

THE PENNSYLVANIA RAILROAD

J. S. Johnston

Pres. cond. Md-Ches.

EASTERN REGION

Home term - Wash. D.C.

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:

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PHILADELPHIA

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			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
963	Camden-Moorestown Local.....	147	986	Moorestown-Camden Local.....	146
985	Camden-Moorestown Local.....	147	988	Pemberton-Camden Local.....	148
987	Camden-Pemberton Local.....	147	990	Moorestown-Camden Local.....	148
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.....	60			
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 Broker.....	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.....	76
1123	New York-Long Branch Express.....	55	1124	Long Branch-New York Express.....	81
1127	New York-Long Branch Express.....	56	1128	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	Mall 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	3926	Rahway-New York Local.....	80
			3928	Rahway-New York Local.....	81
4203	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.....	28.2			
X	X	X★	LINCOLN.....	26.4			
X	X	X★	EDISON..... R- <u>Lincoln</u>	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			
X	X	X★	LAWRENCE.....	51.6			
X	X	X★	MILLHAM.....	54.9			
X	X	X★	FAIR.....	56.8			
X	X	X★	TRENTON.....	57.1			
X	X	X★	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.....	74.8			
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★	HAYERFORD.....	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	X	X★	PAOLI.....	19.8			
X	X	X★	PAOLI.....	19.9			
X	X	X★	MALVERN.....	21.8			
X	X	X★	FRAZER.....	23.7			
X	X	X★	GLEN—R-Thorn.....	25.3			
X			WHITFORD.....	28.2			
X			DOWNS—R-Thorn.....	32.1			
X			DOWNINGTOWN.....	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			PARKESBURG.....	44.2			
X			DIVISION POST (Harrisburg Division).....	45.0			
X			ATGLEN.....	47.1			
X			CHRISTIANA.....	48.3			
X			GAP.....	51.2			
X			KINZER.....	54.1			
X			LEAMAN PLACE.....	56.7			
X			LEAMAN.....	57.0			
X			GORDONVILLE.....	58.1			
X			BIRD-IN-HAND.....	61.2			
X			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			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 Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ARSENAL	2.1			
X	X	X	BRILL	4.2			
			DARBY	6.1			
			CURTIS PARK	6.3			
			SHARON HILL	7.2			
			FOLCROFT	7.7			
			GLENOLDEN	7.3			
			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			
X	X	X	DIVISION POST (Ches. Div.)	22.3			
			BELL	22.5			
			EDGE MOOR	24.0			
X	X	X	LANDLITH—R-Wilmington	25.4			
X	X	X	WILMINGTON	26.8			
X	X	X	WEST YARD	28.2			
X	X	X	RAGAN—R-Wilmington	29.5			
			NEWPORT	30.6			
X	X	X	STANTON	33.0			
			DAVIS	38.4			
			NEWARK	38.9			
X	X	X	DELAWARE-MD. STATE LINE	41.4			
			IRON HILL—R-Davis	41.5			
X	X	X	ELKTON	44.9			
			NORTH EAST—R-Davis	51.3			
X	X	X	CHARLESTOWN	54.0			
X	X	X	PRINCIPIO—R-Perryville	57.3			
X	X	X	PERRYVILLE	59.5			
X	X	X	HAYVE DE GRACE—R-Perryville	60.7			
X	X	X	OAK	62.9			
			ABERDEEN	65.5			
X	X	X	SHORT LANE—R-Perryville	67.4			
			PERRYMAN	69.0			
X	X	X	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			
X	X	X	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			
X	X	X	HALETHORPE	103.0			
			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			
			GLENDALE	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			

Add 2304-2308-2317-2331-2333 13

The direction from Arsenal to Washington is southward.

Radio locations other than Block Stations—

★ Train Dispatchers office, Frankford Truck 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 Direction Car Capacity 50 ft. cars		
					West or North	East or South	Both
			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	VIROGINIA	136.7			
			14th STREET—R-Virginia	137.7			
			POTOMAC RIVER	138.5			
			MOVABLE BRIDGE	138.7			
			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.) WR.....	0.1 0.1			
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			
		X	WA-5.....	7.7			
		X	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.).....	1.0			
		B	WA-2.....	3.5			
		X	WA-3.....	4.2			
			WAVERLY YARD.....				
X	X	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.				

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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..... Belvidere Delaware	0.3			
X	X	X-★		COALPORT..... Secondary Track	1.1			
X	X	X-★		MG.....	1.4			
				MG.....	1.4			
				WARREN STREET (Trenton).....	1.6			
			X	WB..... C-MG.....	6.1		130	
			X	GW..... C-MG.....	9.3			
				WASHINGTON CROSSING.....	9.3			
				TITUSVILLE.....	10.4			
			X	MOORE..... C-MG.....	12.2			
				LAMBERTVILLE.....	16.1			
				STOCKTON.....	19.5			
			X	RK..... C-Frenchtown*.....	21.0			
				RAVEN ROCK.....	22.8			
				BYRAM.....	23.9			
X	B	B-★	X	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	
				CARPENTERSVILLE.....	45.4			
				LEAD SWITCH, KENT.....	47.7			
			X	KENT..... C-G.....	49.0			
				PHILLIPSBURG.....	50.7	66		
			X	PG..... C-G.....	51.3			
				HUDSON YARD.....	52.7			
			X	DY..... C-G.....	54.2			
				MARTINS CREEK.....	57.6			
			X	CR..... C-G.....	58.2		90	
				ROXBURG.....	61.1			
			X	G.....	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			
			X	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			
				ENGLISTOWN.....	6.8			
			X	NG..... C-SA.....	6.9			
				TENNENT.....	8.0			
				FREEHOLD.....	11.5			
X-A			X	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			
				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				
			PENNA.-NEW JERSEY STATE LINE.....	10.5				
X	X	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.....	23.5				
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

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars			
					East or North	West or South	Both	
			CHESTNUT HILL BRANCH	*				
X	X	X-*	NORTH PHILADELPHIA.....	0.8				
			WESTMORELAND.....	2.2				
			QUEEN LANE.....	2.8				
			CHELTEN 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.

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars			
					East or North	West or South	Both	
			RIVER LINE	*				
X	X	X-*	ZOO.....	1.5				
			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.....	6000 ft				
X	X	X-*	PENN.....	6000 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
			WESTTOWN.....	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			
				WYNEFIELD AVE.....	4.9			
				BALA.....	6.1			
				CYNWYD.....	6.6			
				BARMOUTH.....	7.3			
				MANAYUNK.....	8.2			
X		X		MAN—R-Overbrook.....	8.2			
				SHAWMONT.....	9.6			
				MIQUON.....	10.8			
				SPRING MILL.....	12.4			
				CONSHOHOCKEN.....	13.6			
				IVY ROCK.....	15.1			
X	X	X	X	EARNEST.....	15.9			
				NORRIS.....	16.5			
				NORRISTOWN.....	17.5			
				HAWS 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			
				LOCK—C-Norris.....	37.8			294
				POTTSTOWN.....	40.3			
				MONOCACY.....	46.7			
				DYER.....	47.2			
X	X	X	X	BIRDSBORO.....	49.1			
				BROOKE (Reading Co. Xing).....	49.2			
				READING.....	58.3			
				GROUNDS.....	62.8			
				TEMPLE.....	64.2			
				ORCHARD—C-Norris.....	67.1			
				LEESPORT.....	67.7			49
				SHOEMAKERSVILLE.....	71.7			105
				HAMBURG—C-Norris.....	70.8			
				AUBURN.....	84.8			
				ADAMSDALE.....	88.0			
				ADAM—C-Norris.....	88.7			
				SCHUYLKILL HAVEN.....	90.6			
				CARBON.....	93.5			
				POTTSTOWN.....	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.	East	West	Both
				DALE—R-Thorn.....				
X	X	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	X	MORRIS.....	46.0			
X	X	X	X	MY ▼.....	45.4			
X	X	X	X	MB ♣ R-Morris.....	44.2			
X	X	X	X	COPPER ▼ R-Morris.....	43.1			
X	X	X	X	NICKEL.....	42.6			
X	X	X	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.....	17.0			
				NEST.....	15.7			
				EARNEST.....	15.7			
				RAMBO.....	14.4			
				TB-20.....	14.2			
				TB-22.....	12.5			
				KING ♣ R-NEST.....	11.3			
X	X	X	X	HOWELLVILLE.....	7.7			62
X	X	X	X	DALE—R-Thorn.....	0.7			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	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			
				CHADD'S FORD.....	26.8			
				CHADD.....	27.0			
				CHADD'S FORD JUNCTION.....	27.0			
				MENDENHALL.....	29.6			
				ROSEDALE.....	30.9			
				SQUARE—C-Lamokin.....	33.4			
				KENNETT SQUARE.....	33.5			
				TOUGHKENAMON.....	36.1			
				AVONDALE.....	37.8			
				AVON—C-Lamokin.....	38.0			
				WEST GROVE.....	40.4			
				KEL—C-Lamokin.....	43.0			
				KELTON.....	43.2			
				ELKVIEW.....	44.2			
				LINCOLN UNIVERSITY.....	45.9			
				OXFORD.....	49.1			
				OX—C-Lamokin.....	49.5			
				NOTTINGHAM.....	52.6			
				PENNA.-MARYLAND.....				
				STATE LINE.....	54.2			
				SYLMAE.....	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.).....	0.0			
			12th STREET.....	1.3			
X	X	X-★	COOPER.....	1.5			
			PAVONIA.....	2.5			
X	X	X-★	HATCH R-Jersey.....	4.3			
X		X-★	JERSEY.....	4.8			
			DELAIR.....	5.0			
X		X	MINSON R-Jersey.....	5.7			
			ARCH STREET (Palmyra).....	7.1			
			PALMYRA.....	7.7			
			RIVERTON.....	8.3			
			CAMBRIDGE.....	11.0			
			RIVERSIDE.....	11.7			31
			DELANCO MOVABLE BRIDGE.....	12.3			
			DELANCO.....	12.4			
			PERKINS.....	13.7			
			BEVERLY.....	14.6			
			EDGEWATER PARK.....	15.5			
			BURLINGTON.....	17.4			
		X	MJ R-Jersey.....	18.3			
			EAST BURLINGTON.....	18.4			
			STEVENS.....	19.8			
			FLORENCE.....	22.4			
			ROEBLING.....	23.2			
			KINKORA.....	24.1			
			FIELDSBORO.....	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.)				

2)
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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			
				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			
				SHREVE.....	26.6			
				LEWIS.....	27.7			
				CAMP (U. T. Co.).....	28.8			
				The direction from Cooper to Camp is southward.				
				Pennsauken 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.....	0.0			
				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			MINNICK QUARRY } R-Perryville.....	3.2			
X			TOME.....	4.5			
X			PORT DEPOSIT.....	4.7			
X			ROCK.....	6.4			
X			WEST ROCK.....	7.4			
X			CONOWINGO.....	10.0			
X			PILOT.....	11.6			130
X			WEST PILOT.....	13.0			
			PA-MARYLAND STATE LINE.....	14.7			
			PEACH BOTTOM.....	17.4			
X			FISHING CREEK.....	20.3			
X			MIDWAY..... R-Cola.....	21.7			
X			HOLTWOOD.....	25.0			
X			McCALLS FERRY.....	25.7			
X			McCALLS.....	26.8			
X			PEQUEA.....	29.7			
X			HARBOR.....	31.9			
X			WEST HARBOR.....	33.2			123
			DIVISION POST (Harrisburg Div.).....	38.2			
X			CREES (Hbg. Div.)—R-Cola.....	38.8			
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			
			MT. VERNON—R-B&P Jct.....	3.2			79
			WOODBERRY.....	4.2			
			MELVALE.....	6.0			
			MT. WASHINGTON.....	6.4			
			BARE HILLS.....	9.1			
			RIDERWOOD.....	10.5			
			LUTHERVILLE.....	11.7			60
			TIMONIUM.....	12.3			
			PADONIA.....	13.5			
			TEXAS.....	14.7			67
			COCKEYSVILLE.....	20.4			
			GLENCOE.....	23.0			
			MONKTON.....	25.0			
			BLUE MOUNT.....	28.7			66
			PARKTON.....	34.3			
			FREELAND.....				
			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			
X	X	X-★	GRANTLEY.....	55.7			86
			YORK.....	57.2			
			LOUCKS.....	58.5			
			EMIGSVILLE.....	61.6			
			MT. WOLF.....	64.9			62
			WAGO JUNCTION.....	66.7			
			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			WEST YARD—R-Wilmington.....	1.4			
X			BANK.....	2.1			
			FARNHURST.....	4.0			
		B-★	NEW CASTLE.....	6.3			219
			TASKER.....	6.5			
			STATE ROAD.....	9.0			
			BEAR.....	11.7			
			PORTER.....	14.4			
				**			
X	X	X-★	DAVIS.....	5.0			
			GLASGOW.....	6.3			
			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
			CHESWOLD.....	42.4			
			DOVER.....	47.4			
			WYOMING.....	50.7			
			WOODSIDE.....	54.1			
			VIOLA.....	56.1			
			FELTON.....	55.3			
X	B	B-★	HARRINGTON.....	64.4	144	119	159
			FARMINGTON.....	68.1			
			GREENWOOD.....	72.4			
			BRIDGEVILLE.....	77.0			
			CANNON.....	79.9			
X	B	B-★	SEA FORD.....	84.1			180
			SEA FORD MOVABLE BRIDGE.....	84.2			
			LAUREL MOVABLE BRIDGE.....	90.4			
			LAUREL.....	90.6			
		X	HEARN—R-Delmar.....	95.3			
		★	DELMAR.....	97.3			440
				**			
			DELMAR.....				
			DELAWARE-MARYLAND STATE LINE.....	0.0			
		X	PATTON—R-Delmar.....	2.2			
			SALISBURY.....	5.9			
			FRUITLAND.....	9.7			
			PRINCESS ANNE.....	19.0			
			KINGS CREEK.....	21.6			
X	B	B-★	CASSATT.....	30.6			
X	B	B-★	CASSATT.....	30.6			
			POCOMOKE.....	30.9			
			BEAVER DAM.....	34.8			
			MARYLAND-VIRGINIA STATE LINE.....	35.8			
			NEW CHURCH.....	37.3			
			LECATO.....	40.3			
			OAK HALL.....	41.4			
			MAKEMIE PARK.....	42.7			
			HALLWOOD.....	45.0			
			MEARS.....	46.7			
			BLOXOM.....	48.8			
			HOPETON.....	50.5			
			PARKSLEY.....	52.4			17
			GREENBUSH.....	55.6			
			TASLEY.....	58.0			
			ONLEY.....	59.7			
			MELFA.....	62.7			
			KELLER.....	65.2			
			PAINTER.....	67.7			
			BELLE HAVEN.....	70.6			
			EXMORE.....	72.0			
			NASSAWADOX.....	76.3			
			WIERWOOD.....	77.6			
			BIRDSNEST.....	79.1			
			MACHIPONGO.....	81.9			
			EASTVILLE.....	86.0			
			END OF BLOCK—BEGIN BLOCK.....	88.8			

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	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	

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	East or North	West or South	Both
				POPE'S CREEK SECONDARY TRACK	*			
X	B	B-*		BOWIE.....	3.0			
				COLLINGTON.....	6.2			
				MULLIKIN.....	7.9			
			X	HALL.....	13.6			
				BORO—C-Bowie.....	13.8			12
				MARLBORO.....	17.4			
				CROOME.....	22.1			
			X	CHELTENHAM.....	24.7			
				WINE—C-Bowie.....	25.1			
				BRANDYWINE.....	31.1			9
				WALDORF.....	34.1			15
			X	INDIAN HEAD JUNCTION.....	34.3			
				WHITE—C-Bowie.....	38.7			
				LA PLATA.....	40.5			
				PORT TOBACCO.....	43.2			
				COX.....	45.1			
			X	LOTHAIR.....	48.3			
				POPE—C-Bowie.....	48.7			
				POPE'S CREEK.....				
				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.

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	East or North	West or South	Both
				SHELLPOT BRANCH	*			
X	X	X-*		BRIDGE.....	1.2			
X-A				READ.....	1.7			
X-A				WARD.....	2.5			
X				BANK.....	3.3			
X				RAGAN—R-Wilmington.....				
				The direction from Bridge to Ragan is southward. *Distance from Bridge.				

Interlocking Station	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.....	1.4				
				EDGE MOOR.....	2.9				
X	X	X-*		SWITCH BOX No. 6.....	3.6				
				BRIDGE.....					
				The direction from Bell to Bridge is southward. *Distance from Bellevue.					
				NEW CASTLE SECONDARY TRACK	*				
X	X	X-*		BRIDGE.....	0.9				
				HAZEL DELL (Rdg. Co.).....	1.5				
				PIGEON POINT CROSSING (Rdg. Co.).....	5.3				
			X-*	NEW CASTLE.....	5.6				
				TASKER.....					
				The direction from Bridge to Tasker is southward. *Distance from Bridge.					
X	B	B-*		D.M.&V. SECONDARY TRACK	*				
			X	HARRINGTON.....	4.3				
			X	HOUSTON—C-Harrington.....	8.3				
			X	MILFORD—C-Harrington.....	11.3				
			X	LINCOLN CITY.....	15.7				
			X	ELLENDALE.....	15.8				
			X	DALE—C-Harrington.....	20.2				
			X	REDDEN.....	23.9				
			X	GEORGETOWN.....	23.9				
			X	COURT—C-Harrington.....	23.9				
			X	GEORGETOWN.....					
			X	COURT—C-Harrington.....	4.5				
			X	STOCKLEY.....	9.0				
			X	MILLSBORO.....	9.0				
			X	MILL—C-Harrington.....	12.6				
			X	DAGS—C-Harrington.....	12.7				
			X	DAGSBORO.....	14.9				
			X	FRANKFORD.....	18.5				
			X	SELBY—C-Harrington.....	18.6				
			X	SELBYVILLE.....	19.2				
			X	DELAWARE-MARYLAND STATE LINE.....	21.1				
			X	BISHOP.....	23.1				
			X	SHOWELL.....	27.7				
			X	BERLIN.....	30.5				
			X	IRON—C-Harrington.....	34.6				
			X	QUEPONCO.....	41.7				
			X	SNOW—C-Harrington.....	41.8				
			X	SNOW HILL.....					
				The direction from Harrington to Snow Hill is southward. *Distance from Harrington. **Distance from Georgetown.					
				CRISFIELD SECONDARY TRACK	*				
			X	KINGS CREEK.....	0.5				
			X	LONDON—C-Cassatt.....	2.9				
			X	WESTOVER.....	6.6				
			X	KINGSTON.....	10.1				
			X	MARION—C-Cassatt.....	14.5				
			X	CRISFIELD.....	15.0				
			X	FIELD—C-Cassatt.....					
				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	*				
			X	MASS—C-Clayton.....	9.1				
			X	MASSEY.....	9.1				
			X	KENNEDYVILLE.....	11.5				
			X	KEN—C-Clayton.....	13.0				
			X	STILL POND.....	15.2				
			X	LYNCH.....	20.2				
			X	WORTON.....					
			X	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.....	1.2			
				COKE—C-Seaford.....	5.5			
				OAK GROVE.....				
				DELAWARE-MARYLAND STATE LINE.....	5.7			
				FEDERALSBURG.....	9.7			
			X	FED—C-Seaford.....	9.8			
				WILLIAMSBURG.....	13.5			
			X	LOCK—C-Seaford.....	15.5			
				HURLOCK.....	15.8			
				EAST NEW MARKET.....	19.9			
				LINKWOOD.....	24.3			
			X	TANK—C-Seaford.....	31.5			
				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			
			X	GREENSBORO.....	23.8			
				PET—C-Clayton.....	23.9			
				RIDGELY.....	28.1			
			X	QUEEN ANNE.....	32.4			
				ANNE—C-Clayton.....	32.4			
			X	CORDOVA.....	36.1			
				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			
				MASSE—C-Clayton.....	9.2			
				MASSEY.....				
				DELAWARE-MARYLAND STATE LINE.....	12.7			
				MILLINGTON.....	12.8			
			X	SUDLERSVILLE.....	17.9			
				SUDS—C-Clayton.....	18.0			
				BARCLAY.....	20.8			
				PRICE.....	26.8			
				CENTREVILLE.....	34.9			
				The direction from Townsend to Centreville is southward.				
				*Distance from Townsend.				
				NEW HOLLAND SECONDARY TRACK	*			
				HONEY BROOK.....	18.1			
				NARVON.....	21.9			
				CEDAR LANE.....	24.6			
				EAST EARL.....	25.1			
				NEW HOLLAND.....	28.1			
				LEOLA.....	33.4			
				GREENFIELD.....	38.0			
X	X	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		86	
			SMITH.....	22.2			
			LG-21.....	23.3			
X			PORT—R-Cola.....	33.7			
X			MANOR—R-Cola.....	36.5			134
X	X	X-*	COLA.....	38.4			
			COLUMBIA.....	38.4			
X			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			
X			COLUMBIA SHOCKS R-Cola } (A. & S. Branch).....	80.1			250
			JEB—R-Cola.....	87.4			
X			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			
X	X	X-*	STEELTON.....	99.5			
			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			
X	X	X-*	YORK HAVEN.....	68.5			
			CLY.....	69.6			175
X	X	X-*	NEW CUMBERLAND.....	81.2			
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			
				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			198
			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			
				MAUGANSVILLE.....	70.5			
X	X	X-★		TOWN—(W. M. Rwy. Crossing).....	73.7	171		
				HAGERSTOWN.....	74.2			55
X	X	X-★		HAGER—(W. M. Rwy. Crossing).....	74.8			
				WILLIAMSPORT.....	80.6			
				MD.-W. VA. STATE LINE.....	82.3			
			X	POT—C-Hager.....	83.8			114
				CV-87.....	86.7			
			X	GARD—C-Hager.....	89.8			
				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: Vardo—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			
				LITTLESTOWN.....	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
				JCT. UNION BRIDGE TRACK	52.3			
				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			
	● 3821 Saturday Only	‡ 3903 Daily Ex. Sat. & Sun.	● 111 Daily	‡ 3819 Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.61	\$ 7.52	\$ 8.00	\$ 8.03
HUDSON	8.03	8.04	8.12	8.15
NEWARK	\$ 8.06	\$ 8.07	\$ 8.16	\$ 8.18
SOUTH ST. (Newark)	\$ 8.08	\$ 8.09		
HUNTER	8.09	8.10	8.19	8.21
NORTH ELIZABETH	\$ 8.12	\$ 8.13		
ELIZABETH	\$ 8.16	\$ 8.16		
SOUTH ELIZABETH	8.18	8.17	8.23	8.26
LINDEN	\$ 8.22	\$ 8.21		
NORTH RAHWAY	\$ 8.25	\$ 8.23		
RAHWAY	\$ 8.28	\$ 8.26		\$ 8.32
UNION	8.30		8.27	8.33
AVENEL				
EDGAR				
WOODBIDGE	P. A. &			
GENASCO	W. Br.	MU	MU	MU
WC				
PERTH AMBOY	N. Y. &			
SOUTH AMBOY	L. B.			
	R. R.			
COLONIA				
ISELIN	\$ 8.35		\$ 8.37	
METUCHEN	\$ 8.39		8.32	\$ 8.41
EDISON				
NEW BRUNSWICK	\$ 8.46		R 8.36	\$ 8.48
COUNTY	8.49		8.38	8.51
JERSEY AVENUE				
ADAMS				F 8.55
DEANS				
MONMOUTH JCT.	8.57		8.45	9.02
PRINCETON JCT.	\$ 9.05		8.50	\$ 9.08
TRENTON	\$ 9.16			\$ 9.19
MORRISVILLE			\$ 8.59	
LEVITTOWN-TULLYTOWN				
GRUNDY			9.07	
BRISTOL				
CROYDON		Will Not		Will Not
EDDINGTON		Run		Run
CORNWELLS HEIGHTS		May 30		May 30
ANDALUSIA		July 4		July 4
TORRESDALE		Sept. 4		Sept. 4
HOLMESBURG JCT.			9.17	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE			9.22	
NORTH PHILA.			\$ 9.26	
ZOO			9.30	
PHILA.-			\$ 9.35	
30th ST.	Lower Level			
	Upper Level			
	Lower Level		# 9.39	
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	3821	3903	111	3819

STATIONS	FIRST CLASS							
	● 3611 Saturday Only	NH169 Daily	● 4243 A. M.	C. N. J. ● 5381 A. M.	‡ 3707 Daily Ex. Sat. & Sun.	‡ 513 Daily Ex. Sat. & Sun.	‡ 207 Daily Ex. Sun.	● 553 Saturday Only
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 8.10		\$ 8.15	C. N. J. Yd. Harrison 8.20	\$ 8.23		\$ 8.30	
HUDSON			8.27		8.35		8.42	
NEWARK			\$ 8.30	\$ 8.35	\$ 8.38		\$ 8.46	
SOUTH ST. (Newark)					\$ 8.41			
HUNTER			8.33	8.38	8.42		8.49	
NORTH ELIZABETH					\$ 8.45			
ELIZABETH			\$ 8.38		\$ 8.48		\$ 8.53	
SOUTH ELIZABETH			8.39	8.44	8.50		8.55	
LINDEN			\$ 8.43		\$ 8.54			
NORTH RAHWAY	\$ 8.32		\$ 8.47		\$ 8.58			
RAHWAY	8.33							
UNION	\$ 8.36		8.48	8.52	9.01		9.00	
AVENEL								
EDGAR								
WOODBIDGE	\$ 8.39		MU		MU	MU	MU	MU
GENASCO								
WC								
PERTH AMBOY				8.58				
SOUTH AMBOY	\$ 8.46			\$ 9.01				
	\$ 8.50			\$ 9.05				
COLONIA								
ISELIN			\$ 8.52					
METUCHEN			\$ 8.56		\$ 9.09	Will Not	9.05	
EDISON			\$ 9.00			Run		
NEW BRUNSWICK			\$ 9.04		\$ 9.16	May 30	\$ 9.10	
COUNTY						July 4	9.13	
JERSEY AVENUE			\$ 9.08		\$ 9.20	Sept. 4		
ADAMS								
DEANS								
MONMOUTH JCT.							9.20	
PRINCETON JCT.							9.25	
TRENTON								
MORRISVILLE							\$ 9.20	\$ 9.35
LEVITTOWN-TULLYTOWN								\$ 9.40
GRUNDY							\$ 9.25	\$ 9.45
BRISTOL							9.44	
CROYDON				Will Run	Will Run	\$ 9.29	\$ 9.49	\$ 9.52
EDDINGTON				Sunday	Sunday	\$ 9.32	\$ 9.55	\$ 9.57
CORNWELLS HEIGHTS				and	and	\$ 9.35	\$ 9.57	\$ 9.59
ANDALUSIA				May 30	May 30	\$ 9.37	\$ 9.57	\$ 9.59
TORRESDALE				July 4	July 4	\$ 9.40	\$ 9.57	\$ 9.59
HOLMESBURG JCT.				Sept. 4	Sept. 4	\$ 9.44	9.54	\$10.03
TACONY						\$ 9.45		\$10.04
WISSINOMING						\$ 9.46		\$10.05
BRIDESBURG						\$ 9.48		\$10.07
FRANKFORD						\$ 9.50		
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.						\$ 9.51		\$10.10
SHORE						9.52	9.59	10.11
NORTH PHILA.								
ZOO						\$ 9.56	\$10.04	\$10.16
PHILA.-						10.00	10.09	10.18
30th ST.							\$10.14	\$10.21
						\$10.03		
SUBURBAN STATION						\$10.07		\$10.25
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	3611	NH169	4243	5381	3707	513	207	553
				C. N. J.				

STATIONS	FIRST CLASS				
	•● 3915 Daily Ex. Sat. & Sun. A. M.	•3713 Daily Ex. Sat. & Sun. A. M.	● 121 Daily A. M.	● 3783 Saturday Only A. M.	● 127 Daily A. M.
NEW YORK	\$10.50	\$10.55	\$11.00	\$11.05	P10.30
HUDSON	11.02	11.07	11.12	11.17	10.42
NEWARK	\$11.05	\$11.10 #11.15	\$11.16	\$11.20	P10.46
SOUTH ST. (Newark)					
HUNTER	11.08	11.18	11.19	11.23	10.50
NORTH ELIZABETH	\$11.13	\$11.23		\$11.28	
SOUTH ELIZABETH	11.14	11.24	11.23	11.29	10.54
LINDEN	\$11.18	\$11.28		\$11.33	
NORTH RAHWAY	\$11.20			\$11.37	
RAHWAY	\$11.22	\$11.33		\$11.37	
UNION	11.23	11.35	11.27	11.38	10.59
AVENEL					
EDGAR					
WOODBRIDGE					
GENASCO	MU	MU		MU	G.O. 2336 Col. 5 Page 42
WC					
PERTH AMBOY					
SOUTH AMBOY					
COLONIA					
ISELIN		\$11.40		\$11.42	
METUCHEN		\$11.45	11.32	\$11.46	11.04
EDISON					
NEW BRUNSWICK		\$12.00		\$11.53	
COUNTY			11.38		11.09
JERSEY AVENUE		\$12.04		\$11.57	
ADAMS					
DEANS					
MONMOUTH JCT.			11.45		11.15
PRINCETON JCT.			11.50		11.20
TRENTON					
MORRISVILLE			\$12.00		P11.30
LEVITTOWN-TULLYTOWN					
GRUNDY			12.08		11.39
BRISTOL					
CROYDON	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.			12.18		11.49
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.					
SHORE			12.23		11.54
NORTH PHILA.			\$12.27		P11.59
ZOO			12.31		12.04
PHILA.- 30th ST.	Lower Level		\$12.36		
	Upper Level		#12.38		P12.09
	Lower Level				
SUBURBAN STATION					
	A. M.	P. M.	P. M.	A. M.	P. M.
	3915	3713	121	3783	127

FIRST CLASS							
● 519 Daily Ex. Sat. P. M.	•● 3717 Daily Ex. Sat. & Sun. A. M.	•● 3917 Daily Ex. Sat. & Sun. A. M.	● 4247 A. M.	● 555 Saturday Only P. M.	211 Daily A. M.	•● 3719 Daily Ex. Sat. & Sun. A. M.	● 3825 Saturday Only A. M.
	\$11.25	\$11.40	\$11.40		\$11.45	\$11.55	\$11.55
	11.37	11.52	11.52		11.57	12.07	12.07
	\$11.40	\$11.55	\$11.55		\$12.00	\$12.10	\$12.10
					#12.03	\$12.10	\$12.10
	11.43	11.58	11.58		12.06	12.13	12.13
	\$11.48	\$12.03	\$12.04		\$12.18	\$12.18	\$12.18
	11.49	12.04	12.05		12.10	12.19	12.19
	\$11.53	\$12.08	\$12.09		\$12.23	\$12.23	\$12.23
	\$11.57	\$12.12	\$12.13		\$12.27	\$12.28	\$12.28
	11.58	12.13					
			12.15		12.14	12.28	12.29
	MU	MU	MU	MU	MU	MU	MU
					No Baggage Service Sunday and May 30 July 4 Sept. 4		
	\$12.02		\$12.20			\$12.32	\$12.32
	\$12.06		\$12.24		12.19	\$12.36	\$12.39
					\$12.25	\$12.43	\$12.43
	\$12.13		\$12.31		12.28	\$12.47	\$12.47
	\$12.17		\$12.35			\$12.47	\$12.47
					12.35	\$12.59	\$12.59
					\$12.42	\$ 1.06	\$ 1.06
	\$12.10			\$12.40	#12.52	\$ 1.17	\$ 1.17
	\$12.15			\$12.45			
					1.08		
\$12.19				\$12.49			
\$12.22	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	\$12.52		Will Not Run May 30 July 4 Sept. 4	
\$12.25				\$12.55			
\$12.28				\$12.58			
\$12.32				\$ 1.02	1.18		
\$12.33				\$ 1.03			
\$12.34				\$ 1.04			
\$12.35				\$ 1.05			
\$12.37							
\$12.39				\$ 1.09			
12.40				1.10	1.23		
\$12.45				\$ 1.15	\$ 1.27		
12.48				1.18	1.32		
\$12.51				\$ 1.21	\$ 1.37		
\$12.55				\$ 1.25			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
519	3717	3917	4247	555	211	3719	3825

STATIONS	FIRST CLASS				
	C. N. J. ● 5357 Saturday Only P. M. C.N.J. Yd. Harrison 12. 01	NH181 # Daily Ex. Sun. NOON	± 3919 Daily Ex. Sat. & Sun. P. M.	± 3721 Daily Ex. Sat. & Sun. P. M.	107 Daily P. M.
NEW YORK		\$12.00			
HUDSON		\$12.15	\$12.25	\$12.20	
NEWARK		\$12.15	\$12.30	\$12.40	\$12.36
SOUTH ST. (Newark)					
HUNTER	12. 18		12. 33	12. 43	12. 40
NORTH ELIZABETH			\$12. 37	\$12. 47	
ELIZABETH			12. 39	12. 49	
SOUTH ELIZABETH	12. 24		\$12. 43	\$12. 53	12. 44
LINDEN					
NORTH RAHWAY			\$12. 47	\$12. 57	
RAHWAY			12. 48		
UNION	12. 30			12. 59	12. 49
AVENEL					
EDGAR	P. A. &				
WOODBIDGE	W. Br.		MU	MU	G.O. 2336 Col. 5 Page 44
GENASCO					
WC	N. Y. &	12. 38			
PERTH AMBOY	L. B.	\$12. 41			
SOUTH AMBOY	R. R.	\$12. 45			
COLONIA					
ISELIN					
METUCHEN				\$ 1.06	12. 54
EDISON				\$ 1.13	
NEW BRUNSWICK COUNTY					1.00
JERSEY AVENUE				\$ 1.17	
ADAMS					
DEANS					
MONMOUTH JCT.					1.06
PRINCETON JCT.					1.11
TRENTON					
MORRISVILLE					P 1.22
LEVITTOWN-TULLYTOWN GRUNDY					
BRISTOL					1.31
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					1.41
WISSINOMING					
BRIDESBURG					
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.					
SHORE					1.46
NORTH PHILA.					
ZOO					P 1.51
PHILA.- 80th ST.	Lower Level Upper Level Lower Level				1.56
SUBURBAN STATION					P 2.01
	P. M.	NOON	P. M.	P. M.	P. M.
	5357	NH181	3919	3721	107
	C. N. J.				

STATIONS	FIRST CLASS							
	1107 Daily Ex. Sat. & Sun. P. M.	● 21 Monday Only A. M.	◇ 171 Daily P. M.	± 3921 Daily Ex. Sat. & Sun. P. M.	± 521 Daily Ex. Sat. & Sun. P. M.	± 3827 Daily Ex. Sun. P. M.	● 4249 P. M.	● 1185 P. M.
	\$12.30		\$12.25					
	12.42	11.20	12.45	\$12.50		\$ 1.05	\$ 1.10	\$ 1.25
	\$12.45	11.32	12.57	1.02		1.17	1.22	1.37
	#12.48	11.36	\$ 1.01	\$ 1.05		\$ 1.20	\$ 1.25	\$ 1.40
	12.51	Leave Sunnyside Yard, 11.00 A.M.	1.04	1.08		1.23	1.28	1.43
	\$12.56		\$ 1.13			\$ 1.28	\$ 1.33	\$ 1.48
	12.57		1.14			1.29	1.34	1.50
			\$ 1.18			\$ 1.33	\$ 1.38	
			\$ 1.22			\$ 1.37	\$ 1.42	\$ 1.56
			1.23					
	1.03	11.51	1.13			1.38	1.43	1.57
	\$ 1.08	G.O. 2345 Page 45 Col. 2		MU	MU	MU	MU	\$ 2.02
	1.13							2.07
	\$ 1.16							\$ 2.10
	\$ 1.20							\$ 2.14
					Will Not Run May 30 July 4 Sept. 4	\$ 1.42	\$ 1.47	
			1.19			\$ 1.46	\$ 1.51	
						\$ 1.53	\$ 1.58	
			12.04	1.25		1.56		
							\$ 2.02	
	G.O. 2319 Page 45 Col. 1							
			1.32			2.05		
			1.37			\$ 2.11		
						\$ 2.22		
			12.28	\$ 1.46		\$ 2.00		
						\$ 2.05		
				1.54				
					Open Baggage Car 30th St.	\$ 2.09	Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and May 30 July 4 Sept. 4
						\$ 2.12		
						\$ 2.15		
						\$ 2.18		
			12.50	2.04		\$ 2.22		
						\$ 2.23		
						\$ 2.24		
						\$ 2.25		
						\$ 2.27		
						\$ 2.29		
			12.55	2.09		2.30		
			1.00	\$ 2.13		\$ 2.35		
			1.05	2.18		2.38		
			E 1.13	\$ 2.22				
				# 2.25		\$ 2.41		
						\$ 2.45		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1107	21	171	3921	521	3827	4249	1185

STATIONS	FIRST CLASS			
	C. N. J. #5309 Daily Ex. Sat. & Sun. P. M.	113 Daily P. M.	1022 Daily P. M.	173 Daily P. M.
NEW YORK	C. N. J. Yd. Harrison 2.35	\$ 2.50		\$ 2.40 3.00
HUDSON		3.02		3.12
NEWARK		\$ 2.52	P 3.06	\$ 3.16
SOUTH ST. (Newark)				
HUNTER	2.55	3.09		3.19
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH	3.01	3.13		3.23
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION	3.08	3.18		3.27
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE				
GENASCO				
WO	N. Y. & L. B. R. R.	3.14		
PERTH AMBOY		\$ 3.17		
SOUTH AMBOY		\$ 3.21		
COLONIA				
ISELIN				
METUCHEN		3.23		3.32
EDISON				
NEW BRUNSWICK				
COUNTY		3.29		3.38
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT		3.36		3.45
PRINCETON JCT.		3.41		3.50
TRENTON		P 3.52		\$ 4.00
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY		4.00		4.09
BRISTOL				
CROYDON	Will Not Run May 30 July 4 Sept. 4			
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		4.10		4.19
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE			\$ 4.00	
JERSEY			4.09	
FRANKFORD JCT.			D 4.16	
SHORE		4.15	4.17	4.24
NORTH PHILA.		\$ 4.20	\$ 4.22	\$ 4.29
ZOO		4.26	4.27	4.33
PHILA.- 30th ST.	Lower Level Upper Level Lower Level		\$ 4.32	
SUBURBAN STATION		\$ 4.30		\$ 4.39
	P. M.	P. M.	P. M.	P. M.
	5309	113	1022	173
	C. N. J.			

FIRST CLASS							
#3729 Daily Ex. Sat. & Sun. P. M.	#525 Daily Ex. Sat. & Sun. P. M.	3835 Saturday Only P. M.	105 Daily P. M.	#527 Daily Ex. Sat. & Sun. P. M.	#3833 Daily Ex. Sat. & Sun. P. M.	#3723 Daily Ex. Sat. & Sun. P. M.	4205 P. M.
\$ 3.03		\$ 3.03	P 3.10		\$ 3.20	\$ 3.30	\$ 3.35
3.15		3.15	3.22		3.32	3.42	3.47
\$ 3.18		\$ 3.18	P 3.27		\$ 3.35	\$ 3.46	\$ 3.50
3.21		3.21	3.30		3.38	3.49	3.53
\$ 3.26		\$ 3.24			\$ 3.44	\$ 3.52	\$ 3.58
3.27		3.27	3.34		3.46	3.56	3.59
\$ 3.31		\$ 3.32				\$ 4.00	\$ 4.03
\$ 3.35		\$ 3.36			\$ 3.53	\$ 4.04	\$ 4.07
3.38		3.37	3.39		3.55	4.05	4.08
MU	MU	MU		MU	MU	MU	MU
\$ 3.40	Will Not Run May 30 July 4 Sept. 4	\$ 3.41		Will Not Run May 30 July 4 Sept. 4		\$ 4.09	\$ 4.16
\$ 3.44		\$ 3.46	3.45		\$ 4.02	\$ 4.13	\$ 4.16
\$ 3.51		\$ 3.55			\$ 4.10	\$ 4.20	\$ 4.23
\$ 3.55		3.58	3.51		4.13	4.22	4.26
		\$ 4.03				\$ 4.28	\$ 4.35
		\$ 4.07	3.58			\$ 4.28	\$ 4.41
		4.15	4.03			\$ 4.40	\$ 4.52
		\$ 4.26					
		\$ 4.08	P 4.13	\$ 4.28			
		\$ 4.13		\$ 4.33			
			4.22				
Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	\$ 4.17		\$ 4.37	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
		\$ 4.20		\$ 4.40			
		F 4.22		\$ 4.48			
		\$ 4.25		\$ 4.46			
		\$ 4.28		\$ 4.50			
		\$ 4.32	4.32	\$ 4.51			
		\$ 4.33		\$ 4.52			
		\$ 4.34		\$ 4.53			
		\$ 4.35					
		\$ 4.37					
		\$ 4.39		\$ 4.57			
		4.40	4.37	4.58			
		\$ 4.45	\$ 4.41	\$ 5.03			
		4.48	4.45	5.06			
		\$ 4.51		\$ 5.09			
			\$ 4.53				
		\$ 4.55		\$ 5.13			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3729	525	3835	105	527	3833	3723	4205

STATIONS	FIRST CLASS			
	☛ 263 Daily Ex. Sat. & Sun. P. M.	● 5365 Saturday Only P. M.	☛ 3735 Daily Ex. Sat. & Sun. P. M.	☛ 5321 Daily Ex. Sat. & Sun. P. M.
	C. N. J. C.N.J. Yd. Harrison	C. N. J. C.N.J. Yd. Harrison		
NEW YORK	\$ 5.08	\$ 5.12	\$ 5.22	
HUDSON	5.20	5.24	5.30	
NEWARK	\$ 5.23	\$ 5.29	\$ 5.30	
SOUTH ST. (Newark)				
HUNTER	5.26	5.32	5.33	
NORTH ELIZABETH				
ELIZABETH	\$ 5.34	\$ 5.39		
SOUTH ELIZABETH	5.36	5.41	5.39	
LINDEN				
NORTH RAHWAY				
RAHWAY	\$ 5.44			
UNION	5.46	5.48	5.45	
AVENEL				
EDGAR				
WOODBRIDGE		MU		
GENASCO				
WC.		5.48	5.52	
PERTH AMBOY		\$ 5.51		
SOUTH AMBOY		\$ 5.55		
COLONIA				
ISELIN		\$ 5.54		
METUCHEN	5.52	\$ 6.00		
EDISON		\$ 6.05		
NEW BRUNSWICK	\$ 5.58	\$ 6.10		
COUNTY	6.01			
JERSEY AVENUE		\$ 6.15		
ADAMS				
DEANS				
MONMOUTH JCT.	6.08			
PRINCETON JCT.	\$ 6.15			
TRENTON	\$ 6.25			
MORRISVILLE				
LEVITTOWN-TULLYTOWN	\$ 6.32			
GRUNDY				
BRISTOL	\$ 6.36			
CROYDON		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.	6.48			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	6.52			
NORTH PHILA.	\$ 6.58			
ZOO	7.02			
PHILA.- 30th ST.	\$ 7.07			
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	263	5365	3735	5321
		C. N. J.		C. N. J.

STATIONS	FIRST CLASS							
	☛ 1123 Daily Ex. Sat. & Sun. P. M.	☛ 3627 Daily Ex. Sat. & Sun. P. M.	☛ 3845 Daily Ex. Sat. & Sun. P. M.	☛ 223 Daily Ex. Sat. & Sun. P. M.	☛ 533 Daily Ex. Sat. & Sun. P. M.	☛ 3847 Daily Ex. Sat. & Sun. P. M.	☛ 5325 Daily Ex. Sat. & Sun. P. M.	☛ 3737 Daily Ex. Sat. & Sun. P. M.
	C. N. J. C.N.J. Yd. Harrison	C. N. J. C.N.J. Yd. Harrison					C. N. J. C.N.J. Yd. Harrison	
NEW YORK	\$ 5.17	\$ 5.20	\$ 5.25	\$ 5.30		\$ 5.33	\$ 5.43	\$ 5.37
HUDSON	5.29	5.32	5.37	5.42		5.46		5.49
NEWARK	\$ 5.33	\$ 5.36	\$ 5.40	\$ 5.46		\$ 5.49	\$ 5.50	\$ 5.53
SOUTH ST. (Newark)								
HUNTER	5.36	5.39	6.43	5.49		5.52	5.53	5.56
NORTH ELIZABETH		\$ 5.42				\$ 5.55		
ELIZABETH	\$ 5.43	\$ 5.46	\$ 5.49			\$ 5.58		
SOUTH ELIZABETH	5.45	5.48	5.51	5.53		\$ 6.00	5.59	6.02
LINDEN		\$ 5.53				\$ 6.04		
NORTH RAHWAY		\$ 5.55				\$ 6.07		
RAHWAY		\$ 5.58	\$ 5.57			\$ 6.10		
UNION	5.52	5.59	5.58	5.57		6.12	6.06	6.07
AVENEL		\$ 6.02						
EDGAR		\$ 6.05						
WOODBRIDGE		\$ 6.07	MU		MU	MU		MU
GENASCO								
WC.	5.59	6.12					6.15	
PERTH AMBOY		\$ 6.15						
SOUTH AMBOY	\$ 6.04	\$ 6.19					\$ 6.21	
COLONIA								
ISELIN							\$ 6.15	
METUCHEN		MU	\$ 6.06	6.03	Will Not Run May 30 July 4 Sept. 4		\$ 6.18	
EDISON							\$ 6.21	\$ 6.14
NEW BRUNSWICK			\$ 6.16				\$ 6.25	
COUNTY			6.19	6.09			\$ 6.29	\$ 6.22
JERSEY AVENUE							6.32	
ADAMS			F 6.22					\$ 6.26
DEANS								
MONMOUTH JCT.			\$ 6.29	6.16			6.41	
PRINCETON JCT.			\$ 6.34	\$ 6.24			6.47	
TRENTON			\$ 6.46				\$ 6.59	
MORRISVILLE				\$ 6.35	\$ 6.38			
LEVITTOWN-TULLYTOWN					\$ 6.43			
GRUNDY				6.43				
BRISTOL					\$ 6.47			
CROYDON	Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	Will Not Run May 30 July 4 Sept. 4	\$ 6.50	Will Not Run May 30 July 4 Sept. 4	Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22	Will Not Run May 30 July 4 Sept. 4
EDDINGTON					\$ 6.53			
CORNWELLS HEIGHTS					\$ 6.56			
ANDALUSIA					6.53			
TORRESDALE					\$ 7.00			
HOLMESBURG JCT.					\$ 7.01			
TACONY					\$ 7.02			
WISSINOMING					\$ 7.03			
BRIDESBURG					\$ 7.04			
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.					\$ 7.06			
SHORE					6.58	7.07		
NORTH PHILA.								
ZOO					D 7.03	\$ 7.11		
PHILA.- 30th ST.					7.07	7.15		
SUBURBAN STATION					\$ 7.13			
						\$ 7.19		
						\$ 7.23		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1123	3627	3845	223	533	3847	5325	3737
							C. N. J.	

STATIONS	FIRST CLASS				
	● 1189	±● 3631	● 175	±● 1127	±● 3741
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	
NEW YORK	\$ 5.50	\$ 5.40	\$ 5.25	\$ 5.48	\$ 5.51
HUDSON	6.02	5.52	5.57	6.00	6.04
NEWARK	\$ 6.05	\$ 5.55	\$ 6.01	\$ 6.04	\$ 6.07
SOUTH ST. (Newark)					
HUNTER	6.08	5.58	6.04	6.07	6.10
NORTH ELIZABETH					\$ 6.13
ELIZABETH	\$ 6.13	\$ 6.03			\$ 6.16
SOUTH ELIZABETH	6.15	6.04	6.08	6.12	\$ 6.18
LINDEN	\$ 6.19				\$ 6.22
NORTH RAHWAY					\$ 6.24
RAHWAY	\$ 6.23	\$ 6.11			\$ 6.27
UNION	6.24	6.12	6.12	6.19	6.30
AVENEL		\$ 6.15			
EDGAR		\$ 6.17			
WOODBRIDGE	P. A. & W. Br.	\$ 6.29			MU
GENASCO		\$ 6.20			
WC	N. Y. & L. B. R. R.	6.34	6.25	6.28	
PERTH AMBOY		\$ 6.36	\$ 6.27		
SOUTH AMBOY		\$ 6.40	\$ 6.31	\$ 6.34	
COLONIA					
ISELIN					
METUCHEN		MU	6.18		\$ 6.38
EDISON					
NEW BRUNSWICK COUNTY			6.25		\$ 6.47
JERSEY AVENUE					\$ 6.51
ADAMS					
DEANS					
MONMOUTH JCT.			6.33		
PRINCETON JCT.			6.38		
TRENTON			Q 6.48		
MORRISVILLE					
LEVITTOWN-TULLYTOWN					
GRUNDY			6.56		
BRISTOL					
CROYDON	Will Run 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	Will Not Run May 30 July 4 Sept. 4
EDDINGTON					
CORNWELLS HEIGHTS					
ANDALUSIA					
TORRESDALE					
HOLMESBURG JCT.			7.06		
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.					
SHORE			7.11		
NORTH PHILA.			\$ 7.15		
ZOO			7.19		
PHILA.-30th ST.	Lower Level				
	Upper Level				
	Lower Level		\$ 7.24		
SUBURBAN STATION					
	P. M.	P. M.	P. M.	P. M.	P. M.
	1189	3631	175	1127	3741

	FIRST CLASS						
	±● 225	● 535	±● 3849	● 5367	±● 3635	● 159	137
	Daily	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$ 6.01		\$ 6.08	C. N. J. Yd. Harrison 6.10	\$ 6.25	\$ 6.30	\$ 6.30
	6.15		6.20		6.37	6.42	6.42
	\$ 6.19		\$ 6.23	\$ 6.25	\$ 6.40	\$ 6.46	\$ 6.45
							# 6.51
	6.22		6.26	6.28	6.43	6.49	6.54
			\$ 6.29		\$ 6.46		
			\$ 6.32		\$ 6.49		
	6.26		6.34	6.34	6.50	6.53	6.58
			\$ 6.38		\$ 6.54		
					\$ 6.56		
			\$ 6.43		\$ 6.59		
	6.30		6.44	6.40	7.00	6.57	7.02
					\$ 7.03		
					\$ 7.05		
		MU	MU		\$ 7.08		
				6.48	7.13		
				\$ 6.51	\$ 7.15		
				\$ 6.55	\$ 7.19		
			\$ 6.47				
			\$ 6.50				
	6.35		\$ 6.53		MU	7.02	7.07
			\$ 6.57				
	\$ 6.44		\$ 7.01				
	6.47		7.04			7.08	7.13
	6.54		7.13			7.15	7.19
	\$ 7.00		\$ 7.19			7.20	7.24
			\$ 7.30				
	\$ 7.11	\$ 7.20				\$ 7.29	\$ 7.33
							# 7.38
			\$ 7.25				
	7.19					7.37	7.47
			\$ 7.29				
			\$ 7.32				
			\$ 7.35				
			\$ 7.38				
	7.29		\$ 7.42			7.47	7.57
			\$ 7.43				
			\$ 7.44				
			\$ 7.45				
			\$ 7.49				
	7.34		7.50			7.52	8.02
							\$ 8.05
	D 7.38		\$ 7.54			\$ 7.57	# 8.07
	7.43		7.58			8.01	8.11
	\$ 7.48						\$ 8.16
			\$ 8.01				
						\$ 8.07	8.26
			\$ 8.05				
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	225	535	3849	5367	3635	159	137
				C. N. J.			

G.O. 2338
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STATIONS	FIRST CLASS			
	● 3785	● 3637	3	± 3745
	P. M.	Saturday Only P. M.	Daily P. M.	Daily Ex Sat. & Sun. P. M.
NEW YORK	\$ 6.35		T 6.45	\$ 6.55
HUDSON	6.47		6.57	7.07
NEWARK	\$ 6.50		T 7.00 # 7.05	\$ 7.10
SOUTH ST. (Newark)				
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		
WOODBRIDGE	P. A. & W. Br.	\$ 7.22	G.O. 2342 Page 58 Col. 3	MU
GENASCO				
WC		7.27		
PERTH AMBOY	N. Y. & L. B. R. R.	\$ 7.29		
SOUTH AMBOY		\$ 7.33		
COLONIA	R 7.12			\$ 7.33
ISELIN	\$ 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				
TORRENDALE				
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	± 5329	± 3749	● 1058	● 155	± 1131	● 3753	3851
	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sat. P. M.	Saturday Only P. M.
NEW YORK	\$ 7.00	C.N.J. Yd. Harrison 6.40	\$ 7.22		\$ 7.30	\$ 7.55	\$ 8.05	\$ 8.05
HUDSON	7.12		7.34		7.42	8.07	8.17	8.17
NEWARK	\$ 7.16	\$ 6.55	\$ 7.37		\$ 7.46	\$ 8.10	\$ 8.20	\$ 8.20
SOUTH ST. (Newark)								# 8.25
HUNTER	7.19	6.58	7.40		7.49	8.13	8.23	8.28
NORTH ELIZABETH							M 8.26	\$ 8.31
ELIZABETH			\$ 7.46			\$ 8.22	\$ 8.29	\$ 8.34
SOUTH ELIZABETH	7.23	7.04	7.48		7.53	8.24	8.30	8.35
LINDEN			\$ 7.52				\$ 8.34	\$ 8.39
NORTH RAHWAY			\$ 7.56			\$ 8.32	\$ 8.38	\$ 8.44
RAHWAY	7.27	7.10	7.57		7.57	8.34	8.39	8.45
UNION								
AVENEL								
EDGAR								
WOODBRIDGE							\$ 8.39	MU
GENASCO								MU
WC		7.16					8.43	
PERTH AMBOY		\$ 7.19					\$ 8.46	
SOUTH AMBOY		\$ 7.23					\$ 8.50	
COLONIA								
ISELIN			\$ 8.01				\$ 8.43	\$ 8.49
METUCHEN	7.32		\$ 8.05		8.02		\$ 8.47	\$ 8.53
EDISON							\$ 8.51	\$ 9.03
NEW BRUNSWICK COUNTY	\$ 7.37		\$ 8.12		8.08		\$ 8.56	\$ 9.06
JERSEY AVENUE	7.40							
ADAMS			\$ 8.16				\$ 8.59	
DEANS								
MONMOUTH JCT.		G.O. 2327 Col. 2 Page 59			First Trip June 18			\$ 9.15
PRINCETON JCT.	7.47				Last Trip Sept. 4			\$ 9.20
TRENTON	\$ 7.54							\$ 9.31
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY								
BRISTOL								
CROYDON								
EDDINGTON								
CORNWELLS HEIGHTS								
ANDALUSIA								
TORRENDALE								
HOLMESBURG JCT.								
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
UTICA AVENUE								
JERSEY					\$ 8.33			
FRANKFORD JCT. SHORE					8.42			
NORTH PHILA.					D 8.49			
ZOO					8.50	8.53		
PHILA.- 30th ST.								
SUBURBAN STATION								
					\$ 8.55	\$ 8.57		
					9.00	9.02		
					\$ 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	● 1062 Daily Ex. Sun.	● 1038
	P. M.	P. M.	P. M.
NEW YORK	C.N.J. Yd. Harrison 8.10		
HUDSON			
NEWARK	\$ 8.25		
SOUTH ST. (Newark)			
HUNTER	8.28		
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	8.34		
LINDEN			
NORTH RAHWAY			
RAHWAY			
UNION	8.40		
AVENEL			
EDGAR	P. A. & W. Br.	G.O. 2345 Page 60 Col. 2	
WOODBIDGE			
GENASCO			
WC	N. Y. & L. B. R. R.	8.47	
PERTH AMBOY		\$ 8.50	
SOUTH AMBOY		\$ 8.54	
COLONIA			
ISELIN			
METUCHEN			
EDISON			
NEW BRUNSWICK COUNTY			
JERSEY AVENUE			
ADAMS		First Trip June 19	
DEANS		Last Trip Sept. 2	
MONMOUTH JCT.			
PRINCETON JCT.			
TRENTON			
MORRISVILLE			
LEVITTOWN-TULLYTOWN			
GRUNDY			
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.			
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
UTICA AVENUE		\$ 9.45	\$10.00
JERSEY		9.54	10.09
FRANKFORD JCT.		\$10.01	\$10.16
SHORE		10.02	10.17
NORTH PHILA.		\$10.07	\$10.22
ZOO		10.12	10.27
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$10.17	\$10.32
SUBURBAN STATION			
	P. M.	P. M.	P. M.
	5391	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 9.30	\$ 9.45
	9.12	9.22			9.37	9.42	9.57
	\$ 9.15					T 9.45	
	# 9.21	\$ 9.25			\$ 9.40	# 9.53	\$10.00
		9.24	9.28		9.43	9.56	10.03
		\$ 9.31	\$ 9.31		\$ 9.48		
		\$ 9.34	\$ 9.34		\$ 9.49		\$10.08
		9.28	9.35		9.50	10.00	10.09
		\$ 9.39			\$ 9.64		\$10.13
		\$ 9.43	\$ 9.49	\$ 9.58			\$10.17
	9.32	9.44	9.51	9.59	10.04	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	\$ 9.48	\$ 9.52	MU	MU	10.09	MU
		9.37	\$ 9.56				
		\$10.00					
		9.43				10.16	
		\$10.04					
		9.50					
		\$ 9.65					
		\$10.04					
		#10.10				10.35	
		\$ 9.55					
		10.19					
		\$ 9.59					
	\$10.02		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
	\$10.05						
	\$10.08						
	\$10.12	10.29				10.52	
	\$10.13						
	\$10.14						
	\$10.15						
	\$10.19						
	10.20	10.34				10.57	
		\$10.39					
	\$10.25	#10.41				11.01	
		10.45				11.05	
		\$10.51				11.11	
	\$10.31						
		11.01					
	\$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			
	NH194	NH186	176	286
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$12.35	\$ 2.25	3.15	
HUDSON			\$ 2.50	\$ 2.50
			2.38	2.38
NEWARK			# 2.85	\$ 2.35
			\$ 2.29	
SOUTH ST. (Newark)				
HUNTER			2.26	2.31
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	
WOODBIDGE			Daily	
GENASCO			New York to Boston	
WC	N. Y. & L. B. R. 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				
LEVITTOWN-TULLYTOWN				
GRUNDY			1.35	1.35
BRISTOL				
CROYDON	Will Not Run Sept. 3			
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.				1.25	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
			1.03	\$ 1.03
PHILA. 30th ST.	Lower Level			
	Upper Level			
	Lower Level		\$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

STATIONS	FIRST CLASS							
	194	12	3602	C. N. J. 5300	3704	108	3810	C. N. J. 5302
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	E 4.06	E 4.40		C. N. J. Yd. Harrison 6.03	\$ 6.85	\$ 6.50	\$ 6.46	C. N. J. Yd. Harrison 6.50
HUDSON	3.53	4.28			6.23	6.35	6.33	
NEWARK	# 3.50	4.25			\$ 6.20	6.31	\$ 6.30	
	E 3.41				\$ 6.00	D 6.10		\$ 6.47
SOUTH ST. (Newark)								
HUNTER					N 6.18			
NORTH ELIZABETH	3.38			5.57	6.17	6.07	6.27	6.44
ELIZABETH					\$ 6.14			
SOUTH ELIZABETH					\$ 6.11			
LINDEN	3.34			5.51	6.09	6.03	6.23	6.38
NORTH RAHWAY					\$ 6.06			
RAHWAY					N 6.03			
UNION	3.30	4.12	\$ 5.55	5.45	\$ 6.01	5.59	6.18	6.32
			5.54		\$ 5.59			
AVENEL								
EDGAR		G.O. 2345	\$ 5.51					
WOODBIDGE		Page 65						
GENASCO		Col. 2	\$ 5.48		MU		MU	
					5.43	5.37		6.24
					\$ 5.40	\$ 5.34		\$ 6.21
					\$ 5.36	\$ 5.30		\$ 6.17
COLONIA								
ISELIN					\$ 5.56			
METUCHEN	3.25		MU		\$ 5.54			
EDISON					\$ 5.50	5.54	6.12	
NEW BRUNSWICK					N 5.46			
COUNTY	3.19	3.59			\$ 5.42		\$ 6.06	
JERSEY AVENUE						5.48	6.00	
ADAMS					\$ 5.37			
DEANS								\$ 5.58
MONMOUTH JCT.	3.12						\$ 5.50	
PRINCETON JCT.	3.07					5.41	\$ 5.43	
						5.36		
TRENTON	# 2.58	3.35				# 5.27	\$ 5.33	
	E 2.53					\$ 5.20		
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY	2.45					5.12		
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	Will Not Run May 30 July 4 Sept. 4
EDDINGTON								
CORNWELLS HEIGHTS								
ANDALUSIA								
TORRESDALE								
HOLMESBURG JCT.	2.35	3.16				5.02		
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.								
SHORE	2.30	3.11				4.58		
	# 2.25	3.06				\$ 4.52		
NORTH PHILA.	E 2.20							
ZOO	2.14	3.01				4.47		
	# 2.10	# 2.56				# 4.42		
PHILA. 30th ST.	E 1.45	E 2.26				\$ 4.32		
SUBURBAN STATION								
	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. Sun. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	#194	●12	#●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 7.03	\$ 7.20	
HUDSON	6.54		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				
WOODBRIDGE				
GENASCO	MU		MU	MU
WO.		6.37		
PERTH AMBOY		\$ 6.34		
SOUTH AMBOY		\$ 6.30		
COLONIA	\$ 6.26		\$ 6.40	
ISELIN	\$ 6.23		\$ 6.37	
METUCHEN	\$ 6.19		\$ 6.33	Will Not Run May 30 July 4 Sept. 4
EDISON	\$ 6.15		\$ 6.29	
NEW BRUNSWICK COUNTY	\$ 6.11		\$ 6.25	
JERSEY AVENUE	\$ 6.07		6.21	
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 May 30 July 4 Sept. 4		\$ 6.14	
EDDINGTON			\$ 6.11	
CORNWELLS HEIGHTS			\$ 6.07	
ANDALUSIA			\$ 6.05	
TORRESDALE			\$ 6.03	
HOLMESBURG JCT.			\$ 6.02	
TACONY			\$ 6.01	
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.			\$ 5.59	
SHORE			5.58	
NORTH PHILA.			\$ 5.55	
ZOO			5.50	
PHILA.---				
30th-ST.---	Lower Level		\$ 5.48	
	Upper Level			
	Lower Level			
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							
	C. N. J. 3606	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 7.28	\$ 7.40	\$ 7.44	\$ 7.50	\$ 7.52	\$ 7.48	\$ 8.01
HUDSON	7.22		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
							DC7.12	
SOUTH ST. (Newark)	\$ 7.17							\$ 7.43
HUNTER	7.16	7.22	7.21	7.24	7.30	7.33	7.09	7.42
NORTH ELIZABETH	\$ 7.13				\$ 7.28			\$ 7.39
ELIZABETH	\$ 7.10		\$ 7.17		\$ 7.25			\$ 7.36
SOUTH ELIZABETH	7.08	7.16	7.15	7.19	7.23	7.28	7.05	7.34
LINDEN	\$ 7.04				\$ 7.19			\$ 7.30
NORTH RAHWAY	\$ 7.01							
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								
WO.	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						\$ 7.17		
ISELIN						\$ 7.14		
METUCHEN	MU			7.08		\$ 7.10	6.55	MU
EDISON						\$ 7.06		
NEW BRUNSWICK COUNTY						\$ 7.02		
JERSEY AVENUE				7.01			6.49	
ADAMS						\$ 6.57		
DEANS								
MONMOUTH JCT.				6.52			6.42	
PRINCETON JCT.				6.46			6.37	
TRENTON				\$ 6.35			6.27	
MORRISVILLE							\$ 6.21	
LEVITTOWN-TULLYTOWN								
GRUNDY							6.12	
BRISTOL								
CROYDON	Will Not Run May 30 July 4 Sept. 4							
EDDINGTON		Will Run Sunday and May 30 July 4 Sept. 4						
CORNWELLS HEIGHTS			Will Not Run May 30 July 4 Sept. 4					
ANDALUSIA				Will Not Run May 30 July 4 Sept. 4				
TORRESDALE								
HOLMESBURG JCT.								
TACONY							6.02	
WISSINOMING								
BRIDESBURG								
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT.								
SHORE							5.57	
NORTH PHILA.							5.53	
ZOO							5.48	
PHILA.---							5.43	
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		
	3820	3822	30
	A. M.	A. M.	A. M.
NEW YORK	\$ 9.15	\$ 9.35	\$ 9.20
HUDSON	9.03	9.23	9.08
NEWARK	\$ 9.00	\$ 9.20	D 9.05
SOUTH ST. (Newark)	\$ 8.57		
HUNTER	8.56	9.13	9.01
NORTH ELIZABETH	\$ 8.53	\$ 9.13	
ELIZABETH	\$ 8.50	\$ 9.10	
SOUTH ELIZABETH	8.48	9.08	8.57
LINDEN		\$ 9.04	
NORTH RAHWAY			
RAHWAY	\$ 8.42	\$ 8.59	
UNION	8.39	8.57	8.53
AVENEL			
EDGAR			G.O. 2342
WOODBRIDGE	P. A. & W. Br.	MU	Page 72
GENASCO		MU	Col. 3
WC			
PERTH AMBOY	N. Y. & L. B. R. R.		
SOUTH AMBOY			
COLONIA			
ISELIN			
METUCHEN	\$ 8.32	\$ 8.51	8.48
EDISON			
NEW BRUNSWICK COUNTY	\$ 8.25	\$ 8.44	
	8.22	8.41	8.42
JERSEY AVENUE			
ADAMS			
DEANS			
MONMOUTH JCT.	\$ 8.13	\$ 8.33	
PRINCETON JCT.	\$ 8.06	\$ 8.26	
TRENTON	\$ 7.55	\$ 8.15	8.22
MORRISVILLE			
LEVITTOWN-TULLYTOWN			
GRUNDY			8.15
BRISTOL			
CROYDON	Will Not Run		
EDDINGTON	May 30		
CORNWELLS HEIGHTS	July 4		
ANDALUSIA	Sept. 4		
TORRESDALE			
HOLMESBURG JCT.			8.05
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
UTICA AVENUE			
JERSEY			
FRANKFORD JCT.			
SHORE			7.59
			7.55
NORTH PHILA.			D 7.52
ZOO			7.47
PHILA.-30th ST.	Lower Level		
	Upper Level		
	Lower Level		
SUBURBAN STATION			
	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Saturday Only	Daily
	◆ 3820	● 3822	◇ 30

	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.
	\$ 9.35	\$ 9.40	\$ 9.45	C. N. J. Yd. Harrison 9.36	\$ 9.55	\$ 9.55	
	9.22	9.28	9.32		9.43	9.42	
	\$ 9.18	\$ 9.25	\$ 9.29		\$ 9.40	\$ 9.38	
				\$ 9.33			
	9.15	9.22	9.26	9.28	9.36	9.34	
			\$ 9.23				
			\$ 9.20		\$ 9.31		
	9.11	9.15	9.18	9.22	9.29	9.30	
			\$ 9.15		\$ 9.26		
			\$ 9.13				
			\$ 9.11		\$ 9.23		
	9.07	9.10	9.08	9.16	9.21	9.25	
			MU		MU		MU
		9.02		9.09			
		\$ 8.56		\$ 9.06			
				\$ 9.02			
	9.02				\$ 9.15	\$ 9.18	Will Not Run May 30 July 4 Sept. 4
					\$ 9.08	\$ 9.11	
	8.56				9.05	9.08	
					8.55	9.01	
					\$ 8.49	\$ 8.55	
	8.37				\$ 8.38	\$ 8.45	\$ 8.57
	8.30					8.35	\$ 8.50
	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	\$ 8.46
							\$ 8.43
							\$ 8.40
							\$ 8.37
	8.20					8.25	\$ 8.34
							\$ 8.32
							\$ 8.30
							\$ 8.29
							\$ 8.28
	8.14						\$ 8.27
	\$ 8.10						\$ 8.26
							\$ 8.23
	8.04					8.10	8.18
	\$ 8.00					\$ 8.05	\$ 8.15
							\$ 8.12
	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
				C. N. J.			

STATIONS	FIRST CLASS			
	3724	550	1001	3622
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$10.08			\$10.20
HUDSON	9.66			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.-30th 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	114	NH182	104	280	204	3726	170
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$10.30	\$10.25	\$10.30	\$10.35	\$11.00	\$10.47	\$10.59	\$10.55
HUDSON	10.18	10.13		10.23	10.48	10.35	10.47	10.43
NEWARK	\$10.15	\$10.10		\$10.20	\$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	\$10.06				\$10.35			
ELIZABETH	10.04	10.03		10.12	10.32	10.23	10.36	10.33
SOUTH ELIZABETH	\$10.01							
LINDEN								
NORTH RAHWAY								
RAHWAY	\$ 9.57				\$10.26		\$10.30	
UNION	9.54	9.59		10.08	10.23	10.19	10.28	10.29
AVENEL								
EDGAR								
WOODBRIDGE	MU				Will Run Sunday and May 30 July 4 Sept. 4		MU	
GENASCO								
WC.								
PERTH AMBOY								
SOUTH AMBOY								
COLONIA							\$10.25	
ISELIN	\$ 9.50						\$10.23	
METUCHEN	\$ 9.46	9.54		10.03	\$10.17	10.14	\$10.19	10.23
EDISON	\$ 9.42						\$10.15	
NEW BRUNSWICK COUNTY	\$ 9.38				\$10.10	\$10.07	\$10.12	
JERSEY AVENUE	\$ 9.34	9.48		9.57	10.07	10.04		10.17
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		\$ 9.26		\$ 9.36	\$ 9.44	\$ 9.41		\$ 9.55
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY		9.15		9.25	\$ 9.36	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.		9.05		9.15	9.20	9.20		9.35
TACONY								
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.-30th ST.		8.45		\$ 8.55	\$ 9.00	\$ 9.00		\$ 9.15
		\$ 8.43						
SUBURBAN STATION								
	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			
	3858 P. M.	1168 P. M.	1031 P. M.	530 P. M.
NEW YORK	\$ 7.30	\$ 7.25		
HUDSON	7.18	7.13		
NEWARK	\$ 7.15	\$ 7.10		
SOUTH ST. (Newark)				
HUNTER	7.12	7.07		
NORTH ELIZABETH				
ELIZABETH	\$ 7.07	\$ 7.02		
SOUTH ELIZABETH	7.05	7.00		
LINDEN		G 6.57		
NORTH RAHWAY				
RAHWAY	\$ 6.59	\$ 6.53		
UNION	6.57	6.51		
AVENEL				
EDGAR				
WOODBIDGE	P. A. & W. Br.			
GENASCO	MU	\$ 6.46		MU
WC.		6.41		
PERTH AMBOY	N. Y. & L. B. R. R.	\$ 6.38		
SOUTH AMBOY		\$ 6.34		
COLONIA				
ISELIN				Will Not Run May 30 July 4 Sept. 4
METUCHEN	\$ 6.50	G.O. 2327 Col. 2 Page 88		
EDISON				
NEW BRUNSWICK COUNTY	\$ 6.43	6.41		
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	6.32			
PRINCETON JCT.	\$ 6.28			
TRENTON	\$ 6.15			\$ 6.27
MORRISVILLE				\$ 6.21
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL		Will Run Sat., Sun. and Nov. 23 Dec. 25 Jan. 1 Feb. 22		\$ 6.17
CROYDON	Will Not Run May 30 July 4 Sept. 4			\$ 6.14
EDDINGTON				
CORNWELLS HEIGHTS				\$ 6.10
ANDALUSIA				
TORRESDALE				\$ 6.07
HOLMESBURG JCT.				\$ 6.04
TACONY				\$ 6.02
WISSINOMING				\$ 6.00
BRIDESBURG				\$ 5.68
FRANKFORD				
UTICA AVENUE			\$ 6.07	
JERSEY			5.58	
FRANKFORD JCT. SHORE			C 5.50	5.55
			5.49	
			\$ 5.45	\$ 5.61
NORTH PHILA.				
ZOO			5.39	5.47
PHILA.-30th ST.	Lower Level Upper Level Lower Level		\$ 5.35	\$ 5.43
SUBURBAN STATION				\$ 5.40
	P. M. Daily Ex. Sat. & Sun. #● 3858	P. M. ● 1168	P. M. Daily ● 1031	P. M. Daily Ex. Sat. & Sun. #● 530

STATIONS	FIRST CLASS							NH168 P. M.
	562 P. M.	152 P. M.	4254 P. M.	222 P. M.	532 P. M.	3758 P. M.	162 P. M.	
NEW YORK	\$ 7.20	\$ 8.02	\$ 7.45		\$ 8.15	\$ 8.15	\$ 8.15	
HUDSON	7.08	7.50	7.32		8.03	8.03		
NEWARK	\$ 7.04	\$ 7.47	\$ 7.29		\$ 8.00	\$ 8.00		
SOUTH ST. (Newark)								
HUNTER		7.00	7.43	7.26	7.57	7.57		
NORTH ELIZABETH					\$ 7.54			
ELIZABETH			\$ 7.38		\$ 7.51			
SOUTH ELIZABETH			7.36	7.22	7.49	7.53		
LINDEN			\$ 7.33		\$ 7.46			
NORTH RAHWAY					\$ 7.43			
RAHWAY			\$ 7.29		\$ 7.41			
UNION		6.52	7.27	7.18	7.39	7.49		
AVENEL								
EDGAR								
WOODBIDGE	MU	G.O. 2327 Col. 2 Page 89	MU	G.O. 2327 Col. 4 Page 89	MU	MU		
GENASCO								
WC.								
PERTH AMBOY								
SOUTH AMBOY								
COLONIA								
ISELIN			\$ 7.23		Will Not Run May 30 July 4 Sept. 4			
METUCHEN			\$ 7.19	7.13		\$ 7.33	7.44	
EDISON			\$ 7.12	\$ 7.07		\$ 7.26		
NEW BRUNSWICK COUNTY		6.42	7.04			7.38		
JERSEY AVENUE			\$ 7.08			\$ 7.22		
ADAMS								
DEANS								
MONMOUTH JCT.				6.57				
PRINCETON JCT.				\$ 6.50				
TRENTON				\$ 6.40			\$ 7.16	
MORRISVILLE		6.22			\$ 7.05			
LEVITTOWN-TULLYTOWN								
GRUNDY					\$ 6.59		7.08	
BRISTOL		\$ 6.25		Will Run Sunday and May 30 July 4 Sept. 4	\$ 6.30	\$ 6.55		
CROYDON	Will Not Run May 30 July 4 Sept. 4	\$ 6.22			\$ 6.52	\$ 6.52	Will Not Run May 30 July 4 Sept. 4	
EDDINGTON			Will Not Run Dec. 24 Dec. 31		Will Not Run Nov. 23 Dec. 25 Jan. 1	\$ 6.48		
CORNWELLS HEIGHTS		\$ 6.19				\$ 6.45		
ANDALUSIA		\$ 6.16						
TORRESDALE		\$ 6.14						
HOLMESBURG JCT.		\$ 6.11			6.20	\$ 6.42	6.58	
TACONY		\$ 6.09	6.08			\$ 6.40		
WISSINOMING		\$ 6.07				\$ 6.38		
BRIDESBURG		\$ 6.05				\$ 6.38		
FRANKFORD								
UTICA AVENUE								
JERSEY								
FRANKFORD JCT. SHORE		\$ 6.04				\$ 6.34		
		6.03				6.33	6.53	
		\$ 6.00	6.03		6.15	\$ 6.30	\$ 6.49	
NORTH PHILA.		\$ 5.59			\$ 6.10	\$ 6.30		
ZOO		5.56						
PHILA.-30th ST.		5.55			6.05	6.26	6.45	
		\$ 5.50			\$ 6.00	\$ 6.23	\$ 6.41	
SUBURBAN STATION		\$ 5.50				\$ 6.20		
	P. M. Saturday Only ● 562	P. M. Daily Ex. Sat. #● 152	P. M. ● 4254	P. M. Daily Ex. Sat. & Sun. #● 222	P. M. Daily Ex. Sat. & Sun. #● 532	P. M. Daily Ex. Sat. & Sun. #● 3758	P. M. Saturday Only ● 162	P. M. Daily NH168

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				
LINDEN.....	9.24	9.32	9.34	9.46
NORTH RAHWAY				
RAHWAY.....				
UNION.....	9.20	9.28	9.28	9.42
AVENEL.....				
EDGAR.....				
WOODBRIDGE.....				
GENASCO.....				
WC.....			9.19	
PERTH AMBOY.....			\$ 9.16	
SOUTH AMBOY.....			\$ 9.12	
COLONIA.....				
ISELIN.....				
METUCHEN.....	9.15	9.23		9.37
EDISON.....				
NEW BRUNSWICK				
COUNTY.....	\$ 9.09			
JERSEY AVENUE.....	9.05	9.17		9.32
ADAMS.....				
DEANS.....				
MONMOUTH JCT.....	8.58	9.10		9.25
PRINCETON JCT.....	\$ 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.....	Will Run Sunday and Sept. 4			
EDDINGTON.....				
CORNWELLS HEIGHTS				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.....	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
				\$ 8.19
SUBURBAN STATION.....				
	P. M.	P. M.	P. M.	P. M.
	• 284	• 164	• 1130	• 156

STATIONS	FIRST CLASS						
	4210 P. M.	3842 P. M.	536 P. M.	564 P. M.	282 P. M.	1170 P. M.	3766 P. M.
NEW YORK.....	\$10.18	\$10.31			\$11.10	\$11.15	\$11.25
HUDSON.....	10.06	10.19			10.68	11.03	11.13
NEWARK.....	\$10.03	\$10.16			\$10.55	\$11.00	\$11.10
SOUTH ST. (Newark)							
HUNTER.....	10.00	10.13			10.52	10.57	11.07
NORTH ELIZABETH							
ELIZABETH.....	\$ 9.57	\$10.10					\$11.04
SOUTH ELIZABETH							
LINDEN.....	\$ 9.54	\$10.07			\$10.47	\$10.52	\$11.01
NORTH RAHWAY							
RAHWAY.....	9.52	10.05			10.45	10.50	10.58
UNION.....	\$ 9.48	\$10.01					\$10.55
AVENEL.....							
EDGAR.....							
WOODBRIDGE.....	\$ 9.44	\$ 9.57			\$10.38	\$10.44	\$10.52
GENASCO.....	9.42	9.55			10.36	10.42	10.50
WC.....							
PERTH AMBOY.....						\$10.38	
SOUTH AMBOY.....						10.33	
COLONIA.....						\$10.30	
ISELIN.....						\$10.26	
METUCHEN.....		\$ 9.51					W10.47
EDISON.....	\$ 9.35	\$ 9.48					W10.44
NEW BRUNSWICK					\$10.29		\$10.40
COUNTY.....	\$ 9.28	\$ 9.41			\$10.22		W10.36
JERSEY AVENUE.....	9.25	9.38			10.19		\$10.32
ADAMS.....							\$10.28
DEANS.....							
MONMOUTH JCT.....	9.16	9.29					
PRINCETON JCT.....	\$ 9.10	\$ 9.23			10.12		
TRENTON.....	\$ 8.59	\$ 9.12			\$10.06		
MORRISVILLE					\$ 9.56		
LEVITTOWN-TULLYTOWN							
GRUNDY.....							
BRISTOL.....			\$ 9.35	\$ 9.50			
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.....							
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	• 4210	• 3842	• 536	• 564	• 282	• 1170	• 3766

G.O. 2327
Col. 3
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STATIONS	FIRST CLASS			
	NH180 P. M.	166 P. M.	158 P. M.	538 P. M.
NEW YORK	E11.25			
HUDSON		\$11.20	\$11.30	
NEWARK		11.08	11.18	
SOUTH ST. (Newark)		\$11.05	\$11.15	
HUNTER				
NORTH ELIZABETH		11.02	11.11	
ELIZABETH			\$11.05	
SOUTH ELIZABETH		10.68	11.03	
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION		10.54	10.59	
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE				MU
GENASCO				
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN				
METUCHEN		10.49	10.54	Will Not Run May 30 July 4 Sept. 4
EDISON			\$10.48	
NEW BRUNSWICK 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	\$10.37
MORRISVILLE				\$10.31
LEVITTOWN-TULLYTOWN				
GRUNDY		10.13	10.13	
BRISTOL			\$10.27	
CROYDON		Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	\$10.24
EDDINGTON				\$10.20
CORNWELLS HEIGHTS				\$10.17
ANDALUSIA				\$10.15
TORRESDALE				
HOLMESBURG JCT.		10.03	10.03	\$10.12
TACONY				\$10.10
WISSINOMING		Will Not Run Sept. 3	Will Run Sept. 3	\$10.08
BRIDESBURG				\$10.06
FRANKFORD				\$10.05
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				\$10.04
SHORE		9.57	9.58	10.00
NORTH PHILA.		\$ 9.53	\$ 9.53	\$10.00
ZOO		9.47	9.48	9.56
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 9.43	\$ 9.43	\$ 9.53
SUBURBAN STATION				\$ 9.50
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.		Daily Ex. Sun.	Daily Ex. 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 May 30 July 4 Sept. 4	\$11.57	12.54	Will Not Run May 30 July 4 Sept. 4
			\$11.53		
			\$11.46	\$12.48	
				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
Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and May 30 July 4 Sept. 4		\$11.27		\$12.35
			\$11.23		\$12.31
			\$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	
			\$10.88		\$11.58
				\$11.82	
			\$10.55		\$11.55
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.
• 1132	• 1192	• 540	• 3768	160	• 542

STATIONS	FIRST CLASS			
	939	195	191	405
	Daily Ex. Mon. A. M.	Daily Ex. Mon. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN STATION	\$12.35			
PHILA.-30th-ST. Lower Level		E 1.07	E 2.21	
PHILA.-30th-ST. Upper Level	\$12.38			
PHILA.-30th-ST. Lower Level		# 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			July 4
EDGEWOOD	Sept. 5	2.46	3.56	Sept. 4
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	407	951	901	903	548
	Daily Ex. 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.	Daily Ex. Sat. & Sun. A. M.
	\$ 5.09		\$ 6.20	\$ 6.20	\$ 7.00	
	# 5.19		\$ 6.23	\$ 6.23	\$ 7.03	
	5.22		6.26	6.26	7.06	
	5.25		6.29	6.29	7.09	
			\$ 6.31	\$ 6.31	\$ 7.11	
			\$ 6.32	\$ 6.33	\$ 7.13	
			\$ 6.33	\$ 6.34	\$ 7.15	
			\$ 6.34	\$ 6.36	\$ 7.17	
			\$ 6.36	\$ 6.37	\$ 7.19	
			\$ 6.37	\$ 6.39	\$ 7.21	
			\$ 6.38	\$ 6.41	\$ 7.23	
			\$ 6.40	\$ 6.42	\$ 7.25	
			\$ 6.41	\$ 6.43	\$ 7.27	
			6.42	6.44	7.28	
	5.32		\$ 6.43	\$ 6.46	\$ 7.30	
			\$ 6.45	\$ 6.49	\$ 7.32	
			\$ 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	
			\$ 6.53	\$ 6.57	\$ 7.40	
			\$ 6.59	\$ 6.59		
			\$ 6.57	\$ 7.01	\$ 7.43	
	5.41		7.00	7.07	7.47	
			\$ 7.10	\$ 7.10	\$ 7.50	
	\$ 5.46		\$ 7.07	\$ 7.15	\$ 7.56	
	# 5.49					
	5.52					
	6.00	MU	MU	MU	MU	
	6.09					
	6.16					
	6.20	Will Not Run	Will Run Saturday	Will Not Run	Will Not Run	G.O. 2338
	Y 6.24	May 30	Sunday and	May 30	May 30	Page 97
		July 4	May 30	July 4	July 4	Col. 7
		Sept. 4	July 4	Sept. 4	Sept. 4	
	6.34					
	6.47					
	\$ 6.53					\$ 9.10
	7.03	\$ 7.05				9.25
	7.08	7.10				9.30
		\$ 7.12				\$ 8.54
		\$ 7.16				8.59
		\$ 7.20				
	7.21	\$ 7.34				
	7.28	\$ 7.42				9.44
		\$ 7.47				9.49
	7.35	7.51				
						9.58
	7.42	7.59				10.07
	\$ 7.45	\$ 8.02				\$10.10
	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 A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. 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
SHARON HILL.....	\$ 7.43	\$ 7.49	\$ 8.14	Run
FOLCROFT.....	\$ 7.44	\$ 7.51	\$ 8.16	May 30
GLENOLDEN.....	\$ 7.46	\$ 7.53	\$ 8.18	July 4
NORWOOD.....	\$ 7.47	\$ 7.55	\$ 8.20	Sept. 4
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	\$ 8.17		
OLAYMONT.....	\$ 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.....				\$ 8.38
DAVIS.....	MU	MU	MU	8.41
NEWARK.....				8.49
ELKTON.....				
NORTH EAST.....				8.58
PERRYVILLE.....				9.05
HAVRE-DE-GRACE.....				
OAK.....		Will Not	Will Not	9.09
ABERDEEN.....		Run	Run	
PERRYMAN.....		May 30	May 30	
EDGEWOOD.....		July 4	July 4	9.19
HAREWOOD PARK.....		Sept. 4	Sept. 4	
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

STATIONS	FIRST CLASS							
	●127	●971	±909	●111	●911	±403	●115	●913
	Daily P. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily A. M.	Daily Ex. Sun. & Mon. A. M.	Daily A. M.	Daily A. M.
		\$ 8.20	\$ 8.25	\$ 9.35	\$ 9.40		\$11.05	\$11.10
		\$ 8.23	\$ 8.28	\$ 9.39	\$ 9.43	\$10.40	#11.09	\$11.13
P12.09				# 9.39				
12.12		8.26	8.31	9.42	9.46	10.43	11.12	11.16
12.15		8.29	8.34	9.45	9.49	10.47	11.15	11.19
		\$ 8.31			\$ 9.51			\$11.21
		\$ 8.32			\$ 9.52			\$11.22
		\$ 8.33			\$ 9.53	Will Not		\$11.23
		\$ 8.34			\$ 9.54	Run		\$11.24
		\$ 8.36			\$ 9.56	May 30		\$11.26
		\$ 8.37			\$ 9.57	July 4		\$11.27
		\$ 8.38			\$ 9.58			\$11.28
		\$ 8.40			\$10.00			\$11.30
		\$ 8.41			\$10.01			\$11.31
12.24		8.42	\$ 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
G.O. 2336		\$ 8.47			\$10.06			\$11.37
Col. 1					\$10.08			\$11.39
Page 99								
12.28			8.50	9.57	10.10	11.01	11.26	11.41
					\$10.11			\$11.42
					\$10.14			\$11.45
12.33			8.53	10.02	10.18	11.06	11.31	11.48
					MM 10.20			MM 11.50
					\$ 9.00	\$10.25	\$11.11	\$11.55
P12.38				\$10.08		\$11.11	\$11.37	
12.41				10.11		#11.25	11.40	
12.49	MU	MU		10.19	MU	11.28	11.48	MU
						\$11.49		
12.59						11.55	11.57	
1.06						\$12.05	12.04	
1.10			Will Not	10.39		12.09	12.08	
			Run			\$12.13		
			May 30					
			July 4					
			Sept. 4					
1.20				10.49		12.23	12.18	
1.33						12.37	12.32	
P 1.39				\$11.09		\$12.43	\$12.38	
1.44				11.14		# 1.00	1.05	12.43
1.58						1.19	12.57	
2.03						1.24	1.02	
2.10						1.30	1.09	
2.16				11.47		1.37	1.17	
P 2.20				\$11.50		\$ 1.40	\$ 1.20	
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.
127	971	909	111	911	403	115	913	

STATIONS	FIRST CLASS				
	◆973	●121	●915	●955	107
	Daily Ex. Sun.	Daily	Daily Ex. Sat.	Saturday Only	Daily
	P. M.	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			P 2.01
ARSENAL	12.26	12.41	1.26	1.26	2.04
BRILL	12.29	12.44	1.29	1.29	2.07
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	2.16
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	2.20
MARCUS HOOK			\$ 1.52	\$ 2.00	
NAAMAN					
CLAYMONT			\$ 1.55	\$ 2.03	
BELLEVUE					
BELL (Ches. Div.)		1.00	1.58	2.06	2.25
EDGE MOOR			\$ 2.00	\$ 2.09	
			\$ 2.05	\$ 2.14	
WILMINGTON		\$ 1.06			P 2.30
WEST YARD		1.09			2.33
DAVIS	MU	1.17	MU	MU	2.41
NEWARK					
ELKTON					
NORTH EAST		1.26			2.50
PERRYVILLE		1.33			2.57
HAVRE-DE-GRACE					
OAK	Will Not Run May 30 July 4 Sept. 4	1.38			3.01
ABERDEEN					
PERRYMAN					
EDGEWOOD		1.48			3.10
HAREWOOD PARK					
MIDDLE RIVER					
STEMMER'S RUN					
BAY		2.02			3.24
UNION JUNCTION					
BALTIMORE		\$ 2.08			P 3.30
FULTON		2.13			3.35
EDMONDSON					
FREDERICK ROAD					
HALETHORPE					
ODENTON		2.27			3.49
JERICHO PARK					3.54
BOWIE		2.32			
SEABROOK					
LANHAM					
LANDOVER		2.39			4.01
CHEVERLY					
NEW YORK AVE. (W.T.)		2.47			4.07
WASHINGTON		\$ 2.50			P 4.10
	P. M.	P. M.	P. M.	P. M.	P. M.
	973	121	915	955	107

G.O. 2336
Col. 5
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STATIONS	FIRST CLASS							
	◇171	◆941	●975	●957	◆917	◇149	◆419	113
	Daily	Daily Ex. Sat. & Sun.	Saturday Only	P. M.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.22	\$ 2.30	\$ 2.30	\$ 3.15	\$ 3.15		\$ 4.20	
	\$ 2.33	\$ 2.33	\$ 3.18	\$ 3.18		\$ 3.35	\$ 4.23	\$ 4.30
	# 2.25							
	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 Daily Ex. Sun. and May 30 July 4 Sept. 4		\$ 4.34	\$ 4.36
	\$ 2.46	\$ 2.44	\$ 3.29	\$ 3.31			\$ 4.36	\$ 4.38
	\$ 2.48	\$ 2.46	\$ 3.31	\$ 3.33			\$ 4.38	\$ 4.40
	\$ 2.50	\$ 2.47	\$ 3.32	\$ 3.35			\$ 4.40	\$ 4.42
	\$ 2.52	\$ 2.48	\$ 3.33	\$ 3.37			\$ 4.42	\$ 4.44
	\$ 2.54	\$ 2.50	\$ 3.35	\$ 3.39			\$ 4.44	\$ 4.46
	\$ 2.56	\$ 2.51	\$ 3.36	\$ 3.41			\$ 4.46	\$ 4.48
	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	\$ 4.53
	\$ 3.02	\$ 2.55	\$ 3.40	\$ 3.47			\$ 4.54	\$ 4.56
	\$ 3.04	\$ 2.57	\$ 3.42	\$ 3.49			\$ 4.56	\$ 4.58
	\$ 3.06		\$ 3.44	\$ 3.52			\$ 4.58	\$ 4.60
	2.42	3.09		3.46	3.57	3.52	5.00	4.47
	\$ 3.10			\$ 3.47	\$ 3.58		\$ 5.02	\$ 5.04
				\$ 3.50	\$ 4.02		\$ 5.05	\$ 5.07
	2.47	3.17		3.53	4.06	3.57	5.08	4.52
				\$ 4.09	\$ 4.15		W 5.10	\$ 5.12
		3.24		\$ 4.00	\$ 4.15		\$ 5.17	\$ 5.19
	\$ 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.	P. M.
	171	941	975	957	917	149	419	113

STATIONS	FIRST CLASS			
	●173	±●919	105	±●977
	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN STATION		\$ 4.44		\$ 5.04
PHILA.- 30th-ST. { Lower Level Upper Level Lower Level	\$ 4.39	\$ 4.47	\$ 4.53	\$ 5.07
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
GLODCROFT		\$ 5.00		
FLENOLDEN		\$ 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		
		\$ 5.44		
WILMINGTON	\$ 5.08		\$ 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				
EDGEWOOD	5.50		6.02	
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	
JERICO 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	±●923	±●925	●959	◇101	±●927	●153	●961
	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sun. P. M.	P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	P. M.
	\$ 5.07	\$ 5.13	\$ 5.27	\$ 5.25		\$ 5.40		\$ 6.20
	\$ 5.10	\$ 5.16	\$ 5.30	\$ 5.28	P 5.22	\$ 5.45	\$ 5.50	\$ 6.23
	5.13	5.20	5.33	5.31	5.25	5.46	5.54	6.26
	5.17	5.23	5.37	5.34	5.28	5.49	5.57	6.29
			\$ 5.39	\$ 5.36		\$ 5.51		\$ 6.31
			\$ 5.41	\$ 5.37		\$ 5.52		\$ 6.32
			\$ 5.43	\$ 5.38		\$ 5.54		\$ 6.33
		\$ 5.30	\$ 5.45	\$ 5.39		\$ 5.56		\$ 6.34
		\$ 5.47	\$ 5.41			\$ 5.58		\$ 6.36
		\$ 5.33	\$ 5.49	\$ 5.42		\$ 6.00		\$ 6.37
			\$ 5.51	\$ 5.43		\$ 6.02		\$ 6.38
		\$ 5.36	\$ 5.53	\$ 5.45		\$ 6.05		\$ 6.40
		\$ 5.55	\$ 5.46			\$ 6.07		\$ 6.41
	5.26	5.38	5.57	5.47	5.35	6.10	6.03	6.42
			\$ 5.59	\$ 5.48		\$ 6.12		\$ 6.43
	\$ 5.29	\$ 5.41	\$ 6.01	\$ 5.50		\$ 6.15		\$ 6.45
			\$ 6.03	\$ 5.52		\$ 6.18		\$ 6.47
			\$ 6.05	\$ 5.54		\$ 6.21		\$ 6.49
	5.32	5.46	6.09	5.56	5.40	6.23	6.07	6.51
			\$ 6.11	\$ 5.57		\$ 6.25		\$ 6.52
	\$ 5.35	\$ 5.48	\$ 6.14	\$ 6.00				\$ 6.55
	\$ 5.38							
	5.41	5.51	6.18	6.03	5.45	6.32	6.13	6.58
	\$ 5.49	\$ 5.58	\$ 6.26	\$ 6.09		6.39		\$ 7.00
					P 5.55		\$ 6.19	
	MU	MU	MU	MU	5.58	MU	6.21	MU
					6.06		6.29	
					6.15		6.37	
					6.22		6.42	
	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	Will Not Run Nov. 23 Dec. 25 Jan. 1	Will Run Sunday and May 30 July 4 Sept. 4	6.26	Will Not Run May 30 July 4 Sept. 4	6.45	Will Run Saturday and May 30 July 4 Sept. 4
					6.35		6.53	
			G.O. 2327 Col. 3 Page 103					
					6.49		7.04	
					P 6.55		\$ 7.12	
					7.01		7.18	
					7.15		7.30	
					7.20		7.35	
					7.27		7.40	
					7.33		7.46	
					P 7.40		\$ 7.50	
	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	
PHILA.- 30th-ST. (Upper Level)		\$ 7.24		\$ 8.07
PHILA.- 30th-ST. (Lower Level)				
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		\$ 7.52		\$ 8.36
DAVIS	MU	7.55	MU	8.39
NEWARK		8.03		8.47
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.
	\$ 8.16	\$ 8.30	\$ 9.06	\$ 9.40	\$10.51	\$11.20	
	8.26	\$ 8.33	# 9.10	\$ 9.43	11.01	\$11.23	\$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	Will Run Sunday and Sept. 4
		\$ 8.43		\$ 9.53		\$11.33	
		\$ 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		1.08		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 Upper Level Lower Level			8.45	
	\$ 8.34	\$ 8.39		\$ 8.55
			\$ 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			
	\$ 7.43		\$ 8.12	\$ 8.15
WILMINGTON				
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	Will Not Run May 30 July 4 Sept. 4	7.40	Will Not Run May 30 July 4 Sept. 4
OAK				
ABERDEEN				
PERRYMAN				
EDGEWOOD			7.30	
HAREWOOD PARK				
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

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.
\$ 8.55	\$ 9.14		\$ 10.05	\$ 9.50	\$ 9.57		\$ 11.02
	\$ 9.10	\$ 9.15		\$ 9.46	\$ 9.53	\$ 10.43	\$ 10.58
8.48	9.07	9.11	10.00	9.43	9.50	10.39	10.55
8.45	9.04	9.08	9.57	9.40	9.47	10.36	10.52
	\$ 9.02			\$ 9.38	\$ 9.44		\$ 10.50
	\$ 9.00			\$ 9.37	\$ 9.42		\$ 10.49
	\$ 8.58			\$ 9.36	\$ 9.40		\$ 10.48
	\$ 8.56			\$ 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	9.49	9.27	9.26	10.29	10.39
							\$ 10.38
	\$ 8.44		G.O. 2336 Col. 4 Page 109	\$ 9.24	\$ 9.23		\$ 10.36
				\$ 9.22	\$ 9.22		\$ 10.34
					\$ 9.20		
8.33	8.39	8.57	9.44		9.18	10.25	10.31
					\$ 9.17		\$ 10.30
	\$ 8.36				\$ 9.14		\$ 10.27
8.28	8.33	8.52	9.39		9.11	10.20	10.24
\$ 8.22	\$ 8.27	\$ 8.46	9.32		\$ 9.05	\$ 10.14	\$ 10.18
8.19		8.42	9.29			10.10	
8.11	MU	8.34	9.21	MU	MU	10.02	MU
8.01		8.25	9.11			9.52	
7.54		8.18	9.04			9.45	
7.50		8.14	9.00			9.41	
						\$ 9.37	
7.40		8.04	8.50			9.29	
7.27		7.51	8.37			9.16	
\$ 7.21		\$ 7.45	8.31			\$ 9.10	
7.15		7.35	8.25			9.05	
7.01		7.21	8.11			8.51	
6.56		7.16	8.06			8.46	
6.49		7.09	7.59			8.39	
6.43		7.03	7.53			8.33	
\$ 6.40		\$ 7.00	7.50			\$ 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	106
	P. M.	P. M.	P. M.	P. M.	A. M.
SUBURBAN STATION...	\$12.03			\$12.48	
PHILA.-30th-ST		12.14	12.21		D11.47
{ Lower Level	\$11.59			\$12.44	
{ Upper Level		\$12.09	D12.16		
{ Lower Level					
ARSENAL	11.56	12.08	12.12	12.41	11.42
BRILL	11.53	12.03	12.09	12.38	11.39
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	11.58	12.02	12.25	11.32
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	11.27
MARCUS HOOK	\$11.32			\$12.15	
NAAMAN					
CLAYMONT	\$11.29			\$12.12	
BELLEVUE					
BELL (Ches. Div.)	11.26	11.47	11.53	12.09	11.22
EDGE MOOR					
WILMINGTON	\$11.20	\$11.41	D11.47	\$12.02	D11.15
WEST YARD		11.38	11.43		11.12
DAVIS	MU	11.30	11.35	MU	11.04
NEWARK					
ELKTON					
NORTH EAST		11.20	11.25		10.55
PERRYVILLE		11.13	11.18		10.48
HAVRE-DE-GRACE					
OAK	Will Not Run May 30 July 4 Sept. 4	11.09	11.14		10.44
ABERDEEN					
PERRYMAN					
EDGEWOOD		11.00	11.05		10.34
HAREWOOD PARK					
MIDDLE RIVER					
STEMMER'S RUN					
BAY		10.46	10.51		10.21
UNION JUNCTION					
BALTIMORE		\$10.40	D10.46		D10.15
FULTON		10.35	10.40		10.10
EDMONDSON					
FREDERICK ROAD					
HALETHORPE					
ODENTON		10.21	10.26		9.58
JERICHO PARK					9.51
BOWIE		10.16	10.21		
SEABROOK					
LANHAM					
LANDOVER		10.09	10.14		9.44
CHEVERLY					
NEW YORK AVE. (W.T.)		10.03	10.08		9.38
WASHINGTON		\$10.00	D10.05		D 9.35
	A. M.	A. M.	A. M.	F. M.	A. M.
	Daily Ex. Sun.	Daily	Daily	Daily	Daily
	•918	•172	◊148	•920	106

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Col. 5
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STATIONS	FIRST CLASS							
	128	922	130	978	958	980	924	174
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION...	D 2.38	\$ 1.51		\$ 2.50	\$ 2.55	\$ 3.40	\$ 3.54	
PHILA.-30th-ST			2.00					4.00
{ Lower Level	\$ 1.47			\$ 2.46	\$ 2.51	\$ 3.36	\$ 3.60	
{ Upper Level		\$ 1.68						\$ 3.55
{ Lower Level								
ARSENAL	2.35	1.44	1.55	2.43	2.48	3.33	3.47	3.52
BRILL	2.32	1.41	1.52	2.40	2.45	3.30	3.44	3.49
DARBY		\$ 1.38		\$ 2.38	\$ 2.43	\$ 3.28	\$ 3.42	
CURTIS PARK		\$ 1.36		\$ 2.37	\$ 2.42	\$ 3.27	\$ 3.40	
SHARON HILL		\$ 1.34		\$ 2.36	\$ 2.41	\$ 3.26	\$ 3.38	
FOLCROFT		\$ 1.32		\$ 2.35	\$ 2.40	\$ 3.25	\$ 3.36	
GLENOLDEN		\$ 1.30		\$ 2.33	\$ 2.38	\$ 3.23	\$ 3.34	
NORWOOD		\$ 1.28		\$ 2.32	\$ 2.37	\$ 3.22	\$ 3.32	
MOORE		\$ 1.26		\$ 2.31	\$ 2.36	\$ 3.21	\$ 3.30	
RIDLEY PARK		\$ 1.25		\$ 2.29	\$ 2.34	\$ 3.19	\$ 3.28	
CRUM LYNNE		\$ 1.24		\$ 2.28	\$ 2.33	\$ 3.18	\$ 3.27	
BALDWIN	2.25	1.22	1.45	2.27	2.32	3.17	3.25	3.42
EDDYSTONE		\$ 1.21		\$ 2.26	\$ 2.31	\$ 3.16	\$ 3.23	
CHESTER		\$ 1.19		\$ 2.24	\$ 2.29	\$ 3.14	\$ 3.21	
LAMOKIN ST.	G.O. 2336 Col. 1 Page 111	\$ 1.17		\$ 2.22	\$ 2.27	\$ 3.12	\$ 3.19	
HIGHLAND AVE.		\$ 1.15		\$ 2.20	\$ 2.25	\$ 3.10	\$ 3.17	
TRAINER								
HOOK	2.20	1.12	1.41		2.23		3.15	3.37
MARCUS HOOK		\$ 1.11			\$ 2.22		\$ 3.14	
NAAMAN								
CLAYMONT		\$ 1.07			\$ 2.19		\$ 3.11	
BELLEVUE								
BELL (Ches. Div.)	2.15	1.04	1.36		2.16		3.08	3.33
EDGE MOOR		\$ 1.01					\$ 3.05	
WILMINGTON	D 2.09	\$12.56	\$ 1.30		\$ 2.10		\$ 3.00	\$ 3.27
WEST YARD								
DAVIS	2.06		1.26					3.24
NEWARK	1.58	MU	1.18	MU	MU	MU	MU	3.16
ELKTON								
NORTH EAST								
PERRYVILLE	1.49		1.08					3.06
HAVRE-DE-GRACE	1.42		1.01					2.59
OAK								
ABERDEEN	1.38	Will Not Run May 30 July 4 Sept. 4	12.57	Will Not Run May 30 July 4 Sept. 4	Will Run Sunday and Nov. 23 Dec. 25 Jan. 1		Will Not Run May 30 July 4 Sept. 4	2.55
PERRYMAN								
EDGEWOOD	1.29		12.45					2.45
HAREWOOD PARK								
MIDDLE RIVER								
STEMMER'S RUN								
BAY								
UNION JUNCTION								
BALTIMORE	D 1.10		\$12.26					\$ 2.26
FULTON								
EDMONDSON	1.05		12.20					2.20
FREDERICK ROAD								
HALETHORPE								
ODENTON								
JERICHO PARK	12.51		12.06					2.06
BOWIE								
SEABROOK	12.46		12.01					2.01
LANHAM								
LANDOVER	12.39		11.54					1.54
CHEVERLY								
NEW YORK AVE. (W.T.)	12.33		11.48					1.48
WASHINGTON	D12.30		\$11.45					\$ 1.45
	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	Daily
	•128	•922	•130	•978	•958	•980	•924	•174

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Col. 5
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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.- 30th-ST. Lower Level				\$ 5.09	
Upper Level	\$ 4.41	\$ 4.41	\$ 5.11		\$ 5.36
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 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	4.10	Will Not Run May 30 July 4 Sept. 4
ABERDEEN					
PERRYMAN					
EDGEWOOD				4.00	
HAREWOOD PARK					
MIDDLE RIVER					
STEMMER'S RUN				3.47	
BAY					
UNION JUNCTION					
BALTIMORE				\$ 3.41	
FULTON				3.35	
EDMONDSON					
FREDERICK ROAD					
HALETHORPE					
ODENTON				3.21	
JERICHO PARK				3.16	
BOWIE					
SEABROOK					
LANHAM				3.09	
LANDOVER					
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. 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	\$ 6.25		\$ 6.35		\$ 7.06	\$ 7.15	
PHILA.- 30th-ST. Lower Level			\$ 5.50		\$ 6.41			
Upper Level	\$ 5.31	\$ 6.21		\$ 6.31		\$ 7.02	\$ 7.11	\$ 7.20
Lower Level								
ARSENAL	5.28	6.17	5.47	6.27	6.38	6.59	7.07	7.17
BRILL	5.25	6.14	5.44	6.24	6.35	6.56	7.04	7.14
DARBY	\$ 5.23	\$ 6.11		\$ 6.21		\$ 6.54	\$ 7.01	
CURTIS PARK	\$ 5.22	\$ 6.09		\$ 6.20				Will Not Run Nov. 23 Dec. 25 Jan. 1
SHARON HILL	\$ 5.21	\$ 6.07	Will Not Run Dec. 24 Dec. 31	\$ 6.19		\$ 6.52	\$ 6.58	
FOLCROFT	\$ 5.20	\$ 6.05		\$ 6.18		\$ 6.51	\$ 6.56	
GLENOLDEN	\$ 5.18	\$ 6.03		\$ 6.17		\$ 6.49	\$ 6.54	
NORWOOD	\$ 5.17	\$ 6.01		\$ 6.15		\$ 6.48	\$ 6.52	
MOORE	\$ 5.16	\$ 5.59		\$ 6.14		\$ 6.47	\$ 6.51	
RIDLEY PARK	\$ 5.14	\$ 5.57		\$ 6.13		\$ 6.45	\$ 6.49	
CRUM LYNNE	\$ 5.13	\$ 5.56		\$ 6.12		\$ 6.44	\$ 6.47	
BALDWIN	5.12	5.54	5.38	6.10	6.28	6.43	6.45	7.07
EDDYSTONE				\$ 6.09		\$ 6.42		
CHESTER	\$ 5.09	\$ 5.51		\$ 6.07		\$ 6.40	\$ 6.42	
LAMOKIN ST.	\$ 5.07			\$ 6.05		\$ 6.38	\$ 6.40	
HIGHLAND AVE.	\$ 5.05	\$ 5.47				\$ 6.36	\$ 6.38	
TRAINER								
HOOK	5.03	5.44	5.34		6.24	6.34	6.34	7.03
MARCUS HOOK	\$ 5.02	\$ 5.43				\$ 6.33	\$ 6.33	
NAAMAN		\$ 5.41	G.O. 2327 Col. 3 Page 113					G.O. 2327 Col. 8 Page 113
CLAYMONT	\$ 4.59	\$ 5.39				\$ 6.30	\$ 6.30	
BELLEVUE								
BELL (Ches. Div.)	4.56	5.36	5.30		6.20	6.27	6.27	6.59
EDGE MOOR							\$ 6.25	
WILMINGTON	\$ 4.50	\$ 5.30	\$ 5.25		\$ 6.14	\$ 6.20	\$ 6.20	6.53 \$ 6.38
WEST YARD								
DAVIS	MU	5.25 MU	5.21 5.14	MU	6.11 6.03	MU	MU	6.35
NEWARK		\$ 5.15						6.25
ELKTON								
NORTH EAST								
PERRYVILLE				5.07 5.01	5.54 5.47			6.13 6.06
HAVRE-DE-GRACE								
OAK	Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run Nov. 23 Dec. 25 Jan. 1	4.59	Will Not Run May 30 July 4 Sept. 4	5.43	Will Run Sunday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	6.01 \$ 5.58
ABERDEEN								
PERRYMAN				4.51	5.34			\$ 5.49
EDGEWOOD								
HAREWOOD PARK								
MIDDLE RIVER								
STEMMER'S RUN								
BAY								
UNION JUNCTION								
BALTIMORE								
FULTON								
EDMONDSON								
FREDERICK ROAD								
HALETHORPE								
ODENTON								
JERICHO PARK								
BOWIE								
SEABROOK								
LANHAM								
LANDOVER								
CHEVERLY								
NEW YORK AVE. (W.T.)								
WASHINGTON								
	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.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	●962	‡●932	‡●152	‡●982	●162	●964	‡●934	‡●400

STATIONS	FIRST CLASS			
	154	414	164	156
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....				
PHILA.-30th-ST. (Lower Level)	\$ 7.17		\$ 8.14	# 8.29
PHILA.-30th-ST. (Upper Level)				\$ 8.19
PHILA.-30th-ST. (Lower Level)				
ARSENAL	7.13		8.10	8.16
BRILL	7.10		8.07	8.13
DARBY			Will Run	Will Not
CURTIS PARK			Saturday	Run
SHARON HILL			Sunday	May 30
FOLCROFT			and	July 4
GLENOLDEN			May 30	Sept. 4
NORWOOD			Sept. 4	Sept. 4
MOORE			Will Not	Run
BIDLEY PARK			May 30	July 4
CRUM LYNNE			Sept. 4	Sept. 4
BALDWIN	7.03		8.00	8.06
EDDYSTONE				
CHESTER				
LAMOKIN ST.				
HIGHLAND AVE.				
TRAINER				
HOOK	6.59		7.55	8.01
MARCUS HOOK				
NAAMAN				
CLAYMONT				
BELLEVUE				
BELL (Ches. Div.)	6.64		7.51	7.57
EDGE MOOR				
WILMINGTON	\$ 6.48		\$ 7.45	# 7.51
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	7.12	7.16
ABERDEEN		Run		
PERRYMAN		May 30		
EDGEWOOD	6.04	Sept. 4	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
FULTON	5.37	\$ 6.23	6.38	6.38
EDMONDSON	NN5.35	\$ 6.21	D 6.35	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		F 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	Daily Ex.		Daily Ex.
	Ex. Sat.	Sat. & Sun.		Sat. & Sun.
	●154	‡●414	●164	‡●156

STATIONS	FIRST CLASS								
	555	936	158	166	160	938	176	194	
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	
SUBURBAN STATION.....									
PHILA.-30th-ST. (Lower Level)	\$ 9.20		\$ 9.43	\$ 9.43	11.40	\$12.06	1.03	# 2.10	
PHILA.-30th-ST. (Upper Level)					\$11.32	\$12.01	\$12.36	E 1.45	
PHILA.-30th-ST. (Lower Level)									
ARSENAL	9.13		9.40	9.40	11.28	11.57	12.33	1.41	
BRILL	9.10		9.37	9.37	11.25	11.54	12.30	1.38	
DARBY	\$ 9.08					\$11.51			
CURTIS PARK	\$ 9.06		Will Also	Will Run		\$11.48	Open	Will Not	
SHARON HILL	\$ 9.05		Run	Sunday		\$11.46	Baggage	Run	
FOLCROFT	\$ 9.03		Sept. 3	and		\$11.44	Car	May 29	
GLENOLDEN	\$ 9.02		Will Not	May 30		\$11.42	30th St.	July 3	
NORWOOD	\$ 9.01		Run	July 4		\$11.41		Sept. 3	
MOORE	\$ 8.59		May 30	Sept. 4		\$11.39			
BIDLEY PARK	\$ 8.58		Sept. 4	Sept. 3		\$11.37			
CRUM LYNNE	\$ 8.57		9.30	9.30	11.18	11.35	12.23	1.31	
BALDWIN	\$ 8.56					\$11.34			
EDDYSTONE	\$ 8.54		\$ 9.26	\$ 9.26		\$11.32			
CHESTER						\$11.30			
LAMOKIN ST.	\$ 8.51					\$11.28			
HIGHLAND AVE.									
TRAINER	8.49		9.23	9.23	11.14	11.24	12.18	1.26	
HOOK	\$ 8.48					\$11.23			
MARCUS HOOK									
NAAMAN	G.O. 2342					\$11.20			
CLAYMONT	Page 115								
BELLEVUE	Col. 1								
BELL (Ches. Div.)	8.42		9.19	9.19	11.09	11.17	12.13	1.21	
EDGE MOOR									
WILMINGTON	\$ 8.35		\$ 9.12	\$ 9.12	\$11.03	\$11.10	\$12.07	# 1.15	
WEST YARD								E 1.05	
DAVIS			9.09	9.09	10.58		12.03	12.59	
NEWARK	MU		9.01	9.01	10.50	MU	11.55	12.51	
ELKTON									
NORTH EAST			8.51	8.51	10.40		11.45	12.41	
PERRYVILLE			8.44	8.44	10.33		11.38	12.34	
HAVRE-DE-GRACE									
OAK			8.40	8.40	10.29		11.33	12.29	
ABERDEEN									
PERRYMAN			8.30	8.30	10.19		11.20	12.19	
EDGEWOOD									
HAREWOOD PARK			8.17	8.17	10.06		11.07	12.06	
MIDDLE RIVER									
STEMMER'S RUN									
BAY									
UNION JUNCTION									
BALTIMORE	7.55		\$ 8.11	\$ 8.11	\$10.00		\$11.01	#12.00	
FULTON	\$ 7.40							E11.40	
EDMONDSON	7.35		8.05	8.05	9.50		10.55	11.35	
FREDERICK ROAD									
HALETHORPE									
ODENTON	7.21		7.51	7.51	9.36		10.41	11.21	
JERICHO PARK									
BOWIE	7.16		7.46	7.46	9.31		10.36	11.16	
SEABROOK									
LANHAM									
LANDOVER	7.09		7.39	7.39	9.24		10.29	11.09	
CHEVERLY									
NEW YORK AVE. (W.T.)	7.03		7.33	7.33	9.18		10.23	11.03	
WASHINGTON	\$ 7.00		\$ 7.30	\$ 7.30	\$ 9.15		\$10.20	E11.00	
	P. M.		P. M.	P. M.	P. M.		P. M.	P. M.	
	Daily		Daily	Daily	Daily		Daily	Daily	
	555		●936	‡●158	‡●166	160	●938	◇176	‡194

STATIONS	FIRST CLASS			
	●387 Saturday Only	●341 Daily Ex. Sat. & Sun.	●043 Daily Ex. Sat. & Sun.	●611 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 5.15	\$ 5.15	\$ 5.22	\$ 5.28
PHILA.-30th ST. (Upper Level)	\$ 5.18	\$ 5.18	\$ 5.25	\$ 5.31
PHILA.-30th ST. (Lower Level)				
ZOO	5.21	5.21	5.28	5.34
FIFTY-SECOND ST.	5.23	5.23	5.30	5.36
OVERBROOK	5.25	5.27	\$ 5.34	5.39
MERION			\$ 5.36	
NARBERTH			\$ 5.38	
WYNNEWOOD			\$ 5.40	
ARDMORE	\$ 5.28		\$ 5.42	
HAVERFORD			\$ 5.44	
BRYN MAWR	\$ 5.31	\$ 5.34	\$ 5.48	5.46
ROSEMONT	\$ 5.33	\$ 5.36		
VILLANOVA	\$ 5.35	\$ 5.38		
RADNOR	\$ 5.37	\$ 5.41		
ST. DAVIDS	\$ 5.39	\$ 5.43		
WAYNE	\$ 5.40	\$ 5.46		Will Not Run May 30 July 4 Sept. 4
STRAFFORD	\$ 5.42	\$ 5.48		
DEVON	\$ 5.44	\$ 5.50		
BERWYN	\$ 5.46	\$ 5.52		
DAYLESFORD	\$ 5.48	\$ 5.54		
PAOLI	\$ 5.50	\$ 5.56		C 5.58 # 6.01
MALVERN				
WHITFORD		Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	\$ 6.09
DOWNINGTOWN				\$ 6.14
THORN				6.17
COATESVILLE				\$ 6.20
PARKESBURG				6.25
LANCASTER				\$ 6.46
LANDIS				
MOUNT JOY				\$ 7.03
ELIZABETHTOWN				7.10
MIDDLETOWN				
CLY (York Haven Line)	MU	MU	MU	MU
LEMO				\$ 7.20
HARRISBURG				
ROCKVILLE				
BANKS				
	P. M.	P. M.	P. M.	P. M.
	387	341	043	611

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	●669 Daily Ex. Sun.	●671 Daily Ex. Sun.	●673 Daily Ex. Sun.	●675 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 2.36	\$ 3.36	\$ 4.40	\$ 5.18
PHILA.-30th ST. UL	\$ 2.39	\$ 3.39	\$ 4.43	\$ 5.21
ZOO	2.41	3.41	4.46	5.24
FIFTY-SECOND ST.	2.43	3.43	4.49	5.27
WYNNEFIELD AVE.	\$ 2.45	\$ 3.45	\$ 4.51	\$ 5.29
BALA	\$ 2.46	\$ 3.46	\$ 4.53	\$ 5.31
CYNWYD	\$ 2.47	\$ 3.47	\$ 4.55	\$ 5.33
BARMOUTH	\$ 2.49	\$ 3.49	\$ 4.57	\$ 5.35
MANAYUNK	\$ 2.52	\$ 3.52	\$ 4.59	\$ 5.37
	P. M.	P. M.	P. M.	P. M.
	669	671	673	675

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS							
●389 Saturday Only	●343 Daily Ex. Sat. & Sun.	●045 Daily Ex. Sat. & Sun.	31 Daily	●391	●345 Daily Ex. Sat. & Sun.	●617 Saturday Only	●347 Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.30	\$ 5.33	\$ 5.38		\$ 5.48	\$ 5.50	\$ 5.55	\$ 5.55
\$ 5.33	\$ 5.36	\$ 5.41		\$ 5.51	\$ 5.53	\$ 5.58	\$ 5.58
5.36	5.39	5.44	5.47	5.54	5.56	6.01	6.01
5.38	5.41	5.46	5.50	5.56	5.58	6.03	6.03
\$ 5.41	\$ 5.44	\$ 5.50	5.53	\$ 5.59	6.00	6.05	\$ 6.07
\$ 5.43		\$ 5.52		\$ 6.01			\$ 6.09
\$ 5.45		\$ 5.54		\$ 6.03			\$ 6.11
\$ 5.47		\$ 5.56		\$ 6.05			\$ 6.14
\$ 5.49		\$ 5.58		\$ 6.07			\$ 6.16
\$ 5.51		\$ 6.00		\$ 6.09			\$ 6.19
\$ 5.54	\$ 5.50	\$ 6.04	5.59	\$ 6.11	\$ 6.10	6.10	\$ 6.22
\$ 5.56	\$ 5.52			\$ 6.13	\$ 6.12		
\$ 5.58	\$ 5.55			\$ 6.15	\$ 6.14		
\$ 6.00	\$ 5.58			\$ 6.17	\$ 6.16		
\$ 6.02	\$ 6.01			\$ 6.19	\$ 6.18		
\$ 6.04	\$ 6.04			\$ 6.21	\$ 6.21		
\$ 6.06	\$ 6.06		G.O. 2327 Col. 4 Page 127	\$ 6.23	\$ 6.23		\$ 6.30
\$ 6.08	\$ 6.08			\$ 6.25	\$ 6.26		\$ 6.32
\$ 6.10	\$ 6.11			\$ 6.27	\$ 6.28		\$ 6.34
\$ 6.12	\$ 6.13			\$ 6.29	\$ 6.30		\$ 6.36
\$ 6.16	\$ 6.16			\$ 6.33	\$ 6.33		\$ 6.39
			\$ 6.12			\$ 6.20	
						\$ 6.22	
	Will Not Run May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4		Will Run Saturday and May 30 July 4 Sept. 4	Will Not Run May 30 July 4 Sept. 4	\$ 6.29	Will Not Run May 30 July 4 Sept. 4
			6.27			\$ 6.34	
						6.37	
			6.35			\$ 6.40	
						\$ 6.45	
			\$ 6.57			\$ 7.07	
						\$ 7.23	
			7.17			7.30	
MU	MU	MU		MU	MU	MU	MU
			\$ 7.30			\$ 7.40	
			# 7.40				
			7.50				
			7.55				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
389	343	045	31	391	345	617	347

WESTWARD

FIRST CLASS				
●677 Daily Ex. Sun.	●679 Daily Ex. Sun.	●681 Daily Ex. Sun.	●683 Daily Ex. Sat. & Sun.	●685 Daily Ex. Sun.
P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.45	\$ 6.45	\$ 8.15	\$ 9.30	\$11.55
\$ 5.48	\$ 6.48	\$ 8.18	\$ 9.33	\$11.58
5.51	6.50	8.20	9.35	12.00
5.54	6.52	8.22	9.37	12.02
\$ 5.56	\$ 6.54	\$ 8.24	\$ 9.39	\$12.04
\$ 5.58	\$ 6.55	\$ 8.25	\$ 9.40	\$12.05
\$ 6.00	\$ 6.56	\$ 8.26	\$ 9.41	\$12.06
\$ 6.02	\$ 6.58	\$ 8.28	\$ 9.43	\$12.08
\$ 6.04	\$ 7.01	\$ 8.31	\$ 9.46	\$12.11
P. M.	P. M.	P. M.	P. M.	A. M.
677	679	681	683	685

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

STATIONS	FIRST CLASS				
	● 395	555	● 359	● 361	575
	Daily P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily P. M.
SUBURBAN	\$ 8.25		\$ 8.50	\$ 9.25	
PHILA.- 30th-ST.	{ Upper Level \$ 8.28		{ \$ 8.53	{ \$ 9.28	
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	G.O. 2342 Page 130 Col. 2	\$ 9.22	\$ 10.00	G.O. 2342 Page 130 Col. 5
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		
DOWNINGTOWN	Sunday		May 30		
THORN	and		July 4		
COATESVILLE	May 30		Sept. 4		
PARKESBURG	July 4				
	Sept. 4				
LANCASTER					
LANDIS					
MOUNT JOY					
ELIZABETHTOWN					
MIDDLETOWN					
CLY.....	York Haven				
LEMO.....	Line	MU	MU	MU	
		9.58			
		10.20			
HARRISBURG		\$10.25			\$11.35
ROCKVILLE					11.41
BANKS					
	P. M.	P. M.	P. M.	P. M.	P. M.
	395	555	359	361	575

FIRST CLASS				
● 615	● 363	● 365	◇ 55	● 367
Daily Ex. Sat. P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.
\$ 9.50	\$10.10	\$11.00		\$11.59
\$ 9.53	\$10.13	\$11.03		\$12.02
			C11.33	
9.56	10.16	11.06	11.38	12.05
9.58	10.18	11.08	11.40	\$12.08
10.00	\$10.20	\$11.11	11.43	\$12.11
	\$10.21	\$11.13		\$12.13
	\$10.23	\$11.15	G.O. 2327 Col. 5 Page 131	\$12.15
	\$10.24	\$11.17		\$12.17
	\$10.26	\$11.19		\$12.19
	\$10.28	\$11.21		\$12.21
10.05	\$10.31	\$11.23	11.49	\$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 Service Sat., Sun. and Nov. 23 Dec. 25 Jan. 1	\$12.31
	\$10.40	\$11.33		\$12.33
	\$10.42	\$11.35		\$12.35
	\$10.44	\$11.37		\$12.37
	\$10.46	\$11.39		\$12.39
	\$10.48	\$11.41		\$12.41
	\$10.50	\$11.45	\$12.01	\$12.44
\$10.15			#12.06	
\$10.17				
\$10.24				
\$10.29				
10.32			12.21	
\$10.35				
10.40			12.31	
\$11.01			\$12.53	
\$11.17				
11.24			1.13	
MU	MU	MU		MU
\$11.34			\$ 1.25	
			1.45	
			1.65	
			2.00	
P. M.	P. M.	P. M.	A. M.	A. M.
615	363	365	55	367

STATIONS	FIRST CLASS		
	602	018	320
	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 8.38	\$ 8.50	\$ 8.55
PHILA.- (Upper Level)	\$ 8.34	\$ 8.46	\$ 8.51
30th-ST. (Lower Level)			
ZOO.....	8.30	8.42	8.47
FIFTY-SECOND ST.....	8.28	8.40	8.45
OVERBROOK.....	8.26	\$ 8.38	G 8.43
MERION.....		\$ 8.36	G 8.42
NARBERTH.....		\$ 8.33	G 8.40
WYNNEWOOD.....		\$ 8.32	G 8.39
ARDMORE.....		\$ 8.31	G 8.38
HAVERFORD.....		\$ 8.29	G 8.37
BRYN MAWR.....	8.19	\$ 8.26	\$ 8.36
ROSEMONT.....			\$ 8.33
VILLANOVA.....			\$ 8.31
RADNOR.....			\$ 8.29
ST. DAVIDS.....			\$ 8.27
WAYNE.....			\$ 8.25
STRAFFORD.....			\$ 8.23
DEVON.....			\$ 8.21
BERWYN.....			\$ 8.19
DAYLESFORD.....			\$ 8.17
PAOLI.....	D 8.09		\$ 8.15
MALVERN.....	\$ 8.06		
WHITFORD.....	\$ 8.00		
DOWNINGTOWN.....	\$ 7.55		
THORN.....	7.52		
COATESVILLE.....	\$ 7.49		
PARKESBURG.....	\$ 7.43		
LANCASTER.....	\$ 7.22		
LANDIS.....			
MOUNT JOY.....			
ELIZABETHTOWN.....			
MIDDLETOWN.....	7.00		
CLY..... } York Haven			
LEMO..... } Line	MU	MU	MU
HARRISBURG.....	\$ 6.50		
ROCKVILLE.....			
BANKS.....			
	A. M.	A. M.	A. M.
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	‡●602	‡●018	‡●320

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	842	844	846	848
	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL.....	\$ 4.30	\$ 4.52	\$ 5.17	\$ 5.34
HIGHLAND.....	\$ 4.26	\$ 4.48	\$ 5.15	\$ 5.32
ST. MARTINS.....	\$ 4.25	\$ 4.47	\$ 5.13	\$ 5.30
ALLEN LANE.....	\$ 4.24	\$ 4.46	\$ 5.11	\$ 5.28
CARPENTER.....	\$ 4.23	\$ 4.45	\$ 5.09	\$ 5.26
UPSAL.....	\$ 4.21	\$ 4.43	\$ 5.07	\$ 5.24
TULPEHOCKEN.....	\$ 4.20	\$ 4.42	\$ 5.05	\$ 5.22
CHELLEN AVENUE.....	\$ 4.19	\$ 4.40	\$ 5.03	\$ 5.20
QUEEN LANE.....	\$ 4.17	\$ 4.38	\$ 5.01	\$ 5.18
WESTMORELAND.....		\$ 4.36	\$ 4.59	\$ 5.16
NORTH PHILA.....	\$ 4.14	\$ 4.34	\$ 4.57	\$ 5.15
ZOO.....	4.10	4.30	4.53	5.11
PHILA.-30th ST. UL.....	\$ 4.07	\$ 4.28	\$ 4.49	
SUBURBAN.....	\$ 4.04	\$ 4.23	\$ 4.46	\$ 5.05
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	‡●842	‡●844	‡●846	‡●848

Note—All Regular Trains Will Operate With MU Equipment.

STATIONS	FIRST CLASS					
	020	322	022	382	324	604
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 9.05	\$ 9.11	\$ 9.21	\$ 9.23	\$ 9.42	\$ 9.46
PHILA.- (Upper Level)	\$ 9.01	\$ 9.07	\$ 9.17	\$ 9.19	\$ 9.38	\$ 9.42
30th-ST. (Lower Level)						
ZOO.....	8.57	9.03	9.13	9.15	9.34	9.38
FIFTY-SECOND ST.....	8.55	9.01	9.11	9.13	9.32	9.36
OVERBROOK.....	\$ 8.53	Q 8.59	\$ 9.09	9.11	\$ 9.30	9.34
MERION.....	\$ 8.51	Q 8.58	\$ 9.08		G 9.28	
NARBERTH.....	\$ 8.49	Q 8.57	\$ 9.06		G 9.26	
WYNNEWOOD.....	\$ 8.47	Q 8.56	\$ 9.06		\$ 9.25	
ARDMORE.....	\$ 8.45	Q 8.54	\$ 9.03	\$ 9.07	\$ 9.23	
HAVERFORD.....	\$ 8.43	\$ 8.52	\$ 9.02	\$ 9.06	G 9.22	
BRYN MAWR.....	\$ 8.40	\$ 8.50	\$ 9.00	\$ 9.04	\$ 9.20	9.27
ROSEMONT.....		\$ 8.48		\$ 9.02	\$ 9.18	
VILLANOVA.....		\$ 8.46		\$ 9.00	\$ 9.16	
RADNOR.....		\$ 8.44		\$ 8.68	\$ 9.14	
ST. DAVIDS.....		\$ 8.42		\$ 8.58	\$ 9.12	
WAYNE.....		\$ 8.40		\$ 8.55	\$ 9.10	
STRAFFORD.....		\$ 8.38		\$ 8.53	\$ 9.08	
DEVON.....		\$ 8.36		\$ 8.51	\$ 9.06	
BERWYN.....		\$ 8.34		\$ 8.49	\$ 9.04	
DAYLESFORD.....		\$ 8.32		\$ 8.47	\$ 9.02	
PAOLI.....		\$ 8.30		\$ 8.45	\$ 9.00	\$ 9.17
MALVERN.....						
WHITFORD.....						
DOWNINGTOWN.....						\$ 9.05
THORN.....						9.02
COATESVILLE.....						\$ 8.59
PARKESBURG.....						8.54
LANCASTER.....						\$ 8.38
LANDIS.....						
MOUNT JOY.....						
ELIZABETHTOWN.....						\$ 8.16
MIDDLETOWN.....						8.10
CLY..... } York Haven						
LEMO..... } Line	MU	MU	MU	MU	MU	MU
HARRISBURG.....						\$ 8.00
ROCKVILLE.....						
BANKS.....						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sun.	Daily
	‡●020	●322	‡●022	●382	‡●324	●604

EASTWARD

STATIONS	FIRST CLASS							
	850	874	852	854	856	858	860	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
SUBURBAN.....	\$ 5.43	\$ 5.50	\$ 6.02	\$ 6.25	\$ 6.55	\$ 7.25	\$ 8.05	
PHILA.- (Upper Level)	\$ 5.41	\$ 5.48	\$ 6.00	\$ 6.23	\$ 6.52	\$ 7.22	\$ 8.02	
30th-ST. (Lower Level)	\$ 5.39	\$ 5.46	\$ 5.58	\$ 6.21	\$ 6.50	\$ 7.21	\$ 8.01	
ZOO.....	\$ 5.37	\$ 5.44	\$ 5.56	\$ 6.19	\$ 6.48	\$ 7.20	\$ 8.00	
FIFTY-SECOND ST.....	\$ 5.35	\$ 5.42	\$ 5.54	\$ 6.17	\$ 6.46	\$ 7.19	\$ 7.59	
OVERBROOK.....	\$ 5.32		\$ 5.52	\$ 6.15	\$ 6.44	\$ 7.18	\$ 7.58	
MERION.....	\$ 5.30		\$ 5.50	\$ 6.14	\$ 6.43	\$ 7.17	\$ 7.57	
NARBERTH.....	\$ 5.28		\$ 5.48	\$ 6.12	\$ 6.42	\$ 7.15	\$ 7.55	
WYNNEWOOD.....	\$ 5.26		\$ 5.45	\$ 6.10	\$ 6.40	\$ 7.13	\$ 7.53	
ARDMORE.....			\$ 5.43	\$ 6.08	\$ 6.38	\$ 7.11	\$ 7.51	
HAVERFORD.....	\$ 5.23	5.35	\$ 5.41	\$ 6.06	\$ 6.36	\$ 7.10	\$ 7.50	
BRYN MAWR.....	5.19	5.31	5.37	6.02	6.31	7.06	7.46	
ROSEMONT.....	\$ 5.15		\$ 5.33	\$ 5.58	\$ 6.28	\$ 7.03	\$ 7.43	
VILLANOVA.....	\$ 5.12	\$ 5.25	\$ 5.30	\$ 5.55	\$ 6.25	\$ 7.00	\$ 7.40	
RADNOR.....								
ST. DAVIDS.....								
WAYNE.....								
STRAFFORD.....								
DEVON.....								
BERWYN.....								
DAYLESFORD.....								
PAOLI.....								
MALVERN.....								
WHITFORD.....								
DOWNINGTOWN.....								
THORN.....								
COATESVILLE.....								
PARKESBURG.....								
LANCASTER.....								
LANDIS.....								
MOUNT JOY.....								
ELIZABETHTOWN.....								
MIDDLETOWN.....								
CLY..... } York Haven								
LEMO..... } Line	MU	MU	MU	MU	MU	MU	MU	
HARRISBURG.....								
ROCKVILLE.....								
BANKS.....								
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sun.	
	●850	‡●874	‡●852	‡●854	‡●856	●858	‡●860	

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

STATIONS	FIRST CLASS			
	338	340	040	388
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 1.10	\$ 1.40	\$ 2.10	\$ 2.10
PHILA.-30th ST. (Upper Level)	\$ 1.06	\$ 1.36	\$ 2.06	\$ 2.06
30th ST. (Lower Level)				
ZOO	1.02	1.32	2.02	2.02
FIFTY-SECOND ST.	1.00	1.30	2.00	2.00
OVERBROOK	\$12.58	\$ 1.28	\$ 1.58	\$ 1.58
MERION	\$12.57	\$ 1.27	\$ 1.57	\$ 1.57
NARBERTH	\$12.55	\$ 1.25	\$ 1.55	\$ 1.55
WYNNEWOOD	\$12.54	\$ 1.24	\$ 1.54	\$ 1.54
ARDMORE	\$12.52	\$ 1.22	\$ 1.52	\$ 1.52
HAVERFORD	\$12.51	\$ 1.21	\$ 1.51	\$ 1.51
BRYN MAWR	\$12.49	\$ 1.19	\$ 1.49	\$ 1.49
ROSEMONT	\$12.47	\$ 1.17	\$ 1.47	\$ 1.47
VILLANOVA	\$12.45	\$ 1.15	\$ 1.45	\$ 1.45
RADNOR	\$12.43	\$ 1.13	\$ 1.43	\$ 1.43
ST. DAVIDS	\$12.41	\$ 1.11	\$ 1.41	\$ 1.41
WAYNE	\$12.40	\$ 1.10	\$ 1.40	\$ 1.40
STRAFFORD	\$12.38	\$ 1.08	\$ 1.38	\$ 1.38
DEVON	\$12.36	\$ 1.06	\$ 1.36	\$ 1.36
BERWYN	\$12.34	\$ 1.04	\$ 1.34	\$ 1.34
DAYLESFORD	\$12.32	\$ 1.02	\$ 1.32	\$ 1.32
PAOLI	\$12.30	\$ 1.00	\$ 1.30	\$ 1.30
MALVERN				
WHITFORD			Will Not Run	
DOWNINGTOWN			May 30	
THORN			July 4	
COATESVILLE			Sept. 4	
PARKESBURG				
LANCASTER				
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN				
CLY. (York Haven Line)	MU	MU	MU	MU
LEMO				
HARRISBURG				
ROCKVILLE				
BANKS				
	P. M.	P. M.	P. M.	P. M.
	Daily	Daily	Daily Ex. Sat. & Sun.	Saturday Only
	● 338	● 340	‡ 040	● 388

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	684	650	652	654
	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$12.33	\$ 6.55	\$ 7.46	\$ 8.15
PHILA.-30th ST. UL	\$12.29	\$ 6.51	\$ 7.42	\$ 8.11
ZOO	12.26	6.48	7.39	8.08
FIFTY-SECOND ST.	12.25	6.46	7.37	8.07
WYNNEFIELD AVE.	\$12.23	\$ 6.43	\$ 7.34	\$ 8.04
BALA	\$12.22	\$ 6.41	\$ 7.32	\$ 8.02
CYNWYD	\$12.21	\$ 6.39	\$ 7.30	\$ 8.00
BARMOUTH	\$12.19	\$ 6.37	\$ 7.28	\$ 7.98
MANAYUNK	\$12.17	\$ 6.35	\$ 7.26	\$ 7.96
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Mon.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	‡ 684	‡ 650	‡ 652	‡ 654

Note—All Regular Trains Will Operate With MU Equipment.

	FIRST CLASS							
	042	342	608	344	044	346	046	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$ 2.28	\$ 2.40	\$ 2.14	\$ 3.08	\$ 3.21	\$ 3.45	\$ 4.01	
	\$ 2.22	\$ 2.36	\$ 2.10	\$ 3.04	\$ 3.17	\$ 3.41	\$ 3.57	
	2.18	2.32	2.06	3.00	3.13	3.37	3.53	
	2.16	2.30	2.04	2.58	3.11	W 3.35	3.51	
	\$ 2.14	\$ 2.28	2.02	\$ 2.56	\$ 3.09	\$ 3.32	\$ 3.49	
	\$ 2.13	\$ 2.27		G 2.55	\$ 3.08	\$ 3.30	\$ 3.48	
	\$ 2.11	\$ 2.25		G 2.54	\$ 3.08	\$ 3.28	\$ 3.46	
	\$ 2.10	\$ 2.24		\$ 2.53	\$ 3.05	\$ 3.26	\$ 3.45	
	\$ 2.08	\$ 2.22		\$ 2.51	\$ 3.03	\$ 3.24	\$ 3.43	
	\$ 2.07	\$ 2.21		G 2.50	\$ 3.02	\$ 3.22	\$ 3.42	
	\$ 2.05	\$ 2.19	\$ 1.54	\$ 2.49	\$ 3.00	\$ 3.20	\$ 3.40	
		\$ 2.17	Will Not Run	\$ 2.47		\$ 3.18		
		\$ 2.15	May 30	\$ 2.45		\$ 3.16		
		\$ 2.13	July 4	\$ 2.43		\$ 3.14		
		\$ 2.11	Sept. 4	\$ 2.41		\$ 3.12		
		\$ 2.10		\$ 2.40		\$ 3.10		
		\$ 2.08	\$ 1.48	\$ 2.38		\$ 3.08		
		\$ 2.06	\$ 1.46	\$ 2.36		\$ 3.06		
		\$ 2.04	\$ 1.44	\$ 2.34		\$ 3.04		
		\$ 2.02		\$ 2.32		\$ 3.02		
		\$ 2.00	\$ 1.41	\$ 2.30		\$ 3.00		
	Will Not Run			Will Not Run	Will Not Run		Will Not Run	
	May 30		\$ 1.29	May 30	May 30		May 30	
	July 4		1.26	July 4	July 4		July 4	
	Sept. 4		\$ 1.23	Sept. 4	Sept. 4		Sept. 4	
			1.18					
			\$12.57					
			12.35					
	MU	MU	MU	MU	MU	MU	MU	
			\$12.25					
	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. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	
	‡ 042	● 342	‡ 608	‡ 344	‡ 044	● 346	‡ 046	

EASTWARD

	FIRST CLASS							
	656	658	686	660	688	662	664	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
	\$ 8.47	\$ 9.24	\$ 9.42	\$10.24	\$10.49	\$11.58	\$12.58	
	\$ 8.43	\$ 9.20	\$ 9.38	\$10.20	\$10.45	\$11.54	\$12.54	
	8.38	9.17	9.35	10.17	10.42	11.51	12.51	
	8.36	9.15	9.34	10.16	10.41	11.50	12.50	
	\$ 8.34	\$ 9.13	\$ 9.32	\$10.14	\$10.39	\$11.48	\$12.48	
	\$ 8.32	\$ 9.11	\$ 9.31	\$10.13	\$10.38	\$11.47	\$12.47	
	\$ 8.30	\$ 9.09	\$ 9.29	\$10.12	\$10.37	\$11.46	\$12.46	
	\$ 8.28	\$ 9.07	\$ 9.27	\$10.10	\$10.35	\$11.44	\$12.44	
	\$ 8.27	\$ 9.05	\$ 9.25	\$10.08	\$10.33	\$11.42	\$12.42	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sun.	Daily Ex. Sun.	
	‡ 656	‡ 658	● 686	‡ 660	● 688	‡ 662	‡ 664	

‡ 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.- { Upper Level	\$ 5.51	\$ 6.06	\$ 6.26	\$ 6.39
30th-ST. { 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	
WYNNEWOOD.....	\$ 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.....	Will Not Run		Will Not Run	Will Not Run
DOWNINGTOWN.....	May 30	\$ 5.30	May 30	May 30
THORN.....	July 4	5.27	July 4	July 4
COATESVILLE.....	Sept. 4	\$ 5.24	Sept. 4	Sept. 4
PARKESBURG.....		5.19		
LANCASTER.....		\$ 4.58		
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.	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		\$ 7.10		
	\$ 6.08	\$ 6.28	May 30		\$ 7.08		
	\$ 6.06	\$ 6.26	July 4		\$ 7.06		
	\$ 6.04	\$ 6.24	Sept. 4		\$ 7.04		
	\$ 6.02	\$ 6.22			\$ 7.02		
	\$ 6.00	\$ 6.20	\$ 6.50		\$ 7.00	\$ 7.22	
	Will Run Sunday and	Will Not Run					
	May 30	May 30		\$ 6.38			
	July 4	July 4		6.35		7.07	
	Sept. 4	Sept. 4		\$ 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		
				MU	6.05	MU	
					\$ 5.25	\$ 6.00	# 6.03
						5.43	\$ 5.55
						5.32	5.45
							5.40
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	● 398	⊕● 358	⊕● 612	570	● 360	◇ 16	

July 23/16

STATIONS	FIRST CLASS	
	060	362
	P. M.	P. M.
SUBURBAN.....	\$ 8.06	\$ 8.39
PHILA.- Upper Level	\$ 8.02	\$ 8.35
30th-ST. Lower Level		
ZOO.....	7.58	8.31
FIFTY-SECOND ST.....	7.56	8.29
OVERBROOK.....	\$ 7.64	\$ 8.27
MERION.....	\$ 7.53	\$ 8.25
NARBERTH.....	\$ 7.51	\$ 8.23
WYNNWOOD.....	\$ 7.50	\$ 8.21
ARDMORE.....	\$ 7.48	\$ 8.19
HAVERFORD.....	\$ 7.47	\$ 8.17
BRYN MAWR.....	\$ 7.45	\$ 8.15
ROSEMONT.....		\$ 8.13
VILLANOVA.....		\$ 8.11
RADNOR.....		\$ 8.09
ST. DAVIDS.....		\$ 8.07
WAYNE.....		\$ 8.05
STRAFFORD.....		\$ 8.03
DEVON.....		\$ 8.01
BERWYN.....		\$ 7.59
DAYLESFORD.....		\$ 7.57
PAOLI.....		\$ 7.55
MALVERN.....		
WHITFORD.....		
DOWNINGTOWN.....	Will Not Run May 30 July 4 Sept. 4	
THORN.....		
COATESVILLE.....		
PARKESBURG.....		
LANCASTER.....		
LANDIS.....		
MOUNT JOY.....		
ELIZABETHTOWN.....		
MIDDLETOWN.....		
CLY..... York Haven		
LEMO..... Line	MU	MU
HARRISBURG.....		
ROCKVILLE.....		
BANKS.....		
	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily
	‡●060	●362

PEMBERTON BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	988	990	986	984
	A. M.	A. M.	P. M.	P. M.
12TH STREET.....	\$ 7.26	\$ 8.25	\$ 5.37	
COOPER.....	7.24	8.23	5.35	7.31
W. MERCHANTVILLE.....	\$ 7.19	\$ 8.18		
MERCHANTVILLE.....	\$ 7.17	\$ 8.16		
PENNSAUKEN.....	\$ 7.12	\$ 8.13		
MAPLE SHADE.....	\$ 7.09	\$ 8.10		
LENOLA.....	\$ 7.06			
WEST MOORESTOWN.....	\$ 7.03	\$ 8.06		
MOORESTOWN.....	\$ 7.01	\$ 8.04	\$ 5.14	
STANWICK AVE.....	\$ 6.59			
MASONVILLE.....	\$ 6.54			
MT. HOLLY.....	\$ 6.47			
BIRMINGHAM.....	F 6.40			
PEMBERTON.....	\$ 6.37			\$ 6.38
	A. M.	A. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	‡●988	‡●990	‡●986	‡●984

‡Will not run Dec. 25 and Jan. 1.
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STATIONS	FIRST CLASS				24	368	12
	064	614	364	366			
	P. M.	P. M.	P. M.	P. M.			
	\$ 9.16	\$ 9.28	\$ 9.55	\$11.10		\$12.14	
	\$ 9.12	\$ 9.24	\$ 9.51	\$11.06	\$11.35	\$12.10	E 2.26
	9.08	9.20	9.47	11.02	11.28	12.06	2.18
	9.06	9.18	9.45	11.00	11.26	12.04	2.15
	\$ 9.04	9.16	\$ 9.43	\$10.58	11.24	\$12.02	2.12
	\$ 9.03		\$ 9.42	\$10.57		\$12.00	
	\$ 9.01		\$ 9.40	\$10.55		\$11.58	
	\$ 9.00		\$ 9.39	\$10.54		\$11.56	
	\$ 8.58		\$ 9.37	\$10.52		\$11.54	
	\$ 8.57		\$ 9.36	\$10.51		\$11.52	
	\$ 8.55	9.11	\$ 9.34	\$10.49	11.18	\$11.50	2.06
			\$ 9.32	\$10.47		\$11.48	
			\$ 9.30	\$10.45		\$11.46	
			\$ 9.28	\$10.43		\$11.44	
			\$ 9.26	\$10.41		\$11.42	
		Will Not Run May 30 July 4 Sept. 4	\$ 9.25	\$10.40	G.O. 2327 Col. 6 Page 147	\$11.40	G.O. 2345 Page 147 Col. 8
			\$ 9.23	\$10.38		\$11.38	
			\$ 9.21	\$10.36		\$11.36	
			\$ 9.19	\$10.34		\$11.34	
			\$ 9.17	\$10.32		\$11.32	
			\$ 9.01	\$10.30	#11.07	\$11.30	1.54
					\$11.03		
	Will Not Run May 30 July 4 Sept. 4		\$ 8.49				
			8.46		10.50		1.38
			\$ 8.43				
			8.38		10.42		1.30
			\$ 8.17		#10.22		1.04
					\$10.17		
			7.55		9.55		12.42
	MU	MU	MU	MU		MU	
			\$ 7.45		9.45		#12.30
					\$ 9.31		E12.10
					9.21		12.00
					9.16		11.55
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily
	‡●064	‡●614	●364	●366	24	●368	●12

PEMBERTON BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	‡●989	‡●985	‡●983	‡●987
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
12TH STREET.....				
COOPER.....	5.30	\$ 7.27	\$ 4.54	\$ 5.44
W. MERCHANTVILLE.....		7.29	4.56	5.46
MERCHANTVILLE.....				\$ 5.48
PENNSAUKEN.....			\$ 5.00	\$ 5.50
MAPLE SHADE.....				\$ 5.52
LENOLA.....			\$ 5.05	\$ 5.56
WEST MOORESTOWN.....				\$ 5.59
MOORESTOWN.....		\$ 7.58	\$ 5.12	\$ 5.52
STANWICK AVE.....				\$ 5.09
MASONVILLE.....				\$ 5.06
MT. HOLLY.....				\$ 5.13
BIRMINGHAM.....				\$ 5.19
PEMBERTON.....	\$ 6.30			F 6.27
	A. M.	A. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	989	985	983	987

‡Will not run Dec. 25 and Jan. 1.
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PRINCETON BRANCH—SOUTHWARD

FIRST CLASS

STATIONS	#4133 Dally Ex. Sat. & Sun.	#4135 Dally Ex. Sat. & Sun.	#4137 Dally Ex. Sat. & Sun.	4261	#4139 Dally Ex. Sat. & Sun.	#4141 Dally Ex. Sat. & Sun.	4143	4105	4265	4147	#4149 Dally Ex. Sat. & Sun.	4151	#4153 Dally Ex. Sat. & Sun.	4107 Saturday Only
PRINCETON	\$ 7.20	\$ 7.42	\$ 7.59	\$ 8.41	\$ 8.46	\$ 8.59	\$ 9.39	\$10.12	\$10.45	\$12.32	\$12.55	\$ 1.40	\$ 2.04	\$ 2.47
PENNS NECK	\$ 7.25	\$ 7.47	\$ 8.04	\$ 8.48	\$ 8.49	\$ 9.04	\$ 9.44	\$10.17	\$10.50	\$12.37	\$ 1.00	\$ 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.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	#4155 Dally Ex. Sat. & Sun.	4109	#4157 Dally Ex. Sat. & Sun.	4267	#4159 Dally Ex. Sat. & Sun.	4111	#4163 Dally Ex. Sat. & Sun.	4113	#4165 Dally Ex. Sat. & Sun.	#4169 Dally Ex. Sat. & Sun.	#4171 Dally Ex. Sat. & Sun.	#4173 Dally Ex. Sat. & Sun.	#4175 Dally Ex. Sat. & Sun.	#4177 Dally Ex. Sat. & Sun.	4269
PRINCETON	\$ 3.05	\$ 3.38	\$ 4.01	\$ 4.33	\$ 4.40	\$ 5.24	\$ 5.37	\$ 5.54	\$ 6.05	\$ 6.22	\$ 6.43	\$ 7.12	\$ 7.40	\$ 8.02	\$ 8.42
PENNS NECK	\$ 3.10	\$ 3.43	\$ 4.06	\$ 4.38	\$ 4.45	\$ 5.29	\$ 5.42	\$ 5.59	\$ 6.10	\$ 6.27	\$ 6.48	\$ 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.

FIRST CLASS

STATIONS	4115	#4179 Dally Ex. Sat. & Sun.	4181	4271	#4183 Dally Ex. Sat. & Sun.	4275	4185
PRINCETON	\$ 9.00	\$ 9.15	\$ 9.45	\$10.01	\$10.25	\$10.45	\$11.48
PENNS NECK	\$ 9.05	\$ 9.20	\$ 9.50	\$10.06	\$10.30	\$10.50	\$11.53
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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

Trains Nos. 4133, 4137, 4141, 4149, 4153, 4155, 4157, 4161, 4165, 4167, 4173, 4177 will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Trains Nos. 4135, 4139 will not run Nov. 23, Dec. 25, Jan. 1.
 Trains Nos. 4175, 4271, 4275 will not run Dec. 24, Dec. 31.
 Trains Nos. 4159, 4163, 4171 will not run Nov. 23, Dec. 24, Dec. 31.
 Train No. 4183 will not run Dec. 25, Jan. 1.
 Train No. 4109 will run Saturday, Sunday and Dec. 25, Jan. 1.
 Train No. 4113 will run Saturday, Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Train No. 4267 will run Nov. 23, Dec. 24, Dec. 31.
 Trains Nos. 4269, 4271, 4275 will run Sunday and Dec. 25, Jan. 1.
 Train No. 4265 will run Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Train No. 4115 will run Saturday, Sunday and Nov. 23, Dec. 25, Jan. 1.
 Train No. 4179 will not run Nov. 23, Dec. 25, Jan. 1.
 Train No. 4281 will run Sunday and Nov. 23, Dec. 25, Jan. 1.

PRINCETON BRANCH—NORTHWARD

FIRST CLASS

STATIONS	4144	4106	4266	4148	#4150 Dally Ex. Sat. & Sun.	4152	#4154 Dally Ex. Sat. & Sun.	4108
PRINCETON	\$10.01	\$10.26	\$11.00	\$12.54	\$ 1.20	\$ 1.58	\$ 2.19	\$ 3.09
PENNS NECK	\$ 9.56	\$10.21	\$10.55	\$12.49	\$ 1.15	\$ 1.53	\$ 2.14	\$ 3.04
PRINCETON JCT.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	#4164 Dally Ex. Sat. & Sun.	4114	#4166 Dally Ex. Sat. & Sun.	4168	#4172 Dally Ex. Sat. & Sun.	#4174 Dally Ex. Sat. & Sun.	#4176 Dally Ex. Sat. & Sun.	4270
PRINCETON	\$ 5.53	\$ 6.13	\$ 6.21	\$ 6.33	\$ 7.10	\$ 7.25	\$ 8.00	\$ 8.59
PENNS NECK	\$ 5.48	\$ 6.08	\$ 6.16	\$ 6.28	\$ 7.05	\$ 7.20	\$ 7.55	\$ 8.54
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	4116	#4180 Dally Ex. Sat. & Sun.	4182	4272	#4184 Dally Ex. Sat. & Sun.	4276	4186
PRINCETON	\$ 9.26	\$ 9.30	\$10.00	\$10.15	\$10.43	\$11.00	\$12.02
PENNS NECK	\$ 9.21	\$ 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.	P. M.

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

Trains Nos. 4134, 4138, 4142, 4150, 4154, 4156, 4158, 4162, 4166, 4168, 4174, 4178 will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Train No. 4136 will not run Nov. 23, Dec. 25, Jan. 1.
 Trains Nos. 4176, 4270, 4272, 4276 will not run Dec. 24, Dec. 31.
 Trains Nos. 4160, 4164, 4172 will not run Nov. 23, Dec. 24, Dec. 31.
 Train No. 4184 will not run Dec. 25, Jan. 1.
 Train No. 4110 will run Saturday, Sunday and Dec. 25, Jan. 1.
 Train No. 4114 will run Saturday, Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Train No. 4268 will run Nov. 23, Dec. 24, Dec. 31.
 Trains Nos. 4270, 4272, 4276 will run Sunday and Dec. 25, Jan. 1.
 Train No. 4266 will run Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Train No. 4116 will not run Nov. 23, Dec. 25, Jan. 1.
 Train No. 4180 will not run Nov. 23, Dec. 25, Jan. 1.

baggage.

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

FIRST CLASS

STATIONS	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	#5501	#5551	#5553	#5503	#5403	#5903	#5445	#5505	#5555	#5405	#5507	#5409
NEWARK	12.35	12.35	12.35	6.15	6.40	6.40	7.06	7.33	7.59	7.50	8.13	8.30	9.30
HUNTER	1.01	1.01	1.04	6.33	6.43	6.44	7.10	7.36	8.02	7.63	8.17	8.33	9.33
NK-L.V.R.R.	1.04	1.04	1.04	6.36	6.46	6.47	7.13	7.39	8.05	7.56	8.20	8.36	9.36

FIRST CLASS

STATIONS	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	#5559	#5411	#5511	#5513	#5413	#5561	#5415	#5515	#5563	#5417	#5517	#5419
NEWARK	9.37	9.52	10.30	10.30	11.26	11.30	11.60	12.30	12.55	1.20	1.36	2.07	3.07
HUNTER	9.55	10.10	10.48	10.48	11.43	11.48	12.08	12.48	1.13	1.38	1.68	2.25	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	2.01	2.28	3.30

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

FIRST CLASS

STATIONS	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	#5521	#5421	#5619	#5921	#5923	#5523	#5567	#5703	#5425	#5621	#5427	#5429
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	6.07
HUNTER	3.57	4.22	4.31	4.54	4.69	5.17	5.22	5.25	5.27	5.34	5.45	5.56	6.23
NK-L.V.R.R.	4.00	4.26	4.34	4.57	5.03	5.21	5.25	5.28	5.31	5.38	5.49	6.00	6.27

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FIRST CLASS

STATIONS	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	#5431	#5433	#5527	#5435	#5571	#5529	#5531	#5437	#5573	#5533	#5575	#5439
NEWARK	6.10	6.50	7.20	7.07	8.26	8.26	8.27	9.23	9.45	10.22	10.26	11.07	11.59
HUNTER	6.26	6.54	7.24	7.26	8.29	8.29	8.30	9.25	9.48	10.25	10.29	11.25	12.02
NK-L.V.R.R.	6.31	6.58	7.27	7.28	8.32	8.32	8.33	9.28	9.51	10.28	10.32	11.28	12.05

Trains Nos. 5551, 5553, 5555, 5557, 5559, 5561, 5563, 5565, 5567, 5569, 5571, 5573, 5575 will run Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
Trains with # symbol will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.
Trains Nos. 5903, 5413, 5921, 5619, 5703, 5429 will not run Nov. 7.

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

FIRST CLASS

STATIONS	C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.	
	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time
HARRISON C.N.J. YD.	5440	12.13	5404	7.03	5504	7.00	5406	7.27	5554	7.31	5448	7.58	5408	8.03	5506	8.13
NEWARK	5440	\$12.10	5404	\$6.14	5504	\$7.00	5406	\$7.27	5554	\$7.28	5448	\$7.55	5408	\$8.00	5506	\$8.03
HUNTER	5440	12.07	5404	6.10	5504	6.57	5406	7.23	5554	7.25	5448	7.51	5408	7.56	5506	8.00
NK-L.V.R.R.	5440	12.04	5404	6.07	5504	6.54	5406	7.20	5554	7.22	5448	7.47	5408	7.52	5506	7.57

FIRST CLASS

STATIONS	C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.	
	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time
HARRISON C.N.J. YD.	5910	8.19	5712	9.24	5602	9.28	5414	9.35	5558	9.38	5416	10.16	5512	10.28	5418	11.17
NEWARK	5910	\$8.16	5712	\$8.33	5602	\$9.12	5414	\$9.25	5558	\$9.26	5416	\$10.12	5512	\$10.25	5418	\$11.14
HUNTER	5910	8.16	5712	8.29	5602	9.18	5414	9.21	5558	9.21	5416	10.09	5512	10.21	5418	11.11
NK-L.V.R.R.	5910	8.09	5712	8.26	5602	9.15	5414	9.18	5558	9.18	5416	10.06	5512	10.18	5418	11.08

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

FIRST CLASS

STATIONS	C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.	
	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time
HARRISON C.N.J. YD.	5420	12.18	5422	1.32	5516	1.33	5424	2.40	5518	2.45	5426	4.08	5522	4.47	5428	5.38
NEWARK	5420	\$12.15	5422	\$1.29	5516	\$1.30	5424	\$2.37	5518	\$2.42	5426	\$4.05	5522	\$4.44	5428	\$5.35
HUNTER	5420	12.12	5422	1.26	5516	1.27	5424	2.34	5518	2.39	5426	4.01	5522	4.41	5428	5.30
NK-L.V.R.R.	5420	12.09	5422	1.23	5516	1.24	5424	2.31	5518	2.36	5426	3.58	5522	4.38	5428	5.27

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FIRST CLASS

STATIONS	C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.		C. N. J.	
	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time	#	Time
HARRISON C.N.J. YD.	5930	6.15	5932	6.45	5432	6.47	5434	7.40	5528	7.53	5436	9.13	5572	9.30	5438	10.52
NEWARK	5930	\$6.11	5932	\$6.41	5432	\$6.50	5434	\$7.40	5528	\$7.53	5436	\$9.10	5572	\$9.30	5438	\$10.52
HUNTER	5930	6.08	5932	6.37	5432	6.43	5434	7.37	5528	7.50	5436	9.07	5572	9.27	5438	10.49
NK-L.V.R.R.	5930	6.03	5932	6.33	5432	6.39	5434	7.34	5528	7.47	5436	9.04	5572	9.24	5438	10.46

Trains Nos. 5522, 5554, 5556, 5558, 5560, 5562, 5564, 5566, 5568, 5570, 5572, 5574, 5576 will run Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
Trains with # symbol will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.
Trains Nos. 5404, 5410, 5416, 5422, 5428, 5434, 5440, 5446, 5452, 5458, 5464, 5470, 5476, 5482, 5488, 5494, 5500, 5506, 5512, 5518, 5524, 5530, 5536, 5542, 5548, 5554, 5560, 5566, 5572, 5578, 5584, 5590, 5596, 5602, 5608, 5614, 5620, 5626, 5632, 5638, 5644, 5650, 5656, 5662, 5668, 5674, 5680, 5686, 5692, 5698, 5704, 5710, 5716, 5722, 5728, 5734, 5740, 5746, 5752, 5758, 5764, 5770, 5776, 5782, 5788, 5794, 5800, 5806, 5812, 5818, 5824, 5830, 5836, 5842, 5848, 5854, 5860, 5866, 5872, 5878, 5884, 5890, 5896, 5902, 5908, 5914, 5920, 5926, 5932, 5938, 5944, 5950, 5956, 5962, 5968, 5974, 5980, 5986, 5992, 5998, 6004, 6010, 6016, 6022, 6028, 6034, 6040, 6046, 6052, 6058, 6064, 6070, 6076, 6082, 6088, 6094, 6100, 6106, 6112, 6118, 6124, 6130, 6136, 6142, 6148, 6154, 6160, 6166, 6172, 6178, 6184, 6190, 6196, 6202, 6208, 6214, 6220, 6226, 6232, 6238, 6244, 6250, 6256, 6262, 6268, 6274, 6280, 6286, 6292, 6298, 6304, 6310, 6316, 6322, 6328, 6334, 6340, 6346, 6352, 6358, 6364, 6370, 6376, 6382, 6388, 6394, 6400, 6406, 6412, 6418, 6424, 6430, 6436, 6442, 6448, 6454, 6460, 6466, 6472, 6478, 6484, 6490, 6496, 6502, 6508, 6514, 6520, 6526, 6532, 6538, 6544, 6550, 6556, 6562, 6568, 6574, 6580, 6586, 6592, 6598, 6604, 6610, 6616, 6622, 6628, 6634, 6640, 6646, 6652, 6658, 6664, 6670, 6676, 6682, 6688, 6694, 6700, 6706, 6712, 6718, 6724, 6730, 6736, 6742, 6748, 6754, 6760, 6766, 6772, 6778, 6784, 6790, 6796, 6802, 6808, 6814, 6820, 6826, 6832, 6838, 6844, 6850, 6856, 6862, 6868, 6874, 6880, 6886, 6892, 6898, 6904, 6910, 6916, 6922, 6928, 6934, 6940, 6946, 6952, 6958, 6964, 6970, 6976, 6982, 6988, 6994, 7000, 7006, 7012, 7018, 7024, 7030, 7036, 7042, 7048, 7054, 7060, 7066, 7072, 7078, 7084, 7090, 7096, 7102, 7108, 7114, 7120, 7126, 7132, 7138, 7144, 7150, 7156, 7162, 7168, 7174, 7180, 7186, 7192, 7198, 7204, 7210, 7216, 7222, 7228, 7234, 7240, 7246, 7252, 7258, 7264, 7270, 7276, 7282, 7288, 7294, 7300, 7306, 7312, 7318, 7324, 7330, 7336, 7342, 7348, 7354, 7360, 7366, 7372, 7378, 7384, 7390, 7396, 7402, 7408, 7414, 7420, 7426, 7432, 7438, 7444, 7450, 7456, 7462, 7468, 7474, 7480, 7486, 7492, 7498, 7504, 7510, 7516, 7522, 7528, 7534, 7540, 7546, 7552, 7558, 7564, 7570, 7576, 7582, 7588, 7594, 7600, 7606, 7612, 7618, 7624, 7630, 7636, 7642, 7648, 7654, 7660, 7666, 7672, 7678, 7684, 7690, 7696, 7702, 7708, 7714, 7720, 7726, 7732, 7738, 7744, 7750, 7756, 7762, 7768, 7774, 7780, 7786, 7792, 7798, 7804, 7810, 7816, 7822, 7828, 7834, 7840, 7846, 7852, 7858, 7864, 7870, 7876, 7882, 7888, 7894, 7900, 7906, 7912, 7918, 7924, 7930, 7936, 7942, 7948, 7954, 7960, 7966, 7972, 7978, 7984, 7990, 7996, 8002, 8008, 8014, 8020, 8026, 8032, 8038, 8044, 8050, 8056, 8062, 8068, 8074, 8080, 8086, 8092, 8098, 8104, 8110, 8116, 8122, 8128, 8134, 8140, 8146, 8152, 8158, 8164, 8170, 8176, 8182, 8188, 8194, 8200, 8206, 8212, 8218, 8224, 8230, 8236, 8242, 8248, 8254, 8260, 8266, 8272, 8278, 8284, 8290, 8296, 8302, 8308, 8314, 8320, 8326, 8332, 8338, 8344, 8350, 8356, 8362, 8368, 8374, 8380, 8386, 8392, 8398, 8404, 8410, 8416, 8422, 8428, 8434, 8440, 8446, 8452, 8458, 8464, 8470, 8476, 8482, 8488, 8494, 8500, 8506, 8512, 8518, 8524, 8530, 8536, 8542, 8548, 8554, 8560, 8566, 8572, 8578, 8584, 8590, 8596, 8602, 8608, 8614, 8620, 8626, 8632, 8638, 8644, 8650, 8656, 8662, 8668, 8674, 8680, 8686, 8692, 8698, 8704, 8710, 8716, 8722, 8728, 8734, 8740, 8746, 8752, 8758, 8764, 8770, 8776, 8782, 8788, 8794, 8800, 8806, 8812, 8818, 8824, 8830, 8836, 8842, 8848, 8854, 8860, 8866, 8872, 8878, 8884, 8890, 8896, 8902, 8908, 8914, 8920, 8926, 8932, 8938, 8944, 8950, 8956, 8962, 8968, 8974, 8980, 8986, 8992, 8998, 9004, 9010, 9016, 9022, 9028, 9034, 9040, 9046, 9052, 9058, 9064, 9070, 9076, 9082, 9088, 9094, 9100, 9106, 9112, 9118, 9124, 9130, 9136, 9142, 9148, 9154, 9160, 9166, 9172, 9178, 9184, 9190, 9196, 9202, 9208, 9214, 9220, 9226, 9232, 9238, 9244, 9250, 9256, 9262, 9268, 9274, 9280, 9286, 9292, 9298, 9304, 9310, 9316, 9322, 9328, 9334, 9340, 9346, 9352, 9358, 9364, 9370, 9376, 9382, 9388, 9394, 9400, 9406, 9412, 9418, 9424, 9430, 9436, 9442, 9448, 9454, 9460, 9466, 9472, 9478, 9484, 9490, 9496, 9502, 9508, 9514, 9520, 9526, 9532, 9538, 9544, 9550, 9556, 9562, 9568, 9574, 9580, 9586, 9592, 9598, 9604, 9610, 9616, 9622, 9628, 9634, 9640, 9646, 9652, 9658, 9664, 9670, 9676, 9682, 9688, 9694, 9700, 9706, 9712, 9718, 9724, 9730, 9736, 9742, 9748, 9754, 9760, 9766, 9772, 9778, 9784, 9790, 9796, 9802, 9808, 9814, 9820, 9826, 9832, 9838, 9844, 9850, 9856, 9862, 9868, 9874, 9880, 9886, 9892, 9898, 9904, 9910, 9916, 9922, 9928, 9934, 9940, 9946, 9952, 9958, 9964, 9970, 9976, 9982, 9988, 9994, 10000.

WEST CHESTER BRANCH—SOUTHWARD

FIRST CLASS

STATIONS	#769		#791		#793		#787		#705		#707		#709		#711		#713		#795		#779		#715	
	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.	Saturday Only	Daily	Daily	
SUBURBAN	\$12.40	\$5.10	\$6.13	\$7.05	\$7.50	\$8.06	\$8.28	\$8.55	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25
PHILA.-30th ST. UL.	\$12.43	\$5.13	\$6.16	\$7.08	\$7.53	\$8.08	\$8.31	\$8.58	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28	\$9.28
ARSENAL	12.45	5.15	6.18	7.10	7.55	8.10	8.33	8.60	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
FORTY-NINTH ST.	\$12.47	\$5.17	\$6.20	\$7.12	\$7.57	\$8.12	\$8.37	\$8.64	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34	\$9.34
ANGORA	\$12.49	\$5.19	\$6.22	\$7.14	\$7.59	\$8.14	\$8.39	\$8.66	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36	\$9.36
FERNWOOD-YEADON	\$12.51	\$5.21	\$6.24	\$7.16	\$7.61	\$8.16	\$8.41	\$8.68	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38	\$9.38
LANSLOWNE	\$12.53	\$5.23	\$6.26	\$7.18	\$7.63	\$8.18	\$8.43	\$8.70	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40	\$9.40
GLADSTONE	\$12.54	\$5.24	\$6.27	\$7.19	\$7.64	\$8.19	\$8.44	\$8.71	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41	\$9.41
CLIFTON-ALDAN	\$12.56	\$5.26	\$6.29	\$7.20	\$7.65	\$8.20	\$8.45	\$8.72	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42	\$9.42
PRIMOS	\$12.58	\$5.28	\$6.31	\$7.22	\$7.67	\$8.22	\$8.47	\$8.74	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43	\$9.43
SECANE	\$12.59	\$5.29	\$6.32	\$7.23	\$7.68	\$8.23	\$8.48	\$8.75	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44	\$9.44
MORTON-RUTLEDGE	\$12.60	\$5.30	\$6.33	\$7.24	\$7.69	\$8.24	\$8.49	\$8.76	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45	\$9.45
SWARTHMORE	\$12.61	\$5.31	\$6.34	\$7.25	\$7.70	\$8.25	\$8.50	\$8.77	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46
WALLINGFORD	\$12.62	\$5.32	\$6.35	\$7.26	\$7.71	\$8.26	\$8.51	\$8.78	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47	\$9.47
MOYLAN-ROSE VALLEY	\$12.63	\$5.33	\$6.36	\$7.27	\$7.72	\$8.27	\$8.52	\$8.79	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48	\$9.48
MEDIA	\$12.64	\$5.34	\$6.37	\$7.28	\$7.73	\$8.28	\$8.53	\$8.80	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49	\$9.49
ELWYN	\$12.65	\$5.35	\$6.38	\$7.29	\$7.74	\$8.29	\$8.54	\$8.81	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50
WILLIAMSON SCHOOL	\$12.66	\$5.36	\$6.39	\$7.30	\$7.75	\$8.30	\$8.55	\$8.82	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51	\$9.51
GLEN RIDDLER	\$12.67	\$5.37	\$6.40	\$7.31	\$7.76	\$8.31	\$8.56	\$8.83	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52	\$9.52
LENNI	\$12.68	\$5.38	\$6.41	\$7.32	\$7.77	\$8.32	\$8.57	\$8.84	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53	\$9.53
WAWA	\$12.69	\$5.39	\$6.42	\$7.33	\$7.78	\$8.33	\$8.58	\$8.85	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54	\$9.54
DARLINGTON	\$12.70	\$5.40	\$6.43	\$7.34	\$7.79	\$8.34	\$8.59	\$8.86	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55	\$9.55
GLEN MILLS	\$12.71	\$5.41	\$6.44	\$7.35	\$7.80	\$8.35	\$8.60	\$8.87	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56	\$9.56
LOCKSLEY	\$12.72	\$5.42	\$6.45	\$7.36	\$7.81	\$8.36	\$8.61	\$8.88	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57	\$9.57
CHEYNEY	\$12.73	\$5.43	\$6.46	\$7.37	\$7.82	\$8.37	\$8.62	\$8.89	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58	\$9.58
WESTTOWN	\$12.74	\$5.44	\$6.47	\$7.38	\$7.83	\$8.38	\$8.63	\$8.90	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59	\$9.59
NIELDS ST.	\$12.75	\$5.45	\$6.48	\$7.39	\$7.84	\$8.39	\$8.64	\$8.91	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60	\$9.60
WEST CHESTER	\$12.76	\$5.46	\$6.49	\$7.40	\$7.85	\$8.40	\$8.65	\$8.92	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61	\$9.61

Note—All Regular Trains Will Operate With MU Equipment.

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

WEST CHESTER BRANCH—SOUTHWARD

FIRST CLASS

STATIONS	#717		#781		#719		#721		#723		#725		#727		#729		#731		#733		#735		#737	
	Daily	Ex. Sat. & Sun.	Saturday Only	Daily	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.
SUBURBAN	\$10.25	\$10.55	\$11.25	\$11.55	\$12.25	\$12.55	\$12.25	\$12.55	\$1.25	\$1.55	\$2.25	\$2.55	\$1.25	\$1.55	\$2.25	\$2.55	\$2.25	\$2.55	\$2.25	\$2.55	\$3.25	\$3.55	\$3.25	\$3.55
PHILA.-30th ST. UL.	\$10.28	\$10.58	\$11.28	\$11.58	\$12.28	\$12.58	\$12.28	\$12.58	\$1.28	\$1.58	\$2.28	\$2.58	\$1.28	\$1.58	\$2.28	\$2.58	\$2.28	\$2.58	\$2.28	\$2.58	\$3.28	\$3.58	\$3.28	\$3.58
ARSENAL	10.30	11.00	11.30	12.00	12.30	13.00	12.30	13.00	1.30	1.60	2.30	3.00	1.30	1.60	2.30	3.00	2.30	3.00	2.30	3.00	3.30	4.00	3.30	4.00
FORTY-NINTH ST.	\$10.32	\$11.02	\$11.32	\$12.02	\$12.32	\$13.02	\$12.32	\$13.02	\$1.32	\$1.62	\$2.32	\$3.02	\$1.32	\$1.62	\$2.32	\$3.02	\$2.32	\$3.02	\$2.32	\$3.02	\$3.32	\$4.02	\$3.32	\$4.02
ANGORA	\$10.34	\$11.04	\$11.34	\$12.04	\$12.34	\$13.04	\$12.34	\$13.04	\$1.34	\$1.64	\$2.34	\$3.04	\$1.34	\$1.64	\$2.34	\$3.04	\$2.34	\$3.04	\$2.34	\$3.04	\$3.34	\$4.04	\$3.34	\$4.04
FERNWOOD-YEADON	\$10.36	\$11.06	\$11.36	\$12.06	\$12.36	\$13.06	\$12.36	\$13.06	\$1.36	\$1.66	\$2.36	\$3.06	\$1.36	\$1.66	\$2.36	\$3.06	\$2.36	\$3.06	\$2.36	\$3.06	\$3.36	\$4.06	\$3.36	\$4.06
LANSLOWNE	\$10.38	\$11.08	\$11.38	\$12.08	\$12.38	\$13.08	\$12.38	\$13.08	\$1.38	\$1.68	\$2.38	\$3.08	\$1.38	\$1.68	\$2.38	\$3.08	\$2.38	\$3.08	\$2.38	\$3.08	\$3.38	\$4.08	\$3.38	\$4.08
GLADSTONE	\$10.39	\$11.09	\$11.39	\$12.09	\$12.39	\$13.09	\$12.39	\$13.09	\$1.39	\$1.69	\$2.39	\$3.09	\$1.39	\$1.69	\$2.39	\$3.09	\$2.39	\$3.09	\$2.39	\$3.09	\$3.39	\$4.09	\$3.39	\$4.09
CLIFTON-ALDAN	\$10.41	\$11.11	\$11.41	\$12.11	\$12.41	\$13.11	\$12.41	\$13.11	\$1.41	\$1.71	\$2.41	\$3.11	\$1.41	\$1.71	\$2.41	\$3.11	\$2.41	\$3.11	\$2.41	\$3.11	\$3.41	\$4.11	\$3.41	\$4.11
PRIMOS	\$10.43	\$11.13	\$11.43	\$12.13	\$12.43	\$13.13	\$12.43	\$13.13	\$1.43	\$1.73	\$2.43	\$3.13	\$1.43	\$1.73	\$2.43	\$3.13	\$2.43	\$3.13	\$2.43	\$3.13	\$3.43	\$4.13	\$3.43	\$4.13
SECANE	\$10.45	\$11.15	\$11.45	\$12.15	\$12.45	\$13.15	\$12.45	\$13.15	\$1.45	\$1.75	\$2.45	\$3.15	\$1.45	\$1.75	\$2.45	\$3.15	\$2.45	\$3.15	\$2.45	\$3.15	\$3.45	\$4.15	\$3.45	\$4.15
MORTON-RUTLEDGE	\$10.47	\$11.17	\$11.47	\$12.17	\$12.47	\$13.17	\$12.47	\$13.17	\$1.47	\$1.77	\$2.47	\$3.17	\$1.47	\$1.77	\$2.47	\$3.17	\$2.47	\$3.17	\$2.47	\$3.17	\$3.47	\$4.17	\$3.47	\$4.17
SWARTHMORE	\$10.49	\$11.19	\$11.49	\$12.19	\$12.49	\$13.19	\$12.49	\$13.19	\$1.49	\$1.79	\$2.49	\$3.19	\$1.49	\$1.79	\$2.49	\$3.19	\$2.49	\$3.19	\$2.49	\$3.19	\$3.49	\$4.19	\$3.49	\$4.19
WALLINGFORD	\$10.51	\$11.21	\$11.51	\$12.21	\$12.51	\$13.21	\$12.51	\$13.21	\$1.51	\$1.81	\$2.51	\$3.21	\$1.51	\$1.81	\$2.51	\$3.21	\$2.51	\$3.21	\$2.51	\$3.21	\$3.51	\$4.21	\$3.51	\$4.21
MOYLAN-ROSE VALLEY	\$10.53	\$11.23	\$11.53	\$12.23	\$12.53	\$13.23	\$12.53	\$13.23	\$1.53	\$1.83	\$2.53	\$3.23	\$1.53	\$1.83	\$2.53	\$3.23	\$2.53	\$3.23	\$2.53	\$3.23	\$3.53	\$4.23	\$3.53	\$4.2

WEST CHESTER BRANCH—SOUTHWARD

STATIONS	FIRST CLASS										
	#739	#741	#743	#745	#747	#749	#751	#753	#755	#0755	#757
	Daily	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.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 4.25	\$ 4.55	\$ 6.03	\$ 6.10	\$ 6.18	\$ 6.26	\$ 6.34	\$ 6.42	\$ 6.50	\$ 6.58	\$ 7.06
PHILA.-30th ST. UL.	\$ 4.28	\$ 4.58	\$ 6.06	\$ 6.13	\$ 6.21	\$ 6.29	\$ 6.37	\$ 6.45	\$ 6.53	\$ 7.01	\$ 7.09
ARSENAL	\$ 4.31	\$ 4.61	\$ 6.09	\$ 6.16	\$ 6.24	\$ 6.32	\$ 6.40	\$ 6.48	\$ 6.56	\$ 7.04	\$ 7.12
FORTY-NINTH ST.	\$ 4.35	\$ 4.64	\$ 6.15	\$ 6.20	\$ 6.27	\$ 6.34	\$ 6.41	\$ 6.48	\$ 6.55	\$ 7.02	\$ 7.10
ANGORA	\$ 4.38	\$ 4.67	\$ 6.18	\$ 6.24	\$ 6.31	\$ 6.38	\$ 6.45	\$ 6.52	\$ 6.59	\$ 7.06	\$ 7.14
FERNWOOD-YEADON	\$ 4.39	\$ 4.68	\$ 6.19	\$ 6.25	\$ 6.32	\$ 6.39	\$ 6.46	\$ 6.53	\$ 7.00	\$ 7.08	\$ 7.16
LANSDOWNE	\$ 4.40	\$ 4.69	\$ 6.20	\$ 6.26	\$ 6.33	\$ 6.40	\$ 6.47	\$ 6.54	\$ 7.01	\$ 7.09	\$ 7.17
GLADSTONE	\$ 4.42	\$ 4.71	\$ 6.22	\$ 6.28	\$ 6.35	\$ 6.42	\$ 6.49	\$ 6.56	\$ 7.03	\$ 7.11	\$ 7.19
CLIFTON-ALDAN	\$ 4.44	\$ 4.73	\$ 6.24	\$ 6.30	\$ 6.37	\$ 6.44	\$ 6.51	\$ 6.58	\$ 7.05	\$ 7.13	\$ 7.21
PRIMOR	\$ 4.47	\$ 4.76	\$ 6.27	\$ 6.33	\$ 6.40	\$ 6.47	\$ 6.54	\$ 7.01	\$ 7.08	\$ 7.16	\$ 7.24
SECANE	\$ 4.48	\$ 4.77	\$ 6.28	\$ 6.34	\$ 6.41	\$ 6.48	\$ 6.55	\$ 7.02	\$ 7.09	\$ 7.17	\$ 7.25
MORTON-RUTLEDGE	\$ 4.49	\$ 4.78	\$ 6.29	\$ 6.35	\$ 6.42	\$ 6.49	\$ 6.56	\$ 7.03	\$ 7.10	\$ 7.18	\$ 7.26
SWARTHMORE	\$ 4.50	\$ 4.79	\$ 6.30	\$ 6.36	\$ 6.43	\$ 6.50	\$ 6.57	\$ 7.04	\$ 7.11	\$ 7.19	\$ 7.27
WALLINGFORD	\$ 4.52	\$ 4.81	\$ 6.32	\$ 6.38	\$ 6.45	\$ 6.52	\$ 6.59	\$ 7.06	\$ 7.13	\$ 7.21	\$ 7.29
MOYLAN-ROSE VALLEY	\$ 4.54	\$ 4.83	\$ 6.34	\$ 6.40	\$ 6.47	\$ 6.54	\$ 7.01	\$ 7.08	\$ 7.15	\$ 7.23	\$ 7.31
MEDIA	\$ 5.00	\$ 5.28	\$ 6.40	\$ 6.49	\$ 6.58	\$ 6.67	\$ 6.76	\$ 6.85	\$ 6.94	\$ 7.03	\$ 7.12
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—SOUTHWARD

STATIONS	FIRST CLASS									
	#785	#759	#761	#0761	#763	#765	#767	#789	#797	
	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
SUBURBAN	\$ 7.00	\$ 7.25	\$ 8.00	\$ 9.00	\$ 10.00	\$ 11.00	\$ 11.20	\$ 11.50	\$ 11.80	
PHILA.-30th ST. UL.	\$ 7.06	\$ 7.28	\$ 8.03	\$ 9.03	\$ 10.03	\$ 11.03	\$ 11.23	\$ 11.53	\$ 11.83	
ARSENAL	\$ 7.07	\$ 7.30	\$ 8.06	\$ 9.06	\$ 10.06	\$ 11.06	\$ 11.26	\$ 11.56	\$ 11.86	
FORTY-NINTH ST.	\$ 7.09	\$ 7.32	\$ 8.07	\$ 9.07	\$ 10.07	\$ 11.07	\$ 11.27	\$ 11.57	\$ 11.87	
ANGORA	\$ 7.11	\$ 7.34	\$ 8.09	\$ 9.09	\$ 10.09	\$ 11.09	\$ 11.29	\$ 11.59	\$ 11.89	
FERNWOOD-YEADON	\$ 7.13	\$ 7.36	\$ 8.11	\$ 9.11	\$ 10.11	\$ 11.11	\$ 11.31	\$ 11.61	\$ 11.91	
LANSDOWNE	\$ 7.14	\$ 7.37	\$ 8.12	\$ 9.12	\$ 10.12	\$ 11.12	\$ 11.32	\$ 11.62	\$ 11.92	
GLADSTONE	\$ 7.16	\$ 7.39	\$ 8.14	\$ 9.14	\$ 10.14	\$ 11.14	\$ 11.34	\$ 11.64	\$ 11.94	
CLIFTON-ALDAN	\$ 7.18	\$ 7.41	\$ 8.16	\$ 9.16	\$ 10.16	\$ 11.16	\$ 11.36	\$ 11.66	\$ 11.96	
PRIMOR	\$ 7.20	\$ 7.43	\$ 8.18	\$ 9.18	\$ 10.18	\$ 11.18	\$ 11.38	\$ 11.68	\$ 11.98	
SECANE	\$ 7.22	\$ 7.45	\$ 8.20	\$ 9.20	\$ 10.20	\$ 11.20	\$ 11.40	\$ 11.70	\$ 12.00	
MORTON-RUTLEDGE	\$ 7.24	\$ 7.47	\$ 8.22	\$ 9.22	\$ 10.22	\$ 11.22	\$ 11.42	\$ 11.72	\$ 12.02	
SWARTHMORE	\$ 7.26	\$ 7.49	\$ 8.24	\$ 9.24	\$ 10.24	\$ 11.24	\$ 11.44	\$ 11.74	\$ 12.04	
WALLINGFORD	\$ 7.28	\$ 7.51	\$ 8.26	\$ 9.26	\$ 10.26	\$ 11.26	\$ 11.46	\$ 11.76	\$ 12.06	
MOYLAN-ROSE VALLEY	\$ 7.32	\$ 7.53	\$ 8.28	\$ 9.28	\$ 10.28	\$ 11.28	\$ 11.48	\$ 11.78	\$ 12.08	
MEDIA	\$ 7.32	\$ 8.00	\$ 8.36	\$ 9.36	\$ 10.36	\$ 11.36	\$ 11.52	\$ 11.62	\$ 11.72	
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	768	770	790	796	778	704	706	780	708	798	710	782	712	714	716	0718
	A. M. Daily ● 768	A. M. Daily ● 770	A. M. Daily ● 790	A. M. Daily ● 796	A. M. Daily ● 778	A. M. Daily ● 704	A. M. Daily ● 706	A. M. Daily ● 780	A. M. Daily ● 708	A. M. Daily ● 798	A. M. Daily ● 710	A. M. Saturday ● 782	A. M. Daily ● 712	A. M. Daily ● 714	A. M. Daily ● 716	A. M. Daily ● 0718
SUBURBAN	\$12.30	\$1.07	\$6.33	\$7.20	\$7.20	\$7.38	\$7.50	\$7.50	\$9.03	\$8.09	\$8.16	\$8.20	\$8.20	\$8.30	\$8.40	
PHILA. 30th ST. UL.	\$12.26	\$1.08	\$6.29	\$7.16	\$7.16	\$7.34	\$7.46	\$7.46	\$8.99	\$8.06	\$8.12	\$8.16	\$8.16	\$8.26	\$8.36	
ARSENAL	\$12.24	\$1.00	\$6.25	\$7.12	\$7.12	\$7.31	\$7.43	\$7.43	\$7.56	\$8.02	\$8.08	\$8.13	\$8.13	\$8.23	\$8.33	
FORTY-NINTH ST.	\$12.23	\$1.02	\$6.22	\$7.09	\$7.09	\$7.26	\$7.39	\$7.39	\$7.89	\$7.56	\$8.06	\$8.10	\$8.10	\$8.20	\$8.29	
ANGORA	\$12.21	\$1.02	\$6.20	\$7.07	\$7.07	\$7.24	\$7.37	\$7.37	\$7.85	\$7.54	\$8.03	\$8.07	\$8.07	\$8.17	\$8.26	
FERNWOOD-YEADON	\$12.19	\$1.02	\$6.18	\$7.05	\$7.05	\$7.22	\$7.34	\$7.34	\$7.49	\$7.54	\$8.03	\$8.06	\$8.06	\$8.16	\$8.25	
LANDSDOWNE	\$12.17	\$1.02	\$6.16	\$7.03	\$7.03	\$7.20	\$7.32	\$7.32	\$7.49	\$7.54	\$8.03	\$8.06	\$8.06	\$8.16	\$8.25	
GLADSTONE	\$12.15	\$1.02	\$6.14	\$7.01	\$7.01	\$7.17	\$7.32	\$7.32	\$7.49	\$7.59	\$8.01	\$8.01	\$8.01	\$8.11	\$8.21	
OLIFTON-ALDAN	\$12.14	\$1.02	\$6.13	\$6.59	\$6.59	\$7.17	\$7.32	\$7.32	\$7.46	\$7.56	\$8.02	\$8.02	\$8.02	\$8.11	\$8.19	
PRIMOS	\$12.13	\$1.02	\$6.10	\$6.57	\$6.57	\$7.15	\$7.30	\$7.30	\$7.46	\$7.56	\$8.02	\$8.02	\$8.02	\$8.09	\$8.17	
SECANE	\$12.12	\$1.02	\$6.08	\$6.55	\$6.55	\$7.13	\$7.28	\$7.28	\$7.42	\$7.52	\$8.00	\$8.00	\$8.00	\$8.06	\$8.16	
MORTON-RUTLEDGE	\$12.11	\$1.02	\$6.06	\$6.53	\$6.53	\$7.11	\$7.26	\$7.26	\$7.42	\$7.52	\$8.00	\$8.00	\$8.00	\$8.08	\$8.16	
SWARTHMORE	\$12.09	\$1.02	\$6.04	\$6.51	\$6.51	\$7.09	\$7.24	\$7.24	\$7.38	\$7.53	\$8.01	\$8.01	\$8.01	\$8.01	\$8.11	
WALLINGFORD	\$12.04	\$1.02	\$6.02	\$6.49	\$6.49	\$7.07	\$7.20	\$7.20	\$7.34	\$7.49	\$7.49	\$7.49	\$7.49	\$7.59	\$8.07	
MOYLAN-ROSE VALLEY	\$12.02	\$1.02	\$6.00	\$6.47	\$6.47	\$7.05	\$7.18	\$7.18	\$7.33	\$7.47	\$7.47	\$7.47	\$7.47	\$7.57	\$8.05	
MEDIA	\$12.00	\$1.02	\$5.58	\$6.45	\$6.45	\$7.03	\$7.16	\$7.16	\$7.34	\$7.45	\$7.45	\$7.45	\$7.45	\$7.55	\$8.07	
ELWYN																
WILLIAMSON SCHOOL																
GLEN RIDDLLE																
LENNI																
WAWA																
DARLINGTON																
GLEN MILLS																
LOCKSLEY																
CHEYNEY																
WESTTOWN																
WELDS ST																
NIELDS ST																
WEST CHESTER																

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—NORTHWARD

FIRST CLASS

STATIONS	718	784	720	0786	786	722	0724	724	726	728	730	772	732	734	788	736
	A. M. Daily ● 718	A. M. Daily ● 784	A. M. Daily ● 720	A. M. Daily ● 0786	A. M. Daily ● 786	A. M. Daily ● 722	A. M. Daily ● 0724	A. M. Daily ● 724	A. M. Daily ● 726	A. M. Daily ● 728	A. M. Daily ● 730	A. M. Daily ● 772	A. M. Daily ● 732	A. M. Daily ● 734	A. M. Daily ● 788	A. M. Daily ● 736
SUBURBAN	\$8.49	\$8.55	\$9.06	\$9.20	\$9.20	\$9.30	\$9.26	\$9.64	\$10.17	\$10.47	\$11.17	\$11.47	\$11.47	\$12.17	\$12.63	\$1.17
PHILA. 30th ST. UL.	\$8.45	\$8.51	\$9.01	\$9.16	\$9.16	\$9.26	\$9.21	\$9.59	\$10.13	\$10.43	\$11.13	\$11.43	\$11.43	\$12.13	\$12.59	\$1.13
ARSENAL	\$8.42	\$8.48	\$8.56	\$9.14	\$9.14	\$9.21	\$9.11	\$9.45	\$10.10	\$10.40	\$11.10	\$11.40	\$11.40	\$12.10	\$12.45	\$1.10
FORTY-NINTH ST.	\$8.41	\$8.47	\$8.54	\$9.12	\$9.12	\$9.17	\$9.11	\$9.43	\$10.08	\$10.38	\$11.08	\$11.38	\$11.38	\$12.08	\$12.43	\$1.08
ANGORA	\$8.39	\$8.45	\$8.52	\$9.10	\$9.10	\$9.15	\$9.11	\$9.41	\$10.06	\$10.36	\$11.06	\$11.36	\$11.36	\$12.06	\$12.41	\$1.06
FERNWOOD-YEADON	\$8.37	\$8.43	\$8.50	\$9.08	\$9.08	\$9.13	\$9.11	\$9.39	\$10.04	\$10.34	\$11.04	\$11.34	\$11.34	\$12.04	\$12.39	\$1.04
LANDSDOWNE	\$8.35	\$8.41	\$8.48	\$9.06	\$9.06	\$9.11	\$9.11	\$9.37	\$10.02	\$10.32	\$11.02	\$11.32	\$11.32	\$12.02	\$12.37	\$1.02
GLADSTONE	\$8.35	\$8.41	\$8.48	\$9.04	\$9.04	\$9.11	\$9.11	\$9.35	\$10.00	\$10.30	\$11.00	\$11.30	\$11.30	\$12.00	\$12.35	\$1.00
OLIFTON-ALDAN	\$8.33	\$8.39	\$8.44	\$9.02	\$9.02	\$9.09	\$9.09	\$9.34	\$9.99	\$10.29	\$10.99	\$11.29	\$11.29	\$11.99	\$12.34	\$1.00
PRIMOS	\$8.31	\$8.37	\$8.42	\$9.00	\$9.00	\$9.07	\$9.07	\$9.32	\$9.97	\$10.27	\$10.97	\$11.27	\$11.27	\$11.97	\$12.32	\$1.00
SECANE	\$8.29	\$8.35	\$8.40	\$8.98	\$8.98	\$9.05	\$9.05	\$9.30	\$9.95	\$10.25	\$10.95	\$11.25	\$11.25	\$11.95	\$12.30	\$1.00
MORTON-RUTLEDGE	\$8.28	\$8.34	\$8.39	\$8.96	\$8.96	\$9.03	\$9.03	\$9.28	\$9.93	\$10.23	\$10.93	\$11.23	\$11.23	\$11.93	\$12.28	\$1.00
SWARTHMORE	\$8.26	\$8.32	\$8.37	\$8.94	\$8.94	\$9.01	\$9.01	\$9.26	\$9.91	\$10.21	\$10.91	\$11.21	\$11.21	\$11.91	\$12.26	\$1.00
WALLINGFORD	\$8.23	\$8.29	\$8.34	\$8.92	\$8.92	\$8.99	\$8.99	\$9.24	\$9.89	\$10.19	\$10.89	\$11.19	\$11.19	\$11.89	\$12.24	\$1.00
MOYLAN-ROSE VALLEY	\$8.21	\$8.27	\$8.32	\$8.90	\$8.90	\$8.97	\$8.97	\$9.22	\$9.87	\$10.17	\$10.87	\$11.17	\$11.17	\$11.87	\$12.22	\$1.00
MEDIA	\$8.19	\$8.25	\$8.30	\$8.88	\$8.88	\$8.95	\$8.95	\$9.20	\$9.85	\$10.15	\$10.85	\$11.15	\$11.15	\$11.85	\$12.20	\$1.00
ELWYN																
WILLIAMSON SCHOOL																
GLEN RIDDLLE																
LENNI																
WAWA																
DARLINGTON																
GLEN MILLS																
LOCKSLEY																
CHEYNEY																
WESTTOWN																
WELDS ST																
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	0738	740	742	744	746	748	750	0754	754	756	0790	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.	P. M.
SUBURBAN	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.50		\$ 5.50	\$ 6.10		\$ 6.37	\$ 6.50
PHILA.-30th ST. UL.	\$ 1.43	\$ 2.13	\$ 2.43	\$ 3.13	\$ 3.43	\$ 4.13	\$ 4.43		\$ 5.43	\$ 6.03		\$ 6.33	\$ 6.46
ARSENAL	\$ 1.40	\$ 2.10	\$ 2.40	\$ 3.10	\$ 3.40	\$ 4.10	\$ 4.40		\$ 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		\$ 5.38	\$ 5.98		\$ 6.28	\$ 6.41
ANGORA	\$ 1.36	\$ 2.06	\$ 2.36	\$ 3.06	\$ 3.36	\$ 4.06	\$ 4.36		\$ 5.36	\$ 5.96		\$ 6.26	\$ 6.39
FERNWOOD-YEADON	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.34	\$ 4.04	\$ 4.34		\$ 5.34	\$ 5.94		\$ 6.24	\$ 6.37
LANSDOWNE	\$ 1.32	\$ 2.02	\$ 2.32	\$ 3.02	\$ 3.32	\$ 4.02	\$ 4.32		\$ 5.32	\$ 5.92		\$ 6.22	\$ 6.35
GLADSTONE	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.30	\$ 4.00	\$ 4.30		\$ 5.30	\$ 5.90		\$ 6.20	\$ 6.33
CLIFTON-ALDAN	\$ 1.29	\$ 1.99	\$ 2.29	\$ 2.99	\$ 3.29	\$ 3.99	\$ 4.29		\$ 5.29	\$ 5.89		\$ 6.19	\$ 6.32
PRIMOS	\$ 1.27	\$ 1.97	\$ 2.27	\$ 2.97	\$ 3.27	\$ 3.97	\$ 4.27		\$ 5.27	\$ 5.87		\$ 6.17	\$ 6.30
SECANE	\$ 1.25	\$ 1.95	\$ 2.25	\$ 2.95	\$ 3.25	\$ 3.95	\$ 4.25		\$ 5.25	\$ 5.85		\$ 6.15	\$ 6.28
MORTON-RUTLEDGE	\$ 1.23	\$ 1.93	\$ 2.23	\$ 2.93	\$ 3.23	\$ 3.93	\$ 4.23		\$ 5.23	\$ 5.83		\$ 6.13	\$ 6.26
SWARTHMORE	\$ 1.21	\$ 1.91	\$ 2.21	\$ 2.91	\$ 3.21	\$ 3.91	\$ 4.21		\$ 5.21	\$ 5.81		\$ 6.11	\$ 6.24
WALLINGFORD	\$ 1.19	\$ 1.89	\$ 2.19	\$ 2.89	\$ 3.19	\$ 3.89	\$ 4.19		\$ 5.19	\$ 5.79		\$ 6.09	\$ 6.22
MOYLAN-ROSE VALLEY	\$ 1.17	\$ 1.87	\$ 2.17	\$ 2.87	\$ 3.17	\$ 3.87	\$ 4.17		\$ 5.17	\$ 5.77		\$ 6.07	\$ 6.20
MEDIA	\$ 1.15	\$ 1.85	\$ 2.15	\$ 2.85	\$ 3.15	\$ 3.85	\$ 4.15	\$ 5.15	\$ 5.75	\$ 6.05	\$ 6.04	\$ 6.05	\$ 6.18
ELWYN													
WILLIAMSON SCHOOL													
GLEN RIDDLE	F 1.07												
LENNI													
WAWA													
DARLINGTON													
GLEN MILLS	F 1.01												
LOCKSLEY													
CHEYNEY													
WESTTOWN	F 12.58												
NIELDS ST.	F 12.46												
WEST CHESTER	\$ 12.45												
	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.
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	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.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.
	#●0738	#●740	#●0742	#●744	#●0746	#●748	#●0750	#●0754	#●754	#●0756	#●0790	#●790	#●0758

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	0760	0762	762	762	792	764	0766	766	794
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 7.43	\$ 8.47	\$ 9.23	\$ 9.37	\$ 10.47	\$ 11.10	\$ 11.08	\$ 10.43	\$ 11.08
PHILA.-30th ST. UL.	\$ 7.39	\$ 8.43	\$ 9.19	\$ 9.30	\$ 10.43	\$ 11.04	\$ 11.04	\$ 10.40	\$ 11.04
ARSENAL	\$ 7.36	\$ 8.40	\$ 9.16	\$ 9.28	\$ 10.38	\$ 11.03	\$ 11.03	\$ 10.38	\$ 11.03
FORTY-NINTH ST.	\$ 7.33	\$ 8.38	\$ 9.13	\$ 9.26	\$ 10.36	\$ 11.01	\$ 11.01	\$ 10.34	\$ 10.99
ANGORA	\$ 7.31	\$ 8.36	\$ 9.11	\$ 9.24	\$ 10.34	\$ 10.99	\$ 10.99	\$ 10.32	\$ 10.67
FERNWOOD-YEADON	\$ 7.29	\$ 8.34	\$ 9.09	\$ 9.22	\$ 10.32	\$ 10.67	\$ 10.67	\$ 10.30	\$ 10.67
LANSDOWNE	\$ 7.27	\$ 8.32	\$ 9.07	\$ 9.20	\$ 10.30	\$ 10.65	\$ 10.65	\$ 10.28	\$ 10.65
GLADSTONE	\$ 7.25	\$ 8.30	\$ 9.05	\$ 9.19	\$ 10.29	\$ 10.64	\$ 10.64	\$ 10.26	\$ 10.64
CLIFTON-ALDAN	\$ 7.24	\$ 8.29	\$ 9.04	\$ 9.19	\$ 10.27	\$ 10.62	\$ 10.62	\$ 10.25	\$ 10.62
PRIMOS	\$ 7.22	\$ 8.27	\$ 9.02	\$ 9.17	\$ 10.25	\$ 10.60	\$ 10.60	\$ 10.23	\$ 10.60
SECANE	\$ 7.20	\$ 8.25	\$ 9.00	\$ 9.15	\$ 10.23	\$ 10.48	\$ 10.48	\$ 10.21	\$ 10.48
MORTON-RUTLEDGE	\$ 7.18	\$ 8.23	\$ 8.98	\$ 9.13	\$ 10.21	\$ 10.46	\$ 10.46	\$ 10.19	\$ 10.46
SWARTHMORE	\$ 7.16	\$ 8.21	\$ 8.96	\$ 9.11	\$ 10.19	\$ 10.44	\$ 10.44	\$ 10.17	\$ 10.44
WALLINGFORD	\$ 7.14	\$ 8.19	\$ 8.94	\$ 9.09	\$ 10.17	\$ 10.42	\$ 10.42	\$ 10.15	\$ 10.42
MOYLAN-ROSE VALLEY	\$ 7.12	\$ 8.17	\$ 8.92	\$ 9.07	\$ 10.15	\$ 10.40	\$ 10.40	\$ 10.13	\$ 10.40
MEDIA	\$ 6.98	\$ 8.14	\$ 8.89	\$ 9.05	\$ 10.14	\$ 10.39	\$ 10.39	\$ 10.12	\$ 10.39
ELWYN		F 8.05							
WILLIAMSON SCHOOL									
GLEN RIDDLE		F 8.02							
LENNI		F 8.01							
WAWA		F 8.00							
DARLINGTON		F 7.69							
GLEN MILLS		F 7.67							
LOCKSLEY									
CHEYNEY		F 7.54							
WESTTOWN		F 7.51							
NIELDS ST.		F 7.46							
WEST CHESTER	\$ 6.98	F 7.45							
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	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.
	#●0760	#●0762	#●762	#●764	#●792	#●764	#●0766	#●766	#●794

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

WASHINGTON TO SOUTH END—SOUTHWARD

STATIONS	FIRST CLASS									
	R.F. & P.	SOU.	R.F. & P.	57	R.F. & P.	21	R.F. & P.	21	R.F. & P.	SOU.
WASHINGTON	75 Daily A. M.	247 Daily P. M.	57 Daily P. M.	7.05	21 First Trip Dec. 15 Daily P. M.	2.45	21 Last Trip Dec. 14 Daily P. M.	3.20	33 Daily P. M.	217 Daily P. M.
VIRGINIA	2.10	6.10	7.10	1.55	2.50	2.56	3.25	4.25	10.15	10.20
SOUTH END	2.21	6.21	7.16	2.01	2.56	3.31	4.31	5.31	10.26	10.36
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	G.O. 2336 Page 164 Col. 1									
	G.O. 2336 Page 164 Col. 2									
	G.O. 2336 Page 164 Col. 3									
	G.O. 2336 Page 164 Col. 4									
	G.O. 2336 Page 164 Col. 5									
	G.O. 2336 Page 164 Col. 6									
	G.O. 2336 Page 164 Col. 7									
	G.O. 2336 Page 164 Col. 8									
	G.O. 2336 Page 164 Col. 9									
	G.O. 2336 Page 164 Col. 10									
	G.O. 2336 Page 164 Col. 11									
	G.O. 2336 Page 164 Col. 12									
	G.O. 2341 Page 164 Col. 11									
	G.O. 2341 Page 164 Col. 12									

G.O. 2327, Page 164

G.O. 2327, Page 164

SOUTH END TO WASHINGTON—NORTHWARD

STATIONS	FIRST CLASS									
	R.F. & P.	SOU.	R.F. & P.	58	R.F. & P.	2	R.F. & P.	78	R.F. & P.	SOU.
WASHINGTON	76 Daily A. M.	242 Daily A. M.	58 Daily A. M.	6.00	2 Last Trip Dec. 14 Daily A. M.	6.15	78 Daily A. M.	6.50	92 First Trip Dec. 15 Daily A. M.	202 Daily A. M.
VIRGINIA	12.40	3.00	6.52	6.07	6.43	7.12	8.32	9.00	7.15	8.54
SOUTH END	12.25	2.55	6.45	6.00	6.35	7.05	8.25	8.54	7.07	8.54
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	G.O. 2341 Page 165 Col. 2									
	G.O. 2341 Page 165 Col. 3									
	G.O. 2341 Page 165 Col. 4									
	G.O. 2341 Page 165 Col. 5									
	G.O. 2341 Page 165 Col. 6									
	G.O. 2341 Page 165 Col. 7									
	G.O. 2341 Page 165 Col. 8									
	G.O. 2341 Page 165 Col. 9									
	G.O. 2341 Page 165 Col. 10									
	G.O. 2341 Page 165 Col. 11									
	G.O. 2341 Page 165 Col. 12									

G.O. 2327, Page 165

G.O. 2327, Page 165

NORTHERN CENTRAL BRANCH

WESTWARD		FIRST CLASS		STATIONS		FIRST CLASS		EASTWARD	
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	Train No.	Due to Leave
571	A. M.			548	A. M.			548	Daily
571	Daily			548	Daily			548	Daily
571	\$ 8.15			548	\$ 9.10			548	\$ 0.54
571	8.19			548	9.08			548	8.45
571	8.33			548	8.42			548	8.40
571	8.56			548	8.38			548	8.26
571	\$ 9.10			548	8.38			548	8.19
571	\$ 9.21			548	8.17			548	7.45
571	9.37			548	8.00			548	F 7.30
571	9.48			548	7.48			548	F 7.22
571	\$ 9.56			548	7.30			548	7.11
571	10.01			548	7.30			548	7.01
571	10.06			548	7.17			548	6.56
571	10.17			548	7.13			548	6.43
571	\$10.45			548	7.05			548	6.38
571	A. M.			548	\$ 6.40			548	\$ 6.00
571	Daily			548	A. M.			548	P. M.
571	571			548	548			548	570
		G.O. 2338				G.O. 2338			
		Page 166				Page 166			
		Col. 6				Col. 9			

order 2302

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.	3602	A. M.	3617	P. M.	3831	P. M.
3611	6.01	3821	5.55	3621	2.30	3839	2.27
3828	8.32		8.28	3637	5.00	3785	4.55
	P. M.	3626	P. M.	3641	7.13	3787	7.08
	1.49		1.43		9.49		9.43
Trenton							
561	A. M.	235	A. M.	3814	A. M.	502	A. M.
511	1.23	201	1.21	3828	6.35	172	6.30
553	8.06	207	8.01	3830	P. M.	130	P. M.
	9.40		9.35	3834	1.03	174	12.51
				3838	2.45	132	2.38
519	P. M.	121	P. M.	3839	4.47	154	4.39
557	12.10	23	12.00	3840	5.55	157	5.47
523	2.35	149	2.34	3850	5.46	159	5.50
559	3.05	229	2.59	4210	8.00	164	7.55
533	5.50	3839	5.46	4212	8.00	166	7.55
535	6.38	225	6.35	3842	8.59	156	8.55
	7.20		7.11		9.12		9.08
Princeton Junction							
254	A. M.	4133	A. M.	4134	A. M.	254	A. M.
200	7.29	4135	7.25	4136	7.32	200	7.29
234	7.52	4136	7.47	4137	7.53	234	7.52
201	7.50	4137	7.47	4138	8.06	3817	7.55
3817	7.51	4138	7.47	4139	8.06	3820	8.06
3820	7.55	4139	8.04	4140	8.30	3822	8.26
3822	8.06	4140	8.24	4141	8.53	4202	8.50
4202	8.26	4141	8.46	4142	9.09	256	8.55
256	8.55	4142	8.52	4143	9.09	3819	9.08
3821	9.05	4143	9.04	4144	9.09	3821	9.04
3819	9.08	4144	9.04	4145	9.54	280	9.55
280	9.55	4145	9.49	4146	9.54	3823	9.46
3823	9.46	4146	9.44	4147	10.21	204	9.51
204	9.51	4147	10.17	4148	10.55	3824	10.20
3824	10.20	4148	10.17	4149	12.49	4203	10.54
4203	10.54	4149	10.60	4150	P. M.	211	P. M.
		4150	12.37	4151	1.15	3825	1.06
211	12.42	4151	1.00	4152	1.15	3828	1.14
3825	1.06	4152	1.00	4153	1.53	212	1.50
3828	1.14	4153	1.45	4154	2.14	3827	2.11
212	1.50	4154	2.09	4155	3.04	3830	2.55
3827	2.15	4155	2.52	4156	3.04	3831	3.01
3830	2.55	4156	2.52	4157	3.14	3829	3.13
3831	3.01	4157	3.10	4158	3.50	218	3.48
3829	3.13	4158	3.43	4159	4.13	3832	4.12
218	3.48	4159	3.43	4160	4.43	4205	4.41
3846	4.01	4160	4.06	4161	4.55	4205	4.41
3832	4.12	4161	4.38	4162	5.10	3834	5.03
4205	4.41	4162	4.45	4163	5.37	3839	5.35
219	4.50	4163	4.45	4164	5.50	220	5.47
3834	5.03	4164	4.45	4165	6.16	3841	6.08
3837	5.09	4165	5.06	4166	6.28	223	6.24
3839	5.35	4166	5.29	4167	7.05	225	7.00
220	5.47	4167	5.42	4168	7.20	3849	7.19
221	5.50	4168	5.42	4169	7.55	298	7.48
3838	6.00	4169	5.42	4170	8.14	3850	8.10
3841	6.08	4170	5.56	4171	8.14	3840	8.10
223	6.24	4171	6.10	4172	8.54	284	8.51
225	7.00	4172	6.53	4173	9.12	4210	9.10
222	7.05	4173	6.53	4174	9.25	3851	9.20
298	7.48	4174	7.45	4175	9.25	3842	9.23
227	7.54	4175	7.45	4176	9.56	141	9.55
3840	8.10	4176	7.45	4177	10.10	282	10.06
3850	8.10	4177	8.07	4178	10.38	158	10.32
284	8.51	4178	8.07	4179	10.55	161	10.54
4210	9.10	4179	8.47	4180	11.56	231	11.55
3851	9.20	4180	8.07	4181			
3842	9.23	4181	8.07	4182			
141	9.55	4182	8.07	4183			
282	10.06	4183	8.07	4184			
158	10.32	4184	8.07	4185			
161	10.54	4185	8.07				
231	11.55		8.07				

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

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Psgrs.
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

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Psgrs.
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	Sat. Ex. Sat.	Daily Ex. Sat.
	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.....	10.37	3.57	8.22	7.50	2.13	5.53	6.53	9.33
Wrightville.....	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	18	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.
3606	Switch Leading to Engine Track, Meadows, East End Hudson Interlocking.....	Employee.
3723		
3607	Waverly Freight Station, Haynes Ave.....	Employee.
3731	Waverly Freight Station, Haynes Ave.....	Employee.
4210	County Block Station.....	Employee.

601 - Paoli & Hope order # 2309
Philadelphia Division

18	Paoli.....	Employee.
806	Upsal.....	Employee.

Chesapeake Division

†951	Wilmington Shop Overhead Bridge.....	Employee.
953		
901		
903		
804		
906		
910		
917		
▲915		
824		
826		
830		
935		
960		
838		
▲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
Ielin	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 <i>6:00 to 8:00</i>	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
Cheltenham 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
Wynnsfield 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.	CB-1 (3-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.
Harrius Cove		12.30				2.00					1.00	2.00	3.00	6.00		
Meadows										10.00			5.00		6.30	
Greenville			12.30							11.30			6.30		7.30	
Waverly			2.15													
County				12.30												
South Amboy								6.40	8.00						6.30	
Phillipsburg				1.45					11.00							8.30
Fair			2.45	3.00	1.00		5.00	8.30					8.45			
Morrisville					2.30											
Bordentown						3.25	5.20			2.55						
Copper		2.10														
Holmes		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	12.15	P. M.	2.30	P. M.	9.30	P. M.	7.45	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	NJC-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.					
Harrius Cove			8.30	9.45	10.45	11.00				11.59	1.00					
Meadows				10.45			11.30	11.30		1.00	11.59					
Greenville		8.00	9.30			1.00		1.00			2.00					
Waverly																
County																
South Amboy									11.30							
Phillipsburg						12.30	2.30		3.30		5.45					
Fair																
Morrisville																
Bordentown				12.40	12.40					4.40						
Copper			11.25			1.05		3.30								
Holmes		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-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—EASTWARD

The time shown conveys no timetable authority

STATIONS Note	CG-2 (1) A. M.	TT-2 (5-X) A. M.	TT-4 (5-X) A. M.	BNY-16 (1) A. M.	NJC-2 (6) A. M.	N-12 (3) A. M.	N-14 (4) A. M.	BL-6 (5) A. M.	TT-6 (5-X) A. M.	A-2 (2) A. M.	MD-16 (1) A. M.	CG-8 (1) A. M.	N-28 (3) A. M.	CNY-4 (1) P. M.
Harrimus Cove.....									8.40					
Meadows.....	3.30	2.45	3.00	5.10					7.40				11.30	G1.00
Greenville.....		2.20		4.10	6.15		6.15		6.25		8.30	9.00	10.00	
Waverly.....				3.25	5.00						7.30	8.30	10.30	
Linden.....				2.25									10.30	
Metuchen.....													9.00	
County.....	1.35				3.15		5.00			7.00				
South Amboy.....								10.30						
Phillipsburg.....						3.30	3.45	5.00	5.25	5.00			9.00	
Millham.....														
Morrisville.....														
Bordentown.....														
M.A.....	12.05	1.00	1.05	1.10				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 (1) A. M.	DI-2 (1) P. M.	TTX Spec. (8) P. M.	EM-2 (1) A. M.	CS-8 (1) P. M.	BL-2 (3-A) P. M.	TTX Spec. (10) P. M.	AST-2 (1) P. M.	TT-20 (10) P. M.	CB-2 (3) P. M.	MD-18 (1) A. M.	TT-24 (12) P. M.	A-30 (3) P. M.	ABL-2 (3) A. M.	BL-34 (7) A. M.
Harrimus Cove.....		1.45	12.01				3.00	8.05	7.00		12.15	11.45			
Meadows.....		12.45									11.15	11.45			
Greenville.....	10.45	11.45			3.30			6.50			10.10				
Waverly.....	9.30	11.00													
Linden.....		10.00													
Metuchen.....															
County.....															
South Amboy.....						2.30									
Phillipsburg.....										9.50				2.30	
Millham.....										7.30			10.30	11.30	
Morrisville.....					12.15	12.01		5.05					9.15		
Bordentown.....				11.30	11.59			4.55							
M.A.....	8.15	9.05	10.10				1.15		5.10		8.30	8.30			11.50
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 recognized

Holidays.

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

The time shown conveys no timetable authority

Stations	TT-SPL	P-3	P-9	TR-1	BE-5	CV-53	EC-3	HC-1	S-82	PR-3	TT-SPL	ED-1	SWC-1	MD-13	NWC-1	BP-5
	(13) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(2) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(4) P.M.	(17) P.M.	(6) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.
Holmes.....	2.30															
Pavonia.....			3.00							7.30						
Jersey.....			3.15							7.45						
Frankford Jct.			4.30							9.30						9.45
Stadium.....				3.30												12.15
Bell.....				6.00						10.40						
52nd St.....																
Jeff.....																
Neat.....		2.55														
Copper.....																
Reading.....																
Thorn.....																
Park.....	4.45	4.55	7.45												9.30	
Cork.....																
Cres.....																
Cola.....																
Cly.....																
State.....	6.10															
Harrisburg.....																
Day.....		7.00	10.45													
Enola.....																
Rockville.....																
Banks.....	7.10															
	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.

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	TH-3	PR-9	CB-9	NORTHWARD AND WESTWARD			
	(1) P.M.	(2) P.M.	(4) P.M.	(6) P.M.	A-31	CB-21	A-33	A-39
Holmes.....					(6) A.M.	(21) P.M.	(2) P.M.	(2) P.M.
Pavonia.....		Thurday 10.00			7.30	5.30	9.15	10.15
Jersey.....								
Frankford Jct.								
Stadium.....								
Bell.....		10.20						
52nd St.....								
Jeff.....								
Copper.....			11.25					
Neat.....								
Reading.....								
Thorn.....								
Park.....			1.10					
Cork.....								
Cres.....								
Cola.....		3.30						
Cly.....								
State.....			2.45					
Harrisburg.....								
Day.....		5.30						
Enola.....								
Rockville.....								
Banks.....		8.00	3.45					
	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

1. Daily.
 2. Daily except Sunday.
 3. Daily except Sunday and Monday.
 4. Daily except Sunday and Holidays.
 5. As required.
 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 Monday, Wednesday and Thursday.
 21. Monday, Wednesday, Friday—Fort Dix, Tuesday, Thursday, Saturday—Mt. Holly, Lewis, Medford, Toma 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 recognised holidays.

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 (6) P.M.	BE-4 (1) P.M.	TT-200 (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 (6) P.M.	CV-88 (1) P.M.	TT-8 (7) P.M.	ED-4 (1) P.M.	MD-18 (1) P.M.	TT-24 (23) P.M.	SP-2 (1) P.M.	TT-2 (1-7) P.M.
Banks.....																
Rockville.....			3.00		4.15					Hager 6.30		6.50				
Enola.....			3.30		4.30					6.25						
Day.....		2.00	10.00			10.30		5.30							7.30	
Harrisburg.....																
State.....																
City.....																
Cola.....																
Cres.....			11.25					7.00								
Park.....																
Thorn.....						12.15									10.00	
Reading.....																
Norris.....																
Nest.....																
MA.....																
Jeff.....																
52nd St.....				3.35					12.10							
Bell.....		1.30											7.15		7.20	
Stadium.....		3.30				6.30										
Frankford Jct.....				4.35												
Jersey.....																
Pavonia.....																
Holmes.....				5.10												
	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.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-33 (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.	TT-2 (1) P.M.	YE-2 (1) P.M.	YE-2 (5) P.M.	TT-4B (5) P.M.	TT-4 (1-7) P.M.	CE-4 (1) P.M.	TT-4 (1-7) P.M.	TT-2 (1-7) P.M.	
Banks.....																
Rockville.....	8.15	9.00	9.00													
Enola.....	8.45									9.35						
Day.....		11.00			10.00											
Harrisburg.....																
State.....			10.20													
City.....																
Cola.....																
Cres.....		12.30														
Cork.....																
Park.....			11.30													
Thorn.....					11.35											
Reading.....																
Norris.....						11.00										
Nest.....						1.30										
MA.....						2.00										
Jeff.....																
52nd St.....																
Bell.....		5.15														
Stadium.....		THUR. 5.30														
Frankford Jct.....																
Jersey.....																
Pavonia.....																
Holmes.....																
	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.

EASTWARD AND SOUTHWARD

Stations	A-30 (6) P.M.	A-38 (2) P.M.	A-34 (2) A.M.	CB-20 (1) A.M.
PAVONIA.....	9.30	12.15	11.30	9.00
BEVERLY.....				
BURLINGTON.....		4.15	3.30	
FLORENCE.....				
BORDENTOWN.....	12.30			
MT. HOLLY.....				12.00
FORT DIX.....				2.00
MEDFORD.....				2.30
	A.M.	P.M.	P.M.	P.M.

Frequency Notes are shown on page 181.

CHESAPEAKE DIVISION--ARRANGED FREIGHT TRAIN SERVICE--SOUTHWARD AND EASTWARD

The time shown conveys no timetable authority

Stations	BP-5 (1)	TH-1 (1)	TT-23 (4)x	WPB-4 (1)	MD-7 (1)	MD-17 (1)	HD-2 (3)	BL-5 (4)	B-4 (1)	AC-10 (1)	TP-1 (1)	BP-125 (1)	B-6 (1)	TH-3 (2)	MD-13 (1)	BF-4 (1)
Bell	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Edge Moor	12.15	1.50	2.50	8.30	8.45	8.45	10.30	1.40			6.00			10.20	10.45	
Edge Moor	Ar.			8.45	11.15			6.00			6.15			11.30		
Edge Moor	Lv.															
Perryville		3.00														
Cres.		7.50		6.15			10.30									
Perryville	Newark						11.59		1.55	4.00			7.00	3.30		11.25
Bay View	4.30			11.59				8.30	4.45	8.00		6.15	9.15	Newark	12.30	2.00
Bay View	Lv.						Newark	9.00	5.15					12.15	1.00	
Gwynna Run							1.30	11.15	6.45		10.00	10.45	11.15	2.45	3.15	
Washington	3.50							12.15	7.35		10.45	12.30	12.30	3.15		
Potomac Yard	5.00			6.15												
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.

Stations	TT-8 (5)y	MD-116 (1)	BP-106 (1)	MD-6 (1)	MD-16 (1)	CE-4 (1)	EC-5 (1)	CE-4 (1)	TH-4 (1)	BP-2 (1)	TP-2 (1)	MD-16 (1)	HD-1 (2)	TT-24 (13)	BL-6 (6)	CB-9 (1)	PE-3 (1)	B-1 (1)
Baltimore (Canton Jct.)	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.	A. M.
York	5.15	7.00	3.15	3.00	5.15	5.00	6.45	10.00	1.30	11.00	11.00	7.15	5.30	7.20	2.15			
York	Lv.	3.00	3.00		6.00	6.30	6.00	9.00	1.15	10.45	10.45	5.00	4.00	8.45	2.15			
York	Ar.				4.30	4.30	6.00		12.15						8.45			
State	12.30																	
Perryville																		
Cres.																		
Perryville	Newark						8.00	6.30	5.30			5.00	5.30					
Bay View	4.30						6.00	3.30	A. M.	A. M.	A. M.	2.45	Newark	5.15	6.15	9.00	10.00	12.30
Bay View	Lv.								A. M.	A. M.	A. M.		3.15	5.45	5.45	6.45	7.30	9.00
Gwynna Run																		
Washington	2.15	1.30	2.30															
Potomac Yard	5.00																	
	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.	A. M.

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Sat. (4) Daily Ex. Mon. (5) Daily Ex. Tues. (6) Daily Ex. Wed. (7) Daily Ex. Thurs. (8) Operates on Sun. (9) Sat., Sun. and Mon. (10) Tues., Wed., Thur. and Fri. (11) Fri., Sat., and Sun. (12) Mon., Tues., Wed. and Thur. (13) Daily except Friday and Saturday.

†Will not operate on seven recognized holidays.
 xWill not operate on days following seven recognized holidays.
 yWill not operate on second day, following seven recognized holidays.

CHESAPEAKE DIVISION--ARRANGED FREIGHT TRAIN SERVICE--NORTHWARD AND WESTWARD

The time shown conveys no timetable authority

Stations	MD-116 (1)	BP-106 (1)	MD-6 (1)	MD-16 (1)	CE-4 (1)	EC-5 (1)	CE-4 (1)	TH-4 (1)	BP-2 (1)	TP-2 (1)	MD-16 (1)	HD-1 (2)	TT-24 (13)	BL-6 (6)	CB-9 (1)	PE-3 (1)	B-1 (1)
Bell	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.
Edge Moor	5.00	7.00	3.15	3.00	5.15	5.00	6.45	10.00	1.30	11.00	11.00	7.15	5.30	7.20	2.15		
Edge Moor	Lv.	4.45	3.00		6.00	6.30	6.00	9.00	1.15	10.45	10.45	5.00	4.00	8.45	2.15		
Edge Moor	Ar.	2.45			4.30	4.30	6.00		12.15						8.45		
Perryville																	
Cres.																	
Perryville	Newark						8.00	6.30	5.30			5.00	5.30				
Bay View	4.30						6.00	3.30	A. M.	A. M.	A. M.	2.45	Newark	5.15	6.15	9.00	10.00
Bay View	Lv.								A. M.	A. M.	A. M.		3.15	5.45	5.45	6.45	7.30
Gwynna Run																	
Washington	2.15	1.30	2.30														
Potomac Yard	5.00																
	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.

Stations	TT-8 (5)y	MD-116 (1)	BP-106 (1)	MD-6 (1)	MD-16 (1)	CE-4 (1)	EC-5 (1)	CE-4 (1)	TH-4 (1)	BP-2 (1)	TP-2 (1)	MD-16 (1)	HD-1 (2)	TT-24 (13)	BL-6 (6)	CB-9 (1)	PE-3 (1)	B-1 (1)
Baltimore (Canton Jct.)	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.	A. M.
York	11.00																	
York	Lv.																	
York	Ar.																	
State	1.45																	
Perryville																		
Cres.																		
Perryville	Newark						8.00	6.30				5.00	5.30					
Bay View	4.30						6.00	3.30	A. M.	A. M.	A. M.	2.45	Newark	5.15	6.15	9.00	10.00	
Bay View	Lv.								A. M.	A. M.	A. M.		3.15	5.45	5.45	6.45	7.30	
Gwynna Run																		
Washington	2.15	1.30	2.30															
Potomac Yard	5.00																	
	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.	

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Sat. (4) Daily Ex. Mon. (5) Daily Ex. Tues. (6) Daily Ex. Wed. (7) Daily Ex. Thurs. (8) Operates on Sun. (9) Sat., Sun. and Mon. (10) Tues., Wed., Thur. and Fri. (11) Mon., Wed., Fri. (12) As Required. (13) Daily Ex. Mon. and Tue.

†Will not operate on seven recognized holidays.

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	30 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.

order # 2309 - 2314 - 2325 - 2326

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 4-8865 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 Esalami, M.D. 62 Jefferson St. R. G. Rohoner, St. James Hospital	MArket 3-3568 MItchell 3-2332 MArket 2-6437.
Rahway	Richard Newman, 104 W. Milton Ave.	FULton 8-6484
Perth Amboy	William Pölsen, 586 New Brunswick Ave.	VAley 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	WInslow 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.	594-3322
	L. W. Stevens, M.D. 133 S. 36th Street, or Presbyterian Hospital Van M. Ellis, M.D. (oculist) 1528 Spruce Street W. Emory Burnett, M.D. Temple University Hospital Office: 3401 N. Broad Street R. A. Ellis, M.D. (oculist) 255 S. 17th Street	EVERgreen 2-2211 EVERgreen 2-420 PENnypacker 5-1392 BALDwin 3-8000 BALDwin 3-6693 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	279-3686
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	S. G. Pontius, M.D. 320 N. Lime Street	392-1023
	J. L. Farmer, M.D. 371 West Lemon Street	397-6257
	§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	234-6749
	Champe C. Pool, M.D. 2800 Green Street	232-1335
	William K. McBride, M.D. 1919 N. Front Street	238-8085
	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. Rabausser, 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. Sadowsky, 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) 811 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: §Southgate Leigh, Jr., M.D., Office: 300 Colonial Ave., Res.: §Richard D. Bowles, M.D. Mathews Court House, Office: Mathews, Va., Res.:	MADison 2-2649 MADison 2-6924 MADison 2-6924 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 Rehoboth 2051
	James Beebe, Jr., M.D. Office: Res.:	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 employes 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.	ILlinois 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 4-3060. 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
Elizabeth	Elizabeth 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.	KILmer 5-8200. KILmer 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 6th 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	LOcust 4-5000 EVergreen 2-4200 EVergreen 2-4600 HOWard 5-2500 DEWey 6-3300 HOWard 5-1100 WAlnut 3-1100 KINGsley 6-4500 787-5581 POplar 9-2100 GARfield 6-8000 GARfield 5-7800 JEfferson 3-9400 LOcust 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 1600 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 Popular 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	NAational 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	TAlbert 2-1000
Milford, Del.	Milford Memorial Hospital	GArden 2-4561
Lewes, Del.	Beebe Hospital	645-6211
Cambridge, Md.	Cambridge Hospital	228-5511
Crisfield, Md.	Edw. W. McCreedy 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 Nov. 23, Dec. 25 and Jan. 1.
- R**—Regular stop Sunday and Nov. 23, Dec. 25 and Jan. 1.
- 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, Nov. 23, Dec. 25 and Jan. 1.
- Z**—Regular stop to change engines.
- DC**—Regular stop to discharge passengers daily except Sunday and Nov. 23, Dec. 25 and Jan. 1 and regular stop to receive and discharge passengers Sunday and Nov. 23, Dec. 25 and Jan. 1.
- DD**—Regular stop to discharge passengers Nov. 22.
- 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, Nov. 23, Dec. 25 and Jan. 1.
- MU**—Multiple Unit operation.
- NN**—Regular stop to discharge passengers except Sunday and Nov. 23, Dec. 25, Jan. 1.
- WW**—Regular stop daily except Sunday and Nov. 23, Dec. 25 and Jan. 1.
- X**—Regular stop Saturday and Sunday only.
- Schedule based on a maximum speed of 100 M.P.H.
- Schedule based on a maximum speed of 110 M.P.H.

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	Bordertown Branch and Secondary
Amboy Secondary Track	Track between Pavyonia 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 Jet.
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.)
Bordertown Branch.
Bordertown 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.

Employees 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, Employees' 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 Employees' Registers and Standard clocks.

Bulletin Board	Employees' 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's Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Trenton—Yard Office	N.Y. & L.B.R.R.
X	X	X	Barracks Yard	
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 Jct.—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		Engelside 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's 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—Reily Yard Office	Reading Co. Central Region
X	X	X	Lemoine—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	
			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	Passenger Engine Crews	MU Trains
Sunnyside Yard	Trains from Sunnyside Yard.....	1		90	75
	Trains from P. X. T.....		30	90	
	Trains from New York.....	1		90	
	P. R. R.....		30		20
	L. I. R. R.....		10		15
	N. Y., N. H. & H. R. R.....	2		40	
	P.A.T.H.R.R.....		10		10
	.....		10		
	.....		30		35
	.....		15		30
Newark Rahway New Brunswick County Princeton Trenton South Amboy South Amboy Bay Head Junction	Trains from Union.....		30	50	30
	.....		25	50	
Suburban Station	MU Trains.....		25	25	
30th St. Station, Philadelphia	Trains from 30th St. Sta., Phila., Zoo, Penna. coach yard and adjacent points.....			70	45
	Trains from North Phila.....			90	
	Relief crews.....			60	
	Trains from 30th St. Sta., Phila., Penna. coach yard, Mail Platform and adjacent points.....		35		
Paoli Chestnut Hill Media West Chester Pavonia	Trains from North Phila., Zoo and Suburban Station.....		60		
	MU Trains.....		25	25	
Pemberton	MU Trains.....		20	20	
	MU Trains.....		25	25	
Pemberton	MU Trains.....		25	25	
	Pemberton-Moores town.....		30	30	
Pemberton	Pemberton-12th Street.....		35	35	
Rely Street, Harrisburg	Through trains and originating trains.....			75	
Harrisburg Passenger Station	Originating trains.....		25	75	25
	Through trains; train crew reports 25 minutes ahead of scheduled arriving time.....			75	
Wash.	Trains from Union Sta.....	1	30	60	30
	Trains from G & H Yd.....	1	75	60	
	Trains from Potomac Yd.....	3	30	75	
Balto.— Orangeville	Trains from Penna. Sta.....	1		75	
Balto.— Penna. Sta.	Trains from Penna. Sta.....	1	25	60	25
Wilm.— Penna. Sta.	Trains from Penna. Sta.....	1	25	75	25
Wilm.— West Yd.	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 equipment or other such equipment with rigid highway-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).

order 2318

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.

order # 2309-2338

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
Bordertown 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 2840 feet south of M.P. 75 M.P. 95 1784 feet south of M.P. 102 Winchester (end of track)
Winchester Secondary 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.

order - 2347

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 Llanerch, Pa.	Stop Sign	Stop	See Notes	2-3
P. R. R.-Reading Co.: East of Downs Cor-nog Track	Stop Sign	Stop	See Notes	2-4
P. R. R.-Reading Co.: Bradford Hills Quarry Track, 600 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 16th 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 time table 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.	Avon Ave.	Newark	3-4
Hunter-18th Ave.	Frelinghuysen 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	2
M. M. & M. Co.	Beaver Dam Rd.	Grundy	2
Rocky Hill Running	U. S. Route 1	Kingston	1-4
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 Running	N. J. Route 27	6300 ft. west of County	1-2
Center St. Running	Fourth Street	Harrison	3
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
Storage	Gates Street	Manayunk	—
Siding	Righter Street	Spring Mill	2
Synthane Corp.	Synthane Corp. Road	Oaks	2
Storage	Synthane Corp. Road	Oaks	2
Look Siding	Bridge Street	Spring City	2
Yard	Moser Road	Pottstown	—
Hoppel Ind. and No. 1 and No. 2 Storage	Keim Street	Pottstown	2
Siding	Hanover Street	Pottstown	2
Detroit Mobile Homes Co.	Keim Street	Pottstown	2
Chester and Phila. Yard	State Highway Route No. 724	West of Monocacy	1
Linwood Yard	State Street Route 61	Hamburg	2
		Schuylkill Haven	4
		Eddytone	5
		Eddytone	5
		Marcus 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	Jones Street	East Burlington	6
Industrial	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 Station	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 Favonia 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.

order 2316

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 Cokeysville Texas Lutherville Porter Branch: Porter N.&D.C. Running Track: Reybold Delmarva Branch: Glasgow Middletown Clayton Clayton Switching Track:	Bletzer & Fisher Roads Manor Road Cokeysville Road Church Lane Seminary Ave. County Road 383 State Route 9 U. S. Route 40 Main Street Jintown 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. State & Chestnut Streets, State Road Bateman & Naylor Sts., College Ave., Kendall St. Academy, Antioch & Hampden Sts. State Route 309 Route 404 Route 404 Main Street Smyrna Avenue 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	1 3 9 9 3 4 5 8 9 9 6 7 7 7 3 3 3 3 3
Dover Harrington Seaford South of Seaford Laurel		
Delmar Salisbury		
Princess Anne Oxford Secondary Track: Queen Anne Denton Running Track: Willoughby Hillsboro Oxford Secondary Track: Clayton		
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		

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 Glen 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

order 2316-2329

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 Wellstown 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.	Manor Street	Mountville	1
Penna. Power & Light (Brunner Is- land Station)	State Highway	York Haven Line 2900 feet west M. P. 67	3
Industrial Greencastle Old Line	York Haven Rd. U. S. Route 11	York Haven York 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	Union Avenue	Lansdowne	1-3
No. 1 and No. 2	Wycombe Avenue	Primos	3
No. 1 and No. 2	Oak Lane	Swarthmore	3
No. 1	Swarthmore Avenue	Swarthmore	2-3
(Northward)			
No. 1 and No. 2	Turner Road	Wallingford	
Octoraro Secondary:	Route 41 and State St.	Avondale	12
Schuylkill Secondary:			
	Cherry Street	Conshohocken	3-6-7-8
	Harry Street		
	Hanover Street	Pottstown	
	Walnut Street		
	Pine Street	Hamburg	
	Washington Street		
	State Street		
	Norwegian Street	Pottsville	
	Arch Street		
Trenton Branch:			
No. 1	Henderson Road	TB-22	
No. 2	Henderson Road	TB-22	
No. 1	Gravers Road	Plymouth Meeting	3
Bordentown Secondary:			
	Chester Avenue	Riverside	4
	Favilion Avenue	Riverside	9
	Keim Street	Burlington	
Pemberton Br.:			
Main	Chester Avenue	North of Moorestown	10
Main	Chestnut Street	South of Moorestown	11
Main	Madison Avenue	Mt. Holly	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
Ferryman	Michaelville & Bush River Neck Roads	No. 4	2
Chase	Ebenezer Road	No. 1	25
River	Patapsco 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
Cokeeysville	Beaver Dam Road	Main & Siding	8
White Hall	Parkers & McCulloughs Roads	Main	9
Porter Branch:			
Porter	County Road No. 338	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:			
Parkley	Bennett & Adelaide Sts.	Poc. Sec. & Siding	20
Cape Track:			
North of Cape Charles	Route 13	Cape 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 680 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 600 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 680 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		
	Frederick Street	Mechanicsburg	3
	High Street		
	York Street		
Main	Washington Street		
	At Passenger Station	Carlisle	5

NOTES:

- (1) Cars must not be left standing between crossing and insulated joints 600 feet west of crossing.
- (2) 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.
- (3) Attention is directed to 9th paragraph, Rule 4103-B.
- (4) Flashing light signals are equipped with cut-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.
- (5) Trains, after having being 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.
- (6) Cars must not be left standing between Valley St. and insulated joints 70 feet east thereof.
- (7) 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.
- (8) Eastward trains making station stop should, when practical, stop engine before reaching insulated joints located 70 feet west of North George Street.
- (9) 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.
- (10) 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.
- (11) 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 Millstone	Amboy Avenue Vineyard Road Jersey Ave., 1840 feet west of County	Genasco Edison Township New Brunswick	
Millstone Millstone	N. J. Route No. 27 Millstone-New Brunswick Turnpike	Mile Post 1 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 Bear Swamp Road	Rocky Hill East of Millham	
Fair Ground General Electric Co.	East State Street East State Street	East of Millham East of Millham	
Ward Ave.	East State Street Extension	Millham	
Ward Ave. Enterprise Track	U. S. Plywood Co. White Rd. and Hutchinson Mills Rd.	Millham 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 Warner Co.	Philadelphia and Bristol Turnpike	Tullytown	2
Paterson Parchment Paper Co.	North Radcliffe St.	Edgely	2
Old Line Tracks Penn-Salt Chemical Co.	All Street Crossings State Road	Bristol Cornwall Heights	2
Edgcomb Steel Company	State Road	Andalusia	2
Filtration Lambertville-Flemington	State Road Public Road Crossing	Torresdale Lambertville	3
Quarry Lambertville-Flemington	River Road N. J. Route No. 12	Moore Flemington	
Wye Industrial Tracks	Sherman Street New Brunswick Turnpike Friendship Road	Jamesburg Dayton	
Robbinsville Secondary	Edinburg Road	Windsor	
Wye Farmer's Cooperative Assn., Track	Park Street Southard Avenue	Bordentown Farmingdale	
Freehold Secondary	Gatzmer Ave., Church St.	Jamesburg	
Freehold Secondary	Bowne Ave., Monmouth Ave., Broad St., Hudson St.	Freehold	

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.

order # 2309-2318

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.		
	Wheatsheaf Lane		
Frankford Arsenal	State Road		1
Tacony	All public crossings (State Road, See Note 1)		
Bleigh Street	All public crossings (State Road, See Note 1)		
Bustleton	All public crossings	Philadelphia	
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:			
	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 Station	Worthington Street		4
	Union Street		7
Schuylkill Secondary:			
Freight House	Wright Street	Manayunk	4
Secondary	Ford Street	Norristown	1
Norris	Conshohocken Highway	Earneat	
Freight House	Mill Street	Norristown	
Devault	Bridge and Pothouse	Wilmer	
Running	Roads		
Devault	Charlestown		5
Running	Washington Street		
Look Siding	Fricks Lock Road	Fricks Lock	
Eastern Warehouse Track No. 2			
Pottstown Metal Products Co.	Groestown Road	Stowe	4
Doehler Jaris Co.	Old Reading Pike	189 feet west of M.P. 42	
East Reading			
North Reading, Carpenter Steel and Team	Pump House Road		
	Exeter Street and all Carpenter Steel Company Pedestrian Crossings	Reading	
North Reading and Carpenter Steel			
Court Street	Bern Street		
	Penn. Chestnut and Spruce Streets		
Industrial	U.S. Route No. 61	Tracks leading to Priser-Painter and Orr & Sembower Companies east of Reading	

Track	Crossing	Location	Notes
Schuylkill Secondary (Continued)			
North Reading	U.S. Route No. 61	3679 feet west of Junction with Secondary Track	
Storage and Freight House	Temple Road	Temple	
Storage	Water Street	Leesport	
Glen Gery Shale Brick Corp.	U.S. Route No. 61	Shoemakersville	4
Siding	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		
	Ludwig Road	5th grade crossing west of Downs	
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. Hollings-head	Mickle & 16th St.	Pavonia	
R. M. Hollings-head	Carmen Street	Pavonia	
Iowa Soap	River Road	Pavonia	
Sinclair & Standard Oil	River Road	Ford Motor Co.	10
Industrial	Suckle Highway	Pennsauken Park	
Whitsell, Inc.	Bannard Street	Riverton	12
Gadley, Inc.	Front Street	Cambridge	
Industrial	Coopertown Rd.	Delanco	
Florence Delivery	Olive Street	4178 ft. from Florence	
Florence Delivery	Pine Street	5940 ft. from Florence	
Florence Delivery	Broad Street	8333 ft. from Florence	
International	New Albany Rd.	West Moorestown	
Pulverizing	Maple Avenue	Mt. Holly	11
Industrial	N. J. Route 38	Mt. Holly	8
Medford	Main Street	Lumberton	
	N. J. Route 70	Medford	8
	East Landing Street and Eyrestown Road (Bella Bridge Road)	Mt. Holly	
	4th and 6th grade crossings south of Mt. Holly		
Pemberton Br. D.R.R. & B. Co. Branch: Industrial	Hanover Street	Pemberton	8
	Burlington Pike	Divide—Jordan (First grade crossing south of Divide)	
Dix Running	Pemberton-Wrightstown Rd.	Lewis	
Kinkora Running Industrial	Monmouth Road	Jobstown	
Public Delivery	Concord Road	Concordville	13
Octoraro Secondary	Route 202	Brandywine Summit	13
Pacific Gas Co. Octoraro Secondary	Broad Street	Kennett Square	
	Route U.S. 1	Avondale	
	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.	3000 feet south M. P. 50	
	Route 131	M. P. 51	
	Dunlap Road	3000 feet south M. P. 54	
	Route 131	Rising Sun	
	Wards Road	Rising Sun	
	Queen Street	500 feet south M.P. 58	
	State Highway Route 276	Colora	
	Browns Road	Marous Hook	
General Chemical Sun Oil Co.	Route U.S. 13	Marous Hook	
Chester Creek Secondary	Route U.S. 13—Post Rd.	Chester	
	Ninth Street		

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, engineman, or his representative, must go to signal control box on traffic light post, located at southwest corner of South Broad Street and Washington Avenue, open door of small iron box, secured by standard switch lock, 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, engineman, 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 keys. 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, engineman 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, engineman 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 & Van Buren Sts. Vandever Ave.	Wilmington	
Ludlow Mfg. Co.	Hay Road	Wilmington	
Delaware Power and Light Co.	Hay Road	Wilmington	
New Castle Sec.	Christina Avenue	Wilmington	6
Freight House	4th Street	Wilmington	8
Lead			
Team Track	Church Street	Wilmington	8
Lead			
Industrial	Delaware & Cleveland Aves.	Newark Center	
	Main & Chapel Sts.		
Davis Wye	South Chapel St.	Newark	
N & D C	State Road 70	North of Corbit	
	U. S. 13	Corbit	5
Industrial	All Highway Crossings	Elkton	
Minnick-Perryville	Post Road	Perryville	
Balto. Gas & Elec. Co.	Carroll Island Road	Carroll Island	
President St.			
Bear Creek	Boston & Clinton Sts.	Baltimore	2
Catonsville	Newkirk St.	Canton	
	Beechfield Ave. 150 ft. west of Shady Nook Lane	Catonsville	
South Wye	Route 381	Brandywine	
United Clay	New York Ave.	1220 ft. south of main	
Products Co.		track switch	3
Industrial	16th, V and 31st Sts., N.E.	Washington	
	Adams Pl., N.E.		
U.S. Capitol	Virginia Ave., S.E.	Washington	
Power Plant			
Buzzard Point	All crossings between Jersey Yard and end of track	Washington	
Porter Branch	9th Street	New Castle	
Chestertown	Route 213	Kennedyville	
Secondary	High & Queen Sts.	Chestertown	
	Route U.S. 301	2275 ft. south of M. P. 1	3
	Route 561	Lynch	
	Route 297	Worton	
Centreville	Route 291	Millington	
Secondary	Routes 302-313	Barclay	
	Route 301	1130 ft. south of M. P. 32	3
		Clayton	
Clayton Ind.	Bassett Street		
Devl. Corp.			
Wheatley, Inc.	Main St., State Route 6	Clayton	1
Oxford	Smyrna Ave.	Clayton	4
Secondary	Route 454	Marydel	
	Brookletts Ave.	Easton	
Denton	Route 313	Denton	
	Bloomingtondale	12,480 ft. east of Queenstown	
East Coast Sdg.			
East Coal Bins	North Street	Dover	
Dela. Power & Light Co.	Route 331	Millsboro	3
Ocean City			
Side	U. S. Route 113	Berlin	4
Rehoboth	Route 14	Nassau	3
	Route 18	Lewes	
	Freeman Highway	Lewes	3
	Kings Highway	Lewes	

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	
	Washington Street	Cambridge	
West No. 1 & 2 Terminal Warehouse Mardela	Maryland Avenue	Salisbury	
	Naylor Street	Salisbury	
Willard	North Division Street	Salisbury	
	West Main Street	Salisbury	
	Route 13	4.3 miles east of Salisbury	
	Isabella Street	Salisbury	
Crisfield Secondary	Chestnut Street	Salisbury	
	Truit Street	Salisbury	
Crisfield Secondary	Route 50	8.2 miles east of Salisbury	
	Route 357	Marion	
Exchange 1, 2, 3 & 4	U. S. Route 13	637 feet west of M.P. 2	
	Clark Street	Pocomoke	
Lead to Team Track Kiptopeke	Second Street	Pocomoke	
	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.

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Harrisburg Division

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

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.

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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 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 M.P. 95	1
	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, 9, 10, 13, 14, 1D and 3D, Pennsylvania Station, New York, a red lamp will be placed on the west end of 1, 2, 3 and 4 and on the east and west end of such cars on tracks 7, 8, 9, 10, 13, 14, 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.

(General Order No. 2304, Page 239)

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

Switch Located at	Connecting	With	Normal Position is for Movements
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. Psg. Sta.	No. 4 Yard Track Lead	B Yard Ladder	Through to Derail 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

Switch Located at	Connecting	With	Normal Position is for Movements
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

Switch Located at	Connecting	With	Normal Position is for Movements
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 Rely 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 WA-3 WA-6	All switches All switches 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	
Parkeburg	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

order 2324

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
Fiebing Creek	Public Delivery Track	Cola
McCall's Ferry	Public Delivery Track	Cola
McCall's 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: Columbia	No. 2 track to Columbia siding (west end) No. 2 track (Columbia Br.) to Reading Co.	Cola
Cumberland Valley Branch: Lemoyne	East leg of Wye to Little Yard	
Camp	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	Lemo
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
Nickel	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.

order 2319

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	
1535 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

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	1
	Hand-operated switch, 2350 feet west of MP-99, leading to east end Steelton yard	
	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
Bordentown 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. Jet.	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 Psg.	East'd Psg.	West'd Psg.	East'd Psg.		
A and Hudson				West'd	East'd		
Hudson and Dock			West'd Psg.	East'd Psg.	East'd Psg.		
Dock and Hunter		West'd Psg.	West'd Psg.	East'd Psg.	East'd Psg.		
Hunter and Elmora		West'd Psg.	West'd Psg.	East'd Psg.	East'd Psg.		
Elmora and Union	West'd Psg.	West'd Psg.	West'd Psg.	East'd Psg.	East'd Psg.		East'd Psg.
Edison and Lincoln						East'd Frt.	
Union and Division Post (Phila. Division)		West'd Psg.	West'd Psg.	East'd Psg.	East'd Psg.		
Passaic and Harnimus 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	East'd		
Trenton Branch Between: Morris and Division Post (Philadelphia Division)				West'd	East'd		

NOTE: Tracks are numbered from south to north or east to west.
NOTE—Within Doek Interlocking
Track 5—Westward Passenger
Track A—Eastward Passenger

Philadelphia Division

Between: Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (New York Division) and Zoo	Westward Passenger	Westward Passenger	Eastward Passenger	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 Hook	Southward Passenger	Southward Passenger	Northward Passenger	Northward Passenger
Hook 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 Interlocking.....			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—connection 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. overhead 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.

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Chesapeake Division

Between: Main Line	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 McCalls			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:	Branches				
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		Eastward Freight

NOTE—Tracks are numbered from south to north or east to west. Within Cork Interlocking; Lancaster Station tracks are designated: Westward 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	Q	Harold	Eastward	Q	1
Loop Track No. 1	F	R	Eastward	R	1
Loop Track No. 2	F	R	Eastward	R	1
Sub Track No. 1	Q	F	Westward	Q	2
Sub Track No. 2	Q	F	Westward	Q	2
Sub Track No. 3	Q	F	Westward	Q	2
Sub Track No. 4	Q	F	Westward	Q	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)	Haak	West Conn Naught Track	Haak	1-5
No. 1 Ice-House Produce Yd. Lead (W)	Grape Lead	Produce Yd. Lead	Karny	2-5
Government Lead (W)	No. 1 Icehouse Produce Yd. Lead	Government Lead	Karny	2-5
Lead (W)	Lead	Karny	Karny	1-2-5
Naught (W)	East Conn Grape Lead	Karny	Karny	5
Set-Off (W)	WA-5	WA-3	WA-5	3-5
Oak Island (W)	CY	WA-2	WA-2	1-5-3
Hightstown (W)	Conn. Amboy Sec. Trk.	End of Block (1380 feet west of K)	SA	5-6
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 Conn. Amboy Sec. Trk.	MA End of Block Sign, 2745 feet east of Farmingdale	Morris SA	1-5 5-6
Robbinsville (E)	BO	End of Track (4500 feet east of Windsor)	Fair	5
Bordentown (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 Ice-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	Colora	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., Northbound Hump, Edge Moor Wilmington Bay	2 1 3 5
No. 0 (N)	Landlith	Edge Moor	Union Jct. Bowie	8-10
Meat House (S)	Wilmington	West Yard	Yd. Mstr., Benning	8-9-13
No. 1 (N)	Bay	River	Yd. Mstr., Benning	6
Western Maryland (W)	Eager St. (Overhead Bridge)	Hillen Jct. Bowie	Clayton	8-16
Pope's Creek (S)	Deanwood	Anacostia	Clayton	8-16
No. 1 (N)	Anacostia	Landover	Clayton	8-16
No. 4 (S)	Deanwood	Anacostia	Harrington	8-14
Chestertown (S)	Mass	Chestertown	Court	8
Centreville (S)	Townsend	Centreville	Snow Hill	8
Oxford (S)	Clayton	Cross	Tank	8-15-17
D M & V (S)	Harrington	Court	Field	15
D M & V (S)	Court	Snow Hill	Cassatt	8-12
Cambridge (S)	Seaford	Tank	Cassatt	15
Crisfield (S)	Kings Creek	Field		
Pocomoke (S)	Cassatt	End of Block 435 feet north of Mile Post 89	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 (S)	York	Frederick	York	5
Lebanon (E)	Conewago	9th St. Lebanon	State	4
Lemoine (S)	Lemo	Camp	Lemo	4
Dillsburg (S)	Dillsburg Junction	End of track	Lemo	4
Waynesboro (S)	Wood	End of track	Pennroad	4
Mercersburg (W)	South Penn Junction	End of track	Pennroad	4
Winchester (S)	Town	Winchester	Hager	3-5
Cumbo (S)	Connection with Winchester Secondary Track	Cumbo Yard	Hager	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	Operator at SA	
Siding between Switch 2 and Switch 5, Phillipsburg—Northward	Operator at G	
Wood—Southward	Pennroad	
Town—Northward	Town	1
Woodberry—Eastward	Yard Master Mt. Vernon	
Timonium—Eastward	Operator B & P Jct.	
Harrington—Southward	Operator Harrington	
Harrington—Northward	Operator Harrington	

Siding must not be used without permission from designated employee.

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

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

Siding	Employee in charge	Note
Oaks, Spring City, Lock, Shoemakersville, Hamburg	Norris	
Dale	Thorn	
Shocks	Cola	1
Cly	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	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	1
No. 2 in Receiving Yard	4-B	W-11	Westward	Asst. Yard Master W. B. Hump	1
No. 1 & No. 2 in Receiving Yard	111-B	Brick Office	Eastward	Asst. Yard Master E. B. Hump	1
D	West End Enola	Banks	Westward	Asst. Yard Master West End Enola	1

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

New York Division (Continued)

Track	Between	And	Controlled By	Note
WC-Perth Amboy (W) Yard Running	WC	End of Track	Operator WC	1
(Via Loop) (E) Inward track of Fairless Spur (E)	Edison No. 1 Trenton Branch	Kilmer U.S. Steel Co. private tracks	Operator Lincoln Operator Morris	1 1
Outward track of Fairless Spur (E)	No. 1 Trenton Branch	U.S. Steel Co. private tracks	Operator Morris	1
No. 7 "C" Yard Morrisville (E)	West End "C" Yard	East End "C" Yard	Yard Master Morrisville	1
W-4 (E)	West End "B" Yard	East End "B" Yard	Yard Master Morrisville	1
Eastward Running (E)	East End East- ward Receiving Yard	East End "A" Yard	Yard Master Morrisville	1
No. 12—South Amboy (E)	Connection to Secondary Track	Yard Office	Yard Master South Amboy	1
No. 1 Running (E)	OB	East End	Operator SA	1
No. 2 Running (W)	CQ	Deep Cut	Operator SA	1
Running (W)	Coalport	Hamilton Avenue	Operator MG	1
Naught (E)	Coalport	East Trenton	Yard Master Coalport	1
Flemington (N)	Lambertville	Flemington	Operator MG	1
Lead (S)	Phillipsburg Yard	Lead Switch Kent	Yard Master Phillipsburg	1
No. 7 Upper Yard Phillipsburg (N)	No. 1 Switch Cabin	No. 3 Switch Cabin	Yard Master Phillipsburg	1
Old Main (N)	Kent	Switch 6 Phillipsburg	Yard Master Phillipsburg	1
No. 1 Lower Yard Phillipsburg (N)	Kent	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).....	Pemberton	Camp		1
Medford (S).....	Mt. Holly	Medford		1
Kinkora (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 Dillsburg Jct.	Lemo	1
Hagerstown (S)..	Town	A point 3985 feet south of Town	Town	1
	A point 2895 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
Roeslyn (S)	South End	Pentagon	Yardmaster, Benning	
Newark and Delaware City (S)	Porter	2463 ft. south of State Route 9 crossing at Reybold	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		
Rehoboth (S)	Georgetown	Rehoboth	Harrington	
Ocean City (E)	Berlin	West Ocean City		
Cambridge (S)	Tank	Cambridge	Seaford	
Vienna (E)	Preston	Vienna		
Mardela (W)	Salisbury	Hebron		
Willard (E)	Salisbury	End of track, Pittsville	Delmar	
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.

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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
Up to 12 cars.....	12	13	14	15	16
13 cars.....	13	14	15	16	17
14 cars.....	14	15	16	17	18
15 cars.....	15	16	17	18	18
16-17-18 cars.....	16	17	17	18	18

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

When the first car is a working baggage or mail car the front of the engine must not be moved beyond the No. 15 station stop marker on northward trains and the No. 16 station stop marker

on southward trains in order to platform first car. Double-headed trains will count the second engine as one deadhead car.

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

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.

Employees Carried on Mail Trains, etc.

1154-A17. (All Divisions). Employees 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.

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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.

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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 Foleroft 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	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	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							
				15						
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									15	8
Westward Trains—all tracks									30	8
Eastward Trains—all tracks										
Through North River Tunnels					50	20	50	20		
North River Tunnels and eastern limits of Hudson Interlocking					75	50	75	50		
Eastern limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking			60	25	60	25	60	25		
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge			45	25	45	25	45	25		
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
C. N. J. overhead bridge and Signal Bridge 96-97	65	40	65	40	65	40	65	40		
Signal Bridge 96-97 and Hunter	70	40	70	40	70	40	70	40		
Hunter and Union	75	50	80	50	80	50	75	50		
Tracks A and B, Elmora and Union									60	50
Union and County	80	50	80	50	80	50	80	50		
No. 0 Track Edison and Lincoln									30	30
County and Millham	80	50	80	50	80	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	80	50	80	50	80	50		
Westward Home Signal Bridge, Fair and east end Delaware River Bridge except adjacent Trenton Station Platforms	80	40	80	40	80	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	80	50	80	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.

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	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	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.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
Division Post (New York Division) and Holmes Interlocking Station			80	50	80	50	80	50	80	50
Holmes Interlocking Station and Shore Interlocking Station			80	50	80	50	80	50	80	50
Shore Interlocking Station and Eastward Limits North Phila. Interlocking			70	45	70	45	70	45	70	45
Through N. Phila. Interlocking Westward Station	50	40								
Eastward Station	50	40								
Westward Limits North Phila. Interlocking 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	35	35								
Eastward Track	30	20								
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	60	50	60	50	75	50
Glen and Downs			75	50			60	50	75	50
Downs and Park Interlocking Station			75	50	60	50	60	50	75	50
Arsenal Interlocking Sta. and Grays Ferry Ave. OH Br.			50	40					50	40
Grays Ferry Ave. OH Br. and Brill Interlocking Station			75	40					75	40
Brill Interlocking Station and Mile Post 6			80	50	80	50	80	40	80	40
Mile Post 6 and Hook			80	50	80	50	80	50	80	50
Hook and Bell			80	50	50	50	50	50	80	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-3 and Trans. Amer. Special symbolized 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 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.

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.

Philadelphia Division (Continued)

Branches 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									
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 Interlocking) 1M and 4M	30									
North End Market St. Tunnel and Sig. Br. Southward from Market St. Tunnel (Arsenal Interlocking)			30	20					30	20
Sig. Br. southward from Market St. Tunnel 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.	All Routes, passenger and freight 30 miles per hour in either direction.									
South end of Penn Interlocking and Arsenal Interlocking Station			60	30					60	30
36th Street Connection Zoo (38th St.—Conn. with Suburban Line) and Penn (Conn. with River Line)			30	15					30	15
D.R.R.R. & B. Co. Branch Shore Interlocking Station and Jersey Jersey and Divide							30	30	30	30
Jersey and Divide							50	40	60	40
Divide and Division Post (P.R.S.L.)	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		
					45	40	45	40		
Grays Ferry Branch Zoo Interlocking and Arsenal Interlocking	Single Track									
	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	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							40	40	50	50
Dale and Glen	40	40								
Phila. and Thorndale Branch Dale and Thorn							40	40	50	50

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Philadelphia Division (Continued)

Branches Between:	Miles per Hour									
	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
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:	Miles per Hour									
	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
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	60	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		

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Chesapeake Division (Continued)

Branches Between	Miles per Hour									
	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
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: Bridge and Ragan							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:	Miles per Hour									
	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
Park Interlocking Station and Cork East- ward Interlocking limits			75	50					75	50
Through Cork Interlocking Westward Station Eastward Station	60	50					75	50	75	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.	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	25	25
Cumberland Valley Branch State and Lemo Lemo and Mile Post 9 Mile Post 9 and Watts Watts and Pennroad Pennroad 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, FR, 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 Park and State.

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.

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			
Between:			
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 Coloma.....	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	20	20	20
Crisfield Secondary Track					
Kings Creek and Field.....	30	30	20	20	20
Pocomoke Secondary Track					
Cassatt and End of Block 435 feet north of Mile Post 89....	30	30	20	20	20
Rehoboth Track					
Georgetown and Rehoboth.....	20	20	20	20	20
Vienna Track					
Hurlock and Vienna.....	30	30	20	20	20
Denton Track					
End of track 1750 feet west of Queenstown and Queen Anne.....	30	30	20	20	20
Mardela Track					
Salisbury and Hebron.....	30	30	20	20	20
Willard Track					
Salisbury and End of track Pittsville.....	30	30	20	20	20
Ocean City Track					
Berlin and West Ocean City.....	30	30	20	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 Wynnewood and Overbrook Freight trains that consist of 50 per cent or more mineral freight and freight trains that consist of over 125 cars..	20
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..... Movements over surface tracks over road and street crossings within the City limits of Wilmington..... Movements on City Block Route, on Boston St., on Fleet St., on Aliceanna St. and on Guilford Ave., Baltimore.... New Freedom Westward storage track.....	10 6 4 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
<p>This applies to all hand-operated crossovers and turnouts, and the following interlocked crossovers or turnouts.</p> <p>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.</p> <p>JERSEY CITY BRANCH: Waldo—Switch to Waldo Avenue Yard.</p> <p>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.</p> <p>BELVIDERE-DELAWARE SECONDARY TRACK: Fair—Crossover between tracks No. 1 and No. 2.</p> <p>AMBOY SECONDARY TRACK: SA—Connection of N.Y. & L.B.R.R. and Amboy Secondary Track.</p>		

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. & 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—with 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
Bloomingdale 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

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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 ¼ 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	

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Harrisburg Division (Continued)	Miles per Hour
Winchester Secondary Track	
Switches and W. M. Crossings at Town and Hager N&WRR Class J Engines or PM Passenger Cars:	15
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 4883 to 4938 only.....	50	60	100
GG-1 4800 to 4882.....	50	60	90
L-6, 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. 220 to 229 inc.....	80*
MU Cars Class MP-85 EF-2—Nos. 230 and 231.....	80*
MU Cars Class MP-85 FF-2—Nos. 232 and 233.....	80*
MU Cars Class MP-85 GE-2—Nos. 234 and 235.....	80*
MU Cars Class MP-85 HE-2—Nos. 236 and 237.....	80*
MU Cars Class MP-85 JE-2—Nos. 238 and 239.....	80*
MU Cars Class MP-85 E-4—Nos. 800 to 830 inc.....	160
MU Cars Class MPC-85 E-5—Nos. 850 to 869 inc.....	160
MU Cars Class MPP-85 E-5—Nos. 880 to 889 inc.....	160
MU Cars Class MP-85 E-3—Nos. T-1, T-2, T-3 and T-4.....	160
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 GGL.....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
Hightstown.....	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

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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
Ocean City.....	Lewes.....	Rehoboth.....	15
Cambridge.....	Berlin.....	West Ocean City.....	30
	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 west bound Hump yard office.....	Connection with No. 4 Running track, East end Marysville.....	*20
"A".....	Banks.....	111-B.....	35
"D".....	West end Enola.....	Banks.....	20
No. 4.....	Edgewood.....	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.....	York.....	Cork.....	20
Lebanon.....	Honeybrook.....	9th St. Lebanon.....	15
Lemoine.....	Conewago.....	Lemoine.....	15
Dillsburg.....	Lemoine.....	Camp.....	15
Northward siding Carlisle.....	Dillsburg Jct.....	End of track.....	20
Waynesboro.....	Wood.....	End of track.....	10
Waynesboro.....	Highway Crossing at Mont Alto.....	Waynesboro.....	20
Mercersburg.....	South Penn Jct.....	End of track.....	10
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-16, BS-10, BS-10M, BRS-10SX, BS-12, BRS-12, BRS-12SX, BS-12M, EF-25, ES-10, ES-12, ES-12M, FS-10	AF-25, ARS-16X, ARS-16, ARS-16S, ARS-15, ERS-15S, EF-17, ER-17, ERS-17, EF-15, EF-15A, EF-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, BS-24M, EF-25, EFP-36, ERS-15-A, ERS-17A, FRS-24, GF-25A, GF-30A, GF-28A, LS-25, LS-25M	CG-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	
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 Movable 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 TUNNELS 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	X	X	X	X
Bridge 9.65, east end South St.....			40	40	40	45	40	35	30	X	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.....										50	50	X
Bridge 12.37, first bridge west of Lane. All industrial tracks between Lane and North Elisabeth (a).....										55	40	X
Elisabeth:		X	X	X	X	X	X	X	X	X	X	X
Bridge 12.98, east end North Elisabeth Station.....										70	50	X
Bridge 14.05, C. R. R. of N. J. Elisabeth Station.....										60	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
Elmora—No. 0 Track										50	50	X
A. Gross Candle Co. (a).....		X	X	X	X	X	X	X	X	X	X	X
Street & Smith. (a).....		X	X	X	X	X	X	X	X	X	X	X
All other tracks.....			X	X	X	X	X	X	X	X	X	X
Linden:												
Distillers Co., Ltd. (a).....		X	X	X	X	X	X	X	X	X	X	X
Woods Lead												X
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	X
Johnson & Johnson (a).....		X	X	X	X	X	X	X	X	X	X	X
Deans:												
Industrial Track.....				X	X		X	X	X	X	X	X
MIDWAY TO FAIR.....												X
Plainsboro:												
No. 5 Track east of Walker Gorden 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	5	X	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. Team Track.....			X	X	X					55	40	X
Trestle.....			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	X	X	45

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.....									X	X	X	X
Bridges 0.36 to 0.88 inclusive, tracks 1, 2, 3.									X	X	X	X
PASSAIC AND HARSIMUS BRANCH WALDO TO KARNY.....												X
Government Lead: Karny Movable Bridge to 700 feet east Marion Yard.....			10	X	X	X	X	X	5	X	X	X
Meadows—Federal Ship.....		X	X	X	X	X	X	X	X	X	X	X
All Industrial Tracks (a).....		X	X	X	X	X	X	X	X	X	X	X
Meadows—Tompkins Tidewater Ter.....		X	X	X	X	X	X	X	X	X	X	X
All Industrial Tracks (a).....		X	X	X	X	X	X	X	X	X	X	X
Meadows—American Stores Siding (a).....		X	X	X	X	X	X	X	X	X	X	X
KARNY:												
Bridge 6.16 over Jersey City Branch.....	15	15	15	15	15	15	15	15	10	X	15	
Movable Bridge.....	15	15	15	15	15	15	15	15	10	X	15	
KARNY TO WA-5.....									15	X		
Connection with Manufacturer's Branch C. R. R. of N. J. (a).....		X	X	X	X	X	X	X	X	X	X	X
Plank Road Public Delivery Track (a).....		X	X	X	X	X	X	X	X	X	X	X
GREENVILLE BRANCH												X
Waverly: C-O-TWO Industrial Track.....			X	X	X	X	X	X	X	X	X	X
CENTER STREET TRACK												X
Karny-Hudson Hudson-Center Street Movable Bridge.....			X	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	X
P. A. & W. BRANCH												X
Rahway:												
Freight House Yard (a).....		X	X	X	X	X	X	X	X	X	X	X
Perf-Soil Co. (a).....		X	X	X	X	X	X	X	X	X	X	X
McMullins Track (a).....		X	X	X	X	X	X	X	X	X	X	X
New Jersey Reformatory (a).....		X	X	X	X	X	X	X	X	X	X	X
Philadelphia Quarts Co. (a).....		X	X	X	X	X	X	X	X	X	X	X
Avenel: Steel Equipment Co. (a).....		X	X	X	X	X	X	X	X	X	X	X
Woodbridge: Barry's Track (a).....		X	X	X	X	X	X	X	X	X	X	X
Genasco: Valentine Track (a).....		X	X	X	X	X	X	X	X	X	X	X
Hampton Cutter (a).....		X	X	X	X	X	X	X	X	X	X	X
Wico Chemical Co. (a).....		X	X	X	X	X	X	X	X	X	X	X
Barber Asphalt Co.....		X	X	X	X	X	X	X	X	X	X	X
DuPont—Upper Track (a).....		X	X	X	X	X	X	X	X	X	X	X
LINCOLN—RARITAN ARSENAL.....												X
COUNTY—EAST MILLSTONE												X
All electric permitted to 1700 feet clear of Main Line.			X	X	X	X	X	X	X	X	X	X
GM Track.....			X	X	X	X	X	X	X	X	X	X
Sinter Inc. Track (a).....		X	X	X	X	X	X	X	X	X	X	X
U. S. Atomic Energy Commission (a).....		X	X	X	X	X	X	X	X	X	X	X
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.....			X	X	X	X	X	X	X	X	X	X
All electric permitted from connection to No. 4 Track, Main Line, 730 feet north.			X	X	X	X	X	X	X	X	X	X
JAMESBURG BRANCH.....												X
PRINCETON BRANCH.....			X	X	X	X	X	X	X	X	X	X
MILHAM—EAST TRENTON SWITCHES.....												X
BORDENTOWN SECONDARY TRACK.....												X
Trenton: Hutchinson and Hawk Co. Track.....	X	X	X	X	X	X	X	X	X	X	X	X
Note: Class AS8, BS8, BB6E and ES8 diesel engines are not re- stricted.												
Wilson Stokes Trestle, beyond sign.....	X	X	X	X	X	X	X	X	X	X	X	X
Roebings—(Front Entrance).....			X	X	X	X	X	X	X	X	X	X
Trenton Pottery Co.....			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.....											30	X
Bridge 0.49, Crosswick Creek.....										15	15	X
East leg of WYE.....										15	15	X
BELVIDERE-DELAWARE SECONDARY TRACK—TRENTON TO MG.....									X			X
Electric engines permitted to operate on electrified track.									X			X
Trenton: Barracks Yard Wye: South Plug Track.....									X	5	X	X
Bel-Del. Connection.....									X		X	X
Bank Track.....									X		X	X
Coalport Yard: Industrial tracks leading to Tren- ton Potteries Company Muir- head Ave. plant (a).....		X	X	X	X	X	X	X	X	5	X	X
Eastward Running Track Hamilton Ave. Coalport.....									X	5	X	X
BELVIDERE-DELAWARE BRANCH MG TO BELVIDERE.....									X			X
Bridge 2.40 over Canal Feeder.....										25	20	X
Bridge 3.06 over Park Tunnel.....										25	20	X
Lambertville: Kingston Trap Rock Co. No. 3 (a).....		X	X	X	X	X	X	X	X	X	X	X
Stockton: J. W. Smith's Sons (a).....		X	X	X	X	X	X	X	X	X	X	X
Milford: Chemical Industrial Track (a).....		X	X	X	X	X	X	X	X	X	X	X
Tirral Bros. (a).....		X	X	X	X	X	X	X	X	X	X	X
Phillipsburg: Phillipsburg Grocery Co. Track (a).....		X	X	X	X	X	X	X	X	X	X	X
Baker Chemical Track (a).....		X	X	X	X	X	X	X	X	X	X	X
National Biscuit Co. Track (a).....		X	X	X	X	X	X	X	X	X	X	X
ENTERPRISE TRACK (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Trenton-Lehigh Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X
Stengel Pottery.....	X	X	X	X	X	X	X	X	X	X	X	X
LAMBERTVILLE—FLEMINGTON (e) 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
AMBOY SECONDARY TRACK.....												X
Brown: Perth Amboy Water Works.....				X	X	X	X	X	X	X	X	X
Old Bridge: Anheuser-Busch Track.....				X	X	X	X	X	X	X	X	X
Quigley Co. Track.....				X	X	X	X	X	X	X	X	X
Spotswood: Freight House Track.....				X	X	X	X	X	X	X	X	X
HIGHTSTOWN SECONDARY TRACK.....									X			X
Hightstown: Coal Trestle.....				X	X	X	X	X	X	X	X	X
ROBBINSVILLE SECONDARY TRACK.....									X			X
Bordentown: Reeder's Coal Track.....				X	X	X	X	X	X	X	X	X
Yardville: Martin Brothers.....				X	X	X	X	X	X	X	X	X
Smith Coal Co.....				X	X	X	X	X	X	X	X	X
FREEHOLD SECONDARY TRACK.....					20				X			X
Bridge 6.45 ½ mile east of Jamesburg.....											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.

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 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) Buildings of Twin Packing Co. plant, Vandalia and Oregon Ave.....	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	X	X	X	X	X
CARDINGTON TRACK							X	X	X	X
Phila. & Western Ry. Co.....	X	X	X	X	X	X	X	X	X	X
Milbourne 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.....	X	X	X	X	X	X	X	X	X	X
Trestle—C. C. Hipple No. 2.....										
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 Masonyunk Station.....					X	X	X	X	X	X
Br. 5.29—Woodbine Ave.....								25	10	X
Pencoyd Track.....			X	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	X
Robinson Steel Co. Track.....										
MIQUON:										
Industrial Track.....			X	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.....		X	X	X	X	X	X	X	X	X
Leroy & Williams Track.....							X	X	X	X
IVY ROCK:										
Industrial Tracks.....				X	X	X	X	X	X	X

076 + 2323

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
KARNEST:										
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	X
Lukens & Yerkes.....										
NORRIS:										
Classification Tracks, East End Extension Track.....									X	X
Mann Co. Track to Scale only.....						X	X	X	X	X
Kneass Lumber Co.....						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	X	X	X
Br. 18.10—Hawa Ave.....							40	40	40	40
BETZWOOD:										
Taylor Track.....							X	X	X	X
Team Track.....										
CREEK:										
B. F. Goodrich Co.....	5	5	5	5	5	5	X	X	X	X
BETWEEN OAKS AND PHOENIXVILLE:										
Container Corp. Co. Track 1600 feet west Mile Post 26.....							X	X	X	X
PHOENIXVILLE:										
Derrault Running Track.....										
New Mill coal trestle, Phoenix.....				X	X	X	X	X	X	X
Iron Co., Industrial Tracks.....										
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 Fdry. & Mach. Co.....	X	X	X	X	X	X	X	X	X	X
Diamond Glass Co., No. 2.....										
State School, West Spring City.....				X	X	X	X	X	X	X
PARKERFORD:										
Track between station track and H. W. Johnson coal trestle.....							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.....										
Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14 (gg).....							X	X	X	X
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 Casting 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	X
Birdsboro Steel Foundry & Machine Co.....							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 Ave.	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	25	X	X	X	X
Br. 14.41—Media		30	30	30	30	25	X	X	X	X
Br. 20.31—N. of Glen Mills		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	X	X	X	X	X
CARDINGTON TRACK							X	X	X	X
Phila. & Western Ry. Co.	X	X	X	X	X	X	X	X	X	X
Milbourne 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 Manayunk Station					X	X	X	X	X	X
Br. 5.29—Woodbine Ave.								25	10	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	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 & Yerkes				X	X	X	X	X	X	X
NORRIS:										
Classification Tracks, East End Extension Track									X	X
Mann Co. Track to Scale only					X	X	X	X	X	X
Kneass Lumber Co.					X	X	X	X	X	X
V. Arena & Sons					X	X	X	X	X	X
Hambo & 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	X	X	X
Br. 18.10—Haws Ave.							40	40	40	40
BETZWOOD:										
Taylor Track							X	X	X	X
Team Track										
CREEK:										
B. F. Goodrich Co.	5	5	5	5	5	5	X	X	X	X
BETWEEN OAKS AND PHOENIXVILLE:										
Container Corp. Co. Track 1600 feet west Mile Post 26							X	X	X	X
PHOENIXVILLE:										
Devault Running Track							X	X	X	X
New Mill coal trestle, Phoenix							X	X	X	X
Iron Co., Industrial Tracks										
SPRING CITY:										
Canal Track										
Dust Mill							X	X	X	X
Tracks south of Freight Station							X	X	X	X
Royersford Track										
Royersford Spring Bed										
Buckwalter No. 1		X	X	X	X	X	X	X	X	X
Royersford Pdry. & Mach. Co.							X	X	X	X
Diamond Glass Co., No. 2							X	X	X	X
State School, West Spring City										
PARKERFORD:										
Track between station track and H. W. Johnson coal trestle							X	X	X	X
Wm. E. Wells except trestle	X	X	X	X	X	X	X	X	X	X
Wm. E. Wells trestle							X	X	X	X
Kinsey Distillery Corporation beyond a point 280 feet east of bridge over Schuylkill River.							(gg)	X	X	X
POTTSTOWN:										
Firestone Tire & Rubber Co. Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14 (gg)							X	X	X	X
Bethlehem Steel Co.										
Mayer-Pollock Co.										
Stowe-Extension							X	X	X	X
Track of Public Delivery to Sunshine Stores, Inc.										
MONOCACY:										
Reading Casting Co.							X	X	X	X
Samuel Hoppel										
BIRDSBORO:										
Track west of Brooks Block Station leading to Reading Company							X	X	X	X
Focht & Lacey Company										
West End, Brooke track										
Freight House Track							X	X	X	X
Birdshoro Steel Foundry & Machine Co.							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	15	10	X
COOPER, East of: Elmer Stevens.....										X
JERSEY, West of: Weyerhaeuser Container Co. First switch west of Jersey; beyond a point 1000 feet from switch.....				X	X	X				
Second switch west of Jersey.....				X	X	X				
Rundle Mfg. Co.....				X	X	X				
Precision Drawn Steel.....				X	X	X				
JERSEY, East of: Lead to Ford Co.....										X
BORDENTOWN SEC. TRACK: PALMYRA: Trap Rock, Inc.....			(b)							X
H. L. Williams Co.—(Beyond Sign).....	X	X	X	X	X	X				
RIVERTON: Whitesell Inc.....										X
RIVERSIDE: Florence Thread Co.....			X	X	X	X	X	X	X	X
Riverside Metal Co.....										X
BEVERLY: Wall Rope Works.....										X
Wall Paper Co. (Beyond Sign).....			X	X	X	X				
EDGEWATER PARK: Bridge 15.52, Warren Street.....							35	35	30	25
BURLINGTON YARD TRACKS.....			(gg)							
FLORENCE: Natl. Gypsum Co.....										X
PEMBERTON BRANCH: Between Cooper and Birmingham.....			(b)				(bb)	X	X	X
COOPER, South of: Standard Oil Co.....			X	X	X	X				
Warren Webster Co.....			X	X	X	X				
Du Bell Lumber Co.....			X	X	X	X				
Di Medio Lime Co.....			X	X	X	X				
Concrete Steel Co.....			X	X	X	X				
R. M. Hollingshead Co.....			X	X	X	X				
Iowa Soap Co.....			X	X	X	X				
Keystone Coal Co.....			X	X	X	X				
Pavonia Ice & Coal.....			X	X	X	X				
Pavonia Station Pub. Del.....										X
MERCHANTVILLE, South of: McAllister Coal Co.....										X
Freight house track.....										X
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.....							X	X	X	X
Moorestown Supply.....							X	X	X	X
Collins Bros.....					X		X	X	X	X
BRIDGE 12.38: South of Stanwick Ave.....							X	X	X	X
MASONVILLE, South of: Whitehead Bros.....							X	X	X	X
MOUNT HOLLY, South of: G. F. Pettinos, Inc.....							X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BIRMINGHAM: Fermutt.....										X
Between Birmingham and Camp.....										20
MEDFORD RUNNING TRACK: Mount Holly to Medford.....										X
PAVONIA YARD: River Road Public Delivery.....										X
Texas Oil Co.....										X
Magnetic Metal Co.....			X	X	X	X				X
Wyatt Co.....			X	X	X	X				X
Beldeeman Co.....			X	X	X	X				X
Cities Service Co. track No. 1.....			X	X	X	X				X
Canuso Co.....										X
Campbell Soup Co.....										X
Laundry repair tracks except No. 2 and No. 3.....										X
Laundry repair tracks No. 2 and No. 3.....			X	X	X	X				X
New Jersey Water Co.....			X	X	X	X			X	X
Eastern Tire Co.....			X	X	X	X				X
Clorox Co.....			X	X	X	X				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 Frazer 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 Creshelm 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.
(j) 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.
(k) ABP-18, FS-10, FS-12, FS-12m, FS-16m restricted on Undergrade Bridge 4.22, Chestnut Hill Branch.
(l) FS-12, FS-12m, FS-16m restricted by Station platform, Chestnut Hill.
(m) 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.
(n) ES-6, ES-10, ES-12, ES-12m, ES-15m, ES-15ms, EFS-17m, EP-22 restricted on Undergrade Bridge 81.90 P&T RR over Reading Company to Port Richmond.
(o) ES-12 restricted on Main Line between Baltimore-Philadelphia and New York.
(p) 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.
(q) AF-24a, restricted to 15 MPH.
(r) Bridges 28.92, 34.34, 37.73, 39.19—10 MPH.
(s) EP-20 and EP-22 prohibited.
(t) ES-6, ES-10, ES-12, ES-12m, ES-15m, ES-15ms, EFS-17m and ES-15a prohibited.
(u) ES-15m, ES-15ms, EFS-17m and ES-15a prohibited.
(v) Between 27th Street, Pavonia and Pennsauken engines heavier than BP-20 prohibited.
(w) Class GG-1 engines may operate not exceeding 5 MPH.
(x) GF-28A prohibited.
(y) AF-30 and EF-36 restricted to 15 MPH.
(z) AF-30 and EF-36 prohibited.
(aa) 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, BR812, BR812S, BR812SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10										
	AE25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EFPI5, ERS15, ERS15S, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25										
	ARS24 ARS18, BR816, EF20, EF22										
	AF27, ARS16A, ARS24S, EF25A, EF30A, ERS15AX, ERS17A, FRS24, GF25A, GF28A, AF30, EF36										
	GG1, E44										
MAIN LINE											
All bridges between 24.60, south of Edgemoor Station and Bridge 27.85, West Yard, incl.									30	30	20
WILMINGTON SHOPS:											
Passenger Car Shops							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 Landlith 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 Fusey & Jones tracks			X	X	X	X	X	X	X	X
Justison St. Yard—										
Nos. 1, 2, 3 & 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	X
Surface tracks—										
WY to Wilmington Sta.			X	X	X	X	X	X	X	X
Wilmington Provision Co. (Resd. 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.						X	X	X	X	X
Chrysler Corporation Indus. track						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 of 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
Orangeville— All tracks except Nos. 1, 2 & 3 running trks.....						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
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
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
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— Alliceana 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	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
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
Gwynns Run— American Brake Shoe.....						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 & Abat- 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
Hudson Brick Co. track.....			X	X	X	X		X	X	X
Ceco -teel Co.....					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. 138.55 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				X
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	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	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	X
BRANDYWINE INDUS- TRIAL TRACK (k) (m).....					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	X
GLASGOW: Storage tracks.....					X		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, Lobdell & 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
Tidewater Chemical Co.....						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) Gallagher Coal Co.....			X	X	X	X	X	X	X	X
PRESIDENT ST. YARD TRACK Crossover southbound trk. to Trappe Rd. trk.....						X				
Weiskittel track.....			X	X	X	X	X	X	X	X
Highland Yard.....						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)					
Canlon Jct. to Sollers.....			X	X	X	X	X	X	X	X
The Pompeian.....			X	X	X	X	X	X	X	X
Highlandtown Yard.....			X	X	X	X	X	X	X	X
Bankay.....			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
Bloedek 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 SECOND- ARY TRACK (k) (m) (o).....						X		X	X	X
BOWIE: Wye track.....						X		X	X	X
ROSSLYN TRACK.....			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
FARNHURST: No. 1; No. 2 and No. 3 trks... 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's tracks and Deakye 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 Shell 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
Exchange track No. 2						(a)	X	X	X	X
Exchange track No. 3							(a)	X	X	X
Exchange track No. 4								X	X	X
Dennis track								X	X	X
Storehouse track								X	X	X
Birdseye Snider track								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
Conn. bet. Secondary track and West No. 1							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
Pocobontas 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 EF-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	
Other tracks, Freight House.			X	X	X	X	X	X	X	
Cedar St. tracks.										
Paxton St. Yard:										
All tracks.		X	X	X	X	X	X	X	X	
Air Reduction.		X	X	X	X	X	X	X	X	
Market St. Yard:										
No. 2 track.		X	X	X	X	X	X	X	X	
All other tracks.		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	
Farm Show.										
All others.				X	X	X	X	X	X	
North St. Yard:										
Tracks 3 & 4.						X	X	X	X	
Tracks 5 & 6.					X	X	X	X	X	
Swift Co.						X	X	X	X	
Micholovits.						X	X	X	X	
All others.			X	X	X	X	X	X	X	
Reily Street:										
McCluskeys.			X	X	X	X	X	X	X	
All others.						X	X	X	X	
Maclay St. tracks:										
Division St. Team track.						X	X	X	X	
Penn Supply Co.		X	X	X	X	X	X	X	X	
Rubeus Junk Co.										
John Stapf.						X	X	X	X	
Firestone.						X	X	X	X	
All others.			X	X	X	X	X	X	X	
Lucknow:										
All tracks.						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:							X	X	X	
All tracks.						X	X	X	X	
ATGLEN and SUSQUEHANNA BRANCH:										
Bridge 6.35.								35	X	
Bridge 13.64, 2nd bridge west of Block Signal L-125.								25	X	
COLUMBIA BRANCH:										
Bridge 70.00 west of Lancaster.								25	X	
ROHRERSTOWN:										
Miller and Bushong.							X	X	X	
Station track.							X	X	X	
MOUNTVILLE:										
Station track.							X	X	X	
Paper Mill track.							X	X	X	
New Holland Machine Co. track.				X	X	X	X	X	X	
Brick Co. track (a).							X	X	X	
WEAVERS:										
Newcomers Mill track.							X	X	X	
COLUMBIA:										
Bridge 78.86 east of Columbia.							35	25	X	
Crossover to Reading Co.							X	X	X	
Keeley Stove Co. track (a).				X	X	X	X	X	X	
No. 2 track to west end.							X	X	X	
MARIETTA:										
Station track.							X	X	X	
Cargill track.							X	X	X	
Zeigler Coal Co. track (a).				X	X	X	X	X	X	
O'Connor Coal track.				X	X	X	X	X	X	
Baker Tobacco Co. track.				X	X	X	X	X	X	
BILLMYER:										
All tracks except track adjacent to main track.				X	X	X	X	X	X	
No. 8 track to Rotary Mill.										
HIGHSPIRE:										
Bridge 97.04 east of Highspire.							40	X		
Beth Steel Co. Boiler Works track.							X	X	X	
Yard tracks 1, 2, 3.							X	X	X	
Wheatons Corp. track.							X	X	X	
Hosiery Mill track.							X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
STEELTON:										
Canal Branch track.						X	X	X	X	
YORK HAVEN LINE:										
York Haven Paper Mill track.				X	X	X	X	X	X	
Bridge 68.63 west of York Haven, Nos. 1 and 2 tracks.								30	20	X
CLY:										
Wye track.			X	X	X	X	X	X	X	
BRIDGE 72.05 east of Goldsboro, Nos. 1 and 2 tracks.								50	30	X
MARSH RUN:										
U. S. Depot track.						X	X	X	X	
LEMO:										
Curve to C. V. Bridge.						X	X	X	X	
West leg of "Y" (bb).						X	X	X	X	
NEW HOLLAND SECONDARY (j) (u).										
O. A. Smith Co. Track.		X	X	X	X	X	X	X	X	
QUARRYVILLE INDUSTRIAL (j).										
				X	X	X	X	X	X	
LEBANON SECONDARY (b) (j).										
Bridge 16.29 west of Cornwall (g).						X	X	X	X	
CUMBERLAND VALLEY BRANCH:										
CAMP:										
Summit Corp. track.										
Spangler Flour Mill track.										
General Foods Corp. track.				X	X	X	X	X	X	
Penosy 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	
Paul Eberly track.										
U. S. Steel Homes track.										
Hamden Industrial Track.										
MECHANICSBURG:										
D. Wilcox track.				X	X	X	X	X	X	
CARLISLE:										
Ettinger & Sons track.						X	X	X	X	
Beetem side track (a).										
SHIPPENSBURG:										
Bridge 37.85 north of Shippensburg.										
Elevator track.				X	X	X	X	X	25	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
Tracks at Reclamation Plant Yard and No. 8 track along erecting shop.						X	X	X	X	X
Slyder track.						X	X	X	X	X
Electric Light & Speer Co. track.						X	X	X	X	X
Shop tracks and delivery tracks west of Freight Station.						X	X	X	X	X
House and Transfer tracks.						X	X	X	X	X
Speer low track.	X	X	X	X	X	X	X	X	X	X
GREENCASTLE:										
Milk track.						X	X	X	X	X
Omwake and Oliver.				X	X	X	X	X	X	X
WINCHESTER SECONDARY:										
HAGERSTOWN:										
North ladder No. 1 yard.							X	X	X	X
Storage and transfer track No. 1 Yard No. 1 west, No. 1, 2 east transfer tracks.							X	X	X	X
Other transfer tracks.							X	X	X	X
Merchant Wholesale Grocery Co. track.							X	X	X	X
J. W. Myers Co. track.							X	X	X	X
Back Stockyard track.							X	X	X	X
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.....						X	X	X	X	X
W. S. Frey track.....										
MARTINSBURG:										
Bridge 92.86 north of Martinsburg.....						X		20	20	X
North leg of "Y".....						X	X	X	X	X
South leg of "Y".....						X	X	X	X	X
Thorn Lumber Co. south track (a).....				X	X	X	X	X	X	X
City Water Works track.....	X	X	X	X	X	X	X	X	X	X
Other yard and industrial tracks.....				X	X	X	X	X	X	X
Bridge 106.58 south of Ridgeway.....						X		30	30	X
DILLSBURG SECONDARY (j).....					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).....	15	15	15	15	15	X	X	X	X	X
Bridge 70.20—west of Lehmasters (g) See 1157-F1										
NORTHERN CENTRAL BRANCH:										
New Freedom—										
Summer's Canning Co.....						X	X	X	X	X
Glen Rock—										
Station track.....						X	X	X	X	X
YORK DISTRICT:										
Certain-tesd Roofing Co. Nos. 1 and 2.....			X	X	X	X	X	X	X	X
Bowen & McLaughlin Co.....			X	X	X	X	X	X	X	X
Reed Machinery Co.; Nos. 1 and 2 tracks.....			X	X	X	X	X	X	X	X
McKay Chain track.....			X	X	X	X	X	X	X	X
Schmidt & Ault track.....			X	X	X	X	X	X	X	X
Crossover; King St. Yd.....			X	X	X	X	X	X	X	X
No. 1 track; King St. Yd.....			X	X	X	X	X	X	X	X
Gerber's No. 1 and No. 2 track.....			X	X	X	X	X	X	X	X
Andrews Paper track.....			X	X	X	X	X	X	X	X
York Ice Mach. Co.— All tracks.....			X	X	X	X	X	X	X	X
Grantley Plant.....			X	X	X	X	X	X	X	X
Keystone Color and Co.....			X	X	X	X	X	X	X	X
Edison Light & Power Co. track.....			X	X	X	X	X	X	X	X
Hessenhelde & Thompeon track.....			X	X	X	X	X	X	X	X
Incline at George Street.....			X	X	X	X	X	X	X	X
Smyser-Royer Co.....			X	X	X	X	X	X	X	X
Crossover to Small's track.....			X	X	X	X	X	X	X	X
E and F tracks.....			X	X	X	X	X	X	X	X
D, G and H tracks.....			X	X	X	X	X	X	X	X
Crossover—Queen St. between Nos. 1 and 2 Sidings.....						X				
Switch to M. & P.R.R.....						X				
Runaround crossover.....						X				
Crane track.....						X	X	X	X	X
P. A. & S. Small track.....			X	X	X	X	X	X	X	X
Warehouse tracks, Nos. 9, 10, 11 and 12.....			X	X	X	X	X	X	X	X
Crossover in Jall St. Crossing, track 5 to track 6.....						X				
No. 7 crossover.....						X				
Ashpit track.....						X	X	X	X	X
No. 1 Running track.....						X	X	X	X	X
New Shop track.....			X	X	X	X	X	X	X	X
No. 2 Safe Works.....			X	X	X	X	X	X	X	X
Foundry track.....			X	X	X	X	X	X	X	X
Stacy-Schmidt—										
Track No. 1.....			X	X	X	X	X	X	X	X
Track No. 2.....			X	X	X	X	X	X	X	X
Diesel Fuel track.....						X	X	X	X	X
Yorktowne Paper Co. tracks.....						X	X	X	X	X
York Safe & Lock—										
All tracks.....			X	X	X	X	X	X	X	X
York Ice & Coal track.....			X	X	X	X	X	X	X	X
New U.S. Expansion Bolt Co.....			X	X	X	X	X	X	X	X
Keystone Roofing Co. tracks.....						X	X	X	X	X
Roosevelt Garage tracks.....			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.....						X	X	X	X	X
National Gypsum Co.— All switches in Yard.....			X	X	X	X				
Emilsville—										
American Acme Co.....						X	X	X	X	X
Mt. Wolf—										
G. A. Wolf & Sons.....			X	X	X	X	X	X	X	X
YORK RUNNING TRACK:										
Wrightsville to York.....			X	X	X	X				X
Wrightsville Yard.....			X	X	X	X				X
Wrightsville Station track.....			X	X	X	X				X
Riverside Foundry Co. trestle.....	X	X	X	X	X	X	X	X	X	X
Caterpillar track.....			X	X	X	X	X	X	X	X
Bendix track.....			X	X	X	X	X	X	X	X
Highland Industries track.....			X	X	X	X	X	X	X	X
E. & S. Realty Co. track.....			X	X	X	X	X	X	X	X
Standard Register Co. track.....			X	X	X	X	X	X	X	X
Sears track.....			X	X	X	X	X	X	X	X
FREDERICK SECONDARY TRACK:(j)										
York to Frederick (u) (c).....						X	X	X	X	X
Palmer's Industrial track.....						X	X	X	X	X
SPRING GROVE:										
P. H. Gladfelter tracks.....						X	X	X	X	X
P. H. Gladfelter No. 4 track.....						X				X
HANOVER:										
Doubleday Co.....						X	X	X	X	X
Hoke & Blair Coal Co. Trestle.....			X	X	X	X	X	X	X	X
Revonah track.....			X	X	X	X	X	X	X	X
UNION BRIDGE TRACK										
Walkersville Canning Co. track.....	(k)		X	X	X	X	X	X	X	X
Walkersville-Jamison's trk.....			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 16.20—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) EF-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) AF-24a, restricted to 15 MPH.
(bb) EF-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. 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

Tracks:

Fort Washington

Kensington and Tacony

Midvale

Bustleton

Fairhill

Oxford Road

Stifftown

Washington Ave.

60th Street

Devault

Claymont

South Chester

Chester and Phila.

Quarryville

Running Tracks:

York

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	Pope's Creek (Brandywine to
Centreville	Pope's Creek)

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 Haek. 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 Halmatta 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

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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

Truc-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 Stock Yard Tracks 2, 3 and 4.

New Stock 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 I-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. Arsenal, including all station tracks, 30th St. Station, No. 6 and No. 11 Running tracks and spur tracks at north and south ends of station.
River Line	Zoo	Connection with Penn Interlocking River Line.
36th St. Connection	Zoo	Arsenal
Grays Ferry West Chester	Zoo Arsenal	West Chester, including hand-operated crossovers 700 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.	44th Street.
Eastward Jersey Westward Jersey	Zoo Connections with Eastward Jersey track	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 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.
44th Street	Departure	All connections between energized tracks.
	Crossovers	200 feet, east end. 250 feet, east end. 125 feet, east end. 200 feet, east end.
	C-1 A-26 B-18 B-19	Between connections with No. 15 Running Track at 44th St. and 150 feet west of switch to engine yard.
	Inward engine	Entire
46th Street Enginehouse	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.
52nd Street to Overbrook and Jeff	A-12 B-20 Departure Crossovers	160 feet, west end. 280 feet, west end. 315 feet, west end. All connections between energized tracks.
	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	381 feet
Paoli coach yard	Pit Nos. 0 to 8, inc. Hill connecting	Entire Entire Entire
Paoli West yard	Running Storage Nos. 3 and 4 Duck Under Nos. 1 to 5, inc.	Entire Entire Entire Entire Entire Leading to Shop Building (East and West side).
Paoli Shop	No. 6 storage A-B-C-D	Entire West end to AC Motor stop sign.
Thorndale	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	Run down	Entire
Powelton Avenue MU yard	All	Entire
Penn Coach yard	All, including Wash and Run down, except plug track	Entire
Race Street Engine Terminal	All except sand track	Entire
U. S. Post Office	All	Entire
Walnut Street Yard	All except No. 10	Entire
Arsenal Interlocking	Run down	Entire
Grays Ferry yard	No. 8	Between Arsenal Interlocking and No. 0 track, 49th Street. 300 feet on north and south ends.
Penrose Yard	Nos. 9 and 10	Between connection with No. 1 Main track and AC Motor Stop sign.
Stadium	Run-around	Entire.
	Nos. 11 and 12 Crossovers	Connections between energized yard tracks.
Greenwich yard	North & south leads Crossovers	Entire Connection between North Lead and E yard lead. Trailing crossover for eastward movement
Greenwich coal yard (Receiving)	Westward engine running connecting inward engine	2170 feet, west end. 2030 feet, west end. 830 feet, west end. 700 feet, west end.
	No. 8 departure No. 7 departure E Yard lead Nos. 5 & 6 departure Nos. 11 and 12 inbound receiving yard	Entire, including connection to inward engine track.
	Nos. 13 and 14 inbound receiving yard Crossovers	Entire Connecting ladder track (east end inbound receiving yd) and engine track.
	Ladder	Between east end Inbound receiving yd. and a point 80 feet west of Gwah. switch cabin. 465 feet from west end. 1135 feet from west end. 460 feet eastward from connection with No. 3 departure.
South Phila. Enginehouse facilities	No. 3 departure No. 4 departure No. 2 departure	Entire 390 feet eastward from connection with north ladder. 180 feet, west end.
	North ladder South ladder	Entire Entire
	No. 7 Nos. 9 and 10 Ladder	Between Nos. 7 and 10 tracks (east end of Hump).
West end of Ore yard	Engine running Inward engine	Entire 1425 feet eastward from connection with engine running track.
Earnest	Pit Engine storage Cabin	Entire 1000 feet, west end. 300 feet, west end.
	No. 14	840 feet from west end.
	No. 15	595 feet from west end.
	No. 16	1075 feet from west end.
	No. 18	740 feet from west end.
	No. 19	580 feet from west end.
	No. 20	615 feet from west end.
	Ladder	Between west ends No. 14 and No. 20
	East middle West end of west middle	Entire
	West end Nos. 1 and 2 East end Nos. 1, 2 & 3 MU coach yard	To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign
Lamokin	No. 0	Entire
Highland Ave.	No. 5 Electric Engine storage and ladder connection to No. 5	Entire Highland Ave., to Hook
Trainer	No. 1 yard	Entire
	Ladder from No. 5 to No. 8, inc. Nos. 6, 7 and 8 yard tracks	North end to AC motor top sign Entire 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
<p>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. Northern Central Branch—Main track from B&P Jct. to a point 1154 feet west of Cedar Ave. bridge.</p>	<p>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. 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. 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-Principle 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.</p>
<p>Secondary Tracks</p>	<p>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.</p>
<p>Running Tracks</p>	
<p>B & P Jct.—Woodberry—Mt. Vernon Running Track from B&P Jct. west to connection with Main Track, 1835 feet west of Mile Post 2, including non-interlocked crossover at Cedar Ave. Bridge No. 3 running track from B&P Jct. west to connection with Main Track. No. 4 running track from B&P Jct. to and including facing crossover to No. 3 running track, 1000 feet west of B&O R.R. bridge.</p>	
<p>Other Tracks</p>	
<p>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.</p>	

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 98.

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. 35 track, 359 feet southward.
No. 32 track, 259 feet southward.	No. 37 track, 359 feet southward.
No. 33 track, 408 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 67 feet south from connection with Relay Yard lead.

No. 5 track 790 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 Thoroughfare track at the south end of the Northward Classification Yard.

Northward Thoroughfare track from the connection with the Relay Yard Lead to Four Mile Run yard office.

Connecting track between the southward thoroughfare track and the northward thoroughfare 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 Shocks	Lemo Cola State, including Shocks 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	From connection with No. 1 track, Columbia Branch to AC Motor stop sign. West end to AC Motor stop sign.
State	12-E, 13-E, 14-X, 6X, 7X, 8X, 9X, 10X, 5X, 5Y, 9Y, 7C, 8C No. 0	Entire State to AC Motor stop sign. Entire
State Street yard Harrisburg Station	Nos. 36 and 37 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 Nos. 4P and 5P	Entire
Harrisburg yard		To AC Motor Stop sign. Harris to Reilly, including cross-overs east of Reilly leading into these tracks.
No. 1 class yard No. 3 relay yard	Nos. 8 to 13 inc. Nos. 5, 6, 7 and Eastward	To AC Motor Stop sign. Maclay Street to AC Motor stop sign. Entire
No. 4 receiving yard Harrisburg enginehouse Enola yard	Nos. 13 to 18 inc. 4E inward engine track	To AC Motor stop sign.
Westbound relay yd. Westbound receiving yard Relay yard Eastbound classification yard	Ramp Ramp and G Nos. 2 to 16 inc. Nos. 6 to 10 inc. Paint Shop and Ladder track	Entire To westbound hump. Day to west end of tracks. To AC Motor Stop sign.
Enola Enginehouse	Nos. 11 to 18 and 20 to 40 inc. High Line	Entire 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.
	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.
F, G, H and K Columbia	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	Entire To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign
Lemoyne	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. 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. Divs.). 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	1600 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.

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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.

order 2302-2306-2337-2338

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.

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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	X						
Hunter	Elmora	1 and 4	X			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	X						
Elmora	Union	2 and 3	X					X	X	X	X					
Union	Morris	4	X			X		X	X	X						
Union	Morris	2 and 3	X					X	X	X	X					
Union	Lincoln	1	X			X		X	X	X						
Lincoln	Edison	1	X					X	X	X						
Edison	Morris	1	X			X		X	X	X						
Lincoln	Edison	No. 0	X					X	X	X	X					
Morris	Div. Post Phila. Div.	1, 2, 3 and 4	X			X		X	X	X						

order 2304

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	X					
Midway	JG	Jamesburg Branch	X	X												
Nassau	KS	Princeton Branch						X								
Morris	Division Post (Phila. Div.)	Trenton Branch 1 and 2							X	X	X					D
MG	G	Belvidere Delaware Branch				X										
Fair	BO	Bordertown 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.

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.

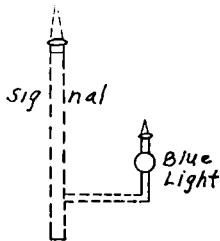
NOTE B—Home signals at New Freedom, Smyser, and Mt. Wolf must not be passed when STOP indication is displayed without a train order to do so.

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.

1280-A to 1296-A1. (All Divisions). Signal aspects not in conformity with the typical aspects, in service:

Signal Mast Bracket Marker.

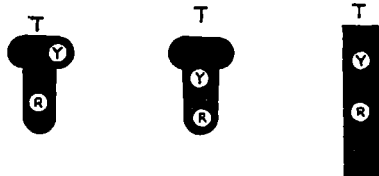


INDICATION—One track intervenes between signal and track it governs.

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.

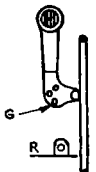
In service between East portal of North River and West portal of East River Tunnels.



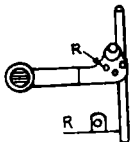
INDICATION—Proceed.

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

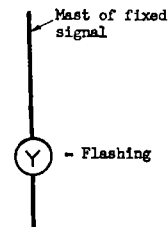
Vertical—Movable Bridge set for traffic.

Horizontal—Movable Bridge not set for traffic.

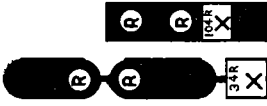
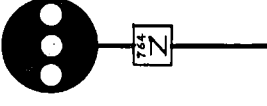
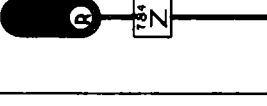


(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)

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.	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.

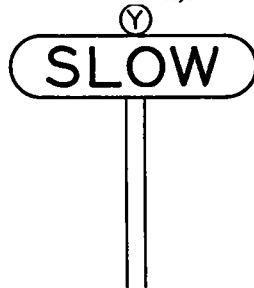
1280-A to 1296-A4. (New York Div.). When letters H-M are displayed, signal must not be accepted by any trains except PATH R.R. trains.

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.).

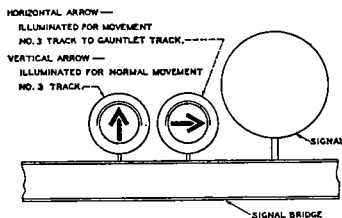
INDICATION
APPROACH NEXT SIGNAL
PREPARED TO STOP

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 Karny 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.

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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 Fertilizer 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 employes 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 employes in Train and Engine Service when exposed to direct rays or glare of the sun.

Train and Engine Service Employes

1400N-1A. (All Divisions). In the application of Rules 400N-1, 3, 5 and 7, Duties and Responsibilities of Train and Engine Service Employes, 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

1551-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.

1551-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.

1551-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

1551-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.

1551-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.

1551-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.

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(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 Minniek

(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 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 Employes.....	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

Home Div. *Ches - Md* *last* *J. S. Johnston* Name..... Occupation *h. g. f. cond* Promotion Date *9-10-44*

QUALIFIED FOR SERVICE				DATE OF LAST EXAMINATION
DIVISION	ZONE	PORTION	DATE QUALIFIED	BOOK OF RULES
<i>Ches - Md</i>	<i>C-A</i>	<i>Region boat (Phila to Darby (all) to West</i>	<i>9-10-44</i>	<i>5-11-65</i>
<i>"</i>	<i>C-B</i>	<i>Miles to Wash. Termi</i>		
<i>"</i>	<i>C-D</i>	<i>B. & P. b. to Phila. region part</i>		<i>TIMETABLE</i>
<i>NY</i>	<i>N-A</i>	<i>Harold to A tower</i>		<i>5-11-65</i>
<i>NY</i>	<i>N-B</i>	<i>A tower to Termi</i>		<i>AIR BRAKE</i>
<i>"</i>	<i>N-C</i>	<i>Termi to Phila. region part</i>		<i>6-15-66</i>
<i>Phila</i>	<i>P-A</i>	<i>Mile boat 76 to Joe - State to Termi</i>		<i>PHYSICAL</i>
<i>"</i>	<i>P-B</i>	<i>Joe to Brill (all) + Joe to Bond</i>		<i>4-1-66</i>
<i>"</i>	<i>P-B</i>	<i>Bond to Arsenal</i>		
<i>"</i>	<i>P-B</i>	<i>Termi to Wago to N. Freedom</i>		

Home Div. Name Occupation Promotion Date

QUALIFIED FOR SERVICE				DATE OF LAST EXAMINATION
DIVISION	ZONE	PORTION	DATE QUALIFIED	BOOK OF RULES
				<i>PHYSICAL</i>
				<i>TIMETABLE</i>
				<i>AIR BRAKE</i>
				<i>PHYSICAL</i>

ALL REGIONS

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	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
1	—	1000	1000	1000	1000	1000	1208
2	—	1001	1001	1001	1001	1001	1000
3	—	1091	1066	1150	1092	1072	1001
4	—	1065	1041	1095	1008	1093	1071
5	—	1073	1012	1067	1202	1074	1043
6	—	1040	1013	1042	1209	1006	1007
7	—	1005	1074	1008	1071	1205	1005
8	—	1067	1046	1153	1045	1103	1092
9	—	1045	1014	1022	1206	1120	1065
10	—	1094	1155	1090	1213	1277	1041
11	—	1047	1068	1076	1018	1236	1042
12	—	1006	1005	1200	1047	1118	1078
13	—	1152	1070	1215	1002	1211	1048
14	—	1075	1024	1065	1204	1150	1008
15	—	1042	1078	1040	1218	1016	1013
16	—	1096	1043	1019	1100	1066	1075
17	—	1154	1003	1075	1216	1069	1004
18	—	1049	1077	1096	1015	1003	1067
19	—	1008	1009	1077	1041	1012	1044
20	—	1021	1201	1017	1005	1013	1152
21	—	1205	1007	1101	1068	1210	1094
22	—	1200	1048	1201	1048	1105	1217
23	—	1002	1072	1103	1049	1119	1200
24	—	1071	1016	1151	1010	1101	1207
25	—	1209	1203	1011	1203	1214	1021
26	—	1216	1217	1044	1102	1104	1090
27	—	1102	1100	1093	1046	1091	1202
28	—	1213	1119	1212	1073	1095	1155
29	—	1204	1105	1104	1092	1020	1125
30	1204	1092	1208	1120	—	1154	1204
31	1004	—	1015	1207	—	1014	—

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.

Employes 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.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., April 14, 1967.

GENERAL ORDER No. 2302

Effective 4.02 A.M., Sunday, April 30, 1967

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. 4144, 4114, C.N.J. 5440, SOU. 218 and SOU. 242, changed.

Schedules of Nos. 4263 and 4264, withdrawn.
No. 4143 will run daily.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:
Nos. 4143, 4144 and 4114 over corresponding schedules on pages 148 and 149.

Blank coupon over schedule of No. 4263, page 148.

Blank coupon over schedule of No. 4264, page 149.

C.N.J. 5440 over corresponding schedule, page 154.

SOU. 218 and SOU. 242 over corresponding schedules, page 165.

Delete reference to Nos. 4143, 4263, 4144 and 4264 in frequency notes, pages 148 and 149.

Employees must correct pages 148 and 149, in ink.

(b) **TRAINS WAIT FOR CONNECTIONS
PRINCETON JUNCTION**

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
280	A.M. 9.55	4143	A.M. 9.44	4144	A.M. 9.56	280	A.M. 9.55
			4144	A.M. 9.56	3823		9.46
			4144	A.M. 9.56	204		9.51
3838	P.M. 6.00	4113	P.M. 5.56	4114	P.M. 6.08	3838	P.M. 6.00
			4114	P.M. 6.08	3841		6.08

Employees must correct page 167, in ink.

Applies in Zone NB

(c) **ELECTRICAL OPERATION
MAIN LINE
HUNTER—LANE**

AC electrical operating facilities on No. 5 Running track of no assigned direction 1150 feet west of westward limit of Hunter Interlocking and Lane, temporarily out of service, account of construction work.

Special Instruction **1167-A5** (New York Division), page 339, changed.

(d) **MAIN LINE
DOCK—HUDSON
JERSEY CITY BRANCH
HUDSON—WALDO**

The following tracks are transferred to the jurisdiction of the Superintendent Transportation PATH—Port Authority Trans-Hudson Corporation:

Eastward and Westward PATH tracks between Dock and Hudson.

No. 1 and No. 2 tracks Jersey City Branch between Hudson and Waldo.

South Street Yard.

Newark MU Yard including Tail track.

Special Instruction **1201-A1a** (New York Division), page 355, changed.

(Page 2 of 2 Pages, Eastern Region General Order No. 2302)

Applies in Zone PB

(e) **AUTOMATIC HIGHWAY CROSSING PROTECTION
ON SIDINGS, YARD OR OTHER TRACKS
EDDYSTONE**

Track	Crossing	Location	Notes
Yard Chester and Phila.	Philadelphia Electric Philadelphia Electric	Eddystone Eddystone	2 11

Note 2—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.

Note 11—Operating circuits extend 440 feet from crossing.
Special Instruction **1103-A2** (Philadelphia Division), pages 222 and 223, changed.

(f) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS
CHESTER AND PHILADELPHIA TRACK
EDDYSTONE**

Trains and engines on Chester and Philadelphia track must not exceed a speed of 10 miles per hour between CC signs located 440 feet north and south of Philadelphia Electric crossing.
Special Instruction **1157-F1** (Philadelphia Division), page 293, changed.

Applies in Zone HA

(g) **ELECTRICAL OPERATION
MAIN LINE—(HARRISBURG STATION)
STATE—HARRIS**

AC electrical operating facilities in service on the following tracks:

Location	Track	Portion equipped for AC Electrical Operation
State	No. 15 Spur	Entire
	No. 17 Spur	Entire
	No. 20 Spur	Entire
	No. 22 Spur	Entire
	No. 24 Spur	Entire
	No. 26 Spur	Entire
Harris	No. 15 Spur	Entire
	No. 17 Spur	Entire
	No. 20 Spur	Entire
	No. 22 Spur	Entire
	No. 24 Spur	Entire
	No. 26 Spur	Entire

Special Instruction **1167-A5** (Harrisburg Division), page 347, changed.

(h) **ELECTRICAL OPERATION
MAIN LINE
ROCKVILLE—HARRIS**

AC electrical operating facilities installed over No. 1 track from a point 2207 feet west of Harris and Harris, in service.
AC Motor Stop sign installed over No. 1 track, 2207 feet west of Harris, in service.

Facing Interlocked crossover for eastward movement, connecting No. 1 track with No. 2 track, 1737 feet west of Harris, equipped for AC electrical operation, in service.
Special Instruction **1167-A5** (Harrisburg Division), page 346, changed.

(i) **MAIN LINE
HARRISBURG
STATE INTERLOCKING—HARRIS INTERLOCKING**

Paragraph (v) of General Order No. 2301 referring to temporary speed restriction of 5 miles per hour on No. 11 and No. 12 tracks within interlocking limits between State and Harris, annulled.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., April 25, 1967.

GENERAL ORDER No. 2303

Effective 4.03 A.M., Sunday, April 30, 1967

Applies in Zones NB and NC

(a) **CAB SIGNALS
NEW YORK DIVISION**

Between WC and Hudson:

C.N.J. and Reading engines will be permitted to operate when equipped with color light cab signals in operative condition and will be governed by P.R.R. cab signal rules and speed definitions.

Special Instruction **1551-A7** (New York Division), page 371 added.

Except where **Rule 261** is in effect, C.N.J. engines equipped with speed control operating against the current of traffic and cab signal indicator changes to restricting will not proceed until the following action is taken:

Stop train, darken cab signal indicator by operating "Standing Cutout" switch located under cab. When train is diverted back with the current of traffic, cab signal indicator will automatically return to normal.

Special Instruction **1560-B2** (New York Division), page 373, added.

Applies in Zone HA

(b) **NEW HOLLAND SECONDARY TRACK
EAST EARL—LEOLA**

Paragraph (x) of General Order No. 2301, referring to a temporary speed restriction of 5 miles per hour on Secondary track between Mile Post 28 and a point 2640 feet west of Mile Post 28, annulled.

(c) **CURVES, BRIDGES, ETC.
MAXIMUM SPEED
NEW HOLLAND SECONDARY TRACK
EAST EARL—LEOLA**

(Permanent Speed Restriction)

Maximum authorized speed on Secondary track between Mile Post 28 and a point 2640 feet west of Mile Post 28, 5 miles per hour.

Special Instruction **1157-F1** (Harrisburg Division), page 297, changed.

Effective 11.01 A.M., Thursday, May 4, 1967

Applies in Zone CB

(d) **MAIN LINE
FREDERICK ROAD—HALETHORPE**

Block Signal No. 1020, governing northward movements on Nos. 1 and 2 tracks, 222 feet south of Mile Post 102, out of service.

Block Signal No. 1021, governing southward movements on No. 4 track, 222 feet south of Mile Post 102, out of service.

(Page 1 of 2 Pages)

(Page 2 of 2 Pages, Eastern Region General Order No. 2303)

Effective 12.01 P.M., Friday, May 5, 1967

Applies in Zone PD

(e) **BORDENTOWN BRANCH
COOPER—HATCH**

Trailing hand-operated crossover for westward movement in Main track, 500 feet east of Pavonia, connecting Main track with No. 1 Running track, out of service.

No. 1 Running track between a point 1100 feet west of Mile Post 3 and connection with Main track, 816 feet east of Cooper Block and Interlocking Station, out of service.

Main track between a point 1100 feet west of Mile Post 3 and Cooper Block and Interlocking Station, relocated a maximum of 35 feet south.

Special Instruction **1151-G1** (Philadelphia Division), page 261, changed.

Effective 1.01 P.M., Friday, May 5, 1967

Applies in Zone PB

(f) **DELAWARE EXTENSION
ARSENAL**

Paragraph (p) of General Order No. 2301, referring to No. 2 track temporarily out of service between connection with West Philadelphia Elevated Branch and a point 2730 feet east thereof, annulled.

Effective 7.01 A.M., Monday, May 8, 1967

(g) **DELAWARE EXTENSION
ARSENAL**

No. 1 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**, **1157-C1** and **1250-A1** (Philadelphia Division), pages 252, 279 and 358, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., May 5, 1967.

GENERAL ORDER No. 2306

Effective 10.01 A.M., Monday, May 22, 1967

Applies in Zone HA

(a) **MAIN LINE
BANKS—ROCKVILLE**

"A" Running track changed to No. 5 Main track between Banks and Rockville, assigned direction Eastward, in charge of Train Dispatchers at Harrisburg. Automatic Block Signal System **Rules 501 to 512**, in effect with the current of traffic and Manual Block Signal System **Rules 305 to 373** inclusive, except **Rule 316**, in effect for movements against the current of traffic. Maximum Speeds, unless otherwise specified on No. 5 track:

Between	Miles per Hour	
	Passenger	Freight
Banks and Rockville	35	35

Facing Interlocked crossover for eastward movement connecting "B" Running track with "A" Running track, 2495 feet east of Mile Post 111, in service. Block Signal No. 1104 ("G" Signal) governing eastward movement on "A" Running track, 2445 feet east of Mile Post 111, changed to a Home Signal, controlled by Rockville, in service. Low Home Signal governing westward movement on "A" Running track, 2710 feet east of Mile Post 111, controlled by Rockville, in service. Low Home Signal governing eastward movement on "B" Running track, 2480 feet east of Mile Post 111, controlled by Rockville, in service. Low Home Signal governing westward movement on "B" Running track, 2705 feet east of Mile Post 111, controlled by Rockville, in service. Position Light Signal governing approach to Low Home Signal that governs movement from "B" Running track at Rockville, out of service. Diagram in sticker form attached to and made part of this General Order showing changes in tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order. Special Instructions **1151-B1, 1151-F1, 1201-A1d and 1250-A1** (Harrisburg Division), pages 254, 259, 355 and 363, changed.

Effective 10.01 A.M., Tuesday, May 23, 1967

Applies in Zone CA

(b) **MAIN LINE
BUSH
(Temporary Speed Restriction)**

Trains and engines on No. 2 and No. 3 tracks must not exceed a speed of 60 miles per hour over Bush River Movable Bridge, account of movable bridge in service. Special Instruction **1157-F1** (Chesapeake Division), page 293, changed.

Applies in Zone CF

(c) **DELMARVA BRANCH
MT. PLEASANT—TOWNSEND**

Paragraph (u) of General Order No. 2301, referring to a temporary speed restriction of 20 miles per hour on Main track between a point 2000 feet south of Mile Post 24 and a point 1500 feet south of Mile Post 25, annulled.

**E. R. ADAMS,
General Superintendent.**

(Page 3 of 3 Pages, Eastern Region General Order No: 2304)

Applies in Zone PB

(h) **AUTOMATIC HIGHWAY CROSSING PROTECTION ON
SIDINGS, YARD AND OTHER TRACKS
SOUTH PHILADELPHIA**

At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Notes
Food Distribution Center	Pattison Ave.	1350 feet from connection with Industrial Track (South Philadelphia)	2

Note 2—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.

Special Instruction **1103-A2** (Philadelphia Division), page 223, changed.

Applies in Zone PD

(i) **BORDENTOWN BRANCH
COOPER—PAVONIA**

Facing hand-operated switch for eastward movement in Main track, 2188 feet east of Cooper Block and Interlocking Station, leading to East Yard, out of service.

Trailing hand-operated crossover for eastward movement in Main track, connecting Main track with No. 1 receiving track, 760 feet east of Pavonia, in service.

**E. R. ADAMS,
General Superintendent.**

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., May 6, 1967.

GENERAL ORDER No. 2305

Effective 12.01 A.M., Monday, May 15, 1967

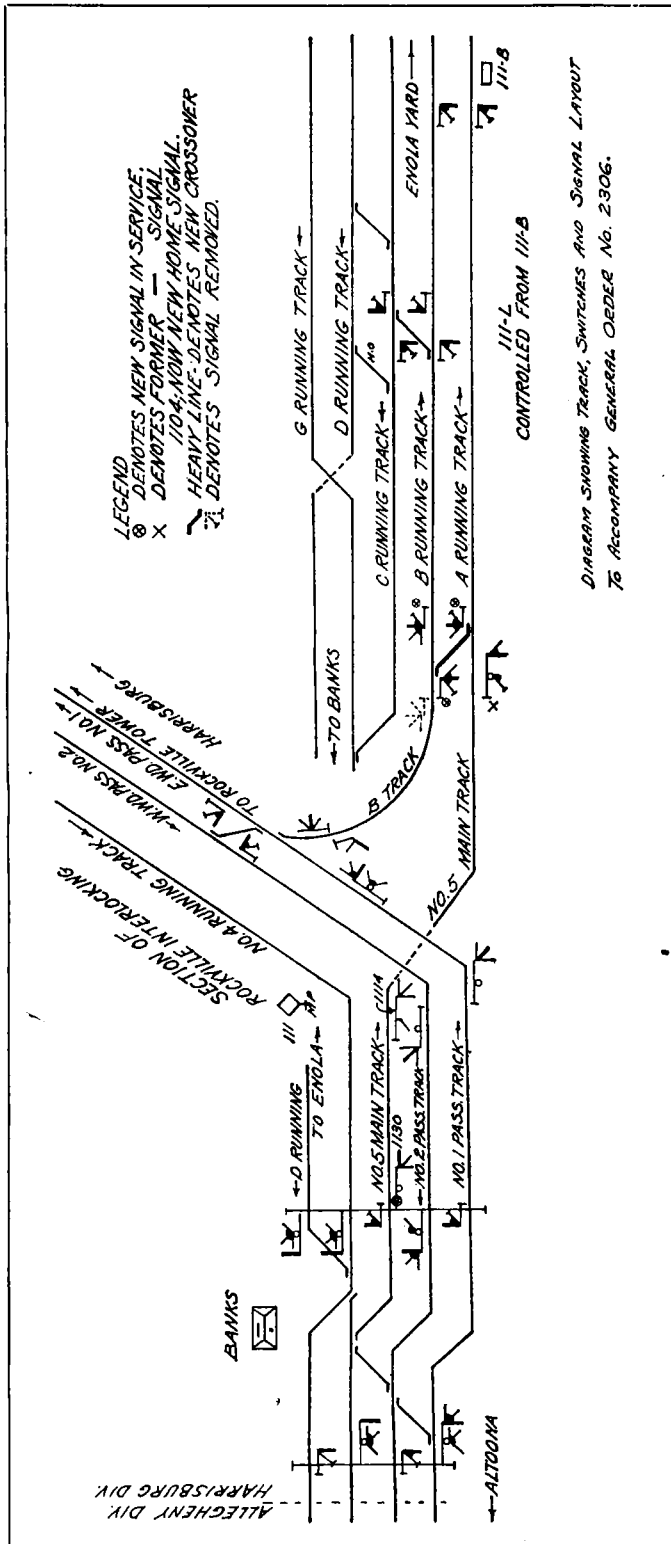
Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. C.N.J. 5903, C.N.J. 5404 and C.N.J. 5426, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedules, pages 152, 154 and 155.

**E. R. ADAMS,
General Superintendent.**



**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., May 19, 1967.

GENERAL ORDER No. 2307

**Governing Movements to and from Delaware Park Race
Track via Stanton**

**Effective Saturday, May 27, 1967, between 11.30 A.M. and
6.45 P.M. and continuing Daily except Sundays until
Saturday, July 29, 1967, inclusive.**

Applies in Zone CA

(a) **MAIN LINE
STANTON**

AC Electrical Operation on Delaware Park Track, extending westward from connection with No. 4 track, 1500 feet south of Stanton, a distance of 6420 feet to Delaware Park Race Track, including siding and storage tracks Nos. 2, 3 and 4, in service.

NOTE—Catenary wires energized continuously until 6.45 P.M., Saturday, July 29, 1967.

Delaware Park Track changed to a single track extending westward from connection with No. 4 track, 1500 feet south of Stanton, a distance of 4500 feet to End of Block, including siding, in service as Delaware Park Branch.

Rules 305 to 373, inclusive, except Rule 317, in effect.
Special Instructions 1151-A1, 1167-A5 and 1250-A1 (Chesapeake Division), pages 251, 344 and 361, changed.

(b) **MAIN LINE
DELAWARE PARK BRANCH**

STAN temporary Block Station, without fixed signals, located at switch connection with No. 4 track, in service on No. 4 track and Delaware Park Branch.

Trains and engines on No. 4 track and Delaware Park Branch must approach STAN temporary Block Station prepared to stop and must not pass unless hand signal to proceed is received.

Trains will operate between STAN and End of Block without train orders after receiving block indication from Operator STAN.

Trailing hand-operated switch in No. 4 track, 1500 feet south of Stanton, in charge of Operator STAN.

Siding and Storage tracks Nos. 2, 3 and 4 on Delaware Park Branch, in charge of Operator STAN.

Operator STAN will verbally instruct crews as to storage track to be used.

Train crews will report their arrival at Delaware Park Race Track on designated storage track to Operator STAN.

Train crews must get permission from Operator STAN to proceed east on Delaware Park Branch.

Page 12 and Special Instructions 1104-C1 and 1151-E2 (Chesapeake Division), pages 242 and 258, changed.

(c) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
DELAWARE PARK BRANCH**

Maximum speed on Delaware Park Branch between STAN and End of Block—15 miles per hour.

Special Instruction 1157-C1 (Chesapeake Division), page 281, changed.

**E. R. ADAMS,
General Superintendent.**

THE PENNSYLVANIA RAILROAD
EASTERN REGION
CENTRAL REGION

annulled
order 2332

Philadelphia, Pa., May 22, 1967.
Pittsburgh, Pa., May 22, 1967.

EASTERN REGION GENERAL ORDER No. 2308
CENTRAL REGION GENERAL ORDER No. 314

Effective 10.01 A.M., Friday, June 2, 1967

Applies in Zone HA

Applies in Zone D

(a) MAIN LINE (NORTHERN DIVISION)
HARRISBURG—BUFFALO

WILLIAMSPORT BRANCH (HARRISBURG DIVISION)
ROCKVILLE—STONEY

Stoney Interlocking located 5040 feet west of Mile Post 93, out of service.

Block Signal No. 937, governing westward movements on Main track, 4530 feet west of Mile Post 93, in service.

Home Signal governing eastward movements on Main track, 5040 feet west of Mile Post 93, equipped with Dragging Equipment Indicator Light (Rule 4076-A), controlled by Rockville, in service.

When dragging equipment indicator light is actuated displaying an illuminated letter "E" the operator at Kase Block and Interlocking Station must be advised immediately.

Rockville Siding of no assigned direction reduced to 127 cars. HECKS Interlocking located 2800 feet west of Mile Post 92, remote controlled by Rockville, in service.

Home Signal governing eastward movement on Main track, 2850 feet west of Mile Post 92, in service.

Home Signal governing westward movement on Main track, 1200 feet west of Mile Post 92, in service.

Low Home Signal governing westward movement on Rockville siding, 2500 feet west of Mile Post 92, in service.

Block Signals No. 922 and 923, 1200 feet west of Mile Post 92, out of service.

Diagram in sticker form attached to and made part of this General Order showing changes in tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

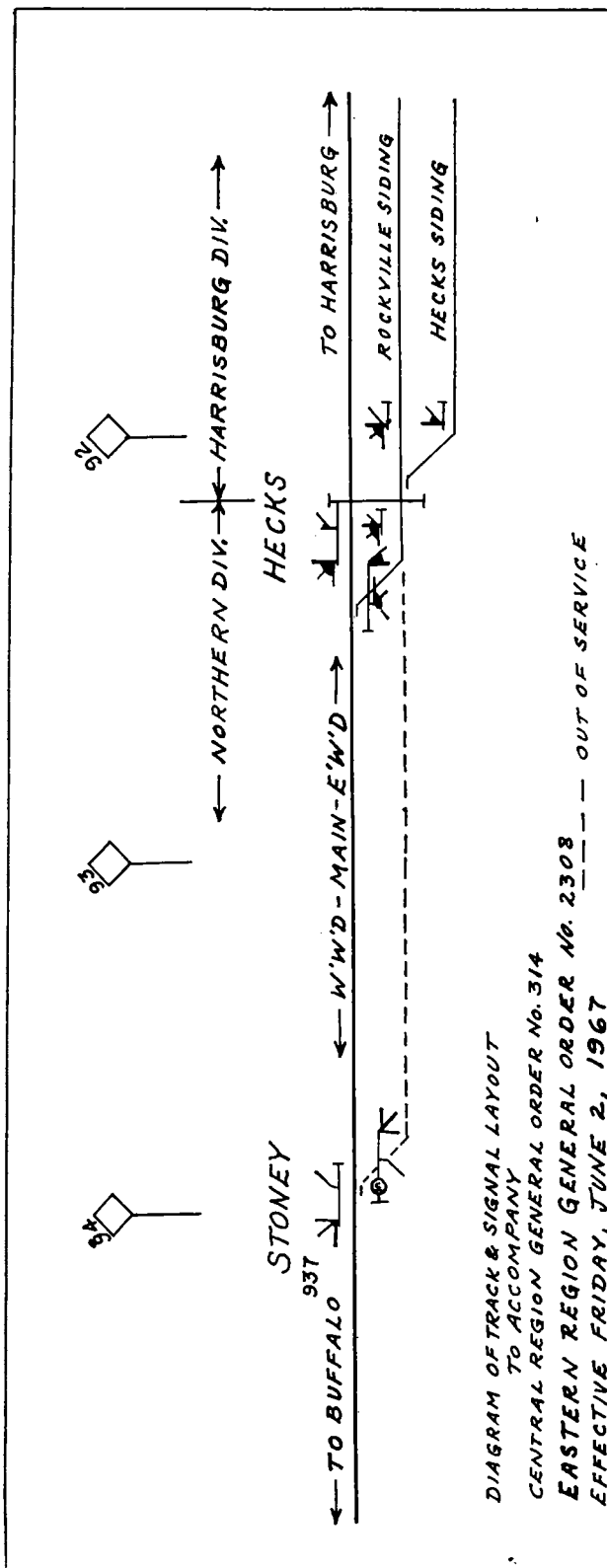
Page 9 and Special Instruction 1509-A1, page 273, Central Region Timetable, changed.

Page 13, Eastern Region Timetable, changed. —

E. R. ADAMS,
General Superintendent.

J. A. FOSHEE,
General Superintendent.

(Page 1 of 2 Pages)



**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., June 1, 1967:

GENERAL ORDER No. 2309

Effective 4.01 P.M., Sunday, June 11, 1967

Applies in Zones NC and NE

(a) **MEDICAL OFFICERS AND SURGEONS**

Telephone number of R. S. Stein, M.D., 22nd and Lehigh Streets, Easton, Pa., changed to 258-2921.
Delete William Pollen, M.D., 535 New Brunswick Avenue, Perth Amboy, N. J., from list of Medical Officers and Surgeons.
Special Instruction **100R-2A** (New York Division), page 191, changed.

Applies in Zone PA

(b) **EXTRA STOPS—PASSENGER TRAINS
PHILADELPHIA DIVISION**

No. 601 stop at Paoli Shop for employes.
Employes must correct page 169, in ink.

Applies in Zone PB

(c) **ENGINE AND SPECIAL LOAD RESTRICTIONS
GRAYS FERRY YARD**

Delete reference to ERS-17 engines prohibited in Grays Ferry Yard in Special Instruction **1160-A1b** (Philadelphia Division), page 309.
Special Instruction **1160-A1b** (Philadelphia Division), page 309, changed.

(d) **SUBURBAN LINE
ARSENAL**

Low Home Signal governing northward movement on Sifting track, 3150 feet north of Arsenal Block and Interlocking Station, out of service.
Low Home Signal governing southward movement on No. 1M track, 4018 feet north of Arsenal Block and Interlocking Station, out of service.
Facing interlocked crossover between No. 1M and No. 4M tracks, 3897 feet north of Arsenal Block and Interlocking Station, out of service.
Shifting track between a point 2064 feet north of Arsenal Block and Interlocking Station and connection with No. 1M track, out of service.
Facing interlocked crossover between No. 1M and No. 4M tracks, 2197 feet north of Arsenal Block and Interlocking Station, in service.
Trailing interlocked switch for northward movement in No. 1M track, 2064 feet north of Arsenal Block and Interlocking Station, leading to Shifting track, in service.
Low Home Signal governing southward movement on No. 1M track, 3150 feet north of Arsenal Block and Interlocking Station, in service.
Low Home Signal governing northward movement on Shifting track, 1800 feet north of Arsenal Block and Interlocking Station, in service.
Fixed Signal numbered 15M, governing southward movement on No. 4M track, 3135 feet north of Arsenal Block and Interlocking Station, changed to Home Signal, in service.

(Page 1 of 3 Pages)

(Page 2 of 3 Pages, Eastern Region General Order No. 2309)

Applies in Zone PC

(e) **PROTECTION FOR PUBLIC HIGHWAY CROSSINGS AT GRADE
SCHUYLKILL SECONDARY TRACK
NORRIS—HAWES AVE.**

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

Track	Crossing	Location	Note
No. 1 Running	Ford Street	Norristown	4

Note 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.

Special Instruction **1103-C1** (Philadelphia Division), page 232, changed.

Applies in Zone CB

(f) **ENGINE AND SPECIAL LOAD RESTRICTIONS
MAIN LINE
BAY—UNION JUNCTION**

Account of bridge renewal, restrictions are removed from the following bridges:

Bridge 3.14 Kresson Street
Bridge 2.97 North Haven Street
Bridge 1.89 Milton Avenue

Special Instruction **1160-A1c** (Chesapeake Division), page 318, changed.

(g) **PASSENGER CREWS REPORTING AND REGISTERING FOR DUTY
WASHINGTON**

Passenger engine crews for trains from Union Station and 10 H Yard or 50 Track (G & H Yard changed to read 10 H Yard or 50 Track), changed as follows:

Location	Service	Note	Passenger Engine Crews		
			Passenger Trainsmen	Diesel or Electric Engines	MU Trains
Washington	Trains from Union Station.....	1	30	50	30
	Trains from 10 H Yd. or 50 track..	1	75	75	.....
	Trains from Potomac Yd.....	3	30	75	.....

Special Instruction **1075-A6** (Chesapeake Division), page 207, changed.

Applies in Zone HC

(h) **CUMBERLAND VALLEY BRANCH
CARLISLE—SHIPPENSBURG
(Temporary Speed Restriction)**

Trains and engines on Main track must not exceed a speed of 25 miles per hour between Mile Post 19 and Mile Post 40, account of track conditions.

Special Instruction **1157-F1** (Harrisburg Division), page 296, changed.

(i) **WINCHESTER SECONDARY TRACK
MARTINSBURG—INWOOD**

Yard Limit Board located at Mile Post 101, relocated to Mile Post 98, in service. Yard Limits changed accordingly.

Special Instruction **1093-A1** (Harrisburg Division), page 215, changed.

Effective 10.01 A.M., Monday, June 12, 1967

Applies in Zone CA

- (j) MAIN LINE
CHASE—MIDDLE RIVER
Dragging Equipment Detector indicator light for Nos. 1, 2, 3 and 4 Main tracks, located at Signal Bridge 1738 feet north of Mile Post 84, out of service.
Special Instruction 1076-A2 (Chesapeake Division), page 208, changed.

Applies in Zone CB

- (k) MAIN LINE
FREDERICK ROAD—HALETHORPE
Block Signal No. 1021, governing southward movements on No. 3 track, 222 feet south of Mile Post 102, out of service.
- (l) MAIN LINE
HALETHORPE—WINANS
Account bridge renewal, restrictions on Bridge No. 103.52, removed.
Special Instruction 1160-A1c (Chesapeake Division), page 319, changed.

Applies in Zone CF

- (m) DELMARVA BRANCH
DAVIS INTERLOCKING
Manual Block Signal (Pedestal type), governing southward movements on Main track, located 163 feet south of junction with Main Line, in service.

E. R. ADAMS,
General Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION

Philadelphia, Pa., June 8, 1967.

GENERAL ORDER No. 2310

Effective 2.01 A.M., Sunday, June 18, 1967

Applies in All Zones

- (a) TIMETABLE AUTHORITY
Schedule of No. 3634 and schedules of C.N.J. Nos. 5402, 5403, 5404, 5405, 5428, 5431, 5432, 5707, 5903 and 5932, changed.
S Stop for No. 1120 at Rahway, page 76, changed to G Stop.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
Nos. 3634, 5402, 5403, 5404, 5405, 5428, 5431, 5432, 5707, 5903 and 5932 over corresponding schedules, pages 86, 152, 153, 154 and 155.
Employees must correct page 76, in ink.

Applies in Zone CC

- (b) MAIN LINE
ANACOSTIA
Southward trains, except trains from Benning Yard to Jersey Yard, must not exceed a speed of 15 miles per hour passing Anacostia Block and Interlocking Station with entire train.
Special Instruction 1157-J3 (Chesapeake Div.), page 301, changed.

Applies in Zone CE

- (c) N. & D. C. RUNNING TRACK
REYBOLD
Facing hand-operated switch for southward movement in Running track, 90 feet south of Mile Post 10 and trailing hand-operated switch for southward movement in Running track, 2310 feet south of Mile Post 10 leading to Runaround track, in service.

Effective 10.01 A.M., Sunday, June 18, 1967

Applies in Zone NC

- (d) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
COUNTY—MILLHAM
Maximum speeds, unless otherwise specified on No. 2 track:

Between	Passenger Trains Miles Per Hour	Freight Trains Miles Per Hour
County and Millham.....	80	50

Special Instruction 1157-C1 (New York Div.), page 276, changed:

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., June 16, 1967.

GENERAL ORDER No. 2311

Effective 2.01 A.M., Friday, June 30, 1967

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedule of NH 168, changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over corresponding schedule, page 89.

Applies in Zone NC

(b) **TICKET OFFICES OPEN FOR SALE OF TICKETS**

Jersey Avenue open 6.45 A.M. to 10.45 A.M., Monday to Friday. Closed Saturday, Sunday and Holidays.
Cornwells Heights open 9.45 A.M. to 10.45 A.M., Monday to Friday. Closed Saturday, Sunday and Holidays.
Employees must correct page 170, in ink.

Effective 9.01 A.M., Friday, June 30, 1967

Applies in Zone PD

(c) **BORDENTOWN BRANCH
COOPER**

Automatic Highway crossing protection with flashing light signals and short arm gates, protecting River Road Highway crossing at grade, for movement on No. 1 and No. 2 tracks, in service.
Special Instruction 1103-A2 (Philadelphia Division), page 223, changed.

(d) **PEMBERTON BRANCH
HAINESPORT—MOUNT HOLLY**

Facing hand-operated switch for southward movement in Main track, 110 feet north of Mile Post 18, leading to Burlington County Highway Dept. track, out of service.

Effective 10.01 A.M., Friday, June 30, 1967

Applies in Zone NC

(e) **HAND OPERATED SWITCHES EQUIPPED WITH
ELECTRIC LOCKS
MAIN LINE
LINCOLN—EDISON**

The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper:
Facing hand-operated crossover for eastward movement, equipped with electric lock, in No. 0 track, 8150 feet west of Lincoln, leading to new Nos. 7, 8 and 9 yard tracks, controlled by Lincoln, in service.
Facing hand-operated switch for eastward movement, equipped with electric lock, in No. 0 track, 7470 feet west of Lincoln, leading to Nos. 5 and 6 yard tracks, out of service.
Special Instruction 1104-D1 (New York Division), page 243, changed.

(Page 2 of 2 Pages, Eastern Region, General Order No. 2311)

(f) **ELECTRICAL OPERATION
MAIN LINE
LINCOLN—EDISON**

Following tracks equipped for AC electrical operation:
Facing hand-operated crossover for eastward movement in No. 0 track, 8150 feet west of Lincoln, leading to new Nos. 7, 8 and 9 yard tracks, equipped for AC electrical operation, in service.
AC electrical operating facilities installed over Nos. 7 and 8 yard tracks from point of connection with No. 6 track at east end yard to point of connection with No. 0 track at west end yard, in service.
Special Instruction 1167-A5 (New York Division), page 339, changed.

Applies in Zone CA

(g) **MAIN LINE
HAREWOOD PARK—CHASE**

Block Signal No. 807, governing southward movement on No. 4 track, 4036 feet south of Mile Post 80, out of service.

Effective 1.01 P.M., Friday, June 30, 1967

Applies in Zone CA

(h) **MAIN LINE
HAREWOOD PARK—CHASE**

Block Signal No. 807, governing southward movement on No. 3 track, 4036 feet south of Mile Post 80, out of service.

Effective 9.01 A.M., Wednesday, July 5, 1967

Applies in Zone PD

(i) **BORDENTOWN BRANCH
12TH STREET—DIVISION POST (P.R.S.L.)**

Main track between a point 1422 feet west of 12th Street and Division Post (P.R.S.L.), relocated a maximum of 79 feet south.
Home signal governing eastward movement on Main track, 1505 feet west of 12th Street, relocated 29 feet south.

Effective 10.01 A.M., Thursday, July 6, 1967

Applies in Zone CB

(j) **MAIN LINE
GWYNN INTERLOCKING**

Low Home signal governing northward movement on No. 3 track, 615 feet south of Gwynn Block and Interlocking Station, out of service.
Home signal governing northward movement on No. 3 track located on signal bridge, 1105 feet south of Gwynn Block and Interlocking Station, in service.

**E. R. ADAMS,
General Superintendent.**

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., July 3, 1967.

GENERAL ORDER No. 2312

Effective 10.01 A.M., Friday, July 14, 1967

Applies in Zone NC

- (a) **ELECTRICAL OPERATION**
MAIN LINE
LINCOLN—EDISON
AC electrical operating facilities extended over Nos. 5 and 6 yard tracks to point of connection with No. O track, 8150 feet west of Lincoln, in service.
Special Instruction **1167-A5** (New York Div.), page 339, changed.
- (b) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**
MAIN LINE
LINCOLN—COUNTY
Maximum speeds, unless otherwise specified on No. 3 track:

Between	Passenger Trains Miles Per Hour	Freight Trains Miles Per Hour
Lincoln and County	80	50

Special Instruction **1157-C1** (New York Div.), page 276, changed.

- (c) **TICKET OFFICES OPEN FOR SALE OF TICKETS**
Princeton Jct. open 7.15 A.M. to 10.00 A.M., Monday to Friday. Closed Saturday, Sunday and Holidays.
Princeton open 7.00 A.M. to 5.00 P.M., Monday to Saturday. Closed Sunday and Holidays.
Employees must correct page 170, in ink.

Applies in All Zones

- (d) **MEDICAL OFFICERS AND SURGEONS**
Services of Robert L. Payne, M.D., located at Norfolk, Virginia, discontinued.
Special Instruction **100R-2A**, page 193, changed.

Effective 12.01 A.M., Saturday, July 15, 1967

Applies in Zone NB

- (e) **GREENVILLE BRANCH**
WA-6—WA-2
(Temporary Speed Restriction)
•Trains and engines on No. 1 track must not exceed a speed of 5 miles per hour between WA-6 and WA-2 account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.

Applies in Zone ND

- (f) **AMBOY SECONDARY TRACK**
DEEP CUT—EAST END
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 10 miles per hour between Deep Cut and Mile Post 4 account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.

(Page 2 of 2 Pages, Eastern Region General Order No. 2312)

Applies in Zone PA

- (g) **ENGINE AND SPECIAL LOAD RESTRICTIONS**
MAIN LINE
RADNOR
Delete reference to restrictions at Bridge 13.06, Radnor, in Special Instruction **1160-A1b** (Philadelphia Div.).
Special Instruction **1160-A1b** (Philadelphia Div.), page 307, changed.

Applies in Zone PB

- (h) **DELAWARE EXTENSION**
ARSENAL
Paragraph (g) of General Order No. 2303, referring to No. 1 track temporarily out of service between connection with West Philadelphia Elevated Branch and a point 2730 feet east thereof, annulled.

Applies in Zone CB

- (i) **MAIN LINE**
FULTON—GWYNN
Class EF and EP diesel road engines must not be operated on No. 4 track between Fulton and Gwynn when cars or engines are occupying No. 5 yard track at Edmondson due to close clearance.
Special Instruction **1163-A11** (Chesapeake Div.), page 337, changed.

Applies in All Zones

- (j) **TIMETABLE AUTHORITY**
Schedule of NH168, changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule on page 89.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., July 13, 1967.

GENERAL ORDER No. 2313

Effective 2.01 A.M., Thursday, July 20, 1967

Applies in Zone HC

- (a) CUMBERLAND VALLEY BRANCH
TOWN—MAUGANSVILLE
(Temporary Speed Restriction)
Trains and engines on northward siding must not exceed a speed of 5 miles per hour account of track conditions.
Special Instruction **1157-H1** (Harrisburg Div.), page 301, changed.

Effective 12.01 P.M., Thursday, July 20, 1967

- (b) CUMBERLAND VALLEY BRANCH
CARLISLE—SHIPPENSBURG
Paragraph (h) of General Order No. 2309 referring to temporary speed restriction of 25 miles per hour on Main track between Mile Post 19 and Mile Post 40, annulled.
- (c) CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 25 miles per hour between Mile Post 33 and Mile Post 40, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

Effective 1.01 P.M., Thursday, July 20, 1967

Applies in Zone CA

- (d) MAIN LINE
HAREWOOD PARK—CHASE
Block signal No. 808, governing northward movement on No. 2 track, 4036 feet south of Mile Post 80, out of service.

Effective 1.01 P.M., Friday, July 21, 1967

- (e) MAIN LINE
HAREWOOD PARK—CHASE
Block signal No. 808, governing northward movement on No. 1 track, 4036 feet south of Mile Post 80, out of service.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., July 24, 1967.

GENERAL ORDER No. 2314

Effective 2.01 A.M., Friday, August 4, 1967

Applies in All Zones

- (a) TIMETABLE AUTHORITY
F Stop for No. 0724 at Lenni at 9.13 A.M., and F Stop for No. 0738 at Lenni at 1.06 P.M., added.
Employees must correct pages 161 and 162, in ink.
- (b) MEDICAL OFFICERS AND SURGEONS
Delete reference to J. F. Johnson, M.D., 926 W. State Street, Trenton, N. J., from list of Medical Officers and Surgeons.
Maher W. Ishak, M.D., 504 Lewis Street, Havre de Grace, Md., telephone 939-0700, appointed Medical Officer.
Special Instruction **100R-2A** (New York and Chesapeake Div.), pages 191 and 193, changed.

Effective 7.01 A.M., Friday, August 4, 1967

Applies in Zone HA

- (c) YORK HAVEN LINE
CLY—NEW CUMBERLAND
(Temporary Speed Restriction)
Trains and engines on No. 2 Track must not exceed a speed of 20 miles per hour between Mile Post 72 and a point 1000 feet west of Mile Post 72 account of bridge repairs.
Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

Effective 3.01 P.M., Monday, August 7, 1967

Applies in Zone NC

- (d) MAIN LINE
COUNTY
Paragraph (e) of General Order No. 2301 referring to temporary speed restriction of 40 miles per hour on No. 2 Track within interlocking limits at County, annulled.
- (e) MAIN LINE
COUNTY
Paragraph (f) of General Order No. 2301 referring to temporary speed restriction of 40 miles per hour on No. 3 Track within interlocking limits at County, annulled.

Applies in Zone NE

- (f) BELVIDERE DELAWARE BRANCH
DY—G
Paragraph (h) of General Order No. 2301 referring to temporary speed restriction of 30 miles per hour on Main track between DY and G, annulled.

Applies in Zone HA

- (g) MAIN LINE
ROCKVILLE—BANKS
Paragraph (y) of General Order No. 2301 referring to temporary speed restriction of 10 miles per hour on No. 4 Running Track between Rockville and Banks, annulled.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 1, 1967.

GENERAL ORDER No. 2315

Effective 6.01 A.M., Saturday, August 5, 1967

Applies in Zone CB

(a) **MAIN LINE**

ODENTON—BOWIE

No. 3 track between Odenton and Bowie, temporarily out of service, account bridge construction.

Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Chesapeake Div.), pages 253, 280 and 360, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 4, 1967.

GENERAL ORDER No. 2316

Effective 12.01 A.M., Monday, August 14, 1967

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of No. 570 and No. 571 withdrawn between Rockville and Harrisburg.

Employees must correct pages 119 and 145, in ink.

Applies in Zone CA

(b) **MAIN LINE**

BUSH

Paragraph (b) of General Order No. 2306 referring to temporary speed restriction of 60 miles per hour on No. 2 and No. 3 tracks over Bush River Movable Bridge, annulled.

Applies in Zone CB

(c) **TICKET OFFICES OPEN FOR SALE OF TICKETS**

Bowie open 8.00 A.M. to 11.30 A.M., Monday to Friday.

Closed Saturday, Sunday and Holidays.

Employees must correct page 171, in ink.

Effective 9.01 A.M., Monday, August 14, 1967

Applies in Zone PD

(d) **BORDENTOWN BRANCH**

COOPER—PAVONIA

Main track between a point 380 feet east of Cooper block and interlocking station and a point 2190 feet east thereof, relocated a maximum of 49 feet north.

Effective 10.01 A.M., Tuesday, August 15, 1967

Applies in Zone HB

(e) **NORTHERN CENTRAL BRANCH**

YORK—LOUCKS

Automatic highway crossing protection with flashing light signals and short arm gates protecting Windsor Street, York, located 4465 feet west of Mile Post 57, in service.

Special Instruction **1103-C1** (Harrisburg Division), page 237, changed.

(f) **AUTOMATIC HIGHWAY CROSSING PROTECTION ON**

SIDINGS, YARD, OR OTHER TRACKS

NORTHERN CENTRAL BRANCH

YORK—LOUCKS

At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Notes
York Siding Agway Industrial Yard	Windsor Street	York	8

Note 8—Trains and engines using these tracks 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. Special Instruction **1103-A2** (Harrisburg Division), pages 224 and 225, changed.

(g) CURVES, BRIDGES, ETC.—MAXIMUM SPEED
NORTHERN CENTRAL BRANCH
YORK—LOUCKS

Over Windsor Street Crossing, York, 4465 feet west of Mile Post 57, 5 miles per hour.
Special Instruction **1157-F1** (Harrisburg Division), page 296, changed.

Applies in Zone HC

(h) CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG

Paragraph (c) of General Order No. 2313 referring to temporary speed restriction of 25 miles per hour on Main track between Mile Post 33 and Mile Post 40, annulled.

Effective 10.01 A.M., Friday, August 18, 1967

Applies in Zone HC

(i) CUMBERLAND VALLEY BRANCH
CHAMBERSBURG—MARION

Automatic highway crossing protection with flashing light signals protecting State Route A-230, located 550 feet south of Mile Post 58, in service.

Effective 3.01 P.M., Monday, August 21, 1967

Applies in Zone CF

(j) DELMARVA BRANCH
FELTON—HARRINGTON
(Temporary Speed Restriction)

Main track between a point 3320 feet south of Mile Post 60 and a point 4003 feet south of Mile Post 60 relocated a maximum of 14 feet east.

Trains and engines on Main track must not exceed a speed of 10 miles per hour between a point 3320 feet south of Mile Post 60 and a point 4003 feet south of Mile Post 60, account of track condition.

Special Instruction **1157-F1** (Chesapeake Division), page 294, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 16, 1967.

GENERAL ORDER No. 2317

Effective 5.01 P.M., Wednesday, August 23, 1967

Applies in Zone NC

(a) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
ELMORA—UNION

Maximum speeds, unless otherwise specified, on No. 2 and No. 3 tracks:

Between	No. 2 Track	No. 3 Track
	Passenger Trains	Passenger Trains
Miles per Hour		
Elmora and eastern limits of Union Interlocking	80	80

Special Instruction **1157-C1** (New York Division), page 276, changed.

Applies in Zone PA

(b) TRENTON BRANCH
ROXTON—HEATON

Trailing hand-operated switch for westward movement in No. 2 track, 4027 feet west of Mile Post 32, leading to Union Carbide Corp. track, capacity 5 cars, in service.

Applies in Zone CB

(c) MAIN LINE
ODENTON—BOWIE

General Order No. 2315 referring to No. 3 track between Odenton and Bowie being temporarily out of service, annulled.

Effective 6.01 A.M., Thursday, August 24, 1967

(d) MAIN LINE
BOWIE—ODENTON

No. 2 track between Bowie and Odenton, temporarily out of service, account bridge construction.

Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Chesapeake Division), pages 253, 280 and 360, changed.

(e) MAIN LINE
BOWIE

Bowie Block and Interlocking Station in service continuously. Pages 13 and 26, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 22, 1967.

GENERAL ORDER No. 2318

Effective 8.01 A.M., Saturday, September 2, 1967

Applies in All Zones

- (a) **TIMETABLE AUTHORITY**
Schedule of No. 13, withdrawn.
Schedule of No. 18, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
Blank coupons over schedule No. 13, pages 33 and 116.
No. 18 over corresponding schedules, pages 65 and 147.

Applies in Zone NC

- (b) **TICKET OFFICES OPEN FOR SALE OF TICKETS**
Princeton open: 7.00 A.M. to 5.00 P.M., Monday to Friday.
7.00 A.M. to 4.00 P.M. Saturday.
Closed Sunday and Holidays.
Elizabeth and Rahway closed on September 4, 1967.
Employees must correct page 170, in ink.

Effective 10.01 A.M., Tuesday, September 5, 1967

Applies in Zone NC

- (c) **MAIN LINE
FAIR**
Low Home Signal governing westward movements on South High Station track, 1642 feet west of Fair Block and Interlocking Station relocated east to a point 1517 feet west of Fair, in service.

Effective 1.01 P.M., Tuesday, September 5, 1967

Applies in Zone PB

- (d) **MAIN LINE
BRILL**
No. 3 track extended north a distance of 500 feet to connection with No. 1 track and equipped for A.C. Electrical operation, in service.
Facing interlocked switch for northward movement in No. 2 track, 50 feet north of Brill Block and Interlocking Station leading to No. 1 track, changed to interlocked crossover and equipped for A.C. Electrical operation, in service.
Facing interlocked switch for southward movement in No. 4 track, 330 feet north of Brill Block and Interlocking Station leading to No. 3 track, changed to interlocked crossover and equipped for A.C. Electrical operation, in service.
Facing interlocked crossover for southward movement in No. 4 track, 770 feet north of Brill Block and Interlocking Station for movements from No. 4 to No. 3 track, equipped for A.C. Electrical operation, in service.

- (e) **MAIN LINE
BRILL—DARBY**
Block Signal No. 53M, governing southward movement on No. 3 track, 1615 feet south of Mile Post 5, out of service.
Block Signal No. 54M, governing northward movement on No. 2 track, 2990 feet north of Mile Post 6, changed to display Approach Slow aspect (**Rule 284**), in service.

(Page 1 of 4 Pages)

(Page 2 of 4 Pages, Eastern Region, General Order 2318)

- (f) **WEST PHILADELPHIA ELEVATED BRANCH
ARSENAL—BRILL**
Block Signal No. 40H, governing northward movement on No. 2 track, 2448 feet north of Mile Post 4, out of service.

Applies in Zone PC

- (g) **PROTECTION FOR PUBLIC HIGHWAY CROSSING AT
GRADE
SCHUYLKILL SECONDARY TRACK
POTTSVILLE**
Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	Note
Schuylkill Secondary	Norwegian Street Arch Street	Pottsville	—

Special Instruction **1103-C1** (Phila. Div.), page 232, changed.

Applies in Zone PD

- (h) **PEMBERTON BRANCH
COOPER—WEST MERCHANTVILLE**
Block Signal governing southward movement on Main track, 436 feet south of Cooper Block and Interlocking Station, out of service.
Block Signals governing northward and southward movements on Main track at State Street, out of service.
Facing hand-operated switch for southward movement in Main track, 2350 feet south of Cooper Block and Interlocking Station, leading to East Yard, out of service.
State Street Block Station remote controlled from Cooper, out of service.
Low Home Signal governing northward movement on Main track, 446 feet south of Cooper Block and Interlocking Station, out of service.
Delete reference to Pavonia Station located at Mile Post 2.5, page 23.
Main track between Cooper and a point 2327 feet south thereof, relocated a maximum of 62 feet east.
Home Signal governing northward movement on Main track, 513 feet south of Cooper Block and Interlocking Station, in service.
Block Signal governing southward movement on Main track, 492 feet south of Cooper Block and Interlocking Station, in service.
PEM Station located at Mile Post 2.5, in service.
Facing hand-operated switch with pipe connected derail for southward movement in Main track at PEM, leading to No. 1 Running track, in service.
Facing hand-operated switch with pipe connected derail for southward movement in Main track, 467 feet south of PEM, leading to M of W Yard, in service.
Fixed Signal No. 18 governing northward movement on Main track, 439 feet south of PEM, in service.
Industrial track between Cooper and a point 2066 feet south thereof, in service.
Low Home Signal governing movement from Industrial track, 446 feet south of Cooper Block and Interlocking Station, in service.
Special Instruction **1087-A1** (Phila. Div.), page 214, annulled.

Delete reference to facing hand-operated switches connected with Manual Block Signals, Special Instruction **1362-A** (Phila. Div.), page 368, as follows:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signs between
	Direction	Track	
Pemberton Branch: Cooper	Southward	Single	Southwal Signal and Switch to Concrete Steel and State Street led to Pavonia Yd.
Cooper (State St.)	Southward	Single	Southwal Signal and Coal Hill Trak South of State Street ad North Switch of Crossove leading to Pavonia Yard at 7th Street
Cooper (State St.)	Northward	Single	Northward Signal and Switch leading to DiMedio Lime C., DuBell Lumber Co. and Concrete Steel Co.

Add the following to Special Instruction **1362-A** (Phila. Div.), page 368:

Cooper	Southward	Single	Cooper and Fixed Signal No. 18

Special Instruction **1362-A** (Phila. Div.), page 368, changed. Diagram in sticker form attached to and made part of this General Order showing tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

Special Instruction **1087-A1** (Phila. Div.), page 214, annulled. Page 23 and Special Instruction **1362A** (Phila. Div.), page 368, changed.

Employees must correct page 23, in ink.

(i) BORDENTOWN BRANCH
HATCH—COOPER

Main track between Hatch and Cooper, out of service.

Special Instructions **1151-A1**, **1157-G1**, **1250-A1** (Phila. Div.), pages 250, 280 and 359, changed.

No. 1 Running track extended westward from a point 1100 feet west of Mile Post 3, a distance of 1500 feet to connection with Pemberton Branch at PEM, in service.

Special Instructions **1151-G1** and **115-H1** (Phila. Div.), pages 261 and 299, changed.

Special Instructions **1151-A1**, **1151-G1**, **1157-C1**, **1157-H1** and **1250-A1** (Phila. Div.), pages 250, 261, 280, 299 and 359, changed.

(j) BORDENTOWN BRANCH
COOPER—HATCH

Paragraph (q) of General Order No. 221, referring to a temporary speed restriction of 15 miles per hour on Main track between Cooper and a point 500 feet east of Mile Post 3, annulled.

Effective 11.01 A.M., Wednesday, September 6, 1967

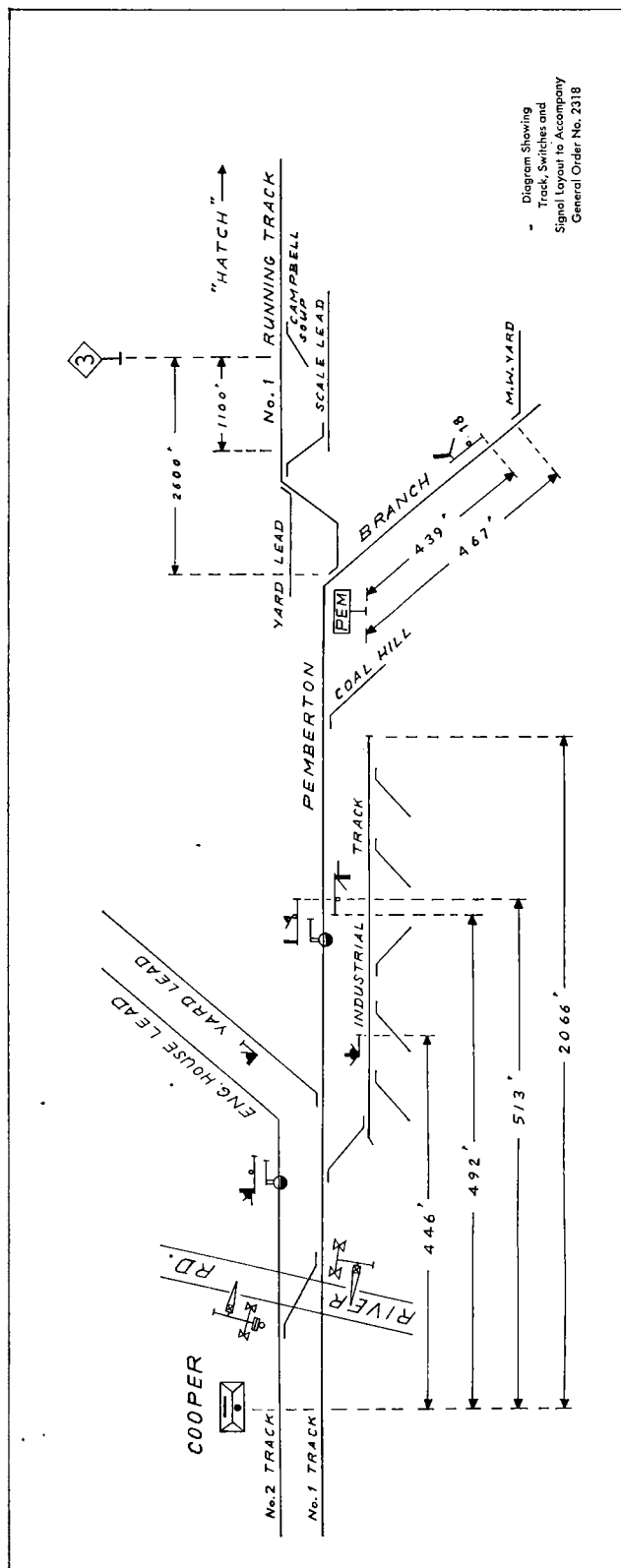
Applies in Zone CB

(k) MAIN LINE
FULTON

Low Home Signal governing northward movement on No. 3 track, 710 feet north of Mile Post 98, out of service.

Home Signal governing northward movement on No. 3 track, located on Signal Bridge, 640 feet north of Mile Post 98, in service.

E. R. ADAMS,
General Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 29, 1967.

GENERAL ORDER No. 2319

Effective 12.01 A.M., Monday, September 11, 1967

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. 1107 and 3742, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedules, pages 45 and 81.

Applies in Zone HA

(b) **ATGLEN AND SUSQUEHANNA BRANCH
SHOCKS—WAGO JUNCTION**

Engines and special loads are restricted at locations shown below:
Add the following to Special Instruction **1160-A1d** (Harrisburg Div.), page 326.

LOCATION	CLASS OF ENGINE						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
J. E. Baker Quarry track. LG-54....	(a)	X	X	X	X	X

Special Instruction **1160-A1d** (Harrisburg Div.), page 326, changed.

Effective 9.01 A.M., Monday, September 11, 1967

Applies in Zone PD

(c) **BORDENTOWN BRANCH
HATCH—PAVONIA**

No. 6 Running track of no assigned direction between Hatch and facing hand-operated crossover for westward movement, connecting No. 6 Running track with No. 2 Cramer track, 2399 feet west of Mile Post 3, controlled by Yard Master 27th Street (Pavonia), in service.

NOTE 1 and new NOTE 13 Special Instruction **1151-G1** (Philadelphia Div.), page 262, apply.

New NOTE 13 added to Special Instruction **1151-G1** (Philadelphia Div.), page 262 and reads as follows:

NOTE 13, Proceed Signal indication at Hatch is authority for westward movement on No. 6 Running track to switch leading to No. 2 Cramer track. All westward movements must stop at this location and talk to Yard Master 27th Street, unless otherwise instructed.

Normal position for all switches and crossovers connected with No. 6 Running track is for through movement on No. 6 Running track.

Maximum speed unless otherwise specified on No. 6 Running track, 15 miles per hour.

Special Instructions **1104-A1**, **1151-G1** and **1157-H1** (Philadelphia Div.), pages 240, 261, 262 and 299, changed.

Effective 1.01 P.M., Thursday, September 14, 1967

(d) **BORDENTOWN BRANCH
HATCH—COOPER**

No. 6 Running track of no assigned direction extended westward from facing hand-operated crossover for westward movement, 2399 feet west of Mile Post 3 to Cooper, in service.

NOTE 1, Special Instruction **1151-G1** (Philadelphia Div.), page 261, applies.

(Page 2 of 4 Pages, Eastern Region General Order No. 2319)

Maximum speed on No. 6 Running track, 15 miles per hour. Normal position for all switches and crossovers connected with No. 6 Running track is for through movement on No. 6 Running track.

Diagram in sticker form attached to and made part of this General Order showing tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

Special Instruction **1151-G1** (Philadelphia Div.), page 261, changed.

Applies in Zone CB

(e) **MAIN LINE
UNION JUNCTION**

Low Home Signal governing southward movements on No. 7 Station track, located 116 feet north of Calvert Street Overhead Bridge, out of service.

Low Home Signal governing northward movements on No. 7 Station track, located 126 feet north of Calvert Street Overhead Bridge, out of service.

Low Home Signal governing northward movements on No. 5 Station track, located 284 feet south of Calvert Street Overhead Bridge, in service.

Low Home Signal governing southward movements on No. 5 Station track, located 126 feet north of Calvert Street Overhead Bridge, in service.

Low Home Signal governing northward movements on No. 6 Station track, located 278 feet south of Calvert Street Overhead Bridge, relocated 218 feet southward, in service.

Facing interlocked switch for southward movements, in No. 5 Station track leading to No. 6 Station track, located 98 feet north of Calvert Street Overhead Bridge, in service.

Effective 3.01 P.M., Tuesday, September 19, 1967

Applies in Zone PB

(f) **RIVER LINE
PENN INTERLOCKING**

Low Home Signal governing northward movements on No. 4 track, 1400 feet north of Mile Post 2, changed to pedestal-type Home Signal, in service.

(g) **RIVER LINE
ARSENAL INTERLOCKING**

Low Home Signal governing southward movements on No. 1 track, 2563 feet south of 30th Street, changed to pedestal-type Home Signal, in service.

Low Home Signal governing northward movements on No. 4 track, 1420 feet north of Mile Post 3, changed to Home Signal located on Signal Bridge, in service.

(h) **MAIN LINE
ARSENAL—BRILL**

Block Signal No. 36M governing northward movements on No. 1 track, 2450 feet north of Mile Post 4, out of service.

Electric lock on trailing hand-operated switch for southward movements on No. 4 track, 250 feet south of Mile Post 4, leading to No. 5 track, in service.

New NOTE 4 added to Special Instruction **1104-D2**, page 247 and applies to the operation of this switch as follows:

NOTE 4: Removal of switch lock from keeper will unlock electric lock for train or engine standing on No. 4 track less than 75 feet south of this switch.

Before movement can be made from No. 5 track to No. 4 track, when No. 4 track is unoccupied, permission must be obtained from Operator at Arsenal before removing lock from switch keeper.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., September 8, 1967.

GENERAL ORDER No. 2320

Effective 3.02 P.M., Tuesday, September 19, 1967

Applies in Zone NC

- (a) **MAIN LINE
LINCOLN—UNION**
(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 60 miles per hour between Lincoln and Union, account of track conditions.

Special Instruction 1157-F1 (New York Division), page 289, changed.

Applies in Zone ND

- (b) **BORDENTOWN SECONDARY TRACK
FAIR—HAMILTON AVENUE (Trenton)**

Industrial siding between a point 1740 feet west of Fair and a point 2750 feet west of Fair, out of service.

Bordentown Secondary track between a point 1740 feet west of Fair and a point 2610 feet west of Fair, relocated a maximum of 13 feet south, in service.

Diagram in sticker form attached to and made part of this General Order showing tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

Applies in Zone CB

- (c) **MAIN LINE
BOWIE—ODENTON**

Paragraph (d) of General Order No. 2317 referring to No. 2 track between Bowie and Odenton temporarily out of service, annulled.

- (d) **MAIN LINE
BOWIE**

Paragraph (e) of General Order No. 2317 referring to Bowie Block and Interlocking Station in service continuously, annulled.

- (e) **RUNNING TRACKS OF NO ASSIGNED DIRECTION
BEAR CREEK RUNNING TRACK
CANTON JUNCTION—UNION CROSSING**

Bear Creek Running track between Canton Junction and Union Crossing changed as follows:

Track	Between	And	Controlled by	Note
Bear Creek (S).....	Canton Jct.	Union Crossing	Yardmaster, Canton	

Special Instruction 1151-G1 (Chesapeake Division), page 262, changed.

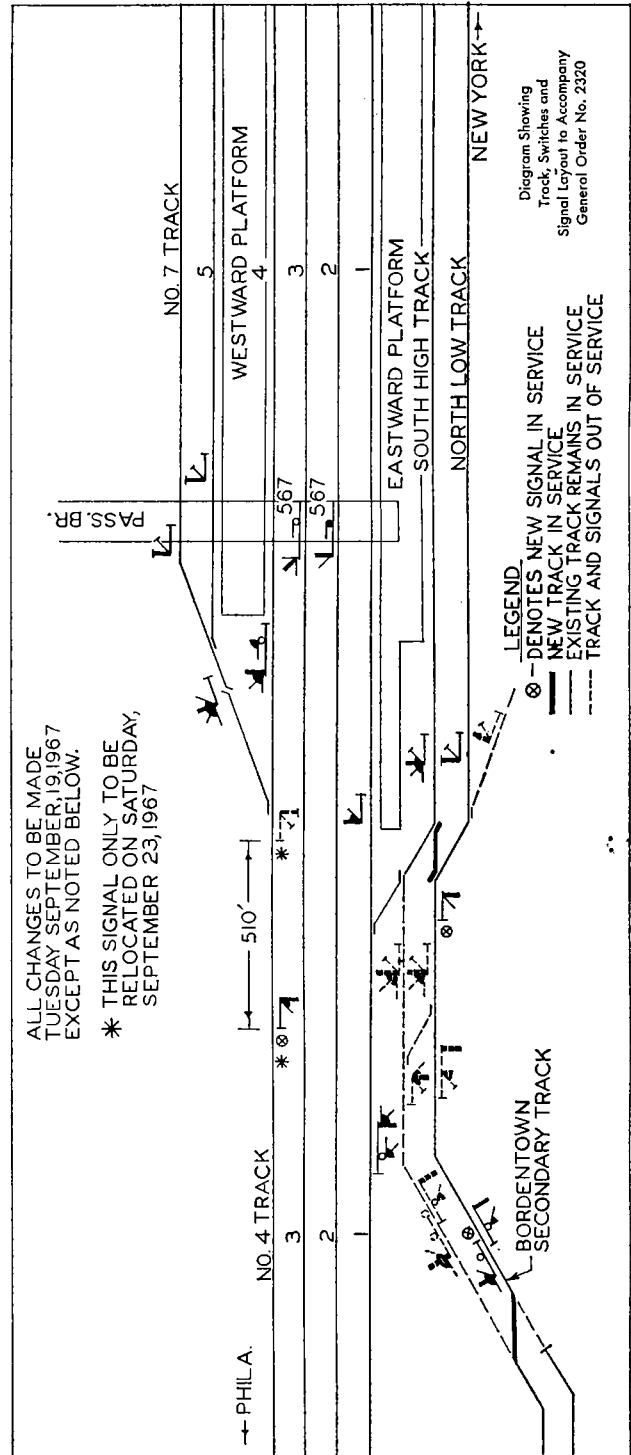
Effective 11.01 A.M., Saturday, September 23, 1967

Applies in Zone NC

- (f) **MAIN LINE
FAIR INTERLOCKING**

Low Home Signal governing eastward movement on No. 4 track 1770 feet west of Fair Block and Interlocking Station, relocated 510 feet west thereof.

E. R. ADAMS,
General Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., September 15, 1967.

GENERAL ORDER No. 2321

**Effective 11.02 A.M., Saturday, September 23, 1967 and
Continuing until 4.01 P.M., Monday, October 2, 1967**

Applies in Zone PB

(a) **MAIN LINE
BALDWIN—BRILL**

No. 1 track between Baldwin and south end of Brill Interlocking, temporarily out of service, account of bridge construction.

Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Philadelphia Division), pages 252, 278 and 358, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., September 15, 1967

GENERAL ORDER No. 2322

Effective 12.01 A.M., Tuesday, September 26, 1967

Applies in Zone PA

(a) **MAIN LINE
FRANKFORD JUNCTION YARD
K-2**

Note 2 to Special Instruction **1104-B2** (Phila. Div.), changed to:

On Duty 7.00 A.M. to 11.00 P.M. Daily except Saturday, Sunday and Holidays.

Special Instruction **1104-B2** (Phila. Div.), page 242, changed.

(b) **MAIN LINE
ZOO—SHORE**

Special Instruction **1163-A5** (Phila. Div.), page 337, changed. Sticker coupon attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding Special Instruction, page 337.

Special Instruction **1163-A5** (Phila. Div.), page 337, changed.

Applies in Zone PC

(c) **SCHUYLKILL SECONDARY TRACK
ADAM**

Adam Block Limit Station out of service. Employees must correct page 20, in ink.

Applies in Zone CF

(d) **D. M. & V. SECONDARY TRACK
SHOWELL—IRON**

Facing hand-operated switch for southward movement in Secondary track, 769 feet south of Mile Post 27, leading to Ralston Purina Co. track, capacity 4 cars, in service.

Applies in Zone CG

(e) **CAPEs TRACK
CHERITON**

Facing hand-operated switch for southward movement in Capes Track, 1320 feet north of Mile Post 91, leading to Arigo Chemical Co. track, capacity 11 cars, in service.

Effective 12.01 P.M., Tuesday, September 26, 1967

Applies in Zone CB

(f) **MAIN LINE
WINANS**

Home Signal governing northward movements on No. 3 track, located 1132 feet north of Mile Post 104, out of service. Facing Interlocked Crossover for northward movements from No. 2 to No. 3 track, 1185 feet north of Mile Post 104, out of service.

Facing Interlocked Crossover for northward movements from No. 3 to No. 2 track, 2760 feet north of Mile Post 104, out of service.

Home Signal governing southward movements on No. 3 track, 1887 feet south of Mile Post 103, changed to Block Signal and numbered 1033.

Interlocking Rules on No. 3 track Winans, withdrawn. Block Signal No. 1034 governing northward movements on No. 3 track, located on Signal Bridge 1887 feet south of Mile Post 103, in service.

(Page 1 of 2 Pages)

(Page 2 of 2 Pages, Eastern Region, General Order 2322)

(g) **MAIN LINE
FREDERICK ROAD—HALETHORPE**

Block Signal No. 1008 governing northward movements on No. 3 track, located on Signal Bridge 1189 feet north of Mile Post 101, in service.

(h) **MAIN LINE
FULTON—WINANS**

Automatic Block Signal System **Rules 501 to 512**, inclusive, Cab Signal **Rules 551 to 570**, inclusive, and opposing and following movement of trains by Block Signal **Rules 261 to 264**, inclusive on No. 3 track, in service.

Manual Block Signal System **Rules 305 to 373**, inclusive, except **Rule 317**, annulled.

Special Instruction **1250-A1** (Chesapeake Div.), page 360, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., September 23, 1967.

GENERAL ORDER No. 2323

Effective 8.01 A.M., Sunday, October 1, 1967

Applies in Zone PB

(a) **MAIN LINE
BALDWIN—BRILL**

Paragraph (a) of General Order No. 2321 referring to No. 1 track between Baldwin and south end of Brill interlocking temporarily out of service, annulled.

**Effective 8.01 A.M., Sunday, October 1, 1967 and
continuing until 8.01 A.M., Sunday, October 15, 1967**

(b) **MAIN LINE
BALDWIN—BRILL**

No. 2 track between Baldwin and Brill temporarily out of service, account of bridge construction. Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Philadelphia Division), pages 252, 278 and 358, changed.

**Effective 8.01 A.M., Sunday, October 1, 1967
Applies in Zone PC**

(c) **ENGINE AND SPECIAL LOAD RESTRICTIONS
SCHUYLKILL SECONDARY TRACK
PARKERFORD**

Delete Note (gg), under Column 3, Kinsey Distillery Corp. beyond a point 280 feet east of bridge over Schuylkill River. Class ERS-17 engines may operate on this track. Special Instruction **1160-A1b** (Philadelphia Division), page 311, changed.

Applies in Zone CB

(d) **PRESIDENT STREET BRANCH
HIGHLAND YARD**

Delete from Special Instruction **1075-A1** reference to Bulletin Board, Employes' Register and Highland Yard—Yard Master's Office. Special Instruction **1075-A1** (Chesapeake Division), page 204, changed.

E. R. ADAMS,
General Superintendent

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., September 29, 1967.

GENERAL ORDER No. 2324

Effective 2.01 P.M., Tuesday, October 10, 1967

Applies in Zone NC

(a) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
UNION—COUNTY**

Maximum speeds, unless otherwise specified, on No. 3 track:

Between	Passenger Trains Miles per Hour	Freight Trains Miles per Hour
Western limits Union Interlocking and Lincoln	80	50

Maximum speeds, unless otherwise specified, on No. 2 track:

Between	Passenger Trains Miles per Hour	Freight Trains Miles per Hour
Lincoln and County	80	50

Special Instruction **1157-C1** (New York Div.), page 276, changed.

Applies in Zone NE

(b) **BELVIDERE DELAWARE BRANCH
RAVEN ROCK—CARPENTERVILLE**

Paragraph (g) of General Order No. 2301 referring to a temporary speed restriction of 30 miles per hour on Main track between Mile Post 23 and Mile Post 45, annulled:

(c) **BELVIDERE DELAWARE BRANCH
RAVEN ROCK—HD
(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 38, account of track conditions.

Special Instruction **1157-F1** (New York Div.), page 290, changed.

Applies in Zone CB

(d) **MAIN LINE
B. & P. JUNCTION**

Low home signal governing northward movements on F track located 347 feet south of Charles Street O.H. Bridge, in service. Home signal (pedestal type) governing southward movements on F track located 10 feet north of Charles Street O.H. Bridge, in service:

Trailing hand-operated switch equipped with electric lock in F track, 265 feet south of Charles Street O.H. Bridge, leading to No. 7 Station track changed to interlocked switch controlled by B. & P. Junction, equipped for AC electrical operation, in service.

Special Instruction **1104-D1** (Chesapeake Div.), page 245, changed.

(e) **FREIGHT AND PASSENGER TRAIN OPERATION
B. & P. JUNCTION**

All southward trains on F track requiring helper at B. & P. Junction must stop within 300 feet of Charles Street O.H. Bridge leaving a sufficient distance to allow helper to couple to train and be north of southward home signal.
Special Instruction **1156-A14** (Chesapeake Div.), page 274, changed.

Applies in Zone CF

(f) **DELMARVA BRANCH
LAUREL**

Facing hand-operated switch for southward movement in Main track at Mile Post 90, leading to Valiant Fertilizer track, capacity 9 cars, in service.

Applies in Zone HA

(g) **YORK HAVEN LINE
CLY—NEW CUMBERLAND**

Paragraph (c) of General Order No. 2314 referring to a temporary speed restriction of 20 miles per hour on No. 2 track between Mile Post 72 and a point 1000 feet west of Mile Post 72, annulled.

Applies in All Zones

(h) **BRAKING TRAINS AT SPEEDS IN EXCESS OF
80 MILES PER HOUR**

Supplementary to Instruction **23-A** of Brake and Train Air Signal Instruction (**99-D1**):

Where necessary to reduce speed to comply with signal indication, trains operating at speeds in excess of 80 M.P.H. with electric or diesel-electric engines must make no less than a 25 lb. initial brake-pipe reduction. The controller or throttle lever must immediately be reduced to No. 2 position and engine brake cylinder pressure permitted to build up to 60 lbs.

Special Instruction **1154-A9** (All Divisions), page 266, added.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., October 11, 1967.

GENERAL ORDER No. 2326

Effective 12.01 A.M., Friday, October 20, 1967

Applies in Zones NC and ND

(a) MEDICAL OFFICERS AND SURGEONS

Delete G. W. Carroll, M.D., 125 Center Street, Trenton, N.J., and J. W. McKinstry, M.D., Railroad Avenue, Jamesburg, N. J., from list of Medical Officers and Surgeons.

Wm. D'Elia, M.D., 2100 Corlies Ave., Neptune City, N. J., Telephone 755-5811, appointed Medical Officer.

Special Instruction **100R-2A** (New York Div.), page 191, changed.

Applies in All Zones

(b) TRACK ASSIGNMENTS

TWO OR MORE TRACKS

**NEW YORK—PHILADELPHIA—CHESAPEAKE
DIVISIONS**

NEW YORK—WASHINGTON

Pages No. 251, 252, and 253, changed.

Sticker pages attached to sticker form of this General Order must be detached and pasted over corresponding pages 251, 252 and 253.

Special Instruction **1151-B1** (New York, Philadelphia and Chesapeake Divs.), pages 251, 252 and 253, changed.

(c) TICKET OFFICE OPEN FOR SALE OF TICKETS

Perryville open 8.00 A.M. to 5.00 P.M., Monday to Friday.
Closed Saturday, Sunday and Holidays.

Odenton open 6.30 A.M. to 5.00 P.M., Monday to Friday.
Closed Saturday, Sunday and Holidays.

Coatesville Open 6.30 A.M. to 5.00 P.M., Monday.

Open 8.00 A.M. to 5.00 P.M., Tuesday to Friday.
Closed Saturday, Sunday and Holidays.

Employes must correct pages 171 and 172, in ink.

Effective 10.01 A.M., Friday, October 20, 1967

Applies in Zone PB

(d) MAIN LINE

TRAINER—HIGHLAND AVENUE

Block Signal No. 156 governing northward movement on No. 2 track, 2000 feet north of Mile Post 16, out of service.

Block Signal No. 157 governing southward movement on No. 3 track, 3327 feet south of Mile Post 15, out of service.

(e) MAIN LINE

LAMOKIN

Yellow triangle outlined in black added to Home Signal governing southward movement on No. 3 track, 600 feet north of Lamokin Block and Interlocking Station.

(f) MAIN LINE

HOLLY OAK

Block Signal No. 213 governing southward movement on No. 4 track at Holly Oak, out of service.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., October 4, 1967.

GENERAL ORDER No. 2325

Effective 2.01 A.M., Friday, October 13, 1967

Applies in All Zones

(a) MEDICAL OFFICERS AND SURGEONS

Delete L. V. Sohler, M.D., 303 East Street, Delmar, Del., from list of Medical Officers and Surgeons.

E. M. Larmore, M.D., 100 Grove Street, Delmar, Del., Telephone 846-8521, appointed Medical Officer.

Albert A. Schwartz, M.D., 280 Hobart Street, Perth Amboy, N. J., Telephone 826-7676, appointed Medical Officer.

John A. Flood, M.D., 2512 Nottingham Way, Trenton, N. J., Telephone JU 7-1082, appointed Medical Officer.

Special Instruction **100R-2A** (New York and Chesapeake Divs.), pages 191 and 193, changed.

Applies in Zone CB

**(b) MAIN LINE
WINANS**

Number plate removed from fixed signal No. 1034 governing northward movements on No. 3 track, 3400 feet north of Mile Post 104. When stop signal **Rule 292**, figure A, is displayed, a member of the crew must report to Gwynn Block and Interlocking Station.

When Stop Signal (**Rule 292**—Fig. A) is displayed on signal indicated in paragraph above, it must not be passed unless authorized by Clearance Card Form "C" or Train Order.

Applies in Zone HA

(c) U. S. MAIL WORK

DKR Stop for No. 4 at Lancaster, withdrawn.
Employes must correct page 173, in ink.

**Effective 8.02 A.M., Sunday, October 15, 1967 and
continuing until 8.01 A.M., Sunday, October 22, 1967.**

Applies in Zone PB

(d) MAIN LINE

BALDWIN—BRILL

No. 2 track between Baldwin and Brill temporarily out of service, account of bridge construction.

Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Philadelphia Division), pages 252, 278 and 358, changed.

E. R. ADAMS,
General Superintendent.

Applies in Zone CD(g) **NORTHERN CENTRAL BRANCH
TEXAS—COCKEYSVILLE**

Facing hand-operated switch for eastward movement in Main track equipped with pipe-connected derail, 3425 feet east of Mile Post 15, leading to Greater Baltimore Industrial Park Track, in service.

Applies in Zone CF(h) **PROTECTION FOR PUBLIC HIGHWAY CROSSINGS AT GRADE
DELMARVA BRANCH
DAVIS—GLASGOW**

Trains or engines must stop before passing over public highway crossing at grade, 2345 feet south of Mile Post 1, Chestnut Hill Road, 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 the 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.

Special Instruction **1103-C1** (Chesapeake Division), page 235, changed.

(i) **MOVABLE BRIDGE—NOT PART OF
AN INTERLOCKING
DENTON RUNNING TRACK
DENTON**

Movable Bridge—Not part of an Interlocking in Denton Running Track, 1870 feet west of Denton Station, in service. (Normal position is movable bridge open for water traffic, May 30th through September 30th.)

Low Home Signal governing westward movement, 306 feet east of center of bridge, in service. (No Smash Board.)

Low Home Signal governing eastward movement, 380 feet west of center of bridge, in service. (No Smash Board.)

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 for movement. A speed of four miles per hour must not be exceeded over the movable bridge with any part of train.

Special Instruction **1098-B3** (Chesapeake Division), page 220, changed.

Applies in All Zones(j) **TIMETABLES
LETTERS AND CHARACTERS. (ALL DIVISIONS)**

Page 197, changed.

Sticker page attached to sticker form of this General Order must be detached and pasted in timetable over corresponding page 197.

(k) **ENGINES
MAXIMUM SPEEDS, UNLESS OTHERWISE
RESTRICTED
ALL DIVISIONS**

Page 298, changed.

Sticker page attached to sticker form of this General Order must be detached and pasted over corresponding page 298.

Effective 10.01 A.M., Saturday, October 21, 1967**Applies in Zone NB**(1) **AUTOMATIC HIGHWAY CROSSING PROTECTION ON
SIDINGS, YARD AND OTHER TRACKS
MAIN LINE
HUDSON**

At the following location automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Notes
Industrial	C.R.R. of N. J. Private Crossing	400 feet west of rigid frog crossing with PATH	6

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.

Special Instruction **1103-A2** (New York Div.), page 222, changed.

Applies in Zone NC(m) **MAIN LINE
FAIR**

Facing interlocked crossover for westward movement from No. 4 track to No. 3 track located 1562 feet west of Fair Block and Interlocking Station, in service.

Block Signal No. 567 governing westward movement on No. 3 track, 1310 feet west of Fair Block and Interlocking Station changed to Interlocked Home Signal, controlled by Fair, in service.

Westward limits of Fair Interlocking on No. 3 track extended westward to Coalport-Hamilton Avenue Running Track overhead bridge located 490 feet east of Mile Post 57, in service.

Applies in All Zones(n) **TIMETABLE AUTHORITY**

No. 191 E stop and (#) Character stop at North Philadelphia, withdrawn.

No. 191 will pass North Philadelphia at 2.07 A.M.

Employee must correct page 32, in ink.

Effective 8.01 A.M., Sunday, October 22, 1967 and continuing until 4.01 P.M., Sunday, November 5, 1967.

Applies in Zone PB(o) **MAIN LINE
BRILL—BALDWIN**

No. 3 track between Brill and Baldwin temporarily out of service, account of bridge construction.

Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Philadelphia Div.), pages 252, 278 and 358, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., October 16, 1967.

GENERAL ORDER No. 2327

Effective 2.00 A.M., Sunday, October 29, 1967

Applies in All Zones

(a) **STANDARD TIME
THE UNIFORM TIME ACT OF 1966**

Effective 2.00 A.M., Sunday, October 29, 1967, Standard Time is set back one hour.

Standard clocks will be set back one hour at 2.00 A.M., the time changed to 1.00 A.M., Standard Time.

Employees setting back standard clocks must, as soon as the change has been made, compare time with the train dispatcher.

Offices where standard clocks are located, not open at 2.00 A.M., must set back clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

Employees who are required by **Rule 2**, to use reliable watches, and are on duty at 2.00 A.M., must adjust their watches to show 1.00 A.M. instead of 2.00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a block operator.

At the moment the change in time is effective, trains en route will be governed as follows:

1. Where **Rule 251** or **Rule 261** is in effect, trains will proceed under the rules.
2. Where **Rule 251** or **Rule 261** is not in effect, schedules of trains will be annulled prior to 2.00 A.M., and all trains will be governed by Train Orders.

(b) **PASSENGER TRAINS AND FREIGHT TRAINS
MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
NEW YORK AND PHILADELPHIA DIVISIONS**

Pages No. 276 and 278, changed.

Sticker pages attached to sticker form of this General Order must be detached and pasted over corresponding pages 276 and 278.

Special Instruction **1157-C1** (All Divisions), changed.

(c) **PASSENGER TRAIN OPERATION
ALL DIVISIONS**

C. T. 4301, Special Instructions Governing Passenger Equipment Authorized to Operate at Speeds in excess of 80 Miles per Hour, in effect.

Employees whose duties are in any manner concerned with the makeup, inspection, or operation of passenger trains, must have the current issue of these instructions in their possession while on duty.

Special Instruction **1154-A22** (All Divisions), page 268, added.

(d) **PASSENGER TRAINS
MAXIMUM SPEEDS
ALL DIVISIONS**

Special Instructions **1157-C1a** and **1157-F1a** (All Divisions), added, governing maximum speeds for trains consisting entirely of cars as follows:

(Page 2 of 8 Pages, Eastern Region General Order 2327)

A—Class MP-85 electric MU cars, Nos. 800 to 830, inc.; Nos. 850 to 869, inc. and Nos. 880 to 889, inc., in high-speed passenger service.

B—Passenger cars as designated in C.T. 4301, Special Instructions Governing Passenger Equipment Authorized to Operate at Speeds in excess of 80 Miles per Hour, when hauled by engines permitted to operate at a speed of 100 MPH, unless otherwise specified.

NOTE—The above trains must not exceed speed indicated in Special Instruction **1157-C1** when operating on tracks not shown.

Maximum Speeds:

New York Division

Main Line Between:	New York Division									
	Train: A					Train: B				
	4	3	2	1	.....	4	3	2	1	.....
	Miles per Hour									
Harold and East River Tunnels	50	50	50	50	.....	50	50	50	50	.....
Through East River Tunnels Except as follows: Between Signals 3E02 and 3E14	50	50	50	50	.....	40	50	50	50	.....
6th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks					15					15
Signal Bridge 580 feet east of 10th Ave. Portal and 150 feet west of 10th Ave. Portal										
Westward Trains—all tracks					15					15
Eastward Trains—all tracks					30					30
Through North River Tunnels			60	60	.....			50	50	.....
North River Tunnels and eastern limits of Hudson Interlocking			90	90	.....			75	75	.....
Eastern limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking		60	60	60	.....		60	60	60	.....
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge		45	45	45	.....		45	45	45	.....
West end of Passaic River Bridge and C. N. J. overhead bridge	35	35	35	35	.....	35	35	35	35	.....
Tracks A and No. 5 Dock Interlocking					35					35
C. N. J. overhead bridge and Signal Bridge 98-97	70	70	70	70	.....	65	65	65	65	.....
Signal Bridge 98-97 and Hunter	70	70	70	70	.....	70	70	70	70	.....
Hunter and Lane	75	100	100	75	.....	75	80	80	75	.....
Lane and Elmora	75	100	100	75	.....	75	80	80	75	.....
Elmora and Union	75	100	100	75	.....	75	90	90	75	.....
Tracks A and B, Elmora and Union					60					60
Union and Lincoln	80	100	100	80	.....	80	90	90	80	.....
Lincoln and County	80	100	100	80	.....	80	100	100	80	.....
No. 0 Track Edison and Lincoln					30					30
County and Millham	80	100	100	80	.....	80	100	100	80	.....
West end County Interlocking and east end Millham Interlocking for test purposes only		160			.....					.....
Millham and Morris, except adjacent Trenton Station Platforms	80	100	100	80	.....	80	80	80	80	.....
Trenton—Adjacent to Station Platforms	60			60	.....	60			60	.....
Track 5 Fair Interlocking					10					10
Morris and Grundy	90	100	100	90	.....	90	100	100	90	.....
Grundy and Division Post (Phila. Division)	80	100	100	90	.....	80	100	100	90	.....

Philadelphia Division

Main Line Between:	Train:	A				B				
	Track:	4	3	2	1	4	3	2	1	
Miles per Hour										
Division Post (New York Division) and Holmes Interlocking Station		80	100	100	80	80	100	100	80	
Holmes Interlocking Station and Shore Interlocking Station		90	100	100	90	90	100	100	90	
Shore Interlocking Station and Eastward Limits North Phila. Interlocking		70	70	70	70	70	70	70	70	
Through N. Phila. Interlocking Westward Station Eastward Station		50	50	50	50	50	50	50	50	50
Westward Limits North Phila. Interlocking and Girard Ave. UG Br.		70	70	70	70	70	70	70	70	
Girard Ave. UG Br. and Zoo Interlocking Station		30	30	30	30	30	30	30	30	
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway Westward Track Eastward Track						35			35	30
44th St. OH Br. and 52nd St.		50		50	50	50		50	50	
52nd St. and 59th St. overhead bridge		70		50	50	70		50	50	
59th St. overhead bridge and westward limits Overbrook Interlocking		70		50	65	70		50	65	
Overbrook westward interlocking limits and Paoli eastward interlocking limits		70	70	70	70	70	70	70	70	
Through Paoli Interlocking		65	65	70	70	65	65	70	70	
Paoli westward interlocking limits and Glen		75	60	60	75	75	60	60	75	
Glen and Downs		75		60	75	75		60	75	
Dowas and Park Interlocking Station		75	60	60	75	75	60	60	75	
Arsenal Interlocking Sta. and Grays Ferry Ave. OH Br.		50			50	50			50	
Grays Ferry Ave. OH Br. and Brill Interlocking Station		90			100	90			100	
Brill Interlocking Station and Hook		90	100	100	90	80	100	100	80	
Hook and Bell		110	50	50	110	100	50	50	100	
River Line										
Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes		60			60	60			60	
Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking		All Routes, 30 miles per hour in either direction.								
South end of Penn Interlocking and Arsenal Interlocking Station		60			60	60			60	

Chesapeake Division

Main Line Between:	Train:	A				B				
	Track:	4	3	2	1	4	3	2	1	
Miles per Hour										
Bell and Landlith		110	110			100	100			
Landlith and West Yard		80	80			60	60			
West Yard and Ragan		110	110			95	95			
Ragan and Davis		70	110	110		70	95	95		
Davis and Iron Hill		70	110	110	35	70	100	100	35	
Iron Hill and North East		70	110	110		70	100	100		
North East and Principio		110	110			100	100			
Principio and Perryville		65	110	110	65	65	100	100	65	
Perryville and Havre de Grace		60	60			60	60			
Havre de Grace and Oak		100	80	80	100	80	80	80	80	
Oak and Bush		110	80	110		100	80	100		
Bush and Gunpow		110	110			100	100			
Gunpow and River		110	65	110	50	100	65	100	50	
River and North Point		100	65	100		80	65	80		
North Point and Bay		100	35	100		80	35	80		
Bay and Union Junction		60	35	60	35	60	35	60	35	
B. & P. Jct. and Fulton		30	30			30	30			
B. & P. Jct., Gauntlet Track					30					30
Fulton and Frederick Road		50	75	75	50	50	75	75	50	
Frederick Road and Winans		65	110	110	50	65	100	100	50	
Winans and Vern		65	110	110		65	100	100		
Vern and Landover		110	110	50		100	100	50		
Landover and Mile Post 133		110	110			100	100			
Mile Post 133 and Division Post (W.T.)		80	80			80	80			

Harrisburg Division

Main Line Between:	Train:	A				B				
	Track:	4	3	2	1	4	3	2	1	
Miles per Hour										
Park Interlocking Station and Cork Eastward Interlocking limits		75			75	75			75	
Through Cork Interlocking Westward Station Eastward Station				75	75			75	75	
Cork Westward Interlocking Limits and State				75	75			75	75	

1157-F1a. (All Divisions) Maximum Speeds, for trains consisting entirely of cars as follows:

A—Class MP-85 electric MU cars, Nos. 800 to 830, inc.; Nos. 850 to 869, inc. and Nos. 880 to 889, inc., in high-speed passenger service.

B—Passenger cars as designated in C.T. 4301, Special Instructions Governing Passenger Equipment Authorized to Operate at Speeds in excess of 80 Miles per Hour, when hauled by engines permitted to operate at a speed of 100 MPH, unless otherwise specified.

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.

	Train:	
	A	B
New York Division Main Line		
	Miles per Hour	
Sunnyside Yard, east end loop tracks.....	15	15
Sunnyside Yard, Loop 1 and Loop 2 tracks while moving through car washing machines, located 3180 feet east of F.....	3	3
Curve west of West Portal, North River Tunnels.....	75	75
Portal Movable Bridge.....	60	45
Curve at Hunter.....	70	70
Curves between Elizabeth and South Elizabeth.....	55	55
First curve east of Mile Post 24, west of Iselin.....	90	90
First curve west of Mile Post 24, west of Iselin.....	90	90
First curve west of Lincoln.....	80	80
Second curve west of Lincoln.....	90	90
For test purposes only:		
All curves between County and Midway, No. 3 track.....	140	140
First curve west of Trenton, No. 1 and No. 4 tracks.....	65	65
First curve west of Trenton, No. 2 and No. 3 tracks.....	80	80
Reverse curve at Torresdale, No. 2 and No. 3 tracks.....	90	90
Reverse curve at Torresdale, No. 1 track.....	80	80
Philadelphia Division Main Line		
Curve eastward from Ford.....	60	60
Curve between Shore and Ford.....	50	50
Curve Mile Post 84 to 2nd St. overhead Br.....	65	65
Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track.....	60	60
Through Valley interlocking No. 2 track.....	30	30
Between 52nd St. and westward end of Valley curve No. 4 track.....	30	30
Curve between Mile Post 5 and eastward limit Overbrook interlocking No. 4 track.....	60	60
Curve from Narberth passenger station eastward to Merion.....	60	60
Curve eastward from St. Davids.....	60	60
Curve westward from Devon.....	65	65
Curve eastward from Berwyn.....	45	45
1st and 2nd Curves 1200 feet west of Block Signal 295.....	60	60
Curve from Grays Ferry Ave. overhead Br. to M.P. 3.....	60	60
Reverse curves between Brill and Sharon Hill.....	70	70
Curve under Jumpover north of Bell—No. 2 and No. 3 tracks.....	30	30

	Train:	
	A	B
Philadelphia Division (Continued) River Line		
All curves between Zoo Interlocking Station and 34th St. overhead Br.....	30	30
All curves 34th St. overhead Br. to South St. overhead Bridge.....	40	40
All curves South St. overhead Br. to Arsenal Interlocking Station.....	50	50
Chesapeake Division Main Line		
First curve south of Bell.....	90	90
Curve north of Wilmington Passenger Station, No. 2 and No. 3 tracks.....	40	40
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40	40
Curve at Mile Post 50, south of Elkton.....	90	90
First curve south of Mile Post 53, south of Northeast.....	105	105
Curve at Mile Post 57, north of Principio.....	95	95
Curve at Mile Post 78, north of Gunpow.....	100	100
Reverse curve Bay Block and Interlocking Station, No. 2 and No. 4 tracks.....	50	50
Curve at Mile Post 94, No. 2 and No. 4 tracks.....	45	45
Through Union Tunnels.....	45	45
Between south portals of Union Tunnels and southern and westward limits of B.&P. Junction Block and Interlocking, all tracks.....	15	15
To and from No. 4 track at Fulton Interlocking.....	15	15
Curve at Fulton, No. 2 and No. 3 tracks.....	40	40
Curve at overhead bridge, 560 feet south of Mile Post 98, No. 1 and No. 4 tracks.....	20	20
Curve at Edmondson Station, No. 2 and No. 3 tracks.....	50	50
Curve at Edmondson Station, No. 1 and No. 4 tracks.....	30	30
First curve north of Frederick Road Station, No. 2 and No. 3 tracks.....	70	70
Curve at Winans.....	100	100
Curve south of Mile Post 106, south of Winans.....	90	90
First curve north of Odenton.....	100	100
Curve at Mile Post 117, south of Odenton.....	90	90
First curves north and south of Mile Post 118, south of Odenton.....	100	100
Curve at Landover.....	100	100
Curve at Division Post (W.T.), No. 2 and No. 3 tracks.....	30	30
Harrisburg Division Main Line		
Curve at Gap.....	50	50
Curve west of Gap.....	50	50
Curve west of Middletown.....	70	70
Westward trains No. 2 track at westward home signal, Dock Street, State.....	50	50

Effective 2.01 A.M., Sunday, October 29, 1967**Applies in All Zones****(e) TIMETABLE AUTHORITY**

Schedules of Nos. 18, 23, 24, 25, 28, 31, 48, 55, 152, 153, 222, 254, 309, 329, 400, 401, 504, 552, 770, 797, 837, 925, 932, 958, 1123, 1168, 1182, 3623, 3627, 3703, 3705, 3789, 3830, 3845, CNJ 5325 and CNJ 5329, changed.

Schedules of trains on Princeton Branch, changed.

Schedules of trains between Harrison C.N.J. Yard and NK, changed.

Schedules of trains between Washington and South End, changed.

Schedules of Nos. 43, 12 and 1159, withdrawn.

Sticker coupons and sticker pages attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding pages and schedules pages 35, 37, 46, 51, 53, 55, 59, 61, 63, 65, 69, 72, 77, 79, 82, 88, 89, 97, 103, 111, 113, 119, 123, 127, 131, 133, 135, 147, 148, 149, 152, 153, 154, 155, 159, 160, 164 and 165.

Blank coupons over schedule No. 43, pages 46 and 123.

Blank coupons over schedule No. 12, pages 93 and 146.

Blank coupon over schedule No. 1159, page 45.

X No. 16 will run daily, pages 91 and 145.

X No. 1107 will run daily except Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22. Make **C** stop Rahway 1.02 P.M., page 45.

X No. 50 will arrive New York 2.40 P.M., page 80.

X No. 548 will arrive Washington 9.10 A.M., page 97.

X No. 770 will not run Nov. 24, Dec. 26, Jan. 2, page 160.

X No. 1117 will make **S** stop Elizabeth 5.16 P.M., page 53.

X No. CNJ 5319 will make **S** stop Perth Amboy 5.43 P.M. and **S** stop South Amboy 5.49 P.M., page 53.

X No. 1110 will make **S** stop South Amboy 7.42 A.M., page 69.

X No. 3785 will make **S** stop Colonia 7.12 P.M., page 58.

X No. 164 will make **DD** stop Edmondson 6.35 P.M., page 114.

X No. 921 **S** stop Bellevue 5.38 P.M., withdrawn, page 103.

X No. 921 will make **S** stop Edge Moor 5.44 P.M., page 103.

X No. 904 **S** stop Bellevue 6.50 A.M., withdrawn, page 107.

X No. 910 **S** stop Bellevue 7.44 A.M., withdrawn, page 107.

X No. 161 Edgewood and Odenton stops, withdrawn, page 105.

Employes must correct pages 45, 53, 58, 69, 80, 91, 97, 103, 105, 107, 114, 145 and 160, in ink.

**(f) TRAINS WAIT FOR CONNECTIONS
NEW YORK DIVISION
PHILADELPHIA DIVISION**

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
3838	P.M. 6.00	4113	P.M. 5.59	4158	P.M. 4.30	3832	P.M. 4.12
3841	6.08	4113	5.59				
3842	9.23	4179	9.20				

30th Street Station—Philadelphia

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Psgrs.
160	P.M. 11.40	5	24	P.M. 11.35	

Employes must correct pages 167 and 168, in ink.

**(g) HARRISBURG DIVISION
PASSENGER HIGHWAY BUS SERVICE**

Bus Schedules No. 0553 and 0572 set back 5 minutes.

Bus Schedule No. 0560 will be Daily.

Bus Schedule No. 0562 withdrawn.

Employes must correct page 168, in ink.

E. R. ADAMS,
General Superintendent.

THE PENNSYLVANIA RAILROAD**EASTERN REGION**

Philadelphia, Pa., October 24, 1967.

GENERAL ORDER No. 2328**Effective 2.02 A.M., Sunday, October 29, 1967****Applies in All Zones****(a) SAFETY CALENDAR
ALL DIVISIONS**

Page 380, changed.

Sticker page attached to sticker form of this General Order must be detached and pasted over corresponding page 380.

E. R. ADAMS,
General Superintendent.**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., October 23, 1967.

GENERAL ORDER No. 2329**Effective 10.01 A.M., Friday, November 3, 1967****Applies in Zone HA**

- (a) **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 Mile Post 110 and Mile Post 111, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

- (b) **AUTOMATIC HIGHWAY CROSSING PROTECTION ON
SIDINGS, YARD OR OTHER TRACKS
LEBANON SECONDARY TRACK
LEBANON—CORNWALL**

At the following location automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Notes
Alcoa Corpn.	State Route 38016	4500 feet from switch in Lebanon Secondary Track (810 feet east of Mile Post 18)	8

Note 8—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.
Special Instruction **1103-A2** (Harrisburg Div.), page 225, changed.

Effective 8.01 A.M., Sunday, November 5, 1967**Applies in Zone CC**

- (c) **MAIN LINE
ANACOSTIA**
Paragraph (b) of General Order No. 2310 referring to southward trains, except trains from Benning Yard to Jersey Yard, must not exceed a speed of 15 miles per hour passing Anacostia Block and Interlocking Station with entire train, annulled.

- (d) **MAIN LINE
ANACOSTIA**
Southward trains, except trains from Benning Yard to Jersey Yard, must not exceed a speed of 10 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.
Special Instruction **1157-J3** (Chesapeake Division), page 301, changed.

Applies in Zone PB

- (e) **MAIN LINE
BRILL—BALDWIN**
Paragraph (o) of General Order No. 2326 referring to No. 3 Track between Brill and Baldwin temporarily out of service, account of bridge construction, annulled.

**Effective 8.01 A.M., Sunday, November 5, 1967 and
continuing until 4.01 P.M., Friday, November 17, 1967**

(f) **MAIN LINE
BRILL—BALDWIN**

No. 4 Track between Brill and Baldwin temporarily out of service, account of bridge construction.

Special Instructions **1151-B1, 1157-C1 and 1250-A1** (Philadelphia Div.), pages 252, 278 and 358, changed.

Effective 12.01 A.M., Tuesday, November 7, 1967

Applies in All Zones

(g) **TIMETABLE AUTHORITY**

The following trains will not operate November 7, 1967: C.N.J. 5313, 1117, C.N.J. 5321, C.N.J. 5306, 1108, C.N.J. 5316.

The following trains will not operate November 23: Nos. 3811, 3701, 3815, 501, 1000, 503, 505, 1103, 131, 3703, 507, 1002, 1052, 509, 3817, 201, 1004, 511, 3607, 3903, 3819, 3707, 513, 3823, 3907, C.N.J. 5305, 515, 3709, 3911, 3711, 3915, 3713, 3717, 3917, 3719, NH 181, 3919, 3721, 3921, 521, 3827, 3725, 523, 3829, 3615, 3727, C.N.J. 5309, 3729, 525, 527, 3833, 3723, 1111, 3837, 219, 3731, 3619, C.N.J. 5313, 529, 3733, 1115, 1117, 221, C.N.J. 5319, 531, 263, 3735, C.N.J. 5321, 223, 533, 3847, 3737, 3631, 1127, 3741, 29, 225, 3849, 3635, 3745, 3749, 1131, 537, 3757, 3647, 539, 1133, 19, 3767, 195, NH 191, 3649, C.N.J. 5300, 3602, 3810, C.N.J. 5302, 3706, 502, 3606, 1104, 3814, 3710, 3608, C.N.J. 5306, 3712, 3610, 3816, 1108, 3904, 1110, 1112, 3716, C.N.J. 5314, 3618, 200, C.N.J. 5316, 3720, 3820, 202, 1118, 3912, 256, 506, 3724, 3622, 204, 3726, 1120, 3916, 508, 206, 3728, 3918, 3922, 3730, 510, 3924, C.N.J. 5322, 3736, 3828, 512, 3738, 3926, 514, 1124, 3742, 3928, 3744, 516, 3746, 218, 1126, 3748, 518, 3832, 3750, 3630, 3834, 3752, 520, 1027, 3634, 522, C.N.J. 5328, 220, 1029, 524, 526, 1063, 528, 3858, 530, 532, 3758, 3638, 3840, 534, 3762, 1130, 156, 3842, 3766, 538, 1132, 540, 542, 405, 407, 901, 903, 905, 907, 909, 403, 973, 941, 917, 419, 919, 977, 921, 923, 925, 927, 929, 931, 933, 900, 902, 904, 906, 972, 908, 910, 402, 974, 912, 918, 922, 978, 924, 926, 928, 930, 932, 982, 934, 414, 601, 001, 301, 003, 303, 603, 005, 305, 007, 009, 011, 013, 605, 313, 315, 017, 321, 023, 325, 027, 327, 029, 609, 031, 033, 035, 333, 037, 039, 337, 339, 041, 341, 043, 611, 343, 045, 345, 347, 349, 613, 351, 055, 357, 059, 359, 300, 302, 002, 600, 306, 308, 310, 312, 012, 314, 014, 316, 318, 602, 018, 320, 020, 022, 324, 024, 326, 026, 028, 330, 334, 606, 040, 042, 608, 344, 044, 046, 348, 048, 050, 052, 352, 054, 354, 356, 058, 358, 612, 060, 064, 614, 801, 803, 805, 807, 873, 811, 813, 815, 817, 819, 823, 825, 827, 831, 833, 837, 839, 843, 845, 849, 851, 853, 855, 859, 861, 865, 875, 869, 871, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 800, 802, 804, 806, 808, 810, 814, 816, 818, 822, 824, 826, 830, 832, 836, 838, 842, 844, 846, 848, 874, 852, 854, 856, 860, 872, 862, 866, 684, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 988, 990, 986, 985, 983, 987, 791, 793, 705, 707, 0707, 711, 713, 795, 717, 719, 0719, 723, 727, 729, 731, 735, 0735, 737, 741, 0741, 743, 745, 747, 749, 0749, 751, 753, 0755, 757, 759, 0761, 763, 767, 797, 700, 796, 704, 706, 708, 798, 710, 712, 714, 716, 0718, 718, 720, 0724, 724, 726, 728, 772, 0738, 738, 742, 744, 746, 750, 752, 0754, 756, 758, 0760, 0762, 764, 0766, 766.

The following trains will operate Sunday and November 23: Nos. 561, 4241, 4243, C.N.J. 5381, 4203, 1183, 4247, 4249, 1185, 4205, C.N.J. 5387, 4251, 1189, C.N.J. 5391, 1038, 4239, C.N.J. 5380, 4244, 4202, 280, 4246, C.N.J. 5384, 4250, 4234, 4252, C.N.J. 5386, 560, 4254, 298, 1190, 1192, 957, 959, 958, 960, 962, 964, 397, 396, 398, 787, 792, 794.

The following trains will operate Saturday, Sunday and November 23: Nos. 3813, 3785, 3789, 951, 961, 954, 371, 379, 391, 395, 789, 780, 881.

Nos. 164 and 4210 will operate Saturday, Sunday and November 23, 24.

Nos. 156 and 3842 will not operate November 22.

Nos. 939, 770, 403 and 9 will not operate November 24.

No. 211 will have no baggage service Sunday and November 23, December 25, January 1.

No. 149 will have sealed baggage car daily except Sunday and November 23, December 25, January 1.

(h) **EXTRA STOPS—PASSENGER TRAINS
NEW YORK DIVISION**

Train No. 3815 will stop at County Block Station for employees. Employees must correct page 169, in ink.

(i) **TRAINS WAIT FOR CONNECTIONS
PHILADELPHIA DIVISION
30TH STREET STATION**

Delete reference to No. 925 waiting 3 minutes for No. 851. Employees must correct page 168, in ink.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., November 3, 1967.

GENERAL ORDER No. 2330

Effective 6.01 A.M., Tuesday, November 14, 1967

Applies in All Zones

- (a) ENTIRE REGION
OPERATION OF PASSENGER TRAINS AT SPEEDS IN
EXCESS OF 80 MILES PER HOUR

In the event of equipment failure or other occurrences which delay or affect the movement of passenger trains authorized to operate at speeds in excess of 80 miles per hour, the conductor or engineman must immediately report the nature of the failure or occurrence to the train dispatcher and be governed by his instructions as to the continued movement of the train.

Special Instruction **1154-A25** (All Divisions), page 269, added.

Applies in Zone CE

- (b) SHELLPOT BRANCH
BRIDGE—RAGAN

No. 2 track between Bridge and Ragan temporarily out of service, account of bridge construction.

Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Chesapeake Division), pages 253, 281 and 361, changed.

- (c) SHELLPOT BRANCH
WARD—BANK
(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 15 miles per hour between Ward and Bank, account of bridge condition.

Special Instruction **1157-F1** (Chesapeake Division), page 294, changed.

Effective 10.01 A.M., Tuesday, November 14, 1967

Applies in Zone CF

- (d) INTERRUPTING OPERATION OF AUTOMATIC HIGH-
WAY CROSSING PROTECTION AUTOMATICALLY
DELMARVA BRANCH
DAVIS—GLASGOW

Automatic highway crossing protection with flashing light signals protecting Chestnut Hill Road, located 2345 feet south of Mile Post 1, in service.

Apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically.

Special Instruction **1103-A5** (Chesapeake Division), page 228, changed.

- (e) DELMARVA BRANCH
GLASGOW—DAVIS

Low distant signal to Davis governing northward movements on Main track, located 2433 feet south of Mile Post 1, changed to pedestal type signal.

- (f) FREIGHT TRAIN OPERATION
DELMARVA BRANCH
GLASGOW—DAVIS

Northward trains on Delmarva Branch receiving an approach signal aspect on distant signal to Davis, must stop clear of "CC" sign, located 500 feet south of Chestnut Hill Road Crossing and contact Operator at Davis for instructions.

Special Instruction **1155-A16** (Chesapeake Division), page 271, changed.

(Page 1 of 2 Pages)

(Page 2 of 2 Pages, Eastern Region, General Order 2330)

- (g) PROTECTION FOR PUBLIC HIGHWAY CROSSINGS
AT GRADE
DELMARVA BRANCH
DAVIS—GLASGOW

Paragraph (h) of General Order No. 2326 referring to trains or engines must stop before passing over public highway crossing at grade, 2345 feet south of Mile Post 1, Chestnut Hill Road, annulled.

Effective 10.01 A.M., Thursday, November 16, 1967

Applies in Zone HC

- (h) CUMBERLAND VALLEY BRANCH
TOWN—MAUGANSVILLE

Paragraph (a) of General Order No. 2313 referring to temporary speed restriction of 5 miles per hour on northward siding, annulled.

Effective 10.01 A.M., Monday, November 20, 1967

Applies in Zone HA

- (i) ATGLEN AND SUSQUEHANNA BRANCH
Q—PORT

Paragraph (w) of General Order No. 2301 referring to temporary speed restriction of 20 miles per hour on No. 2 track between LG-14 and LG-21, annulled.

E. R. ADAMS,
General Superintendent.

THE PENNSYLVANIA RAILROAD

EASTERN REGION

Philadelphia, Pa., November 11, 1967.

GENERAL ORDER No. 2331

Effective 10.01 A.M., Tuesday, November 21, 1967

Applies in Zone NB

- (a) **GREENVILLE BRANCH**
WA-2
WA-2 part-time Block Station in service 7.00 A.M. Monday until 11.00 P.M. Saturday, except November 23, December 25 and January 1.
Employees must correct page 14, in ink.

Applies in Zone NC

- (b) **MAIN LINE**
FAIR—MORRIS
Home Signal governing eastward movement on No. 2 track, located on Coalport-Hamilton Avenue Running Track Overhead Bridge, located 490 feet east of Mile Post 57, in service. Block Signal No. 567 governing westward movement on No. 2 track, 1310 feet west of Fair Block and Interlocking Station changed to interlocked Home Signal, controlled by Fair, in service.
Westward limits of Fair Interlocking on No. 2 track extended westward to Coalport-Hamilton Avenue Running Track Overhead Bridge, located 490 feet east of Mile Post 57, in service.

Applies in Zone NE

- (c) **BELVIDERE DELAWARE BRANCH**
FRENCHTOWN
Frenchtown part-time Block and Interlocking Station in service 7.00 A.M. to 11.00 P.M. Daily except Sunday and November 23, December 25 and January 1.
NOTE: Sundays and November 23, December 25 and January 1, 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.
Employees must correct page 16, in ink.

Applies in Zone PA

- (d) **MAIN LINE**
BRYN MAWR
Bryn Mawr part-time Block and Interlocking Station in service 6.30 A.M. to 10.30 P.M. Daily except Saturday, Sunday and November 23, December 25 and January 1.
Employees must correct page 13, in ink.

Applies in Zone PB

- (e) **OCTORARO SECONDARY TRACK**
WAWA—SQUARE
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 20 miles per hour between Wawa and Square, account of track conditions.
Special Instruction 1157-H1 (Philadelphia Division), page 299, changed.

(Page 1 of 2 Pages)

(Page 2 of 2 Pages, Eastern Region, General Order 2331)

Applies in Zone CB

- (f) **MAIN LINE**
BOWIE
Bowie part-time Block and Interlocking Station in service 7.30 A.M. Monday to 3.30 P.M. Saturday except November 23, December 25 and January 1.
Employees must correct pages 13 and 26, in ink.

Applies in Zone HA

- (g) **MAIN LINE**
LANDIS
Landis part-time Interlocking Station in service 10.00 A.M. to 6.00 P.M. Daily except Saturday, Sunday and November 23, December 25, January 1 and February 22.
Employees must correct page 13, in ink.

Effective 10.01 A.M., Saturday, November 25, 1967

Applies in Zone NC

- (h) **MAIN LINE**
FAIR—MORRIS
Facing interlocked crossover for eastward movement from No. 2 track to No. 1 track, located 2100 feet west of Fair Block and Interlocking Station, in service.

E. R. ADAMS,
General Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
CENTRAL REGION

Philadelphia, Pa., November 15, 1967.

Pittsburgh, Pa., November 15, 1967.

EASTERN REGION GENERAL ORDER No. 2332

CENTRAL REGION GENERAL ORDER No. 405

Effective 3.01 P.M., Thursday, November 30, 1967

Applies in Zone HA

Applies in Zone D

(a) **MAIN LINE (NORTHERN DIVISION)**
HARRISBURG—BUFFALO

WILLIAMSPORT BRANCH (HARRISBURG DIVISION)
ROCKVILLE—HECKS

Stoney Interlocking, located 5400 feet west of Mile Post 93, remote controlled from Rockville, consisting of the following switch and signals, in service:

Facing Interlocked switch for eastward movement in Main Track, 5350 feet west of Mile Post 93, leading to Rockville Siding, in service,

Home Signal governing westward movement on Main Track, 4530 feet west of Mile Post 93, in service,

Home Signal governing eastward movement on Main Track, 5400 feet west of Mile Post 93, in service,

Low Home Signal governing westward movement on Rockville Siding, 4530 feet west of Mile Post 93, in service.

Block Signal No. 937, 4530 feet west of Mile Post 93, out of service.

Dragging equipment indicator light (**Rule 4076-A**), located on Home Signal governing eastward movement on Main Track, 5040 feet west of Mile Post 93, out of service.

(b) **WILLIAMSPORT BRANCH**
HECKS

Home Signal governing westward movement on Main Track, 1200 feet west of Mile Post 92, changed to Block Signal and numbered 923, in service.

Home Signal governing eastward movement on Main Track, 2850 feet west of Mile Post 92, out of service.

Block Signal No. 922, governing eastward movement on Main Track, 1200 feet west of Mile Post 92, in service.

Low Home Signal governing westward movement on Rockville Siding, 2500 feet west of Mile Post 92, out of service.

Facing Interlocked switch for eastward movement in Main Track, 1570 feet west of Hecks, out of service.

Capacity of Rockville Siding between Stoney and Hecks, 178 cars.

Page 9 and Special Instruction **1509-A1**, page 276, Central Region Timetable, changed.

Page 13, Eastern Region Timetable, changed.

Eastern Region General Order No. 2308, annulled.

E. R. ADAMS,
 General Superintendent.

J. A. FOSHEE,
 General Superintendent.

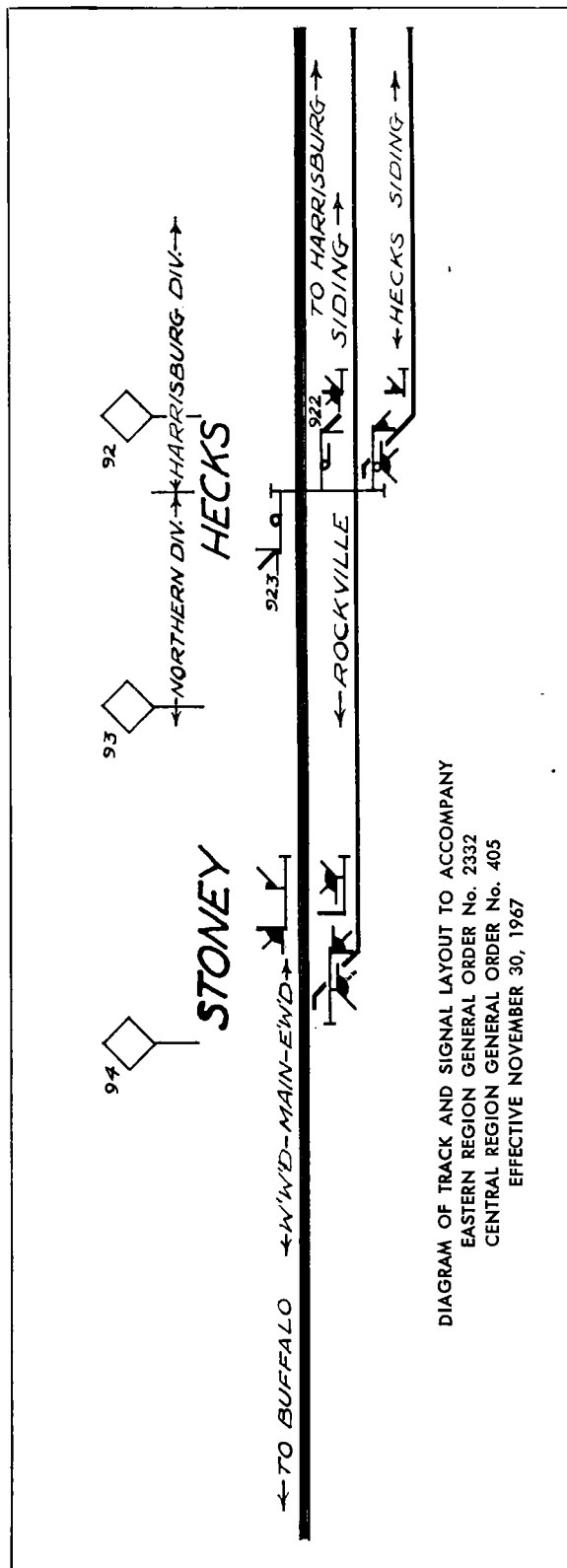


DIAGRAM OF TRACK AND SIGNAL LAYOUT TO ACCOMPANY
 EASTERN REGION GENERAL ORDER No. 2332
 CENTRAL REGION GENERAL ORDER No. 405
 EFFECTIVE NOVEMBER 30, 1967

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., November 13, 1967.

GENERAL ORDER No. 2333

Effective as specified below, one day only,

Saturday, December 2, 1967

Applies in Zone PA

- (a) **MAIN LINE
BRYN MAWR**
Between 10.00 A.M. and 6.00 P.M.
Bryn Mawr part-time Block and Interlocking Station,
in service.
Page 13, changed.

Applies in Zone PB

- (b) **DELAWARE EXTENSION
ARSENAL - STADIUM**
Between 8.30 A.M. and 7.01 P.M.
Following block signals without numbers changed to
block signals with numbers:
Block signal governing eastward movement on No. 1
track, 4800 feet west of westward limits Penrose
Interlocking, equipped to display number 15-D.
Block signal governing eastward movement on No. 1
track, 3130 feet west of Stadium Block and Inter-
locking Station, equipped to display number 39-D.
Block signal governing westward movement on No. 2
track, 3130 feet west of Stadium Block and Inter-
locking Station, equipped to display number 40-D.

- (c) **DELAWARE EXTENSION
ARSENAL - STADIUM**
Between 8.30 A.M. and 7.01 P.M.
Maximum Speeds, unless otherwise specified:
Maximum speed passenger trains on No. 1 and No. 2
tracks between a point 750 feet east of eastward
limits Arsenal Interlocking and westward limits Pen-
rose Interlocking — 40 miles per hour;
Through Penrose Interlocking — 30 miles per hour;
Between eastward limits Penrose Interlocking and
west end of curve west of Broad Street Overhead
Bridge — 40 miles per hour.
Special Instruction 1157-C1 (Philadelphia Division),
page 279, changed.

- (d) **DELAWARE EXTENSION
GREENWICH YARD (WEST END)**
Between 9.46 A.M. and 7.01 P.M.
Switchtenders in charge of all hand-operated switches
at west end of Greenwich Yard.
Special Instruction 1104-B2 (Philadelphia Division),
page 242, changed.

Applies in Zone CB

- (e) **MAIN LINE
BOWIE**
Between 3.30 P.M. and 11.30 P.M.
Bowie part-time Block and Interlocking Station, in
service.
Pages 13 and 26, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., November 22, 1967.

GENERAL ORDER No. 2334

Effective 12.01 A.M., Sunday, December 3, 1967

Applies in All Zones

- (a) **TIMETABLE AUTHORITY**
No. 9 will not run December 3 to December 22, inclusive.
No. 161 will make S stop at Odenton 1.44 A.M., page 105,
added.
The following stops withdrawn:
No. 3813 S2.15 A.M., Monmouth Jct., page 33.
No. 3821 S8.08 A.M., South Street (Newark), page 38.
No. 3825 S12.12 P.M., South Street (Newark), page 43.
No. 3829 S3.05 P.M., Monmouth Jct., page 47.
No. 3615 F2.58 P.M., Edgar, page 47.
No. 3831 S2.55 P.M., Monmouth Jct., page 47.
No. 3833 S4.22 P.M., Monmouth Jct., page 49.
No. 3835 S4.03 P.M., Deans, page 49.
No. 3841 S6.02 P.M., Monmouth Jct., page 53.
No. 3637 S7.19 P.M., Edgar, page 58.
No. 3810 S5.53 A.M., Deans, page 65.
No. 3812 S6.12 A.M., Monmouth Jct., S6.15 A.M., Deans,
S7.03 A.M., South Street (Newark), page 66.
No. 3816 S7.14 A.M., Deans, page 69.
No. 3822 S8.33 A.M., Monmouth Jct., page 72.
No. 3824 S10.26 A.M., Monmouth Jct., S10.32 A.M., Adams,
page 76.
No. 3830 S3.06 P.M., Monmouth Jct., page 82.
No. 3832 S4.19 P.M., Monmouth Jct., page 84.
No. 3834 S5.17 P.M., Adams, page 85.
No. 3850 S8.16 P.M., Monmouth Jct., page 91.
Employees must correct pages 33, 38, 43, 47, 49, 53, 58, 65, 66,
69, 72, 76, 82, 84, 85, 91, 105 and 117, in ink.

Applies in Zone CA

- (b) **MAIN LINE
OAK—ABERDEEN**
(Temporary Speed Restriction)
Trains and engines on No. 2 and No. 4 tracks must not ex-
ceed a speed of 80 miles per hour over Osborne Road Cross-
ing, located 3214 feet south of Mile Post 64 and 2066 feet
north of Mile Post 65.
Special Instruction 1157-F1 (Chesapeake Division), page
293, changed.
Special Instruction 1157-F1a (Chesapeake Division), Para-
graph (d) of General Order No. 2327, changed.

Applies in Zone CB

- (c) **MAIN LINE
PATUXENT—ARUNDEL**
(Temporary Speed Restriction)
Trains and engines on No. 2 and No. 3 tracks must not exceed
a speed of 80 miles per hour over Anderson Road Crossing,
located 2900 feet south of Mile Post 117 and 2239 feet north
of Mile Post 118.
Special Instruction 1157-F1 (Chesapeake Division), page 293,
changed.
Special Instruction 1157-F1a (Chesapeake Division), Para-
graph (d) of General Order No. 2327, changed.

Effective 9.01 A.M., Tuesday, December 5, 1967

Applies in Zone NC

- (d) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
MORRIS—GRUNDY

Maximum Speeds, for passenger trains designated in Special Instruction 1157-C1a, Paragraph (d) of General Order No. 2327, on No. 3 track between Morris and Grundy, changed:

Between:	No. 3 Track
	Passenger Trains, A and B
Morris and Grundy	Miles Per Hour 100

Applies in Zone CE

- (e) SHELLPOT BRANCH
BRIDGE—RAGAN

Paragraph (b) of General Order No. 2330 referring to No. 2 track between Bridge and Ragan temporarily out of service account of bridge construction, annulled.

- (f) SHELLPOT BRANCH
WARD—BANK

Paragraph (c) of General Order No. 2330 referring to a temporary speed restriction of 15 miles per hour between Ward and Bank on No. 1 track, annulled.

- (g) SHELLPOT BRANCH
BRIDGE—RAGAN

No. 1 track between Bridge and Ragan temporarily out of service, account of bridge construction.

Special Instructions 1151-B1, 1157-C1 and 1250-A1 (Chesapeake Division), pages 253, 281 and 361, changed.

Effective 10.01 A.M., Saturday, December 9, 1967

Applies in Zone NB

- (h) MAIN LINE
DOCK

Block Signal No. 80, located 2150 feet east of Dock, governing eastward movements on No. 2 track, in service.

E. R. ADAMS,
General Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION

Philadelphia, Pa., December 6, 1967

GENERAL ORDER No. 2335

Effective 12.01 A.M., Thursday, December 14, 1967

Applies in Zone NC

- (a) MAIN LINE
LINCOLN - UNION

Paragraph (a) of General Order No. 2320 referring to temporary speed restriction of 60 miles per hour on No. 1 track between Lincoln and Union, annulled.

Applies in Zone PB

- (b) TICKET OFFICES OPEN FOR SALE OF TICKETS
Marcus Hook open 7.45 A.M. to 9:30 A.M., Monday to Friday. Closed Saturday, Sunday and Holidays.
Employees must correct page 171, in ink.

Applies in Zone CF

- (c) DELMARVA BRANCH
DAVIS - GLASGOW

Automatic Highway Crossing protection with flashing light signals protecting Old Baltimore Pike (Cooch's Road), located 1426 feet north of Mile Post 3, in service.

- (d) DELMARVA BRANCH
FELTON - HARRINGTON

Paragraph (j) of General Order No. 2316 referring to temporary speed restriction and Main track relocated between a point 3320 feet south of Mile Post 60 and a point 4003 feet south of Mile Post 60, annulled.

Applies in Zone CG

- (e) CRISFIELD SECONDARY TRACK
CRISFIELD - FIELD

Facing hand-operated switch for southward movement in Secondary Track, 3540 feet south of Mile Post 14, leading to Delmarva Power and Light Company track, capacity 7 cars, in service.

Effective 10.01 A.M., Thursday, December 14, 1967

Applies in Zone HA

- (f) COLUMBIA BRANCH
CORK - MOUNTVILLE

Trailing hand-operated switch in No. 2 Track, equipped with pipe-connected derail, 3125 feet west of Mile Post 73, leading to 84 Lumber Company Track, capacity 11 cars, in service.

- (g) MAIN LINE
ROCKVILLE - BANKS

Paragraph (a) of General Order No. 2329 referring to temporary speed restriction of 10 miles per hour on No. 4 Running Track between Mile Post 110 and Mile Post 111, annulled.

- (h) 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.

E. R. ADAMS,
General Superintendent.

**PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., December 6, 1967.

GENERAL ORDER No. 2336

Effective 2.01 A.M., Friday, December 15, 1967

Applies in All Zones

(a) TIMETABLE AUTHORITY

Nos. 104 and 105 will make last trip December 14, 1967, pages 49, 75, 102 and 109.

Schedule of Nos. Sou. 237, Sou. 236, RF&P 375, RF&P 376, RF&P 5, RF&P 75, withdrawn.

Schedule of Nos. Sou. 247 and RF&P 57, changed.

Schedules of Nos. 127, 107, 101, 100, 106 and 128, added.

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

No. 127 over blank column, pages 42 and 99.

No. 107 over blank column, pages 44 and 100.

No. 101 over schedule No. 101, pages 50 and 103.

No. 100 over schedule No. 100, pages 76 and 109.

No. 106 over blank column, pages 78 and 110.

No. 128 over blank column, pages 82 and 111.

Sou. 247 over Sou. 237, page 164.

RF&P 75 over RF&P 9, page 164.

RF&P 85 over RF&P 375, page 164.

RF&P 86 over RF&P 376, page 165.

RF&P 15 over RF&P 5, page 164.

RF&P 57 over corresponding schedule, page 164.

Blank coupon over schedule Sou. 236, page 165.

Blank coupon over schedule Sou. 247, page 164.

Blank coupon over schedule RF&P 75, page 164.

Blank coupon over RF&P 57, page 164.

Employees must correct pages 49, 75, 102 and 109, in ink.

Effective 6.31 A.M., Friday, December 15, 1967

Applies in All Zones

(b) TIMETABLE AUTHORITY

Schedules of Nos. 984 and 989, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedules on pages 146 and 147.

S Stop for No. 522 at Eddington at 5.22 P.M., withdrawn.

Employees must correct page 86, in ink.

E. R. ADAMS,
General Superintendent.

**PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., December 6, 1967.

GENERAL ORDER No. 2337

Effective 2.01 P.M., Monday, December 18, 1967

Applies in Zone PA

(a) MAIN LINE

ZOO—NORTH PHILADELPHIA

Block signal No. 868 governing eastward movements on No. 1 track, 700 feet east of Mile Post 87, out of service.

Block signal No. 860 governing eastward movements on No. 1 track, 470 feet west of Mile Post 86, out of service.

Block signal No. 861 governing westward movements on No. 1 track, 470 feet west of Mile Post 86, out of service.

Zoo interlocking limits extended as shown on attached diagram.

Home signal governing eastward movements on No. 1 track, located 1470 feet east of Mile Post 87, in service.

Home signal governing westward movements on No. 1 track, located 2380 feet east of Mile Post 87, in service.

Low home signal governing eastward movements on Naught yard track, located 1600 feet east of Mile Post 87, in service.

Naught yard track between Zoo and North Philadelphia redesignated as Zoo Secondary track of assigned direction, Eastward, controlled by Train Director Zoo.

Train Dispatcher located at Philadelphia, in charge.

Rules 501 to 512, inclusive, in effect for eastward movements.

Rules 271, 272 and 273; Rules 305 to 373, inclusive, except Rule 316, in effect for westward movements.

At North Philadelphia signal indication and verbal information or hand signal indicating condition of the Block will be authority for westward movements to use this track.

Zoo Secondary track equipped for AC electrical operation, in service.

Block signal No. 860 governing eastward movements on Zoo Secondary track, located 630 feet east of Mile Post 86, in service.

Maximum speed on Zoo Secondary track between Zoo and North Philadelphia, 30 miles per hour.

Low home signal governing westward movements on Zoo Secondary track, located 2240 feet east of Mile Post 87, in service.

Facing interlocked crossover, equipped for AC electrical operation, between No. 1 track and Zoo Secondary track, located 1840 feet east of Mile Post 87, in service.

Diagram in sticker form attached to and made part of this General Order showing changes in tracks, signals and switches, must be detached and pasted in Timetable with this General Order.

Special Instructions **1163-A3** and **1163-A5** (Phila. Div.), page 337, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding Special Instructions.

Special Instructions **1151-C1, 1157-H1, 1163-A3, 1163-A5, 1167-A5, 1201-A1b** and **1250-A1** (Phila. Div.), pages 254, 299, 337, 341, 355 and 359, changed.

(b) MAIN LINE

NORTH PHILADELPHIA

AC Electrical operation on facing interlocked crossover for eastward movement, between Zoo Secondary track and No. 1 track, located 3355 feet east of Mile Post 86, controlled by North Philadelphia, in service.

Special Instruction **1167-A5** (Phila. Div.), page 342, changed.

(Page 2 of 4 Pages, Eastern Region General Order No. 2337)

(c) ZOO SECONDARY TRACK
ZOO—NORTH PHILADELPHIA

Pipe-connected derails in service on the following switches for eastward movement in Zoo Secondary track:

Facing hand-operated switch, 1220 feet east of Mile Post 86, leading to west end of Estes Yard.

Trailing hand-operated switch, 2480 feet east of Mile Post 86, leading to Estes Yard.

Trailing hand-operated switch, 2665 feet east of Mile Post 86, leading to east end of Estes Yard.

Applies in Zone PD

(d) D.R.R.R. AND B. CO. BRANCH
UTICA AVE.—DIVISION POST (P.R.S.L.)

Main track relocated eastward a maximum of 67 feet between a point 1500 feet south of Utica Avenue and Division Post (P.R.S.L.)

Applies in All Zones

(e) TIMETABLE AUTHORITY

The following trains will not operate on December 25, 1967 and January 1, 1968:

19, 001, 002, 003, 005, 007, 009, 011, 012, 013, 014, 017, 018, 020, 022, 023, 024, 026, 027, 028, 029, 031, 033, 035, 037, 039, 040, 041, 042, 043, 044, 045, 046, 048, 050, 052, 054, 055, 058, 059, 060, 064, 131, 137, 156, 158, 177, NH-181, NH-191, 195, 200, 201, 202, 204, 206, 207, 222, 223, 256, 263, 300, 301, 302, 303, 305, 306, 308, 310, 312, 313, 314, 315, 316, 318, 320, 321, 324, 325, 326, 327, 330, 333, 334, 337, 339, 341, 343, 344, 345, 347, 348, 349, 351, 352, 354, 356, 357, 358, 359, 402, 405, 407, 414, 419, 501, 502, 503, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 518, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 537, 538, 539, 540, 542, 600, 601, 602, 603, 605, 606, 608, 609, 611, 612, 613, 614, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 700, 704, 705, 706, 707, 708, 710, 711, 712, 713, 714, 716, 717, 718, 719, 720, 723, 724, 726, 727, 728, 729, 731, 735, 737, 738, 741, 742, 743, 744, 745, 746, 747, 749, 750, 751, 752, 753, 756, 757, 758, 759, 762, 763, 764, 766, 767, 772, 791, 793, 795, 796, 797, 798, 800, 801, 802, 803, 804, 805, 806, 807, 808, 810, 811, 813, 814, 815, 816, 817, 818, 819, 822, 823, 824, 825, 826, 827, 830, 831, 832, 833, 836, 837, 838, 839, 842, 843, 844, 845, 846, 848, 849, 851, 852, 853, 854, 855, 856, 859, 860, 861, 864, 865, 866, 869, 871, 872, 873, 874, 875, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 912, 917, 918, 919, 921, 922, 923, 924, 926, 927, 928, 929, 930, 931, 933, 934, 941, 972, 973, 974, 977, 978, 982, 0707, 0718, 0719, 0724, 0735, 0738, 0741, 0749, 0754, 0755, 0760, 0761, 0762, 0766, 1000, 1002, 1004, 1027, 1029, 1052, 1063, 1103, 1104, 1108, 1110, 1111, 1112, 1115, 1117, 1118, 1120, 1124, 1126, 1127, 1130, 1131, 1132, 1133, 3602, 3606, 3607, 3608, 3610, 3615, 3618, 3619, 3622, 3630, 3631, 3634, 3635, 3638, 3647, 3649, 3701, 3706, 3707, 3709, 3710, 3711, 3712, 3713, 3716, 3717, 3719, 3720, 3721, 3723, 3724, 3725, 3726, 3727, 3728, 3729, 3730, 3731, 3733, 3735, 3736, 3737, 3738, 3741, 3744, 3745, 3746, 3748, 3749, 3750, 3752, 3757, 3758, 3762, 3766, 3767, 3810, 3811, 3814, 3815, 3816, 3817, 3819, 3820, 3823, 3827, 3828, 3829, 3832, 3833, 3834, 3837, 3840, 3842, 3847, 3849, 3858, 3903, 3904, 3907, 3911, 3912, 3915, 3916, 3917, 3918, 3919, 3921, 3922, 3924, 3926, 3928, CNJ-5300, CNJ-5302, CNJ-5305, CNJ-5306, CNJ-5309, CNJ-5313, CNJ-5314, CNJ-5316, CNJ-5319, CNJ-5321, CNJ-5322, CNJ-5328.

The following trains will operate December 25, 1967 and January 1, 1968:

158, 159, 161, 164, 166, 280, 282, 284, 286, 298, 371, 379, 391, 395, 396, 397, 398, 560, 561, 780, 787, 789, 792, 794, 881, 951, 954, 957, 959, 960, 961, 962, 964, 1038, 1183, 1185, 1189, 1190, 1192, 3785, 3813, 4202, 4203, 4205, 4210, 4234, 4239, 4241, 4243, 4244, 4246, 4247, 4249, 4250, 4251, 4252, 4254, CNJ-5380, CNJ-5381, CNJ-5384, CNJ-5386, CNJ-5387, CNJ-5391.

Nos. 154, 161, 166, 176, 194, 218, 219, 220, 221, 225, 227, 282, 284 and 298 will not operate on December 24 and 31, 1967.

Nos. 158 and 162 will operate on December 24, 31, 1967.

Nos. 18 and 403 will not operate on December 26, 1967 and January 2, 1968.

Nos. 9 and 939 will not operate on December 26, 1967 and January 2, 1968.

No. 211—No baggage service December 25, 1967 and January 1, 1968.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., December 13, 1967.

GENERAL ORDER No. 2338

Effective 2.31 P.M., Thursday, December 21, 1967

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. 28 and 29, withdrawn.
Schedules of Nos. 48, 548 and 571, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:
No. 48 over corresponding schedule, pages 71 and 133.
No. 548 over corresponding schedule, pages 97, 133 and 166.
No. 571 over corresponding schedule, page 166.
Blank coupon over schedule No. 28, pages 72 and 135.
Blank coupon over schedule No. 29, pages 57 and 129.

Applies in Zone PA

(b) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
TRENTON BRANCH
MILE POST 41—NEST**

Maximum speeds, unless otherwise specified, on No. 2 track:

Between	Passenger Trains Miles Per Hour	Freight Trains Miles Per Hour
Mile Post 41 and Nest	50	50

Special Instruction 1157-C1 (Philadelphia Division), page 279, changed.

Applies in Zone CB

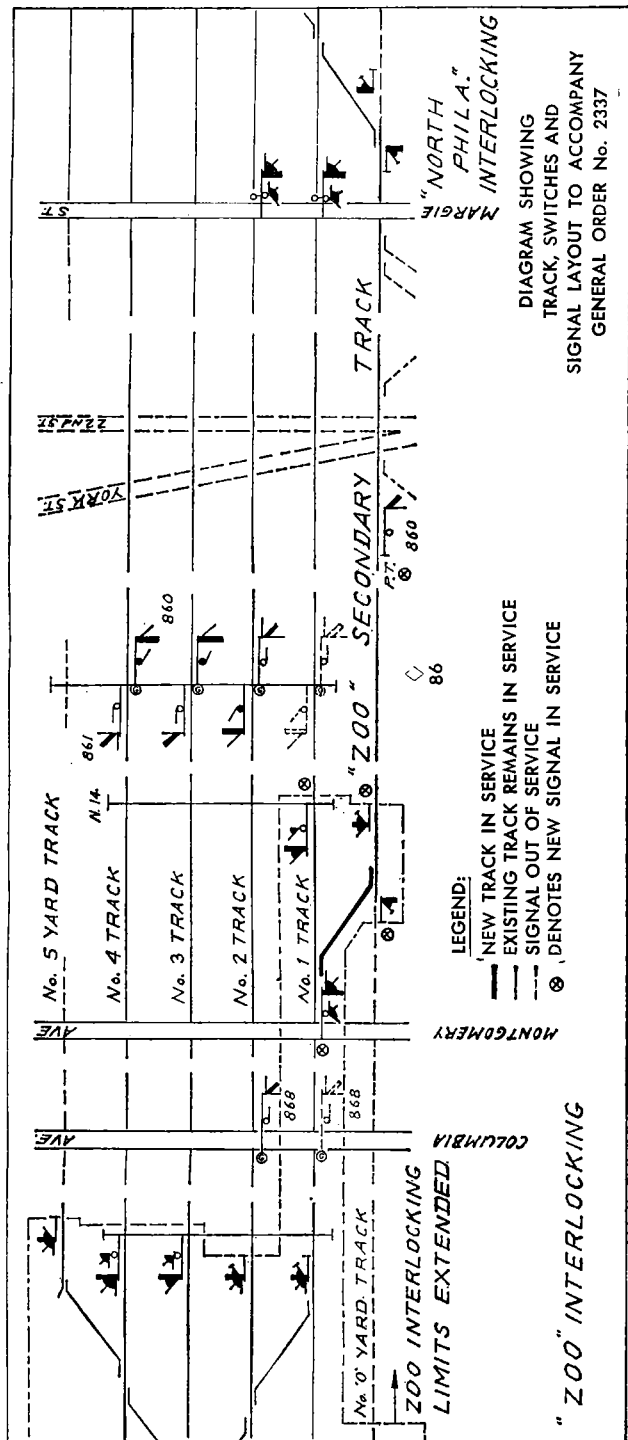
(c) **MAXIMUM SPEED, UNLESS OTHERWISE SPECIFIED
MAIN LINE
FREDERICK ROAD—VERN**

Maximum speeds, unless otherwise specified, on No. 4 track:

Between	Passenger Trains Miles Per Hour	
Frederick Road and Winans	80	
Winans and Vern	80	

Special Instruction 1157-C1 (Chesapeake Division), page 280, changed.

(Page 1 of 4 Pages)



(d) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE****FREDERICK ROAD—VERN**

Maximum speeds, for passenger trains designated in Special Instruction **1157-C1a**, Paragraph (d) of General Order No. 2327, on No. 4 track between Frederick Road and Vern, changed:

Between	No. 4 Track	
	Passenger Trains, A and B	
	Miles Per Hour	
Frederick Road and Winans	80	
Winans and Vern	80	

Applies in Zone CF(e) **DELMARVA BRANCH
SEAFORD—HEARN**

Single track between Seaford and Hearn changed to Seaford Secondary Track of no assigned direction, controlled by Seaford.

Train dispatchers located at Baltimore in charge.

Yard limits indicated by Yard Limit Boards located 290 feet north of Mile Post 95 and Hearn, in service.

Rules 271 to 273, inclusive, and **Rules 305 to 373**, inclusive, except **Rule 316**, in effect between Seaford and Hearn. All maximum speeds on curves, bridges, etc.; Engine Restrictions, Other Equipment Restrictions and General Instructions remain in effect.

Maximum speed between Seaford and Hearn, 40 miles per hour.

Normal position of switch at north end of Delmar siding is for movements to the Seaford Secondary Track.

Southward trains must report to operator at Seaford when clear of Seaford Secondary Track at End of Block, Hearn. Southward block signal at Seaford is authority for trains to operate from Seaford to End of Block, Hearn. Permission must be obtained from the operator at Seaford for trains and engines to occupy the Seaford Secondary Track at north end of Delmar siding. Authority for the movement of passenger extras must be in writing.

Pages 25, 26 and 27 and Special Instructions **1093-A1**, page 215, **1104-A1**, page 241, **1151-A1**, page 251, **1151-D1**, pages 256 and 257, **1157-C1**, page 281, **1157-H1**, page 300, **1201-A1c**, page 355 and **1250-A1**, page 361, changed.

Applies in Zone CG(f) **DELMARVA BRANCH
PATTON—CASSATT**

Single track between Patton and Cassatt changed to Pocomoke Secondary Track of no assigned direction, controlled by Seaford.

Train dispatchers located at Baltimore in charge.

Yard limits indicated by Yard Limit Boards located at Patton and 1000 feet south thereof, in service.

Rules 271 to 273, inclusive, and **Rules 305 to 373**, inclusive, except **Rule 316**, in effect between Patton and Cassatt. All maximum speeds on curves, bridges, etc.; Engine Restrictions, Other Equipment Restrictions and General Instructions remain in effect.

Maximum speed between Patton and Cassatt, 40 miles per hour.

Normal position of switch at south end of Delmar siding is for movements to the Pocomoke Secondary Track.

Northward trains must report to the operator at Seaford when clear of the Pocomoke Secondary Track at End of Block, Patton.

Northward block signal at Cassatt is authority for trains to operate from Cassatt to End of Block, Patton. Permission must be obtained from the operator at Seaford for trains and engines to occupy the Pocomoke Secondary Track at south end of Delmar siding. Authority for the movement of passenger extras must be in writing.

Pages 25, 26 and 27 and Special Instructions **1093-A1**, page 215, **1104-A1**, page 241, **1151-A1**, page 251, **1151-D1**, pages 256 and 257, **1157-C1**, page 281, **1157-H1**, page 300, **1201-A1c**, page 355, and **1250-A1**, page 361, changed.

Applies in Zones CF and CG(g) **DELMARVA BRANCH
HEARN—PATTON**

Delmar Train Order Office closed.

Block signal governing southward movement on main track at Hearn, out of service.

Block signal governing northward movement on main track at Patton, out of service.

Signal No. 03 governing southward movement on main track, located 10,200 feet north of Patton, out of service.

Signal No. 970 governing northward movement on main track, located 12,000 feet south of Hearn, out of service.

Delmar siding of no assigned direction in charge of operator at Seaford, siding will not be used without permission from designated employe.

Main track between Hearn and Patton redesignated Yard Track under control of Yardmaster at Delmar.

Train orders must be issued when necessary to advance a train from Yard Track to either Seaford or Pocomoke Secondary Tracks at Hearn or Patton.

Radio location other than Block stations; Delmar Train Order Office changed to Delmar Yard Office.

Pages 25, 26 and 27, changed.

Special Instructions **1103-A5**, pages 228 and 229, **1151-A1**, page 251, **1151-D1**, pages 256 and 257, **1151-E2**, page 258, **1151-F2**, page 258, **1157-C1**, page 281, and **1250-A1**, page 361, changed.

Diagram in sticker form attached to and made part of this General Order showing tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

E. R. ADAMS,
General Superintendent

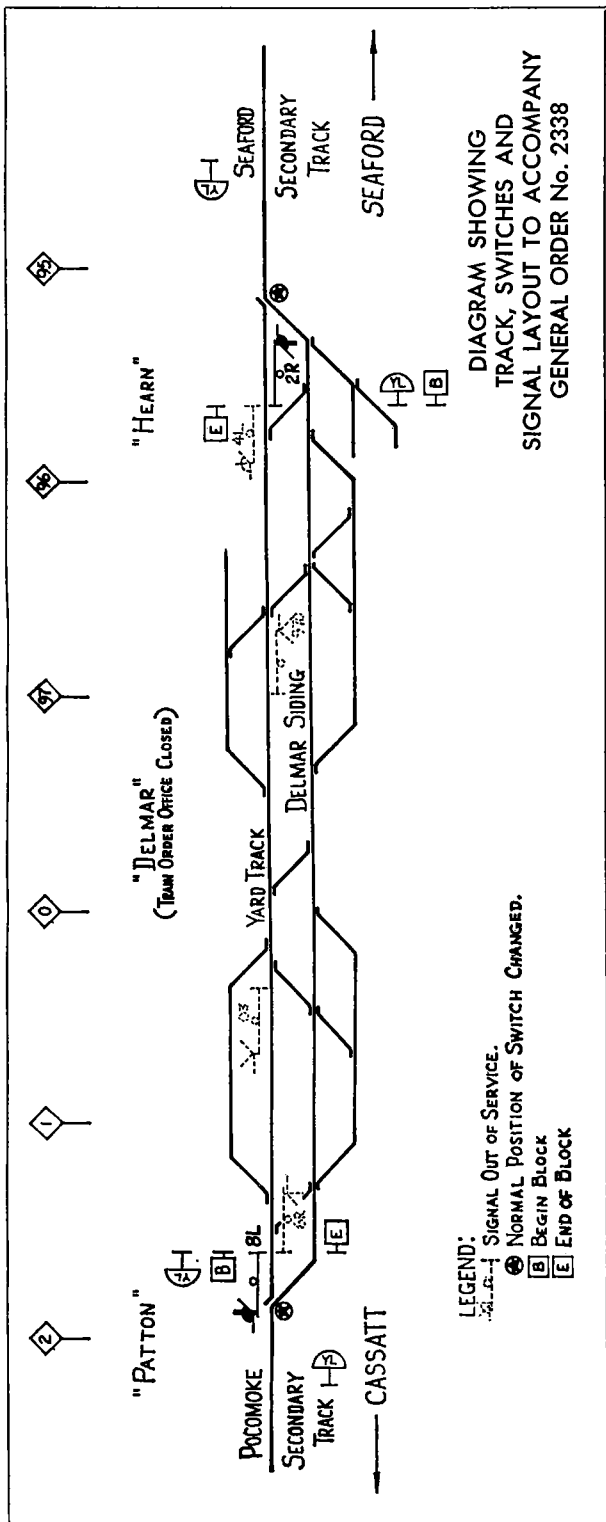


DIAGRAM SHOWING
TRACK, SWITCHES AND
SIGNAL LAYOUT TO ACCOMPANY
GENERAL ORDER No. 2338

THE PENNSYLVANIA RAILROAD
EASTERN REGION

Philadelphia, Pa., December 18, 1967.

GENERAL ORDER No. 2339

Effective 1.01 P.M., Thursday, December 28, 1967

Applies in Zone PD

(a) BORDENTOWN SECONDARY TRACK
ROEBLING

Automatic highway crossing protection with flashing light signals protecting Knickerbocker Road, located 935 feet east of Mile Post 23, in service.

Delete reference to Knickerbocker Road, Bordentown Secondary Track, Roebling and Note 14, in Special Instruction 1103-C1 (Philadelphia Div.), pages 234 and 235.

Special Instruction 1103-C1 (Philadelphia Div.), pages 234 and 235, changed.

(b) AUTOMATIC HIGHWAY CROSSING PROTECTION ON SIDINGS, YARD OR OTHER TRACKS.
ROEBLING

At the following locations automatic highway crossing protection indicates the approach of a train:

Tracks	Crossing	Location	Notes
All Yard	Knickerbocker Road	Roebling	3

Special Instruction 1103-A2 (Philadelphia Div.), page 223, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., January 2, 1968.

GENERAL ORDER No. 2340

Effective 2.01 A.M., Friday, January 12, 1968

Applies in Zone NC

(a) **MAIN LINE**

COUNTY—MILLHAM

MU cars class MP-85-E-3 Nos. T-1, T-2, T-3 and T-4 will be operated under column A of Special Instructions **1157-C1a** and **1157-F1a**, paragraph (d) of General Order No. 2327. Special Instructions **1157-C1a** and **1157-F1a** (New York Div.), paragraph (d) of General Order No. 2327, changed.

Applies in Zone PA

(b) **MAIN LINE**

NORTH PHILADELPHIA

Special Instruction **1163-A4** (Philadelphia Div.), page 337, annulled.

Applies in Zone PD

(c) **D. R. R. R. AND B. CO. BRANCH**

WINSLOW

Winslow part-time Block and Interlocking Station in service 5.45 A.M. to 9.45 P.M. Daily except Sunday and February 22. 6.30 A.M. to 10.30 P.M. Sunday and February 22. Employees must correct page 18, in ink.

Applies in Zone CA

(d) **MAIN LINE**

OAK—ABERDEEN

Paragraph (b) of General Order No. 2334, referring to trains and engines on No. 2 and No. 4 tracks not exceeding a speed of 80 miles per hour over Osborne Road Crossing, located 3214 feet south of Mile Post 64 and 2066 feet north of Mile Post 65, annulled.

Applies in Zone CB

(e) **MAIN LINE**

ODENTON—BOWIE

Paragraph (c) of General Order No. 2334, referring to trains and engines on No. 2 and No. 3 tracks not exceeding a speed of 80 miles per hour over Anderson Road Crossing, located 2900 feet south of Mile Post 117 and 2239 feet north of Mile Post 118, annulled.

Applies in Zone HA

(f) **MAIN LINE**

HARRISBURG

(Temporary Speed Restriction)

Trains and engines on No. 11 track 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.

Applies in Zone HC

(g) **WINCHESTER SECONDARY TRACK**

HAGER—WILLIAMSPORT

Facing hand-operated switch for southward movement in Secondary Track, 3520 feet south of Mile Post 77, leading to Potomac Edison Company track, capacity 16 cars, in service.

(h) **WINCHESTER SECONDARY TRACK**

TABLERS—CLEAR BROOK

Facing hand-operated switch for southward movement in Secondary Track, 1672 feet south of Mile Post 102, leading to Prather's Quarry, out of service.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., January 10, 1968.

GENERAL ORDER No. 2341

Effective 10.01 A.M., Friday, January 19, 1968

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of SOU Nos. 229 and 238, withdrawn.

Schedules of SOU Nos. 241 and 242, changed.

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

SOU 241 over schedule of SOU 229, page 164.

Blank coupon over schedule of SOU 241, page 164.

Blank coupon over schedule of SOU 242, page 165.

SOU 242 over schedule of SOU 238, page 165.

Applies in Zone NA

(b) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE**

HUDSON—HUNTER

Maximum speeds, unless otherwise specified:

	Miles Per Hour Freight				
	No. 4	No. 3	No. 2	No. 1	Other Tracks
Eastern limits Hudson Interlocking and western limits Hudson Interlocking.....	—	20	20	20	—
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge.....	—	20	20	20	—
West end of Passaic River Bridge and CNJ Overhead Bridge.....	20	20	20	20	—
Track A and Track 5 Dock Interlocking.....	—	—	—	—	20
CNJ Overhead Bridge and Signal Bridge 96-97.....	20	20	20	20	—

Special Instruction **1157-C1** (New York Div.), page 276, changed.

Applies in Zone NB

(c) **PASSAIC AND HARSIMUS BRANCH**

GRAPE

Grape Interlocking, out of service.

Employees must correct page 14, in ink.

Applies in Zone NE

(d) **BELVIDERE-DELAWARE BRANCH**

PHILLIPSBURG—G

(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 20 miles per hour between Phillipsburg and G, account of track conditions.

Special Instruction **1157-F1** (New York Div.), page 290, changed.

(e) **BELVIDERE-DELAWARE BRANCH**

PHILLIPSBURG

Paragraph (i) of General Order No. 2301, referring to temporary speed restriction of 10 miles per hour on Phillipsburg siding, annulled.

- (f) **BELVIDERE-DELAWARE BRANCH
LEAD SWITCH, KENT—PHILLIPSBURG**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 10 miles per hour between Lead Switch, Kent and Phillipsburg, account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.
- (g) **BELVIDERE-DELAWARE BRANCH
MILE POST 45—LEAD SWITCH, KENT**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 45 and Lead Switch, Kent, account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.
- (h) **BELVIDERE-DELAWARE BRANCH
RAVEN ROCK—HD**
Paragraph (c) of General Order No. 2324 referring to temporary speed restriction of 20 miles per hour on Main track between Mile Post 23 and Mile Post 38, annulled.
- (i) **BELVIDERE-DELAWARE BRANCH
MILE POST 45—DY**
Paragraph (j) of General Order No. 2301 referring to temporary speed restriction of 20 miles per hour on Main track between Mile Post 45 and DY, annulled.

Applies in Zone CE

- (j) **SHELLPOT BRANCH
BRIDGE—RAGAN**
Paragraph (g) of General Order No. 2334 referring to No. 1 track between Bridge and Ragan, temporarily out of service, account of bridge construction, annulled:

Applies in Zone HA

- (k) **TICKET OFFICES OPEN FOR SALE OF TICKETS
LANCASTER**
Lancaster Open 6.00 A.M. to 8.00 P.M., Monday to Friday.
6.00 A.M. to 8.00 P.M., Saturday.
6.00 A.M. to 8.00 P.M., Sunday.
Employees must correct page 172, in ink.
- (l) **WILLIAMSPORT BRANCH
ROCKVILLE—HECKS**
(Temporary Speed Restriction)
Trains and engines on A and B sidings must not exceed a speed of 5 miles per hour between Rockville and Hecks, account of track conditions.
Special Instruction **1157-H1** (Harrisburg Div.), page 301, changed.

Effective 2.01 A.M., Sunday, January 21, 1968

Applies in All Zones

- (m) **TIMETABLE AUTHORITY**
Schedule of No. 3, withdrawn.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedule, pages 58 and 129.

Effective 2.01 A.M., Monday, January 22, 1968

- (n) **TIMETABLE AUTHORITY**
Schedule of No. 4 and No. 611, changed.
Schedule of No. 30, withdrawn.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:
No. 4 over corresponding schedule, pages 69 and 132.
No. 611 over corresponding schedule, page 126.
Blank coupons over schedule of No. 30, pages 72 and 134.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., January 18, 1968.

GENERAL ORDER No. 2342

Effective 12.01 A.M., Monday, January 29, 1968

Applies in Zone NC

- (a) **MAIN LINE
FAIR—MORRIS**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 40 miles per hour on No. 1 and No. 4 tracks between eastward limits of Fair Interlocking and a point 2000 feet west of west end of westward Trenton Station Platform, account of track conditions.
Special Instruction 1157-F1 (New York Div.), page 289, changed.
- (b) **MAIN LINE
FAIR—MORRIS**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 60 miles per hour on No. 2 and No. 3 tracks between eastward limits of Fair Interlocking and a point 2000 feet west of west end of westward Trenton Station Platform, account of track conditions.
Special Instruction 1157-F1 (New York Div.), page 289, changed.

Effective 2.01 A.M., Monday, January 29, 1968

Applies in All Zones

- (c) **TIMETABLE AUTHORITY**
Schedule of No. 575 between Washington and Harrisburg, withdrawn.
Schedules of Nos. 554, 574 and 801, changed.
Schedule of No. 555, added.
Schedule of No. 3 and No. 30, added.
Schedule of No. 4, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:
No. 554 over corresponding schedule, page 166.
No. 555 over schedule No. 575, pages 115, 130 and 166.
No. 574 over corresponding schedule, page 132.
No. 575 over blank column, page 130.
No. 801 over corresponding schedule, page 116.
No. 3 and No. 30 over blank columns, pages 58, 72, 129 and 134.
No. 4 over corresponding schedules, pages 69 and 132.
- (d) **MOVEMENT OF TRAINS
APPLICATION OF RULE 99—STATE OF
PENNSYLVANIA**
In Special Instruction 1099-A2 (All Divisions), delete the fourth paragraph reading as follows:
"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."
Special Instruction 1099-A2 (All Divisions), page 221, changed.

(Page 1 of 2 Pages)

(Page 2 of 2 Pages, Eastern Region, General Order 2342)

- (e) **SPECIAL INSTRUCTIONS GOVERNING OPERATION
OF PASSENGER EQUIPMENT AUTHORIZED TO OPER-
ATE AT SPEEDS IN EXCESS OF 80 MILES PER HOUR
—CT4301**
The following cars added to lists in CT4301:
P.R.R. cars that may operate up to 100 M.P.H.
- | Type | AAR
Designation | PRR
Class | Number |
|-------|--------------------|--------------|------------------------|
| Diner | DA | D85 | 4525 and 4526, page 1. |
- Seaboard Coast Line Railroad Cars That May Operate Up To 100 M.P.H.
- | Type | Name or Number |
|-------|-----------------------------|
| Coach | 5451 to 5480 incl., page 7. |
- Sticker coupons attached to sticker form of this General Order must be detached and pasted in CT4301 as follows:
Coupon with PRR Diner cars 4525 and 4526, attach to page 1 under Private Car.
Coupon with SCL cars 5451 to 5480 incl., attach to page 7 under Note.

Applies in Zone PA

- (f) **CHESTNUT HILL BRANCH
CHESTNUT HILL**
Chestnut Hill part-time Block and Interlocking Station in service 6.15 A.M. to 11.40 P.M. Daily.
Employees must correct page 18, in ink.
- (g) **TRENTON BRANCH
TB-16—FORT HILL**
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Mile Post 20 and a point 300 feet east of Mile Post 21, account of track conditions.
Special Instruction 1157-F1 (Philadelphia Div.), page 293, changed.
- (h) **U. S. MAIL WORK**
DPJ Stop for No. 50 at Coatesville, withdrawn.
Employees must correct page 173, in ink.

Effective 10.01 A.M., Monday, January 29, 1968

Applies in Zone PA

- (i) **MAIN LINE
PAOLI INTERLOCKING**
Low Home Signal governing westward movement on No. 2 track 370 feet east of Paoli Block and Interlocking Station, relocated 101 feet east thereof.
Low Home Signal governing westward movement on No. 1 track 386 feet east of Paoli Block and Interlocking Station, relocated 86 feet east thereof.
- (j) **MEDICAL OFFICERS AND SURGEONS**
Delete C. H. Stone, M.D., 380 E. Chestnut Street, Coatesville, Pa., from list of Medical Officers and Surgeons.
C. H. Stone, III, M.D., 590 E. Chestnut Street, Coatesville, Pa., telephone DU 4-5480, appointed Medical Officer.
Special Instruction 100R-2A (Philadelphia Div.), page 192, changed.

Applies in Zone CE

- (k) **C. & P. D. BRANCH
ROCK INTERLOCKING**
Home Signal governing eastward movement on Cripple Car Track, located 3348 feet east of Mile Post 7, changed to low Home Signal.

E. R. ADAMS,
General Superintendent.

Diner DA D85 4525 and 4526
Page 1 CT 4301, G. O. 2342

Coach 5451 to 5480, incl.
Page 7 CT 4301, G. O. 2342

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., January 31, 1968.

GENERAL ORDER No. 2343

Effective 12.01 A.M., Thursday, February 1, 1968

Applies in All Zones

(a) **ENTIRE REGION**

Effective 12.01 A.M., Thursday, February 1, 1968, **The New York Central System** is merged into **The Pennsylvania Railroad**. The Corporate name of **The Pennsylvania Railroad** is changed to **The Pennsylvania New York Central Transportation Company** and is identified as **Penn Central** for the purpose of communications governing train and yard operation.

The Pennsylvania Railroad Rules for Conducting Transportation and Timetables together with related Rules and Instructions governing train and yard operations remain in effect on the property of the former **Pennsylvania Railroad**.

The New York Central System Rules of the Operating Department and Timetables together with related Rules and Instructions governing train and yard operations remain in effect on the property of the former **New York Central System**.

**COVERING MOVEMENTS TO AND FROM BOWIE
RACE TRACK BRANCH**

Effective Monday, February 12, 1968, between 11.59 A.M. and 1.30 P.M., and between 4.30 P.M. and 6.00 P.M. and continuing Daily except Sundays, and Friday, April 12, 1968, until Saturday, April 20, 1968.

Applies in Zone CB

(b) **MAIN LINE
ARUNDEL**

Arundel Storage track changed to Single Main Track extending southward from connection with No. 1 track, 425 feet north of Arundel to Bowie Race Track, a distance of 11520 feet, **NOT EQUIPPED FOR AC ELECTRICAL OPERATION**, in service as Bowie Race Track Branch.

Rules 305 to 373 inclusive, except **Rule 317**, in effect.

Special Instructions **1151-A1** and **1250-A1** (Chesapeake Div.), pages 251 and 360, changed.

(c) **MAIN LINE
BOWIE RACE TRACK BRANCH**

TRACK temporary Block Station, without fixed signals, located 10028 feet south of connection with No. 1 track on Bowie Race Track Branch, in service by Train Order only.

Special Instruction **1104-C1** (Chesapeake Div.), page 242, changed.

(Page 1 of 3 Pages)

(Page 2 of 3 Pages, Eastern Region General Order No. 2343)

(d) **BOWIE RACE TRACK BRANCH
TRACK—BOWIE STORAGE TRACKS**

Trains will operate via Bowie Race Track Branch between trailing hand-operated switch in No. 1 track 425 feet north of Arundel and Track, and Bowie Storage Tracks when Track is closed, without train orders, after receiving proper block indication from Operator at Track (Operator Bowie when Track is closed).

When Track is closed, permission to operate via Bowie Race Track Branch from Bowie Storage Tracks must be secured from Operator Bowie (Operator Odenton when Bowie is closed). Switches leading to Bowie Storage Tracks in charge of Operator at Track, when Track is open. Signal to proceed given with yellow flag or yellow light by Operator at Track, is authority to enter Bowie Storage Tracks. When Track is closed switches will be lined and spiked for Bowie Storage Tracks. Clearance points of Bowie Storage Tracks indicated by yellow stripes painted on rail.

Special Instruction **1104-C1** (Chesapeake Div.), page 242, changed.

(e) **BOWIE RACE TRACK BRANCH
MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**

Maximum speed on Bowie Race Track Branch, 30 miles per hour, except:

From connection with No. 1 track, 425 feet north of Arundel to a point 1000 feet south thereof, 15 miles per hour.

Between curve at bridge 2000 feet north of Boyle to Boyle, 20 miles per hour.

Between switch to north leg of Boyle Wye and end of Bowie Storage Track, 15 miles per hour.

On north and south legs of Boyle Wye and Tail Track, 5 miles per hour.

Special Instruction **1157-C1** (Chesapeake Div.), page 281, changed.

Diagram in sticker form attached to and made part of General Order No. 2343 shows Bowie Race Track Branch and facilities.

E. R. ADAMS,
General Superintendent.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., February 9, 1968.

GENERAL ORDER No. 2344

Effective 12.01 A.M., Thursday, February 15, 1968

Applies in All Zones

- (a) **ENTIRE REGION**
Former New York Central New York District will be designated "New York Region."
Former New York Central Eastern District will be designated "Northeastern Region."
Former New York Central Western District will be designated "Lake Region."
Former New York Central Northern District will be designated "Northern Region."
Former New York Central Southern District will be designated "Southern Region."
Former Pennsylvania Lake Division will be designated "Valley Division."
Jurisdiction over the Buckeye and Southwestern Divisions will be transferred to the General Manager of the Southern Region.

Effective 12.01 A.M., Thursday, February 22, 1968

Applies in All Zones

- (b) **TIMETABLE AUTHORITY**
The following trains will not operate on February 22, 1968:
NH181, NH191, 263, 405, 407, 414, 1103, 1104, 1108, 1110, 1111, 1112, 1115, 1117, 1118, 1120, 1124, 1126, 1127, 1130, 1131, 1132, 1133, 3602, 3606, 3607, 3608, 3610, 3615, 3618, 3619, 3622, 3630, 3631, 3634, 3635, 3638, 3647, 3649, 3701, 3706, 3707, 3709, 3710, 3711, 3712, 3713, 3716, 3717, 3719, 3720, 3721, 3723, 3724, 3725, 3726, 3727, 3728, 3729, 3730, 3731, 3733, 3735, 3736, 3737, 3738, 3741, 3742, 3744, 3745, 3746, 3748, 3749, 3750, 3752, 3757, 3758, 3762, 3766, 3767, 3810, 3811, 3814, 3815, 3816, 3817, 3819, 3820, 3823, 3827, 3828, 3829, 3832, 3833, 3834, 3837, 3840, 3847, 3849, 3858, 3903, 3904, 3907, 3911, 3912, 3915, 3916, 3917, 3918, 3919, 3921, 3922, 3924, 3926, 3928, CNJ-5300, CNJ-5302, CNJ-5305, CNJ-5306, CNJ-5309, CNJ-5313, CNJ-5314, CNJ-5316, CNJ-5319, CNJ-5321, CNJ-5322, CNJ-5328.

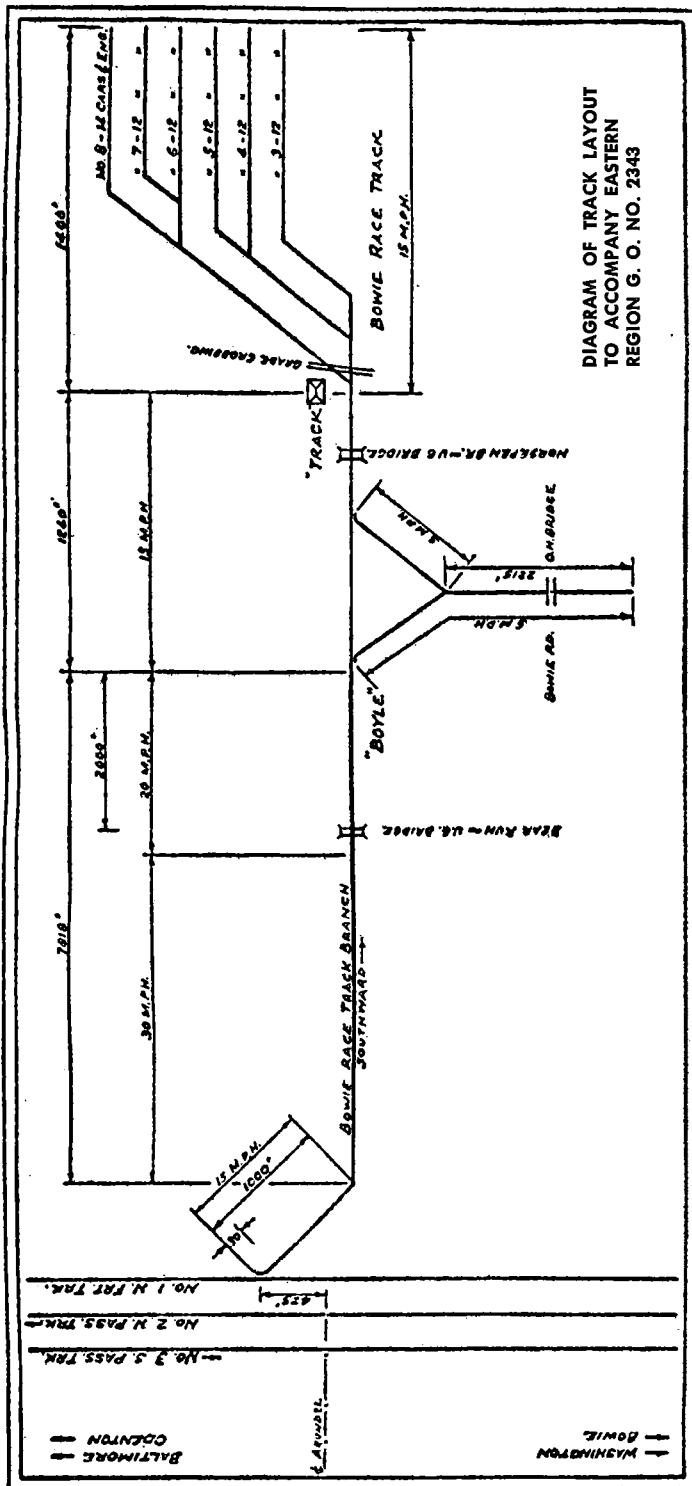
The following trains will operate on February 22, 1968:
1183, 1185, 1189, 1190, 1192, 3785, 3813, 4203, 4205, 4234, 4239, 4241, 4243, 4244, 4246, 4247, 4249, 4250, 4251, 4252, 4254, CNJ-5380, CNJ-5381, CNJ-5384, CNJ-5386, CNJ-5387, CNJ-5391.

No. 175 will make Q stop at Trenton at 6.48 P.M., February 22, 1968.

- (c) **USE OF RADIO**
In the application of **Rule 705**, employees shall identify radio station from which they are calling by prefacing the name of the station, engine number, cabin number or other mobile equipment number, with "Penn Central."
Special Instruction **1705-A1** (All Divisions), page 376, changed.

(Page 1 of 2 Pages)

(Page 3 of 3 Pages, Eastern Region General Order No. 2343)



Applies in Zone NC**(d) TICKET OFFICES OPEN FOR SALE OF TICKETS**

Station	Monday to Friday	Saturday	Sunday and Holidays
Elizabeth	6.00 A.M. to 5.00 P.M.	9.00 A.M. to 5.00 P.M.	Closed
Linden	6.50 A.M. to 2.35 P.M.	Closed	Closed
Rahway	6.30 A.M. to 2.30 P.M.	8.30 A.M. to 4.00 P.M.	Closed
New Brunswick	6.00 A.M. to 8.00 P.M.	6.00 A.M. to 8.00 P.M.	11.30 A.M. to 8.00 P.M.

Employees must correct page 170, in ink.

Effective 10.01 A.M., Thursday, February 22, 1968

Applies in Zone CB**(e) MAIN LINE
BOWIE**

Facing hand-operated switch for northward movement in No. 1 track, with pipe connected derail, 837 feet north of Mile Post 121, leading to south leg of Bowie Wye track, in service.

**(f) CURVES, BRIDGES, ETC. MAXIMUM SPEEDS
POPE'S CREEK SECONDARY TRACK
HALL—CROOME**

Speed restriction of 15 miles per hour between Mile Post 13 and a point 2600 feet south of Mile Post 14 on the Pope's Creek Secondary track, annulled.

Special Instruction **1157-F1** (Chesapeake Division), page 294, changed.

Applies in Zone CF**(g) DELMARVA BRANCH
CLAYTON**

Clayton part-time Block and Interlocking Station; hours in service changed as follows:

7.00 A.M. to 3.00 P.M. Daily except Saturday and Sunday.

During the hours Clayton Block and Interlocking Station is not in service, Chestertown, Centreville and Oxford Secondary Tracks, of no assigned direction, controlled by Harrington when Clayton is not in service.

Page 26 and Special Instruction **1151-D1** (Chesapeake Division), page 256, changed.

Applies in Zone HA**(h) PROTECTION FOR PUBLIC HIGHWAY CROSSINGS
AT GRADE
NEW HOLLAND SECONDARY TRACK
LEOLA—GREENFIELD**

Trains and engines must stop before passing over the following public highway crossing at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	Notes
New Holland Secondary	Horseshoe Road— Route 148	4500 feet west of Mile Post 34	

Special Instruction **1103-C1** (Harrisburg Division), page 237, changed.

E. R. ADAMS,
General Superintendent.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., February 19, 1968.

GENERAL ORDER No. 2345

Effective 10.01 A.M., Wednesday, February 28, 1968

Applies in Zone PA**(a) MAIN LINE
SHORE INTERLOCKING**

Low Home Signal governing eastward movements on No. 0 track, 167 feet west of Shore Block and Interlocking Station, out of service.

Facing interlocked crossover for eastward movements from No. 2 track to No. 1 track, 316 feet west of Shore Block and Interlocking Station, out of service.

Facing interlocked crossover for eastward movements from No. 0 track to No. 1 track, 511 feet west of Shore Block and Interlocking Station, equipped for A.C. electrical operation, in service.

Home Signal governing eastward movements on No. 0 track, 691 feet west of Shore Block and Interlocking Station, in service.

Delete reference to No. 0 track, Shore Interlocking, Special Instruction **1167-A5** (Philadelphia Division), page 342.

Special Instruction **1167-A5** (Philadelphia Division), page 342, changed.

**(b) MAIN LINE
NORTH PHILADELPHIA INTERLOCKING**

A.C. electrical operation in service on facing interlocked crossover for eastward movements, between No. 1 track and No. 0 track, 2975 feet east of North Philadelphia Block and Interlocking Station.

**(c) MAIN LINE
YARD AND OTHER TRACKS
NORTH PHILADELPHIA—SHORE**

A.C. electrical operation in service on No. 0 track between North Philadelphia and Shore.

Special Instruction **1167-A5** (Philadelphia Division), page 342, changed.

Effective 12.01 A.M., Sunday, March 3, 1968

Applies in All Zones**(d) TIMETABLE AUTHORITY**

Schedule of No. 235, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedule, page 32.

Effective 6.01 A.M., Sunday, March 3, 1968

(e) TIMETABLE AUTHORITY

Schedules of Nos. 15, 18 and 19, withdrawn.

Schedule of No. 9, changed.

Schedules of Nos. 11, 12 and 21, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:
Blank coupons over schedules of Nos. 15 and 19, pages 60, 63, 116 and 131.

Blank coupon over schedule of No. 9, page 117.

No. 9 over blank column, page 120.

No. 11 over blank column, pages 46 and 123.

No. 12 over schedule of No. 18, pages 65 and 147.

No. 21 over blank column, pages 45 and 119.

E. R. ADAMS,
General Superintendent.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., March 13, 1968.

GENERAL ORDER No. 2346

Effective 12.01 A.M., Monday, March 25, 1968

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

S stops for No. 403 at Chester at 10.57 A.M. and at Newark at 11.40 A.M., withdrawn.
Employes will correct page 99, in ink.

Applies in Zones NB and NC

(b) **MAIN LINE**

NORTH ELIZABETH—HUNTER
(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 40 miles per hour while passing over bridge located 713 feet east of Signal No. 122, east of North Elizabeth, account of bridge condition.
Special Instruction **1157-F1** (New York Division), page 289, changed.

Applies in Zone ND

(c) **JAMESBURG BRANCH**

JG—MONMOUTH JUNCTION
(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 30 miles per hour between JG and Monmouth Junction, account of track condition.
Special Instruction **1157-F1** (New York Division), page 290, changed.

Applies in Zone PD

(d) **BORDENTOWN SECONDARY TRACK**
ROEBLING—DIVISION POST (N.Y. DIV.)

(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 20 miles per hour between Mile Post 24 and Division Post (N.Y. Div.), account of track condition.
~~Special Instruction~~ **1157-F1** (Philadelphia Division), page 292, changed.

Applies in Zone CB

(e) **ELECTRICAL OPERATION**

MAIN LINE
BAYVIEW YARD

AC electrical operating facilities installed over south end of No. 22 yard track between connection with southward running track and a point 390 feet north thereof, in service.
Special Instruction **1167-A5** (Chesapeake Division), page 344, changed.

Effective 10.01 A.M., Monday, March 25, 1968

Applies in Zone CE

(f) **SHELLPOT BRANCH**
WARD—BANK

Hand-operated crossover, with center lever locking device, between No. 1 and No. 2 tracks located 593 feet north of Bank Interlocking, out of service.

(g) **PORTER BRANCH**
WEST YARD—FARNHURST

Main track between Mile Post 2 and a point 2800 feet north of Mile Post 3, temporarily out of service.
Special Instructions **1151-A1**, **1157-C1** and **1250-A1** (Chesapeake Division), pages 251, 281 and 361, changed.

(Page 1 of 2 Pages)

(Page 2 of 2 Pages, Eastern Region General Order No. 2346)

Applies in Zone CF

(h) **OXFORD SECONDARY TRACK**
CHAPEL—CROSS

Facing hand-operated switch with hand-operated derail for northward movement in Oxford Secondary track, 350 feet north of Mile Post 42, leading to Jaspers Inc. track, capacity 7 cars, in service.

Applies in Zone HA

(i) **MAIN LINE**
LANDIS—MOUNT JOY

Trailing hand-operated switch in No. 2 track, 2567 feet west of Mile Post 78, leading to National Cash Register Company track, capacity 10 cars, in service.

Applies in Zone HC

(j) **CURVES, BRIDGES, ETC., MAXIMUM SPEEDS**
CUMBERLAND VALLEY BRANCH
CAMP—MECHANICSBURG

Maximum speed on Main track between Mile Post 4 and Mile Post 6, 20 miles per hour.
Special Instruction **1157-F1** (Harrisburg Division), page 296, changed.

E. R. ADAMS,
General Superintendent.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., March 26, 1968.

GENERAL ORDER No. 2347

Effective 12.01 A.M., Friday, April 5, 1968

Applies in Zone PA

- (a) **MAIN LINE
NORTH PHILADELPHIA—SHORE**
No. 0 yard track between North Philadelphia and Shore re-designated as No. 0 Running track of No Assigned Direction, controlled by operator at Shore.
NOTE 1, Special Instruction **1151-G1** (Philadelphia Division), page 261, applies.
Maximum speed unless otherwise specified on No. 0 Running track, 15 miles per hour.
Special Instructions **1151-G1** and **1157-H1** (Philadelphia Division), pages 261 and 299, changed.

Applies in Zone PB

- (b) **NON-INTERLOCKED RAILROAD
CROSSINGS AT GRADE
60th STREET TRACK**
Non-interlocked signals and pipe-connected derails controlling movements over Reading Railroad non-interlocked crossing at grade, 9188 feet south of Brill, out of service.
Stop Signs indicating STOP, located 50 feet north and 50 feet south of Reading Railroad crossing at grade, 9188 feet south of Brill, in service.
NOTE 1, Special Instruction **1098-A1** (Philadelphia Division), page 218, changed to read: Movements must stop at STOP signs and shall not proceed over Reading Railroad until crossing is clear.
Special Instruction **1098-A1** (Philadelphia Division), pages 217 and 219, changed.

Applies in Zone HC

- (c) **CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG
(Temporary Speed Restriction)**
Trains and engines on Main track must not exceed a speed of 25 miles per hour between Mile Post 35 and Mile Post 38, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Division), page 296, changed.
- (d) **CUMBERLAND VALLEY BRANCH
PENNROAD—WOOD
(Temporary Speed Restriction)**
Trains and engines on Main track must not exceed a speed of 25 miles per hour between Mile Post 45 and Mile Post 48, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Division), page 296, changed.

Effective 10.01 A.M., Friday, April 5, 1968

Applies in Zone NC

- (e) **MAIN LINE
LANE—ELMORA**
Block Signal No. 137 governing westward movements on No. 2 and No. 3 tracks, located 3700 feet west of Mile Post 13, out of service.
Block Signal No. 128 governing eastward movements on No. 2 track, located 250 feet east of Mile Post 13, out of service.

(Page 2 of 2 Pages, Eastern Region General Order No. 2347)

- (f) **MAIN LINE
FAIR—TRENTON**
Facing interlocked crossover for eastward movements connecting No. 0 track and No. 1 track, located 225 feet west of Fair Block and Interlocking Station, in service.
Low home signal governing eastward movements on No. 0 track, located 677 feet west of Fair Block and Interlocking Station, changed to pedestal-type home signal.
Low home signal governing westward movements on No. 0 track, located 464 feet west of Fair Block and Interlocking Station, relocated 634 feet east thereof.
Low home signal governing westward movements on No. 1 track, located 50 feet east of Fair Block and Interlocking Station, relocated 250 feet east thereof.

Effective 2.01 P.M., Friday, April 5, 1968

Applies in Zone PD

- (g) **BORDENTOWN BRANCH
HATCH—COOPER**
No. 6 Running track between a point 1073 feet west of Mile Post 3 and a point 1052 feet west thereof relocated a maximum of 12 feet north.

Effective 4.01 P.M., Saturday, April 6, 1968

Applies in Zone NB

- (h) **GREENVILLE BRANCH
WA-2**
WA-2 part-time Block Station in service 7.00 A.M. to 11.00 P.M., Daily except Sunday.
Employes must correct page 14, in ink.

Applies in Zone PA

- (i) **MAIN LINE
SHORE**
Facing interlocked switch for eastward movement in No. 1 track leading to No. 1 track, D.R.R.R. and B. Co. Branch, located 20 feet west of Shore Block and Interlocking Station, out of service.
Facing interlocked switch for eastward movement in No. 1 track leading to No. 2 track, D.R.R.R. and B. Co. Branch, located 180 feet east of Shore Block and Interlocking Station, equipped for A.C. electrical operation, in service.

Effective 2.01 P.M., Friday, April 12, 1968

Applies in Zone PD

- (j) **BORDENTOWN BRANCH
HATCH—COOPER**
Facing hand-operated crossover for eastward movement connecting No. 1 Running track and No. 6 Running track, located 1690 feet west of Mile Post 3, in service.
Normal position of this crossover is for movements through on Running tracks.
Special Instruction **1104-A1** (Philadelphia Division), page 241, changed.

**E. R. ADAMS,
General Superintendent.**

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., April 2, 1968.

GENERAL ORDER No. 2348

Effective 2.00 A.M., Sunday, April 28, 1968

Applies in All Zones

(a) **STANDARD TIME**

THE UNIFORM TIME ACT OF 1966

Effective 2.00 A.M., Sunday, April 28, 1968, Standard Time is advanced one hour.

Standard clocks will be advanced one hour at 2.00 A.M., the time changed to 3.00 A.M., Standard Time.

Employes advancing standard clocks must, as soon as the change has been made, compare time with the train dispatcher.

Offices where standard clocks are located, not open at 2.00 A.M., must advance clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

Employes who are required by **Rule 2**, to use reliable watches, and are on duty at 2.00 A.M., must adjust their watches to show 3.00 A.M. instead of 2.00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a block operator.

At the moment the change in time is effective, trains en route will be governed as follows:

1. Where Automatic Block Signal System Rules or Traffic Control System Rules are in effect, trains will proceed under the rules.

2. Where Automatic Block Signal System Rules or Traffic Control System Rules are not in effect, schedules of trains will be annulled prior to 2.00 A.M., and all trains will be governed by Train Orders.

Effective 4.01 A.M., Sunday, April 28, 1968

(b) **RULES FOR CONDUCTING TRANSPORTATION**

Penn Central Rules for Conducting Transportation, in effect 4.01 A.M., Eastern Standard Time, Sunday, April 28, 1968.

Penn Central Rules for Conducting Transportation, supersedes the Book of Rules—Rules for Conducting Transportation, effective October 28, 1956, which governed the railroads operated by the former Pennsylvania Railroad and supersedes the Rules of the Operating Department, effective October 28, 1956, which governed the railroads operated by the former New York Central System.

Employes whose duties are prescribed by Penn Central Rules for Conducting Transportation, must provide themselves with a copy, see that it is complete and note the changes.

E. R. ADAMS,
General Superintendent.

