	X	X
D. C. Refuse Disposal track.....			X	X	X	X	X	X	X	X
R. P. Andrews track.....			X	X	X	X	X	X	X	X
Standard Oil Co. track.....			X	X	X	X	X	X	X	X
Peebles Chemical Co.—All tracks.....						X	X	X	X	X
Government Fuel Yard tracks; Jersey Yard.....			X	X	X	X	X	X	X	X
Inbound and Outbound Subway Tracks; Jersey Yard.....			X	X	X	X	X	X	X	X
Nos. 6, 7, 8, 9, 11, 12, 13 and 14 tracks; Jersey Yard.....			X	X	X	X	X	X	X	X
Terminal Storage Ware- house track.....			X	X	X	X	X	X	X	X
All tracks; 6th St. Yard.....			X	X	X	X	X	X	X	X
Government Fuel tracks.....						X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
BRIDGE 130.67: No. 1 track.....									30	20
BRIDGE 132.11.....									35	35
BRIDGE 132.19: No. 1 track.....							40	30	15	10
BRIDGE 134.35: Anacostia: With current of traffic No. 3 track.....	25	25	25f	25	25	25	25	25	25	20
With current of traffic No. 2 track.....	25	25	25f	25	25	25	25	25	25	20
Against current of traffic over Movable Bridge.....	20	20	20f	20	20	20	20	20	20	20
Bridges Nos. 136.55 to 137.14 Incl.....									30	20
BRIDGE 138.45: Potomac River: Against current of traffic over Movable Bridge.....	20	20	20f	20	20	20	20	20	20	20
With current of traffic over Movable Bridge.....										20
NORTHERN CENTRAL BR. Between B. & P. Jct. and Div. Post (Hbg. Div.) Bridge No. 1.39 west of B&P Jct.....						X			20	10
Woodberry— Delivery track.....						X	X	X	X	X
Sears.....			X	X	X	X	X	X	X	X
Balmar track.....			X	X	X	X	X	X	X	X
Mt. Washington— Station track.....						X	X	X	X	X
Bridges No. 9.73 and 10.08 East of Luther- ville.....								30	15	X
Texas Quarry track.....					X	X	X	X	X	X
Monkton Station trk.....					X	X	X	X	X	X
Blue Mt. Baker's track. (O.K. for all engines to First Curve beyond passing siding).....						X	X	X	X	X
BRIDGE 25.38: East of White Hall.....						X			30	X
White Hall— White Hall Feed Co.....			X	X	X	X	X	X	X	X
SHELLPOT BRANCH Eastern Malleable Iron Co.....			X	X	X	X	X	X	X	X
Morheat Coal and Fuel Co.....			X	X	X	X	X	X	X	X
Artillery Fuse track.....			X	X	X	X	X	X	X	X
Bridge No. 3.....	10	10	10f	10	10	10	10	10	X	X
Bridge No. 4.....	10	10	10f	10	10	10	10	10	X	X
Loop track at "Bank".....								X	X	X
C. & P.D. Branch Perryville to Cres.....										
PORT DEPOSIT: Wiley Equipment Co.....			X	X	X	X	X	X	X	X
Stone Quarry track.....			X	X	X	X	X	X	X	X
SHELLPOT SECONDARY TRACK E. I. DuPont-Nemours Co.....					X	X		X	X	X
Artic Roofing.....			X	X	X	X	X	X	X	X
Elec. Hose & Rubber Co.....			X	X	X	X	X	X	X	X
Freight Car Repair Yards— All tracks.....						X	X	X	X	X
BRANDYWINE INDUS- TRIAL TRACK (k) (m).....			X	X	X	X	X	X	X	X
All other tracks.....			X	X	X	X	X	X	X	X
DELMARVA BRANCH: Davis to Porter.....						X				
NEWARK: Newark Concrete Products Co. track.....						X		X	X	X
COOCH: Dayette Industrial track.....						X	X	X	X	X
GLASGOW: Storage tracks.....						X		X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
NEWARK AND DELA- WARE CITY TRACK: Porter to Delaware City.....						X				
NEW CASTLE SEC- ONDARY TRACK.....						X				
Pyrites, Lohdell & Wilming- ton Marine Term. tracks.....			X	X	X	X	X	X	X	X
Atlas Powder Co.....			X	X	X	X	X	X	X	X
Water Plug track.....			X	X	X	X	X	X	X	X
Tidewater Chemical Co.....					X	X	X	X	X	X
Wilmington Fibre Co. and American Manganese Co. tracks.....			X	X	X	X	X	X	X	X
HAVRE DE GRACE YARD TRACK (k) (m).....						X		X	X	X
J. M. Huber Co.....			X	X	X	X	X	X	X	X
J. M. Huber Co. (New).....			X	X	X	X	X	X	X	X
Gallagher Coal Co.....			X	X	X	X	X	X	X	X
PRESIDENT ST. YARD TRACK.....										
Crossover southbound trk. to Trappe Rd. trk.....						X		X	X	X
Weiskittel track.....			X	X	X	X	X	X	X	X
Highland Yard.....						X		X	X	X
PRESIDENT ST. TRACK: Bayview to President Sta- tion (k) (m).....			X	X	X	X	X	X	X	X
President St. Yard.....			X	X	X	X	X	X	X	X
BEAR CREEK TRACK: Bridge 3.17: Phila. Pike.....					(b)					
Canton Jct. to Sollers.....					X			X	X	X
The Pompeian.....			X	X	X	X	X	X	X	X
Highlandtown Yard.....			X	X	X	X	X	X	X	X
Esskay.....			X	X	X	X	X	X	X	X
Bridge 6.12: Colgate Creek.....					10	X				15
Federal Yeast.....			X	X	X	X	X	X	X	X
Reid Avery.....			X	X	X	X	X	X	X	X
Interostal Paint Co.....			X	X	X	X	X	X	X	X
Dundalk Central Fdry.....			X	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.....			X	X	X	X	X	X	X	X
CLAREMONT TRACK: (k) (m) Bridge 0.60: Wilkens Avenue.....	10	10	10	10	10	X	X	X	X	X
North leg of Wye.....			X	X	X	X	X	X	X	X
South leg of Wye.....			X	X	X	X	X	X	X	X
Bloedes tracks, 1 and 2.....			X	X	X	X	X	X	X	X
CATONSVILLE TRACK.....			X	X	X	X				
FT. MEADE TRACK: U. S. Govt. track leading from Kelly's track.....						X	X	X	X	X
Signal School and Church tracks.....						X	X	X	X	X
BOWIE RACE TRACK.....						X	X	X	X	X
POPE'S CREEK SECON- DARY TRACK (k) (m) (o).....						X		X	X	X
BOWIE: Wye track.....						X		X	X	X
ROSSLYN TRACK.....			X	X	X	X	X	X	X	X
Pentagon Power Plant track.....			X	X	X	X	X	X	X	X
PORTER BRANCH (n) Bank to Porter.....								X	X	X
Christina Movable Bridge 2.27.....	10	10	10f	10	10	X	10	X	X	X
DELMARVA BRANCH (n) Between: Porter and Cassatt.....								X	X	X
FARNEURST: No. 1; No. 2 and No. 3 trks.....						X		X	X	X
State Hospital track.....						X	X	X	X	X
Airport track.....						X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
NEW CASTLE:										
Deemer Steel Casting Co. track					X	X	X	X	X	X
Freight House track										
Battery track; including Team track; Eliason tracks and Deakne track						X	X	X	X	X
South of Delaware Rayon track						X	X	X	X	X
Bellanca Aircraft Corp.						X	X	X	X	X
STATE ROAD:										
Station track						X		X	X	X
BEAR:										
Station track						X		X	X	X
KIRKWOOD:										
Station track						X		X	X	X
CANAL MOVABLE BRIDGE 18:05:										
			45f	45	45	X	45	20	X	X
MT. PLEASANT:										
All tracks						X		X	X	X
MIDDLETOWN:										
Short and Walls track			X	X	X	X	X	X	X	X
CLAYTON:										
Smyrna track (k) (m)						X	X	X	X	X
DOVER:										
Coal trestles	X	X	X	X	X	X	X	X	X	X
Coty, Inc. track			5	5	5	X	X	X	X	X
Frear's track			5	5	5	X	X	X	X	X
Suburban Gas Co.			5	5	5	X	X	X	X	X
Romeo's track			5	5	5	X	X	X	X	X
Coal pocket, Lewes track	X	X	X	X	X	X	X	X	X	X
Diamond Cold Storage						X		X	X	X
HARRINGTON:										
Harrington Lumber Co.					X	X	X	X	X	X
SEAFORD:										
Atlantic Refining Co.			5	5	5	X	X	X	X	X
North & south connection to Sbell track						X	X	X	X	X
South connection to River track						X	X	X	X	X
North end of Charcoal trk.						X	X	X	X	X
SALISBURY:										
Miller's track						X	X	X	X	X
Standard Oil Co.						X	X	X	X	X
Grier's track			X	X	X	X	X	X	X	X
Precision Development Co.						X	X	X	X	X
POCOMOKE:										
Exchange track No. 1					X	X	X	X	X	X
Exchange track No. 2					(a)	X	X	X	X	X
Exchange track No. 3						X	(a)	X	X	X
Exchange track No. 4						X	X	X	X	X
Dennis track						X	X	X	X	X
Storehouse track						X	X	X	X	X
Birdseye Snider track						X	X	X	X	X
POCOMOKE SECONDARY TRACK:										
Between Cassatt and End of Block								X	X	X
EXMORE:										
Chandler's track						X	X	X	X	X
MACHIPONGO:										
Station track No. 3						X		X	X	X
CAPE TRACK:										
Between End of Block and 2491 feet south of Mile Post 92								X	X	X
CAPE CHARLES:										
Reliable Coal Trestle	X	X	X	X	X	X	X	X	X	X
CENTREVILLE SEC-ONDARY TRACK (k) (m):										
						X		X	X	X
CHESTERTOWN SEC-ONDARY TRACK (k) (m):										
						X		X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
CHESTERTOWN:										
Kibler's track			X	X	X	X	X	X	X	X
OXFORD SECONDARY TRACK (k) (m):										
						X		X	X	X
HENDERSON:										
Public delivery tracks						X	X	X	X	X
GREENSBORO:										
Back track, Pet Milk Co.						X	X	X	X	X
D.M.&V. SECONDARY TRACK (k):										
						X		X	X	X
CAMBRIDGE SEC-ONDARY TRACK (k) (m):										
						X		X	X	X
CRISFIELD SECONDARY TRACK (k) (m):										
						X		X	X	X
CRISFIELD:										
Potomac & Handy track						X	X	X	X	X
REHOBOTH TRACK (k) (m):										
						X		X	X	X
LEWES:										
Beach track						X	X	X	X	X
MILTON TRACK (k) (m):										
						X		X	X	X
KIPTOPEKE TRACK (k) (m):										
						X	X	X	X	X
VIENNA TRACK (k) (m):										
						X	X	X	X	X
DENTON TRACK (k):										
						X	X	X	X	X
McDANIEL TRACK (k) (m):										
						X	X	X	X	X
MARDELA TRACK (k):										
						X	X	X	X	X
SALISBURY:										
Mill Street track						X	X	X	X	X
Conn. bet. Secondary track and West No. 1						X	X	X	X	X
Farmers & Planters track						X	X	X	X	X
Ruarks track						X	X	X	X	X
Nock Coal Co. track						X	X	X	X	X
Salisbury Milling Co. track						X	X	X	X	X
Pocohontas track						X	X	X	X	X
West End River track—Mill Street						X	X	X	X	X
WILLARD TRACK (m):										
						X	X	X	X	X
OCEAN CITY TRACK (k) (m):										
						X		X	X	X

(a)—Restricted at South End.

(b)—Class BS-12 Shifting Diesel restricted.

(d)—Diesel Engines class EP-20 and EP22 are prohibited.

(f)—Speed shown for Column 3 Engines over movable bridges will be applicable to Rail Motor Cars.

(g)—Class ES-6, ES-10, ES-12, ES-12M, ERS-15, ERS-15S, ERS-17, ERS-15AX engines are prohibited.

(h)—Class ERS-15AX engine prohibited.

(i)—Class ERS-15, ERS-15S, ERS-17 and ERS-15AX are prohibited.

(j)—Class ES-6 ES-10, ES-12, ES-12M, ERS-15AX, ERS-15, ERS-15S and ERS-17 engines are prohibited.

(k)—Class AF-24a and AF-30 engines restricted to 15 m.p.h.

(m)—Class EF-25 and GF-28A engines restricted to 10 m.p.h.

(n)—Class BF-25 engines restricted to 30 m.p.h.

(o)—Class EF-25 and GF-25 engines prohibited and GF-28A engines restricted to 10 m.p.h. on Cedar Point and Chalk Point industrial tracks.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
HARRISBURG:										
Freight House Yard tracks No. 3 & 4 to Pass Sta.						X	X	X	X	X
Other tracks, Freight House			X	X	X	X	X	X	X	X
Cedar St. tracks										
Paxton St. Yard:										
All tracks		X	X	X	X	X	X	X	X	X
Air Reduction		X	X	X	X	X	X	X	X	X
Market St. Yard:										
No. 2 track		X	X	X	X	X	X	X	X	X
All other tracks		X	X	X	X	X	X	X	X	X
Bridge 105.22							40	30	X	
Pipe Bending track:										
Abrams										
Building Units			X	X	X	X	X	X	X	X
Farm Show										
All others				X	X	X	X	X	X	X
North St. Yard:										
Tracks 3 & 4						X	X	X	X	X
Tracks 5 & 6				X	X	X	X	X	X	X
Swift Co.						X	X	X	X	X
Micholovits				X	X	X	X	X	X	X
All others			X	X	X	X	X	X	X	X
Reilly Street:										
McCluskeys			X	X	X	X	X	X	X	X
All others						X	X	X	X	X
Maclay St. tracks:										
Division St. Team track						X	X	X	X	X
Penn Supply Co.		X	X	X	X	X	X	X	X	X
Rubens Junk Co.						X	X	X	X	X
John Stapp						X	X	X	X	X
Firestone						X	X	X	X	X
All others			X	X	X	X	X	X	X	X
Lucknow:										
All tracks						X	X	X	X	X
Bridge 110.84, West end of Rockville										
Bridge on West leg of Wye No. 4 track							30	25	X	
ROCKVILLE YARD:										
All tracks						X	X	X	X	X
ATGLEN and SUSQUEHANNA BRANCH:										
Bridge 6.35										35
Bridge 13.54, 2nd bridge west of Block Signal L-125										25
COLUMBIA BRANCH:										
Bridge 70.00 west of Lancaster										25
ROHRERSTOWN:										
Miller and Bushong							X	X	X	X
Station track										
MOUNTVILLE:										
Station track							X	X	X	X
Paper Mill track										
New Holland Machine Co. track				X	X	X	X	X	X	X
Brick Co. track (a)										
WEAVERS:										
Newcomers Mill track							X	X	X	X
COLUMBIA:										
Bridge 78.66 east of Columbia										35
Crossover to Reading Co.										X
Kesley Stove Co. track (a)				X	X	X	X	X	X	X
No. 2 track to west end										X
MARIETTA:										
Station track							X	X	X	X
Cargill track							X	X	X	X
Zeigler Coal Co. track (a)				X	X	X	X	X	X	X
O'Connor Coal track							X	X	X	X
Baker Tobacco Co. track							X	X	X	X
BILLMYER:										
All tracks except track adjacent to main track				X	X	X	X	X	X	X
No. 8 track to Rotary Mill										
HIGHSPIRE:										
Bridge 97.04 east of Highspire										40
Beth Steel Co. Boiler Works track							X	X	X	X
Yard tracks 1, 2, 3							X	X	X	X
Wheatena Corp. track										
Hosiery Mill track										

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
STEELTON:										
Canal Branch track						X	X	X	X	X
YORK HAVEN LINE:										
York Haven Paper Mill track				X	X	X	X	X	X	X
Bridge 68.63 west of York Haven, Nos. 1 and 2 tracks									30	20
CLY:										
Wye track			X	X	X	X	X	X	X	X
BRIDGE 72.05 east of Goldsboro, Nos. 1 and 2 tracks									50	30
MARSH RUN:										
U. S. Depot track						X	X	X	X	X
LEMO:										
Curve to C. V. Bridge						X	X	X	X	X
West leg of "Y" (bb)						X	X	X	X	X
NEW HOLLAND SECONDARY (j) (u):										
O. A. Smith Co. Track	X	X	X	X	X	X	X	X	X	X
QUARRYVILLE INDUSTRIAL (j):										
				X	X	X	X	X	X	X
LEBANON SECONDARY (b) (j):										
Bridge 16.29 west of Cornwall (g)						X				X
CUMBERLAND VALLEY BRANCH:										
CAMP:										
Summit Corp. track										
Spangler Flour Mill track										
General Foods Corp. track				X	X	X	X	X	X	X
Pennsy Supply Co. track										
Moore's Wholesale Co. track										
SHIREMANSTOWN:										
Kinney Shoe Co. track										
Quaker Oats track										
Ralston-Purina Co. track				X	X	X	X	X	X	X
Paul Eberly track										
U. S. Steel Homes track										
Hamden Industrial Track										
MECHANICSBURG:										
D. Wilcox track				X	X	X	X	X	X	X
CARLISLE:										
Ettinger & Sons track						X	X	X	X	X
Beetern side track (a)										
SHIPPENSBURG:										
Bridge 37.85 north of Shippensburg										
Elevator track			X	X	X	X	X	X	X	X
CHAMBERSBURG:										
Rots Lumber Co. track (a)										
Track inside T. B. Wood Sons gate										
Wolf side track north of bridge at College										
Wolf Side track (d)										
Connection with W. M. at Engineering Company				X	X	X	X	X	X	X
Tracks at Reclamation Plant Yard and No. 8 track along erecting shop										
Slyder track										
Electric Light & Speer Co. track										
Shop tracks and delivery tracks west of Freight Station										
House and Transfer tracks	X	X	X	X	X	X	X	X	X	X
Speer low track										
GREENCASTLE:										
Milk track						X	X	X	X	X
Omwake and Oliver						X	X	X	X	X
WINCHESTER SECONDARY:										
HAGERSTOWN:										
North ladder No. 1 yard						X	X	X	X	X
Storage and transfer track No. 1 Yard										
No. 1 west, No. 1, 2 east transfer tracks										
Other transfer tracks						X	X	X	X	X
Merchant Wholesale Grocery Co. track										
J. W. Myers Co. track										
Back Stockyard track										
BRIDGE 82.13 Potomac River										X
CV-87:										
DuPont tracks						X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
CUMBO SECONDARY: Security Cement & Lime Co. track..... W. S. Frey track.....						X	X	X	X	X
MARTINSBURG: Bridge 92.66 north of Martinsburg..... North leg of "Y"..... South leg of "Y"..... Thorn Lumber Co. south track (a)..... City Water Works track..... Other yard and industrial tracks..... Bridge 106.55 south of Ridgeway.....						X	20	X	X	X
DILLSBURG SECONDARY (i)					15	X	X	X	X	X
WAYNESBORO SECONDARY (u) (j) See 1157-F1						X	X	X	X	X
MERCERSBURG SECONDARY (u) (j) Bridge 61.37—Hother (g)..... Bridge 70.20—west of Lehmasters (g) See 1157-F1	15	15	15	15	15	X	X	X	X	X
NORTHERN CENTRAL BRANCH: New Freedom— Summer's Canning Co..... Glan Rock— Station track.....						X	X	X	X	X
YORK DISTRICT: Certain-tee Roofing Co. Nos. 1 and 2..... Bowen & McLaughlin Co..... Reed Machinery Co.; Nos. 1 and 2 tracks..... McKay Chain track..... Schmidt & Ault track..... Crossover: King St. Yd..... No. 1 track; King St. Yd..... Gerber's No. 1 and No. 2 track..... Andrews Paper track..... York Ice Mach. Co.— All tracks..... Grantley Plant..... Keystone Color and Co..... Edison Light & Power Co. track..... Hespenhelde & Thompson track..... Incline at George Street..... Smyser-Royer Co..... Crossover to Small's track..... E and F tracks..... D, G and H tracks..... Crossover—Queen St. between Nos. 1 and 2 Sidings..... Switch to M.&P.R.R..... Runaround crossover..... Crane track..... P. A. & S. Small track..... Warehouse tracks, Nos. 9, 10, 11 and 12..... Crossover in Jail St. Crossing, track 5 to track 6..... No. 7 crossover..... Asphalt track..... No. 1 Running track..... New Shop track..... No. 2 Safe Works..... Foundry track..... Stacey-Schmidt— Track No. 1..... Track No. 2..... Diesel Fuel track..... Yorktowne Paper Co. tracks..... York Safe & Lock— All tracks..... York Ice & Coal track..... New U.S. Expansion Bolt Co..... Keystone Roofing Co. tracks..... Roosevelt Garage tracks.....		X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
Medusa Cement Co. tracks National Gypsum Co.— All switches in Yard..... Emigsville— American Acme Co..... Mt. Wolf— G. A. Wolf & Sons.....			X	X	X	X	X	X	X	X
YORK RUNNING TRACK: Wrightsville to York..... Wrightsville Yard..... Wrightsville Station track..... Riverside Foundry Co. trestle..... Caterpillar track..... Bendix track..... Highland Industries track..... E. & S. Realty Co. track..... Standard Register Co. track..... Sears track.....			X	X	X	X	X	X	X	X
FREDERICK SECONDARY TRACK:(j) York to Frederick (u) (c)..... Palmer's Industrial track.....						X	X	X	X	X
SPRING GROVE: P. H. Gladfelter tracks..... P. H. Gladfelter No. 4 track.....					X	X	X	X	X	X
HANOVER: Doubleday Co..... Hoke & Blair Coal Co. Trestle..... Revonab track.....			X	X	X	X	X	X	X	X
UNION BRIDGE TRACK Walkersville Canning Co. track..... Walkersville-Jamison's trk.....	(k)		X	X	X	X	X	X	X	X
BRIDGE 41.58: South of Kingsdale.....			X	X	20	X	15	X	X	X
BRIDGE 65.20: North of Frederick.....			X	X	20	X	15	X	X	X

NOTES:

- (a) Engines must not use track beyond point designated.
 (c) Class EFS-17M diesel engines may operate on undergrade bridges 41.58 (south of Kingsdale) and 65.20 (south of Walkersville), not exceeding 20 miles per hour.
 (d) Engine must not be used on bridge or trestle.
 (g) Diesel engines, except Class ARS-16A, may operate double headed over the following bridges:
 Bridge 16.29—West of Cornwall
 Bridge 61.37—Hother
 Bridge 70.20—West of Lehmasters
 Single unit diesel engines Class ARS-16A, may operate over these bridges not exceeding 15 miles per hour. When double headed or moving disabled engines of any other class, all engines must be separated and moved singly over these bridges, unless there are four cars between the engines.
 (j) EP-25 restricted to 10 m.p.h.
 (k) Double heading of engines of any class prohibited. All engines must be separated and moved singly unless they are separated by at least 3 cars with gross weight not exceeding 169,000 lbs. each. Reading Co. 2400 HP diesel engines class RS-4 and RS-4B prohibited.
 (u) AP-24a, restricted to 15 MPH.
 (bb) EP-30A diesel engines 6040 to 6104 are prohibited.

1160-A3. (All Divisions) Engine Restrictions

Diesel units, including dead diesel units handled in a train, which are not equipped with coupler stops or alignment control feature must not be operated when coupled to each other except:

- When they are the first two units on the front of a train.
- When they are the last two units on the rear of a train.
- When they are in passenger service.
- When they are moving light.

All units of Classes AF24, AF24A, AF25, AF27, EF22, EF25, EF25A, GF25, GF25A, ARS18A, ARS18, ARS24, ARS24S, FRS24, EF17 except 7000-7049, are equipped with coupler stops or alignment control feature. Individual units of certain other classes are also equipped.

On descending grades where Timetable Special Instructions require the use of dynamic brakes in lieu of or to supplement retaining valves, another engine must not be coupled ahead of the hauling engine unless it is known that the hauler engine is equipped with coupler stops or centering devices.

D. R. R. & B. Co. Branch—Between west end of approach viaduct and Jersey Interlocking Station:

1160-A4. (Philadelphia Division) Not more than four (4) road or shifter type diesel engines or units coupled together may operate over Delair Bridge 2.07 between approach viaduct and Jersey Interlocking Station.

Additional engines of any class must be spaced from any of the coupled engines listed above with at least ten (10) cars between them, and the Train Dispatcher and Block Operators at Shore and Jersey must not permit any train on adjacent track while the movement of any of the above coupled engines is being made.

Arsenal Movable Bridge

1160-A5. (Phila. Div.) When three or more electric engines or diesel engine units, coupled together, are operated over the Arsenal Movable Bridge and approaches thereto, the train dispatcher and operator at Arsenal must see that no train is permitted on adjacent track while such movement is being made.

1160-A6. (Phila. Div.) Between Lewis and Fort Dix:

Engines may operate on Union Transportation Company tracks between Lewis and Switch No. 1, Fort Dix, at a speed not exceeding 15 miles per hour and may enter Fort Dix yard at switches 3, 2 and 1.

Engines may use warehouse No. 77 tracks and may use switch leading to I and L tracks at a speed of 5 miles per hour.

1160-A11. (Chesapeake Div.) Shellpot Branch: Bridge 3 and Bridge 4:

When a train is moving over Bridge 3 and Bridge 4, no trains shall be permitted on the adjacent track.

Not more than three (3) diesel engine units listed in columns 4 and 5 of Special Instruction 1160-A1c, may be operated coupled over these bridges.

Not more than two (2) electric engines, except E-44, may be operated coupled over these bridges.

1160-A13. (All Divisions) Class AS-10a engines are restricted in all tunnels unless engine awnings are in closed position.**Equipment Restrictions**

1160-B1. (All Divisions) Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions
150,000-170,000	40'-0"	Same as Column 2
170,000-220,000	42'-0"	Same as Column 5
220,000-263,000	48'-0"	Same as Column L

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs., and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and they are subject to restrictions shown in Special Instructions 1160-A1a, A1b, A1c, A1d, as follows:

Two or more loaded coupled cars—Column I, special load restrictions.

Due to excessive weight of class FD2, FW1 and F40 flat cars, both loaded and empty, this equipment must be handled with care at restricted speed on other than Main and Secondary tracks.

PRR cars in this class are:

Class	Number	Lightweight
FD2	PRR 470245	500,400 lbs.
FW1	PRR 470248	410,600 lbs.
F40	PRR 470250	246,000 lbs.

Other Equipment Restrictions**1160-B2. (All Divisions) Special Handling of Multiple Loads.**

A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

1160-B3. (All Divisions) The handling of freight cars by RDC (Budd) cars is prohibited.

1160-B4. (New York Division) Main Line

Wreck and work derricks not exceeding 16 feet 1½ inches above top of rail may be operated in overhead AC electric territory except as follows:

East and North River Tunnel—14 feet 6 inches.

No. 1 track, Jersey City Branch at Journal Square Station—15 feet 3½ inches.

Sunnyside Yard—

Harold Avenue overhead bridge—15 feet.

Honeywell Avenue overhead bridge—15 feet 1½ inches.

Movement of derricks exceeding above heights must only be made on written permission of Superintendent and must be accompanied by a qualified electrician. Before such movements are made, power must be shut off from overhead trolley wire over track on which derrick is to move. Before making such movements, conductors must know that the boom is down tight and properly secured.

Waverly wreck derrick No. 490729 may be moved through the North and East River tunnels and Pennsylvania Station at a speed not to exceed 15 miles per hour. Gasoline for light generator must be removed before entering tunnels.

Long Island Railroad wreck derrick No. 197, may, after removal of grab irons, smoke stack and ring, be moved through East River and North River Tunnels and Pennsylvania Station area, without de-energizing overhead wires, at a speed not to exceed 15 miles per hour.

Wrecking Crane 490751 located on Harrisburg Division and assigned to electrified territory must not be operated through North and East River Tunnels, nor Pennsylvania Station, New York, account exceeding permitted wire height.

GP type hoppers must not be operated on tracks equipped for third rail operation.

Industrial Brownhoist ballast cleaners must not be operated on tracks equipped for third rail operation.

Special groups of cars for handling long lengths welded rail consisting of 32 GRA, 2 FM and 1 F 30 cars have hand brakes removed, couplers blocked and cutting levers inoperative.

A type GRA car partially loaded dirt or gravel at each end equipped with hand brakes must be coupled to the special cars with couplers blocked and release riggings inoperative.

The movement of any car containing car load shipment of gasoline or explosives is prohibited between South Street (Newark, N. J.) and Hudson.

The movement of Highway Trailer Trucks loaded on flat cars (TrucTrain Service) through Newark Passenger Station is prohibited, except cars so routed on a track covered by BX Authority, issued by System Clearance Bureau.

1160-B5. (New York Div.) East and North River Tunnels—Movement of Passenger and Freight Equipment.

1. All hatch covers on cars must be closed and secured before entering tunnels.

2. Cars excluded from movement:

(a) Cars containing shipments of explosives (including fireworks) poison or compressed gases, inflammable liquids or other dangerous articles requiring protection of the following placards: Explosives, Poison Gas, Dangerous, Inflammable, Acid, Corrosive, Compressed Gas, Poison Gas or Poisonous.

(b) Cars with wooden or composite center sills.

(c) Cars exceeding dimensions shown in General Notice No. 207-A.

3. Operating limitations which must be observed:

(d) Passenger trains must not exceed 30 cars.

(e) Freight trains or trains of mixed freight and passenger equipment must not exceed 30 cars or 1800 tons.

(f) All cars in train carrying passengers must be of all-steel construction.

(g) All cars in other trains must have all-steel underframe.

(h) Car lighting equipment other than electricity is prohibited.

(i) Coal or charcoal ranges or heaters in cars of other than all-steel construction must have fires extinguished before entering tunnels. Conductors must know that fires are extinguished.

(j) Coal or charcoal ranges or heaters in kitchen cars of all-steel construction must have fire banked prior to entering tunnels.

Trains having kitchen cars equipped with gasoline ranges must not enter tunnels unless gasoline has been drained from same and all gasoline removed from cars. Eastward trains will stop at Lane to unload gasoline. These trains, when enroute to N.Y.N.H. and H.R.R. will stop at Harold to replace gasoline unless advised otherwise by military personnel in charge. Westward trains will stop at Harold to unload gasoline. These trains, if continued through New York, will stop at Lane to replace gasoline unless advised otherwise by military personnel in charge. Conductors will arrange to advise Train Commanders and request that ranges be drained and gasoline ready to be removed from train before arrival at above points, to prevent undue delay. Conductor must see that the engineman is instructed and must advise Superintendent in advance, when such stop is to be made.

1160-B6. (New York Div.) Internal Combustion Engines Between "F" and Portal:

Diesel engines, with engines or steam generators running, are prohibited between east portal of East River Tunnels and west

portal of North River Tunnels. Diesel engines may be hauled in this area by electric engines.

NOTE—This instruction does not apply to diesel-powered Dining Car equipment, power car on Tubular Train, Sperry Cars, or other track maintenance equipment equipped with proper exhaust attachments.

1160-B7. (New York Div.) Branches:

On account of that portion of bridge No. 2.24 over Storage Track, Prospect Street, Trenton, being lower than the portion over the main track, cars or lading more than 15 feet 5 inches in height must not be moved under the bridge on this track.

Industrial Brownhoist ballast cleaners must not be operated on Jersey City Branch.

1160-B8. (New York Div.) Yards:

Industrial tracks leading to Trenton Potteries Company Muirhead Avenue Plant, Coalport Yard, restricted for cars exceeding 52 feet 6 inches in length.

1160-B9. (New York Div.) Transfer Bridges:

Transfer Bridges are restricted as indicated below:

Bridge No.	Location	Maximum Weight car Permitted	Total weight of All cars permitted on any one track
10	Greenville	220,000 lbs.	400,000 lbs.
13	Greenville	220,000 lbs.	400,000 lbs.
14	Greenville	220,000 lbs.	400,000 lbs.
—	37th St New York	210,000 lbs.	350,000 lbs.

1160-B10. (All Divisions). When car equipped with non-tight-lock couplers coupled to car equipped with tight-lock coupler, knuckle on tight-lock coupler must be closed and knuckle on non-tight-lock coupler open when making coupling.

When cars equipped with tight-lock couplers are coupled, indicator hole in lock connection must be entirely below coupler head to insure locking device is in anticreep position.

Brake pipe and train air signal hose on cars equipped with tight-lock couplers, when not in use, must be coupled to the dummy couplings at end of car, as they will not clear rail when hanging free.

Movement of Cars Maximum Weight—Various Tracks

1160-B11. (Phila. & Hbg. Divs.) A maximum weight of 263,000 pounds (car and lading) can be handled over the Philadelphia and Harrisburg Divisions, except as follows:

Cars exceeding a maximum weight (car and lading) of 220,000 pounds, must not be accepted for movement over the following tracks:

West Chester Branch

Secondary tracks:

New Holland

Pomeroy

Lebanon

Dillsburg

Waynesboro

Mercersburg

Chester Creek

Octoraro

Running Tracks:

York

Tracks:

Fort Washington

Kensington and Tacony

Midvale

Bustleton

Fairhill

Oxford Road

Stiftown

Washington Ave.

60th Street

Devault

Claymont

South Chester

Chester and Phila.

Quarryville

Royersford track and on siding over Bridge 32.55—Spring City. Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.

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

Cars exceeding maximum weight (car and lading) of 169,000 pounds must not be accepted for movement on Oxford Road track.

1160-B12. (New York Div.) Account of light rail cars with a maximum weight of 220,000 pounds (car and lading) can be handled on the Robbinsville secondary track between BO and end of track at a speed not exceeding 10 miles per hour.

Model 40 Burro Cranes

1160-B13. (All Divisions). Model 40 Burro Cranes with booms greater than 35 feet in length must be stopped while movements are being made on adjacent tracks.

Passenger Equipped Cars Prohibited— Cardington Track

1160-B14. (Phila. Div.) Movement of all passenger equipped cars prohibited through arch tunnel No. 8.21 under Philadelphia-West Chester Pike, Cardington track.

Greenwich—Ore Loading Hoppers on Loop Tracks

1160-B15. (Phila. Div.) Ladings and cars exceeding 13 feet 6 inches from top of rail are prohibited from passing under Ore Loading Hoppers on Loop Tracks.

Cars 50 Feet or More in Length

1160-B16. (Phila. & Hbg. Divs.) Cars 50 feet or longer must be handled separately on industrial tracks where engines are prohibited or nothing larger than a Class AS-6 Engine can operate on account of curvature.

Movement of Cars Maximum Weight

1160-B17. (Chesapeake Division)

A maximum weight of 263,000 pounds (car and lading) can be handled over the Chesapeake Division, except; Cars exceeding a maximum weight of 220,000 pounds must not be accepted for movement over the following tracks:

Float Bridges:

Norfolk and Cape Charles

Cars with weight exceeding 220,000 lbs. (car and lading) up to a maximum of 263,000 lbs. (car and lading) may be handled on float bridges subject to the following restrictions: An empty spacer car must both precede and follow coupled to any car in the above weight classification, and no other movements will be permitted on this float bridge while this movement is in progress.

Secondary Tracks:

Chestertown Centreville	Pope's Creek (Brandywine to Pope's Creek)
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Tracks:

Brandywine	Vienna Track
Claremont	Denton Track
Havre de Grace	McDaniel Track
Bear Creek	Mardela Track
Rehoboth Track	Willard Track
(Lewes Beach Track)	Ocean City Track
Kiptopeke Track	

Cars exceeding a maximum weight (car and lading) of 160,000 pounds, must not be moved over Float Bridge, Clinton St., Baltimore.

Cars exceeding a maximum weight (car and lading) of 180,000 pounds, must not be moved over Mill Street Tracks (Mardela Track).

The handling of BS-12 Diesel, one unit, with a gross weight of 240,000 pounds may be handled on float bridges subject to the following restrictions:

No. 1—Balance to prevent severe tipping.

No. 2—Use empty spacer cars to engine or other heavy loads over float bridge while this Diesel is on float bridge.

1160-B18. (Chesapeake Division). A maximum weight of 263,000 pounds (car and lading) can be handled over the Oxford Secondary Track but must not exceed a speed of 15 miles per hour;

1160-B19. (Phila. Division)

Cars having a maximum weight of 263,000 pounds (car and lading) with a minimum coupled length of 48 feet may be operated over D.R.R.R. & B. Co. Branch between Shore and Jersey at maximum authorized speed except, cars in this weight classification must not exceed a speed of 15 miles per hour over Delair Bridge 2.07.

When any freight train with cars in this weight classification is moving over Delair Bridge 2.07, no freight train of any kind shall be permitted on the adjacent track at the time such movement is being made.

1160-B20. (All Divisions). On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instructions 1160-A1a, A1b, A1c, A1d, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour through curves on such side tracks and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two or three feet, and by such signs on the side as "Shock Control" and "Hydra Cushion".

1160-B21. (Chesapeake Division). Cars having a combined weight of car and lading exceeding 220,000 pounds must not exceed a speed of 5 miles per hour over the Cedar Point Industrial track between Wine and Mile Post 5.

1160-B22. (Harrisburg Div.) A maximum weight of 263,000 pounds (car and lading) can be handled over the Frederick Secondary Track but must not exceed a speed of 15 miles per hour between Mile Post 16 and Mile Post 33, account light rail.

WRECK DERRICKS—RESTRICTIONS

Derricks, 250 ton

1160-C1. (Phila. & Hbg. Divs.) 250-ton derricks are restricted except: Main Line—between Paoli and Banks.

Branches—Trenton, Phila. and Thorndale, Atglen and Susquehanna, Columbia, York Haven Line and Cumberland Valley.

Note:

When in the above territory they must be governed by restrictions applying to column I as shown in Special Instructions 1160-A1b and A1d.

1160-C2. (Chesapeake Division). Trains with 250-ton wrecking derricks can be operated over the Chesapeake Division (Maryland District) except these derricks, insofar as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for Column M Special loads provided that it is preceded and followed by cars weighing not more than 160,000 lbs., and if handled by engine heavier than class BS-10 at least four cars, weighing not more than 160,000 lbs., must separate the wreck derrick from engine.

Movement of 250-ton wrecking derricks is prohibited over the Chesapeake Division (Delmarva District), unless otherwise directed by the Superintendent.

Derricks other than 250-ton

Chestnut Hill Branch (Cresheim Valley Bridge)

1160-C3. (Phila. Division). Wreck derricks over 150 tons prohibited. Wreck derricks 150 tons or less may be moved over this bridge not exceeding 5 miles per hour, and must have at least 2 empty cars between the derrick, and engine.

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

West Chester Branch

1160-C4. (Phila. Div.) Trains hauling wreck derrick must not exceed speed indicated over the following bridges.

Br. 4.79 Angora 25 miles per hour.

Br. 7.11 Gladstone 15 miles per hour.

Br. 11.87 Northward from Wallingford 25 miles per hour.

Br. 14.41 Media 25 miles per hour.

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

Br. 25.75 first UG Br. north M.P. 26—25 miles per hour.

Br. 11.22 Southward from Llanerch 10 miles per hour.

(Newtown Square running track.)

Explosives and Other Dangerous Articles

1165-B1. (Phila. Div.). Cars containing shipments of class A explosives, except laboratory samples; all class B and C explosives in excess of 200 pounds are prohibited under all overhead structures, on all tracks, 30th Street Station, Philadelphia, Lower Level and Suburban Station.

Cars Placarded Explosives

1165-B2. (All Divisions) Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

Explosives—Placarded Tank Cars

1165-B3. (Chesapeake Division) Conductors of northward freight trains from Potomac Yard or Benning, with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel, must notify Train Dispatcher before leaving either Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of all other trains with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton Jct., giving engine number and destination of such cars.

Other trains must not be permitted to enter these tunnels while a train with a car of high explosives or placarded loaded tank cars is passing through the tunnels.

ELECTRICAL OPERATION

1167-A1. (All Divisions). Electrical Operating Instructions, C.T. 290 in effect.

1167-A2. (All Divisions). Power Directors are located at New York, Philadelphia, Harrisburg and Baltimore.

1167-A3. (All Divisions). Employes working on or near energized wires must obtain permission and proper protection from Power Director.

1167-A4. (All Divisions). Conductors and Enginemen are responsible for knowing that crew members and Foremen are responsible for knowing that their men understand and comply with instructions for electrical operation.

When inexperienced employes are required to work in electrified territory, experienced employes must call their attention to the danger.

1167-A5. (All Divisions). Following tracks equipped for AC electrical operation:

New York Division

Main Line:	All Main tracks Harold to Division Post (Phila. Division)
Branches	Secondary Tracks
Passaic and Harsimus Greenville Perth Amboy & Woodbridge Jamesburg Princeton including siding at KS Trenton	Connecting, Q to Harold. Loops 1 and 2, F to R. Subs 1, 2, 3 and 4, Q to F. Engine Track, Hudson to Karny. Naught Track, Hudson to East Conn., Grape Lead. Grape Lead, West Conn., Naught track to Haok. No. 1 Ice House, Grape Lead to Produce Yard Lead. Produce Yd. Lead, No. 1 Ice House to Gov't. Lead. Government Lead, Karny to Produce Yd. Lead. Set-off track, WA-6 to WA-5. Track A, WA-6 to WA-3. Naught track, Union to Linden. Amboy, SA to JG including Eastward, siding at Jamesburg but not including crossovers between JG and Helmetta or crossover 4884 feet west of CQ to No. 2 Running Track. Naught and No. 5 tracks Fair to Millham. Naught, Morris to Grundy. Middle, Morris to MA including all crossovers to No. 2 Main track. Bordentown; Trenton to 180 feet west of Interlocking

Running Tracks	Other Tracks
Nos. 5, 6 and 10 at Hudson. No. 5, Hunter to Lane. Morris Track. Modoc Track. No. 1, Greenville Departure Yard Lead, Greenville. Old Eastward Bay Line, WA-5 to WA-2. Speedway, WA-5 to WA-6. Naught, WA-5 to WA-6. Running 1, WA-5 to WA-6. Naught, Elmora to 3155 feet west. No. 5, County to Baldwin St. Yard. Millstone, County to 1700 feet west. Rocky Hill, Midway to 730 feet east. Eastward, Millham to 480 feet west of junction of east and west legs of Millham Wye. No. 1, OB to East End. No. 2, CQ to Deep Cut.	Harold—Eastward from Lines 1 and 3 to New York Connecting R. R. tracks. Eastward L. I. local track to Gosman Ave. Westward L. I. tracks from Laurel Hill Ave. and including all crossovers leading to Lines 2 and 4. Engine track. F. Interlocking. Westward L. I. passenger track, Harold to 825 feet west of F. Westward Freight track from 785 feet east to 410 feet west of F. Crossovers between Sub. 1 and L. I. westward passenger and freight tracks. Loop A at R Interlocking. Eastward and Westward Engine tracks, Q to Sunnyside Enginehouse.

Other Tracks

Tru-Train Storage Yard—Tracks A and B, 235 feet at west end. Track A, 245 feet at east end. Track B, 165 feet at east end.
Display Yard Ladder, Government Lead to Naught track.

East end No. 1 Display Yard for 775 feet.
Hudson—Tracks 11, 13, 14, 15 and 16.
Hunter St. Yard—Drill track and Naught track.
South Broad St. Yard, Newark—Express House 1 and 2. Hunter—18th St. track to 950 feet west of L.V.R.R. switch. Milk track, Spur track, L.V.R.R. connection (not in service for electrical operation).
Waverly West Side—No. 4 West Yard and connection to No. 6 track for 1950 feet west.

Durant Yard—East end tracks A and B for 400 feet.
Rahway—510 feet of west end of Tailtrack.
Lincoln to Edison—No. 5 and No. 6 tracks.
Monmouth Jct.—Set-off track on Jamesburg Branch.
Princeton Jct.—Track 5 to 3230 feet east of Princeton Jct.
Millham—East and West leg of Wye.
Trenton—No. 7 track.
Spur Track.
South Low.
Wall track including crossover at Chestnut Ave.
Hamilton Ave. Industrial Track—325 feet west of Fair.
Switches from No. 4 track to No. 2 Belvidere-Delaware Secondary track and 110 feet of that track.
Grundy—No. 5 track for 552 feet.
Torresdale—Public Delivery track for 1900 feet.

Yard Tracks

Sunnyside Yard—
All tracks except No. 74 and No. 75 tracks; No. 4 wheel pit; postal switching track; postal concentration center tracks No. 1, No. 2, No. 3 and Coal track; No. 61 crossover, leading from loop A to Postal Switching track, R Interlocking, Wreck Spur, Oil Spur, Incinerator Track and Track F Gosman Avenue Yard.

Harsimus Cove—
All tracks Waldo to JH inclusive.
Water Plug track for 800 feet from west end.
Old Stook Yard Tracks 2, 3 and 4.
New Stook Yard Tracks 5 to 10 inclusive.
New Yard Ladder.
A Ladder to 800 feet east of Yard master's office.

Meadows—
Engine Storage tracks 2, 3 and 4.
Engine track Karny to engine storage tracks.
Eastward Receiving tracks 6 to 11 including ladders at both ends.
Eastward Storage tracks 12 and 19 including ladders at both ends.
Westward Classification Yard Ladders at west end and tracks 1 to 15; also 17 to 22 inclusive for 133 feet at west end.
Running 1, 2 and 3.
Flat 1, 2 and 3.
Berwind track.
Ladder track east end Eastward Class Yard.
Cabin track and 1-A Lead.
Lead to No. 3 Old Receiving Yard.

Greenville
 West end of Nos. 1 to 11, Departure Yard for 990 feet.
 Nos. 3 and 4 Hump tracks to 800 feet east of CNJ bridge.
 Southwest Lead and Westward Lighterage Yard Lead to 1194 feet east of No. 4 Hump track.
 No. 2 Float track.
 Nos. 3 to 6, Receiving Yard.
 No. 3 Garden Yard.
 West end of Nos. 4, 5 and 6 Garden Yard for 700 feet.
 Oak Island Interchange track for 1200 feet east of connection to No. 1 track (CY)

Waverly
 No. 8 East End Yard, WA-5 to WA-4.
 Old Westward Bay Line and Bay Line Spur, WA-5.
 Eastward Receiving Yard Tracks 1, 2, 3 and 13.
 West end tracks 4 to 12, Eastward Receiving Yard for 300 feet.
 East end tracks 9 to 12, Eastward Receiving Yard for 400 feet.
 Spur track, WA-6.
 Old Westward, WA-6.
 Westward Empty Yard Track No. 1 for 250 feet, tracks 2 to 12 for 350 feet and Empty Yard Stub track.
 Westward Preference Yard Tracks 4 to 11 for 350 feet.
 L.V.R.R. Interchange (not in service for electrical operation).

Stiles St. Linden
 No. 1 track.
 Nos. 2, 3 and 4 tracks, 950 feet of east end.
 No. 2 track, 600 feet of west end.

County, Baldwin St. Yard
 Spur track.
 No. 1 and No. 2 tracks for 350 feet at west end.
 Nos. 1, 2 and 3, MU Yard.
 Naught track for 275 feet.

Trenton
 Tracks 1 and 2, Barracks East side.
 Tracks 1 to 14, Barracks West side.
 No. 7 track, Olden Ave. to No. 5 Running.

Bristol
 No. 1 track to 5030 feet west of Naught track.
 No. 2 track from Naught track to connection to No. 1 track east of Scale House and from connection to No. 1 track west of Scale House for 2495 feet west.
 No. 3 track for 788 feet at east end.

Morrisville
 West end of No. 1 and No. 2 Make-up tracks for 400 feet.
 East end of No. 2 Make-up track for 1400 feet.
 Tracks E-1, E-2, E-3 and E-4 including connection to No. 1 main track at Nickel and Ladder and Fly track at east end.
 Crossovers between E-1 Lead, North Hump lead and Middle track west of Morrisville Scale.
 East end of tracks E-5 to E-9 for 530 feet, Ladder and Running track from E-5 to No. 1 Main track, 2205 feet east of MB.
 East end of tracks 19 to 22 in A yard for 1220 feet including crossover to Middle track and A Yard lead.
 West end of Nos. 1 and 2 A Yard for 1335 feet.
 Electric engine track.
 No. 1 Repair track for 860 feet at west end.
 Hand-operated crossover between connecting track and Middle track trailing for westward movement, 3929 feet west of MY and Connecting track to west end of A yard.

South Amboy
 Nos. 1 and 2 Receiving tracks.
 Ladder at west end Receiving yard.
 West end track E-12 and connection to Lead to No. 2 Dumper and Pier C.
 West end tracks 1 and 2, Pier C for 420 feet.
 West end tracks 3 and 4, Pier C for 500 feet.
 Loop track and Running track.
 Lead from Running track to Pier C.
 Lead to No. 1 Dumper.
 Sand Bridge and Locomotive Cleaning Platform tracks.
 Cabin track.
 Passenger MU Yard tracks 1, 2, 3, 4 and 5.

Brown Yard
 No. 1 track, empty car yard.
 West end Nos. 2 to 7 empty car yard for 500 feet.
 East end Nos. 1 to 18 Loaded Car Yard for 500 feet and Loaded Car Yard Ladder.
 No. 2 Stock Ground track for 445 feet at west end.

Philadelphia Division

Main Line	Between	And
All Main tracks	Division Post (New York Division) Arsenal Interlocking	Division Post (Harrisburg Div.) Division Post (Chesapeake Div.)
Branches	Between	And
D.R.R.R. & B. Co.	Shore	Westward limits of Delair movable bridge, including hand-operated crossover between No. 1 and No. 2 tracks and connection to Port Richmond Running track.
Chestnut Hill	North Phila.	Chestnut Hill, including hand-operated crossover 1375 feet east of Allen Lane, crossovers and Station tracks at Chestnut Hill.
Suburban Line	Zoo (44th Street)	Arsenal via upper level to 30th St. Sta. to Suburban Station including Run Down, Car Wash track, all Suburban Station tracks and shifting track Arsenal to Walnut St.
River Line	Zoo	Arsenal, including all station tracks, 30th St Station, No. 5 and No. 11 Running tracks and spur tracks at north and south ends of station.
36th St. Connection	Zoo	Connection with Penn Interlocking River Line.
Grays Ferry West Chester	Zoo Arsenal	Arsenal West Chester, including hand-operated crossovers 700 feet south Fernwood; 317 feet south of Mile Post 11; hand-operated switch leading from Main track to south end Media yard; yard tracks 1, 2, 3, 4 and 5 and Station Tracks Media; Cheyney Siding; Station track at West Chester.
West Philadelphia Elevated	Zoo	Brill, including hand-operated crossovers at 49th Street; Naught track between 49th St., and Brill, except yard track between spur track and No. 2 main track, Arsenal Interlocking.
Delaware Extension	Arsenal	End of Main tracks at Broad St. OH Bridge including crossovers at Penrose between No. 1 and No. 2 tracks.
Schuylkill	Valley	Man (including all of Man Interlocking to eastward Home signal 550 feet west of interlocked turnout).
Trenton	Division Post (New York Division)	Dale and Glen, including hand-operated crossovers at Heaton, Rambo and King; No. 1 to Middle; Ladder and middle to No. 2; shop track at Nest; Howellville and Dale Sidings.
Philadelphia and Thorndale	Dale	Thorn
Running tracks	Between	And
No. 5	Penn Interlocking	Arsenal (connection with shifting track)
No. 11 Shifting Naught	Penn Interlocking Arsenal Interlocking Brill	South end Mail House. Walnut St. 49th St. connection with Grays Ferry yard. Ontario St.
Port Richmond	Connection with DRRR&B Co. Br.	
Eastward Jersey Westward Jersey	Zoo Connections with Eastward Jersey track	44th Street. Westward yard running track west of 44th St.
Westward No. 14	Zoo Overbrook	42nd Street O. H. Br. No. 3.03. 44th Street Overhead Bridge No. 3.23.
No. 15	42nd Street Overhead Bridge No. 3.03	Overbrook
Station No. 1 and No. 2 Thorofare Greenwich Hump No. 5 No. 0	West Chester Broad St. overhead Bridge Greenwich Hump Thorn Highland Avenue	7900 feet east including crossover 7525 feet east of Bridge Stadium Calm Hook

YARD AND OTHER TRACKS BETWEEN HOLMES AND THORNDALE

Location	Track	Portion equipped for AC Electrical Operation
Frankford Junction yard	No. 0	From its jct., with westward track to a point 30 feet east from Frankford passenger Station.
	Eastward	From No. 0 track to its connection with Port Richmond R.T. track 300 feet east of Venango St.
	Westward	From conn. with No. 0 track to conn., with Port Richmond Running track, 300 feet east of Venango St.
	No. 1 Receiving yard	From its connection with eastward track westward a distance of 300 feet.
Shore Interlocking	No. 0	475 feet westward from Shore Interlocking.
North Philadelphia Interlocking and Margie yard	No. 5	From a point 630 feet west of Margie St. overhead bridge extending east 6100 feet to a point 475 feet east of Germantown Ave., undergrade bridge. Connecting with No. 4 Main track at 33rd Street eastward a distance of 1200 feet.
33rd Street	No. 5	375 feet from east end of tracks. Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. Overhead bridge).
Mantua yard Zoo to 44th Street	No. 19 and No. 20 Cut	Between connection with No. 2 track Zoo Interlocking and Cut track.
	Departure	All connections between energized tracks.
44th Street	C-1	200 feet, east end.
	A-26 B-18 B-19	250 feet, east end. 125 feet, east end. 200 feet, east end.
46th Street Enginehouse	Inward engine	Between connections with No. 15 Running Track at 44th St. and 150 feet west of switch to engine yard.
	Electric engine Inspection pit Nos. 1 and 2 electric engine storage	Entire
44th Street to 52nd Street	7 Overflow Overflow ladder	Entire 325 feet, west end. Between connections with No. 14 Running Track and Eastward Belt.
	A-12 B-20 Departure Crossovers	160 feet, west end. 280 feet, west end. 315 feet, west end. All connections between energized tracks.
52nd Street to Overbrook and Jeff	No. 1 PSV	Between connection with No. 15 Running track and Jeff
	No. 8 No. 7 No. 3, 4, 5, 6 Ladder, West end Crossovers	775 feet, west end. 700 feet, west end. Entire Entire All connections between energized tracks.
Bryn Mawr	Pagr. car track, MU storage, south side	331 feet
Paoli coach yard	Pit Nos. 0 to 8, inc. Hill connecting	Entire Entire Entire Entire
Paoli West yard	Running Storage Nos. 3 and 4 Duck Under	Entire Entire Entire Entire
Paoli Shop	Nos. 1 to 5, inc.	Entire Leading to Shop Building (East and West side).
Thorndale	No. 6 storage A-B-C-D	Entire West end to AC Motor stop sign.
	A-B-C-D	East end to AC Motor stop sign.

YARD AND OTHER TRACKS

Location	Track	Portion equipped for AC Electrical Operation
Spring Garden St. yard Powelton Avenue MU yard Penn Coach yard	Run down	Entire
	All All, including Wash and Run down, except plug track	Entire Entire
Race Street Engine Terminal U. S. Post Office Walnut Street Yard Arsenal Interlocking Grays Ferry yard	All except sand track All All except No. 10 Run down No. 8	Entire Entire Entire Entire Between Arsenal Interlocking and No. 0 track, 49th Street, 300 feet on north and south ends.
	Nos. 9 and 10	300 feet on north and south ends.
Penrose Yard	Run-around	Between connection with No. 1 Main track and AC Motor Stop sign.
Stadium	Nos. 11 and 12 Crossovers	Entire. Connections between energized yard tracks.
	North & south leads Crossovers	Entire Connection between North Lead and E yard lead. Trailing crossover for eastward movement
Greenwich yard	Westward engine running connecting inward engine No. 8 departure No. 7 departure E Yard lead Nos. 5 & 6 departure Nos. 11 and 12 inbound receiving yard	2170 feet, west end. 2030 feet, west end. 830 feet, west end. 700 feet, west end.
	Nos. 13 and 14 inbound receiving yard Crossovers	Entire, including connection to inward engine track.
Ladder	Nos. 13 and 14 inbound receiving yard Crossovers	Entire Connecting ladder track (east end inbound receiving yd) and engine track.
	No. 3 departure No. 4 departure No. 2 departure	Between east end inbound receiving yd. and a point 80 feet west of Gwh. switch cabin. 485 feet from west end. 1135 feet from west end. 460 feet eastward from connection with No. 3 departure.
Greenwich coal yard (Receiving)	North ladder South ladder	Entire 390 feet eastward from connection with north ladder.
	No. 7 Nos. 9 and 10 Ladder	180 feet, west end. Entire Between Nos. 7 and 10 tracks (east end of Hump).
South Phila. Enginehouse facilities	Engine running Inward engine	Entire 1425 feet eastward from connection with engine running track.
	Pit Engine storage Cabin	Entire 1000 feet, west end. 300 feet, west end.
West end of Ore yard	No. 14 No. 15 No. 16 No. 18 No. 19 No. 20 Ladder	840 feet from west end. 595 feet from west end. 1075 feet from west end. 740 feet from west end. 580 feet from west end. 815 feet from west end. Between west ends No. 14 and No. 20
	Entire	Entire
Earnest	East middle West end of west middle	To AC Motor stop sign To AC Motor stop sign
	West end Nos. 1 and 2 East end Nos. 1, 2 & 3 MU coach yard No. 0	To AC Motor stop sign Entire Entire
Highland Ave.	No. 5 Electric Engine storage and ladder connection to No. 5 No. 1 yard	Highland Ave., to Hook Entire
	North end to AC motor top sign Entire	North end to AC motor top sign Entire
Trainer	Ladder from No. 5 to No. 8, inc. Nos. 6, 7 and 8 yard tracks	South end to AC motor stop sign

Chesapeake Division

Main Line:—Division Post, north of Bell, to Division Post (W.T.), Washington including Edgewood and Magnolia Sidings and Gauntlet Track B & P Tunnel, Baltimore, except crossover North of Mile Post 134, Bladensburg Road. Landover to South End, including all main track crossovers, except crossover north of Mile Post 131.

Branches	Yard Tracks
Shellpot Columbia and Port Deposit—Perryville to Division Post (Hbg. Division) and interlocked crossovers and including Pilot and Harbor Sidings. North & South legs of Wye, No. 1 and No. 5 tracks Perryville.	Edge Moor—Nos. 10 & 11 Advance tracks South end of Southward advance tracks from connection with ladder track and secondary track as follows: No. 1 & No. 2 tracks 300 ft. northward. Nos. 2 & 3 northward receiving No. 11 northward receiving yard North end of northward advance tracks from connection with Shellpot secondary track as follows: No. 2 & No. 3 tracks 270 ft. southward. No. 4 & No. 5 tracks 570 ft. southward.
Secondary Tracks	Wilmington track from junction with secondary track to transfer table in Wilmington Shop. No. 16 and No. 17 tracks and lead to Wilmington track at north end of Wilmington Shop. Landlith—South and north legs of Wye and inward and outward enginehouse tracks to secondary track, and cabin car track. Wilmington Shops—Enginehouse Storage tracks Nos. 1, 2, 3, 4 & 5 pit tracks Track A connecting No. 1 to No. 5 pit tracks with locomotive shop lead. Locomotive erecting Shop tracks Nos. 1, 2, 3, 4, 5, 6 & boiler House spur leading off No. 2 & connection to No. 0 track.
Bell—Bridge—Nos. 1 and 2 Bell—Landlith—B Track Edge Moor—Landlith—No. 0 Track Bay—River—No. 1 Track Anacostia—Deanwood—No. 1 Track, including North end of No. 1 track Landover from connection with non-interlocked switch and No. 2 main track to a point 323 feet south thereof. Deanwood—Anacostia—No. 4 Track Virginia—14th Street—Nos. 1 and 4 tracks.	West Yard—Ladder track and MU Coach Yard southward from West Yard Interlocking. Davis—Naught track, Chrysler Yard extending 1403 feet southward. No. 1 Extension track No. 7 Crossover Perryville Yard—Westward track from Junction with Minnick-Principio track Perryville Yard (Minnick) No. 1 track from junction with Columbia and Port Deposit Branch to a point 1800 feet east thereof, including crossover to westward track. Bay—Highland Yard—South track from connection with Orangeville Engine Yard Lead track at Bay Interlocking, to connection with Trappe Rd. track, 450 feet south of Bay Interlocking. Trappe Road track from connection with South track, to a point 650 feet south.
Running Tracks	Bay View Yard— North end of north & south lead tracks to connection with Yard Departure track—775 feet. No. 4 Receiving track—North Point No. 2 track—South Yard Inbound track connecting No. 1 at River Inbound receiving Nos. 14, 16, 18 & 20 tracks at River. Southward Running track from connections with south end of Nos. 14, 16, 18 & 20 tracks Inbound Receiving Yard to connection with north end of No. 2 Yard track at Bay Interlocking.
Other Tracks	
Wilmington Passenger Station— Middle Station track Hill track Meat House track Elkton—Red Mill south of Elkton 500 feet of stub end with switch connection in No. 2 track. Havre de Grace—Old Line—from connection with No. 1 at Oak & extending 380 feet north of low home signal for southward movements on Old Line. Stanton—Stanton Station track—500 feet and Delaware Park track. These tracks will be energized only by authority of General Order, or by Train Order. Baltimore Passenger Station—All tracks except Post Office.	

YARD TRACKS

Bay View Yard (continued)

North end of No. 31 Outbound Classification Yard, 745 feet south from connection with No. 35 Advance track.
North end of No. 33 Outbound Classification Yard, 675 feet south from connection with No. 35 Advance track.
No. 35 & No. 37 Advance tracks 500 feet south of Junction of North end of No. 35 & No. 37 Advance tracks.
Incline track from South Running track to No. 1 secondary track.
Outbound (Yard Departure) track from junction of north end of No. 35 & 37 Advance tracks to connection with No. 1 track River Interlocking.
Crossover between Inbound and Outbound track 370 feet south of River Interlocking.

Bay—Orangeville—No. 2 Yard track from connection with Orangeville lead track to connection with south end of south running track Bay View yard including interlocked crossovers to No. 1 track Bay Interlocking.
Orangeville lead track from connection with No. 2 yard track.

Orangeville—Ash Pit track
No. 1 Ash track
Nos. 1, 2, 3 and 4 Engine Storage Tracks.

B. & P. Junction—
All interlocked crossovers Mt. Royal Coach Yard.

Gwynn—No. 0 track from connection of interlocked switch with No. 1 track at Gwynn to connection with No. 1 track at non-interlocked switch located 900 feet south of Edmondson Sta.
No. 1 & No. 2 northbound spur tracks from connection with No. 0 track to points 405 & 629 feet south.
No. 5 track from connection of interlocked crossover on No. 4 track at Gwynn to connection with No. 4 track at non-interlocked crossover located 650 feet south of MP 93.
Nos. 6, 7 & 8 tracks from connection with No. 5 track to points 385, 275 & 275 feet north.

Gwynn—Winans—Industrial track—350 feet south Loudon Park pick-up track 550 feet south.

Benning—
2B yard track and non-interlocked trailing switch from connection with No. 4 track at South end of yard to point 450 feet north.
Non-interlocked trailing crossover between No. 1 secondary to No. 2 track 84 feet north of Yard Master's office.
No. 3 track from connection with No. 1 track to a point 600 feet south.
No. 4 track from connection with No. 3 track to a point 330 feet south.
No. 5 track from connection with No. 4 track to a point 240 feet south.
No. 6 track from connection with No. 5 track to a point 390 feet south.
No. 7 track from connection with No. 6 track to a point 320 feet south.
No. 8 track from connection with No. 7 track to a point 300 feet south.

Pennsylvania Ave.—Lead track and non-interlocked trailing switch from connection with No. 3 track at south end of yard to a point 350 feet north.

Potomac Yard—
Southward freight running track.
Crossovers, 800 feet north of the north end of the southward receiving yard.
Southward freight running tracks Nos. 1 & 2.
Southward Receiving Yard tracks Nos. 3 to 9 inclusive.
Electric Locomotive Incline track.
Thoroughfare track from connection with south end of No. 1 Electric Locomotive Storage Yard track, southward 512 feet.
Leads from south end of freight running tracks Nos. 1 & 2 and southward receiving yard tracks Nos. 3 to 9 inclusive, including crossovers at the Hump, to connection with Electric Locomotive Incline track.
Inbound Engine Running track from north end of No. 9 southward Receiving Yard track to connection with Outbound Engine Running Track.
Nos. 1, 2 & 3 Electric Locomotive Storage Yard tracks.
Outbound Engine Running track from junction of north end of Electric Locomotive Storage yard tracks to connection with No. 3 Advance track at Four Mile Run.
Nos. 3, 4 & 5 Advance Yard Tracks including crossovers between electrified tracks from Four Mile Run yard office to the north end of northward classification yard tracks 31 to 39, inclusive.

Northward Classification Yard tracks including crossover between No. 23 and No. 24 tracks, from connection with north switch as follows:
 No. 20 track, 595 feet southward. No. 26 track, 380 feet southward.
 No. 21 track, 340 feet southward. No. 27 track, 310 feet southward.
 No. 22 track, 425 feet southward. No. 28 track, 215 feet southward.
 No. 23 track, 520 feet southward. No. 29 track, 120 feet southward.
 No. 24 track, 560 feet southward. No. 30 track, 750 feet southward.
 No. 25 track, 450 feet southward.

No. 4 Northward Freight Running track from connection with north end of northward Advance Yard tracks to South End Interlocking.

Nos. 5 & 6 Northward Freight Running tracks from north end of northward advance yard tracks to connection with No. 4 Northward Freight Running track at Roach's Run.

Northward Classification Yard tracks including crossovers between electrified tracks from connection with north switch, as follows:

No. 31 track, 259 feet southward. No. 36 track, 359 feet southward.
 No. 32 track, 259 feet southward. No. 37 track, 359 feet southward.
 No. 33 track, 409 feet southward. No. 38 track, 459 feet southward.
 No. 34 track, 560 feet southward. No. 39 track, 410 feet southward.
 No. 35 track, 560 feet southward.

Relay Yard—No. 4 track 57 feet south from connection with Relay Yard lead.

No. 5 track 780 feet south from connection with Relay Yard lead.

No. 6 track 570 feet south from connection with Relay Yard lead.

No. 7 track 700 feet south from connection with Relay Yard lead.

Relay Yard Lead from north end of the Relay Yard to connection with the Northward Throughfare track at the south end of the Northward Classification Yard.

Northward Throughfare track from the connection with the Relay Yard Lead to Four Mile Run yard office.

Connecting track between the southward throughfare track and the northward throughfare track, south of the Cabin Car Yard, south of Four Mile Run.

Harrisburg Division

Main Line	Between	And
All Main tracks	Division Post (Phila. Division)	Harrisburg, including hand-operated crossovers at Leaman Place, Landis, Florin, Elizabethtown and Conewago

Branches	Between	And
Atglen and Susquehanna	Park	Wago Junction, including hand-operated crossovers at Q, I.G-14, Smith and LG-21 Sidings at Smith, Manor, Columbia, and Lake.
Cumberland Valley Columbia	State Cork Shooks	Lemo Cola State, including Shooks and Middletown Sidings.
Columbia and Port Deposit York Haven Line	Cres Wago Junction Cly Stell	Port Cly, No. 1 and No. 2 tracks. Stell, Nos. 1, 2, 3 and 4 tracks. Day, Nos. 1, 2 and 3 tracks.

Running tracks	Between	And
No. 11 and No. 12	Harris	Maclay Street. Also all connections and crossovers to No. 11 and No. 12 tracks on east end
No. 44	Electric engine storage yard	East end yard office.

YARD AND OTHER TRACKS BETWEEN PARK, HARRISBURG AND ENOLA, INCLUDING HARRISBURG AND ENOLA YARDS

Location	Track	Portion equipped for AC Electrical Operation
Lancaster	No. 0 Mail and Express Nos. 1 and 2 Old eastward	Entire Entire Dillerville yard. From connection with No. 1 track. Columbia Branch to AC Motor stop sign. West end to AC Motor stop sign.
Long Park yard	Nos. 1 and 2	
State	12-E, 13-E, 14-X, 6X, 7X, 8X, 9X, 10X, 5X, 5Y, 9Y, 7C, 8C	Entire State to AC Motor stop sign.
State Street yard	Nos. 36 and 37	Entire
Harrisburg Station	Nos. 1, 2, 4, 5, 6, 7, 8, 9 and 10.	Entire
Harris	1E, 2E, 1X, 2X, 3X, 4X, 3D, 4D, 3C, 4C, 5C, 6C, 32, 33, 34 and No. 2 main	To AC Motor Stop sign. Harris to Reilly, including cross-overs east of Reilly leading into these tracks. To AC Motor Stop sign. Maclay Street to AC Motor stop sign. Entire
Harrisburg yard	Nos. 4P and 5P	To AC Motor stop sign.
No. 1 class yard	Nos. 8 to 13 inc.	To AC Motor Stop sign.
No. 3 relay yard	Nos. 5, 6, 7 and Eastward	Maclay Street to AC Motor stop sign. Entire
No. 4 receiving yard	Nos. 13 to 18 inc.	To AC Motor stop sign.
Harrisburg enginehouse	4E inward engine track	Entire
Enola yard	Ramp	Entire
Westbound relay yd.	Ramp and G	To westbound hump.
Westbound receiving yard	Nos. 2 to 16 inc.	Day to west end of tracks.
Relay yard	Nos. 6 to 10 inc.	To AC Motor Stop sign.
Eastbound classification yard	Paint Shop and Ladder track	Entire
Enola Enginehouse	Nos. 11 to 18 and 20 to 40 inc. High Line	To AC Motor stop sign. West end of westbound receiving yard to AC Motor stop sign west of coal wharf. West of coal wharf to inspection pit.
F, G, H and K Columbia	Electric engine E2, E3, E4, E5 electric engine storage yard Electric engine (44)	Entire Between electric engine storage yard and east end yard office. AC Motor Stop sign. Entire To AC Motor stop sign
Lemoyne	Day New No. 6 Manor set off track Ladder at east end of yard Ladder at west end of yard East and west end of No. 3 yard Nos. 1 & 2 and east leg of Wye Interlocked crossover between No. 2 and No. 1 tracks, 650 feet west of Lemo.	To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign Entire.

High Wire and Low Wire—52nd Street District

1167-A7. (Phila. Div.). HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks.

1167-A8. (Phila. & Ches. Div.). C. T. 290 Electrical Operating Instructions.

Multiple Unit Cars

High Wire Territory

Locations to be considered high wire territory, insofar as operation of multiple unit cars is concerned:

Engine Storage Track in Highland Avenue.

Edge Moor Yard.

Wilmington Shop Yard.

Shellpot Branch.

C.&P.D. Branch.

No. 1 Secondary Track between Bay Interlocking and North Point Interlocking.

Bay View Southward Receiving Yard (South Yard).

Bay View Inbound Receiving Yard.
 Bay View Outbound Classification Yard.
 Northern Central Branch from a point 700 feet west of B. & O.
 Bridge to Mount Vernon.
 Freight Line from Landover to M Street.
 South End to and including Potomac Yard.

Phase Breaks

1167-A9. (All Divisions)

New York Division

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
Main Line:	No. 1 and No. 2	W3.44	200 feet east of and 200 feet west of catenary pole W3.44

Philadelphia Division

Main Line: Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 33.78 Cat. Br. 33.71	360 Ft. Eastward 360 Ft. Westward
P. and T. Branch: Thorndale Sub-Station	No. 1 No. 2	Cat. Br. P-33.21 Cat. Br. P-33.16	285 Ft. Eastward 285 Ft. Westward

Chesapeake Division

Main Line: Perryville	1 & 2 3 & 4	Cat. Br. 58.68	200 feet Northward and Southward
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Position Light Phase Break Indicators

1167-A10. (All Divisions).

New York Division

Location	Tracks	Location of Indicator	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
Main Line: East of Portal	No. 1 (East- ward) No. 2 (East- ward)	Signal Bridge W38	1500 feet
East of Portal	No. 1 (West- ward)	On ground mast 200 feet west of Signal W31	2000 feet
	No. 2 (West- ward)	On catenary pole 230 feet west of Signal W31	

Philadelphia Division

Main Line: Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 34.14 Cat. Br. 33.39	4190 Ft. East of Thorn 8167 Ft. East of Thorn
P. and T. Branch: Thorndale Sub-station	No. 1 No. 2	Cat. Br. 34.14 Cat. Br. P-32.84	4190 Ft. East of Thorn 8235 Ft. East of Thorn

Chesapeake Division

Main Line: Perryville	No. 1, 2 & 3	Sig. Br. 590	1500 feet Southward from Signal Br. 590
Perryville	No. 2, 3 & 4	Coudon's Rd. Br. 58.34	1800 feet Northward from Overhead Bridge 58.34

West Chester Branch PB Signs

1167-A11. (Phila. Div.). A wood stick section break ten feet long in the catenary system located 1300 feet north of Lenni Station. Power must not be used while any pantograph is under this section break.

Power Removal. (All Divisions)

1167-A12. When necessary to have the power removed for the purpose of going to the roof of multiple unit equipment or electric engines, the engineman must personally arrange to have the power removed and to have the power restored; unless a Class "A" employe is in charge.

Removals or Application of Control Jumpers—(All Divisions)

1167-A13. When necessary to remove or apply control jumpers between electric engines, all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during time of insertion or removal of jumpers.

When two or more electric engines (except MU engines) are in use in multiple and electrical trouble develops in which it is necessary to haul one of the engines dead, the control jumpers must be removed from the defective engine to avoid damage which may result because of wiring defects.

Operation of (1) Multiple Unit Car

1167-A14. (All Divisions) Operation of one (1) multiple unit car is prohibited except when shifting or for movement between Suburban station and Mail Platform, 30th St. Station Phila., Powelton Avenue multiple unit yard and Pennsylvania coach yard and between Wilmington shop and West Yard when cars are en route to and from the shop. Before moving one (1) multiple unit car, the air brake and both hand brakes must be tested and known to be operative, except when one (1) multiple unit car is to be cut off from other cars for one (1) car operation, brake test must be made before uncoupling car. 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.

This instruction does not apply to MU cars which are equipped with a special emergency brake system to permit single car operation at maximum speeds for MU trains.

In the operation of MU cars equipped with Special Emergency Brake System, an EMERGENCY BRAKE SWITCH OR VALVE is located in each engineman's operating compartment. Each device is stenciled "EMERGENCY BRAKE."

To operate this special emergency brake system, the emergency brake switch must be moved to the "ON" position, or on cars equipped with conductor's valve, the valve must be moved to the open position.

This system is to be used only in the event of failure of the regular air brake system. The switch or valve must normally remain in the "OFF" or "CLOSED" position.

When in single car operation the special emergency brake system on these cars must be tested from the operating end before each trip as follows:

With the brakes released, control plug inserted, and controller in "OFF" position, the emergency brake switch or valve must be moved to the "ON" or "OPEN" position, noting that the brakes apply immediately on both trucks. When the switch is placed in the "OFF" position or the conductor's valve is placed in the "CLOSED" position, the brakes must release on both trucks. This test should immediately follow the normal initial terminal brake test, as prescribed in instruction 11-b of the 99-D-1, Brake and Train Air Signal Instructions.

In making shifting movements with single D. C. multiple unit cars a running brake test must be made immediately after movement is started.

Sleet Instructions.

1167-A15. (All Divisions)

New York Division

During sleet storms pantographs of electric engines in passenger service and multiple unit cars will be examined on trains making schedule stop at Trenton.

Enginemen of eastward passenger trains making schedule stop will stop with front end of leading engine opposite east end of eastward station platform.

Enginemen of westward passenger trains making schedule stop will stop with front end of leading engine opposite west end of westward station platform.

Boiler must be operated in manual control using stack blower approaching Trenton to permit engineman to lower pantographs.

Engineman must lower pantographs immediately after stopping to permit qualified employe to make pantograph inspection. Engineman must not raise pantographs until after inspection is completed and has been so advised by the qualified employe that pantographs may be raised.

Examination of Pantographs—Passenger Service

During sleet storms pantographs of electric engines will be examined by maintenance forces on trains making schedule stops at:

Philadelphia Division

NORTH PHILADELPHIA

Enginemen will stop with engine opposite the inspection platforms located on top of the shelter sheds at the extreme end.

PAOLI

Enginemen of westward passenger trains will stop with front end of engine at station stop marker Eng. Stop. With double-headed engines at marker D-1. Eastward trains stop with leading engine at station stop marker No. 14.

30TH ST. STATION, PHILA. (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 employes to make the inspection. Enginemen must not raise pantographs until after the inspection has been made and so advised.

When request to lower pantographs has been made, place boiler in manual operation immediately.

Harrisburg Division

LANCASTER

Enginemen will stop with engine at extreme departing end of platform.

Examination of Pantographs—Freight Service

Philadelphia Division

52nd Street—Westward when routed via yard.

Paoli—Eastward at Home signal if retainers are to be set; otherwise at 52nd Street if routed via yard.

Thorndale—

Eastward at East End No. 5 Running Track.

West Phila. Elevated Branch—

Northward—Home Signal, Zoo, 34th Street.

Southward—Arsenal Interlocking station.

Trenton Branch—at Nest*

*Note—Eastward trains with tonnage which would cause difficulty starting or moving over grade Nest to Plymouth Meeting, will detach engine at Rambo and move lite to Nest for pantograph inspection.

Harrisburg Division

Atglen and Susquehanna and Columbia Branches—

Westward—Westward home signal bridge east of Cola.

Eastward—Eastward home signal bridge west of Cola.

Chesapeake Division

During sleet storms, when double pantograph order is in effect, pantograph shoes of all electric engines operating in passenger service will be examined at Wilmington and at Baltimore Passenger Stations.

At Wilmington—Enginemen of all northward passenger trains will stop with front end of leading engine opposite north end of northward passenger platform; enginemen of all southward passenger trains will stop with front end of leading engine opposite the south end of middle platform shelter.

At Baltimore—Enginemen of all northward passenger trains will stop with front end of leading engine just south of Calvert Street overhead bridge; enginemen of all southward passenger trains will stop with front end of leading engine just north of Maryland Avenue overhead bridge.

Approaching Wilmington and Baltimore Passenger Stations, operate boiler in manual control, using stack blower, to permit enginemen to lower pantographs.

When requested by inspectors at the above points engineman will lower pantographs immediately to permit qualified employes to make pantograph shoe inspection. Engineman must not raise pantographs until after the inspection has been made and so advised.

Position of Pantographs—Sleet Storms

1167-A16. (All Divisions). During sleet-forming weather, when multiple unit cars are laying in yards or terminals pantographs should be kept against the wires and heaters turned on in the car, so that the roof will be warm, with the blower motors shut down until the car is moved.

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

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

Lowering and Raising Pantographs

1167-A17. (All Divisions)

New York Division

Pantographs must not be dropped—between west portal of North River Tunnels and east portal of East River Tunnels—Sub-1 and Sub-2 tracks under L. I. R. R. tracks east of F Interlocking Station—under low overhead structures, except in New York as follows:

On Tracks Nos. 2, 3, and 4 after requesting Power Director to open Sectionalizing Switch No. 6353.

Yard A.

West end Yard E.

Pantographs must not be dropped until controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened or it is known that trolley wire is de-energized.

There is no restriction on raising lowered pantographs in this territory.

Pantographs must be in down position at layover points except as outlined above or when required to be raised to make tests, heat cars, or to prepare them for movement.

Philadelphia Division

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

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

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

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

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

Third—The grounding switch must be closed and safety key inserted, the 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.

Harrisburg Division

At Harrisburg Station—Pantographs must not be dropped while on Station tracks No. 1 to No. 10, inclusive, nor at Lancaster Station while under passenger bridge, or under other close overhead structures, except in case of emergency, and then only after controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

Chesapeake Division

At Baltimore, pantographs must not be dropped on Station platform tracks No. 1 to No. 7, inclusive; tracks No. 1, No. 2 and No. 3 Union Tunnels; tracks No. 2 and No. 3 B.&P. Tunnel, and between Howard Street and Guilford Avenue, except in case of emergency, and then only after controller is in "OFF" position, and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

On Multiple Unit cars laying over, pantographs must be kept down except when required to be against wire to make necessary tests, heat cars, or to prepare them for movement.

Display of Heat Numerals—(All Divisions)

1167-A18. Heat numeral signs 0-1-2-3 will be displayed at:
 Sunnyside Yard.....Crew Dispatcher's Office
 New York.....Crew Dispatcher's Office
 South Amboy.....Yard Master's Office
 County.....Yard Master's Office
 Trenton.....Baggage Room
 Trenton (West Barracks).....Yard Master's Office
 Station Master's Office, Suburban station;
 Powelton Avenue Multiple Unit yard;
 Chestnut Hill Passenger station;
 Ticket office, Media;
 Wilmington—Station Master's Office.
 Baltimore—Station Master's Office.
 Washington—Station Master's Office.

Trainmen must observe heat board to ascertain what heat numeral is in effect, after which they must check heat switches and know cars are heated to proper temperature.

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.

Detour of Trains Hauled by Electric Engines—(All Divisions)

1167-A19. Trains hauled by electric engines, detoured via foreign lines or to tracks other than normal route, with diesel engines coupled ahead, will keep their pantographs against the wire until just prior to leaving the electrified territory in order to assist the diesel engine. Trains received from other regions 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.

1167-A22. (New York Div.) Torresdale—Before making movements with AC electrical equipment on Industrial Track, Trainmen must operate Sectionalizing Switch No. 10, located on catenary pole 74.09 to CLOSED position. Sectionalizing Switch must be restored to OPEN position after completing movement.

1167-A23. (New York Div.) New Haven R. R. Enginemen of electric engines are responsible for knowing that changeover switch is in AC position, DC pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board. Employes are prohibited from moving AC changeover switch from AC position.

1167-A24. (New York Div.) AC MU trains moving through the East River tunnels must have pantograph unlock (up button) button in and locked with pin provided for that purpose, before moving through East River Tunnels, to prevent pantographs from latching in the down position while moving under low wire. Pin must be removed after clearing tunnel.

Blowers—Multiple Unit Equipment

1167-A25. (Phila. Div.) On multiple unit trains departing from Suburban Station, car inspectors will close all blower motor switches four (4) minutes before scheduled departing time. As soon as practical after train has departed from Suburban station the train crew will make a check on all cars to determine if the blower is running, as a car operating without ventilating air will overheat the transformer and main motors and cause this equipment to fail. Car inspectors will open blower motor switches on all cars upon arrival of trains at Suburban station.

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

Multiple unit equipment moving deadhead to and from Powelton Avenue multiple unit yard and Suburban station must have all blower motor switches closed. Shifting crews must close blower motor switches on all multiple unit cars prior to making shifting movements in Suburban station or Powelton Avenue multiple unit yard.

Operation of Steam Heat Boilers Under Catenary

1167-A26. (Phila. & Hbg. Divs.) At 30th St. Station, Phila., Upper Level, boiler may be operated in low flame position.

At 30th Street Station, Philadelphia, Lower Level, when outside temperature is above 40 degrees, the boiler must be shut down. Approaching trains will do this passing Zoo and Arsenal. Boiler will not be started until engine is clear of overhead structure.

When outside temperature is below 40 degrees, the boiler must be operated in low flame.

At Suburban Station and U. S. Post Office facilities at 30th Street, steam heat boiler must be shut down.

At Harrisburg Passenger Station tracks No. 1 to 9, inclusive, fire in boiler must be regulated to avoid safety valves lifting.

Boilers must not be operated in high flame position between State Street and Mulberry Street overhead bridges.

Fire in boiler of arriving engines must not be extinguished until arrival on disposal track at enginehouse.

1167-A27. (Phila. Division) Steam heat generators may be operated under low wire as follows:

Trains terminating at 30th St. Station, Lower Level, equipped with steam generators must have the steam train-line valve closed before passing Zoo or Arsenal.

At Suburban Station and U. S. Post Office tracks, 30th Street, steam heat generators must be shut down.

1167-A30. (New York Div.) An electric engine which has been made dead enroute, in an eastward train destined New York, must be inspected and approved, per Instruction 14, page 14 of CT-290 by a class "A" employe, prior to being moved east of Hudson or through North River Tunnels.

If the dead engine cannot be approved by class "A" employe for movement through North River Tunnels or if such an employe cannot be secured in time to prevent delay to the train, dead engine must be set off at Hudson. When the electric engine is made dead enroute between Hudson and New York, it must not be moved through North River Tunnels until after engineman has complied with Instruction 14, page 14 of CT-290.

DC Electrical Operation—(New York Division)

1167-B1. Following tracks equipped for DC electrical operation:

MAIN TRACKS—Between:

Harold and west portals of North River tunnels.
Waldo and Hudson (Jersey City Branch).
Westward PATH Track
Hudson to Newark MU yard.
Eastward PATH Track
Newark MU yard to Hudson.

YARD TRACKS:

SUNNYSIDE YARD:

Sub. Tracks 1 and 3.
Long Island Connecting Track.
Lead Tracks 3 and 5 at Q.
Track 69.
No. 1 Engine House Track.
Hump Track.
Lead Track No. 6 at R to connection to Hump Track.

NEWARK:

MU Yard Tracks, including Tail Track.

OTHER TRACKS:

No. 1 loop track between a point 3950 feet east of F and R.
Eastward Engine Track between Q and Sunnyside Engine House.
Pennsylvania Station, New York.

HUDSON:

Crossover Route Track 4 to Track 1.

1167-B2. (New York Div.) When there is possibility of contact between DC electric engines or DC multiple unit cars and electric return circuit, as represented by running rail, being broken, third rail contact shoes must be removed from contact with third rail.

1167-B3. (New York Div.) When two or more P.A.T.H.R.R. Trains using DC electric power stop on the same track a short distance apart, train that is close to train ahead, must not start until preceding train has been under headway one minute.

1167-B4. (New York Div.) Portable Third Rail Jumpers are located at east end, westward platform Harrison and at all interlocking stations in DC electrified territory. They must be replaced after using.

1167-B5. (New York Div.) Type H2C Auxiliary or Compromise Car Couplers for coupling P.A.T.H.R.R. 1200 series cars and P.R.R. Equipment are located at the following points:

Waldo Tower—Under steps.
West Side Ave.—Crossing watchman's building.
Karny Tower—In front of Tower on ground.
Hudson—Car Inspectors building.

TRAIN DISPATCHERS (All Divisions)

1201-A1a. (New York Div.). Location of Train Dispatchers

New York:

Train Dispatchers in charge as follows:

Main Line: A to Holmes (Note—Harold to A in charge of Train Director at A)

Branches: Jersey City	Jamesburg
P. and H.	Princeton
Greenville	Belvidere-Delaware
P.A. and W.	Trenton—Morris to MA

Secondary

Tracks: Amboy	Belvidere-Delaware
Freehold	Hightstown
	Bordentown—Fair to BO

1201-A1b. (Phila. Div.). Location of Train Dispatchers

Philadelphia:

Train Dispatchers in charge as follows:

Main Line: Between Holmes and Park
Between Arsenal and Bell

Branches: D.R.R.R. & B. Co. (Shore to Divide), Chestnut Hill, Suburban Line, River Line, Grays Ferry, West Chester, West Phila. Elevated, Delaware Extension, Schuylkill, Trenton—MA to Glen, Philadelphia and Thorndale, Bordentown and Pemberton.

Secondary Tracks: Schuylkill, Octoraro and Bordentown (Minson to BO).

Connecting Tracks: Jordan to Pennsauken.

Jersey to Minson
Jersey to Hatch
Hatch to Divide

Camden:

Train Dispatcher in charge as follows:

Main Line: Divide and Division Post (P.R.S.L.).

NOTE—Train orders will be issued over the signature of General Manager, P.R.S.L.

1201-A1c. (Chesapeake Div.). Location of Train Dispatchers

Baltimore:

Train Dispatchers in charge as follows:

Main Line { Bell to New York Avenue.
Landover to South End.

Branches: Porter, Delmarva, Columbia and Port Deposit, Shellpot, Northern Central between Calvert and York.

Secondary Tracks: Popes Creek, Centreville, Chestertown, Oxford, D.M. & V., Cambridge, Crisfield, Pocomoke.

1201-A1d. (Harrisburg Div.). Location of Train Dispatchers

Harrisburg:

Train Dispatchers in charge as follows:

Main Line: Between Park and Banks.

Branches: Atglen and Susquehanna, Columbia, York Haven Line, Northern Central between York and Cly, Cumberland Valley, Columbia and Port Deposit (Cres to Port).

Secondary Tracks: Winchester, Frederick, York.

1201-A2. (New York Div.) Form DR Train Orders authorizing movements against the current of traffic between Waldo and Karny, must include the name of the branch on which applicable.

Referring to Rule 204:

1204-A4. (All Divisions) A copy of the train order need not be supplied to helping engines except when assisting engine is coupled ahead.

SIGNAL RULES

1250-A1. (All Divisions) Movement of Trains by Block Signal System Rules

X—Indicates Rules in Effect.

- COLUMN 1—Movement of Trains in the same direction by Block Signals
Rules 251, 253 and 254.
- COLUMN 2—Opposing and following movement of trains by Block Signals
Rules 261, 262, 263 and 264.
- COLUMN 3—Movement of trains on Secondary Tracks
Rules 271, 272 and 273.
- COLUMN 4—Manual Block Signal System
Rules 305 to 373 inclusive, except Rule 316.
- COLUMN 5—Manual Block Signal System
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 6—Manual Block Signal System for movements against the current of traffic.
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 7—Manual Block Signal System for movements against the current of traffic.
Rules 305 to 373 inclusive, except Rule 316.
- COLUMN 8—Automatic Block Signal System
Rules 501 to 512, with the current of traffic and on single track.
- COLUMN 9—Automatic Block Signal System
Rules 501 to 512, against the current of traffic
- COLUMN 10—Cab Signals
Rules 551 to 570, with the current of traffic and on single track.
- COLUMN 11—Cab Signals
Rules 551 to 570, against the current of traffic.

New York Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
		MAIN LINE														
Harold	F	1, 2, 3 and 4	X						X	X	X					
F	JO or C	1, 2, 3 and 4	X			X			X	X	X					A
A	Hudson	1 and 2	X						X	X	X	X				
Hudson	Dock	1	X						X	X	X					
Hudson	Dock	Westward Path	X					X		X						
Hudson	Dock	Eastward Path	X						X	X						
Hudson	Elmora	2 and 3	X						X	X	X	X				
Dock	Hunter	4	X						X	X	X	X				
Dock	Hunter	1	X					X		X	X					
Hunter	Elmora	1 and 4	X					X		X	X					E
Hudson	Elmora	2 and 3	X						X	X	X	X				
Elmora	Union	A, 1, 4 and B	X					X		X	X					
Elmora	Union	2 and 3	X						X	X	X	X				
Union	Morris	4	X					X		X	X					
Union	Morris	2 and 3	X						X	X	X	X				
Union	Lincoln	1	X					X		X	X					
Lincoln	Edson	1	X					X		X	X					
Edson	Morris	1	X					X		X	X					
Lincoln	Edson	No. 0	X					X		X	X	X				
Morris	Div. Post Phila. Div.	1, 2, 3 and 4	X					X		X	X	X				

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
Waldo	Hudson	Jersey City Branch 1 and 2	X						X	X						
Waldo	Hack	Passaic and Harsimus Branch 1 and 2								X	X					B
Hack	Karny	1 and 2								X						C
Karny	WA5	1 and 2								X	X					
WA3	WA5	1 and 2								X						
Bay	WA2	Greenville Branch 1 and 2								X	X					
WA2	WA6	1 and 2								X						
Union	WC	Perth Amboy & Woodbridge Br. 1 and 2	X						X	X	X					
Midway	JG	Jamesburg Branch		X		X										
Nassau	KS	Princeton Branch							X							
Morris	Diviston Post (Phila. Div.)	Trenton Branch 1 and 2								X	X	X				D
MG	G	Belvidere Delaware Branch							X							
Fair	BO	Bordentown Secondary		X	X											F
Conn. Amboy Secondary Track	End of Block	Freehold Secondary		X	X											
SA	CQ	Amboy Secondary		X							X					
CQ	JG			X	X											
Conn. Amboy Secondary Track	End of Block (1380 feet west of K)	Hightstown Secondary		X	X											
Fair	MG	Belvidere Delaware Secondary 1 and 2		X						X	X					

NOTE A—In the application of Rules 335 and 361, where Rule 261 is in effect, fixed signals and not hand signals used at F to indicate condition of the block on No. 1 and No. 3 tracks for westward trains also at JO and C to indicate condition of the block on No. 2 and No. 4 tracks for eastward trains.

NOTE B—Eastward shifting movements on No. 2 track Passaic and Harsimus Branch from switch leading to Marion Yard may be made east of block signal located 1080 feet west of western limits of Waldo Interlocking on permission from Operator Waldo.

NOTE C—Eastward movements on No. 2 Track P & H Branch between connections to Westbound Classification Yard, 1500 feet west of Hack, and Hack, may be made on permission from Operator at Hack.

NOTE D—Trenton Branch—Westward movements on No. 1 track between Morris and MB and eastward movements on No. 2 track between MY and Morris may be made on verbal permission from Operator at Morris and proper signal indication.

NOTE E—LANE Block and Interlocking Station will not control movements on Track No. 1. When making movements against current of traffic on Track No. 1, Block extends Hunter to Elmora.

NOTE F—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at BO or Fair.

Philadelphia Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note				
			1	2	3	4	5	6	7	8	9	10		11			
			Division Post (N.Y. Division)	North Phila.	MAIN LINE 1, 2, 3 and 4	X				X	X	X					
North Phila. Interlocking		Westward and Eastward Station Tracks	X					X	X	X							
North Phila.	Zoo	1, 2, 3 and 4	X					X	X	X	X						
Zoo (44th St.)	Overbrook	4	X				X	X	X								
Zoo (44th St.)	Overbrook	1	X					X	X	X							
Zoo (44th St.)	Overbrook	2	X					X	X	X	X						
New York & Pgh. Subway	Zoo Interlocking	Westward Eastward							X	X							
Overbrook	Paoli	1, 2 and 4	X				X	X	X								
Overbrook	Paoli	3	X					X	X	X	X						
Paoli	Glen	1, 2, 3 and 4	X				X	X	X								
Glen	Downs	1 and 4	X				X	X	X								
Glen	Downs	2	X					X	X	X	X						
Downs	Park	1, 2, 3 and 4	X				X	X	X								
Thorn	Cain	5 running						X	X								
Arsenal	Brill	1 and 4	X				X	X	X								
Brill	Division Post (Chesapeake Division)	1, 2, 3 and 4	X				X	X	X								
		Branches Secondary Tracks and Sidings															
Arsenal	Stadium	Delaware Extension 1 and 2	X					X	X	X	X						
Division Post (New York Division)	Dale	Trenton Branch 1 and 2						X	X	X							
Dale	Glen	Single	X					X	X								
Dale	Thorn	Philadelphia and Thorndale Branch 1 and 2						X	X	X							
Zoo (34th St.)	Broad	Suburban Line 1, 2, 3 and 4	X					X	X								
44th St.	34th St.	1 and 4						X	X								
38th St.	34th St.	4								X							
44th St.	Conn. with West Phila. Elevated Br. (Zoo Int.)	2						X	X	X							
Zoo Int. Sta. 36th St. tunnel)	34th St. OH Br.	Connecting Tracks 2 and 3						X	X								
30th St. Sta. Upper Level (Broad)	Arsenal Int. Sta.	1M and 4M						X									
38th St.	Penn	36th St. Conn. Zoo (Conn. with Suburban Line) 1 and 4						X	X								
Zoo	Arsenal	River Line 1 and 4						X	X								

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note				
			1	2	3	4	5	6	7	8	9	10	11					
			30th St. Sta. (Penn Inter.)		3 and 4 Sta. Northward Only. 5 and 6 Sta. Southward Only													
Arsenal	Penn	4															X	
Penn Inter.		N3 route															X	X
Shore	Jersey	D.R.R.R. & B. Co. Branch 1	X								X	X	X					
		2	X					X			X	X	X					
Jersey Divide	Divide Division Post (P.R.S.L.)	1 and 2 Single	X	X							X	X	X					
		Single	X	X							X	X	X					J
North Phila.	Chestnut Hill	Chestnut Hill Branch 1 and 2	X					X			X							
N. Phila. Inter.		2															X	
Zoo (Conn. with N.Y. & P. Subway Tracks)	Southward Limits Zoo Interlocking	West Phila. Elevated Br. 2 and 3											X	X				
Zoo	Arsenal	2 and 3	X	X							X	X	X	X				
Arsenal	Brill	2 and 3								X	X	X	X					
Zoo	Arsenal	Grays Ferry Br.											X					
Arsenal	Media	West Chester Br. 1 and 2	X							X	X	X						
Media	West Chester	Single			X													C
Wawa	End of Track (Colora)	Octoraro Secondary		X	X													D
Valley	Man	Schuylkill Br. 1 and 2	X	X							X	X						
Man	Orchard	Schuylkill Secondary		X	X													D-E-G
Orchard	End of Track 2391 feet west of Mile Post 95			X	X													
Divn. Post (P.R.S.L.)	Cooper	Bordertown Br. Single	X															
Cooper	Hatch (Westward)	Single											X	X				
Cooper	Hatch (Eastward)	Single								X								
Hatch	Minson	Single	X										X					
Minson	BO	Bordertown Secondary		X	X													I
Jersey Jersey Jordan Hatch	Minson Hatch Pennsauken Divide	Connecting Tracks Single Single Single Single	X	X								X	X	X	X			
Cooper	Pemberton	Pemberton Br.			X													

NOTE C—End of Block sign located on west side of Main track, 3155 feet north of passenger station, marking end of Main track, in service.
Southward trains must not proceed south of end of Block sign without permission from operator Media. Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.
Northward trains must not proceed north of end of Block sign without permission from operator at Media.

NOTE D—Authority for the movement of passenger extras must be in writing.
NOTE E—Trains routed to Birdsboro track east end Brooke Interlocking, must report clear of interlocking.

NOTE G—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Man.

NOTE I—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Minson, MJ or BO.

NOTE J—When Winslow Block Station is closed, Jersey has control of the block between Divide and Kirk.

Chesapeake Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note				
			1	2	3	4	5	6	7	8	9	10	11					
		MAIN LINE																
Division Post Phila. Div.	Bell	1, 2, 3 and 4	X				X		X		X							
Bell	Landlith	2 and 3	X				X		X		X							
Landlith	Ragan	2 and 3		X					X	X	X	X						
Ragan	Davis	2 and 4	X				X		X		X							
Ragan	Davis	3		X					X	X	X	X						
Davis	Iron Hill	1, 2 and 4	X				X		X		X							
Davis	Iron Hill	3		X					X	X	X	X						
Iron Hill	North East	2 and 4	X				X		X		X							
Iron Hill	North East	3		X					X	X	X	X						
North East	Principio	2 and 3		X					X	X	X	X						
Principio	Perryville	1 and 4	X				X		X		X							
Principio	Havre de Grace	2 and 3		X					X	X	X	X						
Havre de Grace	Oak	1 and 4	X				X		X		X							
Havre de Grace	Oak	2 and 3		X					X	X	X	X						
Oak	Bush	4	X				X		X		X							
Oak	Gunpow	2 and 3		X					X	X	X	X						
Gunpow	River	1, 2, 3 and 4	X				X		X		X							
River	Union Jct.	2, 3 and 4	X				X		X		X							
Bay	Union Jct.	1		X					X	X	X	X					A	
Biddle St.	Union Jct.	3														X	I	
Union Jct.	B. & P. Jct.	A, B, and F														X	I	
B. & P. Jct.	Fulton	2, 3, Gauntlet		X					X	X	X	X						B
Fulton	Winans	1, 2, 3 and 4	X				X		X		X							G
Winans	Vern	3		X					X	X	X	X						
Winans	Vern	2 and 4	X				X		X		X							
Vern	Odenton	1 and 3	X				X		X		X							
Vern	Odenton	2		X					X	X	X	X						
Odenton	Bowie	1 and 3	X				X		X		X							
Odenton	Bowie	2		X					X	X	X	X						
Bowie	Landover	1	X				X		X		X							
Bowie	Division Post (W.T.)	2 and 3		X					X	X	X	X						
Landover	Virginia	2 and 3					X		X		X							
Virginia	14th Street	2		X					X		X							

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note				
			1	2	3	4	5	6	7	8	9	10	11					
Virginia	14th Street	3	X						X		X							
14th Street	South End	2 and 3	X						X		X							
		Branches, Secondary Tracks and Slidings																
Edgewood	Magnolia	S'wd Sdg.												X		X		
Magnolia	Edgewood	N'wd Sdg.												X		X		
		C. & P.D. Branch																
Perryville	Quarry	1 and 2		X									X	X	X	X		
Quarry	Tome	Single		X									X	X	X			
Tome	West Rock	1 and 2		X									X	X	X	X		
West Rock	Midway	Single		X									X	X	X			
Midway	McCall's	1 and 2		X									X	X	X	X		
McCalls	Division Post (Hbg. Div.)	Single		X									X		X			
Bank	Porter	Porter Branch							X									
Davis	Cassatt	Delmarva Branch							X									M
		Northern Central Branch		X									X					
B. & P. Jct.	Mt. Vernon	Division Post (Hbg. Div.)	X										X					D
Mt. Vernon	Division Post (Hbg. Div.)																	
Bowie	Pope's Creek	Pope's Creek			X	X												J
		Shellpot Branch																
Bridge	Bank	1 and 2										X		X				O
Bank	Ragan	1 and 2										X		X	X			O
		Western Maryland Track			X	X												
Eager Street (Overhead Bridge)	Hillen Jct.				X	X												
Kings Creek	Field	Oxford Secondary			X	X												N
Seaford	Tank	Cambridge Secondary			X	X												
		D.M. & V. Secondary			X	X												K
Harrington	Selbyville				X	X												
Selbyville	Snow Hill				X	X												
		Oxford Secondary			X	X												
Clayton	Cross				X	X												
		Chestertown Secondary			X	X												
Mass	Chestertown				X	X												
		Centreville Secondary			X	X												
Townsend	Centreville				X	X												
		Pocomoke Secondary			X	X												F-L
Cassatt	End of Block				X	X												

NOTE A—Movements on No. 1 track from northern limits of Union Junction interlocking to Canton Junction interlocking will be made under authority of operator at Bay; southward movements will be made under authority of operator at Union Junction.

Southward movements for the purpose of working on No. 1 track between southern limits of Canton Junction interlocking and northern limits of Union Junction interlocking must move clear of signal located on signal bridge, 1095 feet north of Mile Post 94, before securing permission from operator at Bay to make a northward movement. Such a northward movement will be made to the first block signal under flag protection.

NOTE B—In the application of **Rule 262**, on No. 2 and No. 3 tracks between B. & P. Junction and Fulton, a train which may be stopped for any reason and is unable to proceed, may move in the reverse direction without train orders after securing permission from proper operator and observing fixed signals.

Rear brakeman of passenger train must proceed immediately to rear end of train and locate himself in position to operate emergency valve. Conductor of passenger train must ride near end of rear car and pass signals to brakeman located at emergency valve.

A southward freight train, which may be stopped in the B. & P. Tunnel, must not move in either direction until after a member of the crew has reported to B. & P. Junction for instructions.

NOTE D—Home signals at Mt. Vernon, Cookeysville, and Parkton must not be passed when STOP indication is displayed without a train order to do so.

NOTE F—Northward trains must not proceed north of Begin Block sign without permission of Operator at Cassatt (Delmar or Seaford when Cassatt is closed). Southward trains must not proceed south of End of Block sign without permission of Operator at Cassatt. Southward trains clearing secondary track at End of Block sign must report clear to Operator at Cassatt.

NOTE G—In the application of **Rule D-508**:

Position light signal on Catonsville track, 5812 feet south of Gwynn block and interlocking station, governs movements from Catonsville track northward on No. 4 track to Gwynn interlocking signal. After securing block permission from the operator at Gwynn and proper signal indication at Catonsville track connection, trains are authorized to proceed northward on No. 4 track to Gwynn interlocking signal, without train order.

NOTE I—Cab Signals Within Interlocking Limits.

Southward:

Track F between southward home signal 155 feet north of South Portal of Union Tunnel to facing switch located 285 feet south of B. & P. Junction Block and Interlocking Station.

Northward:

Track A between northward home signal 175 feet north of North Portal of B. & P. Tunnel and northward home signals at South Portal of Union Tunnel.

Track B between northward home signal 175 feet north of North Portal of B. & P. Tunnel and home signal governing northward movement, 660 feet south of Union Junction Block and Interlocking Station.

No. 3 track, between northward home signal 300 feet south of South Portal of Union Tunnel and northward home signal 25 feet north of North Portal of Union Tunnel.

NOTE J—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Bowie.

NOTE K—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Harrington.

NOTE L—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Cassatt.

NOTE M—**Rule S-318** not in effect between Hearn and Patton.

NOTE N—During hours that Delmar Train Order Office is closed, trains will contact Seaford for permission to proceed.

NOTE O—When movements are made against the current of traffic, the limits of the Manual Block are between Bridge and Ragan.

Harrisburg Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
Park	Cork	Main Line 1 and 4	X							X	X		X			
Cork	State	1 and 2	X							X	X		X			A
Harris	Division Post (Allegheny Division)	1 and 2	X							X	X		X			
Block Sig. 1130	Banks	A running								X			X			
Block Sig. 1125	Banks	4 and D running								X			X			
		Atglen and Susquehanna Branch 1 and 2								X	X		X			
Park	Cola	Lake		X						X	X		X			
Cola	Lake	1		X						X	X		X			
Cola	Lake	Siding								X			X			
Cola	Shocks	2		X						X	X		X			
Lake	Wago Jct.	1								X	X		X			
Shocks	Wago Jct.	2								X	X		X			
Port	Division Post (Chesapeake Division)	Columbia and Port Deposit Branch 1 and 2								X	X		X			
		Columbia Branch 1 and 2								X	X		X			
Cork	Cola	Single		X						X			X			
Shocks	State	Single		X						X			X			
		York Haven Line Single	X							X						
Wago Jct.	Cly	Lemo	X							X	X		X			
Cly	Lemo	1 and 2	X							X	X		X			
Wago Jct.	Cly	1 and 2								X	X		X			
Cly	Stell	3 and 4								X	X		X			
Lemo	Stell	1 and 2		X						X	X		X			
Stell	Day	1, 2 and 3		X						X	X		X			
		Cumberland Valley Branch Single								X						
State	Lemo	Single		X						X						
Lemo	Camp	Single		X						X						
Camp	Town	Single				X										
Hagar	Winchester	Winchester Secondary			X	X										C-D
Rockville	Division Post (Northern Div.)	Williamsport Branch (Main Line Northern Div.) Single		X						X						
		Northern Central Branch Single	X							X						B
Div. Post (Ches. Div.)	York	Single		X						X						
York	Loucks	Single		X						X						
Loucks	Wago Jct.	Single	X							X						B
York	Fredrick	Fredrick Secondary			X		X									C

NOTE A—At Landis—During the hours closed, when Home signal indicates Stop and means of communication have failed, after having complied with instructions governing the actuation of dragging equipment detector and no other cause for detaining the train be known, movement will be governed as follows:

After having ascertained switches are properly lined, conductor will reach full understanding with engineman, provide full protection against trains on the Reading Company Railroad, after which train may pass Stop signal and proceed over the crossing.

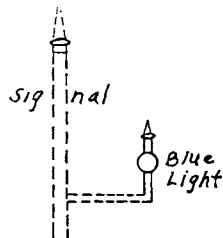
NOTE B—Home signals at New Freedom, Smyser, and Mt. Wolf must not be passed when STOP indication is displayed without a train order to do so.

NOTE C—Authority for the movement of passenger extras must be in writing.

NOTE D—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Hager.

1290-A to 1296-A1. (All Divisions). Signal aspects not in conformity with the typical aspects, in service:

Signal Mast Bracket Marker.

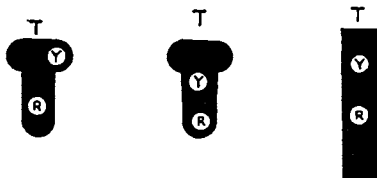


INDICATION—One track intervenes between signal and track it governs.

NAME—Signal mast bracket marker.

Signal mast bracket marker in service:

Bordentown Secondary—Distant signal M-322 6000 feet west of Fair.
Delmarva Branch—Cassatt and Harrington.



INDICATION—Proceed prepared to stop at next signal. Train exceeding slow speed must at once reduce to that speed.

NAME—Approach.

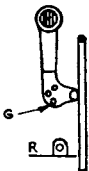
In service between East portal of North River and West portal of East River Tunnels.



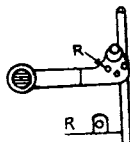
INDICATION—Proceed.

NAME—Clear.

In service between West Portal of North River and East Portal of East River Tunnels.



INDICATION—Proceed.
NAME—Clear.



INDICATION—Stop.
NAME—Stop-Signal.

SMASH BOARD SIGNALS

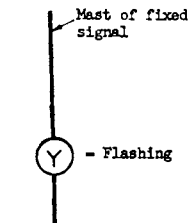
Vertical—Movable Bridge set for traffic.

Horizontal—Movable Bridge not set for traffic.

(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)

NOTE—New York Division Smash Boards do not have lights.

NOTE—To apply to trains governed by fixed signal under which located.



INDICATION—Orders.
NAME: Train-order.

	INDICATION— STOP	Name STOP-SIGNAL
	INDICATION—STOP, THEN PROCEED AT RESTRICTED SPEED.	Name STOP-AND-PROCEED
	INDICATION—PROCEED AT RESTRICTED SPEED	Name RESTRICTING
	INDICATION—PROCEED PREPARED TO STOP AT NEXT SIGNAL. Train exceeding medium speed must at once reduce to that speed.	Name APPROACH
	INDICATION—PROCEED Name CLEAR	

Numbers shown on number plates are typical and vary with location.

Z—Denotes signal whose most restrictive indication is more favorable than stop.

X—Denotes signal whose most restrictive indication is stop.

R—RED
Y—YELLOW
G—GREEN
L—LUNAR WHITE

1280-A to 1296-A2. (New York Div.). Duplicate Signals are located on left side of track at:

Signal 4E11 Track 4 East River Tunnel.

Signal 4E25 Track 4 East River Tunnel.

Signal 2E21 Track 2 East River Tunnel.

1280-A to 1296-A3. (New York Div.). At A, JO, KN, C, R and Q Interlockings when a train extends beyond first home signal or stops after passing same, train must not move until either Engineman or a member of the crew has observed signal and has verbally notified the Engineman immediately prior to moving, that signal is in passing position.

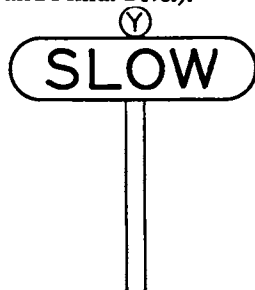
1280-A to 1296-A4. (New York Div.). When letters H-M are displayed, signal must not be accepted by any trains except PATH R.R. trains.

PATH R.R. trains must not accept signal at Waldo for movement from No. 1 track (Jersey City Branch), or signal from westward PATH track at Dock, unless H-M signal is displayed. Eastward PATH R.R. trains making station stop at Journal Square must not accept signal for movement to No. 1 track (Jersey City Branch) unless instructed to do so by Operator Waldo or WR.

1280-A to 1296-A5. (Chesapeake and Phila. Divs.).

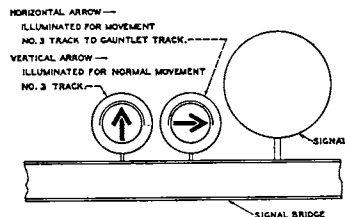
INDICATION
APPROACH NEXT SIGNAL
PREPARED TO STOP

Rule 285



APPROACH ASPECT
NOTE—Y indicates yellow.

1280-A to 1296-A6. (Chesapeake Div.).



In service between Fulton and B. & P. Jct.

1281-B to 1288-B. (Phila. Div.). At the following locations, block signals listed also act as distant signals. When governed by Rules 281, 285 Manual Block is Clear and trains will proceed in accordance with signal indication:

Location	Track	Signal Displayed for
Haws Avenue	Secondary	Eastward trains
Cooper (Pemberton Branch)	Main	Southward trains to Pemberton Branch
State Street (Pemberton Branch)	Main	Northward trains from Pemberton Branch

1282-A1. (New York Div.). After passing signals 2E-05 and 4E-05 displaying Approach-medium indication, the cab signal will change to Approach indication within ten seconds.

1291-A1. (New York Div.). When Signal P-80 on Passaic and Harsimus Branch indicates "Stop then Proceed at Restricted Speed," train will contact Karry before proceeding.

1292-A1. (Phila. Division). During the hours Byrn Mawr Block and Interlocking Station is not in service and a train or engine is stopped by stop signal (Rule 292 Fig. A or Fig. B), the Conductor or Engineman of westward trains must call the Operator at Overbrook and the Conductor or Engineman of eastward trains must call the Operator at Paoli and ask for instructions. If movement through Interlocking is authorized by Clearance Card (Form C) the Note at bottom of Clearance Card (Form C) must be complied with.

1292-A2. (Phila. Div.). When Pennsauken Block Station is not in service and a train or engine is stopped by stop signal (Rule 292 Fig. A or Fig. D), the conductor or engineman must call the operator at Cooper and ask for instructions. If movement is authorized by Clearance Card (Form C) the Note at bottom of Clearance Card (Form C) must be complied with and in addition, northward trains must approach the south end of Merchantville Siding prepared to stop short of switch not properly lined.

1299-A4. (New York Div.). Automatic train stops (trippers) located at the following points work in conjunction with smash boards only and are not equipped with release mechanism: Interlocking home signal governing eastward movements on eastward PATH track at Hack. Interlocking home signal governing westward movements on No. 2 track at Hack. Interlocked home signal governing eastward movements on E track at Dock. Interlocked home signal governing westward movements on westward PATH track at Dock.

All other signals on eastward PATH and westward PATH track between Dock and Hudson and No. 1 and No. 2 track (Jersey City Branch) between Hudson and Waldo are equipped with automatic train stops (trippers).

Facing Hand-operated Switches connected with Manual Block Signal.

1362-A. (All Divisions). Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared:

New York Division

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Fair	Westward	Single	Block Station and M.P. 1
Frenchtown*	Northward	Single	Block Station and Distant Switch Signal 6000 feet north of Frenchtown
MG	Northward	Single	Block Station and Tatersall Industrial Track
JG	Eastward	Amboy Secondary	Block Station and Jamesburg
BO	Eastward	Single	Block Signal and Switch leading to Robbinsville Secondary track

*This switch is connected with the interlocking signal Sundays and Holidays; also Monday through Saturday between 11.00 P.M. and 7.00 A.M.

Philadelphia Division

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
West Chester Branch: Media	Southward	Single	Block Station and M. P. 15
Schuylkill Secondary Track: Haws Avenue	Westward	Secondary	Block Station and M. P. 19
Haws Avenue	Eastward	Secondary	Block Station and Fixed Signal at Norris
Norris	Eastward	Secondary	Block Station and M. P. 15
Norris	Westward	Secondary	Block Station and Fixed Signal at Haws Avenue
Brooke	Eastward	Secondary	Block Station and M. P. 47
Pemberton Branch: Cooper	Southward	Single	Southward Signal and Switch to Concrete Steel and State Street Lead to Pavonia Yard
Cooper (State Street)	Southward	Single	Southward Signal and Coal Hill Track South of State Street and North Switch of Crossover Leading to Pavonia Yard at 27th Street
Cooper (State Street)	Northward	Single	Northward Signal and Switches Leading to Di Medio Lime Co., Dubell Lumber Co. and Concrete Steel Co.
Moorestown	Northward	Single	Northward Signal and Switch Leading to Collins Track inc.
Moorestown	Southward	Single	Southward Signal and Switch Leading to Moorestown Supply Co. Track
Bordentown Branch: MJ	Eastward	Single	Block Signal and Switch leading to west end Delivery track

Chesapeake Division

Porter Branch: Bank	Southward	Single	Bank Interlocking Station and M.P. 4
Tasker	Northward	Single	Tasker Block Station and M.P. 4
Delmarva Branch: Seaford	Southward	Single	Seaford Block Station and a point 6500 feet south of Seaford
Hearn	Southward	Single	Hearn Block Station and Distant Signal No. 03
Patton	Northward	Single	Patton Block Station and Distant Signal No. 970
Cassatt	Northward	Single	Cassatt Block Station and Mile Post 28
	Southward	Single	Cassatt Block Station and Pocomoke

Harrisburg Division

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Cumberland Valley Branch: Camp	Southward	Single	Block Station and fixed signal No. 63
Wood	Southward	Single	Block Station and M. P. 53
	Northward	Single	Block Station and Scotland
Town	Northward	Single	Block Station and M. P. 70

(All Divisions)

NOTE—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

Hand-operated Switches where Trains or Engines must not clear.

1365-B1. (New York Div.). At the following locations, trains or engines are prohibited from clearing main track:

Track	Location	Switch
Jamesburg Branch	2500 feet east of Midway	Set off track
Jamesburg Branch	Dayton	Dayton Fertiliser Company track
Jamesburg Branch	15,054 feet east of Midway	Sefton Fibre Can track
Jamesburg Branch	15,895 feet east of Midway	Victor Steel Products Corp. track
Jamesburg Branch	10,860 feet west of JG	Phelps Dodge and United Cork Co. track
Jamesburg Branch	6980 feet east of Dayton	Stauffer Chemical Co. track
Jamesburg Branch	6000 feet east of Dayton	Grisco Co. track

Trains Approaching Block-Limit Stations with Form K Clearance Cards.

1366-A1. (New York Division). A train authorized by Clearance Card (Form K) to pass a block-limit station will, if the train reaches that block-limit station at a time when control has passed to a block station other than the one issuing the Form K, proceed as instructed on the Clearance Card. Upon arrival at the next open block station, all clearance cards held will be considered annulled.

Glasses and Goggles

1400C-7A. (All Divisions). In the application of last paragraph of Rule 400C-7 the use of spectacles with colored glass by employees whose duties require them to distinguish the position or color of signals is prohibited except that when authorized by the Medical Department, approved colored lens glasses may be worn by employees in Train and Engine Service when exposed to direct rays or glare of the sun.

Train and Engine Service Employees

1400N-1A. (All Divisions). In the application of Rules 400N-1, 3, 5 and 7, Duties and Responsibilities of Train and Engine Service Employees, the position and title of the Assistant Superintendent or his representative, will be considered as replacing those of Trainmaster and Road Foreman of Engines.

Information and instructions previously issued in the form of Trainmaster and Road Foreman of Engines Notices will henceforth be issued in the form of Train Service and Engine Service by authority of Assistant Superintendent or Assistant Superintendent-Motive Power.

1400N-3A. (All Divisions). When riding freight engines in the normal performance of their duties, Trainmen will ride in the front cab.

When a Fireman is on duty in the front cab of Class GG-1 engines, Trainmen are not required to ride in front cab.

1502-A1. (Phila. and Ches. Divs.). At the following locations trains and engines are prohibited from clearing Main track:

Philadelphia Division

Track	Location	Switch
Schuylkill Branch:	No. 1 track at Mile Post 8.	Public Delivery.
	No. 1 track, 530 feet east of Mile Post 6.	Cynwyd Yard.
	No. 2 track, 1070 feet west of Mile Post 5.	Frantz Equipment Co.

Chesapeake Division

Columbia and Port Deposit Branch:	No. 1 track, 3180 feet east of Mile Post 23.	Muddy Run Construction.
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1509-A1. (All Divs.). In the application of **Rule 509**, when **Stop** indication (**Rule 292, Fig. A**) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

Location	Track	Governing Movements	Obtain Clearance Card (Form C), or Train Order Through Operator at:
New York Division			
6615 feet west of Copper	No. 2	Westward	Morris
Chesapeake Division			
4100 feet north of Mile Post 66	No. 2 No. 3	Northward	Edgewood
3810 feet south of Mile Post 83	No. 3 No. 4	Southward	Edgewood
Rock: 3981 feet east of Mile Post 7	No. 2	Eastward	Cola

Cab Signal Departure Test

151-A1. (All Divisions). In the application of **Rule 551** trains operated through cab signal territories on the following routes may be dispatched without making additional tests of the cab signal apparatus providing the test is made before such units leave their initial terminal at the commencement of each twenty-four hour period of operation:

Between	And
New York, N. Y.	Hudson, Rahway and Monmouth Park Race Track.
Philadelphia, Pa.	Bristol, Bryn Mawr, Pa., Parkesburg, Pa., Atlantic City Race Course, N. J., Garden State Park Race Track, N. J., Delaware Park Race Track, Del., Newark, Del., Bay Block Station (Laurel Race Train), and Bowie Race Track, Md.
Baltimore, Md.	Washington, D. C.

When making cab signal departure tests on Phila. & Hbg. Divs., a member of the crew must operate the switch for the test circuit, except, on MU equipment, Rail Motor Cars or Single Unit Budd Cars, the conductor must operate the switch for the test circuit.

151-A1a. (Phila., Hbg. and Ches. Divs.). Referring to **Rule 551** when the cab signals of an MU Train have been tested on other than the leading car of the train, and cab signal warning whistle cut out on such car, the train may be operated as an equipped train from that car, providing that, before the train departs, 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.

151-A2. (All Divisions). Testing sections, in addition to those at terminals, located:

Trenton—

- No. 5 track at west end of station platform.
- Eastward station track, 225 feet west of east end of eastward platform.
- North low track 225 feet west of eastward home signal.

South Amboy Junction—Amboy Secondary Track.

Between 1100 feet west of SA and 100 feet west thereof.

Union—

- Eastward Connecting Track Perth Amboy and Woodbridge Branch from a point 135 feet west to a point 255 feet west of eastward home signal.

Newark—

- South Broad Street yard, wire train storage track.

County—

- West End No. 3 MU track.
- East End No. 1 MU track.

Jersey Ave.—

- East End of station platform.

Waverly—

- No. 6 Enginehouse Track.

Arsenal Running Track—

- Opposite Yardmaster's office at Ford Yard.

Pennsylvania Station, New York—

- East end of tracks Nos. 5 to 21, inclusive, except 9 and 10 (L. I. R. R.).
- East end of tracks Nos. 9, 10, 13 and 14. (P. R. R.)
- West end of tracks Nos. 1 to 18, inclusive, and track 5, Yard A.

Phila.-30th St. (Lower Level)—

- No. 7 and No. 8 tracks, departure test for northward movement only.

Chestnut Hill Branch*

- No. 2 track from a point 5800 feet east of North Phila. to North Phila.

Schuylkill Branch*

- No. 1 track from Jeff to Valley.

*NOTE—A member of the train crew of multiple unit trains must observe the indications of the cab signals on the opposite end from which the engineman is operating while making cab signal test on running test sections and check with engineman immediately after the test.

Porter Branch—

- On single track between signal No. D-50 and northward home signal at Bank, Porter Branch.

Main Line—

- On Middle Station track. Wilmington Passenger Station for northward movements only.

Delmarva Branch—

- On Delmarva Branch track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

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

151-A3. (Phila. & Hbg. Divs.). When necessary for the engineman of multiple unit equipment to remove the control plug for the purpose of operating the re-set circuit or move the controller to the reverse position, the cab signal warning whistle must be permitted to sound until the control plug is again placed in its normal operating position.

151-A4. (Chesapeake Div.). Virginia Interlocking—Southward trains operating under signal aspects **Rule 288, Fig. A**, and **Rule 288, Fig. B**, on signals located 653 feet north of north portal Virginia Avenue Tunnel, governing southward movements through Virginia Avenue Tunnel will receive approach cab signal.

Northward trains operating under signal aspects **Rule 287, Fig. A**, **Rule 288, Fig. B**, on signals located 425 feet south of south portal Virginia Avenue Tunnel, governing northward movements through Virginia Avenue Tunnel will receive an approach cab signal.

151-A6. (Chesapeake Div.). Union Junction Interlocking—Northward trains operating under signal aspects **Rule 288, Fig. B**, on signals located 300 feet south of south portal Union Tunnel, governing northward movements on No. 3 track Union Tunnel will receive approach cab signal, and will be governed by cab signal indication.

Northward trains operating under signal aspects **Rule 288, Fig. A**, on signals located 20 feet south of south portal Union Tunnel governing northward movements on No. 1 and No. 2 tracks Union Tunnel will receive approach cab signal.

Exceptions Authorized (All Divisions, except L. I. R. R. trains, AC Type MU trains operating over movable bridges within the State of New Jersey and trains between West Yard and Washington on Chesapeake Division).

1559-A1. Following exceptions authorized for trains and engines equipped with cab signal apparatus but not in operative condition; On permission of the operator when authorized by the Superintendent MU trains may be dispatched from their terminals with cab signal apparatus not in operative condition between:

6.00 A.M. and 9.00 A.M.
3.30 P.M. and 6.00 P.M.

If cab signal test cannot be completed because of failure of equipment or leading car extends beyond testing section, such trains may proceed complying with third paragraph of **Rule 563**.

1559-B1. (New York Div.). Cab Signal Automatic Train Stop System for AC type MU trains operating over movable bridges within the State of New Jersey, in service.

All AC type MU trains operated over movable bridges in the State of New Jersey must be dispatched from original terminal with the leading car so equipped.

The Cab Signal Automatic Train Stop System is supplemental to, and augments the existing Cab Signal apparatus on these cars so that when the Cab Signal changes to a less favorable indication, acknowledgment must be made within six (6) seconds in order to forestall an automatic train stop application which would result in an emergency application of the brakes and removal of power from the traction motors.

Test of the Train Stop equipment must be made when Cab Signal is tested.

1560-A1. (All Divisions). Following exceptions authorized for trains and engines not equipped with cab signals:

- (a) Wire, work and wreck trains and ballast cleaners to and from work.
- (b) Engines or rail motor cars moving to and from shops.
- (c) Engines used in switching and transfer service (yard and runner engines) with or without cars, not exceeding 20 miles per hour, between:

Hudson and Lane,	Morris and Holmes.
Lane and Union,	Arsenal and Stadium,
Union and WC,	Baldwin and Bell,
Zoo and Bryn Mawr,	Ragan and Iron Hill,
Zoo and Holmes,	Landover and Automatic
Shore and Jersey,	Signal 1266 (Lanham),
Zoo and Brill,	on No. 1 Track,
Union and County,	Jersey and Cooper,
Millham and MA,	Jersey and Race.
- (d) Road engines in back up service with or without cars between:

Jersey and Cooper,	Baldwin and Bell.
Jersey and Race.	
- (e) Trains and engines from connecting regions or railroads (in emergencies).
- (f) Road freight trains between Stadium, Arsenal and Zoo to and from West Chester and Schuylkill Branches.
- (g) Engines used in switching and transfer service with or without cars, not exceeding 20 miles per hour between Harris and Rockville and Northern Division trains between Harris and Rockville.
- (h) Baltimore and Ohio R. R. trains between Penrose and Stadium.
- (i) Cumberland Valley Branch trains between Lemo and Day.
- (j) Reading Company trains and engines on No. 1 track between Shore and Jersey and between Jersey and Cooper.
- (k) B. & O. R. R. Trains between Anacostia and Virginia.
- (l) W. M. Ry. Trains between Fulton and Signal 880 north of River.
- (m) W. M. Ry. unit coal trains between Fulton and Bowie.

- (n) Yard Engines with or without cars between:

Bell and Ragan
Principio and Oak
River and Gwynn
Landover and Virginia
Landover and Division Post (W. T.)
Perryville and Minnick

- (o) Road Engines moving backwards between:

Bell and Ragan
River and Gwynn
Landover and Virginia
Landover and Division Post (W. T.)

- (p) Porter Branch trains between Bank and Ragan and Ragan and Landlith.

1560-B1. (New York Div.). Long Island Railroad trains equipped with Automatic Speed Control in operative condition for the direction they are to move will be considered as meeting the requirements of the Rules in the same manner as if they were equipped with cab signals.

If Automatic Speed Control fails, it will be cut out and the movement will proceed governed by fixed signal indications but not exceeding 40 miles per hour. In such cases crews are relieved from reporting the failure at the next point of communication; eastward trains will proceed to Harold and report to operator and westward trains will report failure to train-director at A (Extension 3100) on arrival at New York.

INTERLOCKING

1605-A1. (Chesapeake Div.). Baltimore: Interlocking Rules 605 to 670, inclusive, will apply on Station tracks B and No. 1 to No. 7, inclusive, also freight tracks A and F.

1606-A1. (All Divisions). Emergency Signals—Whistle or Horn in service as follows:

New York Division

All Interlockings except—Frenchtown and MG.

Philadelphia Division

All Interlockings except—Norris, Creek, Brooke, Pay and Chadd.

Harrisburg Division

All Interlockings except—Landis, Pennroad and Hager.

Chesapeake Division

All Interlockings except—Iron Hill, North East, Magnolia, Read, Clayton, Seaford, Cassatt and All Interlockings on C&PD Branch.

Referring to Rule 606

1606-A2. (Phila. and Harrisburg Divs.). Sound: o o—
INDICATION: Call for car inspector.

1606-A3. (Chesapeake Div.). Air Whistle (steamboat type) is located on the first catenary pole north of Charles Street Overhead Bridge, adjacent to F track, Baltimore Station territory. This whistle is to be used for the exclusive purpose of calling car inspection forces when emergencies occur in B. & P. Tunnel.

A push button controlling this whistle is located on operator's desk at B. & P. Junction.

Three (3) blasts of the whistle will be used to call certain designated car inspection employees. When this whistle is sounded these employees will immediately report to the operator at B. & P. Junction by telephone for instructions.

CT-405 (Special Instruction Governing Operation of Signals and Interlockings)

1616-A1. (All Divisions). Employees governed by C.T. 405 must assure themselves that no lever of the interlocking in their charge controlling a switch over which the tubular train equipment is routed, will be operated until they know that the entire train is clear of the involved switch. Where practicable, blocking devices must be used for this purpose.

INTERLOCKINGS—TRACK CIRCUITS WHICH MAY NOT SHUNT

(State of New Jersey)

1616-A2. (New York and Philadelphia Divisions). Sections of track within interlockings with track circuits which may not shunt due to rusted rail are indicated by yellow reflectorized markers displaying a black letter "R". These markers are located at the side of the track adjacent to the switch or the signal governing the route which may not shunt.

A member of the crew which has switching to perform within an interlocking must, before entering the interlocking, communicate with the operator and inform him of the movements to be made and request information as to the existence of rusted rail or other abnormal conditions affecting such movements. The operator must furnish to the crew member information as to such locations which may not shunt and require that a member of the crew report to him when the movement is completed. A movement is completed when it is beyond the opposing home signal.

When a train other than a through movement is routed to clear a main track over a power-operated switch within an interlocking, and such movement is to be made over a rusted rail or other abnormal rail condition which is indicated by a reflectorized marker, a member of the crew must report the train movement completed to the operator. If such condition is not indicated by a reflectorized marker, the operator must, before permitting such movement to be made, inform a member of the train crew of such condition and require that a report be made to him when the movement is completed.

Train crews on through movements on main tracks within an interlocking are not required to report the movement completed unless such a report is requested by the operator.

These instructions do not apply to train or engine crews of trains making normal station stops within interlockings or to work trains or other equipment engaged in maintenance work on track which they have been given the exclusive right to use.

Instruction 11, C.T. 405, "Special Instructions Governing Operation of Signals and Interlockings," is amended: (a) to require the installation of reflectorized markers indicating sections of track within interlockings with track circuits which may not shunt due to rusted rail; and (b) to eliminate reliance by the operator on his visual observation to determine that the movement is completed.

1663-A1. (New York Div.). Interlockings Operated Automatically. Farmingdale:

Trains, engines or cars must not be left standing between home signals nor between home signals and yellow stripes on rails marking limits of approach circuits east and west of interlocking.

When a PRR train or engine completes its movement through the interlocking, it must stop clear of the interlocking and a member of the crew must push button mounted in box on the home signal leaving the interlocking. Button must be held in until light in box is illuminated. Box must be kept locked after use.

If a PRR train is stopped by an interlocking home signal and there is no train approaching on the Central Railroad of New Jersey, the PRR train will be moved through the interlocking as follows:

Conductor must have a thorough understanding with engineman.

Conductor will go to CRR of NJ telephone box at crossing and obtain permission from CRR of NJ train dispatcher at Long Branch for PRR train to cross.

Pass home signal in stop position and occupy interlocking for not less than 6 minutes without fouling crossing.

Movement may then be made over crossing under flag protection against CRR of NJ movements.

When PRR movement is clear of interlocking, push button in box on leaving home signal until light is illuminated and then report train clear to CRR of NJ dispatcher.

Conductor must report occurrence of PRR home signal failing to display a proceed indication to PRR Superintendent as soon as possible after movement has been completed.

Track cars must stop at home signal, then pass signal in Stop position, proceed to and stop short of crossing, ascertain there is no train approaching on the CRR of NJ, provide protection and then proceed over the crossing.

Interlockings Operated Automatically

1663-A2. (Phila. Division).

Automatic interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
Schuylkill Secondary track	Creek	Reading Co.	Shelter box
South Phila. Swanson St. tracks	Pay	B&O RR	Shelter box
Octoraro Secondary Track	Chadd	Reading Co.	P.R.R. Telephone Box on north side of crossing
Shellpot Branch	Read	Reading Co.	Shelter box
Shellpot Branch	Ward	Reading Co.	Shelter box

At locations listed above, when a train, engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor, engineman or foreman track car must be governed by the Instructions posted at the crossing. Copies of Instructions governing movement over each crossing must be posted in adjacent Block Stations and Train Dispatcher's office.

Referring to Rule 663

1663-A4. (Phila. & Hbg. Divs.). Suburban Station—Westward movements must not start from station tracks when the interlocking signal governing that movement at the westward end of the station platform indicates stop unless authorized verbally by the train director to advance to that signal.

When the engine stands west of that interlocking signal so that the indication cannot be seen by the engineman, the movement must not start westward until a member of the crew personally notifies the engineman the indication of the signal.

Harrisburg—When an engine with or without cars is standing beyond the interlocking signal at end of station tracks at Harris or State so that the indication cannot be seen by the engineman, the movement must not start until a member of the crew personally notifies the engineman the indication of the signal.

1663-A5. (Chesapeake Div.). Referring to Rule 663 at Canton Jct., clearance card (Form C) will be used to advance an engine from Bear Creek track to No. 1 track to move stored cars off of No. 1 track.

NON-INTERLOCKING SWITCHES AND SIGNALS

Emergency Signals

1697-A1. (Phila. Div.). Whistle or Horn at the following non-interlocked locations. The requirements of Rule 606 must be observed.

Yard Masters' Office.....44th Street and Greenwich Block Station.....Nest

Movements of Trains and Engines at Harsimus Cove (JH), 52nd Street, Penn Coach Yard and Enola

1697-A2. (N. Y., Phila., and Hbg. Divs.). Movements will be governed by fixed signals. When necessary to pass a non-interlocked signal when signal cannot be cleared, permission in writing must be obtained from the Operator at Overbrook (for 52nd Street). The yard master or his representative at Harsimus Cove (JH), North End Penna. Coach yard, and Enola yard.

Suburban Station Tracks

1697-A3. (Phila. Div.). Low fixed signal, indication fixed at Restricting, 180 feet westward from block end of each track governing eastward movement on station tracks may be passed on verbal permission of train director, Broad, when imperfectly displayed.

TELEPHONE—RADIO

1701-A1. (All Divisions). New light-weight stream-lined Pullman cars are equipped with telephone, radio and train line connectors which are connected and disconnected by Pullman employes.

If necessary to part these cars, care must be exercised to see that connectors have been removed before cars are separated.

1701-A2. (New York Div.). Telephones in East and North River Tunnels equipped with loud ringing bells at and between telephones. Persons who wish to communicate with any person in tunnels should call central and state to the operator the person wanted and in which tunnel they are located.

Calls are as follows:

Telephone Exchange.....	1 long
Trainmen and Emergency Call.....	2 short
Trackmen.....	3 short
Telegraph and Telephone Repairmen.....	4 short
Signal Maintainer.....	1 long 1 short
Electric Traction Employees.....	1 long 2 short

1702-A1. (All Divisions). Instructions covering use of telephones in train operation as outlined on card posted at all telephone locations and block stations must be followed.

Use of Radio

1702-A2. (All Divisions). Radio for communication between equipped engines, cars, stations and other locations in service. Use of radio is governed by **Rules 701 to 707**, inclusive, and is subject to Federal Communications Commission Regulations.

Any employe shall permit inspection of the radio equipment in his charge, and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

Internationally the word "Mayday" indicates a distress message, the word "Pan" an urgent message, and the word "Security" a safety message. Employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employes hearing such messages must report them to the Superintendent and take such appropriate action to relieve the distress as may be possible.

No employe shall divulge or publish the existence, contents, purport, effect or meaning of communications (distress communication excluded), except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication.

The above applies either to communications received direct or to any that may be intercepted.

When radio is used to direct movement of train or engine, failure to maintain communication with employe directing the movement will require the movement to be stopped immediately. Further movement must not be made until communication has been established.

Radio equipped engines or cars are indicated by a red and white decal on the side of the equipment.

1703-A1. (Phila. Div.). In using radio, persons will announce on what channel they are talking when making call.

Between Valley and Haws Avenue (inclusive) Channel 4 will be used.

Between Haws Avenue (exclusive) and Pottsville, Channel 5 will be used and Norris will use Channel 2 when talking to trains, engines and other stations in this territory.

1703-A2. (Phila. Div.). Effective with the installation and use of portable type radio in the Pottstown area, channel 5 will be used on the engine.

1703-A3. (New York Div.). Promptly after beginning tour of duty, enginemen will test radio with an equipped location where they are assigned:

A record must be kept at all equipped locations showing, date, time, engineman, engine and working conditions of radio equipment.

1703-A4. (Chesapeake Division). At "K" Tower at Washington a radio is in service on our road frequency for the use of trains or engines desiring to contact the Washington Terminal of certain information concerning their train to give to the Train Director at "K" Tower. Crews will contact the operator at Landover who will advise "K" Tower, and Train Director will come in on our road frequency to receive this information.

1705-A1. (All Divisions) In the application of **Rule 705:**

Employes shall identify the radio station from which they are calling by prefacing name of the station, engine number, cabin number or other mobile equipment number with "Pennsylvania."

To All Employes:

Your company, co-operating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Pennsylvania Railroad Company are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety!

W. L. Butz
F. S. King
D. E. Pergrin
K. E. Smith

Superintendents

Approved

G. C. Vaughan
General Manager

ALL DIVISIONS

SAFETY CALENDAR

Train, Engine and Other Transportation Employees
(Except Station Employees)

The Safety Rules are your guide. Start each and
every day by reading the Safety Rule of the Day.

Date	Apr.	May	June	July	Aug.	Sept.	Oct.
1	—	1000	1053	1109	1000	1055	1000
2	—	1001	1107	1168	1001	1112	1001
3	—	1023	1158	1239	1108	1156	1109
4	—	1051	1172	1225	1174	1229	1051
5	—	1106	1129	1116	1130	1124	1113
6	—	1111	1161	1285	1163	1023	1053
7	—	1160	1219	1240	1171	1121	1174
8	—	1128	1157	1123	1226	1222	1116
9	—	1128	1115	1054	1126	1239	1162
10	—	1166	1156	1023	1050	1233	1169
11	—	1122	1224	1113	1106	1219	1126
12	—	1230	1237	1169	1111	1110	1052
13	—	1164	1173	1053	1167	1054	1106
14	—	1174	1227	1244	1223	1170	1171
15	—	1231	1110	1159	1230	1227	1229
16	—	1050	1052	1246	1221	1115	1157
17	—	1112	1127	1117	1160	1245	1230
18	—	1130	1233	1249	1122	1237	1123
19	—	1171	1281	1286	1157	1164	1234
20	—	1220	1238	1222	1228	1127	1130
21	—	1235	1275	1234	1243	1224	1165
22	—	1242	1121	1280	1220	1244	1240
23	—	1278	1223	1166	1173	1172	1050
24	—	1232	1245	1232	1231	1107	1159
25	—	1108	1284	1287	1247	1117	1243
26	—	1170	1290	1248	1128	1225	1241
27	—	1226	1124	1289	1165	1129	1167
28	—	1234	1055	1235	1280	1114	1125
29	—	1278	1288	1278	1238	1158	1015
30	1125	1168	1239	1241	1161	1276	—
31	—	1162	—	1221	1275	—	—

THE PENNSYLVANIA RAILROAD
EASTERN REGION

Philadelphia, April 1, 1967.

GENERAL ORDER No. 2301

Effective 4.01 A.M., Sunday, April 30, 1967

Applies in All Zones

- (a) Timetable No. 23 in effect. This timetable is a joint New York-Philadelphia-Chesapeake-Harrisburg Division timetable including former Atlantic District. It contains the necessary instructions issued in general orders up to and including General Order No. 2220, all of which must be removed from bulletin boards.
Each employe must examine each page of Timetable No. 23 to see that his copy is complete, pages properly lined up, and note changes.
General Orders will be numbered consecutively regardless of division on which they apply.
Employees of all divisions must have all General Orders of all divisions pasted in their timetable.
- (b) BOOK OF RULES
RULES FOR CONDUCTING TRANSPORTATION
Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:
- Revisions of April 28, 1957—
Rule 104—page 34; **Rule 331**—page 77; **Rule 365**—page 79; **Rule 629**—page 90; **Form C**—page 98; **Form K**—page 99; and **Rule 4076-J** (added), page 112.
- Revisions of October 27, 1957—
Rule 30—page 23; **Rule 400C-1** (added), page 100; **Rule 4103-B**—page 113; and **Rule 4165-A**—page 131.
- Revisions of September 1, 1958—
Rules G and H—page 8; **Rule R**—third paragraph, page 10; **Rule 103**—portion of last paragraph—page 34; **Rules 104 and 105**—pages 34 and 35; **Rule 502**—page 80; **Rule 400N-21**—pages 107 and 108; **Rule 4076-F**—page 112; and index—page 3, 18th line. **Rule 4076-I**—page 112; **Rule 4154-B**—pages 115 and 116; **Rule 4165-A**—page 131; **Rule 283**—page 56, Note 2 added; **Rule 400N-4**—page 105 (added); **Rule 4076-J**—page 112, in sequence.
- Revisions of February 27, 1959—
Rule 26—second and third paragraphs, page 23; **Rule 34**—page 24; **Rule 75**—pages 25 and 26; **Rule 76**—second and fourth paragraphs, page 26; **Rule 77**—second paragraph, page 26; **Rule 99**—fourth paragraph, page 32; **Rule 106**—page 35; **Rule 204**—third paragraph, page 37; **Rule 293-A**—page 68; **Rule 365**—second and fifth paragraphs, page 79; **Rule 568**—page 87; **Rules 701, 702, 703, 704, 705, 706, 707,** and **708**—pages 92, 93, 94 and 95.
Form K—second paragraph of instructions, page 99.
Rule 4165-A—page 131.
- Revisions of May 1, 1960—
Rule M—page 8; **Rule 361**—page 78; **Form K**—last paragraph, page 99; **Rule 4076-J**—page 112; **Rule 4155-I**—page 122; **Rule 4155-J**—first and fifth paragraphs, page 123; **Rule 4156-G**—fourth paragraph, page 126; **Rule 4160-C**—page 129.
- Revisions of March 1, 1964—
Region—page 11, changed, Division—page 11, added.
- Revisions of May 3, 1964—
Rule 4160-B—pages 128 and 129.
Rule 4160-C—page 129.
Rule 4160-D—page 129 (annulled).

Revisions of August 25, 1964—
Rule 4076-F—page 112.

Revisions of October 18, 1964—
Rule 35—page 24; **Rule S-93**—page 30; **Rule 99**—page 32;
Rule 106—page 35; **Rule 152**—page 36; **Rule 280**—page 53;
Rule 316—page 74; **Rule 317**—pages 74 and 75.

Revisions of April 25, 1965—
Page 1, changed.

Employes must paste Rule revisions in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

Authority vested in the Superintendent Transportation by Book of Rules is delegated to the Division Superintendent.

Train orders, messages and General Notices will be issued by authority and over the signature of the Division Superintendent.

General Notices will be numbered consecutively on each Division, prefixed by the number of the timetable.

General Orders will be issued by authority and over the signature of the General Superintendent of the Region.

(c) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS**

Brake and Train Air Signal Instructions, **99-D-1**, effective January 1, 1953, revised in part as follows:

Revision of 3-30-54.
 14-e.

Revision of 12-5-54.
 19-b Annulled.

Revision of 9-1-55.
 5-b.

Revisions of 7-1-58.
 14, 14-a.

Revisions of 8-1-58.
 7-a, 7-b, 7-c, 9, 9-a, 9-b, 9-f, 11, 11-b, 11-c, 11-d, 11-e, 12, 13, 13-a, 14, 14-a, 14-b, 15-a, 18-b, 44, 45, 56-b.

Renumbered 14-c (former 14-b), 14-d (former 14-e), 14-e (former 14-d).

Revisions of 10-1-58.
 9-c, 14-f.

Revision of 2-17-60—Instruction 44.
 All reference to Speed Brake Control and 3-inch Piston Travel to be deleted.

Revisions of 8-1-60.
 7-c, 12.

Revision of 11-1-63.
 7-b.

Revisions of 6-1-64.
 7, 7-c, 28, 41.

Revision of 8-25-64.
 3-m.

Applies in Zone NC

(d) **TRENTON BRANCH COPPER—DIVISION POST (N. Y.-PHILA. DIVS.)**
 (Temporary Speed Restriction)

Trains and engines on No. 2 track must not exceed a speed of 15 miles per hour between Copper and Division Post (N. Y.-Phila. Divs.), account of track conditions.
 Special Instruction **1157-F1** (New York Div.), page 290, changed.

(e) **MAIN LINE COUNTY**
 (Temporary Speed Restriction)
 Trains and engines on No. 2 track must not exceed a speed of 40 miles per hour within interlocking limits at County, account of track conditions.
 Special Instruction **1157-F1** (New York Div.), page 289, changed.

(f) **MAIN LINE COUNTY**
 (Temporary Speed Restriction)
 Trains and engines on No. 3 track must not exceed a speed of 40 miles per hour within interlocking limits at County, account of track conditions.
 Special Instruction **1157-F1** (New York Div.), page 289, changed.

Applies in Zone NE

(g) **BELVIDERE DELAWARE BRANCH RAVEN ROCK—CARPENTERVILLE**
 (Temporary Speed Restriction)
 Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 23 and Mile Post 45, account of track conditions.
 Special Instruction **1157-F1** (New York Div.), page 290, changed.

(h) **BELVIDERE DELAWARE BRANCH DY—G**
 (Temporary Speed Restriction)
 Trains and engines on Main track must not exceed a speed of 30 miles per hour between DY and G, account of track conditions.
 Special Instruction **1157-F1** (New York Div.), page 290, changed.

(i) **BELVIDERE DELAWARE BRANCH PHILLIPSBURG**
 (Temporary Speed Restriction)
 Trains and engines must not exceed a speed of 10 miles per hour on Phillipsburg Siding, account of track conditions.
 Special Instruction **1157-F1** (New York Div.), page 290, changed.

(j) **BELVIDERE DELAWARE BRANCH MILE POST 45—DY**
 (Temporary Speed Restriction)
 Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 45 and DY, account track conditions.
 Special Instruction **1157-F1** (New York Div.), page 290, changed.

Applies in Zone PA

(k) **PHILADELPHIA AND THORNDALE BRANCH DALE—THORN**
 (Temporary Speed Restriction)
 Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Dale and Thorn, account of track conditions.
 Special Instruction **1157-F1** (Phila. Div.), page 292, changed.

(l) **TRENTON BRANCH TB-16—RAMBO**
 (Temporary Speed Restriction)
 Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between a point 2600 feet west of Mile Post 18 and Mile Post 15, account of track conditions.
 Special Instruction **1157-F1** (Phila. Div.), page 293, changed.

(m) **MAIN LINE
OVERBROOK—ZOO**
(Temporary Speed Restriction)
Trains and engines on No. 15 Running track must not exceed a speed of 10 miles per hour between Overbrook and 52nd Street, account of track conditions.
Special Instruction **1157-F1** (Phila. Div.), page 291, changed.

(n) **MAIN LINE
OVERBROOK—ZOO**
(Temporary Speed Restriction)
Trains and engines on No. 14 Running track must not exceed a speed of 10 miles per hour between Overbrook and 44th Street, account of track conditions.
Special Instruction **1157-F1** (Phila. Div.), page 291, changed.

(o) **TRENTON BRANCH
HEATON—DIVISION POST N. Y.-PHILA. DIVS.**
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 40 miles per hour between Mile Post 28 and Mile Post 38, account track conditions.
Special Instruction **1157-F1** (Philadelphia Div.), page 293, changed.

Applies in Zone PB

(p) **DELAWARE EXTENSION
ARSENAL**
No. 2 track between connection with West Philadelphia Elevated Branch and a point 2730 feet east thereof, temporarily out of service, account of bridge repairs.
Special Instructions **1151-B1**, **1151-C1** and **1250-A1** (Philadelphia Div.), pages 252, 279 and 359, changed.

Applies in Zone PD

(q) **BORDENTOWN BRANCH
COOPER—HATCH**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 15 miles per hour between Cooper and a point 500 feet east of Mile Post 3, account of track conditions.
Special Instruction **1157-F1** (Phila. Div.), page 292, changed.

Applies in Zone CB

(r) **POPE'S CREEK SECONDARY TRACK
MILE POST 4—MILE POST 5**
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 15 miles per hour between Mile Post 4 and Mile Post 5, account of track conditions.
Special Instruction **1157-F1** (Chesapeake Div.), page 294, changed.

(s) **POPE'S CREEK SECONDARY TRACK
LOTHAIR—POPE'S CREEK**
Pope's Creek Secondary track from a point 3200 feet south of Mile Post 45 southward to end of track, temporarily out of service.
Special Instructions **1157-C3** and **1157-H1** (Chesapeake Div.), pages 284 and 300, changed.

(t) **POPE'S CREEK SECONDARY TRACK
LAPLATA—LOTHAIR**
Pope's Creek Secondary Track from Mile Post 39 to a point 3200 feet south of Mile Post 45, temporarily out of service.
Special Instructions **1157-C3** and **1157-H1** (Chesapeake Division), pages 284 and 300, changed.

Applies in Zone CF

(u) **DELMARVA BRANCH
MT. PLEASANT—TOWNSEND**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between a point 2000 feet south of Mile Post 24 and a point 1500 feet south of Mile Post 25, account of track conditions.
Special Instruction **1157-F1** (Chesapeake Div.), page 294, changed.

Applies in Zone HA

(v) **MAIN LINE
HARRISBURG
STATE INTERLOCKING—HARRIS INTERLOCKING**
(Temporary Speed Restriction)
Trains and engines on No. 11 and No. 12 tracks within interlocking limits must not exceed a speed of 5 miles per hour between State and Harris, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

(w) **ATGLEN AND SUSQUEHANNA BRANCH
Q—PORT**
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between LG-14 and LG-21, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

(x) **NEW HOLLAND SECONDARY TRACK
EAST EARL—LEOLA**
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 5 miles per hour between Mile Post 28 and a point 2640 feet west of Mile Post 28, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Div.), page 297, changed.

(y) **MAIN LINE
ROCKVILLE—BANKS**
(Temporary Speed Restriction)
Trains and engines on No. 4 Running track must not exceed a speed of 10 miles per hour between Rockville and Banks, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

This General Order is printed in Timetable No. 23 and will not be issued in sticker form.

E. R. ADAMS,
General Superintendent.

