

THE PENNSYLVANIA RAILROAD

NEW YORK REGION

PHILADELPHIA REGION

(Except Atlantic District)

CHESAPEAKE REGION

TIMETABLE No. 14

In effect 2.01 A.M., Sunday, October 28, 1962

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

A. M. HARRIS
General Manager Transportation

Regional Managers:

Regions:

Superintendents
Transportation:

G. C. VAUGHAN

NEW YORK

J. A. FOSHEE

H. C. KOHOUT

PHILADELPHIA

W. G. DORWART

G. M. SMITH

CHESAPEAKE

J. C. SPERRY

71814 N. O. GUNNERY

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Original timetable from the collection of Tim Zukas

scanned by Rob Schoenberg -- robs@railfan.net
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2021

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NOTE—Applies on pages 12 to 35, inclusive:
 X indicates in service continuously.
 A indicates automatic interlocking.
 B indicates in service part-time.
 C indicates controlled by
 O indicates trainphone.
 R indicates remote controlled from.

MAIN LINE—NEW YORK REGION

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			
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			
X	X	X	HARRISON.....	9.5			
X	X	X	DOCK.....	9.8			
X	X	X	NEWARK.....	10.0			
X	X	X	SOUTH STREET (Newark).....	11.0			
X	X	X	HUNTER.....	11.8			
X	X	X	LANE.....	13.6			
X	X	X	NORTH ELIZABETH.....	14.4			
X	X	X	ELIZABETH.....	15.3			
X	X	X	ELMORA.....	15.5			
X	X	X	SOUTH ELIZABETH.....	16.1			
X	X	X	LINDEN.....	18.7			
X	X	X	NORTH RAHWAY.....	20.2			
X	X	X	RAHWAY.....	20.8			
X	X	X	UNION.....	21.0			
X	X	X	COLONIA.....	22.9			
X	X	X	ISELIN.....	24.0			
X	X	X	METUCHEN.....	27.2			
X	X	X	LINCOLN.....	27.4			
X	X	X	EDISON..... R (LINCOLN).....	30.3			
X	X	X	NEW BRUNSWICK.....	32.7			
X	X	X	COUNTY.....	34.2			
X	X	X	ADAMS.....	36.9			
X	X	X	DEANS.....	39.9			
X	X	X	MONMOUTH JUNCTION.....	42.4			
X	X	X	MIDWAY.....	42.6			
X	X	X	PLAINSBORO.....	46.8			
X	X	X	NASSAU.....	48.3			
X	X	X	PRINCETON JUNCTION.....	48.4			
X	X	X	LAWRENCE.....	52.6			
X	X	X	MILLHAM.....	55.9			
X	X	X	FAIR.....	57.8			
X	X	X	TRENTON.....	58.1			
X	X	X	MORRISVILLE.....	59.5			
X	X	X	MORRIS.....	59.6			
X	X	X	LEVITTOWN-TULLYTOWN.....	64.6			
X	X	X	GRUNDY.....	66.6			
X	X	X	BRISTOL.....	67.8			
X	X	X	CROYDON.....	70.7			
X	X	X	EDDINGTON.....	72.3			
X	X	X	CORNWELLS HEIGHTS.....	73.5			
X	X	X	ANDALUSIA.....	74.7			
X	X	X	TORRESDALE.....	75.6			
X	X	X	REGION POST (Phila. Region).....	77.0			
X	X	X	HOLMESBURG JUNCTION.....	78.2			
X	X	X	HOLMES.....	78.2			

Note—The direction from Harold to Holmes is westward.

* Against current of traffic only.

JERSEY CITY BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Waldo	Sidings Assigned		
					Direction	Car Capacity	50 ft. cars
					East	West	Both
X	X	X	WALDO.....	0.0			
X	X	X	JOURNAL SQUARE (H&M RR).....	0.1			
X	X	X	WR.....	0.1			
X	X	X	HACK.....	1.4			
X	X	X	GRAPE..... R (KARNY).....	2.5			
X	X	X	KARNY.....	3.2			
X	X	X	HUDSON.....	4.3			

Note—The direction from Waldo to Hudson is westward.

* Against current of traffic only.

PASSAIC AND HARSIMUS BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Waldo	Sidings Assigned		
					Direction	Car Capacity	50 ft. cars
					East	West	Both
X	X	X	HARSIMUS COVE YARD.....				
X	X	X	WALDO.....	.0			
X	X	X	HACK.....	1.4			
X	X	X	MEADOWS YARD.....				
X	X	X	GRAPE..... R (KARNY).....	2.4			
X	X	X	KARNY.....	3.3			
X	X	X	WA-5.....	7.7			
X	X	X	WA-3.....	8.1			

Note—The direction from Harsimus Cove to WA-3 is westward.

GREENVILLE BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Bay	Sidings Assigned		
					Direction	Car Capacity	50 ft. cars
					East	West	Both
X	X	X	GREENVILLE YARD.....				
X	X	X	BAY.....	0			
X	X	X	CY (C. R. R. N. J.).....	1.6			
X	X	X	WA-2.....	3.5			
X	X	X	WA-3.....	4.2			
X	X	X	WAVERLY YARD.....				
X	X	X	WA-6.....	5.3			
X	X	X	LANE.....	5.4			

Note—The direction from Greenville Yard to Lane is westward.

PERTH AMBOY AND WOODBRIDGE BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Union	Sidings Assigned		
					Direction	Car Capacity	50 ft. cars
					East	West	Both
X	X	X	UNION.....	0.0			
X	X	X	AVENEL.....	2.0			
X	X	X	EDGAR.....	2.7			
X	X	X	WOODBRIDGE.....	3.5			
X	X	X	GENASCO.....	4.5			
X	X	X	WC.....	5.8			
X	X	X	PERTH AMBOY.....	5.9			
X	X	X	SA.....	8.1			
X	X	X	SO. AMBOY JCT. (Amboy Sec.).....	8.1			

Note—The direction from Union to WC is westward.

PRINCETON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Nassau	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		NASSAU.....	0.0			
				PRINCETON JCT.....	0.1			
				PENNS NECK.....	1.4			
		X		KS..... C-Nassau	2.7			
				PRINCETON.....	2.8			

Note—The direction from Nassau to KS is Northward.

BORDENTOWN BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Fair	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	FAIR.....	0			
			TRENTON.....	0.3			
			HAMILTON AVE. (Trenton)	0.7			
			LALOR STREET (Trenton)	1.7			
			BORDENTOWN.....	6.4			
X	B	B	BO.....	6.5			
			REGION POST (Phila. Region)	6.7			

Note—The direction from Fair to BO is westward.
Interlocking Stations and Block Stations in service part-time as follows:

Station	Hours in Service
BO	12.00 Midnight to 8.00 A.M., Daily Except Sundays. 4.00 P.M. to 12.00 Midnight, Daily Except Saturdays and Sundays.

JAMESBURG BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from JG	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			JAMESBURG.....	0.1			
X	X	X	JG.....	0			
			DAYTON.....	2.4			
			MONMOUTH JCT.....	5.5			
X	X	X	MIDWAY.....	5.7			

Note—The direction from Jamesburg to Midway is westward.

HAROLD-Q-F-R SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from F
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.

BELVIDERE DELAWARE BRANCH

BELVIDERE DELAWARE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Trenton	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				TRENTON.....	0.0			
X	X	X		FAIR.....	0.3			
X	X	X-O		COALPORT.....	1.1			
				MG.....	1.4			
X	X	X-O		MG.....	1.4			
				WARREN STREET (Trenton)	1.6			
			X	WB..... C-MG	6.1			130
				GW..... C-MG	9.3			
				WASHINGTON CROSSING.....	9.3			
				TITUSVILLE.....	10.4			
			X	MOORE..... C-MG	12.2			
				LAMBERTVILLE.....	16.1			51
				STOCKTON.....	19.5			126
				RAVEN ROCK.....	22.8			
			X	RK..... C-Frenchtown*	23.2			
				BYRAM.....	23.9			
X	B	B-O		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			
			X	LEAD SWITCH, KENT.....	47.7			
				KENT..... C-G	49.0			
			X	PHILLIPSBURG.....	50.7	66		
				PG..... C-G	51.3			
			X	HUDSON YARD.....	52.7			
				DY..... C-G	54.2			
			X	MARTINS CREEK.....	57.6			
				CR..... C-G	58.2			90
			X	ROXBURG.....	61.1			
				G.....	63.9			
				BELVIDERE.....	64.6			

Note—The direction from Trenton to Belvidere is northward.

* Controlled by MG when Frenchtown is not in service.

Block 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 Nov. 22, Dec. 25, Jan. 1 and Feb. 22.	Sundays and Nov. 22, Dec. 25, Jan. 1 and Feb. 22; 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.

AMBOY SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Amboy Jct.	Sidings Assigned Direction		
						East	West	Both
X	X	X		SA (N.Y.&L.B.R.R.)	0			
				SO. AMBOY JUNCTION	0			
				CO	0.8			
				DEEP CUT	1.8			
				EAST END	4.9			
				BROWN	5.9			
			X	OB C-SA	7.1			
				OLD BRIDGE	7.8			
				SPOTSWOOD	9.4			
				OUTCALT	10.4			
				HELMETTA	11.6			
			X	GO C-JG	11.7			
				JAMESBURG	13.4	170		
X	X	X		JG	13.5			

Note—The direction from SA to JG is westward.

HIGHTSTOWN SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JG	Sidings Assigned Direction		
						East	West	Both
X	X	X		JG	0.0			
				PROSPECT PLAINS	2.5			
				CRANBURY	4.1			10
				HIGHTSTOWN	7.1			
			X	K C-JG	8.0			55
				WINDSOR	10.6			
				ROBINVILLE	13.5			40
				YARDVILLE	17.0			
				BORDENTOWN	20.4			
X	B	B		BO	20.5			

Note—The direction from JG to BO is westward.

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

Station	Hours in Service
BO	12.00 Midnight to 8.00 A.M., Daily Except Sunday. 4.00 P.M. to 12.00 Midnight, Daily Except Saturday and Sunday.

FREEHOLD SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JG	Sidings Assigned Direction		
						East	West	Both
X	X	X		JG	0.0			
				JAMESBURG	0.1			
				ENGLISHTOWN	6.8			
			X	NG C-JG	6.9			
				TENNENT	8.0			
				FREEHOLD	11.5			
			X	HW C-JG	14.4			
X-A				FARMINGDALE	19.1			
				ALLENWOOD	24.1			
				MANASQUAN	26.9			
				END OF BLOCK	27.1			

Note—The direction from JG to End of Block is eastward.

MAIN LINE—PHILADELPHIA REGION

Interlocking Station	Interlocking Station	Block Station	STATIONS	Distance from Jersey City	Sidings Assigned Direction		
					East	West	Both
			REGION POST (N. Y. Region)	76.0			
X	X	X	HOLMESBURG JCT.	77.2			
			HOLMES	77.2			
			TACONY	78.2			
			WISSINOMING	79.3			
			BRIDESBURG	80.1			
X	X	X	FRANKFORD	80.9			
			FORD	81.2			
			FRANKFORD JCT	81.8			
X	X	X	SHORE	82.1			
			NORTH PENN	83.9			
X	X	X	NORTH PHILADELPHIA	85.0			
			NORTH PHILADELPHIA	85.1			
X	X	X	ZOO	88.1			
			Distance from Sub. Sta. Phila. ▼				
X	X	X	ZOO (44th St.)	3.2			
			52nd STREET	3.9			
X			VALLEY—R-Overbrook	4.0			
X	X	X	OVERBROOK	5.4			
			OVERBROOK	5.4			
			MERION	6.0			
			NARBERTH	6.8			
			WYNNEWOOD	7.4			
			ARDMORE	8.5			
			HAVERFORD	9.1			
X	X	X	BRYN MAWR	10.1			
			BRYN MAWR	10.1			
			ROSEMONT	10.9			
			VILLANOVA	12.0			
			RADNOR	13.0			
			ST DAVIDS	13.7			
			WAYNE	14.5			
			STRAFFORD	15.4			
			DEVON	16.4			
			BERWYN	17.5			
			DAYLESFORD	18.6			
X	X	X	PAOLI	19.8			
			PAOLI	19.9			
			MALVERN	21.8			
X			FRAZER	23.7			
			GLEN—R-Thorn	25.3			
X			WHITFORD	28.2			
			DOWN—R-Thorn	32.1			
X	X	X	DOWNINGTOWN	32.3			
			THORN	35.0			
			THORNDALE	35.0			
X			CALN—R-Thorn	36.6			
			COATESVILLE	38.4			
X	X	X-O	POMEROY	41.9			
			PARK	43.9			
			PARKESBURG	44.2			
			ATGLEN	47.1			
			CHRISTIANA	48.3			
			GAP	51.2			
			KINZER	54.1			
			LEAMAN PLACE	56.7			
			LEAMAN	57.0			
			GORDONVILLE	58.1			
			RONK	60.0			
			BIRD-IN-HAND	61.2			
			LANCASTER	68.0			
X	X	X-O	CORK (Reading Company Crossing)	68.1			
X	B		LANDIS (Reading Co. Crossing)	75.2			
			MOUNT JOY	80.1			
			FLORIN	80.7			
			RHEEMS	83.6			
			ELIZABETHTOWN	86.8			
X			CONEWAGO	90.2			
			ROY—R-State	94.5			
X	X	X-O	MIDDLETOWN	94.7			
			STATE	104.6			
X	X	X-O	HARRISBURG	104.6			
X	X	X-O	HARRIS	104.8			
			ROCKVILLE	110.2			
X	X	X-O	MARYSVILLE	112.0			
			BANKS	113.2			
			REGION POST (Pgh. Region)	113.3			

MAIN LINE—PHILADELPHIA REGION

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ARSENAL.....	2.1			
X	X	X	BRILL.....	4.1			
			DARBY.....	6.0			
REGION POST (Chesapeake Reg.).....				6.3			

The direction from Holmes to Banks is Westward; from Arsenal to Darby is Southward.

Trainphone locations other than Block Stations—

Harrisburg Station, Yard office east end;

Harrisburg Station, Stationmaster's office.

Lancaster (Dillerville) Yard office.

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

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

Station	Hours in service
Landis	10.00 A.M. to 6.00 P.M. Daily except Saturday, Sunday and Thanksgiving Day Nov. 22, Christmas Day Dec. 25, and New Years Day Jan. 1.

SUBURBAN LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	ZOO (44th St.).....	3.2			
X	X	X	PHILA-30th ST. (Upper Level).....	0.9			
			BROAD.....	0.4			
			SUBURBAN STATION, PHILA.....	0.0			
X	X	X	ARSENAL.....	2.1			

The direction from Suburban Station to 30th St. Station (Upper Level) and Zoo (34th and 44th St. OH Bridges) is Westward; from 34th St. OH Bridge to connection with No. 1 and No. 4 River Line via 36th St. Tunnel is Eastward; from 30th St. Station (Upper Level) to Arsenal is Southward.

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

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	SHORE.....	8.2			
			FRANKFORD JUNCTION.....	8.5			
			DISTRICT POST (Atlantic Dist.).....	10.9			
X	X	X	JERSEY (Atlantic District).....	11.0			

The direction from Shore to Jersey is Eastward.

RIVER LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ZOO.....				
X	X	X-O	PHILA-30TH ST. (Lower Level).....	1.5			
X	X	X	PENN.....	1.5			
X	X	X	ARSENAL.....	2.6			

The direction from Zoo to Arsenal is Southward.

36th STREET CONNECTION

Interlocking	Interlocking Station	Block Station	STATIONS	Dist. from Zoo Interlocking
X	X	X-O	ZOO.....	5000ft
X	X	X	PENN.....	

The direction from Zoo to Penn is Eastward.

Trainphone locations other than Block Stations—

Penn Coach yard office;

P-5 Yard office.

CHESTNUT HILL BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from North Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	NORTH PHILADELPHIA.....				
			WESTMORELAND.....	0.0			
			QUEEN LANE.....	2.2			
			CHELLEN AVENUE.....	2.3			
			TULPEHOCKEN.....	3.2			
			UPSAL.....	3.3			
			CARPENTER.....	4.4			
			ALLEN LANE.....	4.5			
			ST. MARTINS.....	5.6			
X	B	B	HIGHLAND.....	6.1			
			CHESTNUT HILL.....	6.6			

The direction from North Philadelphia to Chestnut Hill is Eastward.

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.

WEST PHILADELPHIA ELEVATED BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ZOO.....				
X	X	X	ARSENAL.....	2.5			
X	X	X	BRILL.....	4.6			

The direction from Zoo to Brill is Southward.

GRAYS FERRY BRANCH							
Interlocking	Interlocking Station	Block Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ZOO ARSENAL	2.4			
The direction from Zoo to Arsenal is Southward.							
WEST CHESTER BRANCH							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ARSENAL	2.1			
			FORTY-NINTH STREET	3.2			
			ANGORA	4.4			
			FERNWOOD-YEADON	5.4			
			LANSDOWNE	6.3			
			GLADSTONE	6.9			
			CLIFTON-ALDAN	7.5			
			PRIMOS	8.1			
			SECANE	8.3			
			MORTON-RUTLEDGE	9.9			
			SWARTHMORE	11.2			
			WALLINGFORD	12.3			
			MOYLAN-ROSE VALLEY	13.2			
X	X	X	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			
			WEST CHESTER	27.4			
The direction from Arsenal to West Chester is Southward.							

SCHUYLKILL BRANCH								
SCHUYLKILL SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X				VALLEY—R-Overbrook	4.0			
X				JEFF—R-Overbrook	4.5			
				WYNNFIELD AVE.	4.9			
				BALA	5.7			
				CYNWYD	6.1			
				BARMOUTH	6.8			
				MANAYUNK	7.8			
				SHAWMONT	9.6			
				MIQUON	10.8			
				SPRING MILL	12.4			
				CONSHOCKEN	13.6			
				IVY ROCK	15.1			
X	X	X-O		EARNEST	15.9			
				NORRIS	16.5			
				NORRISTOWN	17.5			
X		X		HAWS AVE.—R-Norris	18.1			
				PORT INDIAN	20.1			
X-A				BETZWOOD	21.8			
				CREEK (Reading Co. Crossing)	24.6			
				OAKS	24.8			80
				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			
				BIRDSBORO	49.1			
X	X	X-O		BROOKE (Reading Co. Xing.)	49.2			
				READING	58.3			
				GROUNDS	62.8			
				TEMPLE	64.2			
				ORCHARD—C-Norris	67.1			
				LESFORT	67.7			
				SHOEMAKERSVILLE	71.7			49
				HAMBURG—C-Norris	76.8			105
				AUBURN	84.8			
				ADAMSDALE	88.0			
				ADAM—C-Norris	88.7			
				SCHUYLKILL HAVEN	90.6			
				CARBON	93.5			
				POTTSTOWN	94.7			
				ULMER—C-Norris	95.6			
				ST. CLAIR	97.5			
				MORRIS	99.7			
				ROCK	102.1			
				NEW BOSTON	104.6			
X	B	B	X	NEWTON—C-Norris	162.9			
				LAUREL JCT. } L.V.R.R.	157.7			
NOTE—Mileage Laurel Jct. to Newton is computed from Jersey City (via Lehigh Valley R. R.) The direction from Valley to Laurel Jct. is Westward. Trainphone locations other than Block Stations— Phoenixville, Agent's office; Pottstown, Yard office; Reading, Yard office.								
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station				Hours in Service				
Laurel Jct. (LVRR)				7.00 A.M. Monday to 7.00 A.M. following Saturday				

DELAWARE EXTENSION

Interlocking	Interlocking Station	Block Station	STATIONS	Dist. from Arg. Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	ARSENAL				
X	X	X	PENROSE—R-Stadium	1.9			
	X	X	STADIUM	3.9			
X-A			PAY (B. & O. Crossing)	5.7			

The direction from Arsenal to Stadium is Eastward.

Trainphone locations other than Block Stations—
Penrose, Yard office;
D-16, Yard office

TRENTON BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Glen	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
XXX	X	X	MORRIS	46.0			
			MY	45.4			
			MB) R-(Morris)	44.8			
			COPPER	43.1			
			NICKEL	42.6			
		X	MA	41.3			
			REGION POST (N. Y.-Phila. Region)	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			
		X-O	PLYMOUTH MEETING	17.6			
			NEST	15.7			
			EARNEST	15.7			
			RAMBO	14.4			
			TB-20	14.2			
			TB-22	12.5			
			KING	11.3			
X			HOWELLVILLE	7.7			62
X			DALE—R-Thorn	0.7			55
X			GLEN—R-Thorn				

The direction from Morris to Glen is Westward.

PHILADELPHIA AND THORNDALE BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Dale	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	DALE—R-Thorn				
X	X	X	THORN	10.4			

The direction from Dale to Thorn is Westward.

ATGLEN AND SUSQUEHANNA BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Park	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	PARK				
			Q	10.8			
			LG-14	16.4			
			SMITH	22.2	86		
			LG-21	23.3			
			LG-30	29.8			
X			PORT—R-Cola	33.7			
X			MANOR—R-Cola	36.5			134
X	X	X	COLA	38.4			
X			COLUMBIA	38.4		62	
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.

COLUMBIA BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	CORK	68.1			
			MOUNTVILLE	75.6			
X	X	X	COLA	80.1			
X			COLUMBIA } (A. & S. Branch)	80.1			
			SHOCKS R-Cola	87.4			250
X			BILLMYER	89.2			
			JEB—R-Cola	89.8			
			BAINBRIDGE	90.9			
			FALMOUTH	94.9			
X			ROY—R-State	98.9			
				Distance from Phila. via Main Line			
X			ROY—R-State	94.5			
			MIDDLETOWN	94.7			
			HIGHSPIRE	98.9			
			STEELTON	99.5			
X	X	X-O	STATE	104.6			

The direction from Cork to Cola and Shocks to State is Westward.

YORK HAVEN LINE							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Calvert Sta., Balt.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			REGION POST (Chesapeake Region).....	66.7			
			WAGO JUNCTION	66.7			
X	X	X-O	YORK HAVEN	68.5			
			CLY	69.9			175
			GOLDSBORO	72.4			
X	X	X	NEW CUMBERLAND	81.2			
			LEMO	83.2			
X	X	X	DAY	85.8			

The direction from Wago Junction to Day is Westward.
Trainphone locations other than Block Stations—
Enola; East End yard office, Eastbound Hump, Westbound Hump, West End Yard office.

CUMBERLAND VALLEY BRANCH WINCHESTER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		HARRISBURG STATE				
X	X	X		LEMO	1.5			
		X		LEMOYNE	1.5			
				CAMP—R-Lemo	3.3			
				MECHANICSBURG	3.2			
				DILLSBURG JUNCTION	3.9			
				NEW KINGSTON	11.8			
				WATTS	17.1			
				CARLISLE	18.3			98
				GREASON	23.7			
			X	SPRING—C-Pennroad	29.1			130
				NEWVILLE	30.0			
				OAKVILLE	34.0			
X	X	X		SHIPPENSBURG	40.6			
				PENNROAD	41.6			196
				SCOTLAND	47.1			
			X	WOOD—R-Pennroad	50.3			272
				CHAMBERSBURG	51.6			
				MARION	58.2			
				SOUTH PENN JUNCTION	59.1			
				GREEN CASTLE	63.3			57
				MASON-DIXON	68.0			
				MAUGANSVILLE	70.5			
X	X	X		TOWN—(W. M. Rwy. Crossing)	73.7	171		
				HAGERSTOWN	74.2			55
X	X	X-O		HAGER—(W. M. Rwy. Crossing)	74.8			
				WILLIAMSPORT	80.6			
			X	POT—C-Hager	83.8			114
				FALLING WATERS	85.2			
				CV-87	86.7			
				BEDINGTON	87.8			
			X	GARD—C-Hager	89.8			
				BERKELEY	89.9			
				MARTINSBURG	93.0			
				TABLERS	98.2			
			X	INWOOD—C-Hager	101.5			
				BUNKER HILL	103.7			
				RIDGEWAY	106.1			
				CLEAR BROOK	109.2			
			X	BYRD—C-Hager	115.0			
				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.
Trainphone locations other than Block Stations—
Harrisburg: Stationmasters office, west end; Yard office, east end.

WILLIAMSPORT BRANCH (MAIN LINE NORTHERN REGION)							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Rockville	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	ROCKVILLE				*305 133
			REGION POST (Northern Region).....	1.6			

* Includes 172 car lengths on Northern Region.

The direction from Rockville to Region Post (Northern Region) is Westward.

NEW HOLLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Downs	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			DOWNES				
			End of Track (3100 feet west of M. P. 7)				
			HONEY BROOK	18.1			
			NARVON	21.9			
			CEDAR LANE	24.6			
			EAST EARL	25.1			
			NEW HOLLAND	28.1			
			LEOLA	33.4			
X	X	X	GREENFIELD	38.0			
			CORK	41.0			

The direction from Downs to Cork is Westward.

POMEROY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pomeroy	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
			POMEROY				
			GLEN ROSE	2.7			
			DOE RUN	5.7			
			SPRINGDELL	6.4			
			GREEN LAWN	7.8			
			CLONMELL	9.8			
			CHATHAM	11.5			

The direction from Pomeroy to Chatham is Southward.

QUARRYVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Lancaster	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
			LANCASTER				
			MELLINGER	3.0			
			WEST WILLOW	4.9			
			BAUMGARDNER	5.9			
			REFTON	8.7			
			NEW PROVIDENCE	11.4			
			QUARRYVILLE	14.4			

The direction from Lancaster to Quarryville is Southward.

LEBANON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Conewago	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			CONEWAGO				
			BELLAIRE	5.0			
			LAWN	7.5			
			COLEBROOK	9.5			
			MOUNT GREINA	12.2			
			SUMMIT	14.0			
			CORNWALL	16.1			
			LEBANON	21.2			

The direction from Conewago to Lebanon is Eastward.

DILLSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Dillsburg Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
			DILLSBURG JUNCTION				
			TRINDLE SPRING	0.5			
			WILLIAMS GROVE	4.4			
			DILLSBURG	7.4			

The direction from Dillsburg Junction to Dillsburg is Southward.

WAYNESBORO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Wood	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
			WOOD				
			FAYETTEVILLE	5.6			
			EAST FAYETTEVILLE	7.3			
			LEDY	10.8			
			MONT ALTO	12.2			
			KNEPPER	13.2			
			QUINCY	14.9			
			NUNNERY	16.2			
			WAYNESBORO	18.4			

The direction from Wood to Waynesboro is Southward.

MERCERSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from South Penn Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			SOUTH PENN JUNCTION				
			HOTHER	1.6			
			WILLIAMSON	6.0			
			LEHMASTERS	9.9			
			MERCERSBURG	13.6			

The direction from South Penn Junction to Mercersburg is Westward.

MAIN LINE—CHESAPEAKE REGION

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta. Philadelphia	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		SUBURBAN STA. PHILA.				
				BRILL	4.1			
				DARBY (Phila. Reg.)	6.0			
				REGION POST (Phila. Reg.)	6.3			
				CURTIS PARK	6.7			
				SHARON HILL	7.0			
				FOLCROFT	7.6			
				GLENOLDEN	8.2			
				NORWOOD	8.9			
				MOORE	9.4			
				RIDLEY PARK	10.2			
X	X	X		GRUM LYNNE	11.0			
				BALDWIN	11.6			
				EDDYSTONE	12.2			
X	X	X		CHESTER	13.3			
				LAMOKIN	14.2			
				LAMOKIN ST.	14.2			
				HIGHLAND AVE.	15.3			
X	X	X		TRAINER	16.2			
				HOOK	16.7			
				MARCUS HOOK	17.0			
				NAAMAN	18.4			
				CLAYMONT	19.1			
				HOLLY OAK	21.1			
				BELLEVUE	22.0			
X	X	X		BELL	22.3			
				EDGE MOOR	22.8			
X	X	X		LANDLITH—R-Wilmington	24.8			
X	X	X		WILMINGTON	26.6			
X	X	X		WEST YARD	28.0			
				RAGAN—R-Wilmington	28.3			
				NEWPORT	30.4			
X	X	X		STANTON	32.8			
				DAVIS	35.2			
				NEWARK	39.0			
X				IRON HILL—R-Davis	41.3			
				ELKTON	44.7			
X				NORTH EAST—R-Davis	50.9			
				CHARLESTOWN	53.5			
X	X	X-O		PRINCIPIO—R-Perryville	56.8			
X	X	X		PERRYVILLE	58.9			
X	X	X		HAVRE DE GRACE—R-Perryville	60.1			
				OAK—ville	62.3			
				ABERDEEN	64.9			
X				SHORT LANE—R-Perryville	66.8			
				PERRYMAN	68.4			
X	X	X		BUSH—R-Edgewood	71.0			
X	X	X		EDGEWOOD	74.5		139	
X	X	X		MAGNOLIA	76.5		139	
				GUNPOW—R-Edgewood	78.9			
				HAREWOOD PARK	79.3			
				CHASE	80.4			
				MIDDLE RIVER	84.6			
				STEMMER'S RUN	86.4			
				RIVER	89.0			
X	X	X		NORTH POINT—R-Bay	89.5			
X	X	X		BAY	91.4			
				CANTON JUNCTION—R-Bay	92.1			
				BIDDLE ST.	93.7			
X	X	X		UNION JUNCTION	94.8			
				BALTIMORE	95.0			
X	X	X-O		B.&P. JUNCTION	95.2			
X	X	X		FULTON	97.0			
X	X	X		EDMONDSON	97.7			
				GWYNN	98.6			
				FREDERICK ROAD	99.2			
X				HALETHORPE	102.3			
				WINANS—R-Gwynn	102.7			
				HARMAN	108.8			
				SEVERN	110.0			
X	X	X		VERN—R-Odenton	111.4			
X	X	X		ODENTON	113.7			
				PATUXENT	116.4			
				ARUNDEL	118.2			
				JERICHO PARK	119.4			
X	B	B		BOWIE	120.7			
				GLENNDALE	123.1			
				SEABROOK	124.7			
				LANHAM	126.1			
X	X	X		LANDOVER	128.8			
				CHEVERLY	130.3			
				REGION POST (W.T.)	134.8			
X	X	X		NEW YORK AVE. (W.T.)	134.9			
				WASHINGTON	135.1			

The direction from Brill to Washington is southward.

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.

NOTE—Train order offices other than block stations in service as follows:
Washington Union Terminal "DC" office.

MAIN LINE—CHESAPEAKE REGION

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		LANDOVER.....	128.8			
				DEANWOOD.....	132.5			
				BENNING.....	133.5			
X	X	X		ANACOSTIA.....	134.1			
X	X	X		VIRGINIA.....	136.7			
				7th STREET.....	137.1			
X				14th STREET—R-Virginia.....	137.7			
				POTOMAC RIVER.....				
				MOVABLE BRIDGE.....	138.5			
				REGION POST (R.F.&P.).....	138.7			
X				SOUTH END (R.F.&P.)—R.A.F.	138.9			

The direction from Landover to South End is southward.

COLUMBIA AND PORT DEPOSIT BRANCH

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Perryville	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		PERRYVILLE.....	2.0			
X				MINNICK.....	3.2			
X				QUARRY (R-Perryville).....	4.3			
				TOME.....	4.7			
X				PORT DEPOSIT.....	6.5			
X				ROCK.....	7.4			
				WEST ROCK.....	10.0			
X				CONOWINGO.....	11.7			130
X				PILOT.....	13.0			
				WEST PILOT.....	17.4			
				PEACH BOTTOM.....	20.5			
X				FISHING CREEK.....	21.7			
X				MIDWAY.....	25.0			
				HOLTWOOD.....	25.7			
X				McCALLS FERRY.....	26.8			
				McCALLS.....	29.7			
X				PEQUEA.....	31.9			
X				HARBOR.....	33.2			123
				WEST HARBOR.....	38.2			
				REGION POST (Phila. Reg.).....				
X				CRES (Phila. Reg.)—R-Cola.....	38.3			
X				PORT—R-Cola.....	40.3			
X	X	X		COLA.....	44.0			

The direction from Perryville to Cola is westward.

NORTHERN CENTRAL BRANCH

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Calvert	Sidings Assigned Direction Car Capacity 50 ft. cars		
						West	East	Both
				CALVERT.....	0.2			
				MADISON ST.....	0.5			
X	X	X		HILLEN JUNCTION.....	0.8			
				UNION JUNCTION.....	1.0			
X	X	X-O		BALTIMORE.....	1.2			
X				B.&P. JUNCTION.....	2.1			
				MT. VERNON—R-B&P Jct.....	3.3		79	
				WOODBERRY.....	4.3			
				MELVALE.....	6.0			
				MT. WASHINGTON.....	6.6			
				BARE HILLS.....	7.1			
				HOLLINS.....	7.8			
				LAKE.....	8.4			
				RUXTON.....	9.2			
				RIDERWOOD.....	10.5			
				LUTHERVILLE.....	11.7		60	
				TIMONIUM.....	12.9			
				PADONIA.....	13.5			
				TEXAS.....	14.9			67
				COCKEYSVILLE.....	15.8			
				ASHLAND.....	17.8			
				PHOENIX.....	19.6			
				SPARKS.....	20.5			
				GLENCOE.....	22.3			
				CORBETT.....	23.0			
				MONKTON.....	25.0			
				BLUE MOUNT.....	26.5			
				WHITE HALL.....	27.2			
				GRAYSTONE.....	28.8			66
				PARKTON.....	31.5			
				BENTLEY SPRINGS.....	34.3			
				FREELAND.....	37.1			53
				NEW FREEDOM.....	38.6			
				SHREWSBURY.....	41.0			
				SEITZLAND.....	41.8			
				GLEN ROCK.....	44.9			
				SEITZVILLE.....	47.0			131
				SMYSER.....	49.0			
				GLATFELTER.....	54.6			
				HYDE.....	55.7			
X	X	X-O		GRANTLEY.....	57.2			86
				YORK.....	58.5			
				LOUCKS.....	61.6			
				EMIGSVILLE.....	64.9			
				MT. WOLF.....	66.7			62
				REGION POST (Phila. Reg.).....				
X	X	X-O		YORK HAVEN (Phila. Reg.).....	68.5			
				CLY.....	69.9			
				HARRISBURG.....	84.4			

The direction from Calvert to Harrisburg is westward.

SHELLPOT BRANCH

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bridge	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BRIDGE.....	0.9			
X				LANE—R-Ward.....	1.4			
X	B	B		WARD.....	2.2			
X				BANK.....	2.9			
X				RAGAN—R-Wilmington.....				

The direction from Bridge to Ragan is southward.

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

Station	Hours in Service
Ward	7.01 A.M., to 11.01 P.M., Daily Except Sunday.
Bank	7 P.M., to 3 A.M., Daily.

DELMARVA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wilmington	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		WILMINGTON.....				
X				WEST YARD—R-Wilmington.....	1.4			
X	B	B		BANK.....	2.1			
				FARNHURST.....	4.0			
				NEW CASTLE.....	6.3			
		X-O		TASKER.....	6.5			219
				STATE ROAD.....	9.0			
				BEAR.....	11.7			
				PORTER.....	14.4			
				KIRKWOOD.....	16.4			
				CANAL MOVABLE BRIDGE.....	17.9			
				MT. PLEASANT.....	20.6			
				MIDDLETOWN.....	24.3			
				TOWNSEND.....	29.6			
X	X	X-O		CLAYTON.....	36.9			179
				CHESWOLD.....	42.4			
				DOVER.....	47.4			
				WYOMING.....	50.7			243
				WOODSIDE.....	54.1			
				VIOLA.....	58.3			
				FELTON.....	64.4	144	119	159
X	X	X-O		HARRINGTON.....	68.1			
				FARMINGTON.....	72.4			
				GREENWOOD.....	77.0			
				BRIDGEVILLE.....	79.9			
X	X	X-O		CANNON.....	84.3			180
				SEAFORD.....	90.4			
				LAUREL MOVABLE BRIDGE.....	90.6			
				LAUREL.....	95.3			
		X		HEARN—R-Delmar.....	97.3			440
		O		DELMAR.....				
		X		PATON—R-Delmar.....	2.2			
				SALISBURY.....	5.9			
				FRUITLAND.....	9.7			
				EDEN.....	12.9			
				PRINCESS ANNE.....	19.0			
				KINGS CREEK.....	21.6			
				COOLEYS.....	21.7			
X	B	B-O		CASSATT.....	30.6			92

The direction from Wilmington to Cassatt is southward.

NOTE—Train order office other than block stations in service as follows:

Delmar—Continuously.

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

Station	Hours in Service
Bank	7 P.M., to 3 A.M., Daily
Cassatt	10.01 P.M., Sunday to 6.00 A.M. following Sunday.

POCOMOKE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Delmar	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	B	B-O		CASSATT.....	30.6			92
				POCOMOKE.....	30.9			
				BEAVER DAM.....	34.8			
				NEW CHURCH.....	37.3			
				LECATO.....	40.3			
				OAK HILL.....	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 Cassatt to End of Block is southward.

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

Station	Hours in Service
Cassatt	10.01 P.M., Sunday to 6.00 A.M. following Sunday.

OCTORARO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				WAWA (Phila. Reg.).....	18.0			
				REGION POST (Phila. Reg.).....	18.3			
				CHESTER HEIGHTS.....	19.2			
				CONCORDVILLE.....	22.2			
				BRANDYWINE SUMMIT.....	24.0			
				CHADD'S FORD.....	26.7			
X				CHADD.....	26.9			
				CHADD'S FORD JUNCTION.....	26.9			
				MENDENHALL.....	29.5			
				ROSEDALE.....	30.8			
			X	SQUARE—C-Lamokin.....	33.3			
				KENNETT SQUARE.....	33.4			
				TOUGHKENAMON.....	36.0			
				AVONDALE.....	37.7			
			X	AVON—C-Lamokin.....	37.9			
				WEST GROVE.....	40.3			
			X	KEL—C-Lamokin.....	42.9			
				KELTON.....	43.1			
				ELKVIEW.....	44.1			
				LINCOLN UNIVERSITY.....	45.8			
				OXFORD.....	49.0			
			X	OX—C-Lamokin.....	49.4			
				NOTTINGHAM.....	52.5			
				SYLMAR.....	54.4			
				RISING SUN.....	57.0			
				COLORA—END OF TRACK.....	59.8			
				END OF TRACK—MILE POST 64.....	64.0			
X	X			ROCK—R-Cola.....	66.1			

The direction from Wawa to Rock is southward.

POPE'S CREEK SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bowie	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	B	B		BOWIE.....				
				COLLINGTON.....	3.1			
				MULLIKIN.....	6.2			
				HALL.....	7.9			
			X	BORO—C-Bowie.....	13.6			
				MARLBORO.....	13.8			12
				CROOME.....	17.5			
				CHELTHENHAM.....	22.2			
			X	WINE—C-Bowie.....	24.8			
				BRANDYWINE.....	25.0			
				WALDORF.....	31.1			9
				INDIAN HEAD JUNCTION.....	34.1			15
			X	WHITE—C-Bowie.....	34.3			
				LA PLATA.....	38.8			
				PORT TOBACCO.....	40.5			
				COX.....	43.4			
				LOTHAIR.....	45.2			
			X	POPE—C-Bowie.....	48.3			
				POPE'S CREEK.....	48.7			

The direction from Bowie to Pope's Creek is southward.

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.

FREDERICK SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbia	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		YORK.....	13.1			
				WEST YORK.....	14.8			
			X	PAL—C-York.....	16.4			63
				GRAYBILL.....	18.1			
				BAIR.....	20.1			
				SPRING GROVE.....	23.2			45
			X	SPRING—C-York.....	23.3			
				HANOVER.....	31.7			45
			X	FISH—C-York.....	32.1			
			X	LITTLE—C-York.....	38.7			
				LITTLESTOWN.....	38.8			7
				TANEYTOWN.....	48.5			14
			X	TANEY—C-York.....	46.5			
				KEYMAR.....	51.9			
				KEYMAR SIDING.....	52.2			28
				JCT. UNION BRIDGE TRACK.....	52.3			
				LEGORE.....	57.3			
			X	WOOD—C-York.....	58.4			
				WOODSBORO.....	58.4			12
				WALKERSVILLE.....	62.8			
			X	FRED—C-York.....	68.0			
				FREDERICK.....	68.8			

The direction from York to Frederick is southward.

SHELLPOT SECONDARY TRACKS

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bellevue	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BELL.....				
				EDGE MOOR.....	1.8			
				SWITCH BOX No. 6.....	3.0			
X	X	X		BRIDGE.....	4.1			

The direction from Bellevue to Bridge is southward.

NEW CASTLE SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bridge	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BRIDGE.....				
				HAZEL DELL (Rdg. Co.).....	0.9			
				PIGEON POINT CROSSING (Rdg. Co.).....	1.5			
		X-O		NEW CASTLE.....	5.2			
				TASKER.....	5.4			

The direction from Bridge to Tasker is southward.

D.M.&V. SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrington	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		HARRINGTON.....				
			X	HOUSTON—C-Harrington.....	3.4			
				MILFORD—C-Harrington.....	11.3			
				LINCOLN CITY.....	11.3			
			X	ELLENDALE.....	15.7			
				DALE—C-Harrington.....	15.8			
				REDDEN.....	20.2			
			X	GEORGETOWN.....	23.9			
				COURT—C-Harrington.....	23.9			
					Distance from Georgetown			
			X	GEORGETOWN.....				
				COURT—C-Harrington.....	4.5			
				STOCKLEY.....	9.0			
				MILLSBORO.....	9.0			
			X	MILL—C-Harrington.....	12.6			
			X	DAGS—C-Harrington.....	12.7			
				DAGSBORO.....	14.9			
			X	FRANKFORD.....	19.0			
				SELBY—C-Harrington.....	19.1			
				SELBYVILLE.....	21.1			
				BISHOP.....	23.1			
				SHOWELL.....	28.1			
			X	BERLIN.....	31.0			
				IRON—C-Harrington.....	34.6			
				QUEPONCO.....	38.7			
			X	WESLEY.....	41.7			
				SNOW—C-Harrington.....	41.8			
				SNOW HILL.....				

The direction from Harrington to Snow Hill is southward.

YORK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbia	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		COLA (Phila. Reg.)				
				REGION POST (Phila. Reg.)	0.1			
				End of Track (1300 feet south of M. P. 1)				
				WRIGHTSVILLE	1.2			
			X	HELLAM	6.1			23
			X	CAMP—C-York	7.2			
			X	STONY BROOK	8.3			
X	X	X-O		YORK	13.1			

The direction from Cola to York is southward.

CHESTER CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lamokin	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		LAMOKIN	0.3			
				UPLAND	5.3			
				BRIDGEWATER	5.6			
				ROCKDALE	5.9			
				REGION POST (Phila. Reg.)	6.1			
				WAWA (Phila. Reg.)	7.2			

The direction from Lamokin to Wawa is southward.

CRISFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Kings Creek	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
			X	KINGS CREEK				
			X	LONDON—C-Cassatt	0.5			
			X	WESTOVER	2.9			
			X	KINGSTON	6.3			
			X	MARION—C-Cassatt	10.1			
			X	CRISFIELD	14.5			
			X	FIELD—C-Cassatt	15.0			

The direction from Kings Creek to Field is southward.

CHESTERTOWN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Massey	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
			X	MASS—C-Clayton				
			X	MASSEY	3.3			
			X	LAMBSON	5.3			
			X	BLACK	9.9			
			X	KENNEDYVILLE	9.1			
			X	KEN—C-Clayton	9.1			
			X	STILL POND	11.5			
			X	LYNCH	13.0			
			X	WORTON	15.2			
			X	CHESTERTOWN	20.2			

The direction from Mass to Chestertown is southward.

CAMBRIDGE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Seaford	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O	X	SEAFORD				
			X	COKE—C-Seaford	1.2			
			X	OAK GROVE	5.5			
			X	FEDERALSBURG	9.7			
			X	FED—C-Seaford	9.8			
			X	WILLIAMSBURG	13.5			
			X	LOCK—C-Seaford	15.5			
			X	HURLOCK	15.8			
			X	EAST NEW MARKET	19.9			
			X	LINKWOOD	24.3			
			X	TANK—C-Seaford	31.5			

The direction from Seaford to Tank is southward.

OXFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Clayton	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		CLAYTON	4.7			
			X	KENTON	9.6			
			X	HARTLY	9.6			
			X	HART—C-Clayton	13.8			
			X	MARYDEL	16.6			
			X	HENDERSON	19.6			
			X	GOLDSBORO	23.8			
			X	GREENSBORO	23.9			
			X	PET—C-Clayton	28.1			
			X	RIDGELY	32.4			
			X	QUEEN ANNE	32.4			
			X	ANNE—C-Clayton	36.1			
			X	CORDOVA	39.1			
			X	CHAPEL	44.1			
			X	CROSS—C-Clayton				

The direction from Clayton to Cross is southward.

CENTREVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Townsend	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
			X	TOWNSEND				
			X	GOLT	5.9			
			X	MASS—C-Clayton	9.2			
			X	MASSEY	9.2			
			X	MILLINGTON	12.8			
			X	SUDLERSVILLE	17.9			
			X	SUDS—C-Clayton	18.0			
			X	BARCLAY	20.8			
			X	ROBERTS	24.3			
			X	PRICE	26.8			
			X	CARVILLE	31.2			
			X	CENTREVILLE	34.9			

The direction from Townsend to Centreville is southward.

STATIONS	FIRST CLASS			
	●235	●3811	●191	●1181
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	
	A. M.	A. M.	A. M.	A. M.
NEW YORK.....	\$12.05	\$12.15	\$12.20	\$12.35
HUDSON.....	12.16	12.26	12.31	12.46
NEWARK.....	\$12.20	\$12.32	#12.45	\$12.50
SOUTH ST. (Newark).....				
HUNTER.....	12.23	12.35	12.48	12.53
NORTH ELIZABETH.....		\$12.38		
ELIZABETH.....		\$12.43		\$12.58
SOUTH ELIZABETH.....	12.27	12.44	12.52	1.00
LINDEN.....		\$12.49		
NORTH RAHWAY.....		\$12.51		
RAHWAY.....		\$12.55		\$ 1.06
UNION.....	12.31	12.58	12.57	1.07
AVENEL.....				\$ 1.10
EDGAR.....				
WOODBIDGE.....		MU		\$ 1.13
GENASCO.....				
WC.....				1.18
PERTH AMBOY.....				\$ 1.21
SOUTH AMBOY.....				\$ 1.25
COLONIA.....		F 1.00		
ISELIN.....		\$ 1.03		
METUCHEN.....	12.36	\$ 1.07	1.02	
EDISON.....		\$ 1.11		
NEW BRUNSWICK.....	\$12.43	\$ 1.16		
COUNTY.....	12.46	1.19	1.08	
ADAMS.....				
DEANS.....				
MONMOUTH JCT.....	12.53	F 1.27	1.15	
PLAINSBORO.....				
PRINCETON JCT.....	\$12.59	\$ 1.33	1.20	
TRENTON.....	\$ 1.10	\$ 1.43	1.29	
MORRISVILLE.....				
LEVITOWN-TULLYTOWN.....				
GRUNDY.....	1.19		1.38	
BRISTOL.....		Will Not Run	Will Not Run	Will Run
CROYDON.....		Nov. 22	Dec. 25	Sunday
EDDINGTON.....		Dec. 25	Jan. 1	and
CORNWELLS HEIGHTS.....		Jan. 1	Dec. 25	Nov. 22
ANDALUSIA.....		Feb. 22	Jan. 1	Dec. 25
TORRESDALE.....			Feb. 22	Jan. 1
HOLMESBURG JCT.....	1.29		1.49	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Dist.)				
FRANKFORD JCT.....				
SHORE.....	1.34		1.54	
NORTH PHILA.....			E 1.58	
ZOO.....	D 1.39		# 2.08	
PHILA.-30th-ST.....	1.44		2.07	
PHILA.-30th-ST.....	\$ 1.49		E 2.12	
PHILA.-30th-ST.....			# 2.36	
SUBURBAN STATION.....				
	A. M.	A. M.	A. M.	A. M.
	235	3811	191	1181

FIRST CLASS								
●1101	193	●3701	3813	●13	●251	◇177	●501	
Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.		Daily Ex. Mon.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$12.35	E 1.05	\$ 1.20	\$ 1.20	E 1.40	E 1.45	\$ 3.05		
12.46	1.16	1.31	1.31	1.51	1.56	\$ 3.33		
\$12.48	E 1.19			E 1.54	E 1.59			
#12.53	# 1.29	\$ 1.35	\$ 1.35	# 2.02	# 2.19	\$ 3.48		
12.56	1.32	1.38	1.38	2.05	2.19	3.51		
\$ 1.02		\$ 1.43	\$ 1.44		\$ 2.40			
1.04	1.36	1.44	1.45	2.09	2.42	3.55		
		\$ 1.48	\$ 1.49		E 2.55			
\$ 1.10		\$ 1.52	\$ 1.53		E 3.16	\$ 4.01		
1.12	1.40	1.53	1.54	2.13	3.18	4.03		
\$ 1.15								
\$ 1.18		MU	MU					MU
1.23								
\$ 1.25								
\$ 1.29								
		\$ 1.57	\$ 1.58					Will Not Run
	1.45	\$ 2.01	\$ 2.02	2.18	3.24	4.08		Nov. 22
		\$ 2.05	\$ 2.06					Dec. 25
		\$ 2.09	\$ 2.11		E 3.52			Jan. 1
	1.51	2.12	2.14	2.24	4.16	4.14		
	1.58		\$ 2.22	2.31	4.25	4.21		
			\$ 2.29	2.36	4.32	4.26		
	2.03		\$ 2.39		E 4.45			
	E 2.12			2.45	# 5.25	\$ 4.36		\$ 6.17
	# 2.25							\$ 6.19
								\$ 6.24
	2.34			2.53	5.38	4.44		\$ 6.32
Will Not Run		Will Not Run	Will Run	Will Not Run	Will Not Run			\$ 6.36
Nov. 22		Nov. 22	Sat., Sun. and	Nov. 22	Nov. 23			\$ 6.42
Dec. 25		Dec. 25	Nov. 22	Dec. 25	Dec. 26			\$ 6.47
Jan. 1		Jan. 1	Jan. 1	Jan. 1	Jan. 2			\$ 6.51
Feb. 22		Feb. 22	Feb. 22	Feb. 22	Feb. 23			\$ 6.53
								\$ 6.55
								\$ 6.57
								\$ 6.59
								\$ 7.01
	2.45			3.04	5.54	4.55		\$ 7.02
	2.50			3.09	5.59	5.00		
	E 2.54			E 3.13				
	3.02			# 3.21	6.04	\$ 5.05		\$ 7.07
	3.06			3.26	6.09	5.10		7.12
	E 3.11				E 6.15	\$ 5.15		\$ 7.17
	3.35					# 5.20		\$ 7.20
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	1101	193	3701	3813	13	251	177	501

STATIONS	FIRST CLASS			
	● 4241	● 3705 Daily Ex. Sat. & Sun.	● 1004 Daily Ex. Sun.	● 511 Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.05	\$ 7.25		
HUDSON	7.16	7.36		
NEWARK	\$ 7.20	\$ 7.40		
SOUTH ST. (Newark)				
HUNTER	7.23	7.43		
NORTH ELIZABETH		\$ 7.46		
ELIZABETH	\$ 7.28	\$ 7.49		
SOUTH ELIZABETH	7.30	7.50		
LINDEN	\$ 7.34	\$ 7.54		
NORTH RAHWAY		\$ 7.57		
RAHWAY	\$ 7.38	\$ 8.00		
UNION	7.39	8.01		
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WC				
PERTH AMBOY				
SOUTH AMBOY				
COLONIA		F 8.04		
ISELIN	\$ 7.43	\$ 8.07		
METUCHEN	\$ 7.47	\$ 8.11		
EDISON	\$ 7.51	\$ 8.15		
NEW BRUNSWICK COUNTY	7.58	8.22		
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
TRENTON				\$ 8.18
MORRISVILLE				
LEVITOWN-TULLYTOWN				\$ 8.25
GRUNDY				
BRISTOL				\$ 8.30
CROYDON	Will Run Sunday and	Will Not Run		
EDDINGTON	Nov. 22	Nov. 22		
CORNWELLS HEIGHTS	Dec. 25	Dec. 25		\$ 8.36
ANDALUSIA	Jan. 1	Jan. 1		
TORRESDALE	Feb. 22	Feb. 22		\$ 8.41
HOLMESBURG JCT.				\$ 8.46
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				8.23
FRANKFORD JCT.				D 8.30
SHORE				8.31
NORTH PHILA.				\$ 8.36
ZOO				\$ 8.50
PHILA. 30th-ST.				8.40
PHILA. 30th-ST. (Lower Level)				\$ 8.46
PHILA. 30th-ST. (Upper Level)				\$ 9.06
PHILA. 30th-ST. (Lower Level)				\$ 9.09
SUBURBAN STATION				\$ 9.09
	A. M.	A. M.	A. M.	A. M.
	4241	3705	1004	511

STATIONS	FIRST CLASS							
	25 Daily	● 3607 Daily Ex. Sat. & Sun.	● 513 Saturday Only	● 3819 Daily Ex. Sat. & Sun.	3821 Saturday Only	● 111 Daily	● 3611 Saturday Only	● 3903 Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.30	\$ 7.35		\$ 7.50	\$ 7.50	\$ 8.00		\$ 8.05
HUDSON	7.41	7.46		8.01	8.01	8.11		8.16
NEWARK	\$ 7.44							
SOUTH ST. (Newark)	# 7.47	\$ 7.50		\$ 8.05	\$ 8.08	\$ 8.15		\$ 8.20
HUNTER	7.50	\$ 7.52		\$ 8.07	\$ 8.10			\$ 8.22
NORTH ELIZABETH		7.53		8.08	8.11	8.18		8.23
ELIZABETH		\$ 7.56		\$ 8.11	\$ 8.14			
SOUTH ELIZABETH		\$ 7.59		\$ 8.14	\$ 8.20			\$ 8.28
LINDEN	7.54	8.01		8.16	8.21	8.22		8.29
NORTH RAHWAY		\$ 8.05		\$ 8.20	\$ 8.27			\$ 8.33
RAHWAY		\$ 8.07		\$ 8.23	\$ 8.30			
UNION		\$ 8.10		\$ 8.26	\$ 8.34		\$ 8.37	\$ 8.37
AVENEL	7.58	8.11		8.27	8.35	8.26		8.38
EDGAR		\$ 8.14						\$ 8.40
WOODBIDGE		\$ 8.16						\$ 8.42
GENASCO		\$ 8.18						\$ 8.44
WC		\$ 8.20						
PERTH AMBOY		8.23						8.49
SOUTH AMBOY		\$ 8.25						\$ 8.51
COLONIA		\$ 8.29						\$ 8.55
ISELIN								
METUCHEN	8.03	MU		\$ 8.31	\$ 8.39			
EDISON				\$ 8.35	\$ 8.47	8.31		MU
NEW BRUNSWICK COUNTY				\$ 8.41	\$ 9.08	8.35		
ADAMS	8.09			8.44	9.06	8.37		
DEANS				\$ 8.47				
MONMOUTH JCT.								
PLAINSBORO	8.16			8.53	9.14			
PRINCETON JCT.								
TRENTON	8.21			\$ 8.59	\$ 9.20			
MORRISVILLE	\$ 8.30			\$ 9.09	\$ 9.30			
LEVITOWN-TULLYTOWN	# 8.34		\$ 8.35			\$ 8.59		
GRUNDY								
BRISTOL								
CROYDON				\$ 8.41				
EDDINGTON				\$ 8.47				
CORNWELLS HEIGHTS				\$ 8.51				
ANDALUSIA				\$ 8.55				
TORRESDALE				\$ 8.56				
HOLMESBURG JCT.				\$ 9.00				
TACONY	8.52			\$ 9.04		9.17		
WISSINOMING				\$ 9.06				
BRIDESBURG				\$ 9.08				
FRANKFORD				\$ 9.10				
JERSEY (Atl. Dist.)				\$ 9.12				
FRANKFORD JCT.								
SHORE				\$ 9.14				
NORTH PHILA.	8.57			9.15		9.22		
ZOO	\$ 9.01							
PHILA. 30th-ST.	# 9.09			\$ 9.20		\$ 9.26		
PHILA. 30th-ST. (Lower Level)				\$ 9.24		\$ 9.30		
PHILA. 30th-ST. (Upper Level)						\$ 9.35		
PHILA. 30th-ST. (Lower Level)				\$ 9.28		# 9.38		
SUBURBAN STATION				\$ 9.31				
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	25	3607	513	3819	3821	111	3611	3903

STATIONS	FIRST CLASS			
	● 4243	● 3905	● 1008	● 515
	A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.
NEW YORK.....	\$ 8.15	\$ 8.25		
HUDSON.....	8.26	8.36		
NEWARK.....	\$ 8.30	\$ 8.40		
SOUTH ST. (Newark).....				
HUNTER.....	8.33	8.43		
NORTH ELIZABETH.....		\$ 8.46		
ELIZABETH.....	\$ 8.38	\$ 8.49		
SOUTH ELIZABETH.....	8.39	8.50		
LINDEN.....	\$ 8.43	\$ 8.54		
NORTH RAHWAY.....				
RAHWAY.....	\$ 8.47	\$ 8.58		
UNION.....	8.48	9.00		
AVENEL.....				
EDGAR.....				
WOODBRIDGE.....				
GENASCO.....				
WC.....				
PERTH AMBOY.....				
SOUTH AMBOY.....				
COLONIA.....				
ISELIN.....	\$ 8.52			
METUCHEN.....	\$ 8.56			
EDISON.....	\$ 9.00			
NEW BRUNSWICK.....	\$ 9.04			
COUNTY.....	9.07			
ADAMS.....				
DEANS.....				
MONMOUTH JCT.....				
PLAINSBORO.....				
PRINCETON JCT.....				
TRENTON.....			\$ 9.14	
MORRISVILLE.....				
LEVITOWN-TULLYTOWN.....			\$ 9.20	
GRUNDY.....				
BRISTOL.....			\$ 9.26	
CROYDON.....			\$ 9.30	
EDDINGTON.....				
CORNWELLS HEIGHTS.....			\$ 9.35	
ANDALUSIA.....				
TORRESDALE.....			\$ 9.40	
HOLMESBURG JCT.....			\$ 9.44	
TACONY.....			\$ 9.46	
WISSINOMING.....			\$ 9.48	
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Dist.)			9.36	
FRANKFORD JCT.....			D 9.42	\$ 9.51
SHORE.....			9.43	9.52
NORTH PHILA.....			\$ 9.46	\$ 9.57
ZOO.....			9.54	10.01
PHILA.-30th-ST.....			\$ 9.58	\$ 10.05
SUBURBAN STATION.....				\$ 10.08
	A. M.	A. M.	A. M.	A. M.
	4243	3905	1008	515

G. O. 1409
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Col. 4

Will Not
Run
Dec. 25
Jan. 1

FIRST CLASS							
● 207	● 3823	● 3907	3781	● 3707	● 1185	● 115	● 4203
Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	A. M.	Daily A. M.	A. M.
\$ 8.30	\$ 8.40	\$ 9.05	\$ 9.20	\$ 9.25	\$ 9.25	\$ 9.30	\$ 9.45
8.41	8.51	9.16	9.31	9.36	9.36	9.41	9.56
\$ 8.44	\$ 8.54						
# 8.48	# 8.58	\$ 9.20	\$ 9.37	\$ 9.40	\$ 9.40	\$ 9.45	\$ 10.00
8.51	9.01	9.23	9.40	9.43	9.43	9.48	10.03
\$ 8.56	\$ 9.08	\$ 9.28	\$ 9.46	\$ 9.48	\$ 9.48		\$ 10.08
8.58	9.10	9.29	9.47	9.49	9.50	9.52	10.10
	\$ 9.15	\$ 9.33	\$ 9.51	\$ 9.53			\$ 10.14
	\$ 9.21	\$ 9.37	\$ 9.58	\$ 9.57	\$ 9.56		\$ 10.18
		9.38					
9.03	9.22		9.59	9.58	9.57	9.57	10.19
	MU	MU	MU	MU	\$ 10.02		MU
					10.07		
					\$ 10.09		
					\$ 10.13		
							\$ 10.21
	\$ 9.26		\$ 10.03	\$ 10.02			\$ 10.24
9.08	\$ 9.34		\$ 10.09	\$ 10.06		10.02	\$ 10.28
			\$ 10.13	\$ 10.10			
\$ 9.13	\$ 9.53		\$ 10.22	\$ 10.14			\$ 10.35
9.15	9.56		10.25	10.17		10.08	10.38
9.22	10.04						10.46
9.27	\$ 10.10						\$ 10.52
\$ 9.37	\$ 10.20						\$ 11.02
9.45							
Will Not Run Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1		Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Run Sunday and Nov. 22 Dec. 25 Jan. 1		Will Run Sunday and Nov. 22 Dec. 25 Jan. 1
9.55							10.47
10.00							
D 10.03							
10.05							
10.10							\$ 10.56
\$ 10.15							11.00
							\$ 11.05
							# 11.08
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
207	3823	3907	3781	3707	1185	115	4203

STATIONS	FIRST CLASS			
	#●3717	#●3917	4247	#●523
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun. P. M.
	A. M.	A. M.	A. M.	P. M.
NEW YORK	\$11.25	\$11.40	\$11.40	
HUDSON	11.36	11.51	11.51	
NEWARK	\$11.40	\$11.55	\$11.57	
SOUTH ST. (Newark)				
HUNTER	11.43	11.58	12.00	
NORTH ELIZABETH			\$12.03	
ELIZABETH	\$11.48	\$12.03	\$12.08	
SOUTH ELIZABETH	11.49	12.04	12.10	
LINDEN	\$11.53	\$12.08	\$12.15	
NORTH RAHWAY				
RAHWAY	\$11.57	\$12.12	\$12.20	
UNION	11.58		12.22	
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBURGE		MU	MU	MU
GENASCO		MU	MU	MU
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN	\$12.02		\$12.26	
METUCHEN	\$12.06		\$12.34	
EDISON				
NEW BRUNSWICK	\$12.13		\$12.54	
COUNTY	12.16		12.57	
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
TRENTON				\$12.10
MORRISVILLE				
LEVITTOWN-TULLYTOWN				\$12.17
GRUNDY				
BRISTOL	Will Not Run	Will Not Run	Will Run	\$12.23
CROYDON	Nov. 22	Nov. 22	Sunday and	\$12.27
EDDINGTON	Dec. 25	Dec. 25	Nov. 22	\$12.32
CORNWELLS HEIGHTS	Jan. 1	Jan. 1	Dec. 25	\$12.36
ANDALUSIA	Feb. 22	Feb. 22	Jan. 1	\$12.38
TORRESDALE			Feb. 22	\$12.40
HOLMESBURG JCT.				\$12.42
TACONY				\$12.44
WISSINOMING				\$12.46
BRIDESBURG				\$12.48
FRANKFORD				
JESERY (Atl. Dist.)				
FRANKFORD JCT.				\$12.50
SHORE				12.51
NORTH PHILA				\$12.56
ZOO				1.00
PHILA. 30th-ST.	Lower Level			\$ 1.04
	Upper Level			
	Lower Level			
SUBURBAN STATION				\$ 1.07
	P. M.	P. M.	P. M.	P. M.
	3717	3917	4247	523

G.O. 1409
Page 46
Col. 4Will Not
Run
Dec. 25
Jan. 1

FIRST CLASS							
211	3825	#●3719	#●3919	#3721	1153	◇171	#●3921
Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily Ex. Sat. & Sun.
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$11.45	\$11.50	\$11.55	\$12.15	\$12.35	\$12.40	\$12.25	\$12.50
11.56	12.01	12.06	12.26	12.46	12.51	12.45	1.01
\$11.59	\$12.04						
#12.02	12.08	\$12.10	\$12.30	\$12.52	\$12.55	\$ 1.00	\$ 1.05
	\$12.10		\$12.32				\$ 1.07
12.05	12.11	12.13	12.33	12.55	12.58	1.03	1.08
	\$12.18	\$12.18	\$12.38	\$ 1.01	\$ 1.03		\$ 1.13
12.09	12.19	12.19	12.40	1.02	1.04	1.07	1.14
	\$12.23	\$12.23	\$12.44	\$ 1.07			\$ 1.18
	\$12.28	\$12.27	\$12.48	\$ 1.12	\$ 1.10		\$ 1.22
			12.49				1.23
12.13	12.29	12.28		1.13	1.11	1.11	
No Baggage Service Sunday and Nov. 22 Dec. 25 Jan. 1	MU	MU	MU	MU			MU
	\$12.31					1.19	
	\$12.33	\$12.32				\$ 1.21	
12.18	\$12.40	\$12.36		\$ 1.22		1.16	
	\$12.44						
\$12.25	\$12.53	\$12.43		\$ 1.29			
12.28	12.55	12.46		1.41		1.22	
12.35	\$ 1.04					1.29	
\$12.42	\$ 1.11					1.34	
\$12.56	\$ 1.21					\$ 1.44	
							1.52
\$ 1.08		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22			Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22
						Open Baggage Car 30th St.	
1.18						2.02	
1.23						2.07	
\$ 1.27						\$ 2.11	
1.32						2.16	
\$ 1.37						\$ 2.20	
						# 2.24	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
211	3825	3719	3919	3721	1153	171	3921

STATIONS	FIRST CLASS				
	•●3827	●4249	•1119	•●525	●527
	Daily Ex. Sun. P. M.	P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.
NEW YORK	\$ 1.10	\$ 1.10	\$ 1.15		
HUDSON		1.21	1.21		
NEWARK	1.21	\$ 1.25	\$ 1.31		
SOUTH ST. (Newark)					
HUNTER	1.28	1.28	1.34		
NORTH ELIZABETH					
ELIZABETH	\$ 1.33	\$ 1.33	\$ 1.39		
SOUTH ELIZABETH	1.34	1.34	1.41		
LINDEN	\$ 1.38	\$ 1.38			
NORTH RAHWAY				G.O. 1409 Page 48 Col. 4	G.O. 1409 Page 48 Col. 5
RAHWAY	\$ 1.42	\$ 1.42	\$ 1.47		
UNION	1.43	1.43	1.48		
AVENEL					
EDGAR	P. A. & W. Br.				
WOODBRIDGE		MU	MU	\$ 1.53	MU	MU
GENASCO					
WC	N. Y. & L. B. R. R.		1.58		
PERTH AMBOY			\$ 2.01		
SOUTH AMBOY			\$ 2.05		
COLONIA					
ISELIN	M 1.47	\$ 1.47		Will Not Run Dec. 25 Jan. 1	
METUCHEN	\$ 1.51	\$ 1.51			
EDISON					
NEW BRUNSWICK COUNTY	\$ 1.58	\$ 1.58			
ADAMS	2.01	2.01			
DEANS					
MONMOUTH JCT.	2.09				
PLAINSBORO					
PRINCETON JCT.	\$ 2.15				
TRENTON	\$ 2.25			\$ 2.00	\$ 2.30
MORRISVILLE					
LEVITOWN-TULLYTOWN				\$ 2.06	\$ 2.36
GRUNDY					
BRISTOL	Will Not Run Nov. 22	Will Run Sunday and Nov. 22	Will Not Run Nov. 22	\$ 2.12	\$ 2.42
CROYDON	Nov. 25	Nov. 22	Nov. 25	\$ 2.16	\$ 2.46
EDDINGTON	Dec. 25	Nov. 22	Nov. 25		
CORNWELLS HEIGHTS	Jan. 1	Dec. 25	Jan. 1	\$ 2.20	\$ 2.50
ANDALUSIA	Feb. 22	Jan. 1	Feb. 22		
TORRESDALE		Feb. 22		\$ 2.24	\$ 2.54
HOLMESBURG JCT.				\$ 2.28	\$ 2.58
TACONY				\$ 2.30	\$ 3.00
WISSINOMING				\$ 2.32	\$ 3.02
BRIDESBURG				\$ 2.34	\$ 3.04
FRANKFORD					\$ 3.06
JERSEY (Atl. Dist.)					
FRANKFORD JCT.				\$ 2.37	\$ 3.08
SHORE				2.38	3.09
NORTH PHILA.				\$ 2.43	\$ 3.14
ZOO				2.47	3.18
PHILA.- 30th-ST.	Lower Level			\$ 2.51	\$ 3.22
	Upper Level				
	Lower Level				
SUBURBAN STATION				\$ 2.54	\$ 3.25
	P. M.	P. M.	P. M.	P. M.	P. M.
	3827	4249	1119	525	527

STATIONS	FIRST CLASS							
	23	•●3725	•3831	•149	•3617	•1187	•●3829	•●3615
	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily P. M.	Saturday Only P. M.	P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
NEW YORK	\$ 1.35	\$ 1.40	\$ 1.55	\$ 2.00		\$ 2.05	\$ 2.05	\$ 2.20
HUDSON	1.46	1.51	2.06	2.11		2.16	2.16	2.31
NEWARK	\$ 1.49	\$ 1.55	\$ 2.10	\$ 2.15		\$ 2.20	\$ 2.20	\$ 2.35
SOUTH ST. (Newark)	# 1.53							
HUNTER	1.56	1.58	2.13	2.18		2.23	2.23	2.38
NORTH ELIZABETH		\$ 2.03	\$ 2.18			\$ 2.28	\$ 2.28	\$ 2.43
ELIZABETH	2.00	\$ 2.04	\$ 2.19	2.22		2.30	2.29	2.44
SOUTH ELIZABETH		\$ 2.08	\$ 2.23				\$ 2.33	\$ 2.48
LINDEN		\$ 2.12	\$ 2.27		\$ 2.30	\$ 2.36	\$ 2.37	\$ 2.52
NORTH RAHWAY	2.04	2.13	2.28	2.26	2.31	2.38	2.38	2.53
RAHWAY								
UNION					\$ 2.33			\$ 2.56
AVENEL					\$ 2.35			F 2.58
EDGAR					\$ 2.38	\$ 2.43	MU	\$ 3.00
WOODBRIDGE								
GENASCO								
WC					2.42	2.48		3.04
PERTH AMBOY					\$ 2.44	\$ 2.50		\$ 3.06
SOUTH AMBOY					\$ 2.48	\$ 2.54		\$ 3.10
COLONIA								
ISELIN			\$ 2.32				\$ 2.42	
METUCHEN	2.09	\$ 2.20	\$ 2.36	2.31	MU		\$ 2.46	MU
EDISON		\$ 2.27	\$ 2.43				\$ 2.53	
NEW BRUNSWICK COUNTY	2.15	2.30	2.46	2.37			2.56	
ADAMS							F 2.58	
DEANS								
MONMOUTH JCT.			\$ 2.54	2.44			\$ 3.06	
PLAINSBORO								
PRINCETON JCT.			\$ 3.00	2.49			\$ 3.13	
TRENTON	\$ 2.35		\$ 3.10				\$ 3.23	
MORRISVILLE	# 2.40			\$ 2.59				
LEVITOWN-TULLYTOWN								
GRUNDY	2.48			3.07				
BRISTOL		Will Not Run Nov. 22			Will Run Sunday and Nov. 22	Will Not Run Nov. 22	Will Not Run Nov. 22	Will Not Run Nov. 22
CROYDON		Nov. 25			Nov. 22	Nov. 25	Nov. 25	Nov. 25
EDDINGTON		Dec. 25			Dec. 25	Jan. 1	Jan. 1	Jan. 1
CORNWELLS HEIGHTS		Jan. 1			Jan. 1	Feb. 22	Feb. 22	Feb. 22
ANDALUSIA		Feb. 22			Feb. 22			
TORRESDALE								
HOLMESBURG JCT.								
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
JERSEY (Atl. Dist.)								
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.	P. M.
	23	3725	3831	149	3617	1187	3829	3615

STATIONS	FIRST CLASS			
	105	#3727	#3833	#1123
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
NEW YORK	P 3.10	\$ 2.32	E 2.35	\$ 2.40
HUDSON	3.21	2.44	2.46	2.51
NEWARK	P 3.25	\$ 2.47	E 2.49	\$ 2.55
SOUTH ST. (Newark)				
HUNTER	3.28	2.50	3.01	2.58
NORTH ELIZABETH				
ELIZABETH		\$ 2.55	E 3.09	\$ 3.03
SOUTH ELIZABETH	3.32	2.56	3.11	3.05
LINDEN		\$ 3.00	E 3.19	
NORTH RAHWAY		\$ 3.04	E 3.30	\$ 3.12
RAHWAY				
UNION	3.37	3.05	3.36	3.14
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU		\$ 3.19
GENASCO				
WC	N. Y. & L. B. R. R.			3.24
PERTH AMBOY				\$ 3.26
SOUTH AMBOY				\$ 3.30
COLONIA				
ISELIN			E 3.43	
METUCHEN	3.42	\$ 3.12	E 3.57	
EDISON				
NEW BRUNSWICK COUNTY	3.48	\$ 3.18	C 4.10	4.22
ADAMS				
DEANS			F 4.27	
MONMOUTH JCT.	3.55		F 4.31	
PLAINSBORO				
PRINCETON JCT.	4.01		4.37	
TRENTON	P 4.13		\$ 4.47	
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY	4.22			
BRISTOL		Will Not Run	Will Not Run	Will Not Run
CROYDON		Nov. 22	Nov. 22	Nov. 22
EDDINGTON	G.O. 1421	Dec. 25	Dec. 25	Dec. 25
CORNWELLS HEIGHTS	Page 50	Jan. 1	Jan. 1	Jan. 1
ANDALUSIA	Col. 1	Feb. 22	Feb. 22	Feb. 22
TORRESDALE				
HOLMESBURG JCT.	4.32			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE	4.37			
NORTH PHILA	\$ 4.41			
ZOO	4.45			
PHILA.-30th-ST.	Lower Level			
		Upper Level		
	Lower Level	\$ 4.53		
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	105	3727	3833	1123

FIRST CLASS							
113	173	#3729	#529	3835	#3723	4205	#1125
Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.		Daily Ex. Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 2.50	2.40	\$ 3.02		\$ 3.15	\$ 3.30	\$ 3.35	\$ 3.45
3.01	3.11	3.14		3.26	3.43	3.46	3.56
P 3.05	\$ 3.15	\$ 3.17		\$ 3.29	\$ 3.46	\$ 3.50	\$ 4.00
				3.35			
3.08	3.18	3.20		3.38	3.49	3.53	4.03
				\$ 3.41	\$ 3.52		
3.12	3.22	\$ 3.25		\$ 3.44	\$ 3.55	\$ 3.58	\$ 4.08
		3.26		3.46	3.56	3.59	4.09
		\$ 3.30		\$ 3.50	\$ 4.00	\$ 4.03	
		\$ 3.34	G.O. 1409	\$ 3.55	\$ 4.04	\$ 4.07	
			Page 51				
3.17	3.26	3.35	Col. 4	3.56	4.05	4.08	4.15
		MU	MU	MU	MU	MU	
							4.23
							\$ 4.25
							\$ 4.29
		\$ 3.39	Will Not Run	\$ 4.00	\$ 4.09		
3.22	3.31	\$ 3.43	Dec. 25	\$ 4.08	\$ 4.13	\$ 4.16	
			Jan. 1	\$ 4.19	\$ 4.20	\$ 4.23	
3.28	3.37	3.53		4.22	4.23	4.26	
				\$ 4.24			
				\$ 4.30		4.34	
3.35	3.44						
3.40	3.49			4.36		\$ 4.40	
				\$ 4.46		\$ 4.50	
P 3.50	\$ 3.59		\$ 4.01				
			\$ 4.07				
3.58	4.08						
		Will Not Run	\$ 4.13				
		Nov. 22					
		Dec. 25	\$ 4.20				
		Jan. 1					
		Feb. 22	\$ 4.24				
4.08	4.19		\$ 4.28				
			\$ 4.30				
			\$ 4.32				
			\$ 4.34				
			\$ 4.36				
4.13	4.24		4.38				
\$ 4.18	\$ 4.29		\$ 4.43				
4.22	4.33		4.48				
			\$ 4.53				
\$ 4.28	\$ 4.39						
			\$ 4.56				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
113	173	3729	529	3835	3723	4205	1125

STATIONS	FIRST CLASS			
	1022	◇101	‡●3837	‡●219
	Daily	Daily	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$ 3.50	\$ 3.55	\$ 4.00
HUDSON		4.01	4.06	4.11
NEWARK		P 4.05	\$ 4.10	\$ 4.15
SOUTH ST. (Newark)			\$ 4.12	
HUNTER		4.08	4.13	4.18
NORTH ELIZABETH			\$ 4.16	
ELIZABETH			\$ 4.19	
SOUTH ELIZABETH		4.12	4.20	4.22
LINDEN			\$ 4.24	
NORTH RAHWAY			\$ 4.28	
RAHWAY				
UNION		4.17	4.29	4.26
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE			MU	
GENASCO				
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA			\$ 4.31	
ISELIN			\$ 4.34	
METUCHEN		4.22	\$ 4.38	4.31
EDISON			\$ 4.42	
NEW BRUNSWICK COUNTY		4.28	4.49	4.37
ADAMS				
DEANS				
MONMOUTH JCT.		4.36	\$ 4.59	4.44
PLAINSBORO				
PRINCETON JCT.		4.41	\$ 5.06	\$ 4.50
TRENTON		P 4.51	\$ 5.16	\$ 5.01
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY		5.01		5.10
BRISTOL			Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 22
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		5.12		5.21
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)		4.47		
FRANKFORD JCT.		D 4.54		
SHORE		4.55	5.17	5.26
NORTH PHILA.		\$ 5.00	\$ 5.22	D 5.30
ZOO		5.05	5.26	5.35
PHILA.- 30th-ST.	Lower Level Upper Level Lower Level	\$ 5.10		\$ 5.40
SUBURBAN STATION			\$ 5.32	
		P. M.	P. M.	P. M.
		1022	101	3837

STATIONS	FIRST CLASS							
	31	‡●3731	‡●3619	●3839	●153	●3621	‡●3733	‡●1129
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
T	4.05	\$ 4.10	\$ 4.20	\$ 4.20	\$ 4.30		\$ 4.35	\$ 4.40
	4.16	4.21	4.31	4.31	4.41		4.46	4.51
T	4.21	\$ 4.25	\$ 4.35	\$ 4.35	C 4.44		\$ 4.50	\$ 4.55
			\$ 4.37	\$ 4.37			\$ 4.52	
	4.24	4.28	4.38	4.38	4.47		4.53	4.58
		\$ 4.35	\$ 4.44	\$ 4.44			\$ 4.56	
	4.28	4.36	4.46	4.46	4.51		5.00	5.02
			\$ 4.50	\$ 4.50			\$ 5.04	
			\$ 4.54	\$ 4.55		\$ 5.00	\$ 5.06	
	4.32	4.41	4.55	4.57	4.55	5.02	5.10	Z 5.09
			\$ 4.58			\$ 5.05		5.16
		MU	\$ 5.00			\$ 5.07		
			\$ 5.02	MU		\$ 5.09	MU	
			5.07			5.14		5.25
			\$ 5.09			\$ 5.16		
			\$ 5.13			\$ 5.20		
			\$ 5.00				\$ 5.13	
			\$ 5.03				\$ 5.16	
	4.38	\$ 4.48	MU	\$ 5.07	5.00	MU	\$ 5.21	
				\$ 5.11			\$ 5.25	
		\$ 4.55		\$ 5.15			\$ 5.29	
	4.45	4.58		5.18	5.06		5.32	
	4.53			\$ 5.26				
	4.58			\$ 5.32				
				\$ 5.42				
T	5.09				5.25			
	5.18				5.32			
			Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22			Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22
	5.28				5.42			
	5.33				5.46			
C	5.37							
#	5.42				\$ 5.50			
	5.47				5.54			
					\$ 5.59			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	31	3731	3619	3839	153	3621	3733	1129

STATIONS	FIRST CLASS			
	#●3623 Daily Ex. Sat. & Sun. P. M.	#●1133 Daily Ex. Sat. & Sun. P. M.	4251 P. M.	523 P. M.
NEW YORK	\$ 4.46	\$ 4.55	\$ 4.55	#●531 Daily Ex. Sat. & Sun.
HUDSON	4.57	5.06	5.06	P. M.
NEWARK	\$ 5.02	\$ 5.10	\$ 5.09	
SOUTH ST. (Newark)	\$ 5.04			
HUNTER	5.05	5.13	5.17	
NORTH ELIZABETH	\$ 5.08			
ELIZABETH	\$ 5.11	\$ 5.19	\$ 5.24	
SOUTH ELIZABETH	5.12	5.21	5.26	
LINDEN	\$ 5.16		\$ 5.31	
NORTH RAHWAY	\$ 5.19			
RAHWAY	\$ 5.21		\$ 5.38	
UNION	5.22	Z 5.28 5.35	5.39	G.O. 1409 Page 54 Col. 4
AVENEL	\$ 5.25			
EDGAR	\$ 5.27			
WOODBIDGE	\$ 5.29		MU	
GENASCO				
WO	5.34	6.44		
PERTH AMBOY	\$ 5.36			
SOUTH AMBOY	\$ 5.40	\$ 5.49		
COLONIA				
ISELIN			\$ 5.43	
METUCHEN	MU		\$ 5.47	
EDISON				
NEW BRUNSWICK COUNTY			\$ 6.00 6.03	Will Not Run Dec. 25 Jan. 1 Feb. 22
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
TRENTON				
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY			\$ 5.27	
BRISTOL	Will Not Run Nov. 22 Dec. 25	Will Not Run Nov. 6 Nov. 22 Dec. 25	Will Run Sunday and Nov. 22 Nov. 25 Dec. 25	
CROYDON			\$ 5.35	
EDDINGTON				
CORNWELLS HEIGHTS			\$ 5.44	
ANDALUSIA			\$ 5.48	
TORRESDALE				
HOLMESBURG JCT.			\$ 5.56	
TACONY				
WISSINOMING			\$ 6.00	
BRIDESBURG			6.03	
FRANKFORD			F 6.04	
JERSEY (Atl. Dist.)				
FRANKFORD JCT. SHORE				
NORTH PHILA.				
ZOO			6.10	
PHILA.- 30th-ST.	Lower Level Upper Level Lower Level		\$ 6.16 6.21	
SUBURBAN STATION			\$ 6.26	
	P. M.	P. M.	P. M.	
	3623	1133	4251	

P. M.
531

STATIONS	FIRST CLASS							
	533 P. M.	#●221 Daily Ex. Sat. P. M.	3841 Saturday Only P. M.	◇49 Daily P. M.	#●535 Daily Ex. Sat. & Sun. P. M.	#263 Daily Ex. Sat. & Sun. P. M.	#●3735 Daily Ex. Sat. & Sun. P. M.	#●1135 Daily Ex. Sat. & Sun. P. M.
NEW YORK	\$ 5.00	\$ 5.00	T 5.05		\$ 5.08	\$ 5.12	\$ 5.15	
HUDSON	5.11	5.11	5.16		5.19	5.23	5.26	
NEWARK	\$ 5.15	\$ 5.18	T 5.20		\$ 5.23	\$ 5.28	\$ 5.30	
SOUTH ST. (Newark)		5.18	5.21	5.23		5.26	5.31	
HUNTER		\$ 5.24						
NORTH ELIZABETH		\$ 5.28			\$ 5.33	\$ 5.37		
ELIZABETH		5.22	5.29	5.27	5.35	5.39	5.37	
SOUTH ELIZABETH		\$ 5.33						
LINDEN	G.O. 1409 Page 55 Col. 1	\$ 5.38			G.O. 1409 Page 55 Col. 5	\$ 5.42		
NORTH RAHWAY		\$ 5.38					5.45	
RAHWAY		5.26	5.39	5.32		5.44	5.46	
UNION								
AVENEL	MU				Will Not Run Dec. 25 Jan. 1 Feb. 22			
EDGAR								
WOODBIDGE							6.01	
GENASCO								
WO								
PERTH AMBOY								
SOUTH AMBOY								
COLONIA								
ISELIN		\$ 5.43			Will Not Run Dec. 25 Jan. 1	\$ 5.51		
METUCHEN	MU	\$ 5.47		5.37		5.50	\$ 5.55	
EDISON						\$ 5.57	\$ 6.03	
NEW BRUNSWICK COUNTY				5.43		6.00	6.06	
ADAMS				F 6.01				
DEANS				F 6.04				
MONMOUTH JCT.				\$ 6.08		6.07		
PLAINSBORO						\$ 6.14		
PRINCETON JCT.						\$ 6.24		
TRENTON						\$ 6.36		
MORRISVILLE								
LEVITTOWN-TULLYTOWN						\$ 6.12	\$ 6.43	
GRUNDY								
BRISTOL						\$ 6.18	\$ 6.49	
CROYDON	Will Not Run Nov. 22 Dec. 25	Will Not Run Nov. 6 Nov. 22 Dec. 25	Will Run Sunday and Nov. 22 Nov. 25 Dec. 25			\$ 6.22	Will Not Run Nov. 22 Dec. 25	
EDDINGTON						\$ 6.26	Jan. 1 Jan. 1	
CORNWELLS HEIGHTS							Feb. 22 Feb. 22	
ANDALUSIA								
TORRESDALE						\$ 6.30	D 6.59	
HOLMESBURG JCT.								
TACONY						7.03		
WISSINOMING						\$ 6.34		
BRIDESBURG						\$ 6.36		
FRANKFORD						\$ 6.38		
JERSEY (Atl. Dist.)						\$ 6.40		
FRANKFORD JCT. SHORE						\$ 6.42		
NORTH PHILA.								
ZOO								
PHILA.- 30th-ST.								
SUBURBAN STATION								
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	533	221	3841	49	535	263	3735	

P. M.
1135

STATIONS	FIRST CLASS			
	● 1026	‡ 3749	● 155	3
	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily P. M.
NEW YORK		\$ 7.15	\$ 7.30	T 7.45
HUDSON		7.26	7.41	7.56
NEWARK		\$ 7.30	\$ 7.45	T 7.59 # 8.04
SOUTH ST. (Newark)				
HUNTER		7.33	7.48	8.07
NORTH ELIZABETH				
ELIZABETH		\$ 7.38		
SOUTH ELIZABETH		7.39	7.52	8.11
LINDEN		\$ 7.43		
NORTH RAHWAY				
RAHWAY		\$ 7.47		
UNION		7.48	7.56	8.16
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU		
GENASCO				
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN		\$ 7.52		
METUCHEN		\$ 7.56	8.02	8.21
EDISON				
NEW BRUNSWICK		\$ 8.02		
COUNTY		8.05	8.08	8.27
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
TRENTON			\$ 8.30	8.46
MORRISVILLE				
LEVITOWN-TULLYTOWN				
GRUNDY			8.38	8.53
BRISTOL				
CROYDON	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22			
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.			8.48	9.03
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)		8.30		
FRANKFORD JCT.		D 8.36		
SHORE		8.37	8.53	9.08
NORTH PHILA.		\$ 8.42	\$ 8.57	C 9.12 # 9.19
ZOO		8.46	9.02	9.24
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 8.52	\$ 9.06	
				# 9.10
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	1026	3749	155	3

STATIONS	FIRST CLASS							
	‡ 1141	‡ 541	● 3753	3851	● 1199	● 1038	141	‡ 3757
	Daily Ex. Ex. Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Ex. Sat. P. M.	Saturday Only P. M.	P. M.	P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.
NEW YORK	\$ 7.50		\$ 8.05	\$ 8.05	\$ 8.35		\$ 9.00	\$ 9.05
HUDSON	8.01		8.16	8.16	8.46		9.11	9.16
NEWARK	\$ 8.05		\$ 8.20	\$ 8.22	\$ 8.50		\$ 9.14 # 9.20	\$ 9.20
SOUTH ST. (Newark)								\$ 9.22
HUNTER	8.08		8.23	8.25	8.53		9.23	9.23
NORTH ELIZABETH			M 8.26	\$ 8.28				\$ 9.26
ELIZABETH	\$ 8.14		\$ 8.29	\$ 8.31	\$ 8.58			\$ 9.29
SOUTH ELIZABETH	8.16		8.30	8.32	9.00		9.27	9.30
LINDEN			\$ 8.34	\$ 8.36	\$ 9.04			\$ 9.34
NORTH RAHWAY	\$ 8.22	G.O. 1409 Page 61 Col. 2	\$ 8.38	\$ 8.40	\$ 9.08			\$ 9.38
RAHWAY	8.24		8.39	8.42	9.10		9.31	9.40
UNION								
AVENEL								
EDGAR	\$ 8.29	MU	MU	MU				MU
WOODBIDGE								
GENASCO								
WC	8.34				9.18			
PERTH AMBOY	\$ 8.37				\$ 9.21			
SOUTH AMBOY	\$ 8.41				\$ 9.25			
COLONIA								
ISELIN			\$ 8.43	\$ 8.46		Will Run Sunday and Nov. 22 Dec. 25 Jan. 1		\$ 9.44
METUCHEN			\$ 8.47	\$ 8.50			9.36	\$ 9.48
EDISON			\$ 8.51					\$ 9.52
NEW BRUNSWICK			\$ 8.55	\$ 8.57				\$ 9.56
COUNTY			8.58	9.00			9.42	9.59
ADAMS								
DEANS					\$ 9.08		9.49	
MONMOUTH JCT.					\$ 9.14		\$ 9.55	
PLAINSBORO					\$ 9.24		\$10.04 #10.09	
PRINCETON JCT.								
TRENTON			\$ 8.50					
MORRISVILLE								
LEVITOWN-TULLYTOWN								
GRUNDY			\$ 8.56				10.17	
BRISTOL		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	\$ 9.02			Will Run Sunday and Nov. 22 Dec. 25 Jan. 1 Feb. 22		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22
CROYDON			\$ 9.06					
EDDINGTON			\$ 9.10					
CORNWELLS HEIGHTS			\$ 9.14					
ANDALUSIA								
TORRESDALE								
HOLMESBURG JCT.							10.27	
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
JERSEY (Atl. Dist.)							10.07	
FRANKFORD JCT.							D10.13 10.14	
SHORE							10.32	
NORTH PHILA.							\$10.20	\$10.37
ZOO							10.25	10.42
PHILA.- 30th ST.							\$10.30	\$10.47
SUBURBAN STATION								10.57
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1141	541	3753	3851	1199	1038	141	3757

STATIONS	FIRST CLASS			
	◇293	‡195	‡●3649	●3789
	P. M.	Daily Ex. Sunday P. M.	Daily Ex. Sat. & Sun. P. M.	P. M.
NEW YORK.....	\$11.10	\$11.10	\$11.35	\$11.40
HUDSON.....	11.21	11.21	11.46	11.51
NEWARK.....	\$11.25	#11.36	\$11.50	\$11.55
SOUTH ST. (Newark).....				
HUNTER.....	11.28	11.39	11.53	11.58
NORTH ELIZABETH.....			\$11.58	\$12.01
ELIZABETH.....			12.00	12.06
SOUTH ELIZABETH.....	11.32	11.43	\$12.04	\$12.10
LINDEN.....			\$12.08	\$12.15
NORTH RAHWAY.....				
RAHWAY.....				
UNION.....	11.36	11.48	12.09	12.17
AVENEL.....			\$12.12	
EDGAR.....			\$12.14	
WOODBIDGE.....	P. A. & W. Br.	Will Run Sunday and Nov. 22 Dec. 25 Jan. 1 Feb. 22	\$12.16	MU
GENASCO.....				
WC.....	N. Y. & L. B. R. R.		12.21	
PERTH AMBOY.....			\$12.23	
SOUTH AMBOY.....			\$12.27	
COLONIA.....			\$12.19	
ISELIN.....			\$12.22	
METUCHEN.....	11.41	11.53	MU	\$12.26
EDISON.....				\$12.30
NEW BRUNSWICK.....	\$11.48			\$12.34
COUNTY.....	11.51	11.59		12.37
ADAMS.....				
DEANS.....				
MONMOUTH JCT.....	11.58	12.08		
PLAINSBORO.....				
PRINCETON JCT.....	\$12.05	12.11		
TRENTON.....	\$12.15	\$12.20		
MORRISVILLE.....	#12.18	#12.27		
LEVITOWN-TULLYTOWN.....				
GRUNDY.....	12.27	12.35		
BRISTOL.....				
CROYDON.....		Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Run Sat., Sun. and Nov. 22 Dec. 25 Jan. 1 Feb. 22
EDDINGTON.....				
CORNWELLS HEIGHTS.....				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.....	12.37	12.45		
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Dist.)				
FRANKFORD JCT.....				
SHORE.....	12.42	12.50		
NORTH PHILA.....	\$12.47	12.54		
ZOO.....	12.52	12.58		
PHILA. - 30th ST.....	\$12.57	E 1.04		
SUBURBAN STATION.....		# 1.27		
	A. M.	A. M.	A. M.	A. M.
	293	195	3649	3789

STATIONS	FIRST CLASS			
	‡61			
	Daily Ex. Sat. P. M.			
NEW YORK.....	T11.45			
HUDSON.....	11.56			
NEWARK.....	T11.59			
SOUTH ST. (Newark).....	#12.05			
HUNTER.....				
NORTH ELIZABETH.....				
ELIZABETH.....				
SOUTH ELIZABETH.....	12.08			
LINDEN.....				
NORTH RAHWAY.....				
RAHWAY.....				
UNION.....	12.12			
AVENEL.....				
EDGAR.....				
WOODBIDGE.....				
GENASCO.....	12.16			
WC.....				
PERTH AMBOY.....				
SOUTH AMBOY.....				
COLONIA.....				
ISELIN.....				
METUCHEN.....	12.21			
EDISON.....				
NEW BRUNSWICK.....				
COUNTY.....	12.27			
ADAMS.....				
DEANS.....				
MONMOUTH JCT.....				
PLAINSBORO.....				
PRINCETON JCT.....				
TRENTON.....	12.46			
MORRISVILLE.....				
LEVITOWN-TULLYTOWN.....				
GRUNDY.....	12.53			
BRISTOL.....				
CROYDON.....	Will Not Run Nov. 22, 23 Dec. 23, 24, 30, 31 Feb. 22 Apr. 12			
EDDINGTON.....	1.03			
CORNWELLS HEIGHTS.....				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.....				
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY..... (Atl. Dist.)				
FRANKFORD JCT.....				
SHORE.....	1.08			
NORTH PHILA.....	1.12			
ZOO.....	1.16			
PHILA. - 30th ST.....	C 1.21			
SUBURBAN STATION.....	1.43			
	A. M.			
	61			

STATIONS	FIRST CLASS			
	176	286	194	18
	A. M.	A. M.	A. M.	A. M.
NEW YORK	3.15			
	\$ 2.50	\$ 2.50	E 4.05	E 4.40
HUDSON	2.38	2.35	3.53	4.27
NEWARK	# 2.35	\$ 2.32	# 3.50	# 4.08
	\$ 2.29		E 3.41	E 3.54
SOUTH ST. (Newark)				
HUNTER	2.26	2.28	3.38	3.51
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH	2.22	2.23	3.34	3.47
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION	2.18	2.18	3.30	3.43
AVENEL				
EDGAR	P. A. & W. Br. Operates East of New York Daily			
WOODBIDGE				
GENASCO				
WC				
PERTH AMBOY	N. Y. & L. B. R. R.			
SOUTH AMBOY				
COLONIA				
ISELIN				
METUCHEN	2.13	2.13	3.25	3.38
EDISON				
NEW BRUNSWICK				E 3.32
COUNTY	2.07	2.07	3.19	3.28
ADAMS				
DEANS				
MONMOUTH JCT.	2.00	2.00	3.12	3.21
PLAINSBORO				
PRINCETON JCT.	1.55	1.55	3.07	3.16
TRENTON	\$ 1.45	\$ 1.45	# 2.58	3.07
			E 2.53	
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY	1.35	1.35	2.45	3.00
BRISTOL				
CROYDON	Will Not Run Nov. 23 Dec. 25 Jan. 1			
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		1.25	1.25	2.35	2.50
TACONY	Open Baggage Car 30th St.			
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE	1.19	1.17	2.30	2.39
NORTH PHILA.	# 1.15	\$ 1.13	# 2.25	# 2.35
	\$ 1.13		E 2.20	E 2.20
ZOO	1.08	1.08	2.14	2.10
PHILA.-30th ST.	1.03	\$ 1.03	# 2.10	
			E 1.45	
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily Ex. Mon.
	#◇176	●286	#194	●18

STATIONS	FIRST CLASS							
	3602	3704	190	108	3810	3706	3812	22
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK								
	\$ 6.35	E 6.45	\$ 7.00	\$ 6.50	\$ 7.12	\$ 7.20	\$ 7.30	
HUDSON	6.23	6.32	6.44	6.38	7.00	7.08	7.18	
NEWARK	# 6.20	# 6.29	6.40	\$ 6.35	\$ 6.56	\$ 7.05	7.15	
	\$ 6.22	E 6.12	D 6.22				D 7.08	
SOUTH ST. (Newark)								
HUNTER	N 6.18				\$ 6.53	\$ 7.03		
	6.17	6.10	6.20	6.32	6.52	7.02	7.00	
NORTH ELIZABETH	\$ 6.14				\$ 6.49	\$ 6.59		
ELIZABETH	\$ 6.11				\$ 6.46	\$ 6.56		
SOUTH ELIZABETH	6.09	6.06	6.15	6.27	6.44	6.54	6.56	
LINDEN	\$ 6.06				\$ 6.40	\$ 6.50		
NORTH RAHWAY	N 6.03				\$ 6.36	\$ 6.47		
RAHWAY	\$ 5.55	\$ 6.01			\$ 6.36	\$ 6.45		
	5.54	5.59	6.02	6.10	6.22	6.34	6.43	6.52
UNION	\$ 5.51							
AVENEL								
EDGAR	\$ 5.48	MU			MU	MU	MU	
WOODBIDGE								
GENASCO								
WC								
PERTH AMBOY	5.43							
SOUTH AMBOY	\$ 5.40							
	\$ 5.36							
COLONIA								
ISELIN	\$ 5.56				\$ 6.31	\$ 6.40		
METUCHEN	\$ 5.54				\$ 6.28	\$ 6.37		
EDISON	MU	\$ 5.50	5.56	6.05	6.17	\$ 6.24	\$ 6.33	6.47
NEW BRUNSWICK	N 5.46				\$ 6.20	\$ 6.29		
COUNTY	\$ 5.42				\$ 6.18	\$ 6.25		
	5.39	5.48	5.59	6.07	6.13	6.22	6.41	
ADAMS					\$ 6.04	\$ 6.19		
DEANS					\$ 6.01	\$ 6.16		
MONMOUTH JCT.					\$ 5.58	\$ 6.13	6.34	
PLAINSBORO					\$ 5.53	\$ 6.07		
PRINCETON JCT.					\$ 5.50	\$ 6.04	6.29	
TRENTON			# 5.27	# 5.38	\$ 5.40	\$ 5.54	6.19	
			E 5.19	\$ 5.29			D 6.13	
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY								6.05
BRISTOL								
CROYDON	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22							
EDDINGTON								
CORNWELLS HEIGHTS								
ANDALUSIA								
TORRESDALE								
HOLMESBURG JCT.								
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
JERSEY (Atl. Dist.)								
FRANKFORD JCT.								
SHORE								5.55
NORTH PHILA.								5.49
								5.45
ZOO								D 5.30
								5.22
PHILA.-30th ST.								
SUBURBAN STATION								
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily
	#●3602	●3704	190	◇108	#●3810	#●3706	●3812	22

STATIONS	FIRST CLASS			
	3606	1102	1160	3710
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.35	\$ 7.40	\$ 7.52	\$ 7.52
HUDSON	7.23	7.28	7.40	7.40
NEWARK	\$ 7.20	\$ 7.25	\$ 7.37	\$ 7.37
SOUTH ST. (Newark)	\$ 7.18			
HUNTER	7.17	7.21	7.33	7.33
NORTH ELIZABETH	\$ 7.14		\$ 7.30	
ELIZABETH	\$ 7.11		\$ 7.27	
SOUTH ELIZABETH	7.08	7.17	7.25	7.28
LINDEN	\$ 7.04		\$ 7.21	
NORTH RAHWAY	\$ 7.01			
RAHWAY	\$ 6.59		\$ 7.17	\$ 7.22
UNION	6.57	7.11	7.15	7.20
AVENEL	\$ 6.53		\$ 7.12	
EDGAR	\$ 6.50			
WOODBIDGE	\$ 6.48		\$ 7.09	MU
GENASCO				
WC.	6.43	6.57	7.04	
PERTH AMBOY	\$ 6.40		\$ 7.01	
SOUTH AMBOY	\$ 6.35	\$ 6.52	\$ 6.57	
COLONIA			\$ 7.17	
ISELIN			\$ 7.14	
METUCHEN	MU		\$ 7.10	
EDISON			\$ 7.06	
NEW BRUNSWICK COUNTY			\$ 7.02	
ADAMS			6.58	
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
TRENTON				
MORRISVILLE				
LEVITOWN-TULLYTOWN				
GRUNDY				
BRISTOL	Will Not Run	Will Not Run	Will Not Run	
CROYDON	Nov. 22	Nov. 22	Nov. 22	
EDDINGTON	Dec. 25	Dec. 25	Dec. 25	
CORNWELLS HEIGHTS	Jan. 1	Jan. 1	Jan. 1	
ANDALUSIA	Feb. 22	Feb. 22	Feb. 22	
TORRESDALE				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE	\$ 5.58			
	5.57	6.19		6.29
	\$ 5.53	D 6.15		D 6.25
NORTH PHILA.				
ZOO				
	5.47	6.07		6.19
		6.02		6.15
PHILA. 30th ST.	\$ 5.43	D 5.47		D 6.12
	\$ 5.35			
SUBURBAN STATION	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	‡● 3606	‡● 1102	● 1160	‡● 3710

STATIONS	FIRST CLASS							
	502	60	3608	3712	3610	3816	118	3818
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.50	\$ 8.00	\$ 8.10	\$ 8.17	\$ 8.25	\$ 7.55	\$ 8.25	
HUDSON	7.36	7.48	7.58	8.05	8.12	7.43	8.12	
NEWARK	D 7.32	\$ 7.45	\$ 7.55	\$ 8.01	\$ 8.09	D 7.40	\$ 8.09	
SOUTH ST. (Newark)		\$ 7.43		\$ 7.59	\$ 8.04		\$ 8.05	
HUNTER		7.28	7.42	7.52	7.58	8.03	7.37	8.04
NORTH ELIZABETH			\$ 7.39	\$ 7.49		\$ 8.00		\$ 8.01
ELIZABETH			\$ 7.36	\$ 7.46	\$ 7.53	\$ 7.57		\$ 7.58
SOUTH ELIZABETH		7.24	7.34	7.44	7.50	7.54	7.33	7.55
LINDEN		\$ 7.30	\$ 7.40	\$ 7.46				\$ 7.51
NORTH RAHWAY				\$ 7.43				
RAHWAY		\$ 7.26	\$ 7.36	\$ 7.41	\$ 7.48			\$ 7.47
UNION		7.20	7.24	7.34	7.39	7.45	7.29	7.44
AVENEL					\$ 7.36			
EDGAR	Will Not Run				\$ 7.34			
WOODBIDGE	Nov. 23, 24	\$ 7.19	MU			MU		MU
GENASCO	Dec. 24, 25, 31				\$ 7.30			
WC.	Jan. 1	7.14			7.27			
PERTH AMBOY	Feb. 23	\$ 7.11			\$ 7.24			
SOUTH AMBOY	Apr. 13	\$ 7.07			\$ 7.20			
COLONIA						\$ 7.42		\$ 7.42
ISELIN						\$ 7.39		\$ 7.39
METUCHEN	Will Not Run	7.14	MU	\$ 7.27	MU	\$ 7.33	7.23	\$ 7.35
EDISON	Nov. 22			\$ 7.22				\$ 7.30
NEW BRUNSWICK COUNTY	Dec. 25			\$ 7.18		\$ 7.22		\$ 7.26
ADAMS	Jan. 1	7.07		7.14		7.16	7.17	7.21
DEANS						\$ 7.13		\$ 7.17
MONMOUTH JCT.						\$ 7.10		\$ 7.14
PLAINSBORO	No Baggage Service	6.59				\$ 7.06	7.09	\$ 7.12
PRINCETON JCT.	Feb. 22	6.54				\$ 7.00	7.03	\$ 7.08
TRENTON		\$ 6.44				\$ 6.56	7.03	\$ 7.05
MORRISVILLE		\$ 6.38				\$ 6.46	D 6.53	\$ 6.55
LEVITOWN-TULLYTOWN		\$ 6.31						
GRUNDY			6.35				6.45	
BRISTOL	\$ 6.24							
CROYDON	\$ 6.19		Will Not Run	Will Not Run	Will Not Run	Will Not Run		
EDDINGTON			Nov. 22	Nov. 22	Nov. 22	Nov. 22		
CORNWELLS HEIGHTS			Dec. 25	Dec. 25	Dec. 25	Dec. 25		
ANDALUSIA			Jan. 1	Jan. 1	Jan. 1	Jan. 1		
TORRESDALE			Feb. 22	Feb. 22	Feb. 22	Feb. 22		
HOLMESBURG JCT.		6.05					6.35	
TACONY			6.25					
WISSINOMING								
BRIDESBURG		\$ 6.02						
FRANKFORD								
JERSEY (Atl. Dist.)								
FRANKFORD JCT.								
SHORE								
		\$ 5.58						
		5.57	6.19				6.29	
		\$ 5.53	D 6.15				D 6.25	
NORTH PHILA.								
ZOO								
		5.47	6.07				6.19	
			6.02				6.15	
PHILA. 30th ST.		\$ 5.43	D 5.47				D 6.12	
		\$ 5.35						
SUBURBAN STATION	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Saturday Only
	‡● 502	‡● 60	‡● 3608	‡● 3712	‡● 3610	‡● 3816	● 118	3818

STATIONS	FIRST CLASS			
	4	1134	3904	1104
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 8.16	\$ 8.20	\$ 8.38	\$ 8.32
HUDSON	8.02	8.08	8.26	8.20
NEWARK	7.59	\$ 8.05	\$ 8.23	\$ 8.17
SOUTH ST. (Newark)			\$ 8.20	
HUNTER	7.51	8.01	8.19	8.13
NORTH ELIZABETH			\$ 8.16	
ELIZABETH			\$ 8.13	
SOUTH ELIZABETH	7.47	7.57	8.11	8.09
LINDEN			\$ 8.07	
NORTH RAHWAY			\$ 8.04	
RAHWAY			\$ 8.02	
UNION	7.43	7.50	7.53	8.03
		Z 7.44		Z 7.57
AVENEL				
EDGAR				
WOODBRIDGE	P. A. & W. Br.		MU	
GENASCO				
WC				
PERTH AMBOY	N. Y. & L. B. R. R.	7.36		7.49
SOUTH AMBOY				\$ 7.43
COLONIA				
ISELIN				
METUCHEN	7.37			
EDISON				
NEW BRUNSWICK COUNTY	7.30			
ADAMS				
DEANS				
MONMOUTH JCT.	7.22			
PLAINSBORO				
PRINCETON JCT.	7.17			
TRENTON	D 7.07			
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL	6.55	Will Not Run	Will Not Run	Will Not Run
CROYDON		Nov. 22	Nov. 22	Nov. 6
EDDINGTON		Dec. 25	Dec. 25	Dec. 25
CORNWELLS HEIGHTS		Jan. 1	Jan. 1	Jan. 1
ANDALUSIA		Feb. 22	Feb. 22	Feb. 22
TORRESDALE				
HOLMESBURG JCT.	6.45			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE	6.39			
NORTH PHILA.	6.35			
ZOO	D 6.29			
	6.23			
PHILA.-30th ST.	Lower Level			
	Upper Level			
	Lower Level			
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	4	◆ 1134	◆ 3904	◆ 1104

	FIRST CLASS							
	504	254	3716	1156	1106	3618	200	234
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.29	\$ 8.35	\$ 8.40	\$ 8.42	\$ 8.50	\$ 8.46	\$ 8.50	
	8.17	8.23	8.28	8.30	8.38	8.33	8.38	
	\$ 8.14	\$ 8.20	\$ 8.25	\$ 8.27	\$ 8.35	\$ 8.30	\$ 8.35	
		8.10	8.17	8.21	8.24	8.31	8.26	8.32
				\$ 8.16	\$ 8.19			
		8.06	8.12	8.14	8.17	8.26	8.22	8.27
						\$ 8.20		\$ 8.21
		8.02	8.07	8.07	8.10	8.17	8.18	8.19
			Z 8.01	Z 8.05				
						\$ 8.13		
						\$ 8.10		
	MU		MU			\$ 8.08		
				7.52	7.56	8.03		
				\$ 7.49	\$ 7.53	\$ 8.00		
				\$ 7.45		\$ 7.53		
Will Not Run								
Nov. 22		7.56	\$ 8.00			MU	8.13	\$ 8.13
Dec. 25			\$ 7.55					
Jan. 1	\$ 7.48	\$ 7.51				D 8.06	\$ 8.06	\$ 8.06
	7.45	7.47				8.03	8.03	
		7.38					7.56	7.56
		\$ 7.31					\$ 7.50	\$ 7.50
	\$ 7.32	\$ 7.21					\$ 7.40	\$ 7.40
	\$ 7.25							
		7.10						
	\$ 7.19	Will Not Run	Will Not Run	Will Run	Will Not Run	Will Not Run	\$ 7.29	\$ 7.30
	\$ 7.15	Nov. 22	Nov. 22	Nov. 6 Only	Nov. 22	Nov. 6	Will Not Run	
		Dec. 25	Dec. 25		Dec. 25	Dec. 25	Nov. 22	
	\$ 7.09	Jan. 1	Jan. 1		Jan. 1	Jan. 1	Dec. 25	
		Feb. 22	Feb. 22		Feb. 22	Feb. 22	Jan. 1	
	\$ 7.05						Nov. 22	
							Dec. 25	
							Jan. 1	
	\$ 7.02							
	\$ 6.58	7.00					7.19	7.20
	\$ 6.56							
	\$ 6.54							
	\$ 6.52							
	\$ 6.50							
	6.49	6.54					7.13	7.14
	\$ 6.45	\$ 6.50					\$ 7.09	\$ 7.10
	6.40	6.44					7.04	7.04
	\$ 6.36	\$ 6.40					\$ 7.00	\$ 7.00
	\$ 6.33							
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	◆ 504	◆ 254	◆ 3716	◆ 1156	◆ 1106	◆ 3618	◆ 200	◆ 234

STATIONS	FIRST CLASS				
	1162	3720	48	4244	
	A. M.	A. M.	A. M.	A. M.	
NEW YORK	\$ 8.58	\$ 9.02	\$ 8.55	\$ 9.10	
HUDSON	8.46	8.50	8.40	8.58	
NEWARK	\$ 8.43	\$ 8.47	D 8.37	\$ 8.55	
SOUTH ST. (Newark)		\$ 8.45			
HUNTER	8.39	8.44	8.32	8.51	
NORTH ELIZABETH		\$ 8.41		\$ 8.48	
ELIZABETH	\$ 8.34	\$ 8.38		\$ 8.45	
SOUTH ELIZABETH	8.32	8.35	8.28	8.43	
LINDEN		\$ 8.31		\$ 8.39	
NORTH RAHWAY		\$ 8.28			
RAHWAY	\$ 8.25	\$ 8.26		\$ 8.35	
UNION	8.22	8.24	8.24	8.33	
AVENEL					
EDGAR	P. A. & W. Br.				
WOODBRIDGE		\$ 8.17	MU		MU
GENASCO					
WC.	N. Y. & L. B. R. R.	8.12			
PERTH AMBOY		\$ 8.09			
SOUTH AMBOY		\$ 8.04			
COLONIA		\$ 8.22			
ISELIN		\$ 8.19		\$ 8.29	
METUCHEN		\$ 8.15	8.19	\$ 8.25	
EDISON					
NEW BRUNSWICK		\$ 8.08		\$ 8.18	
COUNTY		8.04	8.13	8.15	
ADAMS					
DEANS					
MONMOUTH JCT.			8.06		
PLAINSBORO					
PRINCETON JCT.			8.01		
TRENTON			D 7.51		
MORRISVILLE					
LEVITTOWN-TULLYTOWN					
GRUNDY			7.43		
BRISTOL		Will Not Run		Will Run	
CROYDON		Nov. 22		Sunday	
EDDINGTON		Dec. 25		and	
CORNWELLS HEIGHTS		Jan. 1		Nov. 22	
ANDALUSIA		Feb. 22		Dec. 25	
TORRESDALE				Jan. 1	
				Feb. 22	
HOLMESBURG JCT.			7.33		
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
JERSEY (Atl. Dist.)					
FRANKFORD JCT.					
SHORE			7.27		
NORTH PHILA.			7.23		
ZOO			D 7.20		
			7.13		
PHILA. - 30th ST.	Lower Level				
	Upper Level				
	Lower Level				
SUBURBAN STATION					
	A. M.	A. M.	A. M.	A. M.	A. M.
	Saturday Only	Daily Ex. Sat. & Sun.	Daily		
	● 1162	± 3720	◇ 48	● 4244	

STATIONS	FIRST CLASS							
	1108	3820	30	1110	3822	28	202	3912
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 9.07	\$ 9.10	\$ 9.15		\$ 9.35	\$ 9.30	\$ 9.34	\$ 9.45
HUDSON	8.55	8.58	9.03		9.23	9.18	9.21	9.33
NEWARK	\$ 8.52	\$ 8.55	D 9.00		\$ 9.20	D 9.15	\$ 9.18	\$ 9.30
SOUTH ST. (Newark)				\$ 9.06				
HUNTER	8.48	8.52	8.56	9.02	\$ 9.18	9.11	9.15	9.27
NORTH ELIZABETH		\$ 8.49		\$ 9.14	\$ 9.17			\$ 9.24
ELIZABETH	\$ 8.43	\$ 8.46		\$ 9.11	\$ 9.14			\$ 9.21
SOUTH ELIZABETH	8.41	8.44	8.52	8.58	\$ 9.09	9.07	9.11	9.19
LINDEN					\$ 9.05			\$ 9.15
NORTH RAHWAY		\$ 8.38			\$ 9.01			\$ 9.13
RAHWAY	8.35	8.36	8.47	8.52	8.59	9.03	9.07	9.11
UNION	Z 8.28							9.08
AVENEL								
EDGAR								
WOODBRIDGE		MU			MU			MU
GENASCO								
WC.	8.21			8.43				
PERTH AMBOY								
SOUTH AMBOY								
COLONIA								
ISELIN		\$ 8.29	8.42		\$ 8.53	8.58	9.02	
METUCHEN								
EDISON		\$ 8.22			\$ 8.47			
NEW BRUNSWICK		8.19	8.38		8.44	8.52	8.56	
COUNTY								
ADAMS								
DEANS								
MONMOUTH JCT.		\$ 8.11			\$ 8.36			
PLAINSBORO								
PRINCETON JCT.		\$ 8.04			\$ 8.29			
TRENTON		\$ 7.53	8.17		\$ 8.19	8.33	8.37	
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY			8.10			8.26	8.30	
BRISTOL	Will Not Run	Will Not Run		Will Not Run				Will Not Run
CROYDON	Nov. 22	Nov. 22		Nov. 6				Nov. 22
EDDINGTON	Dec. 25	Dec. 25		Nov. 22				Dec. 25
CORNWELLS HEIGHTS	Jan. 1	Jan. 1		Dec. 25				Dec. 25
ANDALUSIA	Feb. 22	Feb. 22		Jan. 1				Jan. 1
TORRESDALE				Feb. 22				Feb. 22
HOLMESBURG JCT.			8.00					
TACONY						8.16	8.20	
WISSINOMING								
BRIDESBURG								
FRANKFORD								
JERSEY (Atl. Dist.)								
FRANKFORD JCT.								
SHORE			7.54			8.10	8.14	
NORTH PHILA.			7.50			8.06	\$ 8.10	
ZOO			D 7.47			D 8.03		
			7.42			7.58	8.04	
PHILA. - 30th ST.							\$ 8.00	
SUBURBAN STATION								
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	± 1108	± 3820	◇ 30	± 1110	● 3822	± 28	± 202	± 3912

STATIONS	FIRST CLASS				
	1112	4202	3622	256	506
	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 9.40	\$ 9.55	\$ 9.58	\$ 9.55	
HUDSON	9.28	9.43	9.46	9.41	
NEWARK	\$ 9.25	\$ 9.40	\$ 9.43	\$ 9.38	
SOUTH ST. (Newark)					
HUNTER	9.21	9.37	9.40	9.34	
NORTH ELIZABETH			\$ 9.37		
ELIZABETH		\$ 9.32	\$ 9.34		
SOUTH ELIZABETH	9.16	9.30	9.32	9.30	
LINDEN		\$ 9.26	\$ 9.28		
NORTH RAHWAY					G.O. 1409 Page 74 Col. 5
RAHWAY		\$ 9.23	\$ 9.24		
UNION	9.10	9.21	9.22	9.25	
AVENEL			\$ 9.19		
EDGAR	P. A. & W. Br.				
WOODBRIE		MU	\$ 9.16		MU
GENASCO					
WC	N. Y. & L. B. R. R.	9.01	9.11		
PERTH AMBOY			\$ 9.08		
SOUTH AMBOY		\$ 8.56	\$ 9.04		
COLONIA					
ISELIN					
METUCHEN		\$ 9.15	MU	\$ 9.18	Will Not Run Dec. 25 Jan. 1
EDISON					
NEW BRUNSWICK COUNTY		\$ 9.08		\$ 9.11	
ADAMS		9.05		9.08	
DEANS					
MONMOUTH JCT.		\$ 8.57		9.01	
PLAINSBORO					
PRINCETON JCT.		\$ 8.50		\$ 8.55	
TRENTON		\$ 8.40		\$ 8.45	\$ 9.01
MORRISVILLE					
LEVITOWN-TULLYTOWN					\$ 8.54
GRUNDY				8.35	
BRISTOL	Will Not Run Nov. 6	Will Not Run Nov. 22	Will Not Run Nov. 22	Will Not Run Nov. 22	\$ 8.48
CROYDON	Nov. 22	Nov. 22	Nov. 22	Nov. 22	\$ 8.44
EDDINGTON	Dec. 25	Dec. 25	Dec. 25	Dec. 25	\$ 8.40
CORNWELLS HEIGHTS	Jan. 1	Jan. 1	Jan. 1	Jan. 1	\$ 8.36
ANDALUSIA	Feb. 22	Jan. 1	Feb. 22	Jan. 1	\$ 8.36
TORRESDALE					\$ 8.36
HOLMESBURG JCT.				8.25	\$ 8.33
TACONY					
WISSINOMING					
BRIDESBURG					\$ 8.29
FRANKFORD					
JERSEY (Atl. Dist.)					
FRANKFORD JCT.					
SHORE				8.19	8.26
NORTH PHILA.				\$ 8.15	\$ 8.22
ZOO				8.09	8.17
PHILA.- 30th ST.	Lower Level			\$ 8.05	\$ 8.13
	Upper Level				
	Lower Level				
SUBURBAN STATION					\$ 8.10
	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	•1112	•4202	•3622	•256	•506

STATIONS	FIRST CLASS							
	1164	508	510	1001	3914	3770	114	280
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$10.00				\$10.30	\$10.30	\$10.25	\$10.45
HUDSON	9.48				10.18	10.18	10.13	10.33
NEWARK	\$ 9.45				\$10.15	\$10.15	\$10.10	\$10.30
SOUTH ST. (Newark)					\$10.13			
HUNTER	9.41				10.12	10.11	10.06	10.27
NORTH ELIZABETH					\$10.09			
ELIZABETH	\$ 9.36				\$10.06	\$10.06		\$10.22
SOUTH ELIZABETH	9.34				10.04	10.04	10.02	10.20
LINDEN					\$10.00	\$10.00		
NORTH RAHWAY		G.O. 1409 Page 75 Col. 2	G.O. 1409 Page 75 Col. 3		\$ 9.57			
RAHWAY					\$ 9.55	\$ 9.56		\$10.14
UNION	9.28				9.52	9.53	9.58	10.12
AVENEL								
EDGAR	\$ 9.23	MU			MU	MU		Will Run Sunday and Nov. 22 Dec. 25 Jan. 1 Feb. 22
WOODBRIE								
GENASCO								
WC	9.18							
PERTH AMBOY	\$ 9.15							
SOUTH AMBOY	\$ 9.11							
COLONIA								
ISELIN								
METUCHEN								
EDISON		Will Run Saturday and Feb. 22	Will Not Run Dec. 25 Jan. 1 Feb. 22			\$ 9.49	9.53	\$10.06
NEW BRUNSWICK COUNTY						\$ 9.45		
ADAMS						\$ 9.41		\$ 9.59
DEANS						\$ 9.37		9.56
MONMOUTH JCT.						9.34	9.47	9.56
PLAINSBORO							9.40	9.49
PRINCETON JCT.							9.35	\$ 9.43
TRENTON		\$ 9.29	\$ 9.47				\$ 9.25	\$ 9.33
MORRISVILLE								
LEVITOWN-TULLYTOWN		\$ 9.22	\$ 9.39					\$ 9.26
GRUNDY							9.15	
BRISTOL	Will Run Saturday and Nov. 6	\$ 9.13	\$ 9.28					\$ 9.20
CROYDON	Nov. 22	\$ 9.06	\$ 9.18			Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22		
EDDINGTON	Dec. 25	\$ 9.00	\$ 9.11					
CORNWELLS HEIGHTS	Jan. 1	\$ 8.55	\$ 9.05					
ANDALUSIA	Feb. 22							
TORRESDALE								
HOLMESBURG JCT.		\$ 8.50	\$ 9.00					
TACONY		\$ 8.48	\$ 8.57				9.05	9.10
WISSINOMING		\$ 8.46	\$ 8.55					
BRIDESBURG		\$ 8.44						
FRANKFORD		\$ 8.42	\$ 8.52					
JERSEY (Atl. Dist.)								
FRANKFORD JCT.								
SHORE		\$ 8.40	\$ 8.50	9.04				
NORTH PHILA.		8.39	8.49	\$ 8.55			8.59	9.04
ZOO		\$ 8.35	\$ 8.45	8.54			\$ 8.55	\$ 9.00
PHILA.- 30th ST.				\$ 8.50				
SUBURBAN STATION		8.29	8.39	8.44			8.49	8.54
		\$ 8.25	\$ 8.35	\$ 8.40			8.45	\$ 8.50
		\$ 8.22					\$ 8.43	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily	
	•1164	•508	•510	1001	•3914	•3770	114	•280

STATIONS	FIRST CLASS		
	204	3726	104
	A. M.	A. M.	A. M.
NEW YORK	\$10.45	\$11.00	\$11.45
HUDSON	10.33	10.46	11.33
NEWARK	\$10.30	\$10.43	\$11.30
SOUTH ST. (Newark)			
HUNTER	10.26	10.39	11.27
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	10.22	10.34	11.23
LINDEN			
NORTH RAHWAY			
RAHWAY		\$10.28	
UNION	10.18	10.26	11.19
AVENEL			
EDGAR	P. A. & W. Br.		
WOODBIDGE		MU	
GENASCO			
WC.	N. Y. & L. B. R. R.		
PERTH AMBOY			
SOUTH AMBOY			
COLONIA		\$10.23	
ISELIN		\$10.21	
METUCHEN	10.13	\$10.17	11.13
EDISON		\$10.13	
NEW BRUNSWICK	\$10.06	\$10.09	
COUNTY	10.03	10.04	11.07
ADAMS			
DEANS			
MONMOUTH JCT.	9.56		10.59
PLAINSBORO			
PRINCETON JCT.	\$ 9.50		10.54
TRENTON	\$ 9.40		\$10.44
MORRISVILLE			
LEVITTOWN-TULLYTOWN			
GRUNDY	9.30		10.35
BRISTOL	Will Not Run	Will Not Run	
CROYDON	Nov. 22	Nov. 22	
EDDINGTON	Dec. 25	Dec. 25	
CORNWELLS HEIGHTS	Jan. 1	Jan. 1	
ANDALUSIA	Feb. 22	Feb. 22	
TORRESDALE			
HOLMESBURG JCT.	9.20		10.25
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Atl. Dist.)			
FRANKFORD JCT.			
SHORE	9.14		10.19
NORTH PHILA	\$ 9.10		\$10.15
ZOO	9.05		10.10
PHILA.-30th ST.	\$ 9.00		10.05
	Lower Level		
	Upper Level		
	Lower Level		\$10.02
SUBURBAN STATION			
	A. M.	A. M.	A. M.
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily
	±●204	±●3726	104

STATIONS	FIRST CLASS							
	170	3916	1114	3824	512	1150	206	3728
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	11.20	\$10.55	\$11.05	\$11.20	\$11.55	\$11.35	\$11.41	\$11.55
HUDSON	10.43	10.53	11.08	11.43		11.23	11.29	11.43
NEWARK	\$10.40	\$10.50	\$11.05	#11.40		\$11.20	\$11.26	\$11.40
				\$11.34				
SOUTH ST. (Newark)								
HUNTER	10.37	10.47	11.01	11.31		11.16	11.22	11.37
NORTH ELIZABETH				\$11.28				
ELIZABETH		\$10.42	\$10.56	\$11.25		\$11.11		
SOUTH ELIZABETH	10.33	10.40	10.54	11.20		11.09	11.18	11.32
LINDEN		\$10.36		\$11.15				
NORTH RAHWAY		\$10.32	\$10.48	\$11.08	G.O. 1409 Page 77 Col. 5	\$11.03		\$11.26
RAHWAY	10.29	10.30	10.46	11.02		11.01	11.14	11.24
UNION								
AVENEL								
EDGAR								
WOODBIDGE		MU	\$10.41	MU	MU	\$10.56		MU
GENASCO								
WC.								
PERTH AMBOY			10.36			10.51		
SOUTH AMBOY			\$10.33			\$10.48		
			\$10.29			\$10.44		
COLONIA				F11.00				\$11.21
ISELIN				\$10.58	Will Not Run Dec. 25 Jan. 1			\$11.18
METUCHEN	10.23			\$10.54			11.09	\$11.14
EDISON				E10.42				\$11.10
NEW BRUNSWICK				\$10.34			\$11.02	\$11.06
COUNTY	10.17			10.24			10.59	11.02
ADAMS				\$10.20				
DEANS								
MONMOUTH JCT.	10.09			\$10.14			10.52	
PLAINSBORO								
PRINCETON JCT.	10.04			\$10.08			10.47	
TRENTON	\$ 9.54			\$ 9.58			\$10.37	
MORRISVILLE					\$10.33			
LEVITTOWN-TULLYTOWN								
GRUNDY	9.45				\$10.26		10.29	
BRISTOL		Will Not Run	Will Not Run		\$10.20	Will Run Sunday and Nov. 22 Dec. 25 Jan. 1 Feb. 22		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22
CROYDON		Nov. 22	Nov. 22		\$10.16			Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22
EDDINGTON		Dec. 25	Dec. 25		\$10.12			
CORNWELLS HEIGHTS		Jan. 1	Jan. 1		\$10.08			
ANDALUSIA		Feb. 22	Feb. 22					
TORRESDALE								
HOLMESBURG JCT.	9.35				\$10.04		10.19	
TACONY					\$10.01			
WISSINOMING					\$ 9.59			
BRIDESBURG					\$ 9.57			
FRANKFORD								
JERSEY (Atl. Dist.)								
FRANKFORD JCT.								
SHORE	9.29				\$ 9.54			
NORTH PHILA	\$ 9.25				9.53		10.13	
ZOO	9.19				\$ 9.49		\$10.09	
PHILA.-30th ST.	\$ 9.15							
					9.44		10.04	
							\$10.00	
					\$ 9.40			
					\$ 9.37			
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Saturday Only	Daily Ex. Sat. & Sun.		Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	●170	±●3916	±●1114	3824	±●512	●1150	±●206	±●3728

STATIONS	FIRST CLASS				
	3828	148	516	50	518
	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 2.07	\$ 2.05		D 2.25	
HUDSON	1.55	1.52		2.13	
NEWARK	\$ 1.52	\$ 1.49		2.10	D 1.55
SOUTH ST. (Newark)					
HUNTER	1.49	1.45		1.53	
NORTH ELIZABETH	G 1.46				
ELIZABETH	\$ 1.44				
SOUTH ELIZABETH	1.42	1.41		1.49	
LINDEN	\$ 1.38				
NORTH RAHWAY			G.O. 1409		G.O. 1409
RAHWAY	\$ 1.34		Page 80	1.45	Page 80
UNION	1.32	1.37	Col. 3		Col. 5
AVENEL					
EDGAR					
WOODBIDGE					
GENASCO	MU		MU		MU
WC					
PERTH AMBOY					
SOUTH AMBOY					
COLONIA					
ISELIN	G 1.29				
METUCHEN	\$ 1.26	1.32	Will Not Run	1.40	Will Not Run
EDISON	G 1.23		Dec. 25		Dec. 25
NEW BRUNSWICK	\$ 1.20	R 1.27	Jan. 1		Jan. 1
COUNTY	1.18	1.25		1.34	
ADAMS					
DEANS					
MONMOUTH JCT.	1.10	1.17		1.27	
PLAINSBORO					
PRINCETON JCT.	\$ 1.04	\$ 1.11		1.22	
TRENTON	\$12.54	\$ 1.01		1.12	
MORRISVILLE					
LEVITTOWN-TULLYTOWN					
GRUNDY		12.51	\$ 1.17	1.00	\$ 2.17
BRISTOL			\$ 1.12		\$ 2.12
CROYDON			\$ 1.08		\$ 2.08
EDDINGTON					
CORNWELLS HEIGHTS			\$ 1.04		\$ 2.04
ANDALUSIA					
TORRESDALE			\$ 1.00		\$ 2.00
HOLMESBURG JCT.		12.41	\$12.56	12.50	\$ 1.56
TACONY			\$12.54		\$ 1.54
WISSINOMING			\$12.52		\$ 1.52
BRIDESBURG			\$12.50		\$ 1.50
FRANKFORD					\$ 1.49
JERSEY (Atl. Dist.)					
FRANKFORD JCT.			\$12.47		\$ 1.47
SHORE		12.35	12.46	12.44	1.46
NORTH PHILA.		\$12.31	\$12.42	12.40	\$ 1.42
ZOO		12.25	12.37	12.18	1.37
PHILA.-30th ST.		12.21			
Lower Level			\$12.33		\$ 1.33
Upper Level					
Lower Level		\$12.16			
SUBURBAN STATION			\$12.30		\$ 1.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.
	#●3828	●148	#●516	50	#●518

STATIONS	FIRST CLASS							
	3738	3926	212	3740	1118	3742	1182	130
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 2.32	\$ 2.50	\$ 2.47	\$ 3.05	\$ 3.15	\$ 3.30	\$ 3.40	\$ 3.35
HUDSON	2.20	2.38	2.33	2.53	3.03	3.18	3.28	3.23
NEWARK	\$ 2.17	\$ 2.35	\$ 2.28	\$ 2.50	\$ 3.00	\$ 3.15	\$ 3.25	\$ 3.20
SOUTH ST. (Newark)								
HUNTER	2.13	2.32	2.24	2.47	2.57	3.12	3.22	3.17
NORTH ELIZABETH				R 2.44				
ELIZABETH	\$ 2.08	\$ 2.27		\$ 2.42	\$ 2.52	\$ 3.07	\$ 3.17	
SOUTH ELIZABETH	2.06	2.25	2.20	2.40	2.50	3.05	3.15	3.13
LINDEN	\$ 2.02	\$ 2.21		\$ 2.36		\$ 3.01		
NORTH RAHWAY								
RAHWAY	\$ 1.58	\$ 2.16		\$ 2.32	\$ 2.44	\$ 2.58	\$ 3.09	
UNION	1.56	2.13	2.16	2.29	2.42	2.56	3.07	3.09
AVENEL								
EDGAR								
WOODBIDGE								
GENASCO	MU	MU		MU	\$ 2.38	MU	\$ 3.02	
WC					2.33		2.57	
PERTH AMBOY					\$ 2.30		\$ 2.54	
SOUTH AMBOY					\$ 2.25		\$ 2.50	
COLONIA								
ISELIN	\$ 1.52			Q 2.25		\$ 2.52		
METUCHEN	\$ 1.48		2.11	\$ 2.22		\$ 2.48		3.04
EDISON								
NEW BRUNSWICK	\$ 1.40		\$ 2.05	\$ 2.15		\$ 2.41		
COUNTY	1.36		2.02	2.09		2.36		2.58
ADAMS								
DEANS								
MONMOUTH JCT.				1.55				
PLAINSBORO								
PRINCETON JCT.				\$ 1.49				
TRENTON				\$ 1.39				\$ 2.37
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY				1.30				2.29
BRISTOL								
CROYDON								
EDDINGTON								
CORNWELLS HEIGHTS								
ANDALUSIA								
TORRESDALE								
HOLMESBURG JCT.				1.20				2.19
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
JERSEY (Atl. Dist.)								
FRANKFORD JCT.								
SHORE				1.14				2.13
NORTH PHILA.				\$ 1.10				\$ 2.09
ZOO								
PHILA.-30th ST.				1.04				2.04
Lower Level				\$ 1.00				2.00
Upper Level								
Lower Level								\$ 1.58
SUBURBAN STATION								
	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	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily
	#3738	#●3926	●212	●3740	#1118	#●3742	●1182	●130

STATIONS	FIRST CLASS			
	3750	3630	174	4252
	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 5.34	\$ 5.42	6.00	\$ 5.55
HUDSON	5.22	5.30	5.27	5.43
NEWARK	\$ 5.19	\$ 5.27	\$ 5.24	\$ 5.40
SOUTH ST. (Newark)	\$ 5.16	\$ 5.25		
HUNTER	5.15	5.24	5.19	5.37
NORTH ELIZABETH	\$ 5.12	\$ 5.21		\$ 5.34
ELIZABETH	\$ 5.09	\$ 5.18		\$ 5.31
SOUTH ELIZABETH	5.07	5.16	5.15	5.29
LINDEN	\$ 5.03	\$ 5.12		\$ 5.25
NORTH RAHWAY	\$ 5.00	\$ 5.09		
RAHWAY	\$ 4.58	\$ 5.07		\$ 5.22
UNION	4.56	5.05	5.11	5.20
AVENEL		\$ 5.02		
EDGAR		\$ 5.00		
WOODBRIIDGE	P. A. & W. Br.	MU		MU
GENASCO			\$ 4.55	
WC	N. Y. & L. B. R. R.	4.52		
PERTH AMBOY		\$ 4.49		
SOUTH AMBOY		\$ 4.45		
COLONIA				
ISELIN				\$ 5.16
METUCHEN	\$ 4.49	MU	5.06	\$ 5.12
EDISON	\$ 4.45			\$ 5.09
NEW BRUNSWICK	\$ 4.41			\$ 5.05
COUNTY	4.38		5.00	5.01
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
TRENTON			\$ 4.39	
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY			4.30	
BRISTOL	Will Not Run	Will Not Run		Will Run Sunday and
CROYDON	Nov. 22	Nov. 22		Nov. 22
EDDINGTON	Dec. 25	Dec. 25		Dec. 25
CORNWELLS HEIGHTS	Jan. 1	Jan. 1		Jan. 1
ANDALUSIA	Feb. 22	Feb. 22		Feb. 22
TORRESDALE				
HOLMESBURG JCT.			4.20	
TACONY				
WISSINOMING				
BRIDSEBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE			4.14	
NORTH PHILA.			\$ 4.10	
ZOO			4.04	
PHILA.-30th ST.	Lower Level		4.00	
	Upper Level			
	Lower Level		\$ 3.55	
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	
	•3750	•3630	•174	•4252

FIRST CLASS							
3834	128	3752	32	522	3634	1029	524
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 6.00	\$ 5.50	\$ 6.14	\$ 6.05		\$ 6.33		
5.48	5.39	6.02	5.52		6.21		
\$ 5.45	\$ 5.38	\$ 5.69	\$ 5.49		\$ 6.18		
		\$ 5.56			\$ 6.16		
5.41	5.33	5.55	5.45		6.15		
		\$ 5.52			\$ 6.12		
\$ 5.36		\$ 5.49			\$ 6.09		
5.34	5.29	5.47	5.41		6.07		
		\$ 5.43			\$ 6.03		
		M 5.41		G.O. 1409 Page 85 Col. 5	\$ 6.00		G.O. 1409 Page 85 Col. 8
5.29	5.25	5.37	5.37		\$ 5.68		
					5.56		
					\$ 5.53		
MU	First Trip Dec. 16	MU			\$ 5.60		MU
					\$ 5.48		
						5.43	
					\$ 5.40		
					\$ 5.35		
		\$ 5.34					
		\$ 5.32					
\$ 5.23	5.19	\$ 5.28	5.31		MU		Will Not Run Dec. 25 Jan. 1
		\$ 5.24					
\$ 5.16		\$ 5.20					
5.13	5.13	5.17	5.25				
\$ 5.10							
\$ 5.04	5.05		5.17				
\$ 4.57	5.00		5.12				
\$ 4.47	D 4.49		\$ 5.02				
					\$ 5.22		\$ 5.43
					F 5.18		
					\$ 5.15		\$ 5.37
	4.40		4.53				
					\$ 5.08		\$ 5.31
Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	\$ 5.01	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	\$ 5.27
				Baggage Service Monday	G 4.57		\$ 5.23
					\$ 4.55		\$ 5.21
					\$ 4.48		\$ 5.16
	4.30		4.43		\$ 4.44		\$ 5.12
					\$ 4.41		\$ 5.10
					\$ 4.39		\$ 5.08
					\$ 4.37		\$ 5.06
					\$ 4.35		
							5.08
					\$ 4.33		C 5.00
	4.24		4.37		4.32		4.59
	\$ 4.20		# 4.33		\$ 4.28		\$ 4.55
			\$ 4.30				\$ 4.58
	4.14		4.22		4.22		4.50
\$ 4.10							4.45
					\$ 4.18		\$ 4.48
					\$ 4.15		\$ 4.45
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
•3834	•128	•3752	•32	•522	•3634	1029	•524

STATIONS	FIRST CLASS				
	220	132	526	4208	528
	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 6.37	\$ 6.45		\$ 7.10	
HUDSON	6.25	6.33		6.58	
NEWARK	\$ 6.22	\$ 6.30		\$ 6.55	
SOUTH ST. (Newark)					
HUNTER	6.19	6.27		6.51	
NORTH ELIZABETH				\$ 6.46	
ELIZABETH				6.44	
SOUTH ELIZABETH	6.15	6.23			
LINDEN				\$ 6.40	
NORTH RAHWAY			G.O. 1409 Page 86 Col. 3	\$ 6.36	G.O. 1409 Page 86 Col. 5
RAHWAY				6.32	
UNION	6.11	6.19			
AVENEL					
EDGAR	P. A. & W. Br.				
WOODBIDGE					
GENASCO				MU	MU	MU
WC	N. Y. & L. B. R. R.				
PERTH AMBOY					
SOUTH AMBOY					
COLONIA					
ISELIN				\$ 6.28	Will Not Run Dec. 25
METUCHEN	6.06	6.14		\$ 6.24	Jan. 1
EDISON				\$ 6.18	Will Not Run Dec. 25
NEW BRUNSWICK COUNTY	6.00	6.08		6.15	Jan. 1
ADAMS					
DEANS					
MONMOUTH JCT.	5.53			\$ 6.07	
PLAINSBORO					
PRINCETON JCT.	\$ 5.47			\$ 6.00	
TRENTON	\$ 5.37	\$ 5.47		\$ 5.50	
MORRISVILLE				\$ 6.00	
LEVITTOWN-TULLYTOWN				\$ 5.53	
GRUNDY	5.29	5.38			\$ 5.59
BRISTOL			\$ 5.47	Will Run Sunday and Nov. 22	\$ 5.53
CROYDON			\$ 5.43	Dec. 25 Jan. 1	
EDDINGTON	Will Not Run Nov. 22		\$ 5.39	Feb. 22	
CORNWELLS HEIGHTS					\$ 5.44
ANDALUSIA					
TORRESDALE					
HOLMESBURG JCT.	5.19	5.28	5.31		\$ 5.40
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
JERSEY (Atl. Dist.)					
FRANKFORD JCT					
SHORE	5.13	5.22	5.25		5.32
NORTH PHILA.	\$ 5.09	\$ 5.18	5.21		\$ 5.28
ZOO	5.04	5.13	5.16		5.23
PHILA.- 30th ST.	\$ 5.00	\$ 5.09	5.12		\$ 5.19
SUBURBAN STATION			\$ 5.09		\$ 5.16
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	◆220	◆132	◆526	4208	◆528

STATIONS	FIRST CLASS							
	1031	530	3838	1172	1122	3836	1184	3858
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK			\$ 7.10	\$ 7.10	\$ 7.15	\$ 7.30	\$ 7.30	\$ 8.20
HUDSON			6.57	6.57	7.03	7.18	7.18	8.08
NEWARK			\$ 6.54	\$ 6.54	\$ 7.00	# 7.15	\$ 7.15	# 8.05
SOUTH ST. (Newark)						\$ 7.07		\$ 7.48
HUNTER			6.50	6.50	6.57	7.05	7.11	7.46
NORTH ELIZABETH			\$ 6.45	\$ 6.45	\$ 6.52	\$ 7.00	\$ 7.06	\$ 7.41
ELIZABETH			6.43	6.43	6.50	6.57	7.04	7.31
SOUTH ELIZABETH			\$ 6.39	\$ 6.39		\$ 6.53		\$ 7.27
LINDEN			\$ 6.35	\$ 6.35	\$ 6.44	\$ 6.47	\$ 6.57	\$ 7.15
NORTH RAHWAY			6.33	6.33	6.42	6.43	6.55	7.02
RAHWAY					6.37			
UNION								
AVENEL								
EDGAR	P. A. & W. Br.							
WOODBIDGE								
GENASCO				MU	MU	\$ 6.28	\$ 6.32	MU	$ 6.50
WC	N. Y. & L. B. R. R.							
PERTH AMBOY								
SOUTH AMBOY								
COLONIA								
ISELIN								
METUCHEN	6.06	6.14						
EDISON								
NEW BRUNSWICK COUNTY	6.00	6.08						
ADAMS								
DEANS								
MONMOUTH JCT.	5.53							
PLAINSBORO								
PRINCETON JCT.	\$ 5.47							
TRENTON	\$ 5.37	\$ 5.47						
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY	5.29	5.38						
BRISTOL			\$ 6.29					
CROYDON			\$ 6.25					
EDDINGTON	Will Not Run Nov. 22		\$ 6.21					
CORNWELLS HEIGHTS			\$ 6.17					
ANDALUSIA			6.14					
TORRESDALE								
HOLMESBURG JCT.	5.19	5.28						
TACONY								
WISSINOMING								
BRIDESBURG								
FRANKFORD								
JERSEY (Atl. Dist.)								
FRANKFORD JCT								
SHORE	5.13	5.22						
NORTH PHILA.	\$ 5.09	\$ 5.18						
ZOO	5.04	5.13						
PHILA.- 30th ST.	\$ 5.00	\$ 5.09						
SUBURBAN STATION								
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	◆1031	◆530	◆3838	◆1172	◆1122	3836	◆1184	◆3858

STATIONS	FIRST CLASS			
	532	152	4254	10
	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$ 7.35	\$ 8.05	E 8.30
HUDSON		7.23	7.53	8.18
NEWARK		\$ 7.20	\$ 7.50	# 7.50
SOUTH ST. (Newark)				E 7.34
HUNTER		7.18	7.48	7.32
NORTH ELIZABETH			\$ 7.41	
ELIZABETH		7.14	7.39	7.27
SOUTH ELIZABETH			\$ 7.35	
LINDEN			\$ 7.31	
NORTH RAHWAY	G.O. 1409			
RAHWAY	Page 88	7.10	7.29	7.22
UNION	Col. 1			
AVENEL				
EDGAR	P. A. &	MU	MU	
WOODBIDGE	W. Br.			
GENASCO				
WC				
PERTH AMBOY	N. Y. &			
SOUTH AMBOY	L. B. &			
	R. R.			
COLONIA			\$ 7.25	
ISELIN		7.05	\$ 7.21	7.17
METUCHEN			\$ 7.14	
EDISON		6.59	7.08	7.11
NEW BRUNSWICK				
COUNTY				
ADAMS				
DEANS				
MONMOUTH JCT.				7.03
PLAINSBORO				
PRINCETON JCT.				6.58
TRENTON	\$ 6.41	6.40		6.48
MORRISVILLE				
LEVITTOWN-TULLYTOWN	\$ 6.34			
GRUNDY		6.33		6.40
BRISTOL	\$ 6.28		Will Run	Will Not
CROYDON	\$ 6.24		Sunday	Run
EDDINGTON			and	Nov. 23,
CORNWELLS HEIGHTS	\$ 6.20		Nov. 22	24
ANDALUSIA			Dec. 25	Dec. 25,
TORRESDALE	\$ 6.16		Jan. 1	26
			Feb. 22	Jan. 1, 2
HOLMESBURG JCT.	\$ 6.12	6.23		6.30
TACONY	\$ 6.10			
WISSINOMING	\$ 6.08			
BRIDESBURG	\$ 6.06			
FRANKFORD	\$ 6.04			
JERSEY (Atl. Dist.)				
FRANKFORD JCT.	\$ 6.02			
SHORE	6.01	6.18		6.19
NORTH PHILA.	\$ 5.57	\$ 6.14		# 6.15
ZOO	5.52	6.10		E 5.55
PHILA.-30th ST.	Lower Level	\$ 5.48		5.38
	Upper Level			
	Lower Level			
SUBURBAN STATION	\$ 5.45			
	P. M.	P. M.	P. M.	P. M.
	Saturday	Daily	Daily Ex.	Daily Ex.
	Only	Ex. Sat.	Sun & Mon	
	● 532	● 152	● 4254	● 10

STATIONS	FIRST CLASS							
	222	534	3934	162	3638	3778	3760	298
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 8.00		\$ 8.15	\$ 8.15	\$ 8.35	\$ 8.50	\$ 8.45	\$ 8.42
HUDSON	7.48		8.02	8.03	8.23	8.38	8.33	8.30
NEWARK	\$ 7.45		\$ 7.59	\$ 8.00	\$ 8.20	\$ 8.35	\$ 8.30	\$ 8.27
SOUTH ST. (Newark)								
HUNTER		7.41	7.55	7.57	8.17	8.27	8.27	8.23
NORTH ELIZABETH			\$ 7.52					
ELIZABETH			\$ 7.49		\$ 8.12	\$ 8.22	\$ 8.22	
SOUTH ELIZABETH		7.37	7.47	7.53	8.10	8.20	8.20	8.19
LINDEN			\$ 7.43		\$ 8.06	\$ 8.16	\$ 8.16	
NORTH RAHWAY			\$ 7.40		\$ 8.02	\$ 8.11	\$ 8.12	
RAHWAY	G.O. 1409		\$ 7.38		\$ 8.02	\$ 8.11	\$ 8.12	
UNION	Page 89	7.33	7.38	7.49	8.00	8.08	8.10	8.15
	Col. 2							
AVENEL					\$ 7.57			
EDGAR								
WOODBIDGE		MU	MU		\$ 7.54	MU	MU	
GENASCO								
WC								
PERTH AMBOY					7.49			
SOUTH AMBOY					\$ 7.46			
					\$ 7.42			
COLONIA								
ISELIN								
METUCHEN		7.28	Will Not	7.44	MU	\$ 8.04	R 8.06	
EDISON			Run			\$ 8.00	\$ 8.03	8.10
NEW BRUNSWICK		\$ 7.22	Dec. 25					
COUNTY		7.19	Jan. 1			\$ 7.51	\$ 7.56	\$ 8.04
ADAMS						7.46	7.52	8.01
DEANS								
MONMOUTH JCT.								7.54
PLAINSBORO								
PRINCETON JCT.								\$ 7.48
TRENTON	\$ 6.55			\$ 7.16				\$ 7.38
MORRISVILLE								
LEVITTOWN-TULLYTOWN		\$ 7.11						
GRUNDY								
BRISTOL	\$ 6.45	\$ 6.58	Will Not		7.08			7.30
CROYDON	Will Not	\$ 6.54	Run					
EDDINGTON	Run		Nov. 22	Will Not				
CORNWELLS HEIGHTS	Nov. 22	\$ 6.50	Dec. 25	Run				
ANDALUSIA	Dec. 25		Jan. 1	Nov. 22				
TORRESDALE	Jan. 1	\$ 6.46	Feb. 22	Dec. 25				
				Jan. 1				
HOLMESBURG JCT.	6.35	\$ 6.42		Feb. 22				
TACONY		\$ 6.40						7.20
WISSINOMING		\$ 6.38						
BRIDESBURG		\$ 6.36						
FRANKFORD								
JERSEY (Atl. Dist.)								
FRANKFORD JCT.		\$ 6.33						
SHORE	6.29	6.32						7.14
NORTH PHILA.	\$ 6.25	\$ 6.28			6.53			\$ 7.10
ZOO	6.19	6.22			\$ 6.49			
PHILA.-30th ST.	\$ 6.15							7.04
		\$ 6.18			\$ 6.41			\$ 7.00
SUBURBAN STATION								
		\$ 6.15						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex.	Daily Ex.	Daily Ex.	Saturday	Daily Ex.	Saturday	Daily	
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Only	Sat. & Sun.	Only	Ex. Sat.	
	● 222	● 534	● 3934	● 162	● 3638	3778	● 3760	● 298

STATIONS	FIRST CLASS			
	154	272	3840	3850
	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 8.55	\$ 8.55	\$ 9.05	\$ 9.20
HUDSON	8.43	8.43	8.53	9.07
NEWARK	\$ 8.40	\$ 8.40	\$ 8.50	\$ 9.04
SOUTH ST. (Newark)				\$ 9.01
HUNTER	8.36	8.36	8.46	9.00
NORTH ELIZABETH				\$ 8.57
ELIZABETH				\$ 8.54
SOUTH ELIZABETH	8.32	8.32	8.42	8.52
LINDEN				\$ 8.48
NORTH RAHWAY				\$ 8.44
RAHWAY				\$ 8.42
UNION	8.28	8.28	8.38	8.42
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE			MU	MU
GENASCO				
WC.	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN				\$ 8.38
METUCHEN	8.23	8.23	8.33	\$ 8.34
EDISON				
NEW BRUNSWICK COUNTY	8.17	8.17	\$ 8.27	\$ 8.27
ADAMS				
DEANS				
MONMOUTH JCT.	8.10	8.10	\$ 8.16	\$ 8.16
PLAINSBORO				
PRINCETON JCT.	8.05	8.05	\$ 8.10	\$ 8.10
TRENTON	\$ 7.55	\$ 7.55	\$ 8.00	\$ 8.00
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY	7.47	7.47		
BRISTOL				
CROYDON			Will Not Run	
EDDINGTON			Nov. 22	
CORNWELLS HEIGHTS			Dec. 25	
ANDALUSIA			Jan. 1	
TORRESDALE			Feb. 22	
HOLMESBURG JCT.	7.37	7.37		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE	7.31	7.31		
NORTH PHILA.	\$ 7.27	\$ 7.27		
ZOO	7.22	7.22		
PHILA.-30th ST.	\$ 7.17	\$ 7.17		
	Lower Level			
	Upper Level			
	Lower Level			
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only
	●154	●272	●3840	●3850

STATIONS	FIRST CLASS							
	3762	1188	16	1126	284	156	4210	3842
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 9.35	\$ 9.30	\$ 9.25	\$ 9.50	\$ 9.47	\$ 9.55	\$10.15	\$10.20
HUDSON	9.23	9.17	9.13	9.38	9.34	9.42	10.08	10.07
NEWARK	# 9.20	\$ 9.14	D 9.10	# 9.35	\$ 9.31	\$ 9.39	\$10.00	\$10.04
	\$ 9.14			\$ 9.30				
SOUTH ST. (Newark)								
HUNTER	9.11	9.10	9.05	9.26	9.27	9.36	9.57	10.00
NORTH ELIZABETH	\$ 9.08						\$ 9.54	\$ 9.57
ELIZABETH	\$ 9.05	\$ 9.05		\$ 9.20			\$ 9.51	\$ 9.54
SOUTH ELIZABETH	9.03	9.03	9.01	9.15	9.23	9.32	9.49	9.52
LINDEN	\$ 8.58						\$ 9.45	\$ 9.48
NORTH RAHWAY	\$ 8.52	\$ 8.56					\$ 9.41	\$ 9.44
RAHWAY	8.49	8.54	8.57	9.09	9.19	9.28	9.39	9.42
UNION								
AVENEL								
EDGAR								
WOODBIDGE								
GENASCO	MU	\$ 8.49					MU	MU
WC.								
PERTH AMBOY		8.44		9.01				
SOUTH AMBOY		\$ 8.41		\$ 8.58				
		\$ 8.37		\$ 8.54				
COLONIA								
ISELIN								
METUCHEN	8.45							M 9.38
EDISON	\$ 8.41		8.52		9.14	9.23	\$ 9.33	\$ 9.34
NEW BRUNSWICK COUNTY	\$ 8.33							
ADAMS	8.27							
DEANS								
MONMOUTH JCT.			8.39		8.58	9.10	9.15	9.16
PLAINSBORO								
PRINCETON JCT.			8.34		\$ 8.51	9.05	\$ 9.09	\$ 9.10
TRENTON			\$ 8.24		\$ 8.41	\$ 8.55	\$ 8.59	\$ 9.00
MORRISVILLE								
LEVITTOWN-TULLYTOWN								
GRUNDY			8.15				M 8.46	
BRISTOL								
CROYDON	Will Not Run	Will Run		Will Not Run	F 8.30		Will Run	Will Not Run
EDDINGTON	Nov. 22	Sunday and		Nov. 22			Sunday and	Nov. 22
CORNWELLS HEIGHTS	Dec. 25	Nov. 22		Dec. 25			Nov. 22	Dec. 25
ANDALUSIA	Jan. 1	Jan. 1		Jan. 1			Jan. 1	Jan. 1
TORRESDALE	Feb. 22	Feb. 22		Feb. 22			Feb. 22	Feb. 22
HOLMESBURG JCT.			8.05		8.20	8.34		
TACONY								
WISSINOMING								
BRIDESBURG			7.59		8.14	8.28		
FRANKFORD			# 7.55		\$ 8.10	\$ 8.24		
JERSEY (Atl. Dist.)			\$ 7.53					
FRANKFORD JCT.								
SHORE			7.45		8.04	8.18		
NORTH PHILA.					\$ 8.00	\$ 8.14		
ZOO								
PHILA.-30th ST.								
	Lower Level							
	Upper Level							
	Lower Level							
SUBURBAN STATION								
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.		Daily Ex. Sat.	Daily Ex. Sun.		Daily		Daily Ex. Sun.
	‡3762	●1188	◇16	‡1126	●284	●156	●4210	‡3842

STATIONS	FIRST CLASS			
	12 P. M.	192 P. M.	282 P. M.	536 P. M.
NEW YORK	\$10.25	E10.35	\$11.10	
HUDSON	10.13	10.23	10.53	
NEWARK	\$10.10	#10.20	\$10.55	
		E10.09		
SOUTH ST. (Newark)				
HUNTER	10.06	10.06	10.52	
NORTH ELIZABETH				
ELIZABETH			\$10.47	
SOUTH ELIZABETH	10.02	10.02	10.45	
LINDEN				
NORTH RAHWAY				
RAHWAY			\$10.38	G.O. 1409 Page 92 Col. 4
UNION	9.58	9.58	10.36	
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE			Will Run Sunday and Nov. 22 Dec. 25 Jan. 1	
GENASCO				MU
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN				
METUCHEN	9.53	9.53	\$10.29	Will Not Run Dec. 25 Jan. 1
EDISON				
NEW BRUNSWICK			\$10.22	
COUNTY	9.47	9.47	10.19	
ADAMS				
DEANS				
MONMOUTH JCT.	9.40	9.40	10.12	
PLAINSBORO				
PRINCETON JCT.	9.35	9.35	\$10.08	
TRENTON	\$ 9.25	9.25	\$ 9.56	
		E 9.20		\$10.18
MORRISVILLE				
LEVITTOWN-TULLYTOWN				\$10.11
GRUNDY	9.15	9.12		
BRISTOL			F 9.45	\$10.05
CROYDON		Will Not Run Nov. 21 Dec. 24 Dec. 31		\$10.01
EDDINGTON				
CORNWELLS HEIGHTS				\$ 9.57
ANDALUSIA				
TORRESDALE				\$ 9.53
HOLMESBURG JCT.	9.05	9.02	9.35	\$ 9.49
TACONY				\$ 9.46
WISSINOMING				\$ 9.44
BRIDESBURG				\$ 9.42
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				\$ 9.40
SHORE	8.59	8.56	9.29	9.39
NORTH PHILA	# 8.55	8.52	\$ 9.25	\$ 9.35
	\$ 8.53			
ZOO	8.45	8.48	9.20	9.30
		8.44	\$ 9.15	
PHILA.- 30th ST.				\$ 9.26
		E 8.34		
SUBURBAN STATION				\$ 9.23
	P. M.	P. M.	P. M.	P. M.
	Saturday Only	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	◇12	#◇192	●282	◆●536

FIRST CLASS							
3766	3780	166	158	1128	1180	538	3768
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
\$11.25	\$11.25	\$11.20	\$11.35	\$11.40	\$11.55		\$12.35
11.13	11.13	11.08	11.22	11.28	11.43		12.23
\$11.10	\$11.10	\$11.05	\$11.19	\$11.25	\$11.40		\$12.20
11.07	11.07	11.02	11.15	11.21	11.37		12.17
\$11.04	\$11.04						
\$11.01	\$11.01		\$11.10	\$11.16	\$11.32		\$12.12
10.59	10.59	10.53	11.08	11.14	11.30		12.10
\$10.55	\$10.55				\$11.26		\$12.06
\$10.51	\$10.52			\$11.08	\$11.22	G.O. 1409 Page 93 Col. 7	\$12.02
10.49	10.50	10.54	11.04	11.08	11.20		12.00
MU	MU		Will Not Run Nov. 22 Dec. 25 Jan. 1	\$11.01	\$11.15	MU	MU
				10.56	11.10		
				\$10.53	\$11.07		
				\$10.49	\$11.03		
\$10.46	\$10.43					Will Not Run Dec. 25 Jan. 1	\$11.56
\$10.39	\$10.44	10.49	10.59				\$11.52
\$10.35							
\$10.31	\$10.37		\$10.52				\$11.45
10.28	10.33	10.43	10.49				11.42
		10.36	10.42				
		10.31	\$10.35				
		\$10.21	\$10.25				\$12.11
							\$12.04
		10.13					
Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22		Will Run Sunday and Nov. 22 Dec. 25 Jan. 1	\$10.15	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Run Sunday and Nov. 22 Dec. 25 Jan. 1 Feb. 22	\$11.58	\$11.54
						\$11.50	
						\$11.46	
		10.03	10.05			\$11.42	
						\$11.40	
		9.57	9.59			\$11.38	
		\$ 9.53	\$ 9.55			\$11.36	
						\$11.34	
						\$11.32	
						11.31	
						\$11.27	
		9.47	9.50			11.22	
		\$ 9.43	\$ 9.45				
						\$11.18	
						\$11.15	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily Ex. Sat. & Sun.	Saturday Only		Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.	Daily
◆●3766	●3780	●166	◆●158	◆●1128	●1180	◆●538	●3768

STATIONS	FIRST CLASS			
	◇161	‡945 Daily Ex. Sun.&Mon.	‡455 Daily Ex. Sun.	‡195 Daily Ex. Mon.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION..		\$12.35		
PHILA.- 30th-ST.	Lower Level Upper Level Lower Level	\$12.38		E 1.04
ARSENAL		\$12.16	\$12.50	# 1.27
BRILL		12.19	12.41	1.30
DARBY (Phila. Reg.)		12.23	12.44	1.34
CURTIS PARK		\$12.46		
SHARON HILL	Will Run	F12.47	Will Not	Will Not
FOLCROFT	Mon. and Dec. 26	\$12.49	Run Nov. 22	Run Nov. 23
GLENOLDEN	Jan. 2	\$12.51	Dec. 25	Dec. 26
NORWOOD		\$12.53	Jan. 1	Jan. 2
MOORE		\$12.55		
RIDLEY PARK		\$12.57		
CRUM LYNNE		\$12.59		
BALDWIN		F 1.01		
EDDYSTONE	12.30	F 1.03	1.07	1.41
CHESTER		F 1.05		
LAMOKIN ST.		S 1.07		
HIGHLAND AVE.		F 1.09		
TRAINER		F 1.11		
HOOK	12.34		1.13	1.46
MARCUS HOOK		S 1.17		
NAAMAN				
CLAYMONT		F 1.20		
BELLEVEUE				
BELL	12.39		1.19	1.51
EDGE MOOR		F 1.26		
WILMINGTON		S 1.32	S 1.25	E 1.56
WEST YARD	12.48		1.40	# 2.03
DAVIS	12.56	MU	1.45	2.06
NEWARK				2.14
ELKTON				
NORTH EAST	1.06			2.24
PERRYVILLE	1.13			2.31
HAVRE-DE-GRAVE		Will Not	Will Also	
OAK	1.17	Run Nov. 23	Run Dec. 9	2.35
ABERDEEN	S 1.21	Dec. 26	Dec. 16	
PERRYMAN		Jan. 2		
EDGEWOOD	S 1.31			2.45
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY	1.46			2.58
UNION JUNCTION				
BALTIMORE				E 3.04
FULTON	S 1.56			# 3.23
EDMONDSON	2.01			3.28
FREDERICK ROAD				
HALETHORPE				
ODENTON	S 2.14			3.42
JERICHO PARK				
BOWIE	2.24			3.48
SEABROOK				
LANHAM				
LANDOVER	2.31			3.55
CHEVERLY				
NEW YORK AVE. (W.T.)	2.37			4.02
WASHINGTON	S 2.40			E 4.05
	A. M.	A. M.	A. M.	A. M.
	161	945	455	195

FIRST CLASS							
‡191 Daily Ex. Sun.	193 Daily	‡405 Daily Ex. Sat. & Sun.	‡971 Daily Ex. Sat. & Sun.	◇177 Daily Ex. Sun.	‡407 Daily Ex. Sat. & Sun.	‡979 Daily Ex. Sat. & Sun.	●903 Daily
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 4.47			\$ 5.43	\$ 6.19
E 2.12	E 3.11		\$ 4.50	\$ 5.15		\$ 5.46	\$ 6.22
# 2.36	3.35			# 5.20			
2.40	3.38		4.53	5.23		5.49	6.25
2.43	3.42		4.56	5.27		5.52	6.28
						\$ 5.54	\$ 6.30
Will Not Run Dec. 25 Jan. 1			F 5.00			\$ 5.57	F 6.33
			F 5.02			\$ 5.59	\$ 6.35
			F 5.04			\$ 6.01	\$ 6.37
						\$ 6.03	\$ 6.39
			F 5.10			\$ 6.05	\$ 6.41
						\$ 6.07	\$ 6.43
2.50	3.49		5.16	5.34		\$ 6.09	\$ 6.45
						F 6.13	\$ 6.49
			\$ 5.20			\$ 6.15	\$ 6.51
			5.23			6.17	\$ 6.53
							\$ 6.55
2.55	3.53			5.39			F 6.57
		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	\$ 7.00
							\$ 7.01
							F 7.03
							F 7.07
2.59	3.58			5.44			F 7.10
E 3.05	E 4.08						\$ 7.20
# 3.10	# 4.28			\$ 5.49			
3.13	4.31			5.52			
3.21	4.39	MU	MU	6.00	MU	MU	MU
3.31	5.00			6.10			
3.38	E 5.20			6.17			
3.42	5.25			6.22			
V 5.29	V 5.29			MM6.25			
3.52	V 5.40			6.35			
4.05	5.54			6.48			
E 4.11	E 6.03			\$ 6.55			
# 4.30	# 6.24	\$ 6.20		7.00	\$ 7.05		
4.35	6.30	6.25		7.05	7.10		
		\$ 6.27			\$ 7.12		
		\$ 6.31			\$ 7.16		
		\$ 6.35			\$ 7.20		
4.48	6.44	\$ 6.48		7.20	\$ 7.33		
		\$ 6.57					
4.53	6.50	\$ 7.00		7.25	\$ 7.41		
		\$ 7.05			\$ 7.46		
		F 7.07					
		\$ 7.11		7.32	7.49		
		\$ 7.15					
5.07	7.11	7.22		7.42	7.57		
E 5.10	E 7.15	\$ 7.25		\$ 7.45	\$ 8.00		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
191	193	405	971	177	407	979	903

STATIONS	FIRST CLASS			
	☛907	548	☛401	☛909
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION..	\$ 7.04			\$ 7.32
PHILA.- 30th-ST. { Lower Level	\$ 7.07			\$ 7.35
{ Upper Level			\$ 7.10	
{ Lower Level				\$ 7.38
ARSENAL	7.10		7.13	7.38
BRILL	7.13		7.16	7.41
DARBY (Phila. Reg.)	\$ 7.15			\$ 7.43
CURTIS PARK	\$ 7.16		Will Not Run	F 7.44
SHARON HILL	\$ 7.18		Nov. 22	\$ 7.46
FOLCROFT	\$ 7.20		Dec. 25	\$ 7.48
GLENOLDEN	\$ 7.22		Jan. 1	\$ 7.50
NORWOOD	\$ 7.24			\$ 7.52
MOORE	\$ 7.26			\$ 7.54
RIDLEY PARK	\$ 7.28			\$ 7.56
CRUM LYNNE	\$ 7.30			\$ 7.58
BALDWIN	\$ 7.32		7.23	\$ 8.00
EDDYSTONE	\$ 7.34			\$ 8.02
CHESTER	\$ 7.36		\$ 7.26	\$ 8.04
LAMOKIN ST.	\$ 7.38			\$ 8.06
HIGHLAND AVE.	\$ 7.40			\$ 8.08
TRAINER	F 7.42			F 8.10
HOOK			7.31	
MARCUS HOOK	\$ 7.44			\$ 8.12
NAAMAN				\$ 8.14
CLAYMONT	\$ 7.49			\$ 8.16
BELLEVUE				
BELL	7.53		7.35	
EDGE MOOR	F 7.56			\$ 8.24
WILMINGTON	\$ 8.02			\$ 8.30
WEST YARD			\$ 7.41	
DAVIS	MU		7.44	MU
NEWARK			\$ 7.52	
ELKTON			\$ 7.59	
NORTH EAST			8.06	
PERRYVILLE			\$ 8.14	
HAVRE-DE-GRACE			\$ 8.18	
OAK	Will Not Run		8.21	Will Not Run
ABERDEEN	Nov. 22		\$ 8.24	Nov. 22
PERRYMAN	Dec. 25			Dec. 25
EDGEWOOD	Jan. 1		\$ 8.35	Jan. 1
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY			8.50	
UNION JUNCTION				
BALTIMORE	\$ 8.05			
	8.15		\$ 8.58	
FULTON	8.20		9.03	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON	8.34		\$ 9.18	
JERICHO PARK				
BOWIE	8.39		9.26	
SEABROOK				
LANHAM				
LANDOVER	8.46		9.35	
CHEVERLY				
NEW YORK AVE. (W.T.)	8.52		9.42	
WASHINGTON	\$ 8.55		\$ 9.45	
	A. M.	A. M.	A. M.	A. M.
	907	548	401	909

FIRST CLASS							
☛911	☛131	☛913	●111	●915	☛403	●115	●127
Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.55		\$ 8.20		\$ 9.40			
\$ 7.58		\$ 8.23		\$ 9.35		\$11.05	
	\$ 8.09	# 9.38		\$ 9.43	\$10.40	#11.08	\$11.39
8.01	8.12	8.26	9.41	9.47	10.43	11.11	11.42
8.04	8.17	8.29	9.45	9.50	10.47	11.15	11.46
\$ 8.06				\$ 9.52			
F 8.07	Will Not Run	Will Not Run	Sealed Baggage Car	F 9.53	Will Not Run		First Trip Dec. 14
\$ 8.09	Nov. 22	Nov. 22	Sun. and Dec. 25	\$ 9.55	Dec. 25		
\$ 8.11	Dec. 25	Dec. 25	Jan. 1	\$ 9.57	Jan. 1		
\$ 8.13	Jan. 1	Jan. 1		\$ 9.59			
\$ 8.15				\$10.01			
\$ 8.17				\$10.03			
\$ 8.19				\$10.05			
\$ 8.22	8.24	\$ 8.37	9.52	\$10.07	10.54	11.22	11.53
\$ 8.25		\$ 8.41		\$10.12	\$10.67		
\$ 8.27				\$10.14			
\$ 8.29				\$10.16			
	8.28	8.49	9.56		11.01	11.26	11.57
\$ 8.35				\$10.21			
				F10.25			
8.42	8.32	8.54	10.01	F10.28	11.05	11.30	12.01
F 8.44				\$10.31			
\$ 8.48		\$ 9.00		\$10.35	\$11.11	\$11.36	\$12.07
	\$ 8.38		\$10.07		#11.25	\$11.36	\$12.07
MU	8.41		10.10		11.28	11.39	12.10
	8.49	MU	10.18	MU	11.28	11.47	12.18
					\$11.40		
					\$11.48		
	8.58		10.27		11.55	11.56	12.28
	9.05		10.34		\$12.05	12.03	12.35
Will Not Run	9.09		10.38		12.09	12.08	12.39
Nov. 22					\$12.13		
Dec. 25							
Jan. 1	9.19		10.48		\$12.25	12.18	12.48
	9.32		11.01		12.42	12.32	1.02
	\$ 9.39		\$11.08		\$12.50	\$12.38	\$ 1.08
	9.44		11.13		# 1.15	12.43	1.13
					1.20		
	9.58		11.27		1.34	12.57	1.27
	10.04		11.32		1.40	1.02	1.32
	10.10		11.39		1.47	1.09	1.39
	10.17		11.45		1.57	1.15	1.45
	\$10.20		\$11.50		\$ 2.00	\$ 1.20	\$ 1.50
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
911	131	913	111	915	403	115	127

STATIONS	FIRST CLASS			
	◇107	●917	●121	◆919
	Daily	Daily	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION..		\$12.20		\$ 1.20
PHILA.-30th-ST. { Lower Level			\$12.35	
{ Upper Level		\$12.23		\$ 1.23
{ Lower Level	P12.14		#12.38	
ARSENAL.....	12.17	12.26	12.42	1.26
BRILL.....	12.21	12.29	12.45	1.29
DARBY (Phila. Reg.)		\$12.31		\$ 1.31
CURTIS PARK.....		F12.32		F 1.32
SHARON HILL.....	First Trip Dec. 14	\$12.33		\$ 1.34
FOLCROFT.....		F12.35		\$ 1.36
GLENOLDEN.....	Last Trip April 20	F12.37		\$ 1.38
NORWOOD.....		\$12.39		\$ 1.40
MOORE.....		\$12.41		\$ 1.42
RIDLEY PARK.....		\$12.43		\$ 1.44
CRUM LYNNE.....		\$12.45		\$ 1.46
BALDWIN.....	12.28		12.52	F 1.48
EDDYSTONE.....		F12.48		\$ 1.50
CHESTER.....		\$12.50		\$ 1.52
LAMOKIN ST.....		F12.52		\$ 1.54
HIGHLAND AVE.....		F12.54		F 1.56
TRAINER.....				
HOOK.....	12.32		12.56	
MARCUS HOOK.....		\$12.58		\$ 2.00
NAAMAN.....				
CLAYMONT.....		\$ 1.02		\$ 2.04
BELLEVUE.....				F 2.09
BELL.....	12.36	1.06	1.00	
EDGE MOOR.....				\$ 2.12
WILMINGTON.....		\$ 1.15		\$ 2.17
WEST YARD.....	12.43		1.09	
DAVIS.....	12.51	MU	1.17	MU
NEWARK.....				
ELKTON.....				
NORTH EAST.....	1.00		1.26	
PERRYVILLE.....	1.07		1.33	
HAVRE-DE-GRACE.....				
OAK.....	1.11		1.38	Will Not Run Nov. 22 Dec. 25 Jan. 1
ABERDEEN.....				
PERRYMAN.....				
EDGEWOOD.....	1.20		1.48	
HAREWOOD PARK.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	1.33		2.02	
UNION JUNCTION.....				
BALTIMORE.....	P 1.40		\$ 2.08	
FULTON.....	1.45		2.13	
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....	1.59		2.27	
JERICHO PARK.....				
BOWIE.....	2.04		2.32	
SEABROOK.....				
LANHAM.....				
LANDOVER.....	2.11		2.39	
CHEVERLY.....				
NEW YORK AVE. (W.T.)	2.17		2.45	
WASHINGTON.....	P 2.20		\$ 2.50	
	P. M.	P. M.	P. M.	P. M.
	107	917	121	919

FIRST CLASS							
●981	●959	◇171	◆921	●149	105	◆419	113
Saturday Only		Daily	Daily Ex. Sun.	Daily		Daily Ex. Sat. & Sun.	Daily
P. M.	P. M.	P. M.	P. M.	P. M.		P. M.	P. M.
\$ 1.20	\$ 2.15		\$ 3.00			\$ 4.17	
\$ 1.23	\$ 2.18	\$ 2.20	\$ 3.03			\$ 4.20	
1.26	2.21	# 2.24		\$ 3.35			\$ 4.28
1.29	2.24	2.27	3.06	3.38		4.23	4.31
\$ 1.31	\$ 2.26		\$ 3.11			\$ 4.27	4.35
F 1.32	F 2.27		\$ 3.12			\$ 4.32	
\$ 1.34	\$ 2.29		\$ 3.14			\$ 4.34	
\$ 1.36	\$ 2.31		\$ 3.15			\$ 4.36	
\$ 1.38	\$ 2.33		\$ 3.17			\$ 4.38	
\$ 1.40	\$ 2.35		\$ 3.19			\$ 4.40	
\$ 1.42	\$ 2.37		\$ 3.21			\$ 4.42	
\$ 1.44	\$ 2.39		\$ 3.23			\$ 4.44	
\$ 1.46	F 2.41		\$ 3.25			\$ 4.46	
1.48		2.38	\$ 3.27	3.49		F 4.48	4.42
	F 2.45		\$ 3.29			\$ 4.50	
\$ 1.52	\$ 2.47		\$ 3.32			\$ 4.52	
\$ 1.54	F 2.49		\$ 3.34			\$ 4.54	
	\$ 2.51		\$ 3.37			\$ 4.56	
		2.42	F 3.39				4.48
	F 2.55		\$ 3.43			\$ 5.01	
	\$ 2.59		\$ 3.46			\$ 5.05	
		2.46		3.58			4.51
	F 3.06		\$ 3.52			\$ 5.10	
	\$ 3.11		\$ 3.57			\$ 5.17	
		\$ 2.53		\$ 4.04		\$ 5.25	\$ 4.57
		2.56		4.07		\$ 5.28	5.00
MU	MU	3.04	MU	4.15		MU	5.08
						\$ 5.38	
		3.13		4.25			5.18
		3.20		4.32			5.25
	Will Run Sun. and Nov. 22 Dec. 25 Jan. 1	3.24	Will Not Run Nov. 22 Dec. 25 Jan. 1	4.36		Will Not Run Nov. 22 Dec. 25 Jan. 1	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.
981	959	171	921	149		419	113

STATIONS	FIRST CLASS				
	●173	105	●925	●973	●947
	Daily	Daily	Daily	Daily	Daily Ex.
	P. M.	P. M.	Ex. Sun. P. M.	Ex. Sun. P. M.	Sat. & Sun. P. M.
SUBURBAN STATION..			\$4.40	\$5.04	\$5.07
PHILA.- 30th-ST. Lower Level			\$4.43	\$5.07	\$5.10
PHILA.- 30th-ST. Upper Level	\$ 4.39				
PHILA.- 30th-ST. Lower Level	4.42	\$4.53			
ARSENAL	4.46	4.56	4.46	5.10	5.13
BRILL	4.46	4.56	4.46	5.10	5.13
DARBY (Phila. Reg.)		5.00	4.49	5.14	5.18
CURTIS PARK			\$4.51	\$5.17	
SHARON HILL			\$4.53	\$5.18	
FOLCROFT			\$4.54	\$5.20	
GLENOLDEN			\$4.56		
NORWOOD			\$4.58	\$5.22	
MOORE			\$5.00		
RIDLEY PARK			\$5.02	\$5.24	
CRUM LYNNE			\$5.04	\$5.26	
BALDWIN	4.53		\$5.06	\$5.28	
EDDYSTONE		5.07	\$5.08	5.30	5.26
CHESTER			\$5.10	\$5.32	
LAMOKIN ST.			\$5.13	\$5.34	\$5.30
HIGHLAND AVE.			\$5.15	\$5.36	
TRAINER			\$5.17		
HOOK	4.58		\$5.19		
MARCUS HOOK		5.12			5.35
NAAMAN			\$5.25		
CLAYMONT					
BELLEVUE			\$5.29		\$5.38
BELL	5.02				\$5.41
EDGE MOOR		5.17			
WILMINGTON	\$ 5.08		\$5.36		
WEST YARD	5.11	\$5.22			
DAVIS	5.19	5.25			
NEWARK		5.33	MU	MU	MU
ELKTON					
NORTH EAST	5.29				
PERRYVILLE	5.36	5.43			
HAVRE-DE-GRACE		5.50			
OAK	6.40				
ABERDEEN		5.54			
PERRYMAN					
EDGEWOOD	5.50				
HAREWOOD PARK		6.04			
MIDDLE RIVER					
STEMMER'S RUN					
BAY	6.04				
UNION JUNCTION		6.18			
BALTIMORE	\$ 6.09				
FULTON	6.14	\$6.23			
EDMONDSON		6.28			
FREDERICK ROAD					
HALETHORPE					
ODENTON	6.28				
JERICO PARK		6.42			
BOWIE	6.33				
SEABROOK		6.48			
LANHAM					
LANDOVER	6.39				
CHEVERLY		6.55			
NEW YORK AVE. (W.T.)	6.46				
WASHINGTON	\$ 6.50				
		7.02			
	P. M.	\$7.05			
	173	P. M.	P. M.	P. M.	P. M.
		105	925	973	947

Ch. Reg., G.O. 1420, effective 3-5-63,
page 102, cols. 2 to 5.

FIRST CLASS							
●927	●929	◇101	●975	●153	●933	●175	●935
Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.13	\$ 5.22		\$ 5.41		\$ 6.13		\$ 7.35
\$ 5.16	\$ 5.25		\$ 5.44	\$ 5.59	\$ 6.16	\$ 7.23	\$ 7.38
5.20	5.29	\$ 5.32	5.47	6.02	6.19	7.26	7.41
5.23	5.32	5.40	5.51	6.05	6.23	7.30	7.44
	\$ 5.34		\$ 5.54		\$ 6.25		\$ 7.46
	\$ 5.35		\$ 5.55		\$ 6.26		\$ 7.47
	\$ 5.37		\$ 5.57		\$ 6.28		\$ 7.49
\$ 5.30	\$ 5.39		\$ 5.59		\$ 6.30		\$ 7.51
	\$ 5.41		\$ 6.01		\$ 6.32		\$ 7.53
\$ 5.33	\$ 5.43		\$ 6.03		\$ 6.34		\$ 7.55
	\$ 5.45		\$ 6.05		\$ 6.36		\$ 7.57
\$ 5.36	\$ 5.47		\$ 6.08		\$ 6.38		\$ 7.59
	\$ 5.49		\$ 6.10		\$ 6.40		F 8.01
5.38	5.51	5.49	F 6.12	6.12		7.37	F 8.03
	\$ 5.53		\$ 6.14		F 6.43		F 8.05
\$ 5.40	\$ 5.55		\$ 6.17		\$ 6.46		\$ 8.07
	\$ 5.57		\$ 6.20		F 6.48		F 8.09
	\$ 5.59				\$ 6.50		\$ 8.11
	6.45	5.54		6.16		7.42	
	\$ 6.03				\$ 6.54		\$ 8.16
\$ 5.48	\$ 6.06				\$ 6.58		F 8.20
6.52		5.58		6.20		7.46	8.24
\$ 5.59	\$ 6.19				\$ 7.04		\$ 8.28
		\$ 6.04		\$ 6.25		\$ 7.52	
		6.07		6.28		7.55	
		6.15	MU	6.36	MU	8.03	MU
		6.25		6.45		8.13	
		6.32		6.52		K 8.20	
Will Not Run Nov. 22 Dec. 25 Jan. 1		6.36	Will Not Run Nov. 22 Dec. 25 Jan. 1	6.56		8.24	Will Not Run Nov. 22 Dec. 25 Jan. 1
		6.46		7.05		8.34	
		6.59		7.18		8.47	
		\$ 7.05		\$ 7.24		\$ 8.53	
		7.10		7.29		8.58	
		7.24		7.43		9.12	
		7.29		7.49		9.18	
		7.36		7.55		9.25	
		7.42		8.02		9.32	
		\$ 7.45		\$ 8.05		\$ 9.35	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
927	929	101	975	153	933	175	935

STATIONS	FIRST CLASS			
	● 159 Sunday Only	137 Daily Ex. Sun.	● 937 Daily	● 155 Daily
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION..			\$ 8.35	
PHILA.- 30th-ST. { Lower Level		\$ 8.18		\$ 9.06
{ Upper Level			\$ 8.38	
{ Lower Level	\$ 8.07	8.28		# 9.10
ARSENAL	8.10	8.31	8.41	9.13
BRILL	8.14	8.35	8.44	9.17
DARBY (Phila. Reg.)			\$ 8.46	
CURTIS PARK			F 8.47	
SHARON HILL			\$ 8.49	
FOLCROFT			\$ 8.51	
GLENOLDEN			\$ 8.53	
NORWOOD			\$ 8.55	
MOORE			\$ 8.57	
RIDLEY PARK			\$ 8.59	
CRUM LYNNE			\$ 9.01	
BALDWIN	8.21	8.42		9.24
EDDYSTONE			\$ 9.04	
CHESTER			\$ 9.07	
LAMOKIN ST			F 9.09	
HIGHLAND AVE.			\$ 9.11	
TRAINER				
HOOK	8.25	8.46		9.28
MARCUS HOOK			\$ 9.16	
NAAMAN				
CLAYMONT			F 9.19	
BELLEVUE				
BELL	8.30	8.50		9.33
EDGE MOOR			\$ 9.25	
WILMINGTON	\$ 8.36	9.01	\$ 9.30	\$ 9.39
WEST YARD	8.39	9.04		9.42
DAVIS	8.47	9.12	MU	9.50
NEWARK				
ELKTON				
NORTH EAST	8.57	9.22		10.00
PERRYVILLE	9.04	9.29		10.07
HAVRE-DE-GRACE				
OAK	9.08	9.33		10.11
ABERDEEN				
PERRYMAN				
EDGEWOOD	9.18	9.43		10.21
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY	9.32	9.56		10.34
UNION JUNCTION				
BALTIMORE	\$ 9.40	\$10.02		\$10.40
FULTON	9.45	10.20		10.45
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON	9.58	10.34		10.59
JERICO PARK				
BOWIE	10.05	10.40		11.04
SEABROOK				
LANHAM				
LANDOVER	10.11	10.47		11.10
CHEVERLY				
NEW YORK AVE. (W.T.)	10.17	10.57		11.17
WASHINGTON	\$10.20	\$11.00		\$11.20
	P. M.	P. M.	P. M.	P. M.
	159	137	937	155

FIRST CLASS				
● 939 Daily	● 941 Daily Ex. Sat. & Sun.	141 Daily	● 977	
P. M.	P. M.	P. M.	P. M.	
\$ 9.35	\$10.50		\$11.15	
\$ 9.38	\$10.53	\$10.47	\$11.18	
9.41	10.56	10.57		
9.44	10.59	11.00	11.21	
\$ 9.46	\$11.01		11.24	
F 9.47	F11.02		\$11.26	
\$ 9.49	\$11.04		F11.27	
\$ 9.51	\$11.06		\$11.29	
\$ 9.53	\$11.08		\$11.31	
\$ 9.55	\$11.10		\$11.33	
\$ 9.57	\$11.12		\$11.35	
\$ 9.59	\$11.14		\$11.37	
\$10.01	\$11.16		\$11.39	
\$10.03	\$11.18	11.11	\$11.41	
\$10.05	\$11.20		\$11.43	
F10.07	F11.22		\$11.45	
\$10.09	\$11.24		\$11.48	
	\$11.26		11.50	
		11.15		
\$10.12	\$11.29			
F10.15	F11.33			
	F11.35			
		11.20		
\$10.21	F11.39			
\$10.27	\$11.45			
		\$11.26		
		#11.31		
		11.34		
MU	MU	11.42	MU	
		11.52		
		11.59		
	Will Not Run Nov. 22 Dec. 25 Jan. 1	12.04	Will Run Sat., Sun. and Nov. 22 Dec. 25 Jan. 1	
		12.14		
		12.28		
		\$12.37		
		#12.47		
		12.52		
		1.06		
		1.12		
		1.19		
		1.32		
		\$ 1.35		
P. M.	P. M.	A. M.	P. M.	
939	941	141	977	

STATIONS	FIRST CLASS			
	402	980	114	912
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION..	\$ 8.43			\$ 8.56
PHILA.- 30th-ST. Lower Level			8.45	
Upper Level	\$ 8.40			\$ 8.53
Lower Level		\$ 8.43		
ARSENAL		8.36	8.39	8.50
BRILL		8.33	8.36	8.47
DARBY (Phila. Reg.)	\$ 8.30			
CURTIS PARK	F 8.28			
SHARON HILL	\$ 8.26			\$ 8.39
FOLCROFT	\$ 8.24			
GLENOLDEN	\$ 8.22			
NORWOOD	\$ 8.20			
MOORE	\$ 8.18			
RIDLEY PARK	\$ 8.16			\$ 8.36
CRUM LYNNE	\$ 8.14			
BALDWIN	\$ 8.12	8.28		8.34
EDDYSTONE	\$ 8.10			
CHESTER	\$ 8.08			\$ 8.31
LAMOKIN ST.	8.05			
HIGHLAND AVE.				
TRAINER				
HOOK			8.21	8.27
MARCUS HOOK				\$ 8.26
NAAMAN				
CLAYMONT				C 8.23
BELLEVUE				
BELL			8.17	8.20
EDGE MOOR				
WILMINGTON	\$ 7.40		\$ 8.12	\$ 8.15
WEST YARD	7.36		8.09	
DAVIS	MU	MU	8.01	MU
NEWARK	\$ 7.27			
ELKTON				
NORTH EAST			7.51	
PERRYVILLE			7.44	
HAVRE-DE-GRACE				
OAK	Will Not Run	Will Not Run	7.40	Will Not Run
ABERDEEN	Nov. 22	Nov. 22		Nov. 22
PERRYMAN	Dec. 25	Dec. 25		Dec. 25
EDGEWOOD	Jan. 1	Jan. 1	7.30	Jan. 1
HAREWOOD PARK		Feb. 22		Feb. 22
MIDDLE RIVER				
STEMMER'S RUN				
BAY			7.17	
UNION JUNCTION				
BALTIMORE			\$ 7.11	
FULTON			7.05	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON			6.51	
JERICO PARK			6.46	
BOWIE				
SEABROOK			6.39	
LANHAM				
LANDOVER				
CHEVERLY				
NEW YORK AVE. (W.T.)			6.33	
WASHINGTON			\$ 6.30	
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	◆402	◆980	114	◆912

STATIONS	FIRST CLASS							
	950	170	410	984	104	100	914	126
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION..	\$ 9.10		\$9.57	\$9.57			\$10.54	
PHILA.- 30th-ST. Lower Level		\$9.15			10.05	\$10.09		\$10.43
Upper Level	\$ 9.07		\$9.54	\$9.54			\$10.51	
Lower Level					D1002			
ARSENAL		9.11	9.50	9.50	9.58	10.05	10.47	10.40
BRILL		9.08	9.47	9.47	9.55	10.02	10.44	10.37
DARBY (Phila. Reg.)	\$ 8.57		\$9.44	\$9.44			\$10.41	
CURTIS PARK	\$ 8.55		\$9.42	\$9.41			F10.39	
SHARON HILL	\$ 8.53		\$9.40	\$9.39			\$10.37	
FOLCROFT	\$ 8.51		\$9.38	\$9.37			\$10.35	
GLENOLDEN	\$ 8.49		\$9.36	\$9.35			\$10.33	
NORWOOD	\$ 8.47		\$9.34	\$9.33			\$10.31	
MOORE	\$ 8.45		\$9.32	\$9.31			\$10.29	
RIDLEY PARK	\$ 8.43		\$9.30	\$9.29			\$10.27	
CRUM LYNNE	F 8.41		\$9.28	\$9.27			\$10.25	
BALDWIN		9.01	9.26	9.25	9.43	9.55	F10.23	10.29
EDDYSTONE							F10.21	
CHESTER	\$ 8.37		\$9.22	\$9.22			\$10.19	
LAMOKIN ST.			\$9.20	\$9.20			\$10.16	
HIGHLAND AVE.			\$9.18					
TRAINER								
HOOK	8.32	8.57			9.38	9.50		10.25
MARCUS HOOK			\$9.14				\$10.11	
NAAMAN								
CLAYMONT	C 8.28		\$9.12				\$10.08	
BELLEVUE								
BELL	8.25	8.52			9.38	9.45	10.05	10.20
EDGE MOOR			F9.09					
WILMINGTON	\$ 8.20	\$8.46	\$9.05		D9.28	\$ 9.39	\$10.00	\$10.14
WEST YARD		8.42			9.24	9.35		10.10
DAVIS	MU	8.34	MU	MU	9.16	9.27	MU	10.02
NEWARK								
ELKTON								
NORTH EAST		8.25			9.06	9.17		9.52
PERRYVILLE		8.18			8.59	9.10		9.45
HAVRE-DE-GRACE								
OAK	Will Also Run	8.14			8.55	9.06		9.41
ABERDEEN	Feb. 22							\$ 9.37
PERRYMAN								
EDGEWOOD		8.04			8.45	8.56		9.29
HAREWOOD PARK								
MIDDLE RIVER								
STEMMER'S RUN								
BAY		7.51			8.32	8.43		9.16
UNION JUNCTION								
BALTIMORE		\$7.45			D8.26	\$ 8.37		\$ 9.10
FULTON								
EDMONDSON		7.35			8.20	8.30		9.05
FREDERICK ROAD								
HALETHORPE								
ODENTON						8.16		8.51
JERICO PARK		7.21			8.06	8.11		8.46
BOWIE		7.16			8.01			
SEABROOK								
LANHAM								
LANDOVER		7.09			7.5	8.04		8.39
CHEVERLY								
NEW YORK AVE. (W.T.)		7.03			7.4	7.58		8.33
WASHINGTON		\$7.00			D745	\$ 7.55		\$ 8.30
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Saturday Only	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily	Daily Ex. Sun.	Daily
	●950	●170	●410	●984	104	◇100	●914	◇126

STATIONS	FIRST CLASS			
	916	172	148	918
	A. M.	P. M.	P. M.	P. M.
SUBURBAN STATION	\$11.50			\$12.48
PHILA.-30th-ST.	Lower Level	12.14	12.21	
	Upper Level	\$11.47		\$12.45
		\$12.09	\$12.16	
ARSENAL	11.42	12.06	12.12	12.42
BRILL	11.39	12.03	12.09	12.39
DARBY (Phila. Reg.)	\$11.36			\$12.36
CURTIS PARK				F12.34
SHARON HILL	\$11.32			\$12.32
FOLCROFT	\$11.30			\$12.30
GLENOLDEN	\$11.28			\$12.28
NORWOOD	\$11.26			\$12.26
MOORE	\$11.24			\$12.24
RIDLEY PARK	\$11.22			\$12.22
CRUM LYNNE	\$11.20			F12.20
BALDWIN	11.18	11.56	12.02	F12.18
EDDYSTONE				F12.16
CHESTER	\$11.15			\$12.14
LAMOKIN ST.				F12.12
HIGHLAND AVE.	\$11.10			F12.10
TRAINER				
HOOK		11.52	11.58	
MARCUS HOOK	\$11.07			\$12.07
NAAMAN				
CLAYMONT	\$11.03			\$12.03
BELLEVUE				
BELL	11.00	11.47	11.53	12.01
EDGE MOOR				\$11.59
	\$10.55	\$11.41	\$11.47	\$11.55
WILMINGTON				
WEST YARD		11.38	11.43	
DAVIS	MU	11.30	11.35	MU
NEWARK				
ELKTON				
NORTH EAST		11.20	11.25	
PERRYVILLE		11.13	11.18	
HAVRE-DE-GRACE				
OAK		11.09	11.14	Will Not Run Nov. 22 Dec. 25 Jan. 1
ABERDEEN				
PERRYMAN				
EDGEWOOD		11.00	11.05	
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY		10.46	10.51	
UNION JUNCTION				
BALTIMORE		\$10.40	\$10.45	
FULTON		10.35	10.40	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		10.21	10.26	
JERICHO PARK				
BOWIE		10.16	10.21	
SEABROOK				
LANHAM				
LANDOVER		10.09	10.14	
CHEVERLY				
NEW YORK AVE. (W.T.)		10.03	10.08	
WASHINGTON		\$10.00	\$10.05	
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily	Daily	Daily Ex. Sun.
	●916	◇172	●148	≠918

STATIONS	FIRST CLASS							
	920	130	982	922	174	128	924	106
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.56		\$2.43	\$3.53			\$4.46	
		2.00			4.00	\$4.10		4.50
	\$ 1.53		\$2.40	\$3.50			\$4.43	
		\$ 1.58			\$3.55			\$4.46
	1.50	1.55	2.37	3.47	3.52	4.06	4.40	4.43
	1.47	1.52	2.34	3.44	3.49	4.03	4.37	4.40
	\$ 1.44		\$2.31	\$3.41			\$4.34	
	F 1.43		F2.30	F3.38			\$4.33	
	\$ 1.41		\$2.28	\$3.36			\$4.31	
	\$ 1.39		\$2.26	\$3.34			\$4.29	
	\$ 1.37		\$2.24	\$3.32			\$4.27	Last Trip April 22
	\$ 1.35		\$2.22	\$3.30			\$4.25	
	\$ 1.33		\$2.20	\$3.28			\$4.23	
	\$ 1.31		\$2.18	\$3.26			\$4.20	
	\$ 1.29		\$2.16	\$3.24			\$4.18	
		1.45	F2.14	\$3.22	3.42	3.55	\$4.16	4.32
			F2.12	\$3.20			\$4.14	
	\$ 1.23		\$2.10	\$3.18			\$4.12	
	F 1.21		\$2.08	\$3.16			\$4.09	
	\$ 1.19			\$3.14			\$4.07	
		1.41			3.37	3.50		4.27
	\$ 1.16			\$3.12			\$4.03	
	\$ 1.13			\$3.07			\$3.99	
		1.36			3.33	3.45		4.23
	F 1.09		F3.03				F3.55	
	\$ 1.05	\$ 1.30		\$3.00	\$3.27	\$3.38	\$3.50	
		1.26			3.24	3.34		4.16
	MU	1.18	MU	MU	3.16	3.26	MU	4.08
		1.08			3.06	3.16		3.59
		1.01			2.59	3.09		3.52
		12.57			2.55	3.05		3.48
		12.45			2.45	2.55		3.39
		12.32			2.32	2.42		3.26
	\$12.26				\$2.26	\$2.36		\$3.20
	12.20				2.20	2.30		3.15
		12.06			2.06	2.16		3.01
		12.01			2.01	2.11		2.56
		11.54			1.54	2.04		2.49
		11.48			1.48	1.58		2.43
	\$11.45				\$1.45	\$1.55		\$2.40
	P. M.	A. M.		P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily	Saturday Only	Daily Ex. Sat.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily
	●920	●130	●982	●922	●174	●128	●924	◇106

STATIONS	FIRST CLASS			
	928	132	932	934
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION..	\$ 5.23		\$ 5.40	\$ 6.13
PHILA.-30th-ST.		\$ 5.09		
Lower Level	\$ 5.20		\$ 5.37	\$ 6.10
Upper Level				
Lower Level				
ARSENAL	5.17	5.06	5.34	6.07
BRILL	5.14	5.03	5.31	6.04
DARBY (Phila. Reg.)	\$ 5.11		\$ 5.28	\$ 6.01
CURTIS PARK	\$ 5.09		F 5.27	F 5.58
SHARON HILL	\$ 5.07		\$ 5.26	\$ 5.56
FOLCROFT	\$ 5.05		\$ 5.24	\$ 5.54
GLENOLDEN	\$ 5.03		\$ 5.22	\$ 5.52
NORWOOD	\$ 5.01		\$ 5.20	\$ 5.50
MOORE	\$ 4.59		\$ 5.18	\$ 5.48
RIDLEY PARK	\$ 4.57		\$ 5.16	\$ 5.46
CRUM LYNNE	\$ 4.55		\$ 5.14	F 5.44
BALDWIN	\$ 4.53	4.56	\$ 5.12	5.42
EDDYSTONE	\$ 4.51			
CHESTER	\$ 4.49		\$ 5.09	\$ 5.39
LAMOKIN ST.	\$ 4.46		\$ 5.07	
HIGHLAND AVE.	\$ 4.44		F 5.05	F 5.34
TRAINER	\$ 4.42		F 5.03	
HOOK		4.51		5.31
MARCUS HOOK	\$ 4.41		\$ 5.01	F 5.30
NAAMAN	\$ 4.39			\$ 5.28
CLAYMONT			\$ 4.57	
BELLEVUE				
BELL	4.33	4.47	4.55	5.25
EDGE MOOR			\$ 4.52	
WILMINGTON	\$ 4.28	\$ 4.41	\$ 4.48	\$ 5.20
WEST YARD		4.38		5.14
DAVIS	MU	4.30	MU	MU
NEWARK				\$ 5.05
ELKTON				
NORTH EAST		4.21		
PERRYVILLE		4.14		
HAVRE-DE-GRACE				
OAK	Will Not Run	4.10	Will Not Run	
ABERDEEN	Nov. 22		Nov. 22	
PERRYMAN	Dec. 25		Dec. 25	
EDGEWOOD	Jan. 1	4.00	Jan. 1	
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY		3.47		
UNION JUNCTION				
BALTIMORE		\$ 3.41		
FULTON		3.35		
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		3.21		
JERICO PARK				
BOWIE		3.16		
SEABROOK				
LANHAM		3.09		
LANDOVER				
CHEVERLY				
NEW YORK AVE. (W.T.)		3.08		
WASHINGTON		\$ 3.00		
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.
	☛928	◇132	●932	☛934

STATIONS	FIRST CLASS							
	152	976	162	956	938	400	154	414
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION..	\$ 6.06	\$ 6.37	\$ 6.41	\$ 7.13	\$ 7.23			
PHILA.-30th-ST.		\$ 6.34		\$ 7.10	\$ 7.20		\$ 7.17	
Lower Level						\$ 8.00		
Upper Level								
Lower Level								
ARSENAL	6.03	6.31	6.38	7.07	7.17	7.57	7.13	
BRILL	6.00	6.28	6.35	7.04	7.14	7.54	7.10	
DARBY (Phila. Reg.)		\$ 6.25		\$ 7.01	\$ 7.11			
CURTIS PARK		F 6.23		\$ 6.57	\$ 7.08	Will Not Run		
SHARON HILL		\$ 6.21		\$ 6.55	\$ 7.06	Nov. 22		
FOLCROFT		\$ 6.19		\$ 6.53	\$ 7.04	Dec. 25		
GLENOLDEN		\$ 6.17		\$ 6.51	\$ 7.02	Jan. 1		
NORWOOD		\$ 6.15		\$ 6.49	\$ 7.00			
MOORE		\$ 6.14		\$ 6.47	\$ 6.58			
RIDLEY PARK		\$ 6.12		F 6.45	\$ 6.56			
CRUM LYNNE		F 6.10		F 6.43	\$ 6.54	7.47	7.03	
BALDWIN	5.53	\$ 6.08	6.28	\$ 6.41				
EDDYSTONE		\$ 6.06		\$ 6.39	\$ 6.51			
CHESTER		\$ 6.04		\$ 6.37	\$ 6.49			
LAMOKIN ST.		\$ 6.00		\$ 6.35	\$ 6.47			
HIGHLAND AVE.								
TRAINER								
HOOK	5.48		6.23			7.42	6.59	
MARCUS HOOK				\$ 6.32	\$ 6.44			
NAAMAN				\$ 6.28	\$ 6.40			
CLAYMONT								
BELLEVUE								
BELL	5.44		6.19		6.37	7.36	6.54	
EDGE MOOR				F 6.20	F 6.33			
WILMINGTON	\$ 5.39		\$ 6.14	\$ 6.17	\$ 6.30	7.30	\$ 6.48	
WEST YARD						\$ 7.15		
DAVIS	5.36		6.11			7.10	6.43	
NEWARK	5.28	MU	6.03	MU	MU		6.35	MU
ELKTON						\$ 7.02		
NORTH EAST						\$ 6.52		
PERRYVILLE						6.41	6.25	
HAVRE-DE-GRACE						\$ 6.31	6.18	
OAK						\$ 6.26		
ABERDEEN	5.08	Will Not Run	5.43	Will Run Sat., Sun. and Nov. 22	Will Not Run Nov. 22 Dec. 25 Jan. 1	6.22	6.14	Will Not Run Nov. 22 Dec. 25 Jan. 1
PERRYMAN		Nov. 22		Nov. 22	Nov. 22	\$ 6.13		
EDGEWOOD		Dec. 25		Dec. 25	Dec. 25	F 6.05		
HAREWOOD PARK		Jan. 1		Jan. 1	Jan. 1	\$ 5.58	6.04	
MIDDLE RIVER						F 5.48		
STEMMER'S RUN						\$ 5.42		
BAY						F 5.39		
UNION JUNCTION						5.36	5.51	
BALTIMORE	\$ 4.40		\$ 5.15			5.30	\$ 5.45	
FULTON						\$ 5.20		\$ 6.25
EDMONDSON	4.35		5.05			5.15	5.37	6.20
FREDERICK ROAD						\$ 5.13	NN 5.35	\$ 6.18
HALETHORPE						\$ 5.08		\$ 6.14
ODENTON								\$ 6.11
JERICO PARK								
BOWIE	4.21		4.51			\$ 4.54	5.21	\$ 5.57
SEABROOK								\$ 5.50
LANHAM								\$ 5.48
LANDOVER								
CHEVERLY	4.16		4.46			4.47	5.16	\$ 5.43
NEW YORK AVE. (W.T.)								F 5.40
WASHINGTON	4.09		4.39			4.40	5.09	\$ 5.36
								\$ 5.34
	4.03		4.33			4.33	5.03	5.28
	\$ 4.00		\$ 4.30			\$ 4.30	\$ 5.00	\$ 5.25
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Saturday Only		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.
	●152	☛976	●162	●956	☛938	☛400	●154	☛414

STATIONS	FIRST CLASS			
	156	192	940	575
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION..			\$ 9.31	
PHILA.- 30th-ST.	\$ 8.14	8.44	\$ 9.28	
		E 8.34		
ARSENAL	8.10	8.31	9.25	
BRILL	8.07	8.28	9.22	
DARBY (Phila. Reg.)			\$ 9.19	
CURTIS PARK		Will Not Run	\$ 9.16	
SHARON HILL		Nov. 21	\$ 9.14	
FOLCROFT		Dec. 24	\$ 9.12	
GLENOLDEN		Dec. 31	\$ 9.10	
NORWOOD			\$ 9.08	
MOORE			\$ 9.06	
RIDLEY PARK			F 9.04	
CRUM LYNNE			F 9.03	
BALDWIN	8.00	8.21	F 9.01	
EDDYSTONE			F 8.59	
CHESTER			F 8.57	
LAMOKIN ST.			F 8.55	
HIGHLAND AVE.		8.17		
TRAINER				
HOOK	7.55			
MARCUS HOOK			\$ 8.53	
NAAMAN				
CLAYMONT				
BELLEVUE				
BELL	7.50	8.12	8.47	
EDGE MOOR			\$ 8.45	
WILMINGTON	\$ 7.45	8.08	\$ 8.40	
		E 7.58		
WEST YARD	7.41	7.53		
DAVIS	7.33	7.45	MU	
NEWARK				
ELKTON				
NORTH EAST	7.23	7.35		
PERRYVILLE	7.16	7.28		
HAVRE-DE-GRACE				
OAK	7.12	7.24		
ABERDEEN				
PERRYMAN				
EDGEWOOD	7.03	7.14		
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY	6.50	7.01		
UNION JUNCTION				
BALTIMORE	\$ 6.44	6.55	7.55	
		E 6.50	\$ 7.40	
FULTON	6.38	6.45	7.35	
EDMONDSON	MM6.35			
FREDERICK ROAD				
HALETHORPE				
ODENTON	6.21	6.31	7.21	
JERICHO PARK			7.16	
BOWIE	6.16	6.26		
SEABROOK				
LANHAM				
LANDOVER	6.09	6.19	7.09	
CHEVERLY				
NEW YORK AVE. (W.T.)	6.03	6.13	7.03	
WASHINGTON	\$ 6.00	E 6.10	\$ 7.00	
	P. M.	P. M.	P. M.	P. M.
	Daily	Daily Ex. Sat.	Daily	Daily
	●156	◆◇192	●940	575

	FIRST CLASS						
	158	166	454	160	942	176	194
	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
	\$ 9.45	\$ 9.43		11.40	\$12.03		# 2.10
			\$10.35	\$11.32	\$12.00	1.03	E 1.45
	9.40	9.40	10.31	11.28	11.57	12.33	1.41
	9.37	9.37	10.28	11.25	11.54	12.30	1.38
					\$11.51		
	Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Run Sun. and Nov. 22 Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1		\$11.48	Will Not Run Nov. 22 Dec. 24 Dec. 31	Will Not Run Dec. 24 Dec. 31
			Will Also Run Dec. 9, 16		\$11.40		
					\$11.38		
					\$11.36		
	9.30	9.30	10.16	11.18	\$11.34	12.23	1.31
					F11.32		
	\$ 9.26	\$ 9.26			\$11.30		
					\$11.28		
					\$11.26		
	9.23	9.23	10.08	11.14		12.18	1.26
					\$11.24		
					F11.19		
					F11.16		
	9.18	9.18	10.01	11.09		12.13	1.21
					F11.14		
	\$ 9.12	\$ 9.12	# 9.55	\$11.03	\$11.10	\$12.07	# 1.15
			\$ 9.40				E 1.05
	9.09	9.09	9.35	10.58		12.03	12.59
	9.01	9.01		10.50	MU	11.55	12.51
	8.51	8.51		10.40		11.45	12.41
	8.44	8.44		10.33		11.38	12.34
	8.40	8.40		10.29		11.33	12.29
	8.30	8.30		10.19		11.20	12.19
	8.17	8.17		10.06		11.07	12.06
	\$ 8.11	\$ 8.11		\$10.00		\$11.01	#12.00
							E11.40
	8.05	8.05		9.50		10.55	11.35
	7.51	7.51		9.36		10.41	11.21
	7.46	7.46		9.31		10.36	11.16
	7.39	7.39		9.24		10.29	11.09
	7.33	7.33		9.18		10.23	11.03
	\$ 7.30	\$ 7.30		\$ 9.15		\$10.20	E11.00
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sun.		Daily Ex. Sun.	Daily	Daily	Daily Ex. Sat.	Daily Ex. Sat.
	◆●158	●166	◆454	160	●942	◆◇176	◆194

STATIONS	FIRST CLASS			
	● 373	● 61	● 13	● 301
	Daily	Daily Ex. Sun.	Daily Ex. Mon.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$12.45			\$ 5.40
PHILA.- 30th-ST. { Upper Level	\$12.48			\$ 5.48
{ Lower Level		C 1.43		
ZOO	12.51	1.48	3.26	5.46
FIFTY-SECOND ST.	12.53	1.50	3.29	5.48
OVERBROOK	\$12.56	1.53	3.31	\$ 5.51
MERION	\$12.58			\$ 5.53
NARBERTH	\$ 1.00			\$ 5.55
WYNNEWOOD	\$ 1.02			\$ 5.57
ARDMORE	\$ 1.04			\$ 5.59
HAVERFORD	\$ 1.06			\$ 6.01
BRYN MAWR	\$ 1.08	2.00	3.36	\$ 6.03
ROSEMONT	\$ 1.10			\$ 6.05
VILLANOVA	\$ 1.12			\$ 6.07
RADNOR	\$ 1.14			\$ 6.09
ST. DAVIDS	\$ 1.16	Will Not Run		\$ 6.11
WAYNE	\$ 1.18	Nov. 23, 24 Dec. 24, 25, 31 Jan. 1	Will Not Run Dec. 25 Jan. 1	\$ 6.13
STRAFFORD	\$ 1.20			\$ 6.15
DEVON	\$ 1.22	Jan. 1		\$ 6.17
BERWYN	\$ 1.24	Feb. 23 April 13		\$ 6.19
DAYLESFORD	\$ 1.26			\$ 6.21
PAOLI	\$ 1.30	2.13	3.46	\$ 6.27
MALVERN				
WHITFORD				Will Not Run
DOWNINGTOWN				Nov. 22 Dec. 25 Jan. 1
THORN		2.28	4.00	
COATESVILLE				
PARKESEBURG		2.36	4.08	
LANCASTER		\$ 2.58	4.30	
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN		3.18	4.50	
CLY. } York Haven LEMO } Line	MU			MU
HARRISBURG	\$ 3.35	E 5.02		
	# 3.52	# 5.17		
ROCKVILLE	4.02	5.27		
BANKS	4.07	5.32		
	A. M.	A. M.	A. M.	A. M.
	373	61	13	301

STATIONS	FIRST CLASS							
	● 601	● 303	● 9	● 305	● 603	● 307	● 309	● 011
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun. & Mon.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.10			\$ 7.42		\$ 8.20	\$ 8.38	\$ 9.00
	\$ 7.13			\$ 7.45		\$ 8.23	\$ 8.41	\$ 9.03
					\$ 7.50			
		7.16		7.48	7.55	8.26	8.44	9.06
	\$ 7.19			\$ 7.51	7.58	\$ 8.29	\$ 8.47	\$ 9.09
	\$ 7.22	7.45		\$ 7.54	8.00	\$ 8.32	\$ 8.50	\$ 9.12
	\$ 7.24			\$ 7.56		\$ 8.34	\$ 8.52	\$ 9.14
	\$ 7.26			\$ 7.59		\$ 8.36	\$ 8.54	\$ 9.16
	\$ 7.28			\$ 8.01		\$ 8.38	\$ 8.56	\$ 9.18
	\$ 7.30			\$ 8.03		\$ 8.41	\$ 8.58	\$ 9.20
	\$ 7.32			\$ 8.05		\$ 8.43	\$ 9.00	\$ 9.22
	\$ 7.34	7.50		\$ 8.08	8.06	\$ 8.46	\$ 9.02	\$ 9.24
	\$ 7.36			\$ 8.10		\$ 8.48	\$ 9.04	
	\$ 7.38			\$ 8.12		\$ 8.50	\$ 9.06	
	\$ 7.40			\$ 8.14		\$ 8.52	\$ 9.08	
Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	\$ 7.42	Will Not Run Nov. 23 Dec. 26 Jan. 2 Feb. 23		\$ 8.16	Will Not Run Nov. 22 Dec. 25 Jan. 1	\$ 8.54	\$ 9.10	Will Not Run Nov. 22 Dec. 25 Jan. 1
	\$ 7.44			\$ 8.18		\$ 8.56	\$ 9.12	
	\$ 7.46			\$ 8.20		\$ 8.58	\$ 9.14	
	\$ 7.48			\$ 8.22		\$ 9.00	\$ 9.16	
	\$ 7.50			\$ 8.24		\$ 9.02	\$ 9.18	
	\$ 7.52			\$ 8.26		\$ 9.04	\$ 9.20	
	\$ 8.00	8.00		\$ 8.32	\$ 8.18	\$ 9.10	\$ 9.25	
				Will Not Run Nov. 22 Dec. 25 Jan. 1		Will Not Run Nov. 22 Dec. 25 Jan. 1		
				8.16	8.33			
				8.26	8.43			
	\$ 6.50			8.52		\$ 9.06		
	\$ 7.02							
	\$ 7.09							
	\$ 7.17			9.22	9.30			
	MU	MU		MU	MU	MU	MU	MU
	\$ 7.45			E 9.35 # 11.45		\$ 9.45		
				11.55				
				12.05				
	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	601	303	9	305	603	307	309	011

STATIONS	FIRST CLASS			
	33	☉329	☉031	●331
	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 2.15	\$ 2.30	\$ 2.45	
PHILA.- 30th ST. { Upper Level	\$ 2.18	\$ 2.33	\$ 2.48	
{ Lower Level	\$ 2.00			
ZOO.....	2.05	2.21	2.36	2.51
FIFTY-SECOND ST.....	2.07	2.23	2.38	2.53
OVERBROOK.....	2.10	2.26	2.41	2.56
MERION.....	\$ 2.28	\$ 2.43	\$ 2.58	
NARBERTH.....	\$ 2.30	\$ 2.45	\$ 3.00	
WYNNEWOOD.....	\$ 2.32	\$ 2.47	\$ 3.03	
ARDMORE.....	\$ 2.34	\$ 2.49	\$ 3.05	
HAVERFORD.....	\$ 2.36	\$ 2.51	\$ 3.07	
BRYN MAWR.....	2.16	\$ 2.38	\$ 2.54	\$ 3.09
ROSEMONT.....	\$ 2.40		\$ 3.11	
VILLANOVA.....	\$ 2.42		\$ 3.13	
RADNOR.....	\$ 2.44		\$ 3.15	
ST. DAVIDS.....	\$ 2.46		\$ 3.17	
WAYNE.....	\$ 2.48		\$ 3.19	
STRAFFORD.....	\$ 2.50		\$ 3.21	
DEVON.....	\$ 2.52		\$ 3.23	
BERWYN.....	\$ 2.54		\$ 3.25	
DAYESFORD.....	\$ 2.56		\$ 3.27	
PAOLI.....	\$ 2.30	\$ 3.00	\$ 3.32	
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....	2.45			
COATESVILLE.....	\$ 2.50			
PARKESBURG.....	2.55			
LANCASTER.....	\$ 3.18	Will Not Run	Will Not Run	
LANDIS.....		Nov. 22	Nov. 22	
MOUNT JOY.....		Dec. 25	Dec. 25	
ELIZABETHTOWN.....		Jan. 1	Jan. 1	
MIDDLETOWN.....	3.38			
CLY..... York Haven				
LEMO..... Line		MU	MU	MU
HARRISBURG.....	\$ 3.51			
ROCKVILLE.....	4.00			
BANKS.....	4.10			
	4.15			
	P. M.	P. M.	P. M.	P. M.
	33	329	031	331

FIRST CLASS							
☉033	23	☉333	●381	☉035	☉619	●383	☉037
Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sun.		Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.00		\$ 3.15	\$ 3.15	\$ 3.30	\$ 3.45	\$ 3.45	\$ 4.10
\$ 3.08		\$ 3.18	\$ 3.18	\$ 3.33	\$ 3.48	\$ 3.48	\$ 4.13
3.06	3.17	3.21	3.21	3.36	3.51	3.51	4.16
\$ 3.09	3.20	3.23	3.23	3.38	3.53	3.53	4.18
\$ 3.12	3.22	3.26	\$ 3.26	\$ 3.41	\$ 3.56	\$ 3.56	\$ 4.21
\$ 3.14			\$ 3.28	\$ 3.43	\$ 3.58	\$ 3.58	\$ 4.23
\$ 3.16			\$ 3.30	\$ 3.45	\$ 4.00	\$ 4.00	\$ 4.25
\$ 3.18			\$ 3.32	\$ 3.47	\$ 4.02	\$ 4.02	\$ 4.27
\$ 3.20		\$ 3.29	\$ 3.34	\$ 3.49	\$ 4.04	\$ 4.04	\$ 4.29
\$ 3.22		\$ 3.31	\$ 3.36	\$ 3.51	\$ 4.06	\$ 4.06	\$ 4.31
\$ 3.24	3.28	\$ 3.33	\$ 3.38	\$ 3.54	\$ 4.08	\$ 4.08	\$ 4.34
		\$ 3.35	\$ 3.40		\$ 4.10	\$ 4.10	
		\$ 3.37	\$ 3.42		\$ 4.12	\$ 4.12	
		\$ 3.39	\$ 3.44		\$ 4.14	\$ 4.14	
		\$ 3.41	\$ 3.46		\$ 4.16	\$ 4.16	
		\$ 3.43	\$ 3.48		\$ 4.18	\$ 4.18	
		\$ 3.45	\$ 3.50		\$ 4.20	\$ 4.20	
		\$ 3.47	\$ 3.52		\$ 4.22	\$ 4.22	
		\$ 3.49	\$ 3.54		\$ 4.24	\$ 4.24	
		\$ 3.51	\$ 3.56		\$ 4.26	\$ 4.26	
	\$ 3.40	\$ 3.56	\$ 4.00		\$ 4.30	\$ 4.30	
					F 4.33		
					F 4.42		
	3.55				\$ 4.50		
	\$ 4.00				\$ 5.00		
	4.05				\$ 5.10		
Will Not Run	\$ 4.27	Will Not Run		Will Not Run	Will Not Run	Will Run	Will Not Run
Nov. 22		Nov. 22		Nov. 22	Nov. 22	Nov. 22	Nov. 22
Dec. 25		Dec. 25		Dec. 25	Dec. 25	Dec. 25	Dec. 25
Jan. 1		Jan. 1		Jan. 1	Jan. 1	Jan. 1	Jan. 1
	4.47						
MU		MU	MU	MU	MU	MU	MU
\$ 5.03							
5.15							
5.25							
5.30							
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
033	23	333	381	035	619	383	037

STATIONS	FIRST CLASS			
	☛●335 Daily Ex. Sat. & Sun.	●385 Saturday Only	☛●039 Daily Ex. Sat. & Sun.	●387
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 4.25	\$ 4.25	\$ 4.40	\$ 4.45
PHILA.- Upper Level	\$ 4.28	\$ 4.28	\$ 4.43	\$ 4.48
30th ST. Lower Level				
ZOO.....	4.31	4.31	4.46	4.51
FIFTY-SECOND ST.....	4.33	4.33	4.48	4.53
OVERBROOK.....	4.35	\$ 4.36	\$ 4.51	\$ 4.56
MERION.....		\$ 4.38	\$ 4.53	\$ 4.58
NARBERTH.....		\$ 4.40	\$ 4.55	\$ 5.00
WYNNWOOD.....		\$ 4.42	\$ 4.57	\$ 5.02
ARDMORE.....	\$ 4.41	\$ 4.44	\$ 4.59	\$ 5.04
HAVERFORD.....	\$ 4.43	\$ 4.46	\$ 5.01	\$ 5.06
BRYN MAWR.....	\$ 4.45	\$ 4.48	\$ 5.04	\$ 5.08
ROSEMONT.....	\$ 4.47	\$ 4.50		\$ 5.10
VILLANOVA.....	\$ 4.49	\$ 4.52		\$ 5.12
RADNOR.....	\$ 4.51	\$ 4.54		\$ 5.14
ST. DAVIDS.....	\$ 4.53	\$ 4.56		\$ 5.16
WAYNE.....	\$ 4.55	\$ 4.58		\$ 5.18
STRAFFORD.....	\$ 4.57	\$ 5.00		\$ 5.20
DEVON.....	\$ 4.59	\$ 5.02		\$ 5.22
BERWYN.....	\$ 5.01	\$ 5.04		\$ 5.24
DAYLESFORD.....	\$ 5.03	\$ 5.06		\$ 5.26
PAOLI.....	\$ 5.10	\$ 5.10		\$ 5.30
MALVERN.....	Will Not Run Nov. 22 Dec. 25 Jan. 1		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Run Sat., Sun. Nov. 22 Dec. 25 Jan. 1
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....				
COATESVILLE.....				
PARKEsburg.....				
LANCASTER.....				
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CLY..... York Haven LEMO..... Line	MU	MU	MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	P. M.	P. M.	P. M.	P. M.
	335	385	039	387

STATIONS	FIRST CLASS							
	☛●339 Daily Ex. Sat. & Sun.	☛●341 Daily Ex. Sat. & Sun.	☛●343 Daily Ex. Sat. & Sun.	☛●345 Daily Ex. Sat. & Sun.	●389	☛●347 Daily Ex. Sat. & Sun.	☛605 Daily Ex. Sat. & Sun.	☛●349 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 4.50	\$ 5.03	\$ 5.08	\$ 5.15	\$ 5.15	\$ 5.20		\$ 5.30
PHILA.- Upper Level	\$ 4.53	\$ 5.06	\$ 5.11	\$ 5.18	\$ 5.18	\$ 5.23		\$ 5.33
30th ST. Lower Level							\$ 5.25	
ZOO.....	4.56	5.09	5.14	5.21	5.21	5.26	5.30	5.36
FIFTY-SECOND ST.....	4.58	5.11	5.16	5.23	5.23	5.28	5.32	5.38
OVERBROOK.....	\$ 5.02	\$ 5.13	\$ 5.19	\$ 5.25	\$ 5.26	\$ 5.31		5.35
MERION.....		\$ 5.14		\$ 5.27	\$ 5.28			
NARBERTH.....			\$ 5.23		\$ 5.30	\$ 5.35		
WYNNWOOD.....		\$ 5.18		\$ 5.31	\$ 5.32			
ARDMORE.....	\$ 5.08		\$ 5.27		\$ 5.34	\$ 5.39		\$ 5.46
HAVERFORD.....	\$ 5.11	\$ 5.22		\$ 5.35	\$ 5.36			\$ 5.48
BRYN MAWR.....	\$ 5.14	\$ 5.24	\$ 5.31	5.37	\$ 5.38	\$ 5.43	5.41	\$ 5.50
ROSEMONT.....	\$ 5.16	\$ 5.26		\$ 5.39	\$ 5.40			\$ 5.52
VILLANOVA.....	\$ 5.18		\$ 5.35		\$ 5.42	\$ 5.47		\$ 5.54
RADNOR.....	\$ 5.20	\$ 5.30		\$ 5.43	\$ 5.44			\$ 5.56
ST. DAVIDS.....	\$ 5.22		\$ 5.38		\$ 5.46	\$ 5.51	Will Not Run Nov. 22 Dec. 25 Jan. 1	\$ 5.58
WAYNE.....	\$ 5.24	\$ 5.33		\$ 5.47	\$ 5.48			\$ 6.00
STRAFFORD.....	\$ 5.26		\$ 5.41		\$ 5.50	\$ 5.55		\$ 6.02
DEVON.....	\$ 5.28	\$ 5.36		\$ 5.51	\$ 5.52			\$ 6.04
BERWYN.....	\$ 5.30		\$ 5.44		\$ 5.54	\$ 5.59		\$ 6.06
DAYLESFORD.....	\$ 5.32	\$ 5.40		\$ 5.55	\$ 5.56			\$ 6.08
PAOLI.....	\$ 5.35	\$ 5.43	\$ 5.48	\$ 6.00	\$ 6.00	\$ 6.05	\$ 5.54	\$ 6.14
MALVERN.....	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 22 Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1		Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22
WHITFORD.....								\$ 6.09
DOWNINGTOWN.....								6.13
THORN.....								\$ 6.17
COATESVILLE.....								\$ 6.25
PARKEsburg.....								
LANCASTER.....								\$ 6.50
LANDIS.....								
MOUNT JOY.....								
ELIZABETHTOWN.....								
MIDDLETOWN.....								7.11
CLY..... York Haven LEMO..... Line	MU	MU	MU	MU	MU	MU		MU
HARRISBURG.....								\$ 7.25
ROCKVILLE.....								
BANKS.....								
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	339	341	343	345	389	347	605	349

STATIONS	FIRST CLASS			
	☛ 351	31	☛ 621	● 393
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 5.40		\$ 5.46	\$ 5.45
PHILA.- 30th-ST. { Upper Level	\$ 5.43		\$ 5.48	\$ 5.48
{ Lower Level				
ZOO	5.46	5.47	5.51	5.51
FIFTY-SECOND ST.	5.48	5.50	5.53	5.53
OVERBROOK	5.50	5.53	\$ 5.56	\$ 5.56
MERION	\$ 5.51			\$ 5.58
NARBERTH			\$ 6.00	\$ 6.00
WYNNEWOOD	\$ 5.55			\$ 6.02
ARDMORE			\$ 6.04	\$ 6.04
HAVERFORD	\$ 5.59			\$ 6.06
BRYN MAWR	6.01	5.59	\$ 6.08	\$ 6.08
ROSEMONT	\$ 6.03			\$ 6.10
VILLANOVA			\$ 6.12	\$ 6.12
RADNOR	\$ 6.07			\$ 6.14
ST. DAVIDS			\$ 6.15	\$ 6.16
WAYNE	\$ 6.10			\$ 6.18
STRAFFORD			\$ 6.19	\$ 6.20
DEVON	\$ 6.13			\$ 6.22
BERWYN			\$ 6.22	\$ 6.24
DAYLESFORD	\$ 6.17			\$ 6.26
PAOLI	\$ 6.22	\$ 6.12	\$ 6.27	\$ 6.30
MALVERN			F 6.30	
WHITFORD			F 6.38	
DOWNINGTOWN			\$ 6.43	
THORN		6.27	\$ 6.47	
COATESVILLE			\$ 6.52	
PARKEsburg		6.35	\$ 6.58	
LANCASTER				
LANDIS	Will Not Run	\$ 6.57	Will Not Run	Will Run
MOUNT JOY	Nov. 22		Nov. 22	Sat., Sun.
ELIZABETHTOWN	Dec. 25		Dec. 25	and
MIDDLETOWN	Jan. 1	7.17	Jan. 1	Nov. 22
OLY. } York Haven				Dec. 25
LEMO } Line	MU		MU	Jan. 1
HARRISBURG		\$ 7.35		
		# 7.45		
ROCKVILLE		7.55		
BANKS		8.00		
	P. M.	P. M.	P. M.	P. M.
	351	31	621	393

FIRST CLASS							
☛ 353	☛ 355	◇ 49	◇ 549	● 357	☛ 29	☛ 359	☛ 607
Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 6.05	\$ 6.25			\$ 6.50		\$ 7.30	
\$ 6.08	\$ 6.28			\$ 6.53		\$ 7.33	
							\$ 7.55
6.11	6.31	6.37		6.56	7.29	7.36	8.00
6.13	6.33	6.40		6.58	7.32	7.38	8.02
\$ 6.16	\$ 6.36	\$ 6.42		\$ 7.01	7.35	\$ 7.41	\$ 8.05
\$ 6.18	\$ 6.38			\$ 7.03		\$ 7.43	
\$ 6.20	\$ 6.40			\$ 7.05		\$ 7.45	
\$ 6.22	\$ 6.42			\$ 7.07		\$ 7.47	
\$ 6.24	\$ 6.44			\$ 7.09		\$ 7.49	
\$ 6.26	\$ 6.46			\$ 7.11		\$ 7.51	
\$ 6.28	\$ 6.48	6.48		\$ 7.13	7.41	\$ 7.53	8.11
\$ 6.30	\$ 6.50			\$ 7.15		\$ 7.55	
\$ 6.32	\$ 6.52			\$ 7.17		\$ 7.57	
\$ 6.34	\$ 6.54			\$ 7.19		\$ 7.59	
\$ 6.36	\$ 6.56			\$ 7.21		\$ 7.61	
\$ 6.38	\$ 6.58			\$ 7.23	Will Not Run	\$ 7.63	Will Not Run
\$ 6.40	\$ 7.00			\$ 7.25	Dec. 24	\$ 7.65	Nov. 22
\$ 6.42	\$ 7.02			\$ 7.27	Dec. 25	\$ 7.67	Dec. 25
\$ 6.44	\$ 7.04			\$ 7.29		\$ 7.69	Jan. 1
\$ 6.46	\$ 7.06			\$ 7.31		\$ 7.71	
\$ 6.52	\$ 7.10	\$ 7.00		\$ 7.35	U 7.53	\$ 7.75	\$ 8.23
		7.15			8.08		\$ 8.37
							8.42
							\$ 8.47
		7.23			8.16		8.54
Will Not Run	Will Not Run	\$ 7.45			8.38	Will Not Run	\$ 9.20
Nov. 22	Nov. 22					Nov. 22	
Dec. 25	Dec. 25					Dec. 25	
Jan. 1	Jan. 1					Jan. 1	
		8.05			8.58		9.45
			7.55				
			8.15	MU		MU	MU
		\$ 8.17	\$ 8.20		U 9.08		\$ 9.55
		8.35			# 9.16		
		8.45					
					9.26		
		8.50					
					9.31		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
353	355	49	549	357	29	359	607

STATIONS	FIRST CLASS				
	● 361	‡ 39	● 37	‡ 17	575
	Daily	Daily Ex. Sat.		Daily Ex. Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 8.00				
PHILA.- 30th ST. { Upper Level	\$ 8.03				
{ Lower Level		\$ 8.20	\$ 8.20	E 8.25	
ZOO	8.06	8.25	8.26	8.30	
FIFTY-SECOND ST.	8.08	8.28	8.28	8.32	
OVERBROOK	\$ 8.11	8.30	8.30	8.35	
MERION	\$ 8.13				
NARBERTH	\$ 8.15				
WYNNEWOOD	\$ 8.17				
ARDMORE	\$ 8.19				
HAVERFORD	\$ 8.21				
BRYN MAWR	\$ 8.23	8.36	8.36	8.41	
ROSEMONT	\$ 8.25				
VILLANOVA	\$ 8.27				
RADNOR	\$ 8.29				
ST. DAVIDS	\$ 8.31			Will Not Run	
WAYNE	\$ 8.33	Will Not Run	Will Run	Nov. 22	
STRAFFORD	\$ 8.35	Dec. 24	Dec. 24	Dec. 25	
DEVON	\$ 8.37	Dec. 31	Dec. 31	Jan. 1	
BERWYN	\$ 8.39				
DAYLESFORD	\$ 8.41				
PAOLI	\$ 8.45	\$ 8.48	\$ 8.48	E 8.58	
MALVERN					
WHITFORD					
DOWNINGTOWN					
THORN		9.03	9.03	9.13	
COATESVILLE					
PARKEsburg		9.11	9.11	9.21	
LANCASTER		\$ 9.33	\$ 9.33	# 9.52	
LANDIS					
MOUNT JOY					
ELIZABETHTOWN					
MIDDLETOWN		9.53	9.53	10.12	
CLY. } York Haven					9.58
LEMO } Line	MU				10.21
HARRISBURG		\$10.15	\$10.15	E10.25	\$10.26
		10.30	11.00	#10.50	11.35
ROCKVILLE		10.40	11.10	11.00	11.46
BANKS		10.45	11.15	11.05	
	P. M.	P. M.	P. M.	P. M.	P. M.
	361	39	37	17	575

FIRST CLASS							
● 363	3	‡ 365	● 367	● 369	‡ 635	◇ 55	● 371
Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily	Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.45		\$ 9.25	\$ 9.50	\$10.50			\$11.45
\$ 8.48		\$ 9.28	\$ 9.53	\$10.53			\$11.48
8.51	9.24	9.31	9.56	10.56	11.20	11.47	11.51
8.53	9.27	9.33	9.58	10.58	11.23	11.50	11.54
\$ 8.56	9.30	\$ 9.36	\$10.01	\$11.01			\$11.57
\$ 8.58		\$ 9.38	\$10.03	\$11.03			\$11.59
\$ 9.00		\$ 9.40	\$10.05	\$11.05			\$12.01
\$ 9.02		\$ 9.42	\$10.07	\$11.07			\$12.03
\$ 9.04		\$ 9.44	\$10.09	\$11.09			\$12.05
\$ 9.06		\$ 9.46	\$10.11	\$11.11			\$12.07
\$ 9.08	9.36	\$ 9.48	\$10.13	\$11.13	11.31	11.58	\$12.09
\$ 9.10		\$ 9.50	\$10.15	\$11.15			\$12.11
\$ 9.12		\$ 9.52	\$10.17	\$11.17			\$12.13
\$ 9.14		\$ 9.54	\$10.19	\$11.19			\$12.15
\$ 9.16		\$ 9.56	\$10.21	\$11.21	Will Not Run	Baggage Service	\$12.17
\$ 9.18		\$ 9.58	\$10.23	\$11.23	Nov. 22	Sat. and	Dec. 23, 24
\$ 9.20		\$10.00	\$10.25	\$11.25	Dec. 24	Dec. 23, 24	Dec. 25
\$ 9.22		\$10.02	\$10.27	\$11.27	Dec. 25	Dec. 30, 31	Dec. 31
\$ 9.24		\$10.04	\$10.29	\$11.29	Jan. 1	Feb. 22	April 12
\$ 9.26		\$10.06	\$10.31	\$11.31			\$12.27
\$ 9.30	\$ 9.51	\$10.10	\$10.35	\$11.34	\$11.43	\$12.15	\$12.30
	10.06				11.58	12.30	
					\$12.02		
	10.14				12.08	12.38	
	\$10.38	Will Not Run			\$12.29	\$ 1.00	
		Nov. 22					
		Dec. 25					
		Jan. 1					
	10.58				12.49	1.20	
MU		MU	MU	MU			MU
	\$11.15				\$ 1.10	\$ 1.35	
	#11.30					1.55	
	11.40					2.05	
	11.45					2.10	
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
363	3	365	367	369	635	55	371

STATIONS	FIRST CLASS			
	22	60	574	4
	A. M.	A. M.	A. M.	A. M.
SUBURBAN				
PHILA.- 30th-ST. { Upper Level				
{ Lower Level		D 5.47		
ZOO	5.22	5.40		6.23
FIFTY-SECOND ST.	5.19	5.38		6.20
OVERBROOK	5.16	5.35		6.17
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	5.11	5.29		6.11
ROSEMONT				
VILLANOVA				
RADNOR		Will Not Run		
ST. DAVIDS		Nov. 23, 24		
WAYNE		Dec. 24,		
STRAFFORD		25, 31		
DEVON		Jan. 1		
BERWYN		Feb. 23		
DAYLESFORD		April 13		
PAOLI	D 5.00	5.18		D 6.00
MALVERN				
WHITFORD				
DOWNINGTOWN				
THORN	4.42	5.02		5.45
COATESVILLE				
PARKESEBURG	4.34	4.54		5.37
LANCASTER	# 4.13 E 4.08	4.32		5.15
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN	3.45	4.10		4.53
CLY. } York Haven LEMO } Line				
HARRISBURG	# 3.35 \$ 3.15	# 4.00 \$ 3.51	\$ 4.20	# 4.43 \$ 4.29
ROCKVILLE	3.05	3.41	4.09	4.19
BANKS	3.00	3.36		4.14
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily Ex. Sun.	Daily	Daily
	22	60	574	4

FIRST CLASS							
300	302	48	548	304	380	602	306
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 6.36	\$ 7.30			\$ 7.38	\$ 7.43		\$ 7.55
\$ 6.32	\$ 7.27			\$ 7.35	\$ 7.40		\$ 7.52
6.28	7.22	7.13		7.30	7.34	7.27	7.48
\$ 6.26	\$ 7.19	7.09		7.28	7.32	7.25	7.46
\$ 6.23	\$ 7.16	7.07		7.26	\$ 7.30	7.23	\$ 7.44
\$ 6.21	\$ 7.14				\$ 7.28		\$ 7.41
\$ 6.19	\$ 7.12				\$ 7.26		\$ 7.39
\$ 6.17	\$ 7.10				\$ 7.24		\$ 7.36
\$ 6.15	\$ 7.07				\$ 7.22		\$ 7.34
\$ 6.13	\$ 7.05			\$ 7.21	\$ 7.20		\$ 7.32
\$ 6.11	\$ 7.03	7.01		\$ 7.19	\$ 7.18	7.17	\$ 7.30
\$ 6.08	\$ 7.00			\$ 7.17	\$ 7.16		
\$ 6.06	\$ 6.58			\$ 7.15	\$ 7.14		
\$ 6.04	\$ 6.55			\$ 7.12	\$ 7.12		
\$ 6.02	\$ 6.53			\$ 7.10	\$ 7.10		
\$ 6.00	\$ 6.51			\$ 7.08	\$ 7.08	Will Not Run	\$ 7.19
\$ 5.58	\$ 6.49			\$ 7.06	\$ 7.06	Nov. 22	
\$ 5.56	\$ 6.47			\$ 7.04	\$ 7.04	Dec. 25	
\$ 5.54	\$ 6.45			\$ 7.02	\$ 7.02	Jan. 1	\$ 7.14
\$ 5.52	\$ 6.43			\$ 7.00	\$ 7.00		
\$ 5.50	\$ 6.41	D 6.50		\$ 6.58	\$ 6.58	D 7.05	\$ 7.08
Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1			Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Run Sat. & Sun. Nov. 22 Dec. 25 Jan. 1		Will Not Run Nov. 22 Dec. 25 Jan. 1
		6.32				\$ 6.51	
		6.24				\$ 6.48	
		\$ 6.03				\$ 6.44	
						6.36	
						\$ 6.10	
		5.40					5.45
			6.03				
			5.40				
MU	MU			MU	MU	MU	MU
		# 5.30	\$ 5.35			\$ 5.35	
		\$ 5.05					
		4.55					
		4.50					
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
300	302	48	548	304	380	602	306

STATIONS	FIRST CLASS			
	308	30	310	312
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 8.06		\$ 8.10	\$ 8.20
PHILA.- Upper Level	\$ 8.03		\$ 8.07	\$ 8.17
30th ST. Lower Level				
ZOO.....	8.00	7.42	8.04	8.13
FIFTY-SECOND ST.....	7.58	7.39	8.02	8.11
OVERBROOK.....	7.56	7.36	\$ 8.00	\$ 8.08
MERION.....	\$ 7.54		\$ 7.58	
NARBERTH.....	\$ 7.52		\$ 7.56	
WYNNEWOOD.....	\$ 7.49		\$ 7.54	
ARDMORE.....	\$ 7.46		\$ 7.52	
HAVERTFORD.....	\$ 7.44		\$ 7.50	
BRYN MAWR.....	\$ 7.42	7.30	\$ 7.48	8.01
ROSEMONT.....	\$ 7.39			\$ 7.57
VILLANOVA.....	\$ 7.37			\$ 7.54
RADNOR.....	\$ 7.34			\$ 7.52
ST. DAVIDS.....	\$ 7.32			\$ 7.50
WAYNE.....	\$ 7.30		\$ 7.40	\$ 7.48
STRAFFORD.....	\$ 7.28			\$ 7.46
DEVON.....	\$ 7.26		\$ 7.36	\$ 7.44
BERWYN.....	\$ 7.24			\$ 7.42
DAYLESFORD.....	\$ 7.22			\$ 7.40
PAOLI.....	\$ 7.13	\$ 7.19	\$ 7.25	\$ 7.29
MALVERN.....				
WHITFORD.....				
DOWNTOWN.....				
THORN.....		7.01		
COATESVILLE.....				
PARKESBURG.....		6.53		
LANCASTER.....		\$ 6.32		
LANDIS.....	Will Not Run		Will Not Run	Will Not Run
MOUNT JOY.....	Nov. 22		Nov. 22	Nov. 22
ELIZABETHTOWN.....	Dec. 25		Dec. 25	Dec. 25
MIDDLETOWN.....	Jan. 1		Jan. 1	Jan. 1
CLY..... York Haven Line		6.09		
LEMO.....	MU		MU	MU
HARRISBURG.....		# 5.59		
		\$ 5.51		
ROCKVILLE.....		5.41		
BANKS.....		5.36		
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	‡●308	◇30	‡●310	‡●312

STATIONS	FIRST CLASS							
	28	382	012	314	014	316	618	018
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 8.25	\$ 8.25	\$ 8.30	\$ 8.36	\$ 8.42	\$ 8.33	\$ 8.49	\$ 8.49
PHILA.- Upper Level	\$ 8.22	\$ 8.22	\$ 8.27	\$ 8.33	\$ 8.39	\$ 8.30	\$ 8.46	\$ 8.46
30th ST. Lower Level								
ZOO.....	7.58	8.16	8.16	8.20	8.27	8.34	8.24	8.43
FIFTY-SECOND ST.....	7.55	8.14	8.14	8.18	8.25	8.32	8.22	8.41
OVERBROOK.....	7.53	\$ 8.12	\$ 8.12	\$ 8.16	8.23	\$ 8.30	8.20	\$ 8.39
MERION.....	\$ 8.10	\$ 8.10	\$ 8.14		\$ 8.27			\$ 8.37
NARBERTH.....	\$ 8.08	\$ 8.08		\$ 8.20	\$ 8.25			\$ 8.35
WYNNEWOOD.....	\$ 8.06	\$ 8.06		\$ 8.18	\$ 8.23			\$ 8.33
ARDMORE.....	\$ 8.04	\$ 8.04		\$ 8.16	\$ 8.21			\$ 8.31
HAVERTFORD.....	\$ 8.02	\$ 8.02	\$ 8.08	\$ 8.14	\$ 8.19			\$ 8.29
BRYN MAWR.....	7.47	\$ 8.00	\$ 8.00	\$ 8.05	8.10	\$ 8.17	8.14	8.25
ROSEMONT.....		\$ 7.57		\$ 8.02		\$ 8.14		
VILLANOVA.....		\$ 7.55		\$ 8.00		\$ 8.12		
RADNOR.....		\$ 7.53		\$ 7.57		\$ 8.09		
ST. DAVIDS.....		\$ 7.51		\$ 7.54		\$ 8.07		
WAYNE.....		\$ 7.49		\$ 7.52		\$ 8.05		
STRAFFORD.....	Will Not Run	\$ 7.47		\$ 7.50		\$ 8.03		
DEVON.....	Dec. 25	\$ 7.45		\$ 7.48		\$ 8.01		
BERWYN.....	Dec. 26	\$ 7.43		\$ 7.46		\$ 7.59		
DAYLESFORD.....		\$ 7.41		\$ 7.44		\$ 7.57		
PAOLI.....	D 7.36	\$ 7.39		\$ 7.42		\$ 7.55	\$ 8.02	
MALVERN.....							\$ 7.53	
WHITFORD.....							\$ 7.46	
DOWNTOWN.....							\$ 7.41	
THORN.....							7.36	
COATESVILLE.....							\$ 7.32	
PARKESBURG.....							\$ 7.26	
LANCASTER.....								
LANDIS.....	Will Not Run		Will Not Run	Will Not Run		Will Not Run	Will Not Run	Will Not Run
MOUNT JOY.....	Nov. 22		Nov. 22	Nov. 22	Nov. 22		Nov. 22	Nov. 22
ELIZABETHTOWN.....	Dec. 25		Dec. 25	Dec. 25	Dec. 25		Dec. 25	Dec. 25
MIDDLETOWN.....	Jan. 1		Jan. 1	Jan. 1	Jan. 1		Jan. 1	Jan. 1
CLY..... York Haven Line								
LEMO.....	MU		MU	MU	MU	MU	MU	MU
HARRISBURG.....		# 6.24						
		D 6.19						
ROCKVILLE.....		6.09						
BANKS.....		6.04						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	‡●28	●382	‡●012	‡●314	‡●014	●316	‡●618	‡●018

STATIONS	FIRST CLASS				
	32	554	050	352	386
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....			\$ 4.39	\$ 4.55	\$ 5.00
PHILA.- Upper Level			\$ 4.38	\$ 4.52	\$ 4.57
30th ST. Lower Level					
ZOO.....	4.22		4.33	4.48	4.52
FIFTY-SECOND ST.....	4.19		\$ 4.30	\$ 4.46	\$ 4.49
OVERBROOK.....	4.17		\$ 4.27	4.43	\$ 4.47
MERION.....			\$ 4.25		\$ 4.45
NARBERTH.....			\$ 4.23		\$ 4.43
WYNNEWOOD.....			\$ 4.21		\$ 4.41
ARDMORE.....			\$ 4.19	\$ 4.39	\$ 4.39
HAVERFORD.....			\$ 4.17	\$ 4.37	\$ 4.37
BRYN MAWR.....	4.11		\$ 4.15	\$ 4.35	\$ 4.35
ROSEMONT.....			\$ 4.33	\$ 4.33	
VILLANOVA.....			\$ 4.31	\$ 4.31	
RADNOR.....			\$ 4.29	\$ 4.29	
ST. DAVIDS.....			\$ 4.27	\$ 4.27	
WAYNE.....			\$ 4.25	\$ 4.25	
STRAFFORD.....		Baggage Service Monday	\$ 4.23	\$ 4.23	
DEVON.....			\$ 4.21	\$ 4.21	
BERWYN.....			\$ 4.19	\$ 4.19	
DAYLESFORD.....			\$ 4.17	\$ 4.17	
PAOLI.....	\$ 4.00		\$ 4.15	\$ 4.15	
MALVERN.....					
WHITFORD.....					
DOWNINGTOWN.....					
THORN.....	3.42				
COATESVILLE.....	\$ 3.38				
PARKESBURG.....	3.32				
LANCASTER.....	\$ 3.10				
LANDIS.....			Will Not Run Nov. 22 Dec. 25 Jan. 1	Will Not Run Nov. 22 Dec. 25 Jan. 1	
MOUNT JOY.....					
ELIZABETHTOWN.....					
MIDDLETOWN.....	2.48				
CLY..... York Haven Line		3.08			
LEMO.....		2.45	MU	MU	MU
HARRISBURG.....	# 2.38 \$ 2.28	\$ 2.40			
ROCKVILLE.....	2.18				
BANKS.....	2.13				
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	● 32	554	● 050	● 352	● 386

FIRST CLASS							
052	354	356	10	626	572	570	358
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.09	\$ 5.25	\$ 5.50					\$ 6.25
\$ 5.06	\$ 5.22	\$ 5.47					\$ 6.22
5.02	5.16	5.42	5.38				6.18
\$ 5.00	5.14	\$ 5.40	5.35				\$ 6.15
\$ 4.57	\$ 5.12	\$ 5.37	5.32				\$ 6.12
\$ 4.55	\$ 5.10	\$ 5.35					\$ 6.10
\$ 4.53	\$ 5.08	\$ 5.33					\$ 6.08
\$ 4.51	\$ 5.06	\$ 5.31					\$ 6.06
\$ 4.49	\$ 5.04	\$ 5.29					\$ 6.04
\$ 4.47	\$ 5.02	\$ 5.27					\$ 6.02
\$ 4.45	\$ 5.00	\$ 5.25	5.26				\$ 6.00
	\$ 4.58	\$ 5.23					\$ 5.58
	\$ 4.56	\$ 5.21					\$ 5.56
	\$ 4.54	\$ 5.19					\$ 5.54
	\$ 4.52	\$ 5.17					\$ 5.52
	\$ 4.50	\$ 5.15	Will Not Run Nov. 23, 24 Dec. 25, 26 Jan. 1, 2	Will Not Run Nov. 22 Dec. 25 Jan. 1 Feb. 22			\$ 5.50
	\$ 4.48	\$ 5.13					\$ 5.48
	\$ 4.46	\$ 5.11					\$ 5.46
	\$ 4.44	\$ 5.09					\$ 5.44
	\$ 4.42	\$ 5.07					\$ 5.42
	\$ 4.40	\$ 5.05	5.15				\$ 5.40
			5.00				
			4.52				
			# 4.31	\$ 5.55			
Will Not Run Nov. 22 Dec. 25 Jan. 1		Will Not Run Nov. 22 Dec. 25 Jan. 1	E 4.23		No Baggage Service East Harrisb'g	No Baggage Service East Harrisb'g	
				\$ 5.43			
				\$ 5.35			
			4.03	\$ 5.26			
MU	MU	MU		MU	6.25 6.05	6.25 6.05	MU
			# 3.53	\$ 5.15	6.00	6.00	
			E 3.33		\$ 5.40	\$ 5.43	
					5.29	5.32	
			3.18				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun & Mon	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Daily
● 052	● 354	● 356	● 10	● 626	572	570	● 358

STATIONS	FIRST CLASS				
	620	388	360	16	576
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 6.55	\$ 7.15	\$ 7.35		
PHILA.- Upper Level	\$ 6.52	\$ 7.12	\$ 7.32		
30th ST. Lower Level					
ZOO.....	6.46	7.06	7.28	7.45	
FIFTY-SECOND ST.....	6.44	7.04	\$ 7.25	7.42	
OVERBROOK.....	\$ 6.42	\$ 7.02	\$ 7.22	7.39	
MERION.....	\$ 6.40	\$ 7.00	\$ 7.20		
NARBERTH.....	\$ 6.38	\$ 6.58	\$ 7.18		
WYNNEWOOD.....	\$ 6.36	\$ 6.56	\$ 7.16		
ARDMORE.....	\$ 6.34	\$ 6.54	\$ 7.14		
HAVERFORD.....	\$ 6.32	\$ 6.52	\$ 7.12		
BRYN MAWR.....	\$ 6.30	\$ 6.50	\$ 7.10	7.33	
ROSEMONT.....	\$ 6.28	\$ 6.48	\$ 7.08		
VILLANOVA.....	\$ 6.26	\$ 6.46	\$ 7.06		
RADNOR.....	\$ 6.24	\$ 6.44	\$ 7.04		
ST. DAVIDS.....	\$ 6.22	\$ 6.42	\$ 7.02		
WAYNE.....	\$ 6.20	\$ 6.40	\$ 7.00		No Baggage Service East of Harrisb'g
STRAFFORD.....	\$ 6.18	\$ 6.38	\$ 6.58		
DEVON.....	\$ 6.16	\$ 6.36	\$ 6.56		
BERWYN.....	\$ 6.14	\$ 6.34	\$ 6.54		
DAYLESFORD.....	\$ 6.12	\$ 6.32	\$ 6.52		
PAOLI.....	\$ 6.10	\$ 6.30	\$ 6.50	\$ 7.22	
MALVERN.....					
WHITFORD.....					
DOWNTOWN.....	\$ 5.36				
THORN.....	5.32			7.07	
COATESVILLE.....	\$ 5.28			\$ 7.02	
PARKESBURG.....	\$ 5.20			6.57	
LANCASTER.....				\$ 6.36	
LANDIS.....					
MOUNT JOY.....	Will Not	Will Run	Will Not		
ELIZABETHTOWN.....	Run	Sun. and	Run		
MIDDLETOWN.....	Nov. 22	Nov. 22	Nov. 22	6.13	
	Dec. 25	Dec. 25	Dec. 25		
CLY..... York Haven	Jan. 1	Jan. 1	Jan. 1		7.25
LEMO..... Line					7.05
HARRISBURG.....	MU	MU	MU	# 6.03	7.00
				\$ 5.55	\$ 6.40
ROCKVILLE.....				5.45	6.25
BANKS.....				5.40	
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily		Daily	Daily	Saturday
	Ex. Sun.		Ex. Sun.	Ex. Sat.	Only
	±620	●388	±360	◇16	576

FIRST CLASS							
362	12	364	366	368	24	370	18
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	MID.	A. M.
\$ 8.10		\$ 9.10	\$10.00	\$11.15		\$12.00	
\$ 8.07		\$ 9.07	\$ 9.57	\$11.12		\$11.57	
					\$11.30		
8.01	8.45	9.01	9.51	11.06	11.22	11.51	2.10
7.59	8.42	8.59	9.49	11.04	11.19	11.49	2.07
\$ 7.57	8.39	\$ 8.57	\$ 9.47	\$11.02	11.17	\$11.47	2.04
\$ 7.55		\$ 8.55	\$ 9.45	\$11.00		\$11.45	
\$ 7.53		\$ 8.53	\$ 9.43	\$10.58		\$11.43	
\$ 7.51		\$ 8.51	\$ 9.41	\$10.56		\$11.41	
\$ 7.49		\$ 8.49	\$ 9.39	\$10.54		\$11.39	
\$ 7.47		\$ 8.47	\$ 9.37	\$10.52		\$11.37	
\$ 7.45	8.33	\$ 8.45	\$ 9.35	\$10.50	11.11	\$11.35	1.58
\$ 7.43		\$ 8.43	\$ 9.33	\$10.48		\$11.33	
\$ 7.41		\$ 8.41	\$ 9.31	\$10.46		\$11.31	
\$ 7.39		\$ 8.39	\$ 9.29	\$10.44		\$11.29	
\$ 7.37		\$ 8.37	\$ 9.27	\$10.42		\$11.27	
\$ 7.35		\$ 8.35	\$ 9.25	\$10.40		\$11.25	
\$ 7.33		\$ 8.33	\$ 9.23	\$10.38		\$11.23	
\$ 7.31		\$ 8.31	\$ 9.21	\$10.36		\$11.21	
\$ 7.29		\$ 8.29	\$ 9.19	\$10.34		\$11.19	
\$ 7.27		\$ 8.27	\$ 9.17	\$10.32		\$11.17	
\$ 7.25	\$ 8.22	\$ 8.25	\$ 9.15	\$10.30	\$11.00	\$11.15	E 1.47
	8.07				10.45		1.32
	\$ 8.02						
	7.57				10.37		1.24
	\$ 7.36				#10.17		# 1.02
					\$10.12		E12.55
	7.13				9.50		12.35
MU		MU	MU	MU		MU	
	7.03				# 9.40		#12.25
	\$ 6.55				\$ 9.26		E12.05
	6.45				9.16		11.55
	6.40				9.11		11.50
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily	Saturday	Daily	Daily	Daily	Daily	Daily	Daily
Ex. Sun.	Only	Ex. Sun.	Ex. Sat.	Ex. Sat.	Ex. Sat.	Ex. Sat.	Ex. Sun.
●362	◇12	●364	●366	●368	24	●370	●18

NORTHERN CENTRAL BRANCH

STATIONS		WESTWARD				EASTWARD			
		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS	
		571	573	549	575	575	549	575	575
		Daily Ex. Sun.	Sunday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat.	Saturday Only
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 8.15	\$ 8.15	\$ 6.00	\$ 6.00	\$ 7.55	\$ 7.55	\$ 7.55	\$ 7.55
BALTIMORE		8.19	8.19	6.04	6.04	7.59	7.59	7.59	7.59
MT. VERNON		8.33	8.33	6.18	6.18	8.15	8.15	8.15	8.15
TIMONIUM		8.38	8.38	6.21	6.21	8.18	8.18	8.18	8.18
COCKEYSVILLE		8.55	8.55	6.43	6.43	8.40	8.40	8.40	8.40
PARKTON		\$ 9.10	\$ 9.10	7.00	7.00	8.53	8.53	8.53	8.53
NEW FREEDOM		\$ 9.21	\$ 9.21						
GLEN ROCK		9.37	9.37						
SMYSER		9.48	9.48						
HYDE		\$ 9.56	\$ 9.56						
YORK		10.01	10.01						
LOUCKS		10.05	10.05						
MT. WOLF		10.17	10.17						
CLY (Phila. Reg.)		\$10.45	\$10.45						
HARRISBURG		A. M.	A. M.						
		571	573	549	575	575	549	575	575
		Daily Ex. Sun.	Sunday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat.	Saturday Only
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 8.40	\$ 8.40	\$ 6.40	\$ 6.40	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00
		8.01	8.01	6.36	6.36	7.01	7.01	7.01	7.01
		7.45	7.45	6.24	6.24	6.55	6.55	6.55	6.55
		7.38	7.38	6.43	6.43	7.46	7.46	7.46	7.46
		7.20	7.20	7.48	7.48	6.38	6.38	6.38	6.38
		7.03	7.03	F 7.22	F 7.22	6.26	6.26	6.26	6.26
				F 7.22	F 7.22	6.00	6.00	6.00	6.00
		6.43	6.43	7.11	7.11				
		6.31	6.31	7.01	7.01				
		\$ 6.25	\$ 6.25	\$ 6.55	\$ 6.55				
		6.13	6.13	6.43	6.43				
		6.09	6.09	6.38	6.38				
		6.03	6.03	6.26	6.26				
		\$ 5.35	\$ 5.35	\$ 6.00	\$ 6.00				
		A. M.	A. M.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.				
		Daily	Daily	P. M.	P. M.				
		548	554	570	572	576	572	576	576
		Daily	Daily	Daily Ex. Sat. & Sun.	Sunday Only	Saturday Only	Sunday Only	Saturday Only	Saturday Only
		548	554	570	572	576	572	576	576

TRENTON TO BORDENTOWN

STATIONS	FIRST CLASS WESTWARD		FIRST CLASS EASTWARD	
	2561 Daily Ex. Sat. & Sun.	A. M.	2568 Daily Ex. Sat. & Sun.	P. M.
TRENTON	\$ 7.04		\$ 6.33	
BORDENTOWN (Atlantic District)	\$ 7.15		\$ 6.21	
	A. M.		P. M.	
	2561 Will Not Run Nov. 22 Dec. 25 Jan. 1		2568 Will Not Run Nov. 22 Dec. 25 Jan. 1	

WEST YARD TO DELMAR

STATIONS	FIRST CLASS SOUTHWARD		FIRST CLASS NORTHWARD	
	455 Daily Ex. Sun.	A. M.	454 Daily Ex. Sun.	P. M.
WILMINGTON	\$ 1.40		\$ 9.40	
WEST YARD	1.45		9.35	
BANK TASKER	1.55		9.24	
	2.09		9.10	
MIDDLETOWN				
TOWNSEND				
CLAYTON	\$ 2.54		\$ 8.20	
DOVER	\$ 3.14		\$ 8.00	
WYOMING	Will Also Run Dec. 9, 16		Will Also Run Dec. 9, 16	
WOODSIDE				
VIOLA				
FELTON				
HARRINGTON	\$ 3.44		\$ 7.00	
GREENWOOD			\$ 6.47	
BRIDGEVILLE	\$ 4.29		\$ 6.40	
SEAFORD	\$ 4.56		\$ 6.18	
LAUREL	\$ 5.09		\$ 6.05	
HEARN	\$ 5.16		\$ 5.52	
DELMAR	\$ 5.25		\$ 5.50	
	A. M.		P. M.	
	455		454	

Trains Nos. 455 and 454 will not run Nov. 22, Dec. 25, Jan. 1.

EXPRESS TRAINS
PASSENGER EXTRA

The time shown conveys no timetable authority.

EASTWARD

STATIONS	M-260	M-162	M-174	M-172
	A. M.	A. M.	P. M.	P. M.
NEW YORK	E 1.40	E 4.10	E 2.55	E 9.40
NEWARK (So. Broad St.)	E 1.15	E 3.50	E 2.30	E 9.15
	A. M.	A. M.	P. M.	P. M.
	Sunday Only	Daily Ex. Sun & Mon	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	M-260	±M-162	±M-174	±M-172

M-162 will not run Nov. 23, Dec. 26, Jan. 2, Feb. 23.
M-172 and M-174 will not run Nov. 22, Dec. 25, Jan. 1, Feb. 22.

WASHINGTON TO SOUTH END—SOUTHWARD

STATIONS	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.					
	Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.	Daily	A. M.	
WASHINGTON	9	A. M.	75	A. M.	233	A. M.	245	A. M.	3	Daily	375	Daily	21	First Trip Dec. 14	219	Daily	87	First Trip Dec. 14	33	Daily
VIRGINIA																				
SOUTH END																				

STATIONS	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.					
	Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.	Daily	A. M.	
WASHINGTON	217	Daily	201	Daily	237	Daily	77	Daily	57	Daily	91	Daily	5	Daily	229	Daily	241	Daily		
VIRGINIA																				
SOUTH END																				

SOUTH END TO WASHINGTON—NORTHWARD

STATIONS	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.					
	Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.	Daily	A. M.	
WASHINGTON	76	Daily	234	Daily	238	Daily	10	Daily	58	Daily	78	Daily	242	Daily	92	Daily	202	Daily	248	Daily
VIRGINIA																				
SOUTH END																				

STATIONS	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.	R.F. & P.		SOU.					
	Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.		Daily	A. M.	Daily	A. M.	
WASHINGTON	34	Daily	220	Daily	88	Daily	218	Daily	22	First Trip Dec. 16	204	Daily	236	Daily	246	Daily	376	Daily		
VIRGINIA																				
SOUTH END																				

CHESTNUT HILL BRANCH—WESTWARD

STATIONS	FIRST CLASS													
	# 801 Daily Ex. Sat. & Sun.	# 803 Daily Ex. Sat. & Sun.	# 805 Daily Ex. Sat. & Sun.	# 807 Daily Ex. Sat. & Sun.	# 809 Daily Ex. Sat. & Sun.	# 811 Daily Ex. Sat. & Sun.	# 813 Daily Ex. Sat. & Sun.	# 815 Daily Ex. Sat. & Sun.	# 817 Daily Ex. Sat. & Sun.	# 819 Daily Ex. Sat. & Sun.	# 821 Daily Ex. Sat. & Sun.	# 823 Daily Ex. Sat. & Sun.	# 825 Daily Ex. Sat. & Sun.	# 827 Daily Ex. Sat. & Sun.
CHESTNUT HILL.....	\$ 6.27	\$ 6.56	\$ 7.15	\$ 7.45	\$ 7.58	\$ 8.10	\$ 8.24	\$ 8.41	\$ 9.11	\$ 9.41	\$ 9.42	\$ 10.11	\$ 10.41	\$ 11.11
HIGHLAND.....	\$ 6.28	\$ 6.57	\$ 7.16	\$ 7.31	\$ 7.59	\$ 8.11	\$ 8.26	\$ 8.42	\$ 9.12	\$ 9.42	\$ 9.43	\$ 10.12	\$ 10.42	\$ 11.12
ST. MARTINS.....	\$ 6.29	\$ 6.58	\$ 7.18	\$ 7.32	\$ 7.80	\$ 8.13	\$ 8.28	\$ 8.43	\$ 9.13	\$ 9.43	\$ 9.44	\$ 10.13	\$ 10.43	\$ 11.13
ALLEN LANE.....	\$ 6.31	\$ 6.59	\$ 7.20	\$ 7.34	\$ 8.02	\$ 8.15	\$ 8.28	\$ 8.45	\$ 9.15	\$ 9.45	\$ 9.46	\$ 10.15	\$ 10.45	\$ 11.15
CARPENTER.....	\$ 6.33	\$ 7.02	\$ 7.22	\$ 7.36	\$ 8.04	\$ 8.17	\$ 8.30	\$ 8.47	\$ 9.17	\$ 9.47	\$ 9.48	\$ 10.17	\$ 10.47	\$ 11.17
UPSAL.....	\$ 6.35	\$ 7.04	\$ 7.24	\$ 7.38	\$ 8.06	\$ 8.19	\$ 8.32	\$ 8.49	\$ 9.19	\$ 9.49	\$ 9.50	\$ 10.19	\$ 10.49	\$ 11.19
TULPEHOOKEN.....	\$ 6.37	\$ 7.06	\$ 7.26	\$ 7.40	\$ 8.08	\$ 8.21	\$ 8.34	\$ 8.51	\$ 9.21	\$ 9.51	\$ 9.52	\$ 10.21	\$ 10.51	\$ 11.21
CHELTEN AVENUE.....	\$ 6.39	\$ 7.08	\$ 7.28	\$ 7.42	\$ 8.10	\$ 8.23	\$ 8.36	\$ 8.53	\$ 9.23	\$ 9.53	\$ 9.54	\$ 10.23	\$ 10.53	\$ 11.23
QUEEN LANE.....	\$ 6.41	\$ 7.10	\$ 7.30	\$ 7.44	\$ 8.12	\$ 8.25	\$ 8.38	\$ 8.55	\$ 9.25	\$ 9.55	\$ 9.56	\$ 10.25	\$ 10.55	\$ 11.25
WESTMORELAND.....	\$ 6.43	\$ 7.12	\$ 7.32	\$ 7.46	\$ 8.14	\$ 8.27	\$ 8.40	\$ 8.57	\$ 9.27	\$ 9.57	\$ 9.58	\$ 10.27	\$ 10.57	\$ 11.27
NORTH PHILA.....	\$ 6.45	\$ 7.14	\$ 7.34	\$ 7.48	\$ 8.17	\$ 8.30	\$ 8.43	\$ 9.00	\$ 9.30	\$ 10.00	\$ 10.01	\$ 10.30	\$ 11.00	\$ 11.32
ZOO.....	\$ 6.50	\$ 7.18	\$ 7.40	\$ 7.53	\$ 8.21	\$ 8.36	\$ 8.47	\$ 9.04	\$ 9.34	\$ 10.04	\$ 10.05	\$ 10.34	\$ 11.04	\$ 11.36
PHILA-30th ST. UL.....	\$ 6.54	\$ 7.22	\$ 7.44	\$ 7.57	\$ 8.25	\$ 8.40	\$ 8.51	\$ 9.10	\$ 9.38	\$ 10.08	\$ 10.09	\$ 10.38	\$ 11.08	\$ 11.40
SUBURBAN.....	\$ 6.57	\$ 7.25	\$ 7.47	\$ 8.00	\$ 8.28	\$ 8.43	\$ 8.54	\$ 9.13	\$ 9.41	\$ 10.11	\$ 10.12	\$ 10.41	\$ 11.11	\$ 11.43
	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.
	801	803	805	807	809	811	813	815	817	819	821	823	825	827

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 22, Dec. 25, Jan. 1.

CHESTNUT HILL BRANCH—WESTWARD

STATIONS	FIRST CLASS													
	# 829 Daily Ex. Sat. & Sun.	# 831 Daily Ex. Sat. & Sun.	# 833 Daily Ex. Sat. & Sun.	# 835 Daily Ex. Sat. & Sun.	# 837 Daily Ex. Sat. & Sun.	# 839 Daily Ex. Sat. & Sun.	# 841 Daily Ex. Sat. & Sun.	# 843 Daily Ex. Sat. & Sun.	# 845 Daily Ex. Sat. & Sun.	# 847 Daily Ex. Sat. & Sun.	# 849 Daily Ex. Sat. & Sun.	# 851 Daily Ex. Sat. & Sun.	# 853 Daily Ex. Sat. & Sun.	# 855 Daily Ex. Sat. & Sun.
CHESTNUT HILL.....	\$ 11.41	\$ 12.11	\$ 12.41	\$ 1.11	\$ 1.41	\$ 2.11	\$ 2.41	\$ 3.11	\$ 3.41	\$ 4.13	\$ 4.35	\$ 5.02	\$ 5.27	\$ 5.41
HIGHLAND.....	\$ 11.42	\$ 12.12	\$ 12.42	\$ 1.12	\$ 1.42	\$ 2.12	\$ 2.42	\$ 3.12	\$ 3.42	\$ 4.14	\$ 4.37	\$ 5.04	\$ 5.28	\$ 5.41
ST. MARTINS.....	\$ 11.43	\$ 12.13	\$ 12.43	\$ 1.13	\$ 1.43	\$ 2.13	\$ 2.43	\$ 3.13	\$ 3.43	\$ 4.15	\$ 4.38	\$ 5.05	\$ 5.29	\$ 5.41
ALLEN LANE.....	\$ 11.45	\$ 12.15	\$ 12.45	\$ 1.15	\$ 1.45	\$ 2.15	\$ 2.45	\$ 3.15	\$ 3.45	\$ 4.17	\$ 4.40	\$ 5.06	\$ 5.31	\$ 5.41
CARPENTER.....	\$ 11.47	\$ 12.17	\$ 12.47	\$ 1.17	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.19	\$ 4.42	\$ 5.08	\$ 5.33	\$ 5.41
UPSAL.....	\$ 11.49	\$ 12.19	\$ 12.49	\$ 1.19	\$ 1.49	\$ 2.19	\$ 2.49	\$ 3.19	\$ 3.49	\$ 4.21	\$ 4.44	\$ 5.10	\$ 5.35	\$ 5.41
TULPEHOOKEN.....	\$ 11.51	\$ 12.21	\$ 12.51	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51	\$ 3.21	\$ 3.51	\$ 4.23	\$ 4.46	\$ 5.12	\$ 5.37	\$ 5.41
CHELTEN AVENUE.....	\$ 11.53	\$ 12.23	\$ 12.53	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53	\$ 3.23	\$ 3.53	\$ 4.25	\$ 4.48	\$ 5.14	\$ 5.39	\$ 5.41
QUEEN LANE.....	\$ 11.55	\$ 12.25	\$ 12.55	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55	\$ 3.25	\$ 3.55	\$ 4.27	\$ 4.50	\$ 5.16	\$ 5.41	\$ 5.41
WESTMORELAND.....	\$ 11.57	\$ 12.27	\$ 12.57	\$ 1.27	\$ 1.57	\$ 2.27	\$ 2.57	\$ 3.27	\$ 3.57	\$ 4.29	\$ 4.52	\$ 5.18	\$ 5.45	\$ 5.53
NORTH PHILA.....	\$ 12.00	\$ 12.30	\$ 1.00	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.30	\$ 4.01	\$ 4.32	\$ 4.53	\$ 5.18	\$ 5.45	\$ 5.53
ZOO.....	\$ 12.04	\$ 12.34	\$ 1.04	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.34	\$ 4.05	\$ 4.36	\$ 4.57	\$ 5.22	\$ 5.49	\$ 5.57
PHILA-30th ST. UL.....	\$ 12.08	\$ 12.38	\$ 1.08	\$ 1.38	\$ 2.08	\$ 2.38	\$ 3.08	\$ 3.38	\$ 4.09	\$ 4.40	\$ 5.01	\$ 5.26	\$ 5.53	\$ 6.01
SUBURBAN.....	\$ 12.11	\$ 12.41	\$ 1.11	\$ 1.41	\$ 2.11	\$ 2.41	\$ 3.11	\$ 3.41	\$ 4.12	\$ 4.43	\$ 5.04	\$ 5.29	\$ 5.56	\$ 6.04
	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.
	829	831	833	835	837	839	841	843	845	847	849	851	853	855

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 22, Dec. 25, Jan. 1.

CHESTNUT HILL BRANCH—WESTWARD

STATIONS	FIRST CLASS									
	# 857 Daily Ex. Sat.	# 859 Daily Ex. Sun.	# 861 Daily Sat. & Sun.	# 863 Daily	# 865 Daily Ex. Sun.	# 867 Daily Ex. Sat.	# 869 Daily Ex. Sun.	# 871 Daily		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
CHESTNUT HILL.....	\$ 6.55	\$ 6.20	\$ 6.53	\$ 7.33	\$ 8.21	\$ 9.12	\$ 10.11	\$ 11.36		
HIGHLAND.....	\$ 5.56	\$ 6.21	\$ 6.54	\$ 7.34	\$ 8.22	\$ 9.13	\$ 10.12	\$ 11.37		
ST. MARTINS.....	\$ 5.57	\$ 6.22	\$ 6.55	\$ 7.35	\$ 8.23	\$ 9.14	\$ 10.13	\$ 11.38		
ALLEN LANE.....	\$ 5.59	\$ 6.25	\$ 6.57	\$ 7.37	\$ 8.25	\$ 9.16	\$ 10.15	\$ 11.40		
CARPENTER.....	\$ 6.01	\$ 6.27	\$ 6.59	\$ 7.39	\$ 8.27	\$ 9.18	\$ 10.17	\$ 11.42		
UPSAL.....	\$ 6.03	\$ 6.29	\$ 7.01	\$ 7.41	\$ 8.29	\$ 9.20	\$ 10.19	\$ 11.44		
TULPEHOCKEN.....	\$ 6.05	\$ 6.31	\$ 7.03	\$ 7.43	\$ 8.31	\$ 9.22	\$ 10.21	\$ 11.46		
CHELLEN AVENUE.....	\$ 6.07	\$ 6.33	\$ 7.05	\$ 7.45	\$ 8.33	\$ 9.24	\$ 10.23	\$ 11.48		
QUEEN LANE.....	\$ 6.09	\$ 6.35	\$ 7.07	\$ 7.47	\$ 8.35	\$ 9.26	\$ 10.25	\$ 11.50		
WESTMORELAND.....										
NORTH PHILA.....	\$ 6.12	\$ 6.38	\$ 7.10	\$ 7.51	\$ 8.39	\$ 9.30	\$ 10.29	\$ 11.54		
ZOO.....	6.16	6.42	7.14	7.55	8.43	9.34	10.33	11.58		
PHILA-30th ST. UL.....	\$ 6.20	\$ 6.46	\$ 7.18	\$ 7.59	\$ 8.47	\$ 9.38	\$ 10.37	\$ 12.02		
SUBURBAN.....	\$ 6.23	\$ 6.49	\$ 7.21	\$ 8.02	\$ 8.50	\$ 9.41	\$ 10.40	\$ 12.05		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
	857	859	861	863	865	867	869	871		

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 22, Dec. 25, Jan. 1.

CHESTNUT HILL BRANCH—EASTWARD

STATIONS	FIRST CLASS													
	# 870 Daily	# 802 Daily Ex. Sun.	# 872 Saturday Only	# 804 Daily Sat. & Sun.	# 806 Daily Sat. & Sun.	# 808 Daily Sat. & Sun.	# 810 Daily Ex. Sun.	# 812 Daily	# 814 Daily Ex. Sun.	# 816 Daily Ex. Sun.	# 818 Daily Ex. Sun.	# 820 Daily	# 822 Daily Ex. Sun.	# 824 Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
CHESTNUT HILL.....	\$ 12.43	\$ 7.18	\$ 7.32	\$ 7.46	\$ 8.00	\$ 8.14	\$ 8.32	\$ 9.04	\$ 9.34	\$ 10.03	\$ 10.32	\$ 11.02	\$ 11.33	\$ 12.02
HIGHLAND.....	\$ 12.41	\$ 7.12	\$ 7.30	\$ 7.44	\$ 7.57	\$ 8.12	\$ 8.30	\$ 9.00	\$ 9.31	\$ 10.01	\$ 10.30	\$ 11.00	\$ 11.31	\$ 12.00
ST. MARTINS.....	\$ 12.39	\$ 7.10	\$ 7.28	\$ 7.42	\$ 7.55	\$ 8.10	\$ 8.27	\$ 8.59	\$ 9.29	\$ 9.58	\$ 10.28	\$ 10.58	\$ 11.29	\$ 11.58
ALLEN LANE.....	\$ 12.37	\$ 7.08	\$ 7.26	\$ 7.40	\$ 7.53	\$ 8.08	\$ 8.25	\$ 8.57	\$ 9.27	\$ 9.56	\$ 10.26	\$ 10.56	\$ 11.27	\$ 11.56
CARPENTER.....	\$ 12.35	\$ 7.06	\$ 7.24	\$ 7.38	\$ 7.51	\$ 8.06	\$ 8.23	\$ 8.55	\$ 9.25	\$ 9.54	\$ 10.24	\$ 10.54	\$ 11.25	\$ 11.54
UPSAL.....	\$ 12.33	\$ 7.04	\$ 7.22	\$ 7.36	\$ 7.49	\$ 8.04	\$ 8.21	\$ 8.53	\$ 9.23	\$ 9.52	\$ 10.22	\$ 10.52	\$ 11.23	\$ 11.52
TULPEHOCKEN.....	\$ 12.31	\$ 7.02	\$ 7.20	\$ 7.34	\$ 7.47	\$ 8.02	\$ 8.19	\$ 8.51	\$ 9.21	\$ 9.50	\$ 10.20	\$ 10.50	\$ 11.21	\$ 11.50
CHELLEN AVENUE.....	\$ 12.29	\$ 7.00	\$ 7.18	\$ 7.32	\$ 7.45	\$ 8.00	\$ 8.17	\$ 8.49	\$ 9.19	\$ 9.48	\$ 10.18	\$ 10.48	\$ 11.19	\$ 11.48
QUEEN LANE.....	\$ 12.27	\$ 6.98	\$ 7.16	\$ 7.30	\$ 7.43	\$ 7.58	\$ 8.15	\$ 8.47	\$ 9.17	\$ 9.45	\$ 10.15	\$ 10.45	\$ 11.16	\$ 11.45
WESTMORELAND.....	\$ 12.26	\$ 6.56	\$ 7.14	\$ 7.28	\$ 7.41	\$ 7.56	\$ 8.13	\$ 8.45	\$ 9.15	\$ 9.45	\$ 10.15	\$ 10.45	\$ 11.16	\$ 11.45
NORTH PHILA.....	12.22	6.52	7.10	7.24	7.37	7.52	8.09	8.41	9.11	9.41	10.11	10.41	11.11	11.41
ZOO.....	\$ 12.18	\$ 6.48	\$ 7.06	\$ 7.20	\$ 7.33	\$ 7.48	\$ 8.05	\$ 8.37	\$ 9.07	\$ 9.37	\$ 10.07	\$ 10.37	\$ 11.07	\$ 11.37
PHILA-30th ST. UL.....	\$ 12.15	\$ 6.45	\$ 7.03	\$ 7.17	\$ 7.30	\$ 7.45	\$ 8.02	\$ 8.34	\$ 9.04	\$ 9.34	\$ 10.04	\$ 10.34	\$ 11.04	\$ 11.34
SUBURBAN.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily	Daily Ex. Sun.	Saturday Only	Daily Sat. & Sun.	Daily Sat. & Sun.	Daily Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.
	870	802	872	804	806	808	810	812	814	816	818	820	822	824

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 22, Dec. 25, Jan. 1.

CHESTNUT HILL BRANCH—EASTWARD

STATIONS	FIRST CLASS													
	826	828	830	832	834	836	838	840	842	844	846	848	850	874
CHESTNUT HILL	P. M. \$12.32	P. M. \$1.03	P. M. \$1.32	P. M. \$2.04	P. M. \$2.32	P. M. \$3.03	P. M. \$3.34	P. M. \$4.03	P. M. \$4.30	P. M. \$4.56	P. M. \$5.21	P. M. \$5.33	P. M. \$5.43	P. M. \$6.47
HIGHLAND	\$1.01	\$1.01	\$1.30	\$2.02	\$2.31	\$3.01	\$3.32	\$4.01	\$4.28	\$4.53	\$5.19	\$5.31	\$5.38	\$6.45
ST. MARTINS	\$12.30	\$1.00	\$1.30	\$2.01	\$2.30	\$3.00	\$3.31	\$4.00	\$4.27	\$4.51	\$5.17	\$5.30	\$5.37	\$6.43
ALLEN LANE	\$12.28	\$12.58	\$1.28	\$1.59	\$2.28	\$2.58	\$3.29	\$3.58	\$4.25	\$4.50	\$5.15	\$5.28	\$5.35	\$6.41
CARPENTER	\$12.26	\$12.56	\$1.26	\$1.57	\$2.26	\$2.56	\$3.27	\$3.56	\$4.23	\$4.48	\$5.13	\$5.26	\$5.34	\$6.39
UPSAL	\$12.24	\$12.54	\$1.24	\$1.55	\$2.24	\$2.54	\$3.25	\$3.54	\$4.21	\$4.46	\$5.11	\$5.24	\$5.32	
TULPEHOOKEN	\$12.22	\$12.52	\$1.22	\$1.53	\$2.22	\$2.52	\$3.23	\$3.52	\$4.19	\$4.44	\$5.09	\$5.22	\$5.30	
CHELTEN AVENUE	\$12.20	\$12.50	\$1.20	\$1.51	\$2.20	\$2.50	\$3.21	\$3.50	\$4.17	\$4.42	\$5.07	\$5.20	\$5.28	
QUEEN LANE	\$12.18	\$12.48	\$1.18	\$1.49	\$2.18	\$2.48	\$3.19	\$3.48	\$4.15	\$4.40	\$5.05	\$5.18	\$5.26	
WESTMORELAND	\$12.15	\$12.45	\$1.15	\$1.47	\$2.15	\$2.45	\$3.15	\$3.45	\$4.11	\$4.36	\$5.01	\$5.13	\$5.23	
NORTH PHILA.	12.11	12.41	1.11	1.41	2.11	2.41	3.11	3.41	4.07	4.32	4.57	5.10	5.19	6.27
ZOO	\$12.07	\$12.37	\$1.07	\$1.37	\$2.07	\$2.37	\$3.07	\$3.37	\$4.03	\$4.28	\$4.53	\$5.15	\$5.22	
PHILA.-30th ST. UL.	\$12.04	\$12.34	\$1.04	\$1.34	\$2.04	\$2.34	\$3.04	\$3.34	\$4.00	\$4.25	\$4.50	\$5.12	\$5.22	
SUBURBAN	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily
	#●826	#●828	#●830	#●832	#●834	#●836	#●838	#●840	#●842	#●844	#●846	#●848	#●850	#●874

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 22, Dec. 25, Jan. 1.

CHESTNUT HILL BRANCH—EASTWARD

STATIONS	FIRST CLASS										
	852	854	856	858	860	862	864	866	868		
CHESTNUT HILL	P. M. \$5.58	P. M. \$6.23	P. M. \$6.49	P. M. \$7.25	P. M. \$8.10	P. M. \$8.58	P. M. \$9.49	P. M. \$10.28	P. M. \$11.29		
HIGHLAND	\$5.56	\$6.21	\$6.47	\$7.23	\$8.07	\$8.51	\$9.46	\$10.26	\$11.26		
ST. MARTINS	\$5.54	\$6.19	\$6.45	\$7.22	\$8.05	\$8.49	\$9.44	\$10.24	\$11.24		
ALLEN LANE	\$5.52	\$6.17	\$6.43	\$7.20	\$8.03	\$8.47	\$9.42	\$10.22	\$11.22		
CARPENTER	\$5.50	\$6.15	\$6.41	\$7.18	\$8.01	\$8.45	\$9.40	\$10.20	\$11.20		
UPSAL	\$5.48	\$6.13	\$6.39	\$7.16	\$8.01	\$8.45	\$9.40	\$10.18	\$11.18		
TULPEHOOKEN	\$5.46	\$6.11	\$6.37	\$7.14	\$7.59	\$8.43	\$9.38	\$10.16	\$11.16		
CHELTEN AVENUE	\$5.44	\$6.09	\$6.35	\$7.12	\$7.57	\$8.41	\$9.36	\$10.14	\$11.14		
QUEEN LANE	\$5.41	\$6.06	\$6.33	\$7.10	\$7.55	\$8.39	\$9.34	\$10.12	\$11.12		
WESTMORELAND	\$5.38	\$6.03	\$6.31	\$7.08	\$7.53	\$8.36	\$9.31	\$10.11	\$11.11		
NORTH PHILA.	\$5.36	\$6.01	\$6.29	\$7.06	\$7.51	\$8.32	\$9.27	\$10.07	\$11.07		
ZOO	\$5.32	\$5.57	\$6.25	\$7.02	\$7.47	\$8.28	\$9.23	\$10.03	\$11.03		
PHILA.-30th ST. UL.	\$5.25	\$5.50	\$6.18	\$6.55	\$7.40	\$8.25	\$9.20	\$10.00	\$11.00		
SUBURBAN	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily		
	#●852	#●854	#●856	#●858	#●860	#●862	#●864	#●866	#●868		

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 22, Dec. 25, Jan. 1.

WEST CHESTER BRANCH—SOUTHWARD

STATIONS	FIRST CLASS													
	#769	#701	#701	#703	#703	#705	#705	#707	#707	#709	#711	#713	#779	#715
	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.	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.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily A. M.
SUBURBAN	\$12.40	\$5.15	\$6.34	\$6.34	\$7.00	\$7.00	\$7.50	\$8.05	\$8.05	\$8.28	\$8.56	\$8.56	\$9.25	\$9.56
PHILA.-30th ST. UL.	\$12.45	\$5.18	\$6.37	\$6.37	\$7.03	\$7.03	\$7.53	\$8.08	\$8.08	\$8.31	\$8.58	\$8.58	\$9.28	\$9.58
ARSENAL	\$12.45	\$5.20	\$6.37	\$6.37	\$7.05	\$7.05	\$7.55	\$8.10	\$8.10	\$8.33	\$8.60	\$8.60	\$9.30	\$10.00
FORTY-NINTH ST.	\$12.47		\$6.41	\$6.41	\$7.07	\$7.07	\$7.57	\$8.12	\$8.12	\$8.35	\$8.62	\$8.62	\$9.32	\$10.02
ANGORA	\$12.49		\$6.43	\$6.43	\$7.09	\$7.09	\$7.59	\$8.14	\$8.14	\$8.37	\$8.64	\$8.64	\$9.34	\$10.04
FERNWOOD-YEADON	\$12.51		\$6.45	\$6.45	\$7.11	\$7.11	\$7.61	\$8.16	\$8.16	\$8.39	\$8.66	\$8.66	\$9.36	\$10.06
LANSDOWNE	\$12.53	\$5.26	\$6.47	\$6.47	\$7.13	\$7.13	\$7.63	\$8.18	\$8.18	\$8.41	\$8.68	\$8.68	\$9.38	\$10.08
GLADSTONE	\$12.54		\$6.48	\$6.48	\$7.14	\$7.14	\$7.64	\$8.19	\$8.19	\$8.42	\$8.69	\$8.69	\$9.39	\$10.09
CLIFTON-ALDAN	\$12.56		\$6.50	\$6.50	\$7.16	\$7.16	\$7.66	\$8.21	\$8.21	\$8.44	\$8.71	\$8.71	\$9.41	\$10.11
PRIMOS	\$12.58		\$6.52	\$6.52	\$7.18	\$7.18	\$7.68	\$8.23	\$8.23	\$8.46	\$8.73	\$8.73	\$9.43	\$10.13
SECANE	\$1.00		\$6.54	\$6.54	\$7.20	\$7.20	\$7.70	\$8.25	\$8.25	\$8.48	\$8.75	\$8.75	\$9.45	\$10.15
MORTON-RUTLEDGE	\$1.02	\$5.34	\$6.56	\$6.56	\$7.22	\$7.22	\$7.72	\$8.27	\$8.27	\$8.50	\$8.77	\$8.77	\$9.47	\$10.17
SWARTHMORE	\$1.04	\$5.36	\$6.58	\$6.58	\$7.24	\$7.24	\$7.74	\$8.29	\$8.29	\$8.52	\$8.79	\$8.79	\$9.49	\$10.19
WALLINGFORD	\$1.06		\$7.00	\$7.00	\$7.26	\$7.26	\$7.76	\$8.31	\$8.31	\$8.54	\$8.81	\$8.81	\$9.51	\$10.21
MOLLAN-ROSE VALLEY	\$1.08		\$7.02	\$7.02	\$7.28	\$7.28	\$7.78	\$8.33	\$8.33	\$8.56	\$8.83	\$8.83	\$9.53	\$10.23
MEDIA	\$1.15	\$5.45	\$7.09	\$7.09	\$7.33	\$7.33	\$7.83	\$8.40	\$8.40	\$8.63	\$8.90	\$8.90	\$9.60	\$10.30
ELWYN														
WILLIAMSON SCHOOL														
GLEN RIDDLER														
LENNI														
WAWA														
DARLINGTON														
GLEN MILLS														
LOCKSLEY														
CHEYNEY														
WESTTOWN														
WEST CHESTER														
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	769	701	701	703	703	705	707	707	709	711	713	713	779	715

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run Nov. 22, Dec. 25, Jan. 1, Except No. 745 and No. 751 Will Not Run Nov. 22, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—SOUTHWARD

STATIONS	FIRST CLASS													
	#717	#781	#719	#0719	#721	#723	#725	#727	#729	#731	#733	#0733	#735	#737
	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN	\$10.25	\$10.56	\$11.25	\$11.55	\$12.25	\$12.55	\$12.55	\$1.25	\$1.55	\$2.25	\$2.55	\$2.55	\$3.25	\$3.55
PHILA.-30th ST. UL.	\$10.28	\$10.58	\$11.28	\$11.58	\$12.28	\$12.58	\$12.58	\$1.28	\$1.58	\$2.28	\$2.58	\$2.58	\$3.28	\$3.58
ARSENAL	\$10.30	\$11.00	\$11.30	\$12.00	\$12.30	\$13.00	\$13.00	\$1.30	\$2.00	\$2.30	\$3.00	\$3.00	\$3.30	\$4.00
FORTY-NINTH ST.	\$10.32	\$11.02	\$11.32	\$12.02	\$12.32	\$13.02	\$13.02	\$1.32	\$2.02	\$2.32	\$3.02	\$3.02	\$3.32	\$4.02
ANGORA	\$10.34	\$11.04	\$11.34	\$12.04	\$12.34	\$13.04	\$13.04	\$1.34	\$2.04	\$2.34	\$3.04	\$3.04	\$3.34	\$4.04
FERNWOOD-YEADON	\$10.36	\$11.06	\$11.36	\$12.06	\$12.36	\$13.06	\$13.06	\$1.36	\$2.06	\$2.36	\$3.06	\$3.06	\$3.36	\$4.06
LANSDOWNE	\$10.38	\$11.08	\$11.38	\$12.08	\$12.38	\$13.08	\$13.08	\$1.38	\$2.08	\$2.38	\$3.08	\$3.08	\$3.38	\$4.08
GLADSTONE	\$10.39	\$11.09	\$11.39	\$12.09	\$12.39	\$13.09	\$13.09	\$1.39	\$2.09	\$2.39	\$3.09	\$3.09	\$3.39	\$4.09
CLIFTON-ALDAN	\$10.41	\$11.11	\$11.41	\$12.11	\$12.41	\$13.11	\$13.11	\$1.41	\$2.11	\$2.41	\$3.11	\$3.11	\$3.41	\$4.11
PRIMOS	\$10.43	\$11.13	\$11.43	\$12.13	\$12.43	\$13.13	\$13.13	\$1.43	\$2.13	\$2.43	\$3.13	\$3.13	\$3.43	\$4.13
SECANE	\$10.45	\$11.15	\$11.45	\$12.15	\$12.45	\$13.15	\$13.15	\$1.45	\$2.15	\$2.45	\$3.15	\$3.15	\$3.45	\$4.15
MORTON-RUTLEDGE	\$10.47	\$11.17	\$11.47	\$12.17	\$12.47	\$13.17	\$13.17	\$1.47	\$2.17	\$2.47	\$3.17	\$3.17	\$3.47	\$4.17
SWARTHMORE	\$10.49	\$11.19	\$11.49	\$12.19	\$12.49	\$13.19	\$13.19	\$1.49	\$2.19	\$2.49	\$3.19	\$3.19	\$3.49	\$4.19
WALLINGFORD	\$10.51	\$11.21	\$11.51	\$12.21	\$12.51	\$13.21	\$13.21	\$1.51	\$2.21	\$2.51	\$3.21	\$3.21	\$3.51	\$4.21
MOLLAN-ROSE VALLEY	\$10.53	\$11.23	\$11.53	\$12.23	\$12.53	\$13.23	\$13.23	\$1.53	\$2.23	\$2.53	\$3.23	\$3.23	\$3.53	\$4.23
MEDIA	\$11.00	\$11.30	\$12.00	\$12.30	\$13.00	\$13.00	\$13.00	\$2.00	\$2.30	\$3.00	\$3.30	\$3.30	\$4.00	\$4.30
ELWYN														
WILLIAMSON SCHOOL														
GLEN RIDDLER														
LENNI														
WAWA														
DARLINGTON														
GLEN MILLS														
LOCKSLEY														
CHEYNEY														
WESTTOWN														
WEST CHESTER														
	A. M.	A. M.	NOON	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	717	781	719	0719	721	723	725	727	729	731	733	0733	735	737

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run Nov. 22, Dec. 25, Jan. 1, Except No. 745 and No. 751 Will Not Run Nov. 22, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—NORTHWARD

STATIONS	FIRST CLASS												
	700	702	704	706	708	710	712	714	716	718	718	718	
SUBURBAN	A. M. \$ 6.33	A. M. \$ 7.20	A. M. \$ 7.38	A. M. \$ 7.50	A. M. \$ 8.10	A. M. \$ 8.16	A. M. \$ 8.20	A. M. \$ 8.30	A. M. \$ 8.40	A. M. \$ 8.46	A. M. \$ 8.46	A. M. \$ 8.46	
PHILA.-30th ST. UL.	\$ 6.30	\$ 7.17	\$ 7.35	\$ 7.47	\$ 8.07	\$ 8.10	\$ 8.17	\$ 8.24	\$ 8.37	\$ 8.43	\$ 8.43	\$ 8.43	
ARGENAL	\$ 6.22	\$ 7.14	\$ 7.31	\$ 7.44	\$ 8.04	\$ 8.10	\$ 8.14	\$ 8.24	\$ 8.34	\$ 8.40	\$ 8.40	\$ 8.40	
FORTY-NINTH ST.	\$ 6.22	\$ 7.09	\$ 7.26	\$ 7.39	\$ 7.58	\$ 8.06	\$ 8.09	\$ 8.17	\$ 8.27	\$ 8.33	\$ 8.33	\$ 8.33	
ANGORA	\$ 6.18	\$ 7.07	\$ 7.24	\$ 7.37	\$ 7.56	\$ 8.03	\$ 8.06	\$ 8.14	\$ 8.24	\$ 8.30	\$ 8.30	\$ 8.30	
FERNWOOD-YEADON	\$ 6.16	\$ 7.05	\$ 7.22	\$ 7.35	\$ 7.55	\$ 8.02	\$ 8.05	\$ 8.13	\$ 8.23	\$ 8.29	\$ 8.29	\$ 8.29	
LANDSDOWNE	\$ 6.14	\$ 7.03	\$ 7.20	\$ 7.33	\$ 7.53	\$ 8.01	\$ 8.04	\$ 8.12	\$ 8.22	\$ 8.28	\$ 8.28	\$ 8.28	
GLADSTONE	\$ 6.14	\$ 7.01	\$ 7.18	\$ 7.31	\$ 7.51	\$ 7.58	\$ 8.01	\$ 8.09	\$ 8.19	\$ 8.25	\$ 8.25	\$ 8.25	
CLIFTON-ALDAN	\$ 6.12	\$ 6.59	\$ 7.17	\$ 7.30	\$ 7.52	\$ 7.59	\$ 8.02	\$ 8.09	\$ 8.19	\$ 8.25	\$ 8.25	\$ 8.25	
PRIMOS	\$ 6.10	\$ 6.57	\$ 7.15	\$ 7.28	\$ 7.48	\$ 7.56	\$ 7.59	\$ 8.07	\$ 8.17	\$ 8.23	\$ 8.23	\$ 8.23	
SECANE	\$ 6.08	\$ 6.55	\$ 7.13	\$ 7.26	\$ 7.46	\$ 7.54	\$ 7.57	\$ 8.05	\$ 8.15	\$ 8.21	\$ 8.21	\$ 8.21	
MORTON-RUTLEDGE	\$ 6.06	\$ 6.53	\$ 7.11	\$ 7.24	\$ 7.44	\$ 7.53	\$ 7.56	\$ 8.03	\$ 8.13	\$ 8.19	\$ 8.19	\$ 8.19	
SWARTHMORE	\$ 6.04	\$ 6.51	\$ 7.09	\$ 7.22	\$ 7.44	\$ 7.53	\$ 7.56	\$ 8.01	\$ 8.11	\$ 8.17	\$ 8.17	\$ 8.17	
WALLINGFORD	\$ 6.02	\$ 6.49	\$ 7.07	\$ 7.20	\$ 7.42	\$ 7.49	\$ 7.52	\$ 7.69	\$ 7.79	\$ 7.85	\$ 7.85	\$ 7.85	
MOYLAN-ROSE VALLEY	\$ 6.00	\$ 6.47	\$ 7.05	\$ 7.18	\$ 7.40	\$ 7.47	\$ 7.50	\$ 7.67	\$ 7.77	\$ 7.83	\$ 7.83	\$ 7.83	
MEDIA	\$ 5.88	\$ 6.45	\$ 7.03	\$ 7.16	\$ 7.40	\$ 7.45	\$ 7.48	\$ 7.65	\$ 7.75	\$ 7.81	\$ 7.81	\$ 7.81	
ELWYN													
WILLIAMSON SCHOOL													
GLEN RIDDLER													
LENNI													
WAWA													
DARLINGTON													
GLEN MILLS													
LOCKSLEY													
CHEYNEY													
WESTTOWN													
WEST CHESTER													

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run Nov. 22, Dec. 25, Jan. 1, Except No. 710, No. 712 and No. 714 Will Not Run Nov. 22, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—NORTHWARD

STATIONS	FIRST CLASS													
	784	720	0786	786	722	0724	724	726	728	730	732	734	788	736
SUBURBAN	A. M. \$ 8.55	A. M. \$ 9.05	A. M. \$ 9.23	A. M. \$ 9.28	A. M. \$ 9.30	A. M. \$ 9.47	A. M. \$ 9.50	A. M. \$ 10.20	A. M. \$ 10.50	A. M. \$ 11.20	A. M. \$ 11.40	A. M. \$ 12.20	P. M. \$ 12.55	P. M. \$ 1.20
PHILA.-30th ST. UL.	\$ 8.52	\$ 9.02	\$ 9.20	\$ 9.25	\$ 9.27	\$ 9.44	\$ 9.47	\$ 10.17	\$ 10.47	\$ 11.17	\$ 11.37	\$ 12.17	\$ 12.52	\$ 1.17
ARGENAL	\$ 8.43	\$ 8.59	\$ 9.12	\$ 9.17	\$ 9.24	\$ 9.44	\$ 9.44	\$ 10.14	\$ 10.44	\$ 11.14	\$ 11.34	\$ 12.14	\$ 12.49	\$ 1.14
FORTY-NINTH ST.	\$ 8.43	\$ 8.54	\$ 9.12	\$ 9.17	\$ 9.24	\$ 9.44	\$ 9.44	\$ 10.14	\$ 10.44	\$ 11.14	\$ 11.34	\$ 12.14	\$ 12.49	\$ 1.14
ANGORA	\$ 8.41	\$ 8.52	\$ 9.10	\$ 9.15	\$ 9.22	\$ 9.42	\$ 9.42	\$ 10.12	\$ 10.42	\$ 11.12	\$ 11.32	\$ 12.12	\$ 12.47	\$ 1.12
FERNWOOD-YEADON	\$ 8.36	\$ 8.50	\$ 9.08	\$ 9.13	\$ 9.20	\$ 9.40	\$ 9.40	\$ 10.10	\$ 10.40	\$ 11.10	\$ 11.30	\$ 12.10	\$ 12.45	\$ 1.10
LANDSDOWNE	\$ 8.37	\$ 8.48	\$ 9.06	\$ 9.11	\$ 9.18	\$ 9.38	\$ 9.38	\$ 10.08	\$ 10.38	\$ 11.08	\$ 11.28	\$ 12.08	\$ 12.43	\$ 1.08
GLADSTONE	\$ 8.35	\$ 8.46	\$ 9.04	\$ 9.09	\$ 9.16	\$ 9.36	\$ 9.36	\$ 10.06	\$ 10.36	\$ 11.06	\$ 11.26	\$ 12.06	\$ 12.41	\$ 1.06
CLIFTON-ALDAN	\$ 8.33	\$ 8.44	\$ 9.02	\$ 9.07	\$ 9.14	\$ 9.34	\$ 9.34	\$ 10.04	\$ 10.34	\$ 11.04	\$ 11.24	\$ 12.04	\$ 12.39	\$ 1.04
PRIMOS	\$ 8.31	\$ 8.42	\$ 9.00	\$ 9.05	\$ 9.12	\$ 9.32	\$ 9.32	\$ 10.02	\$ 10.32	\$ 11.02	\$ 11.22	\$ 12.02	\$ 12.37	\$ 1.02
SECANE	\$ 8.29	\$ 8.40	\$ 8.98	\$ 9.03	\$ 9.10	\$ 9.30	\$ 9.30	\$ 10.00	\$ 10.30	\$ 11.00	\$ 11.20	\$ 12.00	\$ 12.35	\$ 1.00
MORTON-RUTLEDGE	\$ 8.27	\$ 8.38	\$ 8.96	\$ 9.01	\$ 9.08	\$ 9.28	\$ 9.28	\$ 9.98	\$ 10.28	\$ 10.98	\$ 11.18	\$ 11.98	\$ 12.33	\$ 1.02
SWARTHMORE	\$ 8.25	\$ 8.36	\$ 8.94	\$ 8.99	\$ 9.06	\$ 9.26	\$ 9.26	\$ 9.96	\$ 10.26	\$ 10.96	\$ 11.16	\$ 11.96	\$ 12.31	\$ 1.02
WALLINGFORD	\$ 8.23	\$ 8.34	\$ 8.92	\$ 8.97	\$ 9.04	\$ 9.24	\$ 9.24	\$ 9.94	\$ 10.24	\$ 10.94	\$ 11.14	\$ 11.94	\$ 12.29	\$ 1.02
MOYLAN-ROSE VALLEY	\$ 8.21	\$ 8.32	\$ 8.90	\$ 8.95	\$ 9.02	\$ 9.22	\$ 9.22	\$ 9.92	\$ 10.22	\$ 10.92	\$ 11.12	\$ 11.92	\$ 12.27	\$ 1.02
MEDIA	\$ 8.19	\$ 8.30	\$ 8.88	\$ 8.93	\$ 9.00	\$ 9.20	\$ 9.20	\$ 9.90	\$ 10.20	\$ 10.90	\$ 11.10	\$ 11.90	\$ 12.25	\$ 1.02
ELWYN														
WILLIAMSON SCHOOL														
GLEN RIDDLER														
LENNI														
WAWA														
DARLINGTON														
GLEN MILLS														
LOCKSLEY														
CHEYNEY														
WESTTOWN														
WEST CHESTER														

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run Nov. 22, Dec. 25, Jan. 1, Except No. 710, No. 712 and No. 714 Will Not Run Nov. 22, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—NORTHWARD

STATIONS	FIRST CLASS											
	0738	740	742	744	746	748	750	752	754	756	790	758
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 1.50	\$ 2.20	\$ 2.50	\$ 3.20	\$ 3.50	\$ 4.20	\$ 4.50	\$ 5.20	\$ 5.50	\$ 6.10	\$ 6.40	\$ 6.53
PHILA.-30th ST. UL.	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.47	\$ 5.17	\$ 5.47	\$ 6.07	\$ 6.37	\$ 6.50
ARSENAL	\$ 1.44	\$ 2.14	\$ 2.44	\$ 3.14	\$ 3.44	\$ 4.14	\$ 4.44	\$ 5.14	\$ 5.44	\$ 6.04	\$ 6.34	\$ 6.47
FORTY-NINTH ST.	\$ 1.38	\$ 2.08	\$ 2.38	\$ 3.08	\$ 3.38	\$ 4.08	\$ 4.38	\$ 5.08	\$ 5.38	\$ 5.98	\$ 6.28	\$ 6.41
ANGORA	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.34	\$ 4.04	\$ 4.34	\$ 5.04	\$ 5.34	\$ 5.94	\$ 6.24	\$ 6.37
FERNWOOD-YEADON	\$ 1.32	\$ 2.02	\$ 2.32	\$ 3.02	\$ 3.32	\$ 4.02	\$ 4.32	\$ 5.02	\$ 5.32	\$ 5.92	\$ 6.22	\$ 6.35
LANSDOWNE	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.30	\$ 4.00	\$ 4.30	\$ 5.00	\$ 5.30	\$ 5.90	\$ 6.20	\$ 6.33
GLADSTONE	\$ 1.29	\$ 1.99	\$ 2.29	\$ 2.99	\$ 3.29	\$ 3.99	\$ 4.29	\$ 4.99	\$ 5.29	\$ 5.89	\$ 6.19	\$ 6.32
CLIFTON-ALDAN	\$ 1.27	\$ 1.97	\$ 2.27	\$ 2.97	\$ 3.27	\$ 3.97	\$ 4.27	\$ 4.97	\$ 5.27	\$ 5.87	\$ 6.17	\$ 6.30
PRIMOS	\$ 1.25	\$ 1.95	\$ 2.25	\$ 2.95	\$ 3.25	\$ 3.95	\$ 4.25	\$ 4.95	\$ 5.25	\$ 5.85	\$ 6.15	\$ 6.28
SECANE	\$ 1.23	\$ 1.93	\$ 2.23	\$ 2.93	\$ 3.23	\$ 3.93	\$ 4.23	\$ 4.93	\$ 5.23	\$ 5.83	\$ 6.13	\$ 6.26
MORTON-RUTLEDGE	\$ 1.21	\$ 1.91	\$ 2.21	\$ 2.91	\$ 3.21	\$ 3.91	\$ 4.21	\$ 4.91	\$ 5.21	\$ 5.81	\$ 6.11	\$ 6.24
SWARTHMORE	\$ 1.19	\$ 1.89	\$ 2.19	\$ 2.89	\$ 3.19	\$ 3.89	\$ 4.19	\$ 4.89	\$ 5.19	\$ 5.79	\$ 6.09	\$ 6.22
WALLINGFORD	\$ 1.17	\$ 1.87	\$ 2.17	\$ 2.87	\$ 3.17	\$ 3.87	\$ 4.17	\$ 4.87	\$ 5.17	\$ 5.77	\$ 6.07	\$ 6.20
MOYLAN-ROSE VALLEY	\$ 1.15	\$ 1.85	\$ 2.15	\$ 2.85	\$ 3.15	\$ 3.85	\$ 4.15	\$ 4.85	\$ 5.15	\$ 5.75	\$ 6.05	\$ 6.18
MEDIA												
ELWYN												
WILLIAMSON SCHOOL												
GLEN RIDDLE												
LENNI												
WAWA												
DARLINGTON												
GLEN MILLS												
LOCKSLEY												
CHEYNEY												
WESTTOWN												
WEST CHESTER												

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run Nov. 22, Dec. 25, Jan. 1, Except No. 710, No. 712 and No. 714 Will Not Run Nov. 22, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—NORTHWARD

STATIONS	FIRST CLASS										
	0798	760	0762	762	792	764	0766	794	768	0790	758
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 7.45	\$ 8.60	\$ 9.25	\$ 9.40	\$ 9.25	\$ 9.40	\$ 10.60	\$ 11.10	\$ 12.30	\$ 12.30	\$ 6.40
PHILA.-30th ST. UL.	\$ 7.42	\$ 8.47	\$ 9.22	\$ 9.37	\$ 9.22	\$ 9.37	\$ 10.47	\$ 11.07	\$ 12.27	\$ 12.27	\$ 6.37
ARSENAL	\$ 7.38	\$ 8.44	\$ 9.19	\$ 9.34	\$ 9.19	\$ 9.34	\$ 10.44	\$ 11.04	\$ 12.24	\$ 12.24	\$ 6.34
FORTY-NINTH ST.	\$ 7.31	\$ 8.36	\$ 9.11	\$ 9.26	\$ 9.11	\$ 9.26	\$ 10.36	\$ 10.96	\$ 12.16	\$ 12.16	\$ 6.31
ANGORA	\$ 7.27	\$ 8.32	\$ 9.07	\$ 9.22	\$ 9.07	\$ 9.22	\$ 10.32	\$ 10.92	\$ 12.12	\$ 12.12	\$ 6.27
FERNWOOD-YEADON	\$ 7.25	\$ 8.30	\$ 9.05	\$ 9.20	\$ 9.05	\$ 9.20	\$ 10.30	\$ 10.90	\$ 12.10	\$ 12.10	\$ 6.25
LANSDOWNE	\$ 7.22	\$ 8.27	\$ 9.02	\$ 9.17	\$ 9.02	\$ 9.17	\$ 10.27	\$ 10.87	\$ 12.07	\$ 12.07	\$ 6.22
GLADSTONE	\$ 7.18	\$ 8.23	\$ 8.98	\$ 9.13	\$ 8.98	\$ 9.13	\$ 10.23	\$ 10.83	\$ 12.03	\$ 12.03	\$ 6.18
CLIFTON-ALDAN	\$ 7.16	\$ 8.21	\$ 8.96	\$ 9.11	\$ 8.96	\$ 9.11	\$ 10.21	\$ 10.81	\$ 12.01	\$ 12.01	\$ 6.16
PRIMOS	\$ 7.14	\$ 8.19	\$ 8.94	\$ 9.09	\$ 8.94	\$ 9.09	\$ 10.19	\$ 10.79	\$ 11.99	\$ 11.99	\$ 6.14
SECANE	\$ 7.10	\$ 8.15	\$ 8.90	\$ 9.05	\$ 8.90	\$ 9.05	\$ 10.15	\$ 10.75	\$ 11.95	\$ 11.95	\$ 6.10
MORTON-RUTLEDGE	\$ 7.07	\$ 8.12	\$ 8.87	\$ 9.02	\$ 8.87	\$ 9.02	\$ 10.12	\$ 10.72	\$ 11.92	\$ 11.92	\$ 6.07
SWARTHMORE	\$ 7.04	\$ 8.09	\$ 8.84	\$ 8.99	\$ 8.84	\$ 8.99	\$ 10.09	\$ 10.69	\$ 11.89	\$ 11.89	\$ 6.04
WALLINGFORD	\$ 7.01	\$ 8.06	\$ 8.81	\$ 8.96	\$ 8.81	\$ 8.96	\$ 10.06	\$ 10.66	\$ 11.86	\$ 11.86	\$ 6.01
MOYLAN-ROSE VALLEY	\$ 6.58	\$ 8.14	\$ 8.89	\$ 9.04	\$ 8.89	\$ 9.04	\$ 10.14	\$ 10.74	\$ 11.94	\$ 11.94	\$ 6.05
MEDIA											
ELWYN											
WILLIAMSON SCHOOL											
GLEN RIDDLE											
LENNI											
WAWA											
DARLINGTON											
GLEN MILLS											
LOCKSLEY											
CHEYNEY											
WESTTOWN											
WEST CHESTER											

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run Nov. 22, Dec. 25, Jan. 1, Except No. 710, No. 712 and No. 714 Will Not Run Nov. 22, Dec. 25, Jan. 1, Feb. 22.

SCHUYLKILL BRANCH—WESTWARD

FIRST CLASS

STATIONS	#●651	#●653	#●655	#●657	#●659	#●661	#●663	#●665	#●667	#●669	#●671	#●673	#●675	#●677
	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.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN	\$ 6.10	\$ 6.50	\$ 7.20	\$ 7.53	\$ 8.30	\$ 9.50	\$10.55	\$12.10	\$ 2.35	\$ 3.40	\$ 4.43	\$ 5.25	\$ 5.55	\$ 6.35
PHILA.-30th ST. UL	\$ 6.13	\$ 6.53	\$ 7.23	\$ 7.56	\$ 8.33	\$ 9.53	\$10.58	\$12.13	\$ 2.38	\$ 3.43	\$ 4.46	\$ 5.28	\$ 5.58	\$ 6.38
FIFTY-SECOND ST.	6.19	6.59	7.29	8.02	8.39	9.59	11.04	12.19	2.44	3.49	4.52	5.36	5.64	6.44
WYNNFIELD AVE.	\$ 6.21	\$ 7.01	\$ 7.81	\$ 8.04	\$ 8.41	\$10.01	\$11.06	\$12.21	\$ 2.46	\$ 3.51	\$ 4.54	\$ 5.37	\$ 5.66	\$ 6.46
BALA	\$ 7.03	\$ 7.38	\$ 8.08	\$ 8.08	\$ 8.45	\$10.05	\$11.10	\$12.25	\$ 2.48	\$ 3.53	\$ 4.56	\$ 5.39	\$ 5.68	\$ 6.48
CYNWYD	\$ 7.06	\$ 7.35	\$ 8.05	\$ 8.08	\$ 8.45	\$10.05	\$11.10	\$12.25	\$ 2.50	\$ 3.55	\$ 4.58	\$ 5.41	\$ 5.70	\$ 6.50
BARMOUTH	\$ 7.06	\$ 7.35	\$ 8.05	\$ 8.08	\$ 8.45	\$10.05	\$11.10	\$12.25	\$ 2.52	\$ 3.57	\$ 4.60	\$ 5.43	\$ 5.72	\$ 6.52
MANAYUNK	\$ 6.25	\$ 7.10	\$ 7.40	\$ 8.13	\$ 8.50	\$10.10	\$11.15	\$12.30	\$ 2.55	\$ 4.00	\$ 5.04	\$ 5.47	\$ 5.76	\$ 6.56
	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.
	651	653	655	657	659	661	663	665	667	669	671	673	675	677

Note—All Trains Will Operate With MU Equipment.
#—Will Not Run Nov. 22, Dec. 25, Jan. 1.

SCHUYLKILL BRANCH—EASTWARD

FIRST CLASS

STATIONS	#●650	#●652	#●654	#●656	#●658	#●660	#●662	#●664	#●666	#●668	#●670	#●672	#●674	#●676
	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.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN	\$ 6.57	\$ 7.46	\$ 8.15	\$ 8.45	\$ 9.20	\$10.45	\$11.50	\$ 1.10	\$ 3.30	\$ 4.33	\$ 5.37	\$ 6.17	\$ 6.46	\$ 7.26
PHILA.-30th ST. UL	\$ 6.54	\$ 7.43	\$ 8.12	\$ 8.42	\$ 9.17	\$10.42	\$11.47	\$ 1.07	\$ 3.27	\$ 4.30	\$ 5.34	\$ 6.14	\$ 6.43	\$ 7.23
FIFTY-SECOND ST.	6.48	7.35	8.06	8.36	9.11	10.35	11.41	1.01	3.21	4.24	5.28	6.08	6.37	7.17
WYNNFIELD AVE.	\$ 6.43	\$ 7.30	\$ 7.58	\$ 8.30	\$ 9.08	\$10.33	\$11.38	\$12.58	\$ 3.17	\$ 4.20	\$ 5.24	\$ 6.04	\$ 6.33	\$ 7.13
BALA	\$ 6.41	\$ 7.28	\$ 7.56	\$ 8.28	\$ 9.06	\$10.31	\$11.36	\$12.56	\$ 3.15	\$ 4.18	\$ 5.22	\$ 6.02	\$ 6.31	\$ 7.11
CYNWYD	\$ 6.39	\$ 7.26	\$ 7.54	\$ 8.26	\$ 9.04	\$10.29	\$11.34	\$12.54	\$ 3.13	\$ 4.16	\$ 5.20	\$ 6.00	\$ 6.29	\$ 7.09
BARMOUTH	\$ 6.37	\$ 7.24	\$ 7.52	\$ 8.24	\$ 9.02	\$10.27	\$11.32	\$12.52	\$ 3.13	\$ 4.16	\$ 5.20	\$ 6.00	\$ 6.29	\$ 7.09
MANAYUNK	\$ 6.35	\$ 7.23	\$ 7.50	\$ 8.22	\$ 9.00	\$10.25	\$11.30	\$12.50	\$ 3.10	\$ 4.13	\$ 5.17	\$ 5.57	\$ 6.26	\$ 7.06
	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.
	650	652	654	656	658	660	662	664	666	668	670	672	674	676

Note—All Trains Will Operate With MU Equipment.
#—Will Not Run Nov. 22, Dec. 25, Jan. 1.

PRINCETON BRANCH—SOUTHWARD

FIRST CLASS

STATIONS	#4133 Daily Ex. Sat. & Sun. A. M.	#4135 Daily Ex. Sun. A. M.	#4137 Daily Ex. Sun. A. M.	4103 Saturday Only A. M.	4261 A. M.	#4139 Daily Ex. Sun. A. M.	4105 Saturday Only A. M.	4263 A. M.	#4141 Daily Ex. Sun. A. M.	4265 A. M.	4145 Daily P. M.	4147 Daily P. M.	4149 Daily P. M.	#4151 Daily Ex. Sun. P. M.	4107 Saturday Only P. M.
PRINCETON	\$ 7.22	\$ 7.41	\$ 7.57	\$ 8.20	\$ 8.41	\$ 8.46	\$ 9.10	\$ 9.34	\$ 9.41	\$10.43	\$12.32	\$12.56	\$ 1.40	\$ 2.06	\$ 2.52
PENNS NECK	F 7.44	F 7.44	\$ 8.02	\$ 8.25	\$ 8.46	\$ 8.52	\$ 9.15	\$ 9.39	\$ 9.46	\$10.06	\$12.37	\$ 1.01	\$ 1.45	\$ 2.11	\$ 2.57
PRINCETON JCT.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	#4153 Daily Ex. Sat. & Sun. P. M.	4267 P. M.	#4155 Daily Ex. Sun. P. M.	4157 Daily P. M.	#4159 Daily Ex. Sat. & Sun. P. M.	4109 Saturday Only P. M.	4161 Daily Ex. Sat. P. M.	4111 Saturday Only P. M.	#4163 Daily Ex. Sun. P. M.	#4165 Daily Ex. Sat. & Sun. P. M.	4167 Daily P. M.	#4169 Daily Ex. Sat. & Sun. P. M.	4171 Daily P. M.	#4173 Daily Ex. Sun. P. M.	4175 Daily P. M.
PRINCETON	\$ 3.05	\$ 3.38	\$ 4.01	\$ 4.40	\$ 4.57	\$ 5.24	\$ 5.87	\$ 5.51	\$ 6.05	\$ 6.28	\$ 6.49	\$ 7.18	\$ 7.40	\$ 8.01	\$ 8.42
PENNS NECK	\$ 3.10	\$ 3.43	\$ 4.06	F 4.43	\$ 4.46	F 5.40	F 5.40	F 5.40	\$ 6.10	\$ 6.33	\$ 6.54	\$ 7.23	\$ 7.45	\$ 8.06	\$ 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	4177 Daily P. M.	4273 P. M.	#4179 Daily Ex. Sat. & Sun. P. M.	4181 Daily P. M.	4183 Daily Ex. Sat. & Sun. P. M.	4165 Daily Ex. Sat. & Sun. P. M.
PRINCETON	\$ 9.46	\$10.03	\$10.25	\$11.17	\$ 6.21	\$ 6.35
PENNS NECK	\$ 9.51	\$10.08	\$10.30	\$11.22	\$ 6.26	G. O. 1424
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.
Trains Nos. 4138, 4141, 4143, 4151, 4153, 4155, 4159, 4163, 4165, 4169 and 4173 will not run
Nov. 22, Dec. 25, Jan. 1, Feb. 22.

Trains Nos. 4135, 4137, 4139 and 4179 will not run Nov. 22, Dec. 25, Jan. 1.

Train No. 4167 will not run Nov. 22.

Trains Nos. 4263, 4265 and 4267 will run Sunday and Nov. 22, Dec. 25, Jan. 1, Feb. 22.

Trains Nos. 4261, 4271 and 4273 will run Sunday and Nov. 22, Dec. 25, Jan. 1.

PRINCETON BRANCH—NORTHWARD

FIRST CLASS

STATIONS	#4134 Daily Ex. Sat. & Sun. A. M.	#4136 Daily Ex. Sun. A. M.	#4138 Daily Ex. Sun. A. M.	4104 Saturday Only A. M.	4262 A. M.	#4140 Daily Ex. Sun. A. M.	4106 Saturday Only A. M.	4264 A. M.	#4142 Daily Ex. Sun. A. M.	#4144 Daily Ex. Sun. A. M.	4266 A. M.	4146 Daily P. M.	4148 Daily P. M.	4150 Daily P. M.	#4152 Daily Ex. Sun. P. M.	4108 Saturday Only P. M.
PRINCETON	\$ 7.39	\$ 7.56	\$ 8.12	\$ 8.37	\$ 8.58	\$ 9.05	\$ 9.25	\$ 9.52	\$ 9.59	\$10.16	\$10.57	\$12.47	\$ 1.19	\$ 1.58	\$ 2.20	\$ 3.10
PENNS NECK	F 7.53	F 7.53	\$ 8.07	\$ 8.32	\$ 8.53	\$ 9.00	\$ 9.20	\$ 9.47	\$ 9.54	\$10.11	\$10.52	\$12.42	\$ 1.14	\$ 1.53	\$ 2.15	\$ 3.05
PRINCETON JCT.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	#4154 Daily Ex. Sat. & Sun. P. M.	4268 P. M.	#4156 Daily Ex. Sun. P. M.	4158 Daily P. M.	#4160 Daily Ex. Sat. & Sun. P. M.	4110 Saturday Only P. M.	4162 Daily Ex. Sat. P. M.	4112 Saturday Only P. M.	4164 Daily Ex. Sun. P. M.	4166 Daily Ex. Sat. & Sun. P. M.	4270 P. M.	#4168 Daily Ex. Sat. & Sun. P. M.	4170 Daily Ex. Sat. & Sun. P. M.	4172 Daily P. M.	#4174 Daily Ex. Sun. P. M.	4272 P. M.
PRINCETON	\$ 3.18	\$ 3.57	\$ 4.18	\$ 4.55	\$ 5.11	\$ 5.37	\$ 5.55	\$ 6.03	\$ 6.19	\$ 6.46	\$ 7.03	\$ 7.13	\$ 7.29	\$ 7.59	\$ 8.19	\$ 8.59
PENNS NECK	\$ 3.13	\$ 3.52	\$ 4.13	\$ 4.50	\$ 5.06	\$ 5.32	\$ 5.50	\$ 5.58	G. O. 1424	G. O. 1424	\$ 6.58	\$ 7.07	\$ 7.24	\$ 7.54	\$ 8.14	\$ 8.54
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST

STATIONS	4176 Daily P. M.	4178 Daily P. M.	4274 P. M.	#4180 Daily Ex. Sat. & Sun. P. M.	4182 Daily P. M.	#4184 Daily Ex. Sat. & Sun. P. M.
PRINCETON	\$ 9.19	\$10.00	\$10.15	\$10.43	\$11.34	G. O. 1424
PENNS NECK	\$ 9.14	\$ 9.55	\$10.10	\$10.38	\$11.29	G. O. 1424
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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161Regular trains!
Trains Nos. 41
Nov. 22,

operate with MU equipment and will not carry baggage
4154, 4156, 4160, 4164, 4166, 4170 and 4174 will not run
Nov. 22, Dec. 25, Jan. 1, Feb. 22.

Trains Nos. 4136, 4138, 4140, 4168 and 4180 will not run Nov. 22, Dec. 25, Jan. 1.

Trains Nos. 4264, 4266 and 4268 will run Sunday and Nov. 22, Dec. 25, Jan. 1, Feb. 22.

Trains Nos. 4262, 4272 and 4274 will run Sunday and Nov. 22, Dec. 25, Jan. 1.

Train No. 4270 will run Saturday, Sunday and Dec. 25, Jan. 1.

JERSEY CITY BRANCH—WESTWARD

FIRST CLASS															
STATIONS	● 3101	● 3103	● 3105	● 3107	● 3109	● 3111	● 3113	● 3115	● 3117	● 3119	● 3121	● 3123	● 3125	● 3401	● 3127
NEW YORK (Hud. Ter.)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.
JOURNAL SQUARE	\$12.00	\$12.20	\$12.50	\$1.20	\$1.50	\$2.20	\$2.50	\$3.20	\$3.50	\$4.20	\$4.50	\$5.20	\$5.40	\$5.50	\$6.00
HARRISON	\$12.10	\$12.30	\$12.60	\$1.30	\$2.00	\$2.30	\$3.00	\$3.30	\$4.00	\$4.30	\$5.00	\$5.30	\$5.50	\$6.00	\$6.10
NEWARK	\$12.18	\$12.38	\$12.68	\$1.38	\$2.08	\$2.38	\$3.08	\$3.38	\$4.08	\$4.38	\$5.08	\$5.38	\$5.58	\$6.08	\$6.18
	\$12.20	\$12.40	\$12.70	\$1.40	\$2.10	\$2.40	\$3.10	\$3.40	\$4.10	\$4.40	\$5.10	\$5.40	\$5.60	\$6.10	\$6.20
	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.
FIRST CLASS															
STATIONS	● 3403	● 3405	● 3129	● 3407	● 3131	● 3409	● 3133	● 3411	● 3413	● 3135	● 3137	● 3139	● 3415	● 3417	● 3141
NEW YORK (Hud. Ter.)	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	
JOURNAL SQUARE	\$6.10	\$6.12	\$6.15	\$6.24	\$6.30	\$6.38	\$6.40	\$6.45	\$6.48	\$6.50	\$7.00	\$7.10	\$7.12	\$7.15	\$7.20
HARRISON	\$6.20	\$6.22	\$6.25	\$6.34	\$6.40	\$6.46	\$6.50	\$6.55	\$6.58	\$7.00	\$7.10	\$7.20	\$7.22	\$7.25	\$7.30
NEWARK	\$6.30	\$6.32	\$6.35	\$6.44	\$6.50	\$6.56	\$7.00	\$7.05	\$7.08	\$7.10	\$7.20	\$7.30	\$7.32	\$7.35	\$7.40
	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.
FIRST CLASS															
STATIONS	● 3419	● 3143	● 3421	● 3145	● 3423	● 3425	● 3147	● 3149	● 3151	● 3427	● 3153	● 3155	● 3157	● 3429	● 3159
NEW YORK (Hud. Ter.)	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	A. M.	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.
JOURNAL SQUARE	\$7.24	\$7.30	\$7.36	\$7.40	\$7.45	\$7.48	\$7.50	\$8.00	\$8.08	\$8.12	\$8.16	\$8.22	\$8.32	\$8.36	\$8.40
HARRISON	\$7.34	\$7.40	\$7.46	\$7.50	\$7.55	\$7.58	\$8.00	\$8.10	\$8.18	\$8.26	\$8.34	\$8.42	\$8.50	\$8.54	\$8.58
NEWARK	\$7.44	\$7.50	\$7.56	\$8.00	\$8.06	\$8.08	\$8.10	\$8.20	\$8.28	\$8.32	\$8.36	\$8.44	\$8.52	\$8.56	\$9.00
	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.

For explanation of exceptions to frequency shown above refer to page 170.

JERSEY CITY BRANCH—WESTWARD

FIRST CLASS															
STATIONS	● 3161	● 3163	● 3431	● 3165	● 3167	● 3169	● 3433	● 3171	● 3435	● 3173	● 3437	● 3175	● 3177	● 3179	● 3181
NEW YORK (Hud. Ter.)	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	A. M.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily
JOURNAL SQUARE	\$8.48	\$8.56	\$9.00	\$9.04	\$9.12	\$9.22	\$9.24	\$9.32	\$9.36	\$9.40	\$9.48	\$9.50	\$10.00	\$10.12	\$10.24
HARRISON	\$8.58	\$9.06	\$9.10	\$9.14	\$9.22	\$9.30	\$9.32	\$9.40	\$9.46	\$9.50	\$10.00	\$10.10	\$10.18	\$10.30	\$10.34
NEWARK	\$9.08	\$9.16	\$9.20	\$9.24	\$9.32	\$9.40	\$9.42	\$9.52	\$9.56	\$10.00	\$10.08	\$10.10	\$10.20	\$10.32	\$10.44
	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.
FIRST CLASS															
STATIONS	● 3183	● 3185	● 3187	● 3189	● 3191	● 3193	● 3195	● 3197	● 3199	● 3201	● 3203	● 3205	● 3207	● 3209	● 3211
NEW YORK (Hud. Ter.)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	NOON	Daily	Daily	Daily	Daily	Daily	Daily	Daily
JOURNAL SQUARE	\$10.36	\$10.48	\$11.00	\$11.12	\$11.24	\$11.36	\$11.48	\$12.00	\$12.12	\$12.24	\$12.36	\$12.48	\$1.00	\$1.12	\$1.24
HARRISON	\$10.46	\$10.58	\$11.10	\$11.22	\$11.34	\$11.46	\$11.58	\$12.10	\$12.22	\$12.34	\$12.46	\$12.58	\$1.10	\$1.22	\$1.34
NEWARK	\$10.56	\$11.08	\$11.20	\$11.32	\$11.44	\$11.56	\$12.08	\$12.20	\$12.32	\$12.44	\$12.56	\$1.08	\$1.20	\$1.32	\$1.44
	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.
FIRST CLASS															
STATIONS	● 3215	● 3217	● 3219	● 3221	● 3223	● 3225	● 3227	● 3229	● 3231	● 3233	● 3235	● 3237	● 3239	● 3241	● 3443
NEW YORK (Hud. Ter.)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily
JOURNAL SQUARE	\$1.36	\$1.48	\$2.00	\$2.12	\$2.24	\$2.36	\$2.48	\$3.00	\$3.12	\$3.24	\$3.36	\$3.48	\$4.00	\$4.10	\$4.12
HARRISON	\$1.46	\$1.58	\$2.10	\$2.22	\$2.34	\$2.46	\$2.58	\$3.10	\$3.22	\$3.34	\$3.46	\$3.58	\$4.10	\$4.20	\$4.22
NEWARK	\$1.56	\$2.08	\$2.20	\$2.32	\$2.44	\$2.56	\$3.08	\$3.20	\$3.32	\$3.44	\$3.56	\$4.08	\$4.20	\$4.30	\$4.32
	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.

For explanation of exceptions to frequency shown above refer to page 170.

JERSEY CITY BRANCH—WESTWARD

FIRST CLASS

STATIONS	# 3243		# 3244		# 3245		# 3247		# 3249		# 3251		# 3253		# 3255		# 3257		# 3259		# 3451		# 3257		# 3259		# 3453		# 3261			
	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.		
NEW YORK (Hud. Ter.)	\$ 4.20	\$ 4.24	\$ 4.30	\$ 4.36	\$ 4.39	\$ 4.48	\$ 4.50	\$ 4.58	\$ 4.58	\$ 4.58	\$ 5.08	\$ 5.12	\$ 5.16	\$ 5.24	\$ 5.24	\$ 5.32	\$ 5.34	\$ 5.42	\$ 5.42	\$ 5.52	\$ 5.52	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56
JOURNAL SQUARE	\$ 4.30	\$ 4.34	\$ 4.40	\$ 4.46	\$ 4.49	\$ 4.58	\$ 4.58	\$ 4.58	\$ 4.58	\$ 4.58	\$ 5.08	\$ 5.12	\$ 5.16	\$ 5.24	\$ 5.24	\$ 5.32	\$ 5.34	\$ 5.42	\$ 5.42	\$ 5.52	\$ 5.52	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.56	
HARRISON	\$ 4.38	\$ 4.42	\$ 4.48	\$ 4.54	\$ 4.57	\$ 4.66	\$ 4.66	\$ 4.66	\$ 4.66	\$ 4.66	\$ 5.16	\$ 5.20	\$ 5.24	\$ 5.32	\$ 5.32	\$ 5.40	\$ 5.42	\$ 5.50	\$ 5.50	\$ 5.60	\$ 5.60	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.64
NEWARK	\$ 4.40	\$ 4.44	\$ 4.50	\$ 4.56	\$ 4.59	\$ 4.68	\$ 4.68	\$ 4.68	\$ 4.68	\$ 4.68	\$ 5.18	\$ 5.22	\$ 5.26	\$ 5.34	\$ 5.34	\$ 5.42	\$ 5.44	\$ 5.52	\$ 5.52	\$ 5.62	\$ 5.62	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.66

FIRST CLASS

STATIONS	# 3263		# 3265		# 3267		# 3269		# 3271		# 3273		# 3275		# 3277		# 3279		# 3461		# 3275		# 3277		# 3279		# 3463					
	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.				
NEW YORK (Hud. Ter.)	\$ 5.48	\$ 5.56	\$ 6.00	\$ 6.04	\$ 6.12	\$ 6.20	\$ 6.22	\$ 6.30	\$ 6.30	\$ 6.36	\$ 6.30	\$ 6.36	\$ 6.40	\$ 6.48	\$ 6.48	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	
JOURNAL SQUARE	\$ 6.58	\$ 6.06	\$ 6.10	\$ 6.14	\$ 6.22	\$ 6.30	\$ 6.30	\$ 6.36	\$ 6.36	\$ 6.42	\$ 6.40	\$ 6.46	\$ 6.50	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	
HARRISON	\$ 6.08	\$ 6.14	\$ 6.18	\$ 6.22	\$ 6.30	\$ 6.36	\$ 6.36	\$ 6.42	\$ 6.42	\$ 6.48	\$ 6.48	\$ 6.54	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58	\$ 6.58
NEWARK	\$ 6.08	\$ 6.16	\$ 6.20	\$ 6.24	\$ 6.32	\$ 6.40	\$ 6.32	\$ 6.40	\$ 6.40	\$ 6.44	\$ 6.50	\$ 6.56	\$ 7.00	\$ 7.08	\$ 7.08	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10

FIRST CLASS

STATIONS	# 3283		# 3285		# 3287		# 3289		# 3291		# 3293		# 3295		# 3471		# 3293		# 3295		# 3471		# 3293		# 3295		# 3471		# 3297			
	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.		
NEW YORK (Hud. Ter.)	\$ 7.20	\$ 7.24	\$ 7.30	\$ 7.36	\$ 7.42	\$ 7.48	\$ 7.52	\$ 7.54	\$ 7.54	\$ 8.00	\$ 8.00	\$ 8.08	\$ 8.12	\$ 8.12	\$ 8.16	\$ 8.16	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	\$ 8.18	
JOURNAL SQUARE	\$ 7.30	\$ 7.34	\$ 7.40	\$ 7.46	\$ 7.52	\$ 7.58	\$ 7.58	\$ 7.58	\$ 7.58	\$ 8.04	\$ 8.04	\$ 8.12	\$ 8.16	\$ 8.16	\$ 8.20	\$ 8.20	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	\$ 8.22	
HARRISON	\$ 7.38	\$ 7.42	\$ 7.48	\$ 7.54	\$ 7.58	\$ 7.66	\$ 7.66	\$ 7.66	\$ 7.66	\$ 8.08	\$ 8.08	\$ 8.12	\$ 8.16	\$ 8.16	\$ 8.20	\$ 8.20	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24	\$ 8.24
NEWARK	\$ 7.40	\$ 7.44	\$ 7.50	\$ 7.56	\$ 7.62	\$ 7.68	\$ 7.68	\$ 7.68	\$ 7.68	\$ 8.08	\$ 8.08	\$ 8.14	\$ 8.18	\$ 8.18	\$ 8.22	\$ 8.22	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26	\$ 8.26

For explanation of exceptions to frequency shown above refer to page 170.

JERSEY CITY BRANCH—WESTWARD

FIRST CLASS

STATIONS	# 3479		# 3299		# 3481		# 3301		# 3483		# 3303		# 3485		# 3305		# 3487		# 3307		# 3489		# 3309		# 3491		# 3311		# 3493			
	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.		
NEW YORK (Hud. Ter.)	\$ 8.48	\$ 9.00	\$ 9.12	\$ 9.15	\$ 9.24	\$ 9.30	\$ 9.36	\$ 9.45	\$ 9.45	\$ 9.48	\$ 9.48	\$ 9.50	\$ 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	\$ 9.56	\$ 9.56	\$ 9.56	
JOURNAL SQUARE	\$ 8.58	\$ 9.10	\$ 9.22	\$ 9.25	\$ 9.34	\$ 9.40	\$ 9.46	\$ 9.55	\$ 9.55	\$ 9.58	\$ 9.58	\$ 9.60	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66	\$ 9.66
HARRISON	\$ 9.06	\$ 9.18	\$ 9.30	\$ 9.33	\$ 9.42	\$ 9.48	\$ 9.54	\$ 9.63	\$ 9.63	\$ 9.66	\$ 9.66	\$ 9.68	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74	\$ 9.74
NEWARK	\$ 9.08	\$ 9.20	\$ 9.32	\$ 9.35	\$ 9.44	\$ 9.50	\$ 9.56	\$ 9.65	\$ 9.65	\$ 9.68	\$ 9.68	\$ 9.70	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76	\$ 9.76

FIRST CLASS

STATIONS	# 3313		# 3495		# 3315		# 3497		# 3317		# 3499		# 3319		# 3501		# 3321		# 3503		# 3323		# 3505									
	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.								
NEW YORK (Hud. Ter.)	\$ 10.45	\$ 10.48	\$ 11.00	\$ 11.12	\$ 11.15	\$ 11.24	\$ 11.30	\$ 11.36	\$ 11.45	\$ 11.45	\$ 11.48	\$ 11.56	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60	\$ 11.60
JOURNAL SQUARE	\$ 10.55	\$ 10.58	\$ 11.10	\$ 11.22	\$ 11.25	\$ 11.34	\$ 11.40	\$ 11.46	\$ 11.55	\$ 11.55	\$ 11.58	\$ 11.66	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70	\$ 11.70
HARRISON	\$ 11.03	\$ 11.08	\$ 11.18	\$ 11.30	\$ 11.33	\$ 11.42	\$ 11.48	\$ 11.54	\$ 11.63	\$ 11.63	\$ 11.66	\$ 11.74	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78	\$ 11.78
NEWARK	\$ 11.05	\$ 11.08	\$ 11.20	\$ 11.32	\$ 11.35	\$ 11.44	\$ 11.50	\$ 11.56	\$ 11.65	\$ 11.65	\$ 11.68	\$ 11.76	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80	\$ 11.80

For explanation of exceptions to frequency shown above refer to page 170.

JERSEY CITY BRANCH—EASTWARD

STATIONS	FIRST CLASS													
	3100	3102	3104	3106	3108	3110	3112	3114	3116	3118	3120	3122	3402	3406
NEW YORK (Hud. Ter.)	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.
JOURNAL SQUARE	\$12.40	\$1.10	\$1.40	\$2.10	\$2.40	\$3.10	\$3.40	\$4.10	\$4.40	\$5.10	\$5.40	\$5.50	\$6.00	\$6.02
HARRISON	\$12.30	\$1.00	\$1.30	\$2.00	\$2.30	\$3.00	\$3.30	\$4.00	\$4.30	\$5.00	\$5.30	\$5.40	\$5.50	\$5.52
NEWARK	\$12.22	\$12.52	\$1.20	\$1.52	\$2.22	\$2.52	\$3.22	\$3.52	\$4.22	\$4.52	\$5.12	\$5.22	\$5.40	\$5.44
	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	FIRST CLASS														
	3124	3408	3410	3126	3412	3128	3414	3416	3130	3418	3132	3134	3420	3422	3136
NEW YORK (Hud. Ter.)	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.
JOURNAL SQUARE	\$ 6.05	\$ 6.14	\$ 6.20	\$ 6.21	\$ 6.26	\$ 6.31	\$ 6.35	\$ 6.38	\$ 6.41	\$ 6.50	\$ 6.51	\$ 7.01	\$ 7.02	\$ 7.05	\$ 7.11
HARRISON	\$ 5.55	\$ 6.04	\$ 6.10	\$ 6.11	\$ 6.16	\$ 6.21	\$ 6.25	\$ 6.28	\$ 6.33	\$ 6.40	\$ 6.41	\$ 6.51	\$ 6.52	\$ 6.55	\$ 7.01
NEWARK	\$ 5.45	\$ 5.54	\$ 6.00	\$ 6.01	\$ 6.06	\$ 6.11	\$ 6.15	\$ 6.18	\$ 6.21	\$ 6.30	\$ 6.31	\$ 6.41	\$ 6.42	\$ 6.45	\$ 6.51
	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	FIRST CLASS														
	3424	3426	3138	3428	3140	3430	3432	3142	3434	3144	3146	3436	3148	3438	3150
NEW YORK (Hud. Ter.)	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.
JOURNAL SQUARE	\$ 7.14	\$ 7.20	\$ 7.21	\$ 7.26	\$ 7.31	\$ 7.35	\$ 7.38	\$ 7.41	\$ 7.50	\$ 7.51	\$ 8.01	\$ 8.02	\$ 8.09	\$ 8.14	\$ 8.17
HARRISON	\$ 7.04	\$ 7.10	\$ 7.13	\$ 7.16	\$ 7.20	\$ 7.25	\$ 7.28	\$ 7.33	\$ 7.40	\$ 7.41	\$ 7.51	\$ 7.52	\$ 7.59	\$ 8.04	\$ 8.07
NEWARK	\$ 6.54	\$ 7.00	\$ 7.01	\$ 7.06	\$ 7.11	\$ 7.15	\$ 7.18	\$ 7.21	\$ 7.30	\$ 7.31	\$ 7.41	\$ 7.42	\$ 7.49	\$ 7.54	\$ 7.57
	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.

For explanation of exceptions to frequency shown above refer to page 170.

JERSEY CITY BRANCH—EASTWARD

STATIONS	FIRST CLASS														
	3152	3440	3154	3442	3156	3158	3160	3444	3162	3164	3446	3166	3450	3168	3170
NEW YORK (Hud. Ter.)	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.
JOURNAL SQUARE	\$ 8.25	\$ 8.26	\$ 8.33	\$ 8.38	\$ 8.41	\$ 8.50	\$ 8.57	\$ 9.02	\$ 9.05	\$ 9.13	\$ 9.14	\$ 9.21	\$ 9.26	\$ 9.29	\$ 9.37
HARRISON	\$ 8.15	\$ 8.16	\$ 8.23	\$ 8.28	\$ 8.31	\$ 8.40	\$ 8.47	\$ 8.52	\$ 8.55	\$ 9.02	\$ 9.04	\$ 9.11	\$ 9.16	\$ 9.19	\$ 9.27
NEWARK	\$ 8.07	\$ 8.08	\$ 8.13	\$ 8.18	\$ 8.23	\$ 8.32	\$ 8.39	\$ 8.44	\$ 8.47	\$ 8.56	\$ 8.56	\$ 9.03	\$ 9.08	\$ 9.11	\$ 9.19
	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	FIRST CLASS														
	3452	3172	3454	3174	3176	3178	3180	3182	3184	3186	3188	3190	3192	3194	3196
NEW YORK (Hud. Ter.)	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.
JOURNAL SQUARE	\$ 9.38	\$ 9.45	\$ 9.50	\$ 9.53	\$10.02	\$10.14	\$10.26	\$10.38	\$10.50	\$11.02	\$11.14	\$11.26	\$11.38	\$11.50	\$12.02
HARRISON	\$ 9.28	\$ 9.35	\$ 9.40	\$ 9.43	\$ 9.48	\$10.04	\$10.16	\$10.28	\$10.40	\$10.52	\$11.04	\$11.16	\$11.28	\$11.40	\$11.52
NEWARK	\$ 9.20	\$ 9.27	\$ 9.32	\$ 9.35	\$ 9.44	\$ 9.56	\$10.08	\$10.20	\$10.32	\$10.44	\$10.56	\$11.08	\$11.20	\$11.32	\$11.44
	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	FIRST CLASS													
	3200	3202	3204	3206	3208	3210	3212	3214	3216	3218	3220	3222	3224	3226
NEW YORK (Hud. Ter.)	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.
JOURNAL SQUARE	\$12.14	\$12.26	\$12.38	\$12.50	\$13.02	\$13.14	\$13.26	\$13.38	\$13.50	\$14.02	\$14.14	\$14.26	\$14.38	\$14.50
HARRISON	\$11.56	\$12.08	\$12.20	\$12.32	\$12.44	\$12.56	\$13.08	\$13.20	\$13.32	\$13.44	\$13.56	\$14.08	\$14.20	\$14.32
NEWARK	\$11.54	\$12.06	\$12.18	\$12.30	\$12.42	\$12.54	\$13.06	\$13.18	\$13.30	\$13.42	\$13.54	\$14.06	\$14.18	\$14.30
	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.

For explanation of exceptions to frequency shown above refer to page 170.

JERSEY CITY BRANCH—EASTWARD

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			
	Daily	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	
NEW YORK (Hud. Ter.)	\$ 3.14	\$ 3.26	\$ 3.88	\$ 4.01	\$ 4.02	\$ 4.11	\$ 4.14	\$ 4.21	\$ 4.26	\$ 4.31	\$ 4.38	\$ 4.41	\$ 4.50	\$ 4.51	\$ 4.51	\$ 4.51	\$ 4.51	\$ 4.51	\$ 4.51	\$ 4.51	\$ 4.51	\$ 4.51
JOURNAL SQUARE	\$ 3.04	\$ 3.16	\$ 3.28	\$ 3.41	\$ 3.52	\$ 3.63	\$ 3.74	\$ 3.85	\$ 3.96	\$ 4.07	\$ 4.18	\$ 4.29	\$ 4.40	\$ 4.51	\$ 4.62	\$ 4.73	\$ 4.84	\$ 4.95	\$ 5.06	\$ 5.17	\$ 5.28	\$ 5.39
HARRISON	\$ 2.54	\$ 2.66	\$ 2.78	\$ 2.90	\$ 3.02	\$ 3.14	\$ 3.26	\$ 3.38	\$ 3.50	\$ 3.62	\$ 3.74	\$ 3.86	\$ 3.98	\$ 4.10	\$ 4.22	\$ 4.34	\$ 4.46	\$ 4.58	\$ 4.70	\$ 4.82	\$ 4.94	\$ 5.06
NEWARK	\$ 2.54	\$ 2.66	\$ 2.78	\$ 2.90	\$ 3.02	\$ 3.14	\$ 3.26	\$ 3.38	\$ 3.50	\$ 3.62	\$ 3.74	\$ 3.86	\$ 3.98	\$ 4.10	\$ 4.22	\$ 4.34	\$ 4.46	\$ 4.58	\$ 4.70	\$ 4.82	\$ 4.94	\$ 5.06

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			
	Daily	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	
NEW YORK (Hud. Ter.)	\$ 5.01	\$ 5.02	\$ 5.03	\$ 5.04	\$ 5.05	\$ 5.06	\$ 5.07	\$ 5.08	\$ 5.09	\$ 5.10	\$ 5.11	\$ 5.12	\$ 5.13	\$ 5.14	\$ 5.15	\$ 5.16	\$ 5.17	\$ 5.18	\$ 5.19	\$ 5.20	\$ 5.21	\$ 5.22
JOURNAL SQUARE	\$ 4.51	\$ 4.52	\$ 4.53	\$ 4.54	\$ 4.55	\$ 4.56	\$ 4.57	\$ 4.58	\$ 4.59	\$ 4.60	\$ 4.61	\$ 4.62	\$ 4.63	\$ 4.64	\$ 4.65	\$ 4.66	\$ 4.67	\$ 4.68	\$ 4.69	\$ 4.70	\$ 4.71	\$ 4.72
HARRISON	\$ 4.43	\$ 4.44	\$ 4.45	\$ 4.46	\$ 4.47	\$ 4.48	\$ 4.49	\$ 4.50	\$ 4.51	\$ 4.52	\$ 4.53	\$ 4.54	\$ 4.55	\$ 4.56	\$ 4.57	\$ 4.58	\$ 4.59	\$ 4.60	\$ 4.61	\$ 4.62	\$ 4.63	\$ 4.64
NEWARK	\$ 4.41	\$ 4.42	\$ 4.43	\$ 4.44	\$ 4.45	\$ 4.46	\$ 4.47	\$ 4.48	\$ 4.49	\$ 4.50	\$ 4.51	\$ 4.52	\$ 4.53	\$ 4.54	\$ 4.55	\$ 4.56	\$ 4.57	\$ 4.58	\$ 4.59	\$ 4.60	\$ 4.61	\$ 4.62

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			
	Daily	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	
NEW YORK (Hud. Ter.)	\$ 6.13	\$ 6.14	\$ 6.21	\$ 6.26	\$ 6.31	\$ 6.36	\$ 6.41	\$ 6.46	\$ 6.51	\$ 6.56	\$ 6.61	\$ 6.66	\$ 6.71	\$ 6.76	\$ 6.81	\$ 6.86	\$ 6.91	\$ 6.96	\$ 7.01	\$ 7.06	\$ 7.11	\$ 7.16
JOURNAL SQUARE	\$ 6.03	\$ 6.04	\$ 6.11	\$ 6.16	\$ 6.21	\$ 6.26	\$ 6.31	\$ 6.36	\$ 6.41	\$ 6.46	\$ 6.51	\$ 6.56	\$ 6.61	\$ 6.66	\$ 6.71	\$ 6.76	\$ 6.81	\$ 6.86	\$ 6.91	\$ 6.96	\$ 7.01	\$ 7.06
HARRISON	\$ 5.53	\$ 5.56	\$ 5.66	\$ 5.76	\$ 5.86	\$ 5.96	\$ 6.06	\$ 6.16	\$ 6.26	\$ 6.36	\$ 6.46	\$ 6.56	\$ 6.66	\$ 6.76	\$ 6.86	\$ 6.96	\$ 7.06	\$ 7.16	\$ 7.26	\$ 7.36	\$ 7.46	\$ 7.56
NEWARK	\$ 5.53	\$ 5.54	\$ 5.64	\$ 5.68	\$ 5.78	\$ 5.88	\$ 5.98	\$ 6.08	\$ 6.18	\$ 6.28	\$ 6.38	\$ 6.48	\$ 6.58	\$ 6.68	\$ 6.78	\$ 6.88	\$ 6.98	\$ 7.08	\$ 7.18	\$ 7.28	\$ 7.38	\$ 7.48

For explanation of exceptions to frequency shown above refer to page 170.

JERSEY CITY BRANCH—EASTWARD

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			
	Daily	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	
NEW YORK (Hud. Ter.)	\$ 7.33	\$ 7.38	\$ 7.45	\$ 7.50	\$ 7.57	\$ 7.64	\$ 7.71	\$ 7.78	\$ 7.85	\$ 7.92	\$ 7.99	\$ 8.06	\$ 8.13	\$ 8.20	\$ 8.27	\$ 8.34	\$ 8.41	\$ 8.48	\$ 8.55	\$ 8.62	\$ 8.69	\$ 8.76
JOURNAL SQUARE	\$ 7.23	\$ 7.28	\$ 7.35	\$ 7.40	\$ 7.47	\$ 7.54	\$ 7.61	\$ 7.68	\$ 7.75	\$ 7.82	\$ 7.89	\$ 7.96	\$ 8.03	\$ 8.10	\$ 8.17	\$ 8.24	\$ 8.31	\$ 8.38	\$ 8.45	\$ 8.52	\$ 8.59	\$ 8.66
HARRISON	\$ 7.13	\$ 7.20	\$ 7.27	\$ 7.32	\$ 7.39	\$ 7.46	\$ 7.53	\$ 7.60	\$ 7.67	\$ 7.74	\$ 7.81	\$ 7.88	\$ 7.95	\$ 8.02	\$ 8.09	\$ 8.16	\$ 8.23	\$ 8.30	\$ 8.37	\$ 8.44	\$ 8.51	\$ 8.58
NEWARK	\$ 7.13	\$ 7.18	\$ 7.25	\$ 7.30	\$ 7.37	\$ 7.44	\$ 7.51	\$ 7.58	\$ 7.65	\$ 7.72	\$ 7.79	\$ 7.86	\$ 7.93	\$ 8.00	\$ 8.07	\$ 8.14	\$ 8.21	\$ 8.28	\$ 8.35	\$ 8.42	\$ 8.49	\$ 8.56

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			
	Daily	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	
NEW YORK (Hud. Ter.)	\$ 9.14	\$ 9.20	\$ 9.26	\$ 9.35	\$ 9.38	\$ 9.45	\$ 9.52	\$ 9.59	\$ 9.66	\$ 9.73	\$ 9.80	\$ 9.87	\$ 9.94	\$ 10.01	\$ 10.08	\$ 10.15	\$ 10.22	\$ 10.29	\$ 10.36	\$ 10.43	\$ 10.50	\$ 10.57
JOURNAL SQUARE	\$ 9.04	\$ 9.10	\$ 9.16	\$ 9.25	\$ 9.28	\$ 9.35	\$ 9.42	\$ 9.49	\$ 9.56	\$ 9.63	\$ 9.70	\$ 9.77	\$ 9.84	\$ 9.91	\$ 9.98	\$ 10.05	\$ 10.12	\$ 10.19	\$ 10.26	\$ 10.33	\$ 10.40	\$ 10.47
HARRISON	\$ 8.56	\$ 8.62	\$ 8.68	\$ 8.77	\$ 8.80	\$ 8.87	\$ 8.94	\$ 9.01	\$ 9.08	\$ 9.15	\$ 9.22	\$ 9.29	\$ 9.36	\$ 9.43	\$ 9.50	\$ 9.57	\$ 9.64	\$ 9.71	\$ 9.78	\$ 9.85	\$ 9.92	\$ 9.99
NEWARK	\$ 8.54	\$ 8.60	\$ 8.66	\$ 8.75	\$ 8.78	\$ 8.85	\$ 8.92	\$ 8.99	\$ 9.06	\$ 9.13	\$ 9.20	\$ 9.27	\$ 9.34	\$ 9.41	\$ 9.48	\$ 9.55	\$ 9.62	\$ 9.69	\$ 9.76	\$ 9.83	\$ 9.90	\$ 9.97

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			
	Daily	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	Daily Ex. Sat. & Sun.	P. M.	P. M.	
NEW YORK (Hud. Ter.)	\$ 11.05	\$ 11.14	\$ 11.20	\$ 11.26	\$ 11.35	\$ 11.41	\$ 11.50	\$ 11.56	\$ 11.65	\$ 11.71	\$ 11.80	\$ 11.86	\$ 11.95	\$ 12.01	\$ 12.10	\$ 12.16	\$ 12.25	\$ 12.31	\$ 12.40	\$ 12.46	\$ 12.55	\$ 12.61
JOURNAL SQUARE	\$ 10.55	\$ 10.64	\$ 10.70	\$ 10.76	\$ 10.85	\$ 10.91	\$ 11.00	\$ 11.06	\$ 11.15	\$ 11.21	\$ 11.30	\$ 11.36	\$ 11.45	\$ 11.51	\$ 11.60	\$ 11.66	\$ 11.75	\$ 11.81	\$ 11.90	\$ 11.96	\$ 12.05	\$ 12.11
HARRISON	\$ 10.47	\$ 10.56	\$ 10.62	\$ 10.68	\$ 10.77	\$ 10.83	\$ 10.92	\$ 10.98	\$ 11.07	\$ 11.13	\$ 11.22	\$ 11.28	\$ 11.37	\$ 11.43	\$ 11.52	\$ 11.58	\$ 11.67	\$ 11.73	\$ 11.82	\$ 11.88	\$ 11.97	\$ 12.03
NEWARK	\$ 10.45	\$ 10.54	\$ 10.60	\$ 10.66	\$ 10.75	\$ 10.81	\$ 10.90	\$ 10.96	\$ 11.05	\$ 11.11	\$ 11.20	\$ 11.26	\$ 11.35	\$ 11.41	\$ 11.50	\$ 11.56	\$ 11.65	\$ 11.71	\$ 11.80	\$ 11.86	\$ 11.95	\$ 12.01

For explanation of exceptions to frequency shown above refer to page 170.

Regular Trains on Jersey City Branch operate with MU equipment.

Exceptions to Frequency

Following Trains will not run Nov. 22, Dec. 25, Jan. 1, Feb. 22:

3125	3241	3289	3120	3160	3260	3304
3127	3243	3291	3122	3162	3262	3306
3129	3245	3293	3124	3164	3264	3308
3133	3247	3295	3126	3166	3266	3312
3135	3249	3297	3128	3168	3268	3314
3139	3253	3301	3130	3170	3270	3316
3141	3255	3303	3132	3172	3272	
3145	3259	3305	3134	3174	3274	
3147	3261	3309	3136	3236	3276	
3151	3265	3311	3138	3238	3278	
3153	3267	3313	3140	3240	3280	
3157	3271	3317	3142	3242	3282	
3159	3273	3319	3144	3244	3284	
3163	3275	3321	3146	3246	3286	
3165	3277		3148	3248	3288	
3169	3281		3150	3250	3290	
3171	3283		3152	3252	3292	
3173	3285		3154	3254	3296	
3175	3287		3156	3256	3298	
				3258	3300	

Following Trains will run Saturday, Sunday and Nov. 22, Dec. 25, Jan. 1, Feb. 22:

3401	3471	3400	3478	3526
3427	3473	3418	3480	3528
3429	3475	3434	3482	3530
3431	3477	3436	3484	
3433	3479	3438	3486	
3435	3481	3440	3488	
3437	3483	3442	3490	
3443	3485	3446	3492	
3445	3487	3448	3494	
3447	3489	3450	3496	
3449	3491	3452	3498	
3451	3493	3454	3500	
3453	3495	3456	3504	
3455	3497	3458	3506	
3457	3499	3460	3508	
3459	3501	3462	3510	
3461		3464	3512	
3463		3466	3514	
3465		3468	3516	
3467		3470	3518	
3469		3472	3520	
		3474	3524	
		3476		

Trains Nos. 3402, 3403, 3410, 3411, 3414, 3417, 3422, 3423, 3426, 3430 will run Sunday and Nov. 22, Dec. 25, Jan. 1, Feb. 22.

Train No. 3505 will run Nov. 22, Dec. 25, Jan. 1, Feb. 22 only.

PHILADELPHIA AND CHESAPEAKE REGIONS—PASSENGER HIGHWAY BUS SERVICE—TRIPS

BETWEEN LANCASTER AND YORK

BETWEEN YORK AND LANCASTER

STATIONS	0552	0558	0560	0562	0572
	Will Not Run Dec. 25 Jan. 1				
	A. M.	P. M.	P. M.	P. M.	P. M.
Lv. LANCASTER. Ar.	8.00	3.00	6.20	7.20	9.50
..... MOUNTVILLE. . . . .	.....	2.40	.....	.....	.....
..... COLUMBIA.	7.33	2.33	5.53	6.53	9.23
..... WRIGHTSVILLE.	7.28	2.28	5.48	6.48	9.18
..... STRICKLER.	7.24	2.24	5.44	6.44	9.14
..... HELLAM.	7.20	2.20	5.40	6.40	9.10
Ar. YORK. Lv.	7.05	2.05	5.25	6.25	8.55
	A. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily	Daily	Sat. Only	Daily Ex. Sat.
25	33	49	39-37	16	24
10.22	3.18	7.45	9.33	3.10	7.36
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
...CONNECTING TRAIN...					
.....DUE LANCASTER.....					
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

TRAINS WAIT FOR CONNECTIONS

	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due to Arrive	
New York Region Rahway	3704	6.01 AM	3602	5.55 AM	
	3608	7.26 "	3710	7.22 "	
	3720	8.26 "	3618	8.20 "	
	3611	8.37 "	3821	8.34 "	
	3916	10.32 "	3726	10.28 "	
	3918	11.29 "	3728	11.26 "	
	3828	1.34 PM	3626	1.29 PM	
	3617	2.30 "	3831	2.27 "	
	3621	5.00 "	3839	4.55 "	
	3637	7.13 "	3785	7.08 "	
	3641	9.49 "	3787	9.43 "	
	Trenton	503	6.53 AM	3815	6.36 AM
		2561	7.04 "	3815	6.36 "
		511	9.12 "	111	8.59 "
		207	9.37 "	3821	9.30 "
		3824	9.58 "	204	9.40 "
3828		12.54 PM	172	12.51 PM	
3830		2.52 "	130	2.37 "	
3832		4.01 "	512	3.49 "	
3834		4.47 "	174	4.39 "	
519		5.27 "	219	5.01 "	
523		5.27 "	219	5.01 "	
4208		5.50 "	132	5.47 "	
3836		5.50 "	132	5.47 "	
3838		5.50 "	132	5.47 "	
521		6.36 "	223	6.33 "	
222		6.55 "	2568	6.33 "	
3840		8.00 "	154	7.55 "	
3850		8.00 "	272	7.55 "	
4210		8.59 "	156	8.55 "	
3842		9.00 "	156	8.55 "	
Princeton Junction		254	7.32 AM	4133	7.27 AM
		201	7.50 "	4135	7.47 "
		200	7.50 "	4135	7.47 "
		3820	8.04 "	4137	8.02 "
		3817	8.07 "	4137	8.02 "
		3822	8.29 "	4103	8.25 "
	4202	8.50 "	4261	8.46 "	
	256	8.55 "	4139	8.52 "	
	3819	8.59 "	4139	8.52 "	
	3821	9.20 "	4105	9.15 "	
	280	9.43 "	4263	9.39 "	
	204	9.50 "	4141	9.46 "	
	3824	10.08 "	4143	10.06 "	
	3823	10.10 "	4143	10.06 "	
	4203	10.52 "	4265	10.48 "	
	211	12.42 PM	4145	12.37 PM	
	148	1.11 "	4147	1.01 "	
	3828	1.04 "	4147	1.01 "	
	3825	1.13 "	4147	1.01 "	
	212	1.49 "	4149	1.45 "	
	3827	2.15 "	4151	2.11 "	
	3830	3.02 "	4107	2.57 "	
	3829	3.13 "	4153	3.10 "	
	218	3.48 "	4267	3.43 "	
	3832	4.11 "	4155	4.06 "	
	219	4.50 "	4157	4.46 "	
	3834	4.57 "	4157	4.46 "	
	3839	5.32 "	4109	5.29 "	
	220	5.47 "	4161	5.43 "	

	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due to Arrive
Princeton Junction	221	5.49 PM	4161	5.43 PM
	4208	6.00 "	4161	5.43 "
	3838	6.01 "	4161	5.43 "
	3836	6.01 "	4111	5.56 "
	3843	6.14 "	4163	6.10 "
	3841	6.15 "	4163	6.10 "
	3847	6.38 "	4165	6.33 "
	225	6.57 "	4167	6.54 "
	222	7.05 "	4167	6.54 "
	298	7.48 "	4171	7.45 "
	227	7.54 "	4171	7.51 "
	3840	8.10 "	4173	8.06 "
	3850	8.10 "	4173	8.06 "
	284	8.51 "	4271	8.47 "
	4210	9.09 "	4175	9.05 "
	3842	9.10 "	4175	9.05 "
	3851	9.14 "	4175	9.05 "
	141	9.55 "	4177	9.51 "
	282	10.06 "	4177	9.51 "
	158	10.35 "	4179	10.30 "
	161	11.25 "	4181	11.22 "
	231	11.29 "	4181	11.22 "
	4134	7.34 AM	254	7.31 AM
	4136	7.51 "	200	7.50 "
	4136	7.51 "	201	7.50 "
	4138	8.07 "	3820	8.04 "
	4138	8.07 "	3817	8.07 "
	4104	8.32 "	3822	8.29 "
	4262	8.53 "	4202	8.50 "
	4140	9.00 "	256	8.55 "
	4140	9.00 "	3819	8.59 "
	4106	9.20 "	3821	9.20 "
	4264	9.47 "	280	9.43 "
	4142	9.54 "	204	9.50 "
	4144	10.11 "	3824	10.08 "
	4144	10.11 "	3823	10.10 "
	4266	10.52 "	4203	10.52 "
	4146	12.42 PM	211	12.42 PM
	4148	1.14 "	148	1.11 "
	4148	1.14 "	3828	1.04 "
	4148	1.14 "	3828	1.04 "
	4148	1.14 "	3825	1.13 "
	4150	1.53 "	212	1.49 "
	4152	2.15 "	3827	2.15 "
	4108	3.05 "	3830	3.02 "
	4154	3.14 "	3829	3.13 "
	4268	3.52 "	218	3.48 "
	4156	4.13 "	3832	4.11 "
	4158	4.50 "	4205	4.40 "
	4158	4.50 "	219	4.50 "
	4160	5.06 "	3834	4.57 "
	4160	5.06 "	3837	5.06 "
4110	5.32 "	3839	5.32 "	
4162	5.50 "	220	5.47 "	
4162	5.50 "	221	5.49 "	
4164	6.15 "	3838	6.01 "	
4164	6.15 "	3836	6.01 "	
4164	6.15 "	3843	6.14 "	
4164	6.15 "	3841	6.15 "	
4166	6.38 "	3847	6.38 "	
4168	7.07 "	225	6.57 "	
4168	7.07 "	222	7.05 "	
4170	7.24 "	3849	7.21 "	
4172	7.54 "	298	7.48 "	
4172	7.54 "	227	7.54 "	

	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due to Arrive
	4272	8.54 PM	284	8.51 PM
	4174	8.14 "	3840	8.10 "
	4174	8.14 "	3850	8.10 "
	4176	9.14 "	4210	9.09 "
	4176	9.14 "	3842	9.10 "
	4176	9.14 "	3851	9.14 "
	4178	9.55 "	141	9.55 "
	4274	10.10 "	282	10.06 "
	4180	10.38 "	158	10.35 "
	4182	11.29 "	161	11.25 "
	4182	11.29 "	231	11.29 "

TRAINS WAIT FOR CONNECTION

AT 30th STREET STA.-Phila.

Train No.	30th St. Sta.-Phila.	Mins. Wait	Train No.	30th St. Sta.-Phila.	For Psgrs.
945	12.38 AM	5	231	12.23 AM	Sun. only
769	12.43 AM				
373	12.48 AM				
254	6.40 AM	3	(900 300 700)	6.27 AM 6.32 AM 6.30 AM	
907	7.07 AM	3	801	6.54 AM	
401	7.10 AM				
909	7.35 AM	3	501	7.17 AM	
305	7.45 AM	3	503	7.41 AM	
911	7.58 AM	3	306	7.52 AM	
202	8.00 AM	3	(706 306 906)	7.47 AM 7.52 AM 7.52 AM	
			1022	5.10 PM	
605	5.25 PM	5	219	5.40 PM	
351	5.43 PM				
621	5.48 PM	5	221	6.37 PM	
393	5.48 PM				
757	6.48 PM	5	225	7.47 PM	
357	6.53 PM				
607	7.55 PM	5	362	8.07 PM	
156	8.14 PM	5	227	8.42 PM	
363	8.48 PM	5	155	9.06 PM	
365	9.28 PM	5	141	10.47 PM	
941	10.53 PM				
369	10.53 PM	5	24	11.30 PM	
160	11.04 PM				

AT NORTH PHILADELPHIA

Train No.	North Phila.	Mins. Wait	Train No.	North Phila.	For Psgrs.
870	12.26 AM	3	(161 231)	12.06 AM 12.13 AM	
254	6.50 AM	3	801	6.46 AM	
202	8.10 AM	3	809	8.04 AM	
204	9.10 AM	3	817	9.00 AM	
206	10.09 AM	3	821	10.00 AM	
174	4.10 PM	3	845	4.01 PM	
852	5.36 PM	3	219	5.30 PM	
854	6.01 PM	3	153	5.50 PM	
856	6.29 PM	3	221	6.27 PM	
858	7.06 PM	3	223	7.03 PM	
860	7.51 PM	3	225	7.37 PM	
862	8.36 PM	3	227	8.32 PM	

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 Transportation 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 Street Sta., Phila. with the last local train, the conductor must notify the Superintendent Transportation as to the number of passengers and their destinations.

AT MEDIA

Train No.	Wait for	Train No.	Wait for	Train No.	Wait for
0701	701	0741	741	786	0786
0703	703	0749	749	*724	0724
0705	705	0755	755	738	0738
0707	707	0761	761	754	0754
0719	719			790	0790
0733	733	706	0706	762	0762
0739	739	718	0718	766	0766

*No. 724 will wait a maximum of 5 minutes for No. 0724. Unless otherwise instructed by train dispatcher.

U. S. MAIL WORK

STATIONS	Southward	Northward	STATIONS	Northward	Southward	
	455	454		400	193	403
Woodside		PD	Claymont			D
Viola		PD	Newark	E		
Farmington		PD	Odenton		HP	
Greenwood	ET		Bowie		HPM	
Cannon		PD				

STATIONS	Eastward		
	548	570	
Smyser	DPM		
Glen Rock	LP	E	
New Freedom	EP	E	
White Hall	DPM		

STATIONS	Westward				Eastward		
	61	13	25	605	22	600	50
Paoli	DSJ*	DRJ*			E		
Downingtown			CDJ	E		E	
Coatesville			E	E		EP	DPJ
Lancaster		DKR					
Florin			CDPG				
Rheems			CDN				
Elisabethtown			CDPJ				
Middletown			CDPJ				

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.

*—At Paoli, deliveries will be made on platform east of Passenger Station Building.

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.

EXTRA STOPS—PASSENGER TRAINS New York Region

TRAIN No.	STOP AT	FOR
3706	Portal Block Station.....	Employees.
3812	Portal Block Station.....	Employees.
4241	Portal Block Station.....	Employees.
3740	Portal Block Station.....	Employees.
3767	Portal Block Station.....	Employees.
3789	Portal Block Station.....	Employees.
3812	Switch Leading to Engine Track, Meadows, East End Hudson Interlocking.....	Employees.
3606		
3723		
3835		
3109	Karny Block Station.....	Employees.
3115	Karny Block Station.....	Employees.
3121	Karny Block Station (Sunday only).....	Employees.
3127	Karny Block Station.....	Employees.
3409	Karny Block Station.....	Employees.
3133	Karny Block Station.....	Employees.
3411	Karny Block Station.....	Employees.
3135	Karny Block Station.....	Employees.
3137	Karny Block Station (Sun. and Hols.).....	Employees.
3225	Karny Block Station.....	Employees.
3245	Karny Block Station.....	Employees.
3311	Karny Block Station.....	Employees.
3493	Karny Block Station.....	Employees.
3313	Karny Block Station.....	Employees.
3131	Hudson Block Station.....	Employees.
3409	Hudson Block Station.....	Employees.
3137	Hudson Block Station.....	Employees.
3223	Hudson Block Station.....	Employees.
3229	Hudson Block Station.....	Employees.
3311	Hudson Block Station.....	Employees.
3493	Hudson Block Station.....	Employees.
3313	Hudson Block Station.....	Employees.
3495	Hudson Block Station.....	Employees.
3647	Hunter Block Station.....	Employees.
3607	Waverly Freight Station, Haynes Ave.....	Employees.
5731	Waverly Freight Station, Haynes Ave.....	Employees.

Philadelphia Region

0701	Nields St., West Chester.....	To let off passengers.
0703	Nields St., West Chester.....	To let off passengers.
0738	Nields St., West Chester.....	To take on passengers.
0754	Nields St., West Chester.....	To take on passengers.
621	Thorn.....	Employees.
618	Thorn.....	Employees.
18	Paoli.....	Employees.

Chesapeake Region

⊙ 903		
⊙ 904		
△ 907		
§ 908		
† 909		
△ 919		
♣ 921	Wilmington Shop Overhead Bridge.....	Employees.
# 922		
△ 924		
⊙ 932		
939		
△ 941		
942		
§ 414	Ivy City Enginehouse, on Signal.....	Employees.

† Saturday only.

§ Daily Except Sat., Sun. & Nov. 22, Dec. 25, Jan. 1, Feb. 22.

⊙ Daily Except Sunday.

△ Daily Except Sat., Sun. & Nov. 22, Dec. 25, Jan. 1.

Daily Except Sat.

♣ Daily Except Sun. & Nov. 22, Dec. 25, Jan. 1.

Extra stops of Paoli for passenger

**TICKET OFFICES OPEN FOR THE SALE OF TICKETS
All Regions**

Station	Monday to Friday	Saturday	Sunday and Holidays
New York	12.01 AM to 1.30 AM 6.00 AM to 12 Mid.	12.01 AM to 1.30 AM 6.00 AM to 12 Mid.	12.01 AM to 1.30 AM 6.00 AM to 12 Mid.
Hudson Terminal	8.00 AM to 5.30 PM	Closed	Closed
Jersey City	8.00 AM to 5.00 PM	Closed	Closed
Journal Square	6.00 AM to 12 Mid.	6.00 AM to 12 Mid.	6.00 AM to 12 Mid.
Harrison	6.00 AM to 7.00 PM	Closed	Closed
Newark, N. J.	12 Mid. to 1.30 AM 6.00 AM to 12 Mid.	12 Mid. to 1.30 AM 6.00 AM to 12 Mid.	12 Mid. to 1.30 AM 6.00 AM to 12 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 2.45 PM	7.30 AM to 3.00 PM	Closed
Rahway	6.30 AM to 2.30 PM	8.45 AM to 2.30 PM	11.30 AM to 7.30 PM
Woodbridge	6.45 AM to 8.15 AM	Closed	Closed
Iselin	6.30 AM to 8.15 AM	Closed	Closed
Metuchen	6.30 AM to 2.30 PM	7.30 AM to 3.30 PM	Closed
New Brunswick	6.00 AM to 8.00 PM	6.00 AM to 8.00 PM	6.00 AM to 8.00 PM
Monmouth Jet.	8.00 AM to 5.00 PM	Closed	Closed
Princeton Jet.	7.30 AM to 2.00 PM	7.30 AM to 12.15 PM	Closed
Princeton	7.00 AM to 5.00 PM	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM
Trenton	12.01 AM to 12.10 AM 6.00 AM to 12 Mid.	12.01 AM to 12.10 AM 6.00 AM to 12 Mid.	12.01 AM to 12.10 AM 6.00 AM to 12 Mid.
Levittown-Tullytown	6.15 AM to 10.15 AM	Closed	Closed
Bristol	7.00 AM to 4.00 PM	Closed	Closed
Cornwells Hgts.	10.00 AM to 5.00 PM	Closed	Closed
Torresdale	7.00 AM to 8.45 AM	Closed	Closed
Frankford Jet. (See Note 2)	3.45 PM to 5.00 PM	Closed (See Note 2)	Closed
North Phila.	12.00 Mid to 1.00 AM 6.00 AM to 12.00 Mid	12.00 Mid to 1.00 AM 6.00 AM to 12.00 Mid	12.00 Mid to 1.00 AM 6.00 AM to 12.00 Mid
Phila.-30th St.	12.00 Mid to 1.00 AM 5.00 AM to 12.00 Mid	12.00 Mid to 1.00 AM 5.00 AM to 12.00 Mid.	12.00 Mid to 1.00 AM 5.00 AM to 12.00 Mid.
*Suburban	12.00 Mid to 12.45 AM 6.00 AM to 12.00 Mid	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

*Holiday Hours same as Monday to Friday.

Station	Monday to Friday	Saturday	Sunday and Holidays
Folcroft	6.45 AM to 11.00 AM 12.00 Noon to 3.45 PM	Closed	Closed
Glenolden	6.30 AM to 11.30 AM 12.15 PM to 3.15 PM	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
Ridley Park	6.15 AM to 11.15 AM 12.15 PM to 3.15 PM	Closed	Closed
Chester	6.10 AM to 10.15 PM	6.10 AM to 10.45 PM	6.10 AM to 10.15 PM
Marcus Hook	7.45 AM to 12.00 Noon 1.00 PM to 4.45 PM	Closed	Closed
Claymont	7.00 AM to 5.00 PM	8.00 AM to 4.00 PM	Closed
Wilmington	6.00 AM to 12.30 AM	6.00 AM to 12.30 AM	6.00 AM to 12.30 AM
Newark, Del.	7.00 AM to 5.00 PM	Closed	Closed
Elkton	7.00 AM to 5.00 PM	Closed	Closed
Perryville	6.30 AM to 4.30 PM	Closed	Closed
Havre de Grace	7.45 AM to 12.00 Noon	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 5.00 PM	Closed	Closed
Bowie	6.45 AM to 9.00 AM	Closed	Closed
Washington	Continuously	Continuously	Continuously
Overbrook	7.05 AM to 4.05 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	7.00 AM to 11.45 AM 1.00 PM to 4.00 PM	Closed	Closed
Ardmore	7.00 AM to 5.15 PM	Closed	Closed
Haverford	6.45 AM to 11.59 AM 1.05 PM to 3.45 PM	Closed	Closed
*Bryn Mawr	7.00 AM to 7.45 PM	7.00 AM to 7.45 PM	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
Rosemont	7.10 AM to 10.55 AM	Closed	Closed
Villanova	6.30 AM to 12.15 PM 1.30 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	8.00 AM to 12.30 PM 1.00 PM to 4.30 PM	Closed
Stratford	6.30 AM to 11.30 AM 1.00 PM to 3.30 PM	Closed	Closed
Devon	7.00 AM to 11.59 AM 1.00 PM to 4.00 PM	Closed	Closed

*Closed Holidays.

open for tickets

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
Whitford	7.00 AM to 9.00 AM	Closed	Closed
Coatesville	7.15 AM to 10.00 AM 1.30 PM to 4.15 PM	Closed	Closed
Lancaster	6.00 AM to 10.45 PM	6.00 AM to 10.45 PM	6.00 AM to 10.45 PM
Elizabethtown	6.45 AM to 8.45 AM	Closed	Closed
Harrisburg	Continuously	Continuously	Continuously

CHESTNUT HILL BRANCH

Station	Monday to Friday	Saturday	Sunday and Holidays
Queen Lane	6.30 AM to 11.59 AM; 1.15 PM to 3.30 PM	Closed	Closed
Cheltenham Ave.	6.30 AM to 11.59 AM; 12.30 PM to 3.30 PM	Closed	Closed
Carpenter	6.50 AM to 11.50 AM; 12.30 PM to 2.30 PM	Closed	Closed
Chestnut Hill	6.20 AM to 11.30 PM	6.20 AM to 11.30 PM	6.20 AM to 11.30 PM

WEST CHESTER BRANCH

Station	Monday to Friday	Saturday	Sunday and Holidays
Angora	7.15 AM to 10.35 AM	Closed	Closed
Fernwood-Yeadon	7.00 AM to 9.40 AM	Closed	Closed
Lansdowne	6.50 AM to 11.15 AM; 12.01 PM to 3.35 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 5.10 PM	7.45 AM to 11.59 AM; 12.30 PM to 4.15 PM	Closed
Wallingford	6.40 AM to 11.50 AM; 12.20 PM to 3.10 PM	Closed	Closed
Moylan-Rose Valley	6.40 AM to 12.10 PM 1.05 PM to 3.35 PM	Closed	Closed
Media	6.40 AM to 12.10 PM 1.10 PM to 3.40 PM	Closed	Closed
Glen Riddle	6.30 AM to 9.45 AM	Closed	Closed
Glen Mills	7.30 AM to 11.30 AM	Closed	Closed
West Chester	7.30 AM to 9.00 AM	Closed	Closed

SCHUYLKILL BRANCH

Station	Monday to Friday	Saturday	Sunday and Holidays
Wynnefield Ave.	7.45 AM to 11.35 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

Station	Monday to Friday	Saturday	Sunday and Holidays
New Freedom	7.30 AM to 11.30 AM 12.30 PM to 4.30 PM	Closed	Closed
Glen Rock	7.30 AM to 10.00 AM 2.00 PM to 4.30 PM	Closed	Closed
York	6.00 AM to 11.00 AM 11.30 AM to 6.00 PM 6.30 PM to 10.00 PM	6.00 AM to 11.00 AM 11.30 AM to 6.00 PM 6.30 PM to 10.00 PM	6.00 AM to 11.00 AM 11.30 AM to 6.00 PM 6.30 PM to 10.00 PM

DELMARVA BRANCH

Station	Monday to Friday	Saturday	Sunday and Holidays
Clayton	8.00 AM to 5.00 PM	Closed	Closed
Dover	8.00 AM to 5.00 PM	Closed	Closed
Harrington	8.00 AM to 5.00 PM	Closed	Closed
Bridgeville	10.00 AM to 7.00 PM	Closed	Closed
Seaford	8.00 AM to 5.00 PM	7.00 AM to 4.00 PM	Closed
Laurel	8.00 AM to 5.00 PM	Closed	Closed
Delmar	7.30 AM to 5.00 PM	Closed	Closed

Holidays:

Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day
New Year's Day
Washington's Birthday

NOTE: When Atlantic City or Garden State race trains operate, will open one hour in advance of arrival time of race train including Saturday.

NEW YORK REGION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

STATIONS Note	A-11 (1)	A-1 (2)	TT-1 (3-X)	N-15 (1)	JET-1 (3)	BL-1 (1)	TTX Spe. (5)	MD-1 (7)	TTX Spe. (6)	NE-3 (10-X)	NWC-1 (1)	MD-13 (1)	MRR-1 (4)	SWC-1 (1)	LCL-9 (4)	NJC-1 (8)	P-3 (1)	LCL-3 (2X)	A-5 (9)
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Harsimus Cove.....	12.30		12.30				10.00	2.30	4.00		4.00	6.30		7.00	7.30		8.00	8.30	8.45
Meadows.....	12.30		12.30								5.00	7.30		8.30		8.00	9.30	9.30	10.30
Greenville.....	2.15			12.30				4.30											
Waverly.....	2.15			2.15															
County.....				2.45									6.30			9.45			
South Amboy.....	12.30				4.40	6.30				4.00									
Phillipsburg.....				2.45															
Fair.....	4.45	2.30				11.00				7.00	7.15		10.00					11.10	
Morrisville.....					7.10														
Bordentown.....			2.10								8.45						11.15	11.30	1.15
MA.....	5.15																		
Holmes.....		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Note:

3—Daily Except Monday.

4—As required.

5—Wednesday and Thursday Only.

2—Daily Except Sunday.

7—Wednesday, Thursday and Monday.

8—Tuesday, Thursday and Sunday.

9—Daily Except Saturday.

10—Daily Except Sunday & Monday.

X—LCL-1-3-9, P-5, TT-3, TT-23 will not operate
on Seven recognized Holidays.

NEW YORK REGION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

STATIONS Note	A-31 (3)	TT-3 (2-X)	N-21 (2)	LCL-1 (2-X)	TT-23 (2-X)	ET-1 (1)	N-3 (3)	P-5 (2-X)	N-13 (1)	MD-7 (1)	MD-1 (7)	TTX Spe. (6)	NE-3 (10-X)	NWC-1 (1)	MD-13 (1)	MRR-1 (4)	SWC-1 (1)	LCL-9 (4)	NJC-1 (8)	P-3 (1)	LCL-3 (2X)	A-5 (9)
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Harsimus Cove.....		9.45	10.30	10.45	11.00		11.30	12.45	11.30	11.59		4.00		4.00	6.30		7.00	7.30		8.00	8.30	8.45
Meadows.....		10.45					1.00		1.00	2.00				5.00	7.30		8.30		8.00	9.30	9.30	10.30
Greenville.....			12.30																			
Waverly.....																						
County.....						11.15																
South Amboy.....							3.15															
Phillipsburg.....			3.45			2.45			2.30	5.45												
Fair.....																						
Morrisville.....		9.30				3.15		2.45														
Bordentown.....		12.15	4.30	12.45	12.45	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.											
MA.....																						
Holmes.....		P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.											

NOTE:

3—Daily Except Monday.

4—As required.

5—Wednesday and Thursday Only.

2—Daily Except Sunday.

7—Wednesday, Thursday and Monday.

8—Tuesday, Thursday and Sunday.

9—Daily Except Saturday.

10—Daily Except Sunday and Monday.

X—LCL-1-3-9, P-5, TT-3, TT-23 will not operate
on seven recognized Holidays.NE-3 and TT-1 will not operate day following
seven recognized Holidays.

NEW YORK REGION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS Note	TT-24	TT-2	BNY-16	TTX	NF-6	P-14	TT-4	N-28	NJC-2	BL-6	N-12	N-14	A-6	N-8	ET-2	A-2	CG-8	MD-16
	(8) A. M.	(6-X) A. M.	(1) A. M.	(9) A. M.	(5-X) A. M.	(1) A. M.	(6-X) A. M.	(3) A. M.	(7) A. M.	(3) A. M.	(1) A. M.	(1) A. M.	(2) A. M.	(2) A. M.	(1) A. M.	(2) A. M.	(1) A. M.	(1) A. M.
Harsimus Cove.....	1.45	2.00		3.25	4.15		5.00											
Meadows.....			4.45		5.30		4.30				6.15		7.45				7.00	8.30
Greenville.....		1.35	3.45		4.00		3.40	6.30	4.00		5.00	6.15	7.00	8.00			6.30	7.30
Waverly.....			3.00															
Linden.....			2.00															
Metuchen.....																		
County.....																		
South Amboy.....									3.15	8.30		5.00			7.30	7.00		
Phillipsburg.....																		
Millham.....					2.30						3.30	3.45						
Morrisville.....													4.30					
Bordentown.....																		
MA.....	12.05	12.15	12.45	1.40	1.55	2.00	2.20	2.30		3.15			4.30			5.15		5.15
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.	A. M.	A. M.	A. M.	A. M.

NOTE:

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

- 5—Wednesday, Thursday and Friday.
6—Daily Except Tuesday.
7—Monday, Wednesday and Friday.
8—Monday Only.

- 9—Thursday and Friday.
10—Sunday Only.
11—Tuesday and Thursday.
12—Thursday and Sunday.

X—NF-6, TT-2 and TT-4 will not operate second day following seven recognized Holidays.

NEW YORK REGION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS Note	CNY-4	MD-6	CS-8	AST-2	BL-2	PNE-2	TT-20	TTX	JET-2	JET-2	A-30	SW-10	MD-18	CG-2	BL-34	DJ-2
	(1) A. M.	(1) A. M.	(1) A. M.	(1) P. M.	(1) P. M.	(1) P. M.	(12) P. M.	(10) P. M.	(3) P. M.	(3) P. M.	(3) P. M.	(1) P. M.	(1) P. M.	(1) P. M.	(1) A. M.	(1) A. M.
Harsimus Cove.....	10.30															
Meadows.....	9.30						7.00	7.25								
Greenville.....		10.00	10.30			6.45										
Waverly.....	8.30			5.00								11.00	10.45	2.00		4.15
Linden.....	7.30															3.45
Metuchen.....	6.30															2.15
County.....																
South Amboy.....					5.15											
Phillipsburg.....									9.00	8.00						12.45
Millham.....					3.15					6.00	8.15	8.10			12.15	
Morrisville.....											7.30	7.40				
Bordentown.....			8.30	3.00		3.45										
MA.....	5.30	8.15	8.30	3.00			5.10	5.40	5.45					11.15	11.30	11.45
Holmes.....	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NOTE:

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

- 4—Daily Except Saturday.
5—Wednesday, Thursday and Friday.
6—Daily Except Tuesday.
7—Monday, Wednesday and Friday.

- 8—Monday Only.
9—Wednesday and Friday.
10—Sunday Only.
11—Tuesday and Thursday.

12—Thursday and Sunday.
X—NF-6, TT-2 and TT-4 will not operate second day following seven recognized holidays.

PHILADELPHIA REGION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

Stations	BF-5	S-62	HW-3	TT-SPL	EC-3	PG-3	MD-1	PG-7	EC-7	PG-15	NWC-1	LCL-7	MD-13	LCL-9	BF-7	BP-5	GWC-1	SWC-1	PE-3	MRR-1	
	(1) P.M.	(1) P.M.	(1) P.M.	(17) P.M.	(1) P.M.	(1) P.M.	(19) P.M.	(1) P.M.	(6) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(4) P.M.	(1) P.M.	(5) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(8) P.M.	(6) P.M.
Holmes.....				5.45			7.00						9.30								
Jersey.....				6.30								9.30					9.45	10.00			
Frankford Jct.												10.40					11.15	12.01			
Stadium.....							8.15						10.15								
Brill.....														11.00							
52nd St.....																					
Jeff.....				7.15																	
Overbrook.....																					
Paoli.....																					
MA.....											8.45										10.30
Nest.....																					
Norris.....																					
Reading.....																					
Carbon.....																					
Thorn.....																					
Cork.....																					
Cres.....																					
Cola.....																					
Cly.....				9.30								2.00									
State.....																					
Harrisburg...																					
Day.....											1.15										
Enola.....	3.45	4.30			6.30																
Rockville.....	4.15	5.00			7.00			7.30	8.00	8.30	2.45	3.00									
Banks.....				10.30																	
	P.M.	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.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.

PHILADELPHIA REGION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

Stations	P-3	LCL-5	LCL-3	P-9	S-15																			
	(1) P.M.	(4) P.M.	(4) P.M.	(1) P.M.	(2) P.M.																			
Holmes.....				11.45																				
Jersey.....				1.00																				
Frankford Jct.																								
Stadium.....																								
Brill.....																								
52nd St.....																								
Jeff.....																								
Overbrook.....																								
Paoli.....				3.00																				
MA.....	11.15		11.30																					
Nest.....					11.59																			
Norris.....					12.45																			
Reading.....					3.15																			
Carbon.....																								
Thorn.....																								
Cork.....																								
Cres.....																								
Cola.....																								
Cly.....																								
State.....																								
Harrisburg...																								
Day.....																								
Enola.....	3.45		1.01																					
Rockville.....																								
Banks.....																								
	A.M.	A.M.	A.M.	A.M.	A.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, Wednesday and Thursday.
12. Will run Tuesday and Thursday.
13. Will run Wednesday and Thursday.
14. Will run Wednesday, Friday and Sunday.
15. Will run Thursday only.
16. Will run Thursday and Sunday.
17. Will run Saturday only.
18. Will run Sunday and Wednesday.
19. Will run Monday, Wednesday and Thursday.
20. Will run Sunday only.

PHILADELPHIA REGION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	N-28 (6)	CG-8 (1)	B-8 (1)	WPB-4 (1)	N-8 (2)	BL-6 (6)	EC-6 (1)	CS-8 (1)	EM-2 (1)	MD-116 (1)	EH-2 (1)	BE-14 (1)	MD-16 (1)	NW-88 (1)	S-91 (1)	PC-6 (1)	YE-4 (6)	MD-6 (1)	P-8 (6)	S-2 (2)
Banks.....	A.M.	12.30	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.
Rockville.....				12.45				3.00												
Enola.....								3.00				4.00								
Day.....		1.30	12.30	2.45				4.00	3.30		4.00	4.30					6.00		7.45	
Harrisburg.....																				
State.....																				
Cly.....																	7.15			
Cola.....																				
Cres.....			2.00	4.30																
Cork.....																				
Thorn.....									7.30											
Carbon.....																				8.00
Reading.....																				12.01
Norris.....																				12.30
Nest.....									10.00											
MA.....		5.15						8.30												1.30
Paoli.....																				
Overbrook.....																				
Jeff.....																				
52nd St.....																				
Brill.....						2.45							4.30							
Stadium.....	12.01				2.00															7.30
Frankford Jct.....	2.15				4.15															
Jersey.....										5.30										
Holmes.....	2.30				4.30	3.15							5.15					8.15		
	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.	P.M.	P.M.

PHILADELPHIA REGION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	CE-2 (1)	S-18 (2)	AC-10 (1)	CV-60 (10)	SP-8 (1)	AST-2 (1)	BL-34 (1)	PNE-2 (1)	AB-6 (1)	TP-2 (6)	CP-8 (1)	TT-SPL (17)	BP-2 (1)	SW-10 (1)	M-20 (1)	S-4 (2)	JET-2 (7)	CC-2 (1)	DJ-2 (1)	
Banks.....	A.M.	8.00			A.M.	A.M.	A.M.	A.M.												
Rockville.....																				
Enola.....																				
Day.....																				
Harrisburg.....																				
State.....																				
Cly.....																				
Cola.....																				
Cres.....																				
Cork.....																				
Thorn.....																				
Carbon.....																				
Reading.....		8.15																		
Norris.....		11.00																		
Nest.....		11.30																		
MA.....																				
Paoli.....																				
Overbrook.....																				
Jeff.....																				
52nd St.....																				
Brill.....																				
Stadium.....																				
Frankford Jct.....																				
Jersey.....																				
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.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

PHILADELPHIA REGION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—NORTHWARD

The time shown conveys no timetable authority

Stations	BE-4 (1) P.M.	YE-2 (1) P.M.	NY-4 (1) P.M.	MD-20 (15) P.M.	TT-20 (20) P.M.	NE-4 (12) P.M.	EC-2 (6) P.M.	B-2 (1) P.M.	TH-4 (1) P.M.	PT-44 (6) P.M.	CV-68 (1) P.M.	BNY-16 (1) P.M.	M-16 (2) P.M.	S-43 (9) P.M.	ED-4 (1) P.M.	P-14 (1) P.M.	SP-2 (1) P.M.	MD-18 (1) P.M.	TT-2 (7) P.M.	S-14 (2) P.M.	
Banks.....																					
Rockville.....	3.00						5.15				Hager										
Enola.....	3.30	3.30	4.00				5.30	5.15	5.30		5.30	6.00	6.30	6.45							
Day.....											10.00	6.30		7.15	8.20	7.00	7.30				
Harrisburg.....						6.30						8.00							8.55		
State.....		4.45																			
Cly.....									7.00												
Cres.....								6.45													
Cork.....																					
Thorn.....																					
Carbon.....																					
Reading.....																					8.00
Norris.....																					10.30
Nest.....																					11.00
MA.....			8.45																		
Paoli.....						8.35											11.30				
Overbrook.....																					
Jeff.....																					
52nd St.....						9.05															
Brill.....				4.05						5.30								7.45			
Stadium.....										7.15							1.30				
Frankford Jet.....										7.30											
Jersey.....																					
Holmes.....				5.10	5.10	9.40						12.45									
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.

PHILADELPHIA REGION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—NORTHWARD

The time shown conveys no timetable authority

Stations	B-6 (1) P.M.	CE-4 (1) P.M.	TT-SPL (13) P.M.	NF-6 (11) P.M.	M-10 (1) P.M.	TT-4 (7) P.M.	2/TT-4 (7) P.M.	CNY-4 (1) P.M.	TT-6 (7) P.M.	TT-24 (20) P.M.	HW-2 (1) P.M.	ET-2 (1) P.M.	FJ-2 (1) P.M.	TT-6 (7) P.M.	TT-24 (20) P.M.	TT-4 (7) P.M.	TT-20 (20) P.M.	TT-6 (7) P.M.	TT-2 (7) P.M.	S-14 (2) P.M.	
Banks.....		9.00	9.05	9.15	9.30	10.20	10.40	11.00	11.05		11.15										
Rockville.....																					
Enola.....		9.00						1.00													
Day.....		11.00				11.35															
Harrisburg.....																					
State.....			10.05	10.45					12.05												
Cly.....																					
Cres.....		10.30																			
Cork.....																					
Thorn.....																					
Carbon.....																					
Reading.....																					
Norris.....																					
Nest.....																					
MA.....				12.50		2.20		5.30													
Paoli.....																					
Overbrook.....																					
Jeff.....																					
52nd St.....				1.20																	
Brill.....																					
Stadium.....			1.01																		
Frankford Jet.....																					
Jersey.....																					
Holmes.....				1.55																	
	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms—(All Regions)

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

The uniform designated for summer use only or standard mohair coat 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 15 to September 15, 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 Region)

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 Region)

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 Region)

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 Region)

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-23
2	L. I. City (Portal)	Both	500 feet west of home signal for F
2	L. I. City (Shaft)	Both	945 feet west of signal 2-E-21
2	1st Ave.	Both	515 feet east of signal 2-E-11
3	1st Ave.	South	1060 feet west of signal 3-E-14
3	L. I. City (Shaft)	South	810 feet east of signal 3-E-18
3	L. I. City (Portal)	North	420 feet west of signal E-28
4	L. I. City (Portal)	Both	1280 feet east of signal 4-E-25
4	L. I. City (Shaft)	Both	25 feet west of signal 4-E-19
4	1st Ave.	Both	570 feet east of signal 4-E-11

North River Tunnels

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

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

B. & P. Tunnel—(Chesapeake Region)

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 exists, 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 detections 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.

Instructions While on Property—Oil Refineries—(Phila. Reg.)

100L-2A. While on the property of The Atlantic Refining Company, Point Breeze, and Gulf Refining Company, Girard Point, all employees will be governed by the following instructions:

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

The use of oil hand lanterns or lighted torches is prohibited. This includes lighted oil lanterns on engines.

Discovery of Fire—Girard Point District—(Phila. Reg.)

100L-3A. Any employe who discovers a fire in the Girard Point district will at once notify the engineman of any engine in that district, who will immediately sound an alarm by a prolonged blast of the engine whistle.

Snow Melting Oil—Use of—(All Regions)

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 Regions)

100M-1A. Train and Engine Service Employes are required to know the Safety Rule of the day, which is printed on page 375. 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.—(Phila. Region)

100 O-1A. Referring to Rule O, the following designated employes will be permitted to ride on freight trains and engines, or on front platforms of multiple unit trains.

Movement Directors.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

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

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.

Other persons must hold proper transportation issued by the Superintendent Transportation.

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—(Philadelphia Region)

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 EVergreen 2-1000, extension 2655.

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

Location	Name and Address	Telephone Number
Long Island City	James Morrissey, 28-19 Dittmars Blvd. Astoria, Long Island	AStoria 4-8855 AStoria 8-2149
New York	A. G. Cerchione Regional Medical Officer, Pennsylvania Station P. H. Curran, District Medical Officer, Pennsylvania Station	PEenna. 6-6000. Extension 2451. PEenna. 6-6000. Extension 2451.
Jersey City	Geo. J. Brick, 43 Cottage St. R. G. Rohner, Christ Hospital Daniel J. O'Regan, 58 Kensington Ave.	OLdfield 3-4138. OLdfield 3-1220 HEnderson 3-0454
Hoboken	Charles E. Woltmann, 805 Garden St.	HObooken 3-6532.
Newark, N. J.	Henry Reich, 89 Lincoln Park Myron S. Denholts, 12 Porter Place R. G. Rohner, St. James Hospital	MArket 3-3568 WAveryly 3-1737 MArket 2-6437.
Elizabeth	H. Irving Dunn, 610 Salem Ave., Elizabeth	ELizabeth 2-5406.
Rahway	Robert B. Casey, 51 W. Milton Ave.	FUilton 8-2800.
Perth Amboy	William Pollen, 535 New Brunswick Ave.	VALley 6-9150.
Ocean Grove	Theo. Schlossbach, 94 S. Main St.	PRospect 5-7657.
Spring Lake	Wm. J. D'Elia, 57 Pitney Road	GIbson 9-5881.
Pt. Pleasant	H. Irving Dunn, 621 East Avenue Bayhead, N. J.	TWeed 2-3960
Metuchen	J. D. Witmer, 456 Middlesex Ave.	LIberty 9-1573.
New Brunswick	Wm. George Kuhn, 251 Powers St.	CHarter 9-1300-01.
Trenton	David D. Feinberg, Trenton Pass. Sta. C. W. Carroll, 125 Center Street R. B. Ernest, 240 W. State St.	EXport 2-4161, Extension 266. EXport 2-5444. EXport 3-4009.
Morrisville	V. B. Ellin, 100 Union Street	CYpress 5-7682.
Levittown-Tullytown	Frederick E. Stiepan, 44 Sweetbriar Lane	WIndor 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	Paul F. Drake, 85 Summit Ave.	GLencourt 4-3101.
Easton	Robert S. Stein, 22d and Lehigh Sts.	BLackburn 2-2681.

Location	Name and Address	Telephone Number	
Philadelphia	§T. F. Cooper, M.D. Medical Center—Room 474 30th St. Sta., Phila. George E. Firth, M.D. Office: 3258 Knorr Street, Residence: 1001 Howarth Street	EVergreen 2-1000 Ext. 2655 MAYfair 4-6122 CUmbrind 8-1130	
	L. W. Stevens, M.D. 133 S. 36th Street, or Presbyterian Hospital Leopold S. Vaccaro, M.D. 1721 Arch Street	EVergreen 2-2211 EVERgreen 2-4200 RIttenhouse 6-8185	
	Van M. Ellis, M.D. (oculist) John Reichel, Jr., M.D. (oculist) 1528 Spruce Street W. Emory Burnett, M.D. Temple University Hospital Office: 3401 N. Broad Street George Willauer, M.D. Methodist Hospital Office: 1930 Chestnut Street H. K. Katz, M.D. (oculist) 1351 Tabor Road	PEnnypcker 5-1392 BALdwin 3-8000 BALdwin 3-6693 HOward 5-1234 LOoust 7-4486 LIvingston 8-0576	
	Bryn Mawr	Alan P. Parker, M.D. Office: Bryn Mawr Medical Building Residence: Radnor and Fishers Roads	LAwrence 5-2037 LAwrence 5-3123
	Coatesville	C. H. Stone, M.D. 380 E. Chestnut Street	DU 4-0740 DU 4-5480
	Lancaster	S. G. Pontius, M.D. 320 N. Lime Street C. R. Farmer, M.D. 573 West Lemon Street §R. M. Landis, M.D. 653 W. Chestnut Street	EXpress 2-1023 EXpress 7-8257 EXpress 4-8263
		Harrisburg	§H. G. O'Donnell, M.D. Passenger Station G. A. Berkheimer, M.D. 325 N. Front Street J. E. Romig, M.D. (oculist) 209 State Street Edwin O. Daue, M.D. 2800 Green Street Champe C. Pool, M.D. 2800 Green Street William K. McBride, M.D. 1919 N. Front Street C. B. Fager, M.D. (oculist) 126 Walnut Street Lee Weinstein, M.D. (oculist) 1104 N. 2nd Street Gordon D. Myers, M.D. 124 State Street	CEdar 2-4141 Ext. 327 or 328 CEdar 8-4759 CEdar 6-7542 CEdar 4-6749 CEdar 2-1335 CEdar 3-8085 CEdar 2-1924 CEdar 2-7102 CEdar 4-7427
	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	BRoadway 9-8686
	Phoenixville	Vasilios A. Vlachos, M.D. 286 Griffin Street	WEllington 3-7978
Reading	§Edward A. Agnew, M. D. 730 North Second Street M. B. DeWire, M.D. 225 North Sixth Street	FRanklin 4-7083 FRanklin 2-5426	
Hamburg	G. F. Pottenger, M.D. 13 North Fourth Street	Hamburg 562	
Pottsville	§John C. Bryson, M.D. 307 Mahantongo Street	MARKet 2-7567	
Chambersburg	Robert N. Richards, M.D. Craft Press Building	COLony 4-6211 COLony 3-3419	
	§D. M. Rahauer, M.D. 634 Lincoln Way East (By Appointment)	COLony 4-4416	
Carlisle	T. S. Armstrong, M.D. 64 South Pitt Street	CARlisle 1772	
Hagerstown	§E. W. Ditto, III, M.D. 217 W. Washington Street Hagerstown, M.D. (By Appointment)	REgent 3-3361	
Martinsburg			
Lebanon	§Charles G. Menges, M.D. 508 Chestnut Street	CRestview 2-4081	

Location	Name and Address	Telephone Number
Wilmington, Del.	A. G. Lessey, Dr. (Surgeon) 1213 Gilpin Avenue Joseph A. Arminio, Dr. (Surgeon) 1319 Pennsylvania Avenue J. F. Dougherty, Dr. Pennsylvania Station	Olympia 6-3252 Olympia 4-6245 Olympia 8-4141-Ext. 336
	Newark, Del.	Wallace M. Johnson, Dr. 257 E. Main Street	ENdicott 8-8900
Elkton, Md.	J. Herbert Bates, Dr. 230 E. Main Street	EXport 8-4240
North East, Md.	Harry A. Cantwell, Dr. (Surgeon) Cecil Avenue	ATlas 7-3701
Havre de Grace, Md.	Wallace H. Sadowsky, Dr. 504 Lewis St.	WEstmore 9-0700
Oxford, Pa.	G. T. Holcomb, Dr. N. 4th Street	Oxford 141
Baltimore, Md.	H. B. McElwain, Dr. 1800 N. Charles St. 221 W. 29th Street H. C. Pillsbury, Dr. 1800 N. Charles St. John H. Bechtel, Dr. Regional Medical Officer, Walbert Bldg. 1800 N. Charles St.	(Lexington 9-0660 (Day) Belmont 5-3257 (after 9.00 P.M.) Lexington 9-0660 (Day) Annapolis 3222 (after 9.00 P.M.) Mulberry 5-4800-Ext. 279
	Bowie, Md.	G. E. Lancaster, Dr.	Central 8-2161
Washington, D.C.	Walter Atkinson, Dr. (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. Joseph R. Young, Dr. 201 8th Street, N.E. (Home) 611 E. Thornapple Street Chevy Chase, Md. James W. Braden, Dr. 201—8th Street, N.E. (Home) 708 Mass. Ave., N.E. Arthur J. Mourot, Dr., 811 Prince St., Alexandria, Va.	REpublic 7-4600 EMerson 2-3721 TUckerman 2-5500 LIncoln 4-3747 Oliver 4-4481 Lincoln 4-3747 Lincoln 4-7000 Overlook 3-1851
	York, Pa.	Glenn P. Grove, Dr. (Surgeon) 912 S. George St., York, Pa. (Home) 1397 Sleepy Hollow Rd. H. R. Knoch, Dr., 423 W. Market Street	York 6638 York 8-1969 York 8-2700
Wyoming, Del.	I. J. MacCollum, Dr., Res.	Bedford 4631
Seaford, Del.	Bruce Barnes, Dr., Office: 340 Fine St.	NAtional 9-7037
Delmar, Del.	L. V. Sohler, Dr., Office:	Twining 6-5121
Cape Charles, Va.	T. B. Hardman, Dr., Office: J. B. Freeman, Dr., Office:	542 542
Norfolk, Va.	Robert L. Payne, Dr., Office: Southgate Leigh, Jr., Dr., Office: 300 Colonial Ave., Res.: Elliott D. Floyd, Dr. (Surgeon) 339 Bough St., Office: 5010 Gosnold Ave., Res.: Richard D. Bowles, Dr. Mathews Court House, Office: Mathews, Va., Res.:	MADison 2-2649 MADison 2-6924 MADison 2-6924 MADison 5-0675 MADison 2-3148 Mathews 5-2055 Mathews 5-2044
	Easton, Md.	Wm. N. Palmer, Dr. Office: S. Washington St. Res.:	Talbert 2-2626 Tabert 2-0422
Denton, Md.	E. Paul Knotts, Dr. 406 Market Street, Res.:	64
Lewes, Del.	James Beebe, Dr. Office: Res:	2111 Rehoboth 2051
	James Beebe, Jr., Dr. Office: Res:	2111 8587
Cambridge, Md.	John Mace, Jr., Dr. Office:	392

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

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

100R-2B. (All Regions). 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 Regions)

Location	Name and Address	Telephone Number
Long Island City	St. Johns— 90-02 Queens Blvd. Elmhurst, L.I.	LIIncois 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. UNiversity 5-3000. GRamercy 7-2000.
Jersey City	Medical Center—Baldwin Ave. St. Francis— East Hamilton Place. Christ Hospital— 176 Palisade Ave.	HEnderson 3-7000. OLdfield 3-1050 OLdfield 3-1220
Newark, N. J.	Beth-Israel—201 Lyons Ave. St. James—142 Jefferson Ave.	WAverly 3-8000. MArket 2-6437
Elizabeth	Elizabeth General— 925 East Jersey St.	ELizabeth 2-3400.
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. Orthopaedic—177 Brunswick Ave.	EXport 6-7676. OWen 5-5491. EXport 6-7581.
Bristol	Lower Bucks County— Bath Rd., Bristol Township	STillwell 8-7801.
Phillipsburg	Warren—Roseberry St. Easton— 20th and Lehigh Sts. (Easton, Pa.)	GLencourt 4-8551. BLackburn 8-6221.
Philadelphia	Hahnemann Hospital Broad above Race Streets Presbyterian Hospital 39th and Filbert Streets University Hospital 34th and Spruce Streets St. Agnes' Hospital Broad and Mifflin Streets Methodist Episcopal Hospital Broad and Wolf Streets Albert Einstein Medical Center Southern Division 1429 South 5th Street Jefferson Hospital 10th and Sansom Streets Graduate Hospital (U. of P.) 19th and Lombard Streets Temple University Hospital Broad and Ontario Streets St. Luke's Hospital Thompson and Franklin Streets Episcopal Hospital Front Street and Lehigh Ave. Northeastern Hospital Allegheny Avenue and Tulip St. Frankford Hospital Frankford Ave. and Wakeling St. Wills Eye Hospital 1601 Spring Garden Street	LOoust 4-5000 EVergreen 2-4200 EVergreen 2-4600 HOWard 5-2500 DEWey 6-3300 HOWard 5-1100 WALnut 3-1100 KINGSley 6-4500 BALDwin 3-8000 POplar 9-2100 GARfield 6-8000 GARfield 5-7600 JEfferson 3-9400 LOoust 7-3850

Location	Name and Address	Telephone Number
Bryn Mawr	Bryn Mawr Hospital Bryn Mawr Avenue	LAwrence 5-1800
Coatesville	Coatesville Hospital 300 Strode Avenue	DU 4-9000
Lancaster	General Hospital 528 N. Lime Street	EXpress 3-5801
Harrisburg	Harrisburg Hospital Front and Mulberry Streets Harrisburg Polyclinic Hospital 3rd and Polyclinic Avenue	CEdar 6-7011 CEdar 6-3031
Chestnut Hill	Chestnut Hill Hospital 8835 Germantown Avenue	CHesthil 7-4600
West Chester	Chester County Hospital Boot Road	OWen 6-7700
Roxborough	Memorial Hospital Ridge Ave. and Rector Street	IVyridge 3-4550
Norristown	Montgomery Hospital Powell and Farnace Streets	BRoadway 5-6000
Phoenixville	Phoenixville Hospital Nutt Road	WEllington 3-5821
Pottstown	Pottstown Hospital 724 North Charlotte Street	FAculty 3-5000
Reading	Community General 135 North Sixth Street Reading Hospital Sixth Avenue and Spruce Sts., West Reading St. Joseph's Hospital Walnut and Birch Streets	FRanklin 6-4881 FRanklin 6-3811 FRanklin 6-4901
Pottsville	Pottsville Hospital Mauch Chunk and Jackson Sts.	MArket 2-1200
Columbia	Columbia Hospital Seventh and Popular Streets	MU 4-2141
Carlisle	Carlisle Hospital 224 Parker Street	CH 9-1212
Chambersburg	Chambersburg Hospital Lincoln Way East	COLony 4-5171
Hagerstown	Washington County Hospital King Street	REgent 3-3000
Martinsburg	Kings Daughters Hospital East King Street	AM 7-8981
Winchester	Winchester Hospital Stewart and Cork Streets	MOhawk 2-4121
Lebanon	Good Samaritan Hospital Fourth and Walnut Streets	CR 2-7611
Waynesboro	Waynesboro Hospital East Main Street	United 391
Chester, Pa.	Chester Hospital	Chester 2-6121
Wilmington, Del.	Delaware Hospital	Olympia 4-5211
	Memorial Hospital	Olympia 6-3351
Elkton, Md.	Union Hospital	EXport 8-4000
Havre de Grace, Md.	Harford Memorial Hospital	WEastmore 9-2400
West Grove, Pa.	Community Memorial Hospital	UNderhill 9-2431
Baltimore, Md.	St. Joseph's Hospital, Caroline and Hoffman Streets	Mulberry 5-5800
Washington, D.C.	Casualty Hospital, 8th & Massachusetts Ave., N.E.	Lincoln 4-7000
York, Pa.	York Hospital, S. George St. & Rathton Rd.	York 2-1511

Location	Name and Address	Telephone Number
Columbia, Pa.	Columbia Hospital, 7th and Poplar Streets	Columbia 4-2141
Frederick, Md.	Frederick Memorial Hospital, Park and Trail Avenues	Monument 2-1131
Dover, Del.	Kent General Hospital	REdfield 4-4701
Seaford, Del.	Nanticoke Memorial Hospital	NAtional 9-9103
Salisbury, Md.	Peninsula General Hospital	Pioneer 9-3161
Nassawadox, Va.	Northampton-Accomac Memorial Hospital	Gilbert 2-2021
Norfolk, Va.	Norfolk General Hospital De Paul Hospital	MADison 5-1481 MADison 5-3251
Easton, Md.	Memorial Hospital	2100
Milford, Del.	Milford Memorial Hospital	GArden 2-4561
Lewes, Del.	Beebe Hospital	2111
Cambridge, Md.	Cambridge Hospital	101-111-112
Crisfield, Md.	Edw. W. McCready Memorial Hospital	75

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

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—(Chesapeake Region)

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

- 1 at Station Master's Office—Baltimore.
- 6 at Office of Foreman Electric Traction—Passenger Station, Baltimore.
- 3 at Fan Control Room—Penna. Avenue opening, B. & P. Tunnel.
- 2 at Yard Master's Office—Jersey Yard, Washington.
- 9 on Wire Train—Baltimore.
- 9 on Wire Train—Washington.

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 and Chesapeake Regions.

TIMETABLES

Letters and Characters. (All Regions)

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 scheduled pages.
- #—Train may leave at scheduled arriving time when station work is completed.

1004-B1. (All Regions)

- P**—Regular stop to receive or discharge passengers to or from south of Washington.
- R**—Regular stop Sunday and Nov. 22, Dec. 25, Jan. 1, Feb. 22.
- Q**—Regular stop Saturday, Sunday and Nov. 22, Dec. 25, Jan. 1, Feb. 22.
- T**—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.
- Z**—Regular stop to change engines.
- MU**—Multiple Unit operation.
- EE**—Regular stop daily except Saturday and Sunday for express, mail or newspapers.
- EX**—Regular stop daily except Sunday and Monday for express, mail or newspapers.
- UL**—Upper Level—30th St. Station, Philadelphia.
- MM**—Regular stop daily except Saturday, Sunday and Nov. 22, Dec. 25, Jan. 1, Feb. 22.
- NN**—Regular stop except Sunday and Nov. 22, Dec. 25, Jan. 1, Feb. 22.
- O**—Regular stop Monday.
- V**—Regular stop Sunday only, for express, mail or newspapers.
- W**—Regular stop Saturday, Sunday and Nov. 22, Dec. 25, Jan. 1.
- Y**—Regular stop Saturday and Feb. 22.

1004-C1. (New York Region). 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 Region). 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 Region, between New York and Harold.

SIGNALS

1007-A1. (All Regions). 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 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 Regions)

1014(dc)-A2. Rule 14(dc) (— — — — o 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 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 Reg.). Engine whistle on P. A. T. H. trains must be sounded at R signs.

1014(1)-A5. (Phila. Reg.). (standard — — 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 Regions). 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.

Trenton Branch	Flemington Track
Running Tracks between Millham and Coalport	Millstone Track
Jamesburg Branch	Rocky Hill Track
Amboy Secondary Track	Freehold Secondary Track
Hightstown Secondary Track	Philadelphia and Thorndale Branch
Passaic and Harsimus Branch	Atglen and Susquehanna Branch
Greenville Branch	Columbia and Port Deposit Branch
Belvidere Delaware Branch	York Haven Line
Running Track	Columbia Branch
Coalport-Hamilton Ave.	Cumberland Valley Branch
Arsenal Track	Landover—South End
Bordertown Branch	Riderwood—Region Post
Enterprise Track	(Phila. Region)
	Shellpot Branch

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

When stops are to be made for change of engines, water, or other attention to mechanical defects. Operator will notify train dispatcher promptly.

1014(r)-A8. (Phila. Reg.). Rule 14(r) (— — o) will apply:

When stops are to be made for attention at Thorndale, passing Park eastward and Paoli or Nest, westward. Operator will notify train dispatcher promptly.

1014(r)-A9. (Chesapeake Reg.). Rule 14(r) (— — o) will apply:

When stops are to be made for fuel, water, hot parts, etc. Display of red flag or white light from cab of engine will indicate change of engines will be required for mechanical or electrical defects at next available point.

Operator will notify train dispatcher promptly.

1014(1)-B1. (Chesapeake Reg.)

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

COMMUNICATING SIGNALS

1016(a)-A1. (New York Reg.). On P. A. T. H. 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 Regions)

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 Regions). Night signals will be displayed on rear of trains while passing through tunnels.

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

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

1019-A3. (Phila. and Chesapeake Regs.). 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.

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

USE OF SIGNALS

1027-A1. (New York Region). 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 Regions). Enginemen of MU engines will use whistle in complying with Rule 30.

1030-A2. (All Regions). 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 Reg.). Ringing of engine bell may be omitted when running through tunnels.

1035-A1. (All Regions). In the application of Rule 35, the following signals will be used by Flagmen:

Day Signals—A red flag, torpedoes and fuseses.

Night Signals—A white light, torpedoes and fuseses.

Fuseses and Torpedoes

1035-B1. (All Regions). 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 Reg.). 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 Regions). 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. & Chesapeake Regs.) Speed Signs

In the application of Rule 38, lights may be omitted on reflectorized speed signs.

Slide Protection Fence (Philadelphia & Chesapeake Regs.)

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 Transportation.

1043-A1. (Phila. Reg.). Slide protection fences in service:

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. (Ches. Reg.). 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 Region). Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

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

1072-A3. (New York & Phila. Regs.). 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 Reg.). Northward and westward 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 Regions). Location of Bulletin Boards where General Orders of these regions, 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	P.R.S.L. (Atlantic District).
X	X	X	Newark—Crew Dispatcher's Office	Washington Terminal.
X	X	X	Meadows—No. 1 Yard Office	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Washington Terminal. L.V.R.R. (Nat'l Dock R.R.). New York Central R.R. (River Div.)
X	X	X	Meadows—Produce Yard Office	New York Central R.R. (River Div.) L.V.R.R. (Nat'l Dock)
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. P.R.S.L. (Atlantic District). Washington Terminal.
X	X	X	Greenville—Westbound Hump Yard Office	.....

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
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. P.R.S.L. (Atlantic District).
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	
X	X	X	Trenton—Yard Office, East End Barracks Yard	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District).
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. P.R.S.L. (Atlantic District).
X	X	X	Morrisville—Yard Office, East end "A" Yard	Washington Terminal.
X	X	X	Morrisville—Engine House	
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. Enginehouse	
X			New York & Long Branch R. R. Bay Head Jct.—Yard Office	
X			New York Central R. R. (River Div.) Weehawken—General Yard Master's Office	
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	X		Tacony	
X	X		Frankford Junction—Yardmaster's Office	Atlantic-P.R.S.L.
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		Asst. Trainmaster's Office 38th and Wyalusing Ave.	
X	X	X	Pennsylvania Coach Yard	
X	X	X	30th St. Station, Philadelphia (Crew Dispatchers Office)	Atlantic-P.R.S.L. N.Y. & L.B.R.R. Washington Terminal.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
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	
X	X		Pennsylvania Produce Terminal Yard—Yard Office	
X	X	X	Yard Office—South Philadelphia Ore Yard	
X	X		Greenwich Yard	
X	X		Greenwich Coal Yard	
X	X		Girard Point	
X	X		Penrose Yard	
X	X		Freight Station Broad St. & Wash. Ave.	
X	X		Gray's Ferry	
X	X	X	Media—Passenger Station	
X	X	X	44th Street	
X	X		Haws Avenue	
X	X	X	Phoenixville	
X	X		Pottstown	
X	X	X	Reading—Yard Office	
X	X	X	Pottsville	Northern L.V.R.R. D. & H. R.R.
X	X		Paoli—Yard Office	
X	X	X	Earnest	
X	X	X	Thorndale	
X	X	X	Cork Block and Interlocking Sta.	
X	X	X	Lancaster—Engine House	Atlantic-P.R.S.L.
X	X	X	Lancaster—Dillerville Yard Office	
X	X	X	Lebanon	
X	X	X	Columbia	
X	X	X	Enola—East End Yard Office	
X	X	X	Enola—Brick Office	Pittsburgh Northern Atlantic-P.R.S.L. Reading Co.
X	X	X	Enola—West Hump Yard Office	
X	X	X	Enola—West End Yard Office	Pittsburgh Northern
X	X	X	Harrisburg—Crew Dispatcher's Office, Passenger Station	Pittsburgh Northern Washington Terminal. Reading Co. Atlantic-P.R.S.L.
X	X	X	Harrisburg—Reily Yard Office	Reading Co. Pittsburgh Northern Atlantic-P.R.S.L.
X	X	X	Lemoine	
X	X	X	Chambersburg	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Hagerstown—Engine House, Shomo Yard Office	Reading Co.
X	X	X	Cumbo	Reading Co.
X			Lehigh Valley R. R. Crew Dispatcher—Delano.	
X	X	X	Reading Co., Rutherford—Hump Office, Engine House, West End	
X	X		Eddystone—Yard Office	
X	X	X	Lamokin Block Station	
X	X	X	Thurlow Yard—Yard Master's Office	
X	X		Stony Creek—Yard Office	
X	X	X	Landlith—Crew Dispatcher's Office	Atlantic District 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	
X	X	X	Wilmington—Station Master's Office	Wash. Term. Co. Potomac Yard
X	X	X	West Yard—Yard Office	Wash. Term. Co. Potomac Yard
X	X		Perryville—Freight Office	
X	X		Baltimore—Wise Ave. Yard Office	
X	X		Baltimore—Canton Yard Master's Office	
X	X		Baltimore—Canton No. 3 Yard Asst. Yard Master's Office	
X	X		Baltimore—Highland Yard Yard Master's Office	
X	X	X	Baltimore—Orangeville Crew Dispatcher's Office	Atlantic District Wash. Term. Co. Potomac Yard
X	X		Baltimore—Bay View Hump	
X	X		Baltimore—Bay View, South End Yard Office	
X	X		Baltimore—President Sta. Agt's Yd. Office	
X	X		Baltimore—Jackson's Wharf Agent's Office	
X	X	X	Baltimore—Station Station Master's Office	Wash. Term. Co. Potomac Yard
X	X		Baltimore—Mt. Vernon, Yd. Master's Office	
X	X		Baltimore—Gwynns Run, Yd. Master's Office	
X	X	X	Benning—Yard Office	Wash. Term. Co. Potomac Yard
X	X	X	Washington—Jersey Yard Yard Master's Office	Atlantic District 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	Wash. Term. Co. Potomac Yard

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Washington—Ivy City Enginehouse	Atlantic District Wash. Term. Co. Potomac Yard
X	X	X	Potomac Yard—R.F. & P.R.R. Enginehouse	Atlantic District Wash. Term. Co. Potomac Yard
X	X	X	York—Enginehouse Foreman's Office	
X	X	X	York—Yard Master's Office	
X	X		Frederick—Freight House Office	
X	X	X	Delmar—Yard Master's Office	
X	X	X	Clayton—Passenger Station	
X	X	X	Harrington—Passenger Station	
X	X		Cambridge—Engine Preparers Building	
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—Passenger Station Hagerstown—Caller's Office	

NOTE 1—X indicates in service.

Standard Clocks

1075-A3. (All Regions). Standard clocks at other points:
All Block and Interlocking Stations.
Train Dispatcher's Offices.
Newark, N. J.—Station Master's Office.
Paoli Station Waiting Room Eastward Side.

General Order Zones

1075-A4a. General order zones of the New York Region are as follows:

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 Region Post (Phila. Region)	Perth Amboy and Woodbridge Princeton Trenton	
ND		Jamesburg Bordentown	Freehold Amboy Hightstown
NE		Belvidere-Delaware	Belvidere-Del.

Note: Each Zone also includes connecting secondary tracks and yards in its respective territory.

1075-A4b. General order zones of the Philadelphia Region are as follows:

Zone	Main Line	Branches	Secondary Tracks
PA	Between Region Post (N. Y. Region) and Roy	D. R. R. R. and B. Co. Chestnut Hill Trenton Phila. & Thorndale Atglen & Susquehanna Columbia & Port Deposit Columbia (Between Cork and Roy inclusive) York Haven Line (Between Wago Jct. and Lemo exclusive)	New Holland Pomeroy Quarryville Lebanon Marietta
PB	Between Arsenal and Region Post (Chesapeake Region)	Suburban Line River Line West Phila. Elevated Gray's Ferry Delaware Extension West Chester	
PC	—	Schuylkill	Schuylkill
PD	Between Roy exclusive, and Region Post (Pittsburgh Region)	Williamsport Columbia (Between Roy exclusive and State) York Haven Line (Between Lemo inclusive and Day) Cumberland Valley (Between Harrisburg and Camp exclusive)	Lemoyne
PE	—	Cumberland Valley (Between Camp inclusive and Town)	Dillsburg Waynesboro Mercersburg Winchester Cumbo

NOTE—Each zone also includes connecting yards in its respective territory (Enola in Zone PD); Zone PA extending southward to Callowhill Street and Zone PB extending northward to Callowhill Street. (Delaware Avenue-Phila.) Nescopeck Running Track is in Zone PC.

1075-A4c. General order zones of the Chesapeake Region are as follows:

Zone	Main Line	Branches	Secondary Tracks
CA	Region Post (Phila. Reg.) south of Darby to River.		
CB	River to Region Post (W.T.)		Pope's Creek
CC	Landover to Region Post (R.F. & P.R.R.)		
CD	—	Northern Central	York Frederick
CE	—	Columbia and Port Deposit Shellpot	Chester Creek Octoraro Shellpot New Castle Newark and Delaware City
CF	—	Delmarva—West Yard, to Delmar	Centerville Chestertown Oxford D.M. & V. Cambridge
CG	—	Delmarva—Delmar to Casseatt	Pocomoke Crisfield

Note—Each Zone also includes tracks and yards in its respective territory.

Qualifications of Conductor or Engineman—(New York Reg.)

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 Transportation.

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 Transportation (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 Regions). 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		105	
	Trains from P. X. T.....		30	105	
	Trains from New York.....	1		105	
New York	P. R. R.....		30		20
	L. I. R. R.....		20		15
	N. Y., N. H. & H. R. R.....	2	10	40	
Meadows Newark Rahway New Brunswick County Princeton Trenton	Trains from Hudson.....	3		75	
	H. & M. R. R.....		10		10
			10		
Trenton			10		
			25		25
			30		30
South Amboy South Amboy Bay Head Junction			15	45	
	Equipment from West Barracks or East Barracks.....		15	75	45
	Equipment from Station Yards.....		15		40
Suburban Station	Trains from Union.....		30	50	30
			25	50	
			25	50	
30th St. Station, Philadelphia	MU Trains.....		25		25
	Trains from 30th St. Sta., Phila., Zoo, Penna. coach yard and adjacent points.....			70	
	Trains from North Phila.....			90	
	Relief crews.....			60	
Paoli Chestnut Hill Media West Chester Lancaster	Trains from Mail Platform.....				25
	Trains from 30th St. Sta., Phila., Penna. coach yard, Mail Platform and adjacent points.....		35		
	Trains from North Phila., Zoo and Suburban Station.....		60		
Reily Street, Harrisburg	MU Trains.....		25		25
	MU Trains.....		20		20
	MU Trains.....		25		25
	MU Trains.....		25		25
	MU Trains.....		25		25
Harrisburg Passenger Station	Through trains and originating trains.....			75	
	Originating trains.....		25	25	25
Wash.	Through trains; train crew reports 25 minutes ahead of scheduled arriving time.....		25	25	25
	Trains from Union Sta.....	1	30	75	60
	Trains from G & H Yd.....	1	75	75	
Balto.—Orangeville	Trains from Potomac Yd.....	4	30	75	
	Trains from Penna. Sta.....	1		75	
Balto.—Penna. Sta. Wilm.—Penna. Sta. Wilm.—West Yd.	Trains from Penna. Sta.....	1	25	60	25
	Trains from Penna. Sta.....	1	25	75	25
Lamokin Delmar	Trains from West Yd.....	1	25	75	25
	Trains from Lamokin.....	1	25	25	25
	Trains from Delmar.....	1	20	60	

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 scheduled leaving time of train from Hudson.
- 4—Prior to reporting at Potomac Yard.

Crews Relieved. No Register

1075-A7. (All Regions). 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 Regions). 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 Region). Passenger Trainmen terminating duty at Sunnyside Yard, and New York must personally sign crew register.

1075-A10. (New York and Chesapeake Regions). Referring to eighth paragraph of **Rule 75**, employes assigned to yard or terminal service 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 Region). Crews of all Chesapeake Region 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 operator in D.C. Telegraph Office for instructions or train orders for their trains.

If instruction or train orders are received, conductors must personally deliver them to enginemen and see that enginemen properly understand them.

When there are no orders or messages, the conductor will personally notify the engineman before the train departs.

OBSERVATION OF TRAINS FOR DEFECTS**Dragging Equipment Detector.**

1076-A1. (New York Region). 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.
MILHAM	

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. (Phila. Reg.). At Landis when Interlocking Station is not in service and Letter E is illuminated, trains will report promptly to Block Station in the rear that their train has actuated Dragging Equipment Detector. After complying with **Rule 4076-A**, a member of the crew will advise Block Station in rear.

1076-A3. (Chesapeake Region). Indicator light displaying illuminated letter "E" located adjacent to fixed signals governing movement on No. 1, No. 2, No. 3, and No. 4 tracks located on Signal Bridge 1738 feet north of Mile Post 84.

Indicator light displaying illuminated letter "E" located on signal bridge adjacent to home signal governing southward movement on No. 3 track, 1948 feet north of Bowie Block and Interlocking Station.

Indicator light displaying illuminated letter "E" located on signal bridge adjacent to home signals governing northward movement on No. 1 and No. 2 tracks, 55 feet north of Bowie Block and Interlocking Station.

When Block Station or Interlocking is closed and illuminated letter "E" is displayed a member of the crew will promptly advise operator at next open block station to the rear before examining train. After complying with **Rule 4076-A** a member of the crew will so advise block station in the rear.

Laurel Movable Bridge

1076-A4. (Chesapeake Region). 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.

MOVEMENT OF TRAINS

1083-A1. (All Regions). Rule S-83: Except on portions of the railroad where **Rule 261** is in effect the information as to the arrival or departure of superior trains will be furnished on form C.T. 1246 or by message, by the operator at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: (New York Reg.). At **Fair**, a proceed signal displayed for westward trains to Bordentown Branch on Block Signal 2400 feet west of **Fair** will indicate that all trains due which are superior have arrived or left.

Except: (Chesapeake Reg.). At York Block and Interlocking Station a proceed signal displayed for eastward movement of yard engines to single track will indicate that all trains due which are superior, have arrived or left.

1083-B. (All Regions). Rule D-83: Except on portions of the railroad where **Rules 251 or 261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the operator at initial stations or junctions.

Train Ready Indicator—30th St. Station, Philadelphia—Upper Level

1084-A1. (Phila. Reg.). When occupied passenger trains enroute to Suburban Station are ready to leave, conductor will push button on post adjacent to track on which train is standing to notify Broad that train is ready to proceed. Receipt of signal by Broad will be indicated by light near pushbutton. Before conductor gives starting signal to engineman, he must know that indication of the fixed signal governing eastward movement of his train at east end of platform is less restricting than Stop, unless the head end of the train is east of signal involved when station stop is made.

Train Ready Indicator—30th St. Station, Philadelphia—Lower Level

1084-A2. (Phila. Reg.). Train Ready Indicators located overhead, applying to trains on each track, made up of two (2) lights—Green and Yellow, and push buttons at convenient locations marked conductor, flagman, Penn and cancel.

When train is ready to proceed insofar as each individual member of train crew and station force is concerned, they will be governed as follows:

When travel has descended from main concourse to platform at about fifteen (15) seconds before time of departure, when possible, the station attendant will press key in receptacle in stairhead in concourse, illuminating amber light on platform columns above button locations.

Upon receipt of station attendant's amber light and travel has boarded in his vicinity, flagman will press button marked flagman, illuminating yellow light on indicator. Conductor, or other member of his crew at his direction, will press button marked conductor, illuminating green light on indicator.

The conductor will observe indicator and when the green and yellow lights are illuminated and the amber light above the button locations is illuminated, will tap to Penn and give proper communicating signal to proceed.

After train has departed, station attendants will press button marked cancel, which will extinguish all lights on indicators and columns.

Train Ready Indicator—North Philadelphia—Eastward Platform—Westward Platform

1084-A3. (Phila. Reg.). 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 pushbutton. 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, flagman and cancel. Flagman will press button marked flagman when travel in his vicinity has boarded train, which will illuminate yellow light on indicators. 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 Region)

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.

Yard Limits (All Regions)

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
Bordentown Branch	Fair	BO
Amboy Secondary Track	OB 7150 feet east of JG	3775 feet west of OB JG
Hightstown Secondary Track	JG 8510 feet east of K 21400 feet east of BO	5300 feet west of JG 1175 feet west of K BO
Freehold Secondary Track	2982 feet west of Manasquan 4500 feet west of Farmingdale 5800 feet west of Freehold JG	End of Block 3000 feet east of Farmingdale 1550 feet east of Freehold 8175 feet east of JG
Belvidere-Delaware Branch	G 13610 feet north of Phillipsburg 4785 feet north of Frenchtown 9740 feet north of Lambertville 13620 feet north of Warren St.	4114 feet south of G 1800 feet north of Carpenterville 1240 feet south of Frenchtown Moore MG
West Chester Branch	Media 2785 feet south of M.P. 26	Darlington End of Block Sign West Chester
Schuylkill Secondary Track	Haws Ave. 1000 feet east of M.P. 28 M.P. 36 5050 feet west of M.P. 55 4110 feet west of M.P. 92	M.P. 22 890 feet west of M.P. 33 1300 feet west of M.P. 42 Orchard Block Limit Station 3215 feet west of M.P. 95
Cumberland Valley Branch	Camp 2850 feet north of M.P. 17 400 feet north of M.P. 40 500 feet south of M.P. 49 M.P. 61	M.P. 6 3100 feet south of M.P. 20 M.P. 44 3400 feet south of M.P. 54 M.P. 65
Cumberland Valley Branch and Winchester Secondary Track	3000 feet north of M.P. 72	2840 feet south of M.P. 75
Winchester Secondary Track	2110 feet south of M.P. 89 M.P. 100 3880 feet south of M.P. 112	M.P. 95 1784 feet south of M.P. 102 End of track
Northern Central Branch	231 feet east of Parkton 1729 feet east of M.P. 60	4708 feet west of Parkton 2439 feet east of M.P. 55
Delmarva Branch	Northward Home Signal Bank Southward Home Signal Tasker Townsend—1130 feet north of M.P. 29 Dover—M. P. 46 Harrington—M.P. 62 Bridgeville—M.P. 76 Seaford—500 feet north of north end Seaford Siding Laurel—M.P. 90	M.P. 5 M.P. 15 2600 feet north of M.P. 38 2700 feet south of M.P. 51 1620 feet south of M.P. 66 M.P. 78 2800 feet south of M.P. 85 Salisbury—M.P. 8
Pocomoke Secondary	1261 feet north of M.P. 89	End of Block—435 feet north of M.P. 89
Centerville Secondary	160 feet south of Main Line Junction Townsend	3063 feet south of Town- send passenger station
Oxford Secondary	160 feet south of Main Line Junction Clayton	3452 feet south of Clayton passenger station
D.M. & V. Secondary	160 feet south of Main Line Junction Harrington	228 feet south of M.P. 1

Track	Between	And
Cambridge Secondary	160 feet south of Main Line Junction Seaford	1300 feet south of M.P. 2
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
York Secondary	100 feet south of M.P. 9	3472 feet south of M.P. 12
Pope's Creek Secondary	Bowie	975 feet north of M.P. 1

1093-A2. (Chesapeake Region). 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-B1. (Phila. and Chesapeake Regs.). Rule D-93 in effect as follows:

Track	Between	And
All Main Tracks	North Phila. Zoo Zoo Broad Arsenal	Overbrook Brill Broad Arsenal Stadium
No. 2 & No. 3	B. & P. Junction	Fulton

Note—Rule D-93 applies for movement against the current of traffic where Rule 261 is in effect in this territory.

Authority to proceed as an extra

1097-A1. (All Regions). 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.

Non-Interlocked Railroad Crossings at Grade

1098-A1. (All Regions). Movements of trains or engines on tracks of these regions 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		
Perth Amboy: Running Track—Crossing with L.V.R.R.	Stop signs	Stop	All movements must stop clear of stop signs and then proceed over L.V.R.R. Perth Amboy Branch crossing under flag protection.	
Newark N. J.: Crossing with L.V.R.R. Interchange Track, Freling-huysen 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.	
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 New Holland 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.—Cornwall R. R.: Lebanon	Semaphore	Stop	See Note	5
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.	11
Hazel 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.	Semaphore and Derails	Stop	Ground levers controlling signals and derails located at crossing will be operated by train and engine crews. Signals normally clear for Reading Co. track.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
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. track—to Pier 11 with Canton R.R. tracks.	Day—Target; Night—Two Red Lights	Vertical	All Penna. R.R. movements STOP. Canton R.R. movements proceed at speed not exceeding 10 miles per hour.	9
	Day—Target; Night—Two Red Lights	Horizontal	All Canton R.R. movements STOP. Penna. R.R. movements proceed at speed not exceeding 10 miles per hour.	
Canton: Penna. R. R. crossing to Ore Pier and across Canton R.R. on Newgate Ave.	Semaphore with Green and Red Lights	Horizontal	It must be known that crossing is clear before using.	10
Hanover: W. M. Ry. with Penna. R. R., 1860 feet south of Mile Post 31	Stop Signs	Stop	Stop before crossing and then proceed under flag protection.	
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 Transportation 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.
- All PRR movements must stop and provide flag protection against Cornwall R.R. movements, then proceed over 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.
- All trains will stop clear of switches and crossing unless signal is in proceed position. The normal position of signal will be vertical for Canton R.R. movements. When a movement is to be made by Penna. R.R., a member of Penna. R.R. crew must, if crossing is not occupied by a Canton R.R. train, or a Canton R.R. train is not approaching close to the crossing, place target signal in a horizontal position and when movement of Penna. R.R. train over crossing is completed, member of Penna. R.R. crew will restore target signal to vertical position.
- 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 Transportation from first point of communication where the report can be made without delay.

1098-B2. (New York Reg.). 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 flagman against opposing trains or engines."

Movable Bridge—Not Part of an Interlocking

1098-B3. (Phila. Reg.). 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:

- 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.

1098-B4. (Chesapeake Reg.). Potomac River (0.94 miles south of Fourteenth Street Interlocking). In case of signal failure northward and southward trains will be permitted to pass the stop signal after receiving a hand signal under the direction of the bridge tender, 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, rails properly lined up and smash board in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

1098-B5. (Chesapeake Reg.). Bridge Four (Ward Block and Interlocking Station). In case of signal failure when Ward is closed, train order will be issued. Before train order is issued with signal in stop position for a movement over the movable bridge, 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 train movements and smash boards secured in vertical position. Train must then not exceed a speed of four miles per hour over movable bridge with any part of train.

1098-B6. (Chesapeake Reg.). Canal (1.5 miles south of Kirkwood). 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 the bridge tender, 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, rails properly lined up and smash boards in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

1098-B7. (Chesapeake Reg.). Laurel. (0.2 miles north of Laurel). 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 in a vertical position. A speed of 4 miles per hour must not be exceeded over the movable bridge with any part of train.

1098-B8. (Chesapeake Reg.). Lewes. Located in Rehoboth track, 6.2 miles north of Rehoboth station. Normal position is movable bridge open for water traffic. In case of failure a train will be permitted to proceed after receiving a hand signal given under the direction of or by the bridge tender or trainman, after ascertaining that the movable bridge is in place with rails lining up properly and smash boards in a vertical position. A speed of 4 miles per hour must not be exceeded over the movable bridge with any part of train.

1098-B9. (Chesapeake Reg.). Royal Oak. Located in McDaniel track, 6.4 miles west of Easton Junction. Normal position is movable bridge open for water traffic.

1098-B10. (Chesapeake Reg.). Darby Creek. (0.95 miles south of Essington Freight Station). In case of signal failure trains will be permitted to pass the stop signal after receiving a hand signal given under the direction of 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, rails properly lined up and smash boards in horizontal position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

Calling Flagman, Overbrook and Paoli

1099-A1. (Phila. Reg.) At Overbrook, enginemen or conductor of eastward trains will call the flagman with push-button located in telephone box at eastward home signal bridge or on signal relay case 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 flagman 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 flagman of eastward trains unless push-button is out of order.

Referring to First Paragraph Rule 103

1103-A1. (Phila. Reg.). When multiple unit cars are being pushed or backed between Suburban Station, 30th St. Station, Philadelphia and the passenger car yards, or mail house, a back-up hose must be used and engineman notified.

At Paoli in the movement of MU equipment 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.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. (New York and Phila. Regs.). At the following locations automatic highway crossing protection indicates the approach of a train:

New York Region

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.	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	1
M. M. & M. Co.	Beaver Dam Rd.	Grundy	2
Rocky Hill	U. S. Route 1	Kingston	1-4
Running			
No. 1 Running	Deep Run Rd.	3500 feet east of OB	—
No. 1 Running	Brown's Hill Rd.	East End	—
Storage	Trenton Rd.	Yardville	—
Yard	Private	2080 feet south of Princeton	1-6
Millstone		6800 ft. west of County	1-2
Running	N. J. Route 27		

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

- 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.
- An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
- The highway crossing protection must be operated manually to protect train movement.
- A member of the train crew must station himself on the crossing to insure full protection until the movement is completed.
- Train must stop clear of crossing and movement must not be made until traffic light for Elizabeth Ave. indicates stop.
- 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 Region

Track	Crossing	Location	Notes
Newtown Square Warehouse Storage Siding Synthane Corp. Storage	Garrett Road Gates Street Righter Street Synthane Corp. Road Synthane Corp. Road	Upper Darby Manayunk Spring Mill Oaks Oaks Spring City	2 2
Lock Siding	Bridge Street Moser Road Keim Street Hanover Street	Pottstown	
Hoppel Ind. and No. 1 and No. 2 Storage Siding Station	State Highway Route No. 83 State Street York Haven Rd.			West of Monocacy	1
Yard	Cumberland Valley Branch: St. John's Church Road	Hamburg York Haven First road crossing north of Mile Post 5	2 3
	Railroad Ave.	First road crossing south of Mile Post 5	3
Industrial Industrial Greencastle Old Line Industrial Industrial Industrial	All Streets Fayette St. U. S. Route 11 John Street Route 672 Wellstown Rd.	Mechanicsburg Shippensburg South of Greencastle Martinsburg Clearbrook M. P. 113 north of Winchester	

NOTES:

- (1) 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.
- (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.
- (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.

1103-A2a. (Chesapeake Reg.). At the following locations automatic highway crossing protection indicates the approach of a train:

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.

Location	Crossing	Note
Main Line: Newark, Del. Northern Central Branch: Lutherville Texas Cockeysville Monkton New Freedom New Freedom Glen Rock York	S. Chapel St. Seminary Ave. Church Lane Beaver Dam Road Manor Road Main Street High & Franklin Streets Valley, Water & Main Sts. W. Philadelphia St., W. Princess St., Kings Hill Rd., Grantley Rd., W. King St., W. Market St. Maple Street	1 2
Mt. Wolf Delmarva Branch: Porter Middletown Clayton Dover Wyoming	County Road 383 Main Street Jintown Road Division, Forest, & North Streets North, Front, Third, Broad, & Camden Streets, Wyoming Ave.	
Harrington Seaford S. of Seaford Laurel	Center, Liberty & Clark Streets County Road 543 River Road Sixth St., Eighth & Tenth Streets Seventh Street Market St.	3 3 4 5

Location	Crossing	Note
Delmar Salisbury	State & Chestnut Streets, State Rd. Bateman & Naylor Streets, College Ave., Kendall St. Academy, Antiock & Hampden Sta.	
Princess Anne Pocomoke Secondary Track: Pocomoke Parkesley Onley Exmore Capes Track: End of Block Cheriton Bayview S. of Bayview N. of C. Charles D.M.&V. Secondary Track: Harrington Milford Dagsboro Frankford Cambridge Secondary Track: Seaford Oxford Secondary Track: Queen Anne Denton Running Track: Willoughby Hillsboro Chester & Philadelphia: Eddystone Yark Track: Eddystone Linwood Yard Track: Marcus Hook Sparrows Point Spur Baltimore	Clark & Second Sts. Adelaide & Bennett Streets Route 179 Route 183 State Route 636 State Route 639 State Route 186 U. S. Route 13 Fertilizer Road U. S. Route 13 Lake Ave. Main Street Main Street DuPont State Route 309 Route 404 Route 404 Market Street Philadelphia Electric U. S. Route 13 Bletzer & Fisher Roads	3 3 3 3 6 7 7 7 8 3 3

- (1) Operating circuits extend about 800 feet east and about 60 feet west from crossing.
- (2) Crew must know that automatic protection has operated for 15 seconds before movement is made over crossing.
- (3) Operating circuits extend about 660 feet from crossing.
- (4) Operating circuits extend about 1000 feet north and about 1150 feet south from crossing.
- (5) Operating circuits extend about 709 feet south from crossing.
- (6) Operating circuits extend about 1300 feet south of crossing.
- (7) Push buttons provide manual operation of automatic protection when necessary.
- (8) Operating circuits extend about 335 feet west and about 660 feet east of crossing.

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4a. (Philadelphia Reg.). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Notes
Trenton Branch No. 2	Henderson Road	TB-22	3
Schuylkill Secondary	Schuylkill Road, Route 83	West of Monocacy	1
	Walnut Street Pine Street Washington Street State Street Arch Street Manor Street	Hamburg	5
No. 2 and Ind. Penna. Power & Light (Brunner Island Station)	State Highway	Pottsville Mountville York Haven Line 2900 feet west M. P. 67	1 1 4
Industrial Industrial Greencastle Old Line Industrial Industrial Industrial	York Haven Rd. Prince Street U. S. Route 11 John Street Route 672 Wellstown Rd.	York Haven Shippensburg South of Greencastle Martinsburg Clearbrook M. P. 113 north of Winchester	2 2 1 2 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) See instructions posted in telephone box.
- (4) 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.
- (5) Hand-operated switch in circuit controller boxes.

1103-A4b. (Chesapeake Reg.). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Control boxes mounted on instrument cases or posts adjacent to the crossing are locked with switch locks. Push buttons must be operated in accordance with instructions posted in central box.

Location	Crossing	Track	Note
Main Line: Perryman	Michaelville & Bush River Neck Roads	No. 4	
Delmarva Branch: Salisbury Delmar Octoraro Secondary Track: Avondale D.M.&V. Secondary Track: Milford Dagsboro Frankford New Castle Secondary Track: New Castle	Kendall Street State Street	Main Main	1
Linwood Yard Track: Marcus Hook	State Road	Octoraro Secondary	
	Lake Avenue Main Street Main & Carey Streets	D.M.&V. Secondary D.M.&V. Secondary D.M.&V. Secondary	
	South Street	New Castle Secondary	
	U. S. Route 13	Southward Track	

- (1) Control apparatus operated by Operator in Delmar Train Order Office. Southward movements after being stopped at Delmar will approach State Street crossing prepared to stop. Crew must know that automatic protection is operating before movement proceeds over crossing.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A5a. (New York Reg.). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location
Bordentown Branch	Hamilton Ave.	Trenton
Bordentown Branch	So. Broad St.	Trenton
Bordentown Branch	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

1103-A5b. (Phila. Reg.). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Notes
West Chester Branch: No. 1 and No. 2 No. 1 and No. 2 No. 1 and No. 2 No. 1 (Northward) No. 1 and No. 2 Schuylkill Branch: No. 1 and No. 2 No. 2 No. 2 No. 1	Union Avenue Wycombe Avenue } Oak Lane Swarthmore Avenue Turner Road	Lansdowne Primos Swarthmore Wallingford	1-3 3 3 2-3
Schuylkill Secondary	Cherry Street Poplar Street Ash Street Harry Street Hanover Street Walnut Street Pine Street Washington Street State Street Norwegian Street Arch Street	Conshohocken Pottstown Hamburg	3-7-8-9 3-7 3-7 3-7-8-9
Trenton Branch: No. 2 Columbia Branch: No. 1 Cumberland Valley Branch:	Henderson Road East Petersburg Rd.	TB-22 Rohrerstown	6 3-4
Main	Walnut Street Arch Street Market Street Frederick Street High Street York Street Washington Street At Passenger Station	Mechanicsburg Carlisle	3 5

NOTE 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.

NOTE 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.

NOTE 3.—Attention is directed to 9th paragraph, Rule 4103-B.

NOTE 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.

NOTE 5.—Trains, after having 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.

NOTE 6.—See instructions posted in telephone box.

NOTE 7.—Attention is directed to 14th paragraph, Rule 4103-B.

NOTE 8.—Automatic highway crossing gates and flashing lights will cease to operate 1 minute and 15 seconds after train stops west of "CC" Sign on No. 1 track and east of "CC" Sign on No. 2 track. When such movement stops it must be assured that proper protection is provided before movement is continued over crossing.

NOTE 9.—To avoid unnecessary operation of automatic highway crossing protection trains required to perform shifting movements between No. 1 track and Reading Company interchange tracks will when necessary leave part of train west of "CC" Sign.

Trains required to perform shifting movements between No. 2 track and east end Cherry Street storage will when necessary leave part of train east of "CC" Sign.

1103-A5c. (Chesapeake Reg.). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Location	Crossing	Track	Notes
Main Line:			
Davis	S. Chapel Street	No. 2 & No. 3	1
Iron Hill	Iron Hill Road	No. 2	1
Perryman	Michaelville & Bush River Neck Roads	No. 4	2
River	Patapsco Avenue	No. 1 & No. 3	3
Northern Central Br.:			
Woodberry	Union Avenue	Main	4
Lutherville	Seminary Avenue	Main	5
Timonium	Timonium Road	Main	6
Texas	Church Lane	Main	7
Cockeysville	Beaver Dam Road	Main & Siding	8
White Hall	Parkers & McCulloughs Roads	Main	9
New Freedom	Franklin	Main	5
	High & Main Streets	Main	10
Glen Rock	Valley, Main & Water Streets	Main	11
York	Grantley & Kings Mill Rds., W. Princess. W. King, W. Phila. & W. Market Streets	Main & Grantley Industrial	12
Octoraro Secondary:			
Avondale	Rt. 41 & State Street	Main	13
Frederick Secondary:			
West York	W. Market Street	Main & Wwd. Sdg.	
Delmarva Br.:			
Porter	County Road No. 383	Main	14
Middletown	Main St.	Main	15
Townsend	Main St.	Main	13
Clayton	Jimtown	Main & Switching	16
Dover	Division, Forest & North Streets	Main & Switching	17
Felton	Main St.	Main	13
Harrington	Center, Liberty & Clark Streets	Main & Siding	18
Greenwood	Market Street	Main	19
Bridgeville	Market Street	Main	20
Seaford	River Road	Main	15
Laurel	Market, Sixth, Eighth & Tenth Streets	Main & Switching	21
Delmar	Chestnut Street	Main	22
Fruitland	Main Street	Main	13 & 15
Pocomoke Secondary:			
Parkley	Bennett & Adelaide Sts.	Poc. Sec. & Siding	23
Capes Track: North of Cape Charles	Route 13	Capes Track	24
D.M.&V. Secondary Track:			
Milford	Walnut Street	D.M.&V. Secondary	25
Cambridge Secondary:			
Federsburg	State Route 313	Cambridge Sec.	26
Popes Creek Secondary:			
Hall	State Route 214	Popes Creek Sec.	19

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 Lock Joint Pipe Co. track is reversed. Cars must not be left standing between Bush River Neck Road and signal 695.

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

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

NOTE 5—Cars must not be left standing between crossing and insulated joints 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 or switch leading to Massey Ferguson Co. 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 High St. and insulated joints 600 feet west thereof unless switch leading to R. C. Shuchart Co. track is reversed.

NOTE 11—Cars must not be left standing between Valley St. and insulated joints 70 feet east thereof.

NOTE 12—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.

NOTE 13—Cars must not be left standing between crossing and insulated joints 800 feet south thereof.

NOTE 14—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 15—Cars must not be left standing between crossing and insulated joint 800 feet north thereof.

NOTE 16—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 17—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 18—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 19—Cars must not be left standing between crossing and insulated joints 400 feet south thereof.

NOTE 20—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 21—Cars must not be left standing on main track between Sixth St. and Tenth St. Cars must not be left standing on switching track between Sixth St. and insulated joints 660 feet south of Tenth St. Movements on switching track consuming more than 45 seconds between Tenth and Eighth Sts. will cause gates to raise. Movements must then occupy short track circuit south of Eighth St. before gates will lower. Movements on switching track consuming more than 45 seconds between Market and Sixth Sts. will cause gates to raise. Movements must then occupy track circuits extending 70 feet from the crossing before gates will lower.

NOTE 22—Northward trains stopping to change crews at Delmar will stop south of Signal 03.

NOTE 23—Cars must not be left standing on secondary track or siding between Adelaide St. and CC sign 600 feet north thereof.

NOTE 24—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 25—Cars must not be left standing between crossing and insulated joints 300 feet from the crossing.

NOTE 26—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.

1103-A7. (Phila. Reg.). In the event automatic highway crossing signals are not operating, before making movements over crossings specified below, a member of crew must be stationed on crossing and provide protection to pedestrian and vehicular traffic.

Location	Crossing
Lebanon Secondary	(Mt. Vernon Beverly 8th Street King Street Fayette Street
Shippensburg	Route 11
Greencastle Old Line)	John Street
South of Greencastle)	Route 30
Martinsburg	Route 997
Fayetteville	Price's Crossing
East Fayetteville	Route 11
Waynesboro	Route 11
South of Bunker Hill	Route 11
Clearbrook	Fairmount Ave.
Winchester	

Protection for Public Highway Crossings at Grade

1103-B1. (All Regions). Trains or engines must stop before passing over the following public highway crossings at grade during the hours there is no crossing watchman on duty and unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on duty between the hours of
Hunter-18th Ave.	Bigelow St. Avon Ave. Rose St. Waverly Ave.	Newark, N.J.	4.00 P.M. and 8.00 A.M. Monday through Friday. Continuously on Saturdays, Sundays and Holidays.
Lancaster Yard	Prince and Walnut Sts.	Lancaster	11.30 P.M. and 3.30 P.M. Monday through Friday. Not protected on Saturdays, Sundays and Holidays.
Freight House	Fourth St.	Wilmington	3.00 P.M. to 11.00 P.M., Monday through Friday. 7.00 A.M. Saturday to 11.00 P.M. Sunday.
Frederick Secondary	Newberry St.	West York	6.00 P.M. and 6.00 A.M. All day Sunday.
	Roosevelt Ave.	West York	12.00 Mid. and 5.30 A.M. All day Sunday.
	Hartley St. Manchester St. West St. Belvidere St. Carlisle Ave. Richland Ave.	West York	6.00 P.M. and 6.00 A.M. All day Sunday.
Delmarva Branch	9th St.	New Castle	3.00 A.M. and 7.00 P.M. daily.

1103-B2. (New York Reg.). Public highway crossing at grade 3302 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-B3. (Phila. Reg.). Before switching movements are made over Union Street Grade Crossing, West Chester, a member of the crew must protect the crossing.

1103-B4. (Phila. Reg.). Shifting movements on No. 1 track between hand-operated switch leading to Swedeland track and hand-operated switch leading to Henderson track must stop before passing over Henderson Road crossing at grade and a member of the crew must be stationed on crossing and provide protection to pedestrian and vehicular traffic.

1103-C1a. (New York Reg.). 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
Track leading to Washington St. Yard.	Washington Street	Jersey City
(* Track to Public Service Electric & Gas Company's plant.	Fourth Street	Harrison
Hudson—River St.	First St., Second St. and First and Essex Streets.	Harrison
Hudson—River St.	Center and River Streets.	Newark
Hunter—18th Ave.	Street crossing 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., Follion St., Main St., Factory Lane (Berry's Crossing)	Woodbridge
Hampton Cutter	Amboy Avenue	Genasco

Track	Crossing	Location
WC—Perth Amboy	Hall Ave., Washington St., William St., Broad St. and Easton Avenue	Perth Amboy
Arsenal	Vineyard Road	Edison Township
Millstone	Jersey Ave., 1840 feet west of County	New Brunswick
Millstone	N. J. Route No. 27	Voorhees
Millstone	Millstone-New Brunswick Turnpike	Middlebush
Millstone	Millstone-New Brunswick Turnpike	East Millstone
Rooky Hill	Ridge Road and New Road	Monmouth Junction
Conrad Sebolt	Franklin-Georgetown Pike	Rocky Hill
W. & J. Sloane Co.	Bear Swamp Road	East of Millham
Fair Ground	East State Street	East of Millham
General Electric Co.	East State Street	East of Millham
Ward Ave.	East State Street Extension	Millham
Enterprise Track	White Rd. and Hutchinson Mills Rd.	Lawrence Township
Enterprise Track	Connecting Road between Route 26 Extension and New York Ave.	Trenton
Old Line Tracks	Pennsylvania Ave. and Washington Street	Morrisville
Naught Track Warner Company	Philadelphia and Bristol Turnpike	Tullytown
Paterson Parchment Paper Co.	Philadelphia and Bristol Turnpike	Edgely
Old Line Tracks	All Street Crossings	Bristol
Lambertville-Flemington Quarry	Public Road Crossing	Lambertville
Lambertville-Flemington	River Road	Moore
Wye	N. J. Route No. 12	Flemington
Industrial Tracks	Sherman Street	Jamesburg
Hightstown Secondary	New Brunswick Turnpike	Dayton
Wye	Friendship Road	Windsor
Farmer's Cooperative	Edinburg Road	Bordentown
Aasn., Track	Park Street	Farmingdale
Freehold Secondary	Southard Avenue	Freehold
Freehold Secondary	Gatzmer Ave., Church St. Bowne Ave., Monmouth Ave., Broad St., Hudson St.	Jamesburg
Freehold Secondary	Main St., Broad St.	Freehold
		Manasquan

(* Track can only be used between the hours 2.00 A.M. and 5.00 A.M.)

1103-C1b. (Phila. Reg.). 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:

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
Commerce St.	All public crossings	Philadelphia (Richmond)	
Westmoreland Street	All public crossings	Philadelphia	
K & T	All public crossings (Aramingo Ave., at Tioga St.)	Philadelphia (Frankford Jct. District)	3
Frankford Street	Aramingo Ave., between Castor Ave. and Butler St.; At Roxborough St. At Church St. At Orthodox St.	Philadelphia (Frankford Jct. District)	3
Frankford Arsenal	Margaret St. Bermuda St. Butler St. Wheatsheaf Lane	Philadelphia (Frankford Jct. District)	
Frankford Arsenal	State Road		1
Tacony	All public crossings (State Road, See Note 1)	Philadelphia (Frankford Jct. District)	
Bleigh Street	All public crossings (State Road, See Note 1)	Philadelphia (Frankford Jct. District)	

Track	Crossing	Location	Notes
Bustleton	All public crossings	Philadelphia	
Grays Ferry Avenue	West of 30th Street West of 35th Street		
Industrial	Grays Ferry Ave. and 34th Street	Philadelphia (Grays Ferry District)	3
Grays Ferry Yard	49th Street crossings		
60th Street	All public crossings		1
Washington Avenue (All Tracks)	All public crossings between 24th Street and Delaware Avenue	South Philadelphia	2-4
Girard Point	Magazine Lane		
Swanson Street	All public crossings		
Delaware Ave.	All public crossings	Philadelphia	
West Chester Branch:			
Newtown Square	Pembroke Avenue	Pembroke	
	Pembroke Yard State Road Cedar Lane Township Line Rd. West Chester Pike Eagle Road Paoli Road	Pembroke Arlington Arlington North of Llanerch Llanerch Grassland Newtown Square	3 1
Cardington	All public crossings	Delaware Co., Pa.	
Naught and Yard	Lenni Station Road	Lenni	
Frazer Farm	Market Street Biddle Street Worthington Street	West Chester	4
Schuylkill Branch:			
Freight House	Wright Street	Manayunk	
Main	Ford Street	Norristown	4
Norris	Conshohocken Highway	Earnest	1
Freight House	Mill Street	Norristown	
Schuylkill Secondary:			
Devault Running	Bridge and Pothouse Roads	Wilmer	
Devault Running	Charlestown		5
Yard	Keim Street		
Lock Siding	Washington Street	Pottstown	
Pottstown Metal Products Co.	Grosstown Road		4
East Reading	Pump House Road		
North Reading, Carpenter Steel and Team	Exeter Street and all Carpenter Steel Company Pedestrian Crossings		
North Reading and Carpenter Steel	Bern Street	Reading	
Court Street	Penn. Chestnut and Spruce Streets		
Industrial	U.S. Route No. 122	Tracks leading to Prizer-Painter and Orr & Sembower Companies east of Reading	

Track	Crossing	Location	Notes
North Reading	U.S. Route No. 122	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. 122	Shoemakersville	4
Siding	Grand Street		
Siding, Coal and Warehouse	Walnut Street	Hamburg	
Siding	Pine Street		
Siding	Washington Street		
Bradford Hills Quarry Inc. Track	Route 104	West of Whitford	
Industrial	Manheim Avenue	Lancaster	
Industrial	Route 230	Mount Joy	
Industrial	Reily Street	Harrisburg Yard	
Henderson Industrial	South of Main track switch	Swedeland	
	Church Road	Henderson	
Columbia	Union and Perry Sts. (shifting movements)	Columbia	
Industrial	Fridy Street	Mountville	
New Holland Secondary	Lancaster Avenue Washington Ave. To Reading Co. Station Creek Road	E. Downingtown	
	Routes 122 and 322	Honey Brook	
	Custer Avenue Railroad Avenue Brimmer Avenue	New Holland	
Pomeroy Secondary	Newport Road	West of Leola	
	Route 41	Chatham	
Quarryville Secondary	All within City Limits Route 222	Lancaster South of Lancaster Between New Providence and West Willow (Seners Road) Quarryville	
	All		
Lebanon Secondary	All within City Limits except South 8th St.	Lebanon	6
Industrial	Route 15 Township Highway— Potts track Route 11—Wolf track Leitersburg Street	Lemoyne Yard Mechanicsburg Chambersburg Greencastle	
All Yard J. W. Myers	Church Street Walnut Street	Hagerstown	
Winchester Secondary	King Street	Martinsburg	
Industrial	Amherst and Water St.	Winchester	
Dillsburg Secondary	Route 641 Route 15	Mechanicsburg Dillsburg	
Waynesboro Secondary	Route 16	Waynesboro	
Mercersburg Secondary	Route 11	South of Marion	

NOTE 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.

NOTE 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 south-west 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.

NOTE 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 key. Highway traffic signals must remain RED for highway traffic while any part of train or engine is obstructing crossing.

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

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

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.

NOTE 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.

NOTE 6.—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.

1103-C1c. (Chesapeake Reg.). 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
Exchange 1, 2, 3, & 4	Clark Street	Pocomoke	
Lead to Team Track	Second Street	Pocomoke	
Ocean City	U. S. Route 113	Berlin	4
Oxford	Smyrna Avenue	Clayton	1
Oxford Secondary	Route 454	Marydel	4
Oxford Secondary	Brookletts Avenue	Easton	
Wheatley, Inc. East Coast Sdg.	Main Street, State Rt. 6	Clayton	
East Coal Bins	North Street	Dover	
Centreville	Route 291	Millington	
Centreville Secondary	Routes 302 & 313	Barclay	
Chestertown	High & Queen Streets	Chestertown	
Chestertown Secondary	Route 213	Kennedyville	
Crisfield Sec.	Route 357	Marion	
Cambridge Sec.	Main Street	Hurlock	
Cambridge	Washington Street	Cambridge	
Side	Maryland Avenue	Naseau	3
Rehoboth	Route 14	Lewes	
	Route 18	Lewes	
	Kings Highway	Milton	
Milton	Route 5	Milton	
Vienna	State Road No. 392	Hurlock	
Denton	Route No. 313	Denton	
	Bloomington	12,480 ft. East of Queenstown	
Dela. Power & Light Co.	Route 331	Millsboro	3

Track	Crossing	Location	Notes
West No. 1 & 2 Terminal Warehouse	Naylor Street	Salisbury	
Mardela	Nth Division St. West Main Street Route 13 Isabella St. Chestnut Street	Salisbury	
Willard	Truitt Street Route 50	Salisbury	4.3 Miles East of Salisbury
	Route 50	Salisbury	8.2 Miles East of Salisbury
Industrial Trk.	Delaware Avenue Cleveland Avenue	Newark Center	
Davis Wye Industrial	16th, V and 31st Sts., N.E., Adams Pl., N.E. Virginia Ave. S.E.	Newark Washington	
U.S. Capitol Power Plant Industrial	Concord Road Prospect and Guernsey Avenue	Concordville West Grove	3
Octoraro Secondary	Hodgson Road Route 202	Elkview	
Public Delivery Octoraro Secondary	Elkdale Road Chase & Hodgson Sts. Route 131	Brandywine Summit Lincoln University Oxford	3
	Dunlap Road Route 131	3000 ft. South of Mile Post 50	
	Ward's Road & Queen Street	Mile Post 51	
York Secondary	Browns Road Front Street Memory Lane	3000 ft. South of Mile Post 54	
	Ridge Ave., Center, Carlisle & High Sts. State Highway Route 194	Rising Sun	
Frederick Secondary	Patrick, E. Church, E. Second, E. Third & E. Fourth Streets	Colora Wrightsville	
	Ninth Street	3000 ft. South of Mile Post 10	
Chester Creek Secondary	Post Road	Hanover	
Minnick-Perryville Valley	All Highway Crossings	732 ft. South of Mile Post 37	6
Chester and Philadelphia	Wanamaker Ave. & Island Road	Frederick	
Lamokin Run	Morton Avenue Second, Third & Tilghman Streets	Chester	
South Chester N. & D. C. N. & D. C. Secondary	Flower Street U. S. 13 Chestnut Road	Chester Corbit	5
Brandywine	U. S. 40 Claymont St. Gov. Printz Blvd., Jessup, Market & VanBuren Streets	4938 ft. South of Davis	
Industrial	Main & Chapel Sts. All Highway Crossings	Glasgow	5
Bear Creek	Newkirk Street	Wilmington	
President St. Catonsville	Boston & Clinton Sts. Beechfield Ave., 150 ft. West of Shady Nook Lane	Newark Center Elkton Canton	
United Clay Products Co. New Castle Sec. South Wye Balto Gas and Electric Co.	Baltimore-Washington Expressway Christiana Avenue Route 381 Carroll Island Road	Baltimore Catonsville	2
		1220 ft. South of main track switch	3
		Wilmington Brandywine Carroll Island	7

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—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 7—These instructions do not apply to Trains D-2, D-3, D-6, D-27 and Harrington or Clayton Turnaround Extras.

1103-C2. (New York Reg.). Harrison—While movements are approaching, moving on or standing on Second and Burlington Streets, a member of the train crew must protect highway traffic.

Between 12.01 A.M. and 8.00 A.M. daily, the crossing at 4th Street, will not be protected by a crossing watchman. When there is no crossing watchman on duty at 4th Street, rail movements over the crossing must be protected by two members of the train crew, one stationed on each side of the crossing with standard flagging equipment during the entire time the crossing is occupied by the train or cars.

1103-C4. (New York Reg.). 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 against 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 Reg.). 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 Reg.). Grundy—Each locomotive, 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-C7. (New York Reg.). Brown—Rail movements using Owen-Illinois Glass Company track are restricted from passing over Bordentown-South Amboy Turnpike highway crossing between the hours of 6.00 A.M. and 9.00 A.M., and 3.00 P.M. and 6.00 P.M. Movements to be made over this highway crossing must stop before passing over it and a member of the crew must flag the crossing to protect highway traffic.

1103-C8. (New York Reg.). 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 Reg.). Union Square, Phillipsburg—Trains and engines in either direction must approach crossing prepared to stop.

1103-C10. (New York Region). Freehold secondary track, Single unit RC engines, Rail Detector Cars and light engines between Jamesburg and Farmingdale and all trains and engines between Farmingdale and Manasquan must approach all highway crossings protected by automatic flasher lights or bell prepared to stop, unless it is known automatic crossing protection is operating.

1103-C11. (Phila. Reg.). Manually operated flashing light highway crossing signals, located at Grant Avenue, first grade crossing west of Northeast Airport on industrial track leading to Northeast Airport are controlled from the signal control boxes located on each one of the flashing light signal masts. Trains and engines must stop clear of crossing and conductor, engineman or his representative will insert a switch key in the slot, turn key clockwise and hold pressure on the 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.

1103-C12. (Chesapeake Reg.). All trains must stop before passing over the following highway crossings. Movements may then be made over these crossings under protection of a trainman stationed on the crossing equipped with a red flag in day time and red light at night, who must remain on the crossing prior to and during the entire period any part of crossing is occupied by engine or train:

Track	Crossing	Location
Octoraro Secondary	Market Street	Oxford
Octoraro Secondary	Broad Street	Kennett Square
Pacific Gas Co.	Route U.S. 1	Avondale
Octoraro Secondary	Oakland Avenue	First Crossing North of West Grove
General Chemical	Route U.S. 13	Marcus Hook
Sun Oil Co.	Route U.S. 13—Post Rd.	Marcus Hook
N. & D.C.	State Road, Reybold	N. & D.C. Track

1103-C13. (Chesapeake Reg.). 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.

Automatic Highway Crossing Protection—Tubular Train

1103-D1. (All Regions). 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 Reg.). When mail, baggage or express is being loaded or unloaded from cars on tracks 1, 2, 3, 4, 7, 8, 1D and 3D, Pennsylvania Station, New York, a red lamp will be placed on the west end of the cars on tracks 1, 2, 3, and 4 and on the east and west end of such cars on tracks 7, 8, 1D and 3D. When red lights are displayed, shifting crews must not couple to or move the cars until they have contacted the Baggage Foreman and he has removed the light.

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

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

New York Region (Continued)

Switch Located at	Connecting	With	Normal Position is for Movements
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

Philadelphia Region

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
30th St. Sta., Phila.	No. 11 Track	No. 12 Track	Through on No. 11 Track
1110 feet west 52nd St. Pgr. Sta.	No. 4 Yard Track Lead	B Yard Ladder	Through to Derrail on No. 4 Yard Track Lead
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
Two Crossovers 111-L	Running Track C	Running Track D	Through on Running Tracks C and D
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 Reily Street (Phone 210) for instructions.

Chesapeake Region

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

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

Location	Switches
WA-5	All Switches

1104-B2a. (New York Reg.). Switch Tenders are Stationed at and have Charge of Yard Switches as Indicated

Harsimus Cove—Switchtender on duty at Brunswick Street, between 3.59 P.M. and 11.59 P.M. daily.

1104-B2b. (Phila. Reg.). Switch Tenders are Stationed at and have Charge of Yard Switches as Indicated

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
Greenwich Stadium	Eastward from end of Main track, Broad Street overhead bridge to private road crossing to ramp, including leads to coal receiving yard.	3-4
Greenwich 11th Street	Eastward from private road crossing to ramp including west end No. 5 and No. 6 departure tracks.	
Penna. Coach Yard—150 feet north of Yardmaster's Office Box No. 1	Via No. 1, No. 2 Leads; Nos. 30 to 37 Tracks, inclusive; Plug Track.	
Penna. Coach Yard—between No. 26 and No. 27 Tracks Box No. 2	Via No. 1, No. 2 Leads; Nos. 20 to 29 Tracks, inclusive.	
Penna. Coach Yard—between No. 11 Yard Running Track and Race St. Engine Terminal Box No. 3	Via No. 1 Lead; No. 11 Yard Running Track; Lead to U. S. Post Office facilities; Lead to Race St. Engine Terminal (north end).	
South of Mail Platforms—between Chestnut and Walnut Sts. Box No. 4	In area between No. 18 Track, U. S. Post Office (south end) and Penn interlocked signal 375 feet south of Walnut St. Overhead Bridge on No. 37 track.	
44th Street—(M-1)	Yard Tracks between 42nd St. Overhead Bridge and East End 46th St. Engine House.	1
Harrisburg McClay Street	East End No. 4 Receiving, East End No. 3 Relay yard, Eastward, Westward, Leads to Tracks 11 and 12.	
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 3 applies at 111-L only.	3

NOTE 1.—Where movement is governed by fixed signal, lamp and flag signals will not be used by the switchtender.

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

NOTE 3.—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 4.—On duty 3.00 P.M. Monday to 11.00 P.M. following Saturday. When switchtender at Stadium is not on duty, switches at Stadium and 11th St. will be in charge of switchtender at 11th St.

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

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

Automatic Hand-Operated Switch—East End Marysville

1104-C2. (Phila. Reg.). Trailing automatic 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-C3. (Phila. Region) 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. Trains and engines are relieved from complying with **Rule 152.**

Hand Operated Switches Equipped With Electric Locks

1104-D1. (All Regions) 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 Region

Location	Switch	Controlled By	Notes
Jamesburg Branch 10860 feet west of JG	Lead to Phelps Dodge and United Cork Co. Track	JG	
Jamesburg Branch 2300 feet west of Dayton	International Business Machine Co. Track	JG	
Jamesburg Branch 4080 feet west of Dayton	International Business Machine Machine Co. Track	JG	
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, Green- ville Branch, leading to New Garden Yard	CY	1
1788 feet east of WC	Switch in No. 1 Track leading to Calso Oil Co. Track	WC	1
Trenton Branch MB	Switch in No. 1 Track leading to Coal Storage Yard	Neshaminy Falls (Rdg. Co.)	2
Trenton Branch 2400 feet east of MA	Switch in No. 1 Track leading to Strick Trailer Co. Track	Neshaminy Falls (Rdg. Co.)	3

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 Neshaminy Falls.

NOTE 3.—Before movement can be made to or from Strick Trailer Company track permission must be obtained from Reading Company Operator at Neshaminy Falls and Operator at MA. After each movement is completed it must be reported clear to the Reading Company Operator at Neshaminy Falls and Operator at MA.

Philadelphia Region

Location	Switch	Controlled By
Main Line: No. 4 track, Holmes	Prison	Holmes
Frankford Jct. (WR) D. R. R. R. & B. Co. Branch	Crossover between No. 2 and No. 1 tracks (WR)	Shore
38th St. Phila.	Hall & Smedley	
Westward from 42nd St. Overhead Bridge, Phila.	Operated from M-1 switch cabin by switch tender (No. 2 track Zoo Interlocking)	Zoo
52nd Street (West of)	No. 2 track to 53rd St. yard	Overbrook
52nd Street (East of)	No. 2 track to B-21 (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	Park
Parkeburg	No. 4 track to Wood's	
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
Philadelphia, North of 71st St. Overhead Bridge	General Electric Co.	Brill
Philadelphia, South of 71st St. Overhead Bridge	Keystone Coal Co. Woolford Co.	
Darby, North of		
Chestnut Hill Branch: North Phila. Interlocking	Hahn Shoe Mfg. 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
Schuylkill Branch: Earnest Norristown-Ford St.	Eastward end extension Westward end running track	Norris
Schuylkill Secondary Track: 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
King	No. 1 track to No. 2 track	
Dale	No. 2 track to Phoenixville track	Thorn
Columbia Branch:		
Columbia	No. 1 track to Lace Mill No. 2 track to Columbia siding (west end) No. 2 track (Columbia Br.) to Reading Co.	Cola

(Continued)

Philadelphia Region (Continued)

Location	Switch	Controlled By
Columbia Branch Billmyer	Crossover between main track and siding. Main track to J. E. Baker Co. track	Cola
Cumberland Valley Branch: Lemoyne	East leg of Wye to Little Yard	Lemo
Camp	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	
Hagerstown	Main Track to Iron Works track	Town

Chesapeake Region

Location	Switch	Controlled By
Baldwin	No. 4 Track to Pittsburgh Mill Steel Co. Indus. Track	Baldwin
West Yard	South End of No. 20 Track	Bank
Bridge	Delaware Floor Products Co. Industrial Track	Bridge
Charlestown	Public Delivery Track	Davis
Charlestown	Davis Sand and Gravel Co.	Perryville
Tome	Wiley Equipment Co. Industrial Track	Cola
Port Deposit	Port Deposit Quarries Co. Industrial Track	Cola
Conowingo	Public Delivery Track	Cola
Pilot	Public Delivery Track	Cola
Peach Bottom	Public Delivery Track	Cola
Fishing Creek	Public Delivery Track	Cola
McCalls Ferry	Public Delivery Track	Cola
McCalls Ferry	Penna. Water & Power Co. Track	Cola
Pequea	Thomas S. Martin Industrial Track	Cola
West Harbor	Safe Harbor Water Power Co.—Interchange Track	Cola
Aberdeen	C. B. Osborne Industrial Track	Perryville
Aberdeen	Industrial Track	Perryville
Edgewood	Arsenal Industrial Track	Edgewood
Magnolia	Public Delivery Track	Edgewood
Canton Jct.	Industrial Track (Loney's Lane)	Bay
Baltimore	Morgan Millwork Track	B.&P. Jct.
Baltimore	Waverly Press Co. Track	Union Jct.
North Ave.	Lead to Bolton Yard	North Ave. (B.&O.R.R.)
Baltimore	Crossover between No. 4 and No. 5 Tracks (Electric lock on each end of crossover)	Fulton
Baltimore	American Ice Co. Industrial Track	Gwynn
Baltimore	Lafayette Yard	Gwynn
Jct. No. 4 Trk. Frederick Rd.	Catonsville Track	Gwynn
Bowie	Crippled Car Track	Landover
Seabrook	Public Delivery Track	Landover
Cheverly	Cheverly Loop Track	Landover
Washington	United Clay Products Co.	Landover
Washington	International Business Machine Co. Industrial Track	Landover

Chesapeake Region

Location	Switch	Controlled By
Washington	Industrial Track leading from No. 3 Track at Bladensburg Road	Landover
Washington	Bladensburg Road Crossover between No. 2 and No. 3 Tracks	Landover
Washington	Union Market Yard	Landover
Washington	North End Penna. Ave. Yard	Anacostia
Washington	U. S. Capitol Power Plant (Electric locks on switch and on derail)	Virginia
Washington	South Capitol St. Crossover between No. 2 Trk. and No. 1 Yard Track (Electric lock on each end of crossover)	Virginia
Washington	7th Street—U. S. Treasury Track	Virginia
Mt. Vernon	Main Track to B.&P. Yard	B.&P. Jct.
Mt. Vernon	Main Track to Mt. Vernon Running Track	B.&P. Jct.
York	Crossover between Main Track and Grantley Industrial Track	York
York	Farquhar Industrial Track	York
York	M. & P. R.R. Interchange	York
York	Crossovers between Main Track & York Industrial Track	York
York	Crossovers between Main Track York and Siding	York
Clayton	No. 1 Storage	Clayton
Harrington	Fleming Track	Harrington
Seaford	Cambridge Secondary Track	Seaford
	River Track	

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

New York Region

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

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 Transportation must be notified.

Philadelphia Region

Location	Switch	Note
Glen	Facing hand-operated Crossover for eastward movement between No. 2 Trenton branch and Siding	
Leaman	Facing and trailing hand-operated crossovers between No. 4 and No. 2 tracks	
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 yard running track	1
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 2,090 feet west of Penrose and hand-operated split derail on east end No. 3 track	
Manayunk	Crossover switches between No. 1 and No. 2 tracks and switch leading to storage tracks	See instructions in telephone booth
Spring Mill	Facing hand-operated switch, No. 2 track leading to eastward end Cherry Street storage track	1
Creek	B. F. Goodrich Co. track, Alan Wood Steel Co. track	See Instructions Posted in Shelter Box
Smith	Facing hand-operated crossover between No. 1 track and No. 2 track. Trailing hand-operated switch from No. 1 track to Siding	2

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.
- (2) 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 location adjacent to switch. Electric locks of hand-operated switches may be released by manipulation of double throw switch in telephone box located on west end of building.

Chesapeake Region

Location	Switch	Note
Lane	No. 2 Track to Fibre Processing Co. Track	1
Parkton	Main Track to Siding (Westward movement)	2
Parkton	Siding to Main Track (Eastward movement)	2
Hyde	Main Track to Westward Industrial 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.—The switch lock on this switch must not be removed from the keeper until after permission has been obtained from operator. (This does not apply to trains clearing main track at this point.)

To unlock switch:

Westward movement to siding. Proceed beyond the insulated joints located 12 feet west of signal N287. Remove switch lock from keeper and switch will unlock.

Eastward movements from siding to main track. Remove switch lock from keeper and wait for unlock. The maximum waiting time for unlock is five minutes.

1104-E1. (Phila. Region) Enola—Trains or engines on Track C must not pass clearance point at west end of Track C without written instructions from Operator Day.

1105-A1. (All Regions) Spring Switches Located

New York Region

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
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.

Philadelphia Region

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	

Chesapeake Region

Location	Normal Position	Route for Which Sprung	Note
Ward	No. 1 Track	Third Track to No. 1 Track	

Chestnut Hill

1105-B1. (Phila. Region) 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-A2. (New York Region) 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.

1107-A3. (New York Region) P. A. T. H. trains stopping at Karyn and Hudson for employes will platform front side door of first car.

1107-A4. (New York Region) 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 Transportation must be advised in advance of stops that will be made.

Secondary Tracks

1110-A1. (Phila. Region) Trains and engines will protect against following movements on secondary tracks as indicated:

Track	Between	And
Cumbo	Gard	Cumbo Yard

Running Tracks

1112-A1. (Phila. Region) Trains and engines will protect against following movements as indicated:

Track	Between	And
Belmont Westward Jersey Eastward Jersey Westward Eastward Westward Belt Eastward Belt No. 14 No. 15 D No. 4 A	Zoo Zoo 44th Street Zoo 44th Street 44th Street 52nd Street U.G. Br. Overbrook 52nd Street U.G. Br. West end Enola Rockville Banks	Belmont 44th Street Zoo 44th Street Zoo 52nd Street U.G. Br. 44th Street 52nd Street U. G. Br. Overbrook Banks Banks 111-B

Track Assignments**1151-A1. Single Track (All Regions)****New York Region**

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

Philadelphia Region

Track	Between	And
Grays Ferry Branch	Zoo	Arsenal
West Chester Branch	Media	End of Block Sign, West Chester
Trenton Branch	Dale	Glen
Columbia Branch	Shooks	Roy
York Haven Line	Region Post (Chesapeake Region)	Cly
Cumberland Valley Branch	State	Town
Williamsport Branch (Main Line— Northern Region)	Rockville	Region Post (Northern Region)

Chesapeake Region

Northern Central Branch	B. & P. Jct.	Region Post (Phila. Reg.)
Delmarva Branch	West Yard	Cassatt
Columbia and Port Deposit Branch	Quarry West Rock McCalls	Tome Midway Region Post (Phila. Reg.)

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

Current of traffic is as follows:

New York Region

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 Hunter		West'd Psg.	West'd Psg.	East'd Psg.	East'd Psg.		
Hunter and Elmora		West'd Psg.	West'd Frt.	East'd Frt.	East'd Psg.		
Elmora and Union	West'd Psg.	West'd Psg.	West'd Frt.	East'd Frt.	East'd Psg.		East'd Psg.
Edison and Lincoln						East'd Frt.	
Union and Region Post (Phila. Region)		West'd Psg.	West'd Frt.	East'd Frt.	East'd Psg.		
Jersey City Branch Between: Waldo and Hudson				West'd Psg.	East'd Psg.		
Passaic and Harsimus Branch Between: Waldo and WA-3				West'd Frt.	East'd Frt.		
Greenville Branch Between: Bay and Lane				West'd Frt.	East'd Frt.		
Perth Amboy and Woodbridge Branch Between: Union and WC				West'd	East'd		
Trenton Branch Between: Morris and Region Post (Philadelphia Region)				West'd	East'd		
Bordentown Branch Between: BO and Region Post (Atlantic District)				West'd	East'd		

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

NOTE—Within Dock Interlocking

Tracks 5 and W—Westward Passenger
Tracks E and A—Eastward Passenger

Philadelphia Region

Between:	Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Region Post (New York Region) and Zoo.....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger	
Zoo (44th St.) and Overbrook.....	Westward Passenger		Eastward Freight	Eastward Passenger	
Overbrook and Glen.....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger	
Glen and Downs.....	Westward Passenger		Eastward Freight	Eastward Passenger	
Downs and Park Interlocking Station.....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger	
Park Interlocking Station and Park westward Interlocking Limits.....	Westward Passenger			Eastward Passenger	
Park Westward Interlocking Limits and Cork eastward Interlocking Limits.....	Westward Passenger		Eastward Passenger		
Cork Eastward Interlocking Limits and State.....			Westward Passenger	Eastward Passenger	
Harris and Region Post (Pittsburgh Region).....			Westward Passenger	Eastward Passenger	
Arsenal and Brill.....	Southward Passenger			Northward Passenger	
Brill and Region Post (Chesapeake Region).....	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger	
Branches:					
Between:					
D. R. R. & B. Co. Shore and Jersey.....			Westward Passenger	Eastward Passenger	
Chestnut Hill North Phila. and East 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 Interlocking Station.....	4M Track Southward Passenger			1M Track Northward Passenger	
River Line Zoo and Penn.....	Southward Passenger			Northward Passenger	
Penn and Arsenal Int. Station.....	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 Haws Avenue.....			Westward Passenger	Eastward Passenger	
Trenton Region Post (New York Region) and Dale.....			Westward Freight	Eastward Freight	
Philadelphia and Thorndale Dale and Thorn.....			Westward Freight	Eastward Freight	

Philadelphia Region

Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Atglen and Susquehanna Park and Wago Junction.....			Westward Freight	Eastward Freight
Columbia and Port Deposit Region Post (Chesapeake Region) and Port.....			Westward Freight	Eastward Freight
Columbia Cork and Cola.....			Westward Freight	Eastward Freight
Roy and State.....			Westward Freight	Eastward Freight
York Haven Line Cly and Lemo.....			Westward Passenger	Eastward Passenger
Wago Junction and Day.....	Westward Freight	Eastward Freight		
Lemo and Day.....			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.

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.

Chesapeake Region

Between:	Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Region Post (Phila. Reg.) 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		

Chesapeake Region

Between: Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
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 Region Post (W.T.)		Southward Passenger	Northward Passenger	
Landover and Virginia		Southward Freight	Northward Freight	
Virginia and Region 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.

1151-C1. Secondary Tracks of Assigned Direction (All Regions)

New York Region

Track	From	To	Assigned Direction	Controlled by	Note
Connecting Track	Q	Harold	Eastward	Q	1
Loop Track No. 1	F	R	Eastward	R/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	
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, permission must be obtained from Q to use this track at any intermediate point between F and 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 Region

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 Third No. 4	Bridge Bank Virginia	Tasker Ward Fourteenth St. Virginia	Southward Northward Southward	Bridge Bank Virginia	2 3 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 3—During the hours that Ward block and interlocking station is closed no movements can be made on this track.

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

1151-D1a. Secondary Tracks of No Assigned Direction New York Region

Track	Between	And	Controlled by	Note
Naught No. 5	(W) Millham	Fair	Fair	1-5
Naught B	(W) Millham	Fair	Fair	1-5
Grape Lead	(W) Morris	Grundy	Grundy	1-5
No. 1	(W) Loop Track	Waldo	Waldo	1-5
Ice-House Produce Yd. Lead	(W) Hack	West Conn Naught Track Produce Yd. Lead	Government	2-5
Government Lead	(W) No. 1 Icehouse Produce Yd. Lead	Karny	Karny	2
Naught	(W) East Conn	Karny	Karny	5
Set-Off	(W) WA-5	WA-3	WA-5	3-5
Oak Island	(W) CY	WA-2	WA-2	1-5
Hightstown	(W) JG	BO	JG	1-5-6
Amboy	(W) OB	JG	JG	1-5-6
Amboy	(W) SA	OB	SA	1-5-6
Set-Off	(W) WA-3	WA-6	WA-6	4-5
Connecting	(W) No. 0 Track	Yard Running Track Edison	Lincoln	1-5
Middle Freehold	(W) Morris	MA	Morris	1-5
	(E) JG	End of Block Manasquan	JG	1-6

(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.—Rule 99 will not apply. Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent-Transportation; authority for movement of passenger extras must be in writing.

1151-D1b. Secondary Tracks of No Assigned Direction Philadelphia Region

Track	Between	And	Controlled by	Note
Schuylkill Marietta	(W) (E) Haws Ave. Shocks	Laurel Jct. Tunnel at west end Columbia Yard	Norris	1
	Downs	End of track 3100 feet west M.P. 7	Cola	4
New Holland	(W) End of track 2640 feet east M.P. 18	Cork	Thorn Cork	4 4
Pomeroy	(S) Pomeroy	End of track	Park	4
Quarryville	(S) Lancaster	End of track	Cork	4
Lebanon	(E) Conewago	9th St. Lebanon	State	4
Lemoine	(S) Lemo	Camp	Lemo	4
Dillsburg	(S) Dillsburg	End of track	Lemo	4
Waynesboro	(S) Wood	End of track	Penroad	4
Mercoersburg	(W) South Penn Junction	End of track	Penroad	4
Winchester	(S) Town	End of track	Hager	1-3
Cumbo	(S) Connection with Winchester Secondary Track	Winchester Cumbo Yard	Hager	2-4

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

NOTES:

- (1) Authority for the movement of passenger extras must be in writing.
- (2) Trains entering Security Lime Company track must report clear. The arrival of southward movements at Cumbo must be reported promptly to operator Hager.
- (3) Fixed signal indication in lieu of verbal permission will be used at Hager.
- (4) Rule 110 applies.

1151-D1c. Secondary Tracks of No Assigned Direction Chesapeake Region

Track	Between	And	Controlled by	Note
Chester Creek	(S) Lamokin	Region Post (Phila. Reg.)	Lamokin	11
No. 0	(N) Landlith	Edge Moor	Wilmington	1
B	(N) Landlith	Bell	Bell for Yd. Master, Northbound Hump, Edge Moor	2 3
Meat House	(S) Wilmington	West Yard	Wilmington	3
Newark & Delaware City	(S) Davis	Porter	Davis	4
No. 1	(S) River	Bay	Bay	5
No. 1	(N) Landover	Anacostia	Asst. Yd. Mas- ter, Benning	6
No. 4	(S) Deanwood	Anacostia	Asst. Yd. Mas- ter, Benning	7
Loucks	(E) Loucks	Connection with the east end of Loucks No. 1 Yard track	Yd. Master, York	
Frederick	(S) York	Frederick	York	8
Pope's Creek	(S) Bowie	Pope's Creek	Bowie	8
Octoraro	(S) Wawa	Colora	Lamokin	8
Octoraro	(S) End of Track	Rock	Lamokin	8
York	(S) Mile Post 64 Wrightsville— End of track	York	York	8-13
Centreville	(S) Townsend	Centreville	Clayton	8
Chestertown	(S) Mass	Chestertown	Clayton	8
Oxford	(S) Clayton	Cross	Clayton	8
D.M. & V.	(S) Harrington	Court	Harrington	9
D.M. & V.	(S) Court	Snow Hill	Harrington	8
Cambridge	(S) Seaford	Tank	Seaford	8
Crisfield	(S) Kings Creek	Field	Cassatt	8
Western Maryland	(W) Eager Street (Overhead Bridge)	Hillen Jct.	Union Jct.	10
Pocomoke	(S) Cassatt	End of Block 435 feet north of Mile Post 89	Cassatt	9-12

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

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

Trains clearing O 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 4—Signal indication at Davis is authority to operate to crossing, U. S. Route 40 at Glasgow. Conductor or engineman must secure instructions from operator at Davis before proceeding.

The sidings at Glasgow are under the jurisdiction of the operator at Davis and must not be used in either direction without permission.

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—Rule 99 will not apply. Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent Transportation; authority for movement of passenger extras must be in writing.

NOTE 9—Rule 99 will apply. Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent Transportation; authority for movement of passenger extras must be in writing.

NOTE 10—Rule 99 will apply. Extra trains, except Passenger Extras, will run on verbal permission of the operator when authorized by the Superintendent Transportation. Authority of movement of Passenger Extras must be in writing. 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 11—Southward signal indication at Lamokin is authority to operate to Upland.

Southward trains must not proceed south of Region Post (Phila. Reg.) without permission from operator at Media (Phila. Reg.).

Northward trains must not proceed north of Region Post (Phila. Reg.) without permission from operator at Lamokin.

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

NOTE 13—Signal indication at York is authority to operate to Camp Block Limit Station.

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

Siding	Employee in charge	Note
Jamesburg—Eastward	Operator at JG	
Siding between Switch 2 and Switch 5, Phillipsburg— Northward	Operator at G	
Wood—Southward	Penroad	
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.

1151-E2. Employees in Charge of Sidings of No Assigned Direction. (Phila. Region)

Siding	Employee in charge	Note
Oaks, Spring City, Lock, Shoemakersville, Hamburg	Norris	
Dale	Thorn	1
Shocks	Cola	1
Cly	Cly	1
Carlisle	Lemo	
Spring	Penroad	
Fennroad	Penroad	1
Greencastle	Town	
Hager	Hager	1
Pot	Hager	
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. Region) Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
No. 5	Calm	Thorn	Eastward	Thorn	4
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
F, H and K	Day	Switch at Ramp track opposite yard office westbound hump	Westward	Day	3
G	Day	Connection with No. 4 Running track, east end Marysville	Westward	Day	2 3
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	23-B	111-B	Eastward	Switch Tender 111-B	1
Westward	23-B	West End Enola	Westward	Asst. Yard Master West End	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
C	West End Enola	Spring Switch West of 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. 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-G1a. (New York Region) Running Tracks of No Assigned Direction

Track	Between	And	Controlled By	Note
Nos. 5-6-8-9-10	At Hudson		Operator Hudson	1
Center Street	Hudson	River Street	Operator Hudson	1
No. 5 (W)	Hunter Lane		Operator Hunter	
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	1
No. 1 (W)	Connection to Engine Track	West End Waldo Ave. Yard	Yard Master Har. Cove	1
(Waldo Ave. Yd.) Running (W)	West End Waldo Ave. Yard	Waldo	Operator Waldo	1
No. 6 Elevation (E)	Brunswick Street Harsimus Cove	Henderson Street Harsimus Cove	Yard Master Har. Cove	1
Westward (W)	Brunswick Street Harsimus Cove	Waldo	Yard Master Har. Cove	1-2
Susquebanna (E)	East End Marion	Eastward Main, NYS & WRR	Operator Waldo	1
Morris (W)	Hack	Crossover 100 feet east of east end of cabin track	Yard Master Meadows	1
Morris (W)	Crossover 100 feet east of east end of cabin track	Karny	Operator Karny	1
Modoc (E)		Connection with Naught Track	Operator Karny	1
No. 7 Old Receiving Yard	Karny	No. 1 Office Meadows	Yard Master Meadows	1
—Meadows (E) Old Eastward New York (E)	WA-5	WA-2	Yard Master WA-5	1
Bay Line R.R. (E)	WA-5	WA-6	Yard Master WA-4	1
Speedway (W)	WA-5	WA-6	Yard Master WA-5	1
Naught (W)	WA-5	WA-6	Yard Master WA-4	1
Running 1 (W)	CY	Bay	Yard Master Greenville	1
No. 3—New Garden (E)	Greenville Yard Bay	Connection No. 11 Track Departure Yard Greenville	Yard Master Greenville	1
Floot Running No. 1—Greenville (E)	Greenville Yard		Yard Master Greenville	1
Departure Yard Lead	Greenville Yard		Yard Master Greenville	1
Southwest Lead WC-Perth	WC	Perth Amboy	Operator WC	1
Amboy (W) Yard Running (Via Loop) (E)	Edison	Kilmer	Operator Lincoln	1
Inward track of Fairless Spur (E)	No. 1 Trenton Branch	U.S. Steel Co. private tracks	Operator Morris	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 Eastward Receiving Yard	East End "A" Yard	Yard Master Morrisville	1
No. 12—South Amboy (E)	Connection to Secondary Track OB	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
No. 5 (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		Yard Master Phillipsburg	1
Old Main (N)	Kent	Switch 6 Phillipsburg Yard Office	Yard Master Phillipsburg	1
No. 1 Lower Yard Phillipsburg (N)	Kent		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 westward 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.

1151-G1b. (Philadelphia Region) Running Tracks of No Assigned Direction

Track	Between	And	Controlled By	Note	
Port Richmond (W).....	Conn. with Rdg. Co. at Belgrade Street	Conn. with DRRR. & B. Co. Branch (W.R.)	Yardmaster Frankford Jct.	1	
Belmont (N).....	Zoo (Connection West Phila. Elev. Branch)	Belmont (Reading Co.)	Train Director Zoo for Yardmaster 44th Street	1	
Westward Jersey (W).....	Zoo (East-End Mantua)	44th Street	Yardmaster 44th Street	1	
Eastward Jersey (E).....	44th St.	Zoo (East End Mantua)		1	
Westward (W) ..	Zoo (Connection West Phila. Elev. Branch)	44th Street		1	
Eastward (E).....	44th Street	Zoo (Connection West Phila. Elev. Branch)		1	
Westward Belt (W).....	44th Street	52nd Street UG Bridge		1	
Eastward Belt (E).....	52nd Street UG Bridge	44th Street		1	
No. 14 (E).....	Overbrook	52nd Street UG Bridge		1	
No. 15 (W).....	52nd Street UG Bridge	Overbrook		1	
No. 5 (River Line) (S).....	Penn Interlocking	Shifting track		Train Director Penn	1
No. 11 (River Line) (S).....	Penn Interlocking	South End Mail House		Penn	1
Fort Washington (E).....	Connection with Chestnut Hill Branch	End of track 1.6 miles east of Allen Lane	Train Dispatcher	1	
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	Region Post (Chesapeake Region)		1-4	
Newtown Sq. (S).....	Connection with No. 2 track (Fernwood)	Newtown Square	Media	1	
Naught (N).....	550 feet north of Wawa Passenger Station	Region Post (Chesapeake Region)(Chester Creek Secondary Track)		1	
Octoraro (S).....	550 feet north of Wawa Passenger Station	Region Post (Chesapeake Region) (Octoraro Secondary Track)		1	
Station (S)..... (West Chester)	End of Block Sign	End of track		1-3	

Track	Between	And	Controlled By	Note
Frazer (E).....	Frazer	West Chester Market St.	Thorn	1
No. 1 Thorofare (E) ..	Stadium	Spring switch leading to B.&O.R.R.	Stadium	1
No. 2 Thorofare (W)	Spring switch leading to B.&O.R.R.	Stadium		1
Westward Engine (W).....	South Phila. Engine House	Stadium	Norris	1
Running (E).....	Ford Street	Norris		1
Norris (E).....	Norris	Earnest including Wye tracks	Norris	1
Middle (W).....	1635 feet west of Haws Ave.	Conn. with Montgomery Running Track		1
Montgomery (W).....	Haws Ave. Interlocking	850 feet west of M.P. 19	Norris	1
Devault (W).....	Phoenixville	Devault		1
Minersville (W)	Ulmer	Lytle		1
Neasopeck (W) ..	Gum Run	End of track (17030 feet west of Gum Run)	Train Dispatcher Phila.	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 3895 feet south of Town	Hager	Hager	1
Run-Around (South leg of Wye) (N).....	Winchester Secondary Track 2895 feet south of Hager	Brick Yard Tracks	Hager	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.

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.

1151-G1c. (Chesapeake Region) Running Tracks of No Assigned Direction

Track	Between	And	Controlled By	Note
Naught (N)	Hook	Trainer	Yard Master, Thurlow	1
Chester and Philadelphia(S)	Region Post (Phila. Reg.)	Center of Island Road	Brill	2
Chester and Philadelphia(S)	Center of Island Road	Eddystone	Asst. Yd. Master Eddystone	2
Newark and Delaware City (S)	Porter	2463 feet south of River Road Crossing at Reybold	Tasker	
South Wye (S)	Landlith	North Switch, Wreck Train track	Wilmington	
Outbound (N)	Cabin track	12th St. Edgemoor	Asst. Yardmaster, South End Edgemoor	5
Inbound (S)	12th St. Edgemoor	Cabin track	Asst. Yardmaster, South End Edgemoor	5

1151-G1c. Chesapeake Region (Continued)

Track	Between	And	Controlled By	Note
Bear Creek (S)	Canton Jct.	Union Crossing	Yard Master Highland Yard	
Bear Creek (S)	Union Crossing	End of track	Yard Master, Canton	
No. 1 (E)	Hillen Jct.	Madison St.	Union Jct.	8
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	3
Rosslyn (S)	South End	Pentagon	Yard Master, Jersey Yard	
Union Bridge (S)	Keymar Siding	Union Bridge	York	
Minnick Perryville (N)	Minnick	Post Road Crossing	Perryville	4
Rehoboth (S)	Georgetown	Rehoboth	Harrington	
Milton (S)	Ellendale	Milton	Harrington	
Kiptopeke (S)	Capes	Kiptopeke	Yard Master, Cape Charles	6
Vienna (E)	Preston	Vienna	Seaford	
Denton (E)	End of track Queenstown	Denton	Clayton	
McDaniel (E)	McDaniel	Easton Jct.	Clayton	
Mardela (W)	Salisbury	Hebron	Delmar	
Willard (E)	Salisbury	End of track, Pittsville	Delmar	
Ocean City (E)	Berlin	W. Ocean City	Harrington	
Cambridge (S)	Tank	Cambridge	Seaford	
Oxford (S)	Cross	End of track 3023 feet south of Mile Post 45	Clayton	
Capes (S)	End of Block 435 feet north of Mile Post 89	End of track Cape Charles	Cassatt	7

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

NOTE 1.—Permission must be secured, or proper identification 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.

When Yardmaster cannot be contacted promptly, northward movements may report clear of naught track to operator at Hook who will advise Yardmaster as soon as practicable.

NOTE 2.—For the purpose of contacting operator at Brill, see instructions in T Box containing Bell Telephone (Lehigh 4-8933) which is located northwest of Chester and Philadelphia track at Island Road.

NOTE 3.—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 4.—Signal indication at Minnick is authority for trains to operate over this track.

NOTE 5.—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 6.—Operator at Cassatt must not admit a train to this track without authority of yardmaster at Cape Charles.

NOTE 7.—Operator at Cassatt must not admit a train to this track without authority of Train Dispatcher at Baltimore.

NOTE 8.—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.

1151-G2. (Phila. Region) 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.

1151-J1. (New York and Chesapeake Regs.) Passenger Trains as Specified will use Tracks as follows unless Interlocking Signals otherwise indicate:

New York Region

Westward

Train No.	Use Track No.	From	To	To Pass Train No.
9	3	Lincoln	County	3815
9	3	Morris	Holmes	501
111	3-Sat.	Dock	Elmora	3821
115	3	Dock	Elmora	3707-1185
211	3-Sun. & Hol.	Dock	Elmora	4247
113	3	Dock	Elmora	3833
101	3	Dock	Elmora	1125
101	3	Lincoln	Fair	3833-4205
219	3	Dock	Elmora	3837
31	3	Dock	County	3837
1129	3	Dock	Elmora	3733
221	3-Sun. & Hol.	Dock	Elmora	4251
49	3-Sat., Sun. & Hol.	Dock	Elmora	3841-4251
1135	3	Dock	Union	3843-3735
223	3	Dock	County	3845-3735
3847	3	Dock	Elmora	3737
175	3	Dock	Fair	3737-3847-3631-1159
175	3	Grundy	No. Phila.	521
1137	3	Dock	Elmora	3931
225	3	Grundy	Holmes	537
17	3	Union	County	3849
3	3	Dock	Union	1141
141	3	Dock	Elmora	3757
55	3	Dock	Elmora	3761

Eastward

Train No.	Use Track No.	From	To	To Pass Train No.
176	2	Elmora	Dock	260
286	2	Elmora	Dock	260
22	2-Sat.	Lincoln	Dock	3812
60	2	County	Dock	3710
118	2	Nassau	Dock	3712-3816-3608
4	2	County	Dock	3816-3818-3712
1134	2	Union	Dock	3816
254	2	Lincoln	Dock	1104-3904
3716	2	Union	Dock	3904
200	2	Union	Dock	1104
48	2	County	Dock	3720-234
114	2	Holmes	Grundy	506-508
204	2	Holmes	Morris	506-508
104	2	Holmes	Morris	508
104	2	County	Dock	3726
170	2	Lincoln	Dock	3726
100	2	Nassau	Dock	3826-3728
126	2	County	Dock	3826
50	2	Holmes	Grundy	534
218	2	Holmes	Grundy	512
32	2	County	Dock	3752
128	2	Fair	Lincoln	3834
220	2	Holmes	Grundy	514

1151-J1. (Continued)

Chesapeake Region

Southward

Train No.	Use Track No.	From	To	To Pass Train No.	To Be Passed By Train No.
455	3	Brill	Hook	945	115
401	3	Brill	Baldwin	907	
131	3	Brill	Hook	911	
403	4	Ragan	North East		
121	3	Brill	Hook	917	
171	3	Brill	Hook	959	
				(Sun. only)	
113	3	Brill	Hook	419	
173	3	Brill	Hook	419	
947	3	Brill	Baldwin	973	
101	3	Brill	Hook	929	
153	3	Brill	Hook	975	
141	3	Brill	Hook	941	

Northward

Train No.	Use Track No.	From	To	To Pass Train No.	To Be Passed By Train No.
104	2	Hook	Brill	950	115
				(Sat. only)	
126	2	Hook	Brill	914	
132	2	Hook	Brill	928	
152	2	Hook	Brill	934	
154	3	Bush	Havre de Grace	400	
154	2	Hook	Brill	938	

1152-A1. (Chesapeake Region) Trains making crossover movement at Tasker are relieved from observing **Rule 152**.

Mail Catchers

1153-A1. (New York Region) 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 Region) Referring to Instruction 9-c—Brake and Train Air Signal Instructions (99-D-1), enginem receiving M.P. 261-C in duplicate from car-inspector after brake test has been completed in Sunnyside will deliver one copy to conductor at New York.

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

1154-A3. (New York Reg.) When moving D. C. or A. C. multiple unit cars, Enginem must be on forward end in direction of movement.

1154-A4. (New York Reg.) Doors 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 Region) 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 Reg.) 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. Close directional valve to front end of engine and leave front steam end valve wide open. Maintain boiler on low flame 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 Enginem [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 Enginem [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.

1154-A7. (New York Reg.) 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 Reg.) 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

Platform Gap-Closers—New York.

1154-A9. (New York Reg.) Mechanical platform gap-closers are located on Platform No. 10, adjacent to Track No. 18, 62 feet and 188 feet, respectively, west of C Tower, operated from controlling device located on column midway between mechanical gap-closers.

Emergency controlling devices are located on column adjacent to each mechanical gap-closer and lever is to be operated after glass has been broken by small iron hammer attached to each emergency controlling device.

Trains placed on Track No. 18 for loading must stop so that third rail shoes of car on east end of train are in contact with 8-foot section of dead third rail located on east end of Track No. 18 opposite west end of C Tower. Westward movements to this track will stop with west end of leading car opposite number on platform or track which corresponds with number of cars in train.

Color light indicators are located 8 feet above and in the center of each mechanical gap-closer, indicating as follows:

Purple—Mechanical gap-closer withdrawn; train can be moved.
Red—Mechanical gap-closer extended; train must not be moved.

Car Windows in Tunnels.

1154-A10. (New York Reg.) 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.

Announcement on Trains.

1154-A11. (New York Reg.) 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."

Station Stop Markers.

1154-A12. (New York Reg.) 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.

MU station stop markers are designated by letter M except when located on ties.

Train Announcements—Station Announcements

1154-A13. (Philadelphia Region) 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—30th St. Sta., Phila.—Lower Level

1154-A14. (Philadelphia Region) To properly platform train at 30th St. Sta., Phila., enginemen 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	15	16	17	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.

Station Stop Markers—Paoli

1154-A15. (Phila. Reg.) In making station stop, 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.

**Fuel Oil and Water Stops—
30th St. Station, Phila.—Lower Level**

1154-A16. (Phila. Reg.) When engines take fuel oil or water, the train will stop, regardless of the number of cars in the train or make-up, as follows:

Southward trains—with engine only off station platform
—(water only).

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

Northward trains—with engine only off station platform
—(oil and water).

North Phila.—

For trains between New York and Harrisburg, water only—
West end of westward station platform.

East end of eastward station platform.

When water, oil or both are required, enginemen will, without delay to their train, request "S" office be advised prior to arrival of train.

Frankford Junction Passenger Station—Station Stop

1154-A17. (Phila. Reg.) Westward passenger trains from the Atlantic District having schedule stop at Frankford Junction station must not run the cab of engine beyond the home signal at Shore interlocking, when signal is in proceed position.

Trainmen must have Frankford Junction passengers in the first five cars so that they may be unloaded promptly at the station platform.

Station Stops—Authority for

1154-A18. (Phila. Reg.) The station master at Suburban Station, 30th St. Sta., Phila. and North Philadelphia station is authorized to verbally instruct the conductors of trains to stop at 30th St. Sta., Phila., North Philadelphia, Frankford Jct. and 52nd Street stations.

Passenger Car Lighting

1154-A19. (Phila. Reg.) Referring to Rule 4154-J—Daylight Burning.

Trainmen will turn on lights in passenger cars occupied by passengers, as follows:

Trains from Chestnut Hill Branch, New York Region and Atlantic District—After train has departed from North Philadelphia Station.

Trains from Paoli and Schuylkill Branch—After train has passed 44th Street.

Trains from Chesapeake Region—After train has passed Brill Interlocking Station.

Trains from West Chester Branch—After train has passed Angora Station.

Trains from Suburban Station and 30th St. Sta., Phila. (Lower Level) when possible will have the lights turned off by the time trains pass the above points.

CT 220—Preparation of

1154-A20. (Phila. Reg.) When passenger trains change crews at Philadelphia it will not be necessary for the conductor taking charge of the train to compile a CT 220 report when the consist of the train has not been changed or the position of the cars reversed.

In lieu of the CT 220 report, the conductor going on duty will forward a message to the Superintendent Transportation of the connecting region, showing the change in personnel of the crew, including information relative to the time the crew has been on duty.

Conductors in preparing CT 220 reports will show the initials of members of engine and train crew in addition to the surnames.

Lost Articles

1154-A21. (Phila. Reg.) 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.

Baggage man 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-A22. (Phila. Reg.) Conductor making interchange of passenger cars at North Philadelphia will leave duplicate car reports at office of yardmaster at Margie Street yard.

Handling of Cars Occupied by Passengers

1154-A23. (Phila. Reg.) Road engines being attached to or detached from passenger trains; and yard and road engines handling cars or trains occupied by passengers must be handled by engineman.

Station Stop Markers

1154-A24. (Chesapeake Region) 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.

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.

1154-A25. (Chesapeake Region) Back-up hose must be used when shifting cars at Baltimore and Wilmington Passenger Stations.

1154-A26. (Chesapeake Region) Southward passenger trains will make running test of brakes as defined in Instruction 16 of the 99-D-1 Brake and Train Air Signal Instructions, immediately after passing Lanham:

Employes Carried on Mail Trains, etc.

1154-A27. (Philadelphia - Chesapeake Regions) Employes may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

Tubular Train—Diesel Power Car Operation in Tunnels or Confined Locations

1154-A28. (All Regions) 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-A29. (All Regions) 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.

Between Reading Co. Bridge and State Street Bridge—Harrisburg.

Within Yard Limits on trains to and from 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.

FREIGHT TRAIN OPERATION

Refrigerator Car Vents.

1155-A1. (New York Region) 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. (Philadelphia Region) Except between Lemo and Winchester, the following instructions, supplementary to the Brake and Train Air Signal Instruction No. 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 the cars in train loaded with mineral freight or grain will be considered mineral freight trains and all instructions pertaining to mineral freight trains will apply.

On all mineral freight trains, the retaining valves must be turned up in slow direct exhaust position (45 degrees above center) on 25 percent of the cars in train, commencing at head end of train regardless of the number of three-position retainers encountered. This must be done at the time the terminal air brake test is made.

Brake Pipe Pressure on mineral freight trains must be 95 pounds between all points.

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 release position.

When in the judgment of the engineman, the use of additional retaining valves is required, or their use is desired on grades other than specified, he will instruct the conductor.

When stopping freight trains on descending grades, approximately six or seven car lengths before the train would come to a normal stop, the independent brake must be substituted for the dynamic brake when used and when completing the stop, and must be fully applied in order to insure the bunching of the slack on the entire train.

Retaining valves will be used in slow direct release on the front end of eastward freight trains between Paoli and Valley, as follows:

Trains of empty cars—50 or more cars—10 percent.

All other trains—25 percent.

The short cycle method of braking will be used to control the train eastward from Bryn Mawr.

Referring to Instruction 2-a (page 10) Brake and Train Air Signal Instructions (99-D-1) after leaving Thorn engineman of freight trains routed via Paoli will increase brake pipe pressure to 95 pounds on eastward freight trains.

When engines are equipped with pressure maintaining feature, this method will be used to handle trains.

Starting Trains With Electric or Diesel Engines on Rear

1155-A3. (Phila. & Chesapeake Regs.) 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. and Chesapeake Regs.) 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.

Schuylkill Secondary Track—Newton to Pottsville

1155-A5. (Phila. Reg.) Special Instructions for controlling freight trains with power brakes on heavy descending grades—Instructions 54 to 60 of the 99-D-1, Brake and Train Air Signal Instructions will apply.

Brake pipe pressure to be increased to 100 pounds.

Eastward freight trains between Newton and Pottsville will be limited to 3500 gross tons.

Air Brake Tests Various Locations

1155-A6. (Phila. Reg.) A running test of the air brakes must be made before descending grades on the Minersville and Devault running tracks.

When moving loaded cars from Morea Colliery complete air brake and retaining valve tests must be made before such cars are moved from the colliery tracks.

Shifting Movements on Grades

1155-A7. (Phila. Reg.) 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.
Fels Company, Darby.
Lachmen's track, Phoenixville.
J. W. Myers track, Hagerstown.

Freight Train Stops

1155-A8. (Phila. Reg.) 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-A9. (Phila. Reg.) LG-21 (A & S Branch)—When Block signal L-246 is in Stop-and-proceed indication eastward trains on No. 1 track must stop west of clearance point of switches at LG-21 and ask for instructions.

1155-A10. (Phila. Reg.) 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-A11. (Phila. Reg.) 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-A12. (Phila. Reg.) Harrisburg—When signal 1015 on No. 2 track, Columbia Branch, indicates approach or stop and proceed, westward freight trains consisting of more than 25 cars will stop at signal and ask for instructions from State before proceeding.

1155-A13. (Phila. Reg.) 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.

Pusher Engines

1155-A14. (Phila. Reg.) 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-A15. (Phila. Reg.) When pushing freight trains pusher engines will ease off passing over crossovers or turnouts when making diverging movements exercising care to avoid slack action.

1155-A16. (Phila. Reg.) Maximum power on rear of freight trains must not exceed 5000 diesel horsepower or 7800 electric horsepower. When diesel engine and electric engine are coupled and used

together as pushers, the 7800 electric horsepower factor will apply but diesel horsepower must not exceed 2500.

Not more than one electric engine of any class may be used with a diesel engine for pushing freight trains.

Not more than two Class P-5 engines may be used coupled together as pusher engines. If two GG-1 engines are coupled together as pushers, at least one motor circuit must be cut out of one of the engines.

Freight Crews Relieved—Instructions to

1155-A18. (Phila. Reg.) When freight road crews are relieved on the Phila. Region, short of their destination, the road conductor will turn over his wheel reports together with the tickets to the conductor, who will fill in the upper left hand column on the reverse side of the wheel report.

Movements Over Firing Range—Frankford Arsenal

1155-A19. (Phila. Reg.) 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-A20. (Phila. Reg.) 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-A23. (Phila. Reg.) Stadium—West end coal yard ladders, (tracks 1 to 10, 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.

Cars Placarded Explosives

1155-A24. (Phila. Reg.) Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

Brake and Train Air Signal Instructions

1155-A25. (All Regions) The following instructions, supplementary to Brake and Train Air Signal Instructions 99-D-1 in handling freight trains, will apply:

It will not be necessary for enginemen of mineral or relay freight trains for which a Brake Pipe Pressure of 95 lbs. is being maintained on connecting regions to reduce this Brake Pipe Pressure until arrival at final terminals.

N. Y., Phila. and Chesapeake Regions G. O. No. 1414, page 271.

1155-A26. (Chesapeake Region) 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.

Freight Train Stops

1155-A27. (Chesapeake Region) 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-A28. (Chesapeake Region) 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-A29. (Chesapeake Region) 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-A30. (Chesapeake Region) All northward freight trains with a consist of thirty (30) or more cars, approaching home signal at Lane, must stop clear of home signal displaying Approach Rule 285, Fig. A and report to Bridge for instructions to avoid blocking road crossings.

Gauntlet Track—B & P Tunnel

1155-A31. (Chesapeake Region) Indicator light displaying illuminated "vertical arrow" indicates that route is lined for normal movement to operate via No. 3 track B. & P. Tunnel.

Indicator light displaying illuminated "horizontal arrow" indicates that route is lined for movement to operate via Gauntlet track B. & P. Tunnel.

When indicator light is not displaying a horizontal arrow for train movement operating under instructions "Form C. T. 2" that they are to operate via Gauntlet track, the train will be stopped as soon as safe handling will permit and not proceed past switch leading to Gauntlet track. When train is brought to stop notify operator at B. & P. Junction Block and Interlocking Station.

Conductors of northward freight trains from Potomac Yard or Benning, containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher before leaving Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of southward freight trains, containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher from Bay or B. & P. Junction, giving engine number and destination of such cars.

Conductors of all other trains containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton Jct., giving engine number and destination of such cars.

FREIGHT AND PASSENGER TRAIN OPERATION

Pennsylvania Station-Sunnyside Yard

1156-A1. (New York Region) 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 Region) 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 Region) 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.

99-D-1 Modified.

1156-A4. (New York Region) 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.

1156-A5. (New York Region) Brake pipe pressure on multiple unit cars when handled by an engine must not exceed following:

A. C. multiple unit cars	90 pounds
L. I. R. R. D. C. multiple unit cars	80 pounds
P. A. T. H. D. C. multiple unit cars (1200 series)	110 pounds

Attaching and Detaching Helper Engines

1156-A6. (Phila. Reg.) After attaching or detaching helper engines in passenger or freight train service, an application and release test of the train brakes must be made from the engine in charge of the train, provided a terminal test had been previously made from the hauling engine. Inspectors or trainmen will note that the rear brakes of the train apply and then signal for a release. Pushing engines may be detached from rear of train without making the brake test.

Road enginemen will be advised when and where a pusher engine is to be attached. After the pusher engine is attached, and the road test of the brakes has been made, the engineman of the pusher will start to push when given a signal by a trainman of the train to be assisted.

Referring to Rule 4156-A

1156-A7. (Phila. Reg.) 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. must be advised of the number of hand brakes applied.

Harrisburg Passenger Station—On track 24, in addition to applying a sufficient number of hand brakes on cars left standing to make them secure, car wheels must be blocked. For this purpose a metal skate is available at this location and must be applied on running rail against car wheel. Before moving cars from this track, care must be taken to insure that the skate is removed from rail.

Forms—Preparation and Use of

1156-A8. (Phila. Reg.) Conductors and enginemen of trains will prepare Form MP-217a (for passenger equipment) and Form MP-401 (for freight equipment) in cases where defects are found or where repairs are made by train or engine crews. For any repairs made or material applied to Pullman, private or foreign passenger cars and foreign and individual freight cars, full information must be shown including place repairs are made, number of parts, whether new or second hand and reason for repairs.

In cases where repairs are not made at intermediate points, the Form MP-217a must be forwarded on the same train with defective car. The forms in the case of passenger equipment will be turned in at the end of the trip. The form in case of freight equipment must be turned over to the car inspector or yard master at end of trip.

1156-A9. (Phila. Reg.) Harrisburg Passenger Station—Tracks 3, 6, 7, 24, 1-E, all tracks in Mulberry Street, State Street and Cumberland Valley yards and all single end tracks are storage tracks.

Between Hager and Vardo:

1156-A10. (Phila. Reg.) Movements between Hager and Vardo (N. & W. R. R.) made on signal indication or on permission of operator at Hager, superseding timetable superiority.

After an understanding with the operator and under permissive signal, an engine may enter a block occupied by a passenger train, which it is to move, switch or assist.

Freight or cabin cars must not be run over the crossings at Town or Hager detached from engines or train.

Braking Over Movable Bridges

1156-A11 (Chesapeake Reg.) 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.

Landover—TD Sign

1156-A12. (Chesapeake Reg.) 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 Reg.) 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 Reg.) 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 Region)

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 Regions) 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.

SPEED RESTRICTIONS**1157-A. Speed Table (All Regions)**

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. (Chesapeake Region) Referring to Rule 4157-A.

Locations where enginemen should check speedometers when conditions permit.

	Between	And	Location
Main Line	Mile Post 8 Mile Post 130	Mile Post 9 Mile Post 131	South of Folcroft South of Landover
Northern Central Branch	Mile Post 11 Mile Post 58	Mile Post 12 Mile Post 59	West of Lutherville West of York

The distance between Mile Posts at the above locations are standard miles, each measuring 5280 feet in length.

Minimum Running Times and Speeds on Descending Grades—Freight Trains—Schuylkill Secondary track

1157-B1. (Philadelphia Region) The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded.

Trains having an average tonnage of less than 51 tons per effective brake:

Points	Grade	Distance Miles	Miles per Hour	Minutes
Newton to Rock	1.5 to 1.75	3.4	20	10
Rock to Morris	1.2 to 2.9	2.5	15	10
Morris to St. Clair	2.9 to 3.1	2.2	12	11
St. Clair to Pottsville	.5 to 1.5	2.7	20	8
TOTAL		10.8		39

Trains having an average tonnage of 51 to 80 tons per effective brake:

Points	Grade	Distance Miles	Miles per Hour	Minutes
Newton to Rock	1.5 to 1.75	3.4	16	13
Rock to Morris	1.2 to 2.9	2.5	10	15
Morris to St. Clair	2.9 to 3.1	2.2	8	16.5
St. Clair to Pottsville	.5 to 1.5	2.7	16	10
TOTAL		10.8		54.5

Trains having an average tonnage of 80 to 95 tons per effective brake.

Points	Grade	Distance Miles	Miles per Hour	Minutes
Newton to Rock	1.5 to 1.75	3.4	16	13
Rock to Morris	1.2 to 2.9	2.5	8	19
Morris to St. Clair	2.9 to 3.1	2.2	6	22
St. Clair to Pottsville	.5 to 1.5	2.7	16	10
TOTAL		10.8		64

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

PASSENGER TRAINS AND FREIGHT TRAINS
1157-C1a. (New York Region) Maximum speeds, unless otherwise specified.

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							
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					70	50	70	50		
Eastern limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking	60	25	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	45	25		
West end of Passaic River Bridge and C. R. R. of N. J. overhead bridge	35	25	35	25	35	25	35	25		
Tracks A and No. 5 Dock Interlocking									35	25
Tracks E and W, Dock Interlocking									30	
C. R. R. of N. J. overhead bridge and Signal Bridge 96-97	60	40	55	40	55	40	50	40		
Signal Bridge 96-97 and Hunter	70	40	70	40	70	40	70	40		
Hunter and Union	75	50	70	50	70	50	75	50		
Tracks A and B, Elmora and Union									60	50
Union and Millham	80	50	60	50	60	50	80	50		
No. 0 Track Edison and Lincoln									30	30
Millham and Westward Home Signal Bridge, Fair	80	50	75	50	75	50	80	50		
Westward Home Signal Bridge, Fair and east end Delaware River Bridge except adjacent Trenton Station Platforms	80	40	75	40	75	40	80	40		
Trenton—Adjacent to Station Platforms	60	40					60	40		
Track 5 Fair Interlocking East end Delaware River Bridge and Region Post (Phila. Region)	80	60	75	50	75	50	80	50	10	10

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, LCL, JET, AST-2, CG-2 and CG-8 symbolled 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 Region Post (Phila. Region).

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour					
Jersey City Branch						
Between: Waldo to 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						
Between: 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						
Between: WA-6 and Bay			30	30	30	30
P. A. & W. Branch						
Between: Union and WC			65	30	65	30
Princeton Branch	35	20				
Bordentown Branch						
Between: West end of Fair Interlocking and Hamilton Ave.	20	20				
Hamilton Ave. and Signal M-279	40	40				
Signal M-279 and BO	20	20				
BO and Region Post—(Atlantic District)			40	40	40	40
Trenton Branch						
Between: Morris and Region Post (Phila. Region)			30	30	30	30
Jamesburg Branch						
Between: Midway and JG	40	40				

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.
Miles per Hour						
Belvidere Delaware Branch Between: 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				

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 mph or more, passenger trains consisting of more than 30 cars of all passenger equipment, or including box and refrigerator type freight cars not equipped for passenger service, may be operated at a maximum speed of 60 mph, except where otherwise restricted.

1157-C1b. (Philadelphia Region) Maximum Speeds unless otherwise Specified

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.
Miles per Hour										
Main Line Between: Region Post (New York Region) and Holmes Interlocking Station			80	50	75	50	75	50	80	50
Holmes Interlocking Station and Shore Interlocking Station			75	50	75	50	75	50	75	50
Shore Interlocking Station and Eastward Limits North Phila. Interlocking			70	45	70	45	70	45	70	45
Through N. Phila. Interlocking Westward Station Eastward Station	50	40	50	40	50	40	50	40	50	40
Westward Limits North Phila. 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 Eastward Track	35	30	35	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
Park Interlocking Station and Park Westward Interlocking limits			75	50					75	50
Park Westward Interlocking limits and Cork Eastward Interlocking limits			75	50			75	50		
Through Cork Interlocking Westward Station Eastward Station	60	50	60	50			75	50	75	50

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.
Miles per Hour										
Main Line Between: Cork Westward Interlocking Limits and State							75	50	75	50
Harris and Region Post (Pittsburgh Region)							75	50	75	50
Arsenal Interlocking Sta. and GF Ave. OH Br.			50	40					50	40
GF Ave. OH Br. and Brill Interlocking Station			75	40					75	40
Brill Interlocking Station and Region Post (Chesapeake Region)			75	50	75	50	75	40	75	40

NOTE—On tracks where maximum speed is 60 or more 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.

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, LCL, JET, AST-2, CG-2, CG-3 and ED-4 symbolled freight trains are authorized to operate at a maximum speed of 60 MPH:

Main Line—Between Paoli and State.

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

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.
Miles per Hour										
Branches Between: 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

Branches Between:	Single Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.
	Miles per Hour									
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 District Post (Atlantic District)							30	30	30	30
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	30	20								
West Chester Branch Arsenal Interlocking Station and Media Through Media Interlocking Media and End of Block Sign, 3155 feet north of West Chester Passenger Station	15	15					50	40	50	40
	50	30								
Delaware Extension Arsenal Interlocking and End of Main Track							30	30	30	30
Schuylkill Branch Valley and Cynwyd Cynwyd and Barmouth Barmouth and Norris Interlocking Station Norris Interlocking Station and Haws Avenue							50	30	50	20
							50	30	50	40
							50	40	50	40
							50	35	50	35
Trenton Branch Region Post (New York Region) and Dale Dale and Glen	40	40					40	40	50	50
Phila. and Thorndale Branch Dale and Thorn							40	40	50	50
Atglen and Susquehanna Br. Park and M. P. 3 M. P. 3 and Wago Jct.							45	45	45	45
							40	40	40	40
Columbia Branch Cork and Cola Shocks and Roy Roy and State	35	35					35	35	35	35
							35	35	35	35
Columbia and Port Deposit Br. Region Post (Chesapeake Region) and Port							30	30	30	30

Branches Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.
	Miles per Hour									
York Haven Line Region Post (Chesapeake Region) and City Cly and Lemo Wago Jct. and Lemo Lemo and Day	40	40								
			40	25	40	25	40	25	40	25
Cumberland Valley Branch State and Lemo Lemo and Town	30	30								
	40	35								
Norfolk and Western Rwy. Hager and Vardo (Shomo Yard)	30	20								
Williamsport Branch (Main Line Northern Region) Rookville and Region Post (Northern Region)	60	45								

1157-C1c. (Chesapeake Region) Maximum Speeds, unless otherwise Specified

Main Line Between:	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.	Pagr.	Fr.t.
	Miles per Hour									
Region Post (Phila. Reg.) and Hook			75	50	75	50	75	50	75	50
Hook and Bell			75	50	50	50	50	50	75	50
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		
Northeast and Principio					80	50	80	50		
Principio and Perryville			65	50	80	50	80	50	65	50
Perryville and Havre de Grace					35	25	35	25		
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 Region Post (W.T.)					80	50	80	50		

	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Main Line Between:	Miles per Hour									
Landover and Signal F-1300	.....	.....	.....	.....	50	40	50	40	.....	.....
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 Between: B.&P. Jct. and York	Single Track									
	55	40								
York and Region Post (Phila. Reg.)	50	40								
Columbia and Port Deposit Br. Between: 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 Region Post (Phila. Reg.)	40	40								
Shellpot Branch Between: Bridge and Ragan							30 30		30 30	
Delmarva Branch Between: West Yard and Delmar	50	45								
Delmar and Cassatt	45	45								

On tracks where maximum speed is 60 mph or more, trains consisting of more than 30 cars of all passenger equipment may be operated at a maximum speed of 60 mph, except where otherwise restricted.

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

Between the following locations where passenger train speed is 60 miles per hour, except where otherwise restricted TT symbolled 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
Brill to Havre de Grace
Oak to Bay
Gwynn to Landover

MAIN LINE—Northward
Landover to Gwynn
Bay to Baldwin

When handling above trains, the Conductor must know the Engineman has been so advised.

1157-C2. (All Regions) Operating against current of traffic, except where Rule 261 is in effect, unless otherwise Specified

	Miles per Hour	
	Psg.	Frt.
New York Region		
Main Line.....	50	40
Branches:		
Jersey City.....	40	30
P.A.&W.....	50	30
Trenton.....	20	20
Philadelphia Region		
Main Line.....	50	40
Arsenal Interlocking Sta. and Region Post (Chesapeake Region).....	50	40
Branches:		
Chestnut Hill.....	40	30
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 Haws Avenue.....	50	30
Trenton Branch.....	40	40
Philadelphia and Thorndale Branch.....	40	40
Atglen and Susquehanna Branch.....	40	40
Chesapeake Region		
Main Line.....	50	40
Branches:		
Shellpot.....	30	30

1157-C3. (All Regions) Wreck Trains and Work Trains

	Boom Trailing		Boom Forward	
	Miles per Hour			
	Wreck	Work	Wreck	Work
New York Region				
Main Line.....	50	30	40	20
Belvidere Delaware Branch.....	30	30	30	20
All Other Branches.....	30	30	20	20

Wreck Trains must not exceed speed authorized for freight trains
Work Trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

Philadelphia Region	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Region Post (New York Region) and Paoli.....	50	40
Paoli and Region Post (Pittsburgh Region)		
Passenger Tracks.....	50	40
Freight Tracks.....	40	30
Arsenal Interlocking Sta. and Region Post (Chesapeake Region).....	50	40
Suburban Line.....	30	20
River Line.....	30	20
D. R. R. R. & B. Co. Branch.....	30	20
Chestnut Hill Branch.....	40	30
West Philadelphia Elevated Branch..	30	20
Grays Ferry Branch.....	20	20
West Chester Branch.....	40	30
Schuylkill Branch		
Between:		
Valley and Haws Avenue.....	40	30
Schuylkill Secondary Track.....	30	25
Delaware Extension.....	20	20
Trenton Branch.....	35	30
Philadelphia and Thorndale Branch..	35	30
Atglen and Susquehanna Branch.....	35	30
Columbia and Port Deposit Branch...	30	30
Columbia Branch.....	35	30
York Haven Line		
Between:		
Region Post (Chesapeake Region), Wago, Jct. and Lemo.....	35	30
Lemo and Day.....	25	25
Cumberland Valley Branch.....	35	30
Winchester Secondary Track.....	30	25
Williamsport Branch		
(Main Line Northern Region).....	35	25
New Holland, Pomeroy, Quarryville, Lebanon, Dillsburg, Waynesboro, and Mercersburg secondary tracks.....	15	10

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.

Chesapeake Region	Boom Trailing	Boom Forward		
	Miles per Hour			
	Wreck	Work	Wreck	Work
Main Line				
Between:				
Region Post (Phila. Reg.) and Region Post (W.T.) Landover and Region Post (R.F.&P.)	50	30	40	30
Northern Central Branch				
Between:				
Baltimore and Region Post (Phila. Reg.).....	40	30	40	30
C. & P. D. Branch				
Between:				
Perryville and Region Post (Phila. Reg.).....	40	30	30	30
Delmarva Branch				
Between:				
West Yard and Cassatt.....	40	30	30	30
Shellpot Branch				
Between:				
Bridge and Ragan.....	30	30	30	30
York Secondary Track				
Between:				
Region Post (Phila. Reg.) and York.....	15	15	15	15
Pope's Creek Secondary Track				
Between:				
Bowie and La Plata.....	30	30	30	30
La Plata and Pope's Creek.....	15	15	15	15
Octoraro Secondary Track				
Between:				
Region Post (Phila. Reg.) and Ox.....	30	30	30	30
Ox and Colora.....	15	15	15	15
Frederick Secondary Track				
Between:				
York and Frederick.....	30	30	30	30
Centreville Secondary Track				
Between:				
Townsend and Centreville.....	30	30	20	20
Chestertown Secondary Track				
Between:				
Mass and Chestertown.....	30	30	20	20
Oxford Secondary Track				
Between:				
Clayton and Cross.....	30	30	20	20
D.M.&V. Secondary Track				
Between:				
Harrington and Snow Hill.....	30	30	20	20
Cambridge Secondary Track				
Between:				
Seaford and Coke.....	25	25	20	20
Coke and Tank.....	30	30	20	20

Chesapeake Region	Boom Trailing		Boom Forward	
	Miles per Hour			
	Wreck	Work	Wreck	Work
Crisfield Secondary Track Between: Kings Creek and Field.....	30	30	20	20
Pocomoke Secondary Track Between: Cassatt and End of Block 435 feet north of Mile Post 89.....	30	30	20	20
Rehoboth Track Between: Georgetown and Rehoboth.....	20	20	20	20
Vienna Track Between: Hurlock and Vienna.....	30	30	20	20
Denton Track Between: End of track 1750 feet west of Queenstown and Queen Anne.....	30	30	20	20
Mardela Track Between: Salisbury and Hebron.....	30	30	20	20
Willard Track Between: Salisbury and End of track Pittsville.....	30	30	20	20
Ocean City Track Between: Berlin and West Ocean City.....	30	30	20	20
Capes Track Between: End of Block and Cape Charles.....	15	15	15	15
Work trains without crane may operate at speed authorized for Freight Trains, unless otherwise instructed.				
Main Line* (All Regions)	Miles per Hour			
1157-C4. (All Regions) Circus Trains.....	*40			
1157-C5. (All Regions) 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 Regions) 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			
Freight trains with 30 or more Jenny type cars, loaded or empty.....	*40			
NOTE—When handling such trains conductors must know that enginemen have been so advised.				

Main Line* (All Regions)	Miles per Hour
1157-C7. (All Regions) Snow Plows in service (See Note) Snow Flangers in service.....	*20
Passing station platforms all highway grade crossings and trains on adjacent tracks.....	*20
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.	5
1157-C8. (Chesapeake Region) 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.	
1157-C11. (All Regions) Passenger train assisted by an engine on rear and air brake controlled by leading engine. Schuylkill Secondary Track.....	30
1157-C12. (All Regions) Pushing Cars—Passenger Trains.....	30
—Freight Trains.....	20
1157-C13. (All Regions) Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—through crossovers and turnouts, over highway and railroad crossings and when passing trains on adjacent tracks.....	5
1157-C14. (All Regions) Highway Rail Cars—unless otherwise restricted	
—Fairmont A-34.....	30
—Fairmont A-30.....	20
—Willys Jeep.....	20
—Evans auto railer.....	20
—through crossovers and turnouts, and over highway and railroad crossings.....	5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.	
1157-C15. (All Regions) Diesel engines when operated from rear unit or other than leading end for direction of movement.....	30
1157-C16. (Philadelphia Region) Trains having in consist Foamite fire fighting cars.....	50
NOTE—Conductors must notify enginemen when car is in train.	
1157-C17. (Philadelphia Region) Movements on car washing track Penn coach yard, through car washing machine.....	2
NOTE—After cars have been washed, movement must be stopped, to permit M. E. employes to leave cars.	

Other Tracks	Miles per Hour	
1157-C18. (Chesapeake Region) Movement on surface tracks over road or street crossings south of Sixth Street, within the city limits of Chester.....	10	
Movements over surface tracks over road and street crossings within the City limits of Wilmington.....	6	
Movements on City Block Route, on Boston St., on Fleet St., on Aliceanna St. and on Guilford Ave., Baltimore....	4	
New Freedom Westward storage track.....	4	
TURNOUTS		
1157-D1. (All Regions) Maximum Speeds		
New York Region		
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 DD, E2B, E2C, E3B, GG, and P engines through No. 8 crossovers or turnouts must not exceed speed indicated either operating or being hauled.....		5
All other class engines either operating or being hauled....		15
This applies to all hand-operated crossovers and turnouts, and the following interlocked crossovers or turnouts.		
MAIN LINE:		
Hudson—Crossovers between tracks No. 5 and No. 6 and between track No. 4 and east end of track No. 6.		
Elmora—Switch to Elizabeth Freight Yard.		
Midway—Switch to Yard.		
Fair—Slip switches, in track No. 5, of crossovers between track No. 1 Belvidere-Delaware Secondary and track No. 4; both crossovers between track No. 2 Belvidere-Delaware Secondary and track No. 5; turnout east and west end track No. 7.		

JERSEY CITY BRANCH:

Waldo—Switch to Waldo Avenue Yard.

PASSAIC AND HARSIMUS BRANCH:

Harsimus Cove (JH)—Crossover between tracks No. 5 and No. 6 and between tracks No. 6 and No. 7.

Karny—Combination dividing switch at connection of track No. 2 and yard lead; switch to Government Lead.

BELVIDERE-DELAWARE SECONDARY TRACK:

Fair—Crossover between tracks No. 1 and No. 2.

AMBOY SECONDARY TRACK:

SA—Connection of N.Y. & L.B.R.R. and Amboy Secondary Track.

Philadelphia Region

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 turnouts—diverging movements, through No. 8 crossovers and turnouts.....		15

NOTE—This applies to all hand-operated Crossovers and Turnouts and the following interlocked crossovers and turnouts:

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.
Lemo Hager	{ Switch to west end of Brooke track. —Switch to east leg of Wye. { Crossover between secondary track and No. 2 yard track.

Chesapeake Region

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Ward—Connection with No. 1 track, Shellpot Branch	Trailing—Springing switch through turnout.....	15
	Facing.....	30
	Trailing—Not springing switch....	30

Other Crossovers and Turnouts

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

1157-E1. (All Regions) 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 Region	
Jersey City Branch:	
Hack (against current of traffic).....	20
P. & H. Branch:	
Hack (against current of traffic).....	20
Karny (against current of traffic).....	15
Greenville Branch:	
Bay (against current of traffic).....	20
Philadelphia Region	
D. R. R. R. & B. Co. Branch:	
Jersey (against current of traffic).....	15
Chesapeake Region	
Main Line:	
Anacostia.....	20
Potomac River.....	20
Shellpot Branch:	
Ward.....	20
Bridge.....	20
Rehoboth Track:	
Lewes.....	6
McDaniel Track:	
Royal Oak.....	6
Chester and Philadelphia Track:	
Darby Creek.....	15

CURVES, BRIDGES, ETC.

1157-F1a. (New York Region) Maximum Speeds

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
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

	Miles per Hour
Passaic and Harsimus Branch	
Bridge 6.16 over Jersey City Branch at Karny.....	15
Karny Movable Bridge.....	15
Hack Movable Bridge—against current of traffic.....	20
Greenville Branch	
Bay Movable Bridge—against current of traffic.....	20
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 Branch	
South side Trenton Passenger Station—	
From east end Trenton Station platform to west end Fair Interlocking on all tracks to and from Bordentown Branch.....	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	
Allenwood: Over Gifford's Road Crossing.....	6
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 Passenger Station and a point 5020 feet east thereof (Buckelew Ave., grade crossing—fourth grade crossing east of passenger station).....	10
Amboy Secondary Track	
Over switches at East End.....	15
Through Jamesburg Interlocking.....	20
Hightstown Secondary Track	
Hightstown to K.....	20
Hightstown to BO—Trains with cars in excess of 220,000 lbs. maximum weight.....	10
Robbinsville—Over Allentown Road Grade Crossing.....	10
Yardville—Between 500 feet east and 500 feet west of Trenton Road grade Crossing.....	15
Bordentown—Over Third Street crossing.....	20
Between Third St. Crossing and BO.....	20
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

1157-F1b. (Philadelphia Region) Maximum Speed

	Miles per Hour
Curve eastward from Ford.....	60
Curve between Shore and Ford.....	50
Curve North Penn 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 Over- brook 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
Note { For freight trains with TT, LCL, JET, AST-2, CG-2, CG-8 and ED-4 symbols only, as shown in Note to Special Instruction 1157-C1b: 1st curve west of Block Signal 295—all tracks.....	55
Curve at Gap.....	50
Curve west of Gap.....	50
Eastward freight trains No. 1 track, Main Line, between west end Cork Interlocking and Lancaster Passenger Station.....	30
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
Curve from Grays Ferry Ave. overhead Br. to M.P. 3.....	60
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 Interlock- ing Station.....	50
Chestnut Hill Branch	
Curve at North Phila. station.....	15
Curve between Queen Lane and Chelton Ave.....	40
Curve between Chelton Ave. passenger station and undergrade Br. 3.10 eastward.....	25
First curve eastward from Allen Lane.....	40
Curve between Signal bridge westward from Chestnut Hill passenger station and Highland.....	40
West Chester Branch	
Curves Arsenal interlocking to Woodland Ave. overhead Br.....	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.....	30

	Miles per Hour
West Chester Branch (Continued)	
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 run- ning 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.	
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
Mile Post 8 to Mile Post 9.....	45
Curve westward from Mile Post 10.....	40
Curve at Miquon.....	40
Curve eastward from Conshohocken.....	20
Conshohocken Street Crossings.....	20
Curves Norris to Haws Ave.....	40
Schuylkill Secondary Track	
Between 1000 feet west of Hanover Street and Keim Street Grade Crossing, Pottstown.....	15
Crossing, Reading Co. Brooke.....	15
Curve 1750 feet west of Mile Post 60.....	15
First curve east of Mile Post 93.....	10
Washington St., Pottsville to Mile Post 95.....	20
Curve at Mile Post 95.....	25
First and second curves east and first and second curves west of Mile Post 103.....	20
Cemetery road crossing, 1500 ft. west of Newton.....	10
Between a point 800 ft. east and 800 ft. west of Vulcan Road undergrade (8000 ft. or approximately 1.5 miles west of Newton-L.V.R.R.).....	10
All curves between Newton and Pottsville.....	15
Curve, Mile Post 5 Minersville yard running track.....	10
Trenton Branch	
Bridge 21.82, east of Fort Hill No. 1 track.....	40
Atglen and Susquehanna Branch	
No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....	20
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 8254 feet west of Block Signal C-697.....	35
Curve 4000 feet west of Block Signal C-721.....	30
Curve 6002 feet west of Block Signal C-721.....	30
York Haven Line	
1st and 2nd Curves east of Lemo.....	30
Curve between York Haven Line and Cumberland Valley bridge.....	10
Crossing frogs Lemo.....	15
West Leg of Wye, Lemo.....	10
Curve west of Lemo.....	25
Bridge 83.16, west of Lemo.....	25

	Miles per Hour
Cumberland Valley Branch	
Curve at Watts.....	35
Bridge 41.14 North of Pennroad	35 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	
Winchester Secondary Track	
Switches and W. M. Crossings at Town and Hager.....	15
Wye at Hagerstown.....	5
Williamsport Branch (Main Line Northern Region)	
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
Bridge 16.29 Cornwall.....	15
Waynesboro Secondary Track	
Bridge 10.30 North of Mont Alto.....	15
Bridge 11.96 South of Knepper.....	15
Bridge 14.00 North of Nunnery.....	15
Mercersburg Secondary Track	
Bridge 61.37 Hother (see note).....	15
Bridge 70.20 west of Lehmasters (see note).....	15
NOTE—Cars of gross load of 2,000 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.	
Speed Ordinances	
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....	10
Mechanicsburg.....	20
Carlisle.....	20
Shippensburg.....	6
Hagerstown.....	10
Martinsburg.....	10
Winchester.....	12
Waynesboro.....	6
1157-F1c. (Chesapeake Region) Maximum Speed	
Main Line	Miles per Hour
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 north of Wilmington Passenger Station, No. 2 and No. 3 tracks.....	40
Freight trains, Wilmington Passenger Station.....	30

	Miles per Hour
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 Block and Inter- locking Station.....	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
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
Curves from New Freedom to 600 feet west of Shrewsbury	40
Reverse curve at Mile Post 39.....	30
First curve west of Mile Post 40.....	40
Reverse curve at Mile Post 41.....	40
Reverse curve between Mile Posts 43 and 44.....	40
Curve at Mile Post 45.....	40
Reverse curves west of Mile Post 46.....	40
Curve west of Smyser.....	40
Curve at Mile Post 50.....	30
Curves from 2000 feet west of Mile Post 50 to Bridge 53.16	40
Portion of curve from Mile Post 54 west $\frac{1}{4}$ mile.....	40
Between Beaver St. and King St., York.....	4
Through York Interlocking.....	20
Curves at Bridge 59.43.....	40
NOTE—Between Mile Post 3 and Bridge 59.43, begin- ning and ending of curves marked by white rings on tele- graph poles, each ring indicating speed of 10 miles per hour.	

	Miles per Hour
Delmarva Branch	
Curve north of Bank block and interlocking station.....	30
Curve at New Castle Station.....	20
Canal Movable Bridge and 2723 feet south of Canal Movable Bridge.....	30
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
Curve at Mile Post 22.....	30
No. 1 and No. 2 tracks between Mile Post 23 and Midway	30
Reverse curves between Mile Post 29 and Pequea.....	30
Chester Creek Secondary Track	
Between 2500 feet north of Mile Post 1 and Mile Post 2	25
York Secondary Track	
Wrightville, on Front Street.....	6
Between Mile Post 12 and York Block Station.....	10
Octoraro Secondary Track	
Chadd 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
All curves between Mile Post 62 and Rock.....	20
Frederick Secondary Track	
Between Roosevelt Avenue 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
Popes Creek Secondary Track	
Over State Road Crossing, 1000 feet north of Mile Post 8, north of Hall.....	15
From Road crossing south of Marlboro to Mile Post 14	10
Public road crossing north of Marlboro at grade, 2000 feet north of Mile Post 14.....	6
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
Centerville 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
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

	Miles per Hour
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
Rehoboth 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

ENGINES

1157-G1. (All Regions) Maximum Speeds, unless otherwise restricted

Class	Miles per Hour	
	Light	With Train
Electric Units:		
B1.....	25	25
DD1.....	50	50
DD2.....	50	70
E2B, E2C, E3B.....	50	60
E44.....	50	70
FF2.....	50	50
GG1.....	50	80
L6, L6a.....	50	50
P5, P5a.....	50	70

	Miles per Hour
MU Cars (Multiple Units) except class MP-85....	65
MU Cars (Multiple Units) class MP-85.....	80
P.A.T.H. Trains.....	45
Rail Motor Car or Cars.....	65
RDC (Budd Cars) Multiple Units.....	80
RDC (Budd Cars) Single Units.....	50
Rail Detector Cars.....	50

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

	Multiple Light	With Train
Diesel Units:		
Road "A" and "B" Unit Types—		
Passenger.....	60	80
Freight, except EH-15.....	50	65
EH-15.....	50	50
Freight-Passenger.....	60	75
Shifter Types—		
All classes, except following:		
APS-24MS.....	60	75
AS-16MS, EFS-17M, ES-15MS.....	50	65
ES-15A.....	30	55
ES-6 (#5911 only).....	30	40
GS-4, GS-4M.....	30	30
A6-B.....	20	20
Pennsylvania-Reading Seashore Lines—		
BS-16ms (#6011-#6016, #6024-#6027, incl.).....	50	80
BS-16ms (#6007-#6010, incl.).....	50	65
BS-16m.....	50	65
BS-15ms.....	50	65
Single Units—Light—		
All Classes, except A6-B.....	30	
A6-B.....	20	

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.

Numerals indicate engine horsepower in nearest hundreds:

Electric Units—Horsepower

Class DD-2.....	5000 horsepower
Class E2B.....	2500 horsepower
Class E2C.....	3000 horsepower
Class E3B.....	3000 horsepower
Class E44.....	4400 horsepower
Class FF2.....	3000 horsepower
Class P5, P5a.....	3750 horsepower
Class GG1.....	4620 horsepower

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum Speeds, unless otherwise Specified

New York Region

Track	Between	And	Miles per Hour
Amboy	SA	JG	30
Hightstown	JG	BO	20
Belvidere	Fair	MG	20
Delaware No. 1 and 2 Tracks			

Philadelphia Region

Track	Between	And	Miles per Hour
No. 5.....	Thorn.....	Caln.....	30
"G".....	Day.....	Connection with No. 4 Running track, East end Marysville.....	*20
"A".....	Banks.....	111-B.....	35
"D".....	West end Enola.....	Banks.....	20
No. 4.....	Rockville.....	Banks.....	*35
	Haws Avenue.....	Pottsville.....	30
	Pottsville.....	Newton.....	25
	Newton.....	Laurel Jct.....	30
Schuylkill.....	Newton.....	Pottsville.....	See Special Instruction 1157-B1
	(Eastward)		
New Holland.....	Downs.....	Glen Moore.....	15
New Holland.....	Honeybrook.....	Cork.....	20
Pomeroy.....	Pomeroy.....	End of track.....	15
Quarryville.....	Lancaster.....	End of track.....	15
Marietta.....	Shocks.....	Cola.....	15
Lebanon.....	Conewago.....	9th Street Lebanon.....	15
Lemoyne.....	Lemo.....	Camp.....	15
Dillsburg.....	Dillsburg Jct.....	End of track.....	20
Northward siding Carlisle.....			10
Waynesboro.....	Wood.....	End of track.....	20
Waynesboro.....	Highwy Crossing at Mont Alto.....		10
Mercersburg.....	South Penn Jct.....	End of track.....	20
Hagerstown.....	Town.....	Hager.....	15
Winchester.....	Town.....	Hager.....	15
Winchester.....	Hager.....	Winchester.....	30
Cumbo.....	Connection with Winchester Secondary track.....	Cumbo yard.....	15
All other sidings.....			15

*Note—Trains and engines must not exceed a speed of 15 miles per hour in either direction over automatic hand-operated switch in No. 4 Running track at west end of Running track G.

Chesapeake Region

Track	Between	And	Miles per Hour
Third	Bank	Ward	15
New Castle	Bridge	Tasker	15
No. 4	Virginia	14th Street	15
No. 1	14th Street	Virginia	15
Chester Creek	Lamokin	Jct. with Phila. Region	15
No. 1 and No. 2	Bell	Bridge	15
No. 0	Landlith	Edge Moor	15
B.	Landlith	Bell	30
Meat House	Wilmington	West Yard	15
Newark and Del. City	Davis	Porter	15
No. 1	River	Bay	15
No. 1	Lancover	Anacostia	15
No. 4	Deanwood	Anacostia	15
Loucks	Loucks	East End of Loucks No. 1 Yard Track	15
Edgewood Siding	Edgewood	Magnolia	30
Magnolia Siding	Magnolia	Edgewood	30
Frederick	York	Frederick	30
Popes Creek	Bowie	La Plata	30
Popes Creek	La Plata	Pope's Creek	15
Octoraro	Wawa	Ox	30
Octoraro	Ox	Colora	15
Octoraro	Mile Post 64	Rock	30
York	Wrightsville	York	15
Centreville	Townsend	Centreville	30
Chestertown	Massey	Chestertown	30
	Clayton	Cross	30
Oxford	Cross	Easton Jct.	20
D.M.&V.	Harrington	Snow Hill	30
	Seaford	Coke	25
Cambridge	Coke	Tank	30
Crisfield	Kings Creek	Field	30
No. 1	Hillen Jct.	Madison St.	15
Rehoboth	Georgetown	Rehoboth	20
Vienna	Hurlock	Vienna	30
Denton	End of track		
	1750 feet west of Queenstown	Denton	30
McDaniel	McDaniel	Easton Jct.	20
Mardela	Salisbury	Hebron	30
Willard	Salisbury	End of track, Pittsville	30
Ocean City	Berlin	West Ocean City	30
Pocomoke	Cassatt	End of Block	30
Mt. Vernon	B.&P. Jct.	Mt. Vernon	15
Capes Track	End of Block	End of Track, Cape Charles	15
All other sidings			15

1157-J1. (Chesapeake Region) 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

1157-J2. (Philadelphia Region) 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.

ENGINE AND SPECIAL LOAD RESTRICTIONS (All Regions)
1160-A1a. (New York Region) Engines and Special Loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

W—ES-15, EP-20, EP-22, EFP-15, EF-15, EH-15 restricted over interlocked crossovers on Jersey City Branch at Waldo.

Z—AF-15, AF-16, BF-15, BF-16 restricted in Third Rail Territory. Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

P and FF-2 electric engines are restricted through New York River tubes and Pennsylvania Station, New York. FF-2 electric engines must not be operated on Jersey City Branch.

Due to weight restrictions, two FF-2 engines must not be coupled together. One FF-2 engine may be coupled to one or two GG-1 or P-5a.

Engines of classes other than those listed shall not be run over any portion of the Region unless authorized by Superintendent Transportation.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

Any electric engine hauled "dead" in a freight train must not be placed more than 10 cars away from the hauling engine.

*Special instruction 1157-G-1 applies.

Symbol	CLASS OF ENGINES—SPECIAL LOADS											
	1	2	3	4	5	6	L	M	I	J	I2	
LOCATION	<small>AS6, A6B, B86, B86A, B87, B87M, E88, G84, G84M AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S AS12AM, BS12AS, BS12M, ES10, ES12, ES12M, FS10 AS15M, AS16, AS16M, AS16MS, AF16, AF16, BFT16, BFT16A, EF16, ES15M, ES15MS, EFS17M, EF15, EF15A, EH15, EFP16, FS12, FS12M, FS16M, FS20M, FF16, GF25 AS18AM, AS24M, AFF20, BS16M, BS16MS, EP20, EP22, FP20, FP20A AS16A, AS24MS, BS24, BS24M, BF16Z, BP20, ES16A, ES17M, FS24M, FF20, LS25, LS25M BH60, GGI, FP2, P6, P6A, DDI, DD2, E2B, E2C, E2B, E44</small>											
ENTIRE REGION												
N. Y. N. H. & H. R. R. electric engines may operate conforming to restrictions shown for GGI engines.												
SUNNYSIDE YARD:												
East End No. 9 Track			X	X	X	X	X	X	X	X	X	X
DD1 type not restricted.												
Horn Track from No. 68 Lead to No. 105 Track												
DD1 5 MPH.								X	X	X	X	5
SUNNYSIDE TO WEST PORTAL, NORTH RIVER TUNNELS.	X	X	X	X	X			X	X	X	X	
Movement of more than two of following types of engines: L6, DD2, P5, GGI; or more than one of these types and one DD1; or more than one of these types and two O1 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	X
B1 & DD1 type not restricted.												
No. 59 switch to track 15 at JO	X	X	X	X	X			X	X	X	X	

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
RHEEMS: Wenger Feed Mill track.....						X	X	X	X	
ELIZABETHTOWN: A. Buch Sons Co. both tracks.....			X	X	X	X	X	X	X	
Klein Chocolate Co. track.....						X	X	X	X	
Warehouse track.....										
Grubb and Brannemans track.....						X	X	X	X	
Hoffer Bros. track.....						X	X	X	X	
Stock track.....						X	X	X	X	
Muth Bros. track (a).....			X	X	X	X	X	X	X	
Farmers Fertz. Works track.....			X	X	X	X	X	X	X	
Masonic Home track (d).....										
MIDDLETOWN: Brick Yard track.....						X	X	X	X	
New Siding.....			X	X	X	X	X	X	X	
Bridge 94.72.....			X	X	X	X	45	30	X	
Deatrick Coal Co. track (a).....			X	X	X	X	X	X	X	
Metropolitan Edison Co. track.....						X	X	X	X	
Wineroft Store Co. track.....						X	X	X	X	
Industrial track, north side.....										
Aviation track (a).....										
Br. 94.98, West of Middletown.....								30	X	
HARRISBURG: Bridge 104.97 EW Frt.....								35	20	X
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.....			X	X	X	X	X	X	X	
Paxton St. Yard: All tracks.....			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.....			X	X	X	X	X	X	X	
All others.....			X	X	X	X	X	X	X	
North St. Yard: Tracks 3 & 4.....						X	X	X	X	
Tracks 5 & 6.....			X	X	X	X	X	X	X	
Swift Co.....			X	X	X	X	X	X	X	
Micholovitz.....			X	X	X	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	X	X	X	
Maclay St. tracks: Division St. Team track.....						X	X	X	X	
Penn Supply Co.....						X	X	X	X	
Rubens Junk Co.....		X	X	X	X	X	X	X	X	
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: All tracks except No. 3 track.....						X	X	X	X	
No. 3 track (most southerly track).....						X	X	X	X	
BETWEEN ARSENAL AND CHESAPEAKE REGION POST: Br. 6.19—Darby.....							40	30	20	X
General Electric Co. tracks (portion of) Fels & Co.....			X	X	X	X	X	X	X	
(Wreck derricks must not use trestle.) Other Industry tracks.....			X	X	X	X	X	X	X	
SUBURBAN LINE: ZOO—BROAD—ARSENAL: East End No. 3 Track Powelton Ave. Yard.....						X	X	X	X	
PASSENGER REPAIR YARD, Phila.: Scrap dock Track.....										
Curve at west end No. 1 and 2 Shops Oil House Track.....			X	X	X	X	X	X	X	
Leads to Steam Heat Plant and Storehouse.....			X	X	X	X	X	X	X	

COLUMN	CLASS OF ENGINES						SPECIAL LOADS							
	1	2	3	4	5	6	L	M	I	J				
D. R. R. & B. Co. BRANCH: Between Shore and westward end viaduct.....										25	15	X	X	
Between westward end viaduct and Jersey Int. Sta.....										15	15	10	X	X
Engines coupled restricted to speed indicated. See Special Instruction 1160-A2.)		15	15	15	15	15				15	10	X	X	
CHESTNUT HILL BRANCH: North Philadelphia Interlocking BS-24 Type Restricted on No. 1 Track North Phila. Interlocking Between— Main North Phila. and Track Allen Lane.....										X		X	X	
Chestnut Hill.....									X	X	X	X	X	
Electric Storage Battery Co. (Straight Track only).....									X	X	X	X	X	
(Curves).....		X	X	X	X	X			X	X	X	X	X	
Zingers, American Ice, Pioneer Paper, Chevrolet Co.....									X	X	X	X	X	
Budd's at Hunting Park.....									X	X	X	X	X	
Midvale Yard—Industrial Tracks.....									X	X	X	X	X	
Lead to Chelton Ave. Yard.....									X	X	X	X	X	
Br. 3.47—Pamona St.....									50	50	20	20	X	X
Upsal Station Track.....									X	X	X	X	X	
Germantown steam heat plant.....									X	X	X	X	X	
Br. 5.44—Cresheim Valley (h).....	10	5	X	X	X	X			X	X	X	X	X	
FORT WASHINGTON RUNNING TRACK: St. Martins Coal Co.....												X	X	X
R. C. White, Globe Hoist Co., Metlab Co., National Crucible Co., Public Delivery and Century Vault Co.....									X	X	X	X	X	
All Other Tracks.....									X	X	X	X	X	
WEST PHILA. ELEVATED BRANCH											20	20	X	
BELMONT TRACK													X	X
GRAYS FERRY MOVABLE BRIDGE		15	15	15	15	X	X	X	X	X	X	X	X	
60th STREET, CHESTER and PHILADELPHIA, track: Haenn Lumber Co.....									X	X	X	X	X	
WASHINGTON AVENUE Wooden trestle between Arsenal and 24th St.....									X	X	X	X	X	
GRAYS FERRY BRANCH													X	X
DELAWARE EXTENSION: Arsenal Movable Bridge..... See Special Instruction 1160-A4. Industrial Leads—D-6 to Passyunk..... Lead to Phila. Electric Co.....									15	15	15	15	15	X
GIRARD POINT: Mud Yard—Storage Yard..... New Yard—Old Yard.....											X	X	X	
SWANSON STREET									X	X	X	X	X	
GREENWICH: East End Tidewater Yard..... West End Tidewater Yard..... Produce Terminal Leads..... Long Curve Running Track to Pay Yard..... 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	
DELAWARE AVENUE: Between Greenwich and Junction Trenton Ave. Elevated..... Buildings of Twin Packing Co. plant, Vandalia and Oregon Aves.....									X	X	X	X	X	
CANAL STREET: Commerce St..... Washington Ave. to South St.....									X	X	X	X	X	

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
WEST CHESTER BRANCH: G61 and P5 engines 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—S. of Oakbourne.....		25	25	25	25	25	X	X	X	X
All industrial tracks.....			X	X	X	X	X	X	X	X
NEWTOWN SQUARE TRACK Wm. Roberts Coal Co. } Washington Lumber Co. } Br. 11.22—S. of Llanerch.....	X	X	X	X	X	X	X	X	X	X
CARDINGTON TRACK Phila. & Western Ry. 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..... Trestle—J. L. Haggerty.....	X	X	X	X	X	X	X	X	X	X
SCHUYLKILL BRANCH: Between 52nd St. and Jeff No. 2 Main Track..... Between 52nd St. and Jeff No. 1 Yard Track..... Industrial Tracks, Wynnefield Ave. to Manayunk Station..... Br. 5.29—Woodbine Ave..... Pencoed Track.....							X			X
MANAYUNK: Hendren Coal Track..... Robinson Steel Co. Track.....			X	X	X	X	X	X	X	X
MIQUON: Industrial Track.....			X	X	X	X	X	X	X	X
SPRING MILL: Lee Tire and Rubber Co..... Quaker Oil Products Co.....			X	X	X	X	X	X	X	X
CONSHOHOCKEN: Back Track at Freight Station..... F. & J. H. Davis, Geo. J. McFadden Tracks..... Leroy & Williams Track.....		X	X	X	X	X	X	X	X	X
IVY ROCK: Industrial Tracks.....					X	X	X	X	X	X
EARNEST: Capital Furniture Co..... W. A. Case & Son Mfg. Co..... Atlantic Refinery, American Equipment Co. and Cochran Corp. to end of trestle only..... Lukens & Yerkes.....	X	X	X	X	X	X	X	X	X	X
NORRIS: Classification Tracks, East End Extension Track..... Mann Co. Track to Scale only..... Kneass Lumber Co..... V. Arena & Sons..... Rambo & Regar, Reading Screw and W. F. Doran.....					X	X	X	X	X	X
HAWS AVENUE: Dill Co. Track..... Other Industrial and Yard Tracks..... Br. 18.10—Haws Ave.....			X	X	X	X	X	X	X	X
SCHUYLKILL SECONDARY: BETZWOOD: Taylor Track..... Team Track.....							X	X	X	X

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
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..... New Mill coal trestle, Phoenix Iron Co., Industrial Tracks.....										
SPRING CITY: Canal Track..... Dust Mill..... Tracks south of Freight Station..... Royersford Track..... Royersford Spring Bed..... Buckwalter No. 1..... Royersford Fdry. & Mach. Co..... 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..... H. W. Johnson coal trestle..... Wm. E. Wells except trestle..... Wm. E. Wells trestle..... Kinsey Distillery Corporation beyond a point 280 feet east of bridge over Schuylkill River.....	X	X	X	X	X	X	X	X	X	X
POTTSTOWN: Firestone Tire & Rubber Co..... Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14..... Bethlehem Steel Co..... Mayer-Pollock Co..... Stowe-Extension..... Track off Public Delivery to Sunshine Stores, Inc.....							X	X	X	X
MONOCACY: West of J. T. Dyer Quarry Co. No. 2 Reading Casting Co..... Samuel Hoppel.....							X	X	X	X
BIRDSBORO: Track west of Brooke Block Station leading to Reading Company..... Focht & Lacey Company..... West End, Brooke track..... Freight House Track..... Birdsboro Steel Foundry & Machine Co.....							X	X	X	X
READING: East Reading Yard..... Water St. Track..... Court Street Track..... North Reading Track..... Carpenter Steel Co..... Track to Wm. Fryermuth..... Berks Art Metal Service..... Switch must be lined for No. 2 or No. 3 Fr. Sta.....					X	X	X	X	X	X
MUHLENBERG: Fair Ground Track.....							X	X	X	X
TEMPLE: Quarry Track..... Beryllium Co..... Trestle Station Track.....					X	X	X	X	X	X
LEESPORT: All Industrial Tracks.....							X	X	X	X
MOHRSVILLE: Station Track.....							X	X	X	X
SHOEMAKERSVILLE: Alleman Track east of detail.....					X	X	X	X	X	X

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
HAMBURG:										
Spiedel Elevator Corp.					X	X	X	X	X	X
Hahn Motor Truck Co.				X	X	X	X	X	X	X
Penn Electric Steel Casting Company				X	X	X	X	X	X	X
Boiler Works					X	X	X	X	X	X
Allen Sherman Hoff Co.					X	X	X	X	X	X
Coal Trestle					X	X	X	X	X	X
Other Industrial Tracks					X	X	X	X	X	X
SCHUYLKILL HAVEN:										
Team Track				X	X	X	X	X	X	X
Trestle at Freight Station		X	X	X	X	X	X	X	X	X
CARBON YARD:										
South Side, Spur Track						X	X	X	X	X
POTTSVILLE:										
Freight Station Tracks Nos. 1, 2, 3 and 4 from Main Track switch to a point designated by a yellow stripe on rail South side No. 5 Track					X	X	X	X	X	X
National Biscuit Co.										
BRIDGE 157 NBS:										
East, Laurel Junction, L. V. R. R.							15	15	X	
MINERSVILLE RUNNING TRACK:										
Lytle Coal Co. empty and condemned coal tracks				X	X	X	X	X	X	X
MOREA TRACK							X	X	X	
NESCOPECK RUNNING TRACK							X	X	X	X
TRENTON BRANCH:										
Street Road:										
Wheeling Corrugating Co., track (i)			X	X	X	X	X	X	X	X
JDM track						X	X	X	X	X
Dresher, Public Delivery track (Allied)						X	X	X	X	X
Fort Hill, East leg of Wye						X	X	X	X	X
Plymouth Meeting:										
Lavino tracks			X	X	X	X	X	X	X	X
Philip Carey track						X	X	X	X	X
Phila. Electric track						X	X	X	X	X
Swedeland track						X	X	X	X	X
Interchange tracks						X	X	X	X	X
Henderson track (i)			X	X	X	X	X	X	X	X
Thrift way track						X	X	X	X	X
Thompson-Weiman track			E	E	E	E	X	X	X	X
Earnest:										
Scale track						X	X	X	X	X
Engine track						X	X	X	X	X
Eastbound yard (west end all tracks)						X	X	X	X	X
Rambo, North side			X	X	X	X	X	X	X	X
King:										
Public Delivery track						X	X	X	X	X
Phila. Gear track (f) (i)			X	X	X	X	X	X	X	X
Dale, Phoenixville track						X	X	X	X	X
PHILA. and THORNDALE BRANCH:										
Bridge 24.74 west of Dale								30	X	
Bridge 31.31								35	X	
ATGLEN and SUSQUEHANNA BRANCH:										
Bridge 6.35									35	X
Bridge 8.44										
Bridge 13.54, 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	
Kesley Stove Co. track (a)				X	X	X	X	X	X	
No. 2 track to west end							X	X	X	

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MARIETTA:										
Station track									X	X
Cargill track									X	X
Zeigler Coal Co. track (a)				X	X	X	X	X	X	X
O'Connor Coal track						X	X	X	X	X
Baker Tobacco Co. track									X	X
BILLMYER:										
All tracks except track adjacent to main track				X	X	X	X	X	X	X
No. 8 track to Rotary Mill										
HIGHSPIRE:										
Bridge 97.04 east of Highspire									40	X
Beth. Steel Co. Boiler Works track									X	X
Yard tracks 1, 2, 3							X	X	X	X
Wheatena Corp. track									X	X
Hosiery Mill track									X	X
STELTON:										
Freight Station track							X	X	X	X
YORK HAVEN LINE:										
York Haven Paper Mill track				X	X	X	X	X	X	X
Bridge 68.63 west of York Haven, Nos. 1 and 2 tracks									30	20
CLY:										
Wye track			X	X	X	X	X	X	X	X
BRIDGE 72.05 east of Goldsboro,										
Nos. 1 and 2 tracks									50	30
MARSH RUN:										
U. S. Depot track							X	X	X	X
LEMO:										
Curve to C. V. Bridge							X	X	X	X
West leg of "Y"							X	X	X	X
FRAZER TRACK (c)							X	X	X	X
NEW HOLLAND SECONDARY										
O. A. Smith Co. track		X	X	X	X	X	X	X	X	X
POMEROY SECONDARY										
Buck Run: General Paper Co. track (a)				X	X	X	X	X	X	X
QUARRYVILLE SECONDARY							X	X	X	X
LEBANON SECONDARY (b)							X			X
Bridge 16.29 west of Cornwall (g)							X			X
CUMBERLAND VALLEY BRANCH:										
CAMP:										
Summit Corp. track										
Spangler Flour Mill track										
General Foods Corp. track				X	X	X	X	X	X	X
Pennsy Supply Co. track										
Moore's Wholesale Co. track										
SHIREMANSTOWN:										
Kinney Shoe Co. track										
Quaker Oats track										
Ralston-Purina Co. track				X	X	X	X	X	X	X
Paul Eberly track										
U. S. Steel Homes track										
MECHANICSBURG:										
D. Wilcox track				X	X	X	X	X	X	X
CARLISLE:										
Ettinger & Sons track							X	X	X	X
Beetem side track (a)							X	X	X	X
SHIPPENSBURG:										
Bridge 37.85 north of Shippensburg				X	X	X			25	X
Elevator track							X	X	X	X

COLUMN	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
CHAMBERSBURG:											
Rotz Lumber Co. track (a).....											
Track inside T. B. Wood Sons gate.....											
Wolf side track north of bridge at College.....											
Wolf Side track (d).....											
Connection with W. M. at Engineering Company.....				X	X	X	X	X	X	X	
Tracks at Reclamation Plant Yard and No. 8 track along erecting shop.....											
Slyder track.....											
Electric Light & Speer Co. track.....											
Shop tracks and delivery tracks west of Freight Station.....											
House and Transfer tracks.....											
Speer low track.....	X	X	X	X	X	X	X	X	X	X	
GREENCASTLE:											
Milk track.....						X	X	X	X		
Omwake and Oliver.....				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.....											
Other transfer tracks.....				X	X	X	X	X	X		
Merchant Wholesale Grocery Co. track.....											
J. W. Myers Co. track.....											
Back Stockyard track.....										X	
BRIDGE 82.13 Potomac River.....											
CV-87:											
DuPont tracks.....						X	X	X	X	X	
CUMBO SECONDARY:											
Security Cement & Lime Co. track.....						X	X	X	X	X	
W. S. Frey track.....											
MARTINSBURG:											
Bridge 92.56 north of Martinsburg.....						X	20	20	X		
North leg of "Y".....						X	X	X	X		
South leg of "Y".....						X	X	X	X		
Thorn Lumber Co. south track (a).....				X	X	X	X	X	X		
City Water Works track.....	X	X	X	X	X	X	X	X	X		
Other yard and industrial tracks.....				X	X	X	X	X	X		
Bridge 106.55 south of Ridgeway.....						X	30	20	X		
DILLSBURG SECONDARY.....					15	X	X	X	X	X	
WAYNESBORO SECONDARY.....						X	X	X	X	X	
See 1157-F1.											
MERCERSBURG SECONDARY.....											
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.											

NOTE:

- (a) Engines must not use track beyond point designated.
 (b) Class BS 24 M engines restricted due to close side clearance.
 (c) Road Diesel engines may use this track between Frazer and Morstein.
 (d) Engine must not be used on bridge or trestle.
 (e) Engines must not go beyond P.R.R. portion of this track.
 (f) Class BS-24 permitted.
 (g) Diesel engines, except Class AS-16a and BS-24m, may operate double headed over the following bridges:
 Bridge 16.29—West of Cornwall
 Bridge 61.37—Hother
 Bridge 70.20—West of Lehmasters
 Single unit diesel engines Class AS-16a and BS-24m, 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.
 (h) Two engines, except MU engines, must not be coupled together crossing the bridge over Cresham Valley; at least one empty car must be placed between any two engines operating over the bridge.
 (i) Operation of engines coupled prohibited.
 (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.

1160-A1c. (Chesapeake Region) 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 region unless authorized by Superintendent Transportation.

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	12	13	
AS8, A8B, BS6, BS6A, BS7, BS7M, ES6, GS4, GS4M AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S, AS18M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, ES10, ES12, ES12M, FS10 AS14M, AS16, AS16M, AS16MS, AF15, AF16, BF15, BF15A, BF16, ES15M, ES16MS, ERS17M, EF15, EF15A, EH15, EF16, FS12, FS12M, FS16M, FS20, FS20M, FF16, GF25 AS18AM, AS24M, AFP20, BS16M, BS16MS, EP20, EP22, FP20, FP20A AS16A, AP24MS, BS94, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, FF20, LS95, LS95M BH50, GGI, FF2, P6, P6A, DDI, DD2, E2B, E2C, E3B, E44													
MAIN LINE													
CURTIS PARK:													
Curtis Publishing Co.....						X					X		
SHARON HILL:													
Rose Tool Co.....						X	X	X	X	X	X		
BRIDGE 8.32:													
North End Glenolden Station Platform.....							35	25	15	10			
GLENOLDEN:													
Team track.....						X	X	X	X	X	X		
Mitchell Lumber Co.....						X	X	X	X	X	X		
BRIDGE 8.64:													
South of Glenolden:													
No. 2 & No. 3 tracks.....									40	30	20		
No. 1 & No. 4 tracks.....	(g)	(f)	(g)		(g)				40	30	20		

COLUMN	1	2	3	4	5	6	L	M	I	J	12	13
MAIN LINE												
MOORE:												
Major Lumber Co.....			X	X	X	X	X	X	X	X	X	X
Alloy Metal Wire Co.....				X	X	X	X	X	X	X	X	X
Deeger-Starkey, Inc.....				X	X	X	X	X	X	X	X	X
BRIDGE 9.56:												
South of Moore.....							40	25	15	10		
RIDLEY PARK:												
Van Alen Coal Co.....			X	X	X	X	X	X	X	X	X	
CRUM LYNNE:												
Chamberlain Co.....			X	X	X	X	X	X	X	X	X	X
Pittsburgh Mill Steel Co.....					X	X	X	X	X	X	X	
BALDWIN:												
Ketchem Terra Cotta Co.....			X	X	X	X	X	X	X	X	X	X
BRIDGE 12.28:												
North of Eddystone												
All tracks.....							40	25	15			
All bridges between Bridge												
12.28, No. of Eddystone												
to Bridge 14.02, Lamokin							40	25	15			
St., inc.....												
EDDYSTONE:												
Belmont Iron Works.....			X	X	X	X	X	X	X	X	X	X
CHESTER:												
Morton Ave. Yd. and Frt.												
Sta.....			X	X	X	X	X	X	X	X	X	X
Sixth & Welsh St. trks.....			X	X	X	X	X	X	X	X	X	X
Parker St. tracks.....			X	X	X	X	X	X	X	X	X	X
Lamokin St.—												
Rees & Maloy Coal Co.....			X	X	X	X	X	X	X	X	X	X
Ulrich St. track.....			X	X	X	X	X	X	X	X	X	X
Baldt Anchor & Chain												
Corp.....			X	X	X	X	X	X	X	X	X	X
MU Yd. No. 2 & 3 trks.....					(e)				X	X	(e)	
Lamokin St.—												
Atlantic Steel Casting Co.....			X	X	X	X	X	X	X	X	X	X
Valley track.....					X		X	X	X	X	X	
All industries connected												
to Valley track.....			X	X	X	X	X	X	X	X	X	X
Highland Ave.—												
Reading Interchange.....			X	X	X	X					X	X
All bridges between 14.02,												
Lamokin St. and Bridge												
21.98, north of Bell.....							40	25	15			
THURLOW:												
Continental Oil Co.....			X	X	X	X	X	X	X	X	X	X
MARCUS HOOK:												
New Process track (Viscose							X	X	X	X	X	
Co.).....							X	X	X	X	X	
Shipping Track (Viscose			X	X	X	X	X	X	X	X	X	X
Co.).....	X	X	X	X	X	X	X	X	X	X	X	X
Congoleum-Nairn Co.....			X	X	X	X	X	X	X	X	X	X
Houdry Co.....			X	X	X	X	X	X	X	X	X	X
Sun Oil Co., No. 10 Plant.....			X	X	X	X	X	X	X	X	X	X
NAAMAN:												
Naaman Yard.....						X	X	X	X	X	X	
Phoenix Steel Co.....						X	X	X	X	X	X	
HOLLY OAK:												
Paschall Coal Co.—												
South track.....			X	X	X	X	X	X	X	X	X	X
North track.....			X	X	X	X	X	X	X	X	X	X
All bridges between 24.69,												
south of Edgemoor Sta-												
tion and Bridge 27.85,												
West Yard, incl.....							30	30	20			
WILMINGTON SHOPS:												
Passenger Car Shops.....						X	X	X	X	X	X	
Locomotive Shop; Store-												
house 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			X	X	X	X	X	X	X	X	X	X
Blast; No. 26.....			X	X	X	X	X	X	X	X	X	X
Pullman Co. tracks.....			X	X	X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	L	M	I	J	12	13
WILMINGTON DISTRICT:												
Third St. Yard—												
Nos. 1, 2, 3, 4 & 5 tracks.....						X		X	X	X	X	
Nos. 6, 7, 8, 9 and Benj.												
Shaw Co. track.....			X	X	X	X	X	X	X	X	X	X
Hajoca, Church St. and Al-												
lied Kid tracks.....			X	X	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	X	X
Eighth St. Trestle.....			X	X	X	X	X	X	X	X	X	X
Eighth St. Trestle—												
Hillis & Jones track.....			X	X	X	X	X	X	X	X	X	X
Fourth St. Yard—												
Nos. 1 and 2 Yard tracks												
and Lead track to Sev-												
enth St.....			X	X	X	X	X	X	X	X	X	X
Fourth St. Yard—												
American Car & Foun-												
dry; Wilson Lines;												
Phillips Thompson												
Coal Co., and Pusey &												
Jones tracks.....			X	X	X	X	X	X	X	X	X	X
Justison St. Yard—												
Nos. 1, 2, 3 & 4 & 5 trks.....			X	X	X	X	X	X	X	X	X	X
West Yard—												
Nos. 2, 3, 4 & 5 trks.....						X		X	X	X	X	
Nos. 6, 7, 8, 10, 12, 13, 14,								X	X	X	X	
15, 16 & 17 trks.....								X	X	X	X	
Nos. 9 and 11 tracks.....								X	X	X	X	
WY-B.&O. Interchange.....								X	X	X	X	
Surface tracks.....								X	X	X	X	
WY to Wilmington Sta.....			X	X	X	X	X	X	X	X	X	X
Wilmington Provision Co.												
(Read. Co. track).....			X	X	X	X	X	X	X	X	X	X
No. 13 track to Dravo Corp.....			X	X	X	X	X	X	X	X	X	X
Sub-Station track.....								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	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.....						X		X	X	X	X	
Continental Fibre Co.;												
North End Frt. House												
track; Coach track; Cur-												
tis Paper Co. and National									X	X	X	
Fibre Co.....									X	X	X	
Chrysler Corporation In-									X	X	X	
dustr. track.....									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	X	X
ELKTON:												
Triumph Explosives, Inc.....												

COLUMN	1	2	3	4	5	6	L	M	I	J	12	13
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	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.....	(g)	(i)	(g)		(g)		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	X	X
Bay View to Water Plug, southbound yard.....							X	X	X	X	X	X
Orangeville— All tracks except Nos. 1, 2 & 3 running trks.....							X	X	X	X	X	X
Continental Can Co., Plant No. 1.....			X	X	X	X	X	X	X	X	X	X
Food Fair Stores track No. 1		(b)	X	X	X	X	X	X	X	X	X	X
Lang's Pickle track.....			X	X	X	X	X	X	X	X	X	X
Weiskittel track, Philadel- phia Rd.....			X	X	X	X	X	X	X	X	X	X
Loney's Lane Yd.....							X	X	X	X	X	X
Rustless Iron Co. track from West track; Loney's Lane Yard.....			X	X	X	X	X	X	X	X	X	X
Continental Can Co., plant No. 2.....			X	X	X	X	X	X	X	X	X	X
DeLion Rubber.....			X	X	X	X	X	X	X	X	X	X
Rustless Iron Co.....			X	X	X	X	X	X	X	X	X	X
Baltimore Brick Co.....			X	X	X	X	X	X	X	X	X	X
Hoffberger Coal Co.....			X	X	X	X	X	X	X	X	X	X
Oriole Refrigerating Co.....			X	X	X	X	X	X	X	X	X	X
American Ice Co., Patter- son Park Yd.....			X	X	X	X	X	X	X	X	X	X
Canton No. 1 Yard— Rukert Term. Corp. trk.....			X	X	X	X	X	X	X	X	X	X
Canton Yard— Barge track.....			X	X	X	X	X	X	X	X	X	X
N. C. track.....			X	X	X	X	X	X	X	X	X	X
Billet Yard.....			X	X	X	X	X	X	X	X	X	X
Lead to 5th Ave. back of Y.M. Office.....			X	X	X	X	X	X	X	X	X	X
9th St. track.....			X	X	X	X	X	X	X	X	X	X
Grain Yard and Piers 2, 5, 7 and 11.....			X	X	X	X	X	X	X	X	X	X
Pier 6.....			X	X	X	X	X	X	X	X	X	X
South Wye.....			X	X	X	X	X	X	X	X	X	X
North Wye.....			X	X	X	X	X	X	X	X	X	X
Fifth Ave. Yard.....			X	X	X	X	X	X	X	X	X	X
North & South Ladder tracks, No. 3 Yard.....			X	X	X	X	X	X	X	X	X	X
Ore Pier.....			X	X	X	X	X	X	X	X	X	X
New Coal Yard and East and West Bakers.....			X	X	X	X	X	X	X	X	X	X
Old Coal Yard and Re- frigerator Yard.....			X	X	X	X	X	X	X	X	X	X
Bowker track.....			X	X	X	X	X	X	X	X	X	X
A.A. Chemical track.....			X	X	X	X	X	X	X	X	X	X
Baugh Chemical.....			X	X	X	X	X	X	X	X	X	X
Canton Yard— Miller Fertilizer.....			X	X	X	X	X	X	X	X	X	X
Canton Shop Yard.....			X	X	X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	L	M	I	J	12	13
BALTIMORE DISTRICT:												
Block Route— Aliceanna St. and City Block Yard.....			X	X	X	X	X	X	X	X	X	X
Calvert Station— Tracks 1, 2 and 3.....			X	X	X	X	X	X	X	X	X	X
Jail Yard.....			X	X	X	X	X	X	X	X	X	X
Madison Yard.....			X	X	X	X	X	X	X	X	X	X
Eager St. Yard.....			X	X	X	X	X	X	X	X	X	X
Baltimore Station— Tracks No. 1, No. 2, No. 5 and No. 6.....												
A track, High Line to Calvert.....						X	X	X	X	X	X	X
B track, High Line to Northbound freight.....								X	X	X	X	X
Post Office.....			X	X	X	X	X	X	X	X	X	X
Morgan Millwork Conn.— B. & P. Jct.....						X	X	X	X	X	X	X
Mt. Royal Yard.....						X	X	X	X	X	X	X
B. P. Jct.—Fulton:												
Light Engines.....	30	30	30	30	30	30	30	30	30	30	30	30
Mt. Vernon Yard.....			X	X	X	X	X	X	X	X	X	X
Bolton Yard.....			X	X	X	X	X	X	X	X	X	X
North Ave. Pumping Sta. International Harvester Co. Mt. Vernon Auto Delivery.....			X	X	X	X	X	X	X	X	X	X
Gwynns Run— Bowen Co. (Fulton) B. Green Co. track (Ful- ton).....			X	X	X	X	X	X	X	X	X	X
Gwynns Run— American Brake Shoe.....						X	X	X	X	X	X	X
W.M. Ry. Connection.....						X	X	X	X	X	X	X
American Stores track.....						X	X	X	X	X	X	X
Ward Baking Co.....						X	X	X	X	X	X	X
A.&P. Co.....						X	X	X	X	X	X	X
Southern Supply Co.....						X	X	X	X	X	X	X
Hull Coal Co.....			X	X	X	X	X	X	X	X	X	X
National Biscuit Co.....			X	X	X	X	X	X	X	X	X	X
Von Heine Coal Co.....			X	X	X	X	X	X	X	X	X	X
American Ice Co.....			X	X	X	X	X	X	X	X	X	X
Barrett Tarvia & Abat- toir track.....						X	X	X	X	X	X	X
New Yard.....								X	X	X	X	X
Old Yard Extra track No. 16.....			X	X	X	X	X	X	X	X	X	X
Old Yard track No. 16.....			X	X	X	X	X	X	X	X	X	X
J. O. White.....			X	X	X	X	X	X	X	X	X	X
Frederick Road— Freight Station.....						X	X	X	X	X	X	X
Robert S. Green track.....			X	X	X	X	X	X	X	X	X	X
Ceco Steel Co.....			X	X	X	X	X	X	X	X	X	X
Baltimore Lumber Co.....			X	X	X	X	X	X	X	X	X	X
Frederick Road Yard.....			X	X	X	X	X	X	X	X	X	X
Industrial track.....						X	X	X	X	X	X	X
Samuel Pistoria Co.....						X	X	X	X	X	X	X
Westinghouse Electric Co.....									X	X	X	X
General Electric Co.....										X	X	X
Jewell Tea Co.....										X	X	X
Industrial and Bettar Ice Cream Co.....						X		X	X	X	X	X
BRIDGE 103.52: South of Halethorpe Nos. 2 and 3 tracks.....							40	30	20	10		
BRIDGE 104.36: North of Patapsco No. 2 and No. 3 tracks.....							30	20	15	10		
ODENTON:												
National Plastics.....						X	X	X	X	X	X	X
BRIDGE 116.04: North of Patuxent, No. 2 and No. 3 tracks.....							40	30	20	10		
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	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	X	X	X
Ceco Steel Co.....			X	X	X	X	X	X	X	X	X	X
Washington Gas Light Co. track.....			X	X	X	X	X	X	X	X	X	X
No. 1 track "M" St. Yard.....						X	X	X	X	X	X	X
Nos. 2 and 3 Loop tracks, Jersey Yard.....						X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	L	M	I	J	12	13
BEAR CREEK TRACK:												
Bridge 3.17:												
Phila. Pike					(h)							
Canton Jet. to Sollers						X					X	
Easter Supply Co. trk.			X	X	X	X	X	X	X	X	X	X
The Pompeian			X	X	X	X	X	X	X	X	X	X
Highlandtown Yard			X	X	X	X	X	X	X	X	X	X
Eskey-Williamson Veneer			X	X	X	X	X	X	X	X	X	X
Guth Cola						X	X	X	X	X	X	X
Bridge 6.12:												
Colgate Creek					10	X				15	10	
Federal Yeast			X	X	X	X	X	X	X	X	X	X
Reid Avery						X	X	X	X	X	X	X
Intercostal Paint Co.			X	X	X	X	X	X	X	X	X	X
Dundalk Central Fdry			X	X	X	X	X	X	X	X	X	X
Curtis Caproni			X	X	X	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.			X	X	X	X	X	X	X	X	X	X
CLAREMONT TRACK:												
Bridge 0.60:												
Wilkes Avenue	10	10	X	X	X	X	X	X	X	X	X	X
North leg of Wye			X	X	X	X	X	X	X	X	X	X
South leg of Wye			X	X	X	X	X	X	X	X	X	X
Blodes tracks, 1 and 2			X	X	X	X	X	X	X	X	X	X
CATONSVILLE TRACK			X	X	X	X					X	X
FT. MEADE TRACK:						X					X	
U. S. Govt. track leading from Kelly's track						X	X	X	X	X	X	
Signal School and Church tracks						X	X	X	X	X	X	
BOWIE RACE TRACK						X	X	X	X	X	X	
ROSSLYN TRACK			X	X	X	X					X	X
Pentagon Power Plant track			X	X	X	X	X	X	X	X	X	X
UNION BRIDGE TRACK				X	X	X		X	X	X	X	X
Walkersville Canning Co. track				X	X	X	X	X	X	X	X	X
Walkersville-Jamison's trk.				X	X	X	X	X	X	X	X	X
DELMARVA BRANCH												
Between:												
West Yard and Cassatt								X	X	X		
Cristina Movable Bridge 2.27	10	10	10f	10	10	X	10	X	X	X	X	10
FARNEURST:												
No. 1; No. 2 and No. 3 trks.						X		X	X	X	X	
NEW CASTLE COUNTY:												
Airport track						X	X	X	X	X	X	X
FARNEURST:												
State Hospital track						X	X	X	X	X	X	
NEW CASTLE:												
Deemer Steel Casting Co. Freight House track;					X	X	X	X	X	X	X	
Battery track; including Team track; Eliason's tracks and Deakyne track						X	X	X	X	X	X	
South of Delaware Rayon track						X	X	X	X	X	X	
Bellanca Aircraft Corp.						X	X	X	X	X	X	
STATE ROAD:												
Station track						X		X	X	X	X	
BEAR:												
Station track						X		X	X	X	X	
KIRKWOOD:												
Station track						X		X	X	X	X	
CANAL MOVABLE BRIDGE												
18.05			45f	45	45	X	45	20	X	X	X	45
MT. PLEASANT:												
All tracks						X		X	X	X	X	
MIDDLETOWN:												
Short and Walls track			X	X	X	X	X	X	X	X	X	X
CLAYTON:												
Smyrna track						X	X	X	X	X	X	

COLUMN	1	2	3	4	5	6	L	M	I	J	12	13
DOVER:												
Coal trestles	X	X	X	X	X	X	X	X	X	X	X	X
Coty, Inc. track			5	5	5	X	X	X	X	X	X	5
Frear's track			5	5	5	X	X	X	X	X	X	5
Suburban Gas Co.			5	5	5	X	X	X	X	X	X	5
Romeo's track			5	5	5	X	X	X	X	X	X	5
Coal pocket, Lewes track	X	X	X	X	X		X	X	X	X	X	X
Diamond Cold Storage						X		X	X	X	X	
HARRINGTON:												
Harrington Lumber Co.					X	X	X	X	X	X	X	
SEAFORD:												
Atlantic Refining Co.			5	5	5	X	X	X	X	X	X	5
North & south connection to Shell track						X	X	X	X	X	X	
South connection to River track						X	X	X	X	X	X	
North end of Charcoal trk.						X	X	X	X	X	X	
SALISBURY:												
Miller's track						X	X	X	X	X	X	
Short track at frt. house						X	X	X	X	X	X	
Back track at frt. house						X	X	X	X	X	X	
Standard Oil Co.						X	X	X	X	X	X	
Grier's track			X	X	X	X	X	X	X	X	X	X
Precision Development Co.						X	X	X	X	X	X	
POCOMOKE:												
Exchange track No. 1					X	X	X	X	X	X	X	
Exchange track No. 2					(a)	X	(a)	X	X	X	X	
Exchange track No. 3						X	X	X	X	X	X	
Exchange track No. 4						X	X	X	X	X	X	
Dennis track						X	X	X	X	X	X	
Storehouse track						X	X	X	X	X	X	
Birdseye Snider track						X	X	X	X	X	X	
POCOMOKE SECONDARY TRACK:												
Between Cassatt and End of Block								X	X	X		
EXMORE:												
Chandler's track							X	X	X	X	X	
MACHIPONGO:												
Station track No. 3							X		X	X	X	
CAPE TRACK:												
Between End of Block and Cape Charles								X	X	X		
CAPE CHARLES:												
Reliable Coal Trestle	X	X	X	X	X	X	X	X	X	X	X	X
CENTREVILLE SECONDARY TRACK								X	X	X	X	
CHESTERTOWN SECONDARY TRACK								X	X	X	X	
CHESTERTOWN:												
Kibler's track			X	X	X	X	X	X	X	X	X	X
OXFORD SECONDARY TRACK								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								X	X	X	X	
CAMBRIDGE SECONDARY TRACK								X	X	X	X	
CRISFIELD SECONDARY TRACK								X	X	X	X	
CRISFIELD:												
Potomac & Handy track							X	X	X	X	X	
REHOBOTH TRACK								X	X	X	X	
LEWES:												
Beach track							X	X	X	X	X	

COLUMN	1	2	3	4	5	6	L	M	I	J	12	13
MILTON TRACK.....						X	X	X	X	X		
KIPTOPEKE TRACK.....						X	X	X	X	X		
VIENNA TRACK.....						X	X	X	X	X		
DENTON TRACK.....			X	X	X	X	X	X	X	X	X	X
McDANIEL TRACK.....						X	X	X	X	X		
MARDELA TRACK.....						X	X	X	X	X		
SALISBURY:												
Mill Street track.....						X	X	X	X	X	X	
Conn. bet. Secondary track and West No. 1.....						X	X	X	X	X	X	
Farmers & Planters track.....			X	X	X	X	X	X	X	X	X	X
Ruarks track.....			X	X	X	X	X	X	X	X	X	X
Nock Coal Co. track.....			X	X	X	X	X	X	X	X	X	X
Salisbury Milling Co. track.....			X	X	X	X	X	X	X	X	X	X
Pocohontas track.....			X	X	X	X	X	X	X	X	X	X
West End River track— Mill Street.....			X	X	X	X	X	X	X	X	X	X
WILLARD TRACK.....						X	X	X	X	X		
OCEAN CITY TRACK.....						X	X	X	X	X		

(a)—Restricted at South End.

(b)—Class BS-12 Shifting Diesel restricted.

(c)—Class P-5 and DD-2 restricted.

(d)—Diesel Engines class EP-20, EP22, and BF16Z are prohibited.

(e)—Bridges 26.92, 34.34, 37.73, 39.19—10 miles per hour.

(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, ES-15M, ES-15MS, EFS-17M and ES-15A engines are prohibited.

(h)—Class ES-15A engine prohibited.

(i)—Class ES-15M, ES-15MS, EFS-17M and ES-15A engines are prohibited.

1160-A2. (All Regions) Engine Restrictions

AS-10, AS-16, BS-24 and ES-15 type diesel units which are not equipped with coupler stops or centering devices must not be operated when coupled next to each other except:

When they are the first two units on the front end of a train; when they are the last two units on the rear end of a train; or when moving light.

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.

Class E-44 Electric Engines Running Through Water

1160-A3. (All Regions) Electric Units, Class E-44 may run through water when its depth does not exceed 2 inches over top of rail, at a speed not exceeding 2 miles per hour.

D. R. R. & B. Co. Branch—Between west end of approach viaduct and Jersey Interlocking Station:

1160-A4. (Philadelphia Region) Not more than three (3) electric engines coupled together class GG-1, P-5, P-5a, E-44, E-2b, E-2c or E-3b may operate over Delair Bridge 2.07 between approach viaduct and Jersey Interlocking Station.

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. Reg.) When three or more electric engines (except FF-2) 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.

Not more than two (2) Class FF-2 engines coupled together may operate over Arsenal Bridge and then only when adjacent track is clear of all movements.

The two (2) coupled FF-2 engines must not be coupled to any other type engines when operating over the bridge. When a Class FF-2 engine is coupled to any other class engine operating over this bridge, another FF-2 engine must not be operated over bridge on adjacent track.

Suburban Line

1160-A6. (Phila. Reg.) Diesel engines must not enter the Subway of Suburban line eastward of 20th Street unless otherwise instructed by the Superintendent Transportation.

Reading Co. and P. R. S. L. Engines

1160-A7. (Phila. Reg.) Reading Co. 2,400 H.P. Diesel engines, Class RS-4 and RS-4B are prohibited over Bridge 1:53 south of Sears, Roebuck & Co. on Oxford Road Track.

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 Ave. Track between Delaware Ave. and Trenton Ave. Elevated.

1160-A8. (Phila. Reg.) P.R.S.L. Diesel engines Class BS-15ms and BS-16ms, same restrictions as P.R.R. Class AS10AM.

P5 and P5a Electric Engines Nos. 4700 to 4790, Inc., Restricted as Follows:

1160-A9. (Phila. Reg.) Powelton Avenue yard—No. 3 track to No. 17 track, inc., between Powelton Ave., OH Br., and 30th St. Station.

Zoo Interlocking—Tail or Shifting track to NY&P Subway and Berry tracks (No. 2 and No. 3 tracks West Phila. Elevated Branch). Berry tracks (No. 2 and No. 3 West Phila. Elevated Branch) and NY&P Subway tracks to Tail or Shifting track.

Class FF-2 Electric Engines

1160-A10. (Phila. Reg.) From top of rail to top of pantograph in down position Class FF-2 electric engines measure 16 feet 4 inches, which is approximately 16 inches higher than Class GG-1 engines.

Due to these measurements Class FF-2 engines are prohibited under catenary where trolley wire is less than 16 feet 9 inches.

This restricts these engines on following tracks:

Main Line—Holmes and East end (Mantua End) Zoo Interlocking. D.R.R.&B. Co. Branch—Entire.

Chestnut Hill Branch—Entire.

Suburban Line—Entire, including No. 1 and No. 4 tracks east of 44th Street (west end Zoo Interlocking).

River Line—Entire, (including No. 1 and No. 4 tracks between 33rd Street—Mantua end Zoo Interlocking—and connection to Suburban Line opposite Zoo Interlocking Station).

Race St. Engine Terminal—Prohibited beyond a point the length of the engine south of the dividing switch at south end No. 1 engine track (first track west of Pit track) and Pit track, account trolley less than 16 feet, 9 inches.

West Chester Branch—Entire.

Yard tracks—Powelton Avenue Yard Tracks 1, 2 and 3; No. 5 yard (north of No. 4 Suburban Line) between 30th Street, Upper Level (Broad Interlocking) and Zoo Interlocking;

Penna. Coach Yard—All tracks under Suburban ramp (River Line); All 30th Street Post Office tracks;

No. 5 track—entire (River Line);

Shifting track—between South Street overhead bridge and Walnut Street overhead bridge (Suburban Line—Arsenal), inclusive.

Paoli, Duckunder track.

State Interlocking—Overhead bridges—

Bridge 104.50 (Mulberry Street)—tracks 2 and 12E.

Bridge 104.59 (Baggage Concourse)—track 7.

Bridge 104.60 (Psgr. Concourse)—track 9.

Class FF-2 engine may be used coupled to another FF-2 or to any other class electric or diesel engine.

Not more than three (3) Class FF-2 engines may be used coupled, between Zoo and Harrisburg or Enola via any route.

Not more than two (2) Class FF-2 engines may be used coupled, between Zoo and Greenwich because of weight restriction on Arsenal Movable Bridge. (See Special Instruction 1160-A5).

1160-A11. (Chesapeake Reg.) Shellpot Branch: Bridge 3 and Bridge 4:

Three or more electric engines coupled over these bridges are prohibited.

Four or more Diesel engines or Diesel engine units coupled are prohibited over these bridges.

Double-heading of electric engines is prohibited over these bridges when a train is on adjacent track.

Class BH50 engines prohibited over these bridges when a train is on adjacent track.

Three or more Diesel engines Class AS18M, AS24M, AFP20, AP20, BS16M, BS16MS, EP20, EP22, FP20, FP20A, AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, FP20, LS25 and LS25M, or Diesel engine units coupled are prohibited.

Class BH50 is prohibited.

1160-A12. (Chesapeake Reg.) Class FF-2 engines are restricted over Bridge 3 and Bridge 4, Shellpot Branch.

Class FF-2 engine may be used coupled to another FF-2 engine, or to any other class electric or Diesel engine.

Not more than three (3) Class FF-2 engines may be used coupled, whether or not in multiple.

From top of rail to top of pantograph in down position, Class FF-2 electric engine measures 16 feet 4 inches, which is approximately 16 inches higher than Class GG-1 engine.

Due to these measurements, Class FF-2 engines are prohibited under catenary where trolley wire is less than 16 feet 9 inches. This restricts these engines on the following tracks:

Main Line—Union Junction - B. & P. Junction.

Station Platform tracks No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, and No. 7.

Lead to Sleeper Yard.

Main Line—B. & P. Junction - Fulton

No. 3 track

Main Line—Landover - Region Post (W.T.)

No. 2 and No. 3 track

1160-A13. (Phila. Region) Electric engines with articulated trucks must not be operated over humps.

Equipment Restrictions

1160-B1. (All Regions) 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
220,000-251,000	48'-0"	Same as Column 1

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 special restrictions. Trains with loaded coupled Jenny type hopper or gondola cars are subject to the restrictions in Special Instruction 1160-A1a, A1b, A1c as follows:

New York Region:

Four or more loaded coupled cars—Column I special load restrictions.

Three or less loaded coupled cars—Column M special load restrictions.

Philadelphia Region:

Main Line (Region Post, New York Region), and Zoo—Column M special load restrictions.

All other territory—Column I special load restrictions.

Chesapeake Region:

Two or more loaded coupled cars—Column I special load restrictions.

Other Equipment Restrictions

1160-B2. (All Regions) 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 Regions) Class MP85 MU equipment is equipped with air springs. If there is a failure on any of the air springs, their movement must not exceed a speed of 30 miles per hour and diverting movements a speed of 15 miles per hour to the next terminal. Failure of an air spring will be known by the riding qualities or a possible list of the car.

1160-B4. (New York Region) 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 Transportation 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 Philadelphia Region 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.

Morrisville wreck train must not exceed a speed of 30 miles per hour account condition of superstructure of cars in this train.

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.

Movements of highway trailer trucks loaded on flat cars (Truc-Train Service) may be made only on No. 2 track through Newark station in either direction account of height.

The movement of any car containing car load shipment of gasoline or explosives is prohibited between South Street (Newark, N. J.) and Hudson.

1160-B5. (New York Reg.). 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 Transportation of this Region, in advance, when such stop is to be made.

1160-B6. (New York Reg.). Diesel 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 or power car on Tubular Train.

1160-B7. (New York Reg.). 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 or Belvidere-Delaware Branches.

1160-B8. (New York Reg.). 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 Reg.). 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
3	Harsimus Cove	150,000 lbs.	275,000 lbs.
4	Harsimus Cove	150,000 lbs.	275,000 lbs.
5	Harsimus Cove	150,000 lbs.	275,000 lbs.
6	Harsimus Cove	150,000 lbs.	275,000 lbs.
7	Harsimus Cove	220,000 lbs.	400,000 lbs.
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	220,000 lbs.	350,000 lbs.

1160-B10. (All Regions). 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. (Philadelphia Region). A maximum weight of 251,000 pounds (car and lading) can be handled over the Philadelphia Region, except as shown in Special Instructions 1160-B18, 1160-B19 and as follows:

Cars exceeding a maximum weight (car and lading) of 220,000 pounds, must not be accepted for movement over the following tracks:

Bustleton	Newtown Square
Fairhill	John Hess track, Vintage
Oxford Road	New Holland Secondary
Stiftown	Pomeroy Secondary
Washington Ave.	Dillsburg Secondary
60 Street	Waynesboro Secondary
Devault Running track	Mercersburg Secondary
West Chester Branch	
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 over Tacony Creek Bridge 1.53 on Oxford Road track, unless separated from the engine and from other cars exceeding 169,000 pounds, by three or more cars weighing 169,000 pounds or less.

Model 40 Burro Cranes

1160-B12. (All Regions). 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-B13. (Phila. Reg.). 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-B14. (Phila. Reg.). Ladings and cars exceeding 13 feet 6 inches from top of rail and all classes of engines are prohibited from passing under Ore Loading Hoppers on Loop Tracks.

1160-B15. (Phila. Reg.). Winchester Secondary Track:

Norfolk and Western Railroad Class J engine or PM passenger cars must not exceed a speed of 15 miles per hour over Bridge 82.13 south of Williamsport and 20 miles per hour over Bridge 92.56 north of Martinsburg.

Cars 50 Feet or More in Length

1160-B16. (Phila. Reg.). 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 Region)

A maximum weight of 251,000 pounds (car and lading) can be handled over the Chesapeake Region, 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

Secondary Tracks:

Chester Creek	York
Octoraro	Centerville
Chestertown	Oxford
Frederick	

Tracks:

Claymont	Kiptopeke Track
South Chester	Vienna Track
Brandywine	Denton Track
Claremont	McDaniel Track
Havre de Grace	Mardela Track
Bear Creek	Willard Track
Chester and Philadelphia	Ocean City Track
Rehoboth Track	

(Lewes Beach Track)

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. (Phila. Region)

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.

1160-B19. (Phila. Region)

Cars having a maximum weight of 263,000 pounds (car and lading) with a minimum coupled length of 48 feet may be operated over Frankford Street track.

Derricks, 250 ton

1160-C1. (Philadelphia Region). 250-ton derricks are restricted on this Region except: Mainline—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 Instruction 1160-A1c.

1160-C2. (Chesapeake Region). Trains with 250-ton wrecking derricks can be operated over the Chesapeake Region (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 Region (Delmarva District), unless otherwise directed by the Superintendent Transportation.

Derricks other than 250-ton

Chestnut Hill Branch (Cresheim Valley Bridge)

1160-C3. (Philadelphia Region). 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. Reg.). Trains hauling wreck derrick must not exceed speed indicated over the following bridges.

Br. 4.79 Angora 25 miles per hour.

Br. 7.11 Gladstone 15 miles per hour.

Br. 11.87 Northward from Wallingford 25 miles per hour.

Br. 14.41 Media 25 miles per hour.

Br. 20.31 Northward from Glen Mills 20 miles per hour.

Br. 25.75 Southward from Oakbourne 25 miles per hour.

Br. 11.22 Southward from Llanerch 10 miles per hour.

(Newtown Square running track.)

Wreck Derricks—Prohibited

1160-C5. (Phila. Reg.). On account of weight wreck derricks must not be moved over the following bridges:

Bridge No. 1.32 Wissinoming Creek, Kensington and Tacony Track.

Bridge No. 1.50 Kensington and Tacony Track

Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.

1160-C6. (Chesapeake Region). Wrecking derricks exceeding a maximum weight of 100 tons must not be moved over the following:

Denton track

McDaniel track

Overhead Clearance

1163-A1. (All Regions). Employees are prohibited from riding or walking on the roof of any moving car.

The following locations are excepted:

All hump yards excluding electrified territory where HIGH-LOW wire signs are in service.

Greenville and Harsimus Cove, pulling and loading floats.

BOP Plant, Stiles Street, Linden.

Ford Plant, Metuchen.

1163-A1a. (New York Reg.). Close clearance exists in various locations in New York Terminal area. Employees must use care and take precautions necessary to protect against injuries.

1163-A1b. (Phila. Reg.). Due to close overhead clearance, the Brown Hoist and Speno Ballast Cleaning Equipment and track sweepers must not be moved on No. 1 track under 44th and 42nd Street overhead bridges or on any track between 30th Street Station, upper level, and Suburban Station.

1163-A1c. (Phila. Reg.). Cars, loads or other equipment higher than 15 feet 3 inches are prohibited under Willetts Road overhead bridge 2.62 on Bustleton track (2.62 miles east of Holmes).

West Chester Branch—Arsenal—Fernwood

1163-A1d. (Phila. Reg.). Cars, loads or other equipment for movement between Arsenal and 540 feet south of 49th Street must not exceed 15 feet 8 inches above top of rail.

1163-A1e. (Chesapeake Region). Minimum clearance for foreign trolley wires running across and over tracks:

A man standing on a high box car giving an overhead signal will make contact with such wires if he gives signal while passing under them, thereby exposing himself to serious danger. Employees are warned against this danger at the following locations where overhead trolley wires or traffic signal wires cross the tracks:

CLEARANCE 17 FEET 2 INCHES ABOVE TOP OF RAIL.

Baltimore—

(Monument St. and Greenmount Ave.)	}	Trolley Wires
(Monument St. and Ensor St.)		
(Monument St. and Gay St.)		

CLEARANCE 15 FEET ABOVE TOP OF RAIL.

Baltimore—

(Guilford Ave. and Madison Ave.)	}	Traffic Signals
(Guilford Ave. and Centre St.)		
(Central Ave. and Monument St.)		
(Central Ave. and Orleans St.)		
(Central Ave. and Fayette St.)		
(Central Ave. and Baltimore St.)		
(Central Ave. and Lombard St.)		
(Alicanna St. and Broadway)		
(Washington St. and Fleet St.)		
(Boston St. and Clinton St.)		
(Boston St. and O'Donnell St.)		
(Caroline St. and Eastern Ave.)		

CLEARANCE 20 FEET ABOVE TOP OF RAIL

Baltimore—

(Guilford Ave. and Monument St.)	}	Traffic Signal Wires
(Central Ave. and Pratt St.)		
(Central Ave. and Eastern Ave.)		
(Ann St. and Alicanna St.)		
(Alicanna St. and Wolfe St.)		
(Monument St. and Aisquith St.)		

CLEARANCE 16 FEET ABOVE TOP OF RAIL:

York, Pa.....Andrews Paper House track. (Electric power service wires and telephone cable.)

CLEARANCE 16 FEET ABOVE TOP OF RAIL.

Chester.....Chester-Jensen Co. Track.

Side Clearance

1163-A3. (Philadelphia Region). Employees are warned of close clearance between track No. 0 and catenary poles 85.64, 85.69 and 85.75 westward from Este's yard, there being approximately 18 inches clearance between poles and side of standard equipment, also catenary pole south side of ladder track eastward end, Este's yard will not clear a man on side of car.

1163-A4. (Phila. Reg.). Employees are warned that close clearance exists between No. 13 and No. 14 tracks, east end Harrisburg passenger station and will not clear a man on side of car or engine.

1163-A5. (Phila. Reg.). 15th Street yard, North Philadelphia, X31 cars and similar type equipment must be handled with extreme care and not coupled to other cars while being moved over Reading Company bridge on track leading to Power House.

1163-A6. (Phila. Reg.). Employees are warned that close side clearance exists between Naught track and building of Fletcher works located on curve eastward from North Penn Station and will not clear a man on side of engine or car.

1163-A7. (Phila. Reg.). Movements between No. 5 track and No. 7 Hill track (lead to J. M. Brunner and Company Coal Yard) with Diesel type engine or with cars longer than 41 feet, and to and from W. J. Alexander and Sons industrial track, with Diesel type engine, must not be made without first obtaining permission from the operator North Philadelphia, and movements on No. 4 track protected as prescribed by **Rule 99**. While cars are being placed upon or removed from industrial tracks used by

Weil McLain and Co.

Tri-State Dist. Co.

North American Warehouse Co.

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

Movement to and from these tracks must not be made without first obtaining permission from the operator at North Philadelphia and movement on No. 1 track protected as prescribed by **Rule 99**.

After movement has been completed and switches returned to normal, operator North Phila. must be advised.

1163-A8. (Phila. Reg.). Employees are warned that close clearance exists between north side No. 12 Running Track and "L" beams supporting steam heat line, Harrisburg Station, and will not clear a man on side of engine or car.

1163-A9. (Chesapeake Region). Employees are warned of close side clearance at various locations on Chesapeake Region and must use care and precautions necessary to protect against injuries.

1163-A10. (Chesapeake Reg.). Unless adjacent tracks are clear, the following classes of diesel engines must not be operated between the points indicated below:

Class of Engines	Between	And
AF-16, BF, FF, AP, BP-20, EP, EFP, FP, BH-50 and ABF-18	B. & P. Junction	Fulton
AF, BF, EF, FF, AP, BP, EP, EP, ABF	Crossover No. 3 track, Wilmington	Meat House Secondary Track

NOTE: Western Maryland Units Nos. 300 to 304 incl. must have adjacent track clear between B&P Jct. and Fulton.

1163-A11. (Chesapeake Reg.). Class AF, BF, EF, FF, AP, BP, EP, FP and ABF diesel road engines are prohibited on No. 1 and No. 4 track between Fulton and Gwynn.

1163-A12. (Chesapeake Region). The movement of P-85-BR type lightweight passenger coaches and lightweight Pullman cars are prohibited on crossover from No. 3 track to Meat House secondary track account close clearance.

Explosives and Other Dangerous Articles

1165-B1. (Phila. Reg.). 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.

ELECTRICAL OPERATION

1167-A1. (All Regions). Electrical Operating Instructions, C. T. 290 in effect.

1167-A2. (All Regions). Power Directors are located at New York, Philadelphia, Harrisburg and Baltimore.

1167-A3. (All Regions). Employees working on or near energized wires must obtain permission and proper protection from Power Director.

1167-A4. (All Regions). 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 operations.

When inexperienced employes are required to work in electrified territory, experienced employes must call their attention to the danger.

1167-A5. (All Regions). Following tracks equipped for A.C. electrical operation:

New York Region

Main Line:	All Main tracks Harold to Region Post (Phila. Region).
Branches	Secondary Tracks
Jersey City Passaic and Harsimus Greenville Perth Amboy & Woodbridge Jamesburg Princeton including siding at KS Trenton Bordentown; Trenton to 180 feet west of Interlocking	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 Hack. No. 1 Ice House, Grape Lead to Produce Yard Lead. Produce Yd. Lead, No. 1 Ice House to Gov't. Lead. Government Lead, Karny to Produce Yd. Lead. Set-off track, WA-6 to WA-5. Track A, WA-6 to WA-3. Naught track, Union to Linden. Amboy, SA to JG including Eastward, siding at Jamesburg but not including crossovers between JG and Helmetta or crossover 4884 feet west of CQ to No. 2 Running Track. Naught and No. 5 tracks Fair to Millham. Naught, Morris to Grundy. Middle, Morris to MA including all crossovers to No. 2 Main track.
Running Tracks	Other Tracks
Nos. 5, 6, 8 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. Waldo—Former Jersey City Branch No. 1 track, Waldo to 835 feet east to refuel GG-1 engines.

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 1-A Lead.
Lead to No. 3 Old Receiving Yard.

Greenville
West end of Nos. 1 to 11, Departure Yard for 990 feet.
Nos. 3 and 4 Hump tracks to 800 feet east of CNJ bridge.
Southwest Lead and Westward Lighterage Yard Lead to 1194 feet east of No. 4 Hump track.
No. 2 Float track.
Nos. 3 to 6, Receiving Yard.
No. 3 Garden Yard.
West end of Nos. 4, 5 and 6 Garden Yard for 700 feet.
Oak Island Interchange track for 1200 feet east of connection to No. 1 track (CY).

Waverly
No. 8 East End Yard, WA-5 to WA-4.
Old Westward Bay Line and Bay Line Spur, WA-5.
Eastward Receiving Yard Tracks 1, 2, 3 and 13.
West end tracks 4 to 12, Eastward Receiving Yard for 300 feet.
East end tracks 9 to 12, Eastward Receiving Yard for 400 feet.
Spur track, WA-6.
Old Westward, WA-6.
Westward Empty Yard Track No. 1 for 250 feet, tracks 2 to 12 for 350 feet and Empty Yard Stub track.
Westward Preference Yard Tracks 4 to 11 for 350 feet.
L.V.R.R. Interchange (not in service for electrical operation).

Stiles St. Linden
No. 1 track.
Nos. 2, 3 and 4 tracks, 950 feet of east end.
No. 2 track, 600 feet of west end.

County, Baldwin St. Yard
Spur track.
No. 1 and No. 2 tracks for 350 feet at west end.
Nos. 1, 2 and 3, MU Yard.
Naught track for 275 feet.

Trenton
Tracks 1 and 2, Barracks East side.
Tracks 1 to 14, Barracks West side.
No. 7 track, Olden Ave. to No. 5 Running.

Bristol
No. 1 track to 5030 feet west of Naught track.
No. 2 track from Naught track to connection to No. 1 track east of Scale House and from connection to No. 1 track west of Scale House for 2495 feet west.
No. 3 track for 788 feet at east end.

Morrisville

West end of No. 1 and No. 2 Make-up tracks for 400 feet.
 East end of No. 2 Make-up track for 1400 feet.
 Tracks E-1, E-2, E-3 and E-4 including connection to No. 1 main track at Nickel and Ladder and Fly track at east end.
 Crossovers between E-1 Lead, North Hump lead and Middle track west of Morrisville Scale.
 East end of tracks E-5 to E-9 for 530 feet, Ladder and Running track from E-5 to No. 1 Main track, 2205 feet east of MB.
 East end of tracks 19 to 22 in A yard for 1220 feet including crossover to Middle track and A Yard lead.
 West end of Nos. 1 and 2 A Yard for 1335 feet.
 Electric engine track.
 No. 1 Repair track for 860 feet at west end.
 Hand-operated crossover between connecting track and Middle track trailing for westward movement, 3929 feet west of MY and Connecting track to west end of A yard.

South Amboy

Nos. 1 and 2 Receiving tracks.
 Ladder at west end Receiving yard.
 West end track E-12 and connection to Lead to No. 2 Dumper and Pier C.
 West end tracks 1 and 2, Pier C for 420 feet.
 West end tracks 3 and 4, Pier C for 500 feet.
 Loop track and Running track.
 Lead from Running track to Pier C.
 Lead to No. 1 Dumper.
 Sand Bridge and Locomotive Cleaning Platform tracks.
 Cabin track.
 Passenger MU Yard tracks 1, 2, 3, 4 and 5.

Brown Yard

No. 1 track, empty car yard.
 West end Nos. 2 to 7 empty car yard for 500 feet.
 East end Nos. 1 to 18 Loaded Car Yard for 500 feet and Loaded Car Yard Ladder.
 No. 1 and No. 2 Raccoon tracks for 350 feet at east end.
 No. 1 and No. 2 Stook Ground tracks for 445 feet at west end.

PHILADELPHIA REGION

Main Line	Between	And
All Main tracks	Region Post (New York Region) Arsenal Interlocking	Harrisburg, including hand-operated crossovers at Leaman Place, Landis, Florin, Elizabethtown and Conewago Region Post (Chesapeake Reg.)
Branches	Between	And
D.R.R.R. & B. Co.	Shore	Jersey, including hand-operated crossover and switch leading to Port Richmond Running track (WR)
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 Broad Suburban Station including Run Down, No. 5 yard track, all Suburban Station tracks and shifting track Arsenal to Walnut St.
River Line	Zoo	Arsenal, including all station tracks, 30th St. Station, No. 5 and No. 11 Running tracks and spur tracks at north and south ends of station.
36th St. Connection	Zoo	Connection with Penn Interlocking River Line.
Grays Ferry West Chester	Zoo Arsenal	Arsenal West Chester, including hand-operated crossovers 700 feet south Fernwood; 835 feet north of Mile Post 10; 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 and express track at West Chester.
West Philadelphia Elevated	Zoo	Brill, including hand-operated crossovers at 49th Street; Naught track between 49th St., and Brill.
Delaware Extension	Arsenal	End of Main tracks at Broad St. OH Bridge including crossovers at Penrose between No. 1 and No. 2 tracks.

Branches	Between	And
Schuylkill	Valley	800 feet west of first crossover west of Manayunk Station on No. 1 track and 880 feet west of first crossover west of Manayunk Station on No. 2 track, including the crossover.
Trenton	Region Post (New York Region)	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. Thorn
Philadelphia and Thorndale Atglen and Susquehanna	Dale Park	Wago Junction, including hand-operated crossovers at Q and LG-21 Sidings at Smith, Manor, Columbia, and Lake. Lemo Colo State, including Siding between Shocks and Job.
Cumberland Valley Columbia	State Cork Shocks	Port Cly, No. 3 and No. 4 tracks. Day, Nos. 1, 2, 3 and 4 tracks.
Columbia and Port Deposit York Haven Line	Cres Wago Junction Cly	
Running tracks	Between	And
No. 5	Penn Interlocking	Arsenal (connection with shifting track). South end Mail House. Walnut St. 49th St. connection with Grays Ferry yard. Connection with Eastward (K-1) 44th Street. Westward yard running track west of 44th St. 44th Street. 52nd St. UG Bridge. Overflow ladder. and Overbrook
No. 11 Shifting Naught	Penn Interlocking Arsenal Interlocking Brill	7900 feet east including crossover 7525 feet east of Bridge Stadium
Port Richmond	Connection with DRRR&B Co. Br.	Caln Macleay Street. Also all connections and crossovers to No. 11 and No. 12 tracks on east end A. C. Motor Stop sign. A. C. Motor Stop sign East end yard office.
Eastward Jersey Westward Jersey	Zoo Connections with Eastward Jersey track	
Westward Westward Belt Eastward Belt	Zoo 44th Street Connections with No. 14	
No. 14 and No. 15	52nd St. Undergrade Bridge West Chester	
Station No. 1 and No. 2 Thorofare Westward Engine	Broad St. overhead Bridge South Phila. Enginehouse	
No. 5 No. 11 and No. 12	Thorn Harris	
F, G, H and K G No. 44	Day Day Electric engine storage yard	

YARD AND OTHER TRACKS BETWEEN HOLMES AND HARRISBURG, INCLUDING HARRISBURG AND ENOLA YARDS

Location	Track	Portion equipped for A. C. 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 westward track 300 feet east of Venango St.
	Westward No. 1 Receiving yard	From No. 0 track to Ontario St. 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.
Mantua yard	No. 19 and No. 20	

Location	Track	Portion equipped for A. C. Electrical Operation
Zoo to 44th Street	Cut	Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. Overhead bridge).
	Departure	Between connection with No. 2 track Zoo Interlocking and Cut track.
	Crossovers	All connections between energized tracks.
44th Street	C-1	200 feet, east end.
	A-26	250 feet, east end.
	A-27	100 feet, east end.
	B-18	125 feet, east end.
	B-19	200 feet, east end.
46th Street Enginehouse	Eastward engine	Between conn. with Eastward Jersey at 44th St. and 150 feet west of switch to engine yard.
	Electric engine Inspection pit Nos. 1 and 2 electric engine storage	Entire
44th Street to 52nd Street	6 Overflow	Entire
	7 Overflow	Entire
	Overflow ladder	Between connections with No. 6 overflow and Eastward Belt.
	A-12	160 feet, west end.
	B-20	280 feet, west end.
	Departure	315 feet, west end.
	Crossovers	All connections between energized tracks.
52nd Street to Overbrook and Jeff	No. 1 PSV	Between connection with No. 15 Running track and Jeff
	No. 10 ladder	Entire
	No. 8	775 feet, west end.
	No. 7	700 feet, west end.
	No. 3, 4, 5, 6	Entire
	Ladder, West end	Entire
	Crossovers	All connections between energized tracks.
Bryn Mawr	Pagr. car track, MU storage, south side	381 feet
Paoli coach yard	Pit	Entire
	Nos. 0 to 8, inc.	Entire
	Hill connecting	Entire
Paoli West yard	Running	Entire
	Storage	Entire
	Nos. 3 and 4	Entire
	Duck Under	Entire
Paoli Shop	Nos. 1 to 5, inc.	Leading to Shop Building (East and West side).
Thorndale	No. 6 storage	Entire
	A-B-C-D	West end to A. C. Motor stop sign.
	A-B-C-D	East end to A. C. Motor stop sign.
Lancaster	No. 0	Entire
	Mail and Express	Entire
	Nos. 1 and 2	Dillerville yard.
	Old eastward	From connection with No. 1 track. Columbia Branch to A. C. Motor stop sign.
Long Park yard	Nos. 1 and 2	West end to A. C. Motor stop sign.
State	12-E, 13-E, 14-X, 6X, 7X, 8X, 9X, 10X, 5X, 5Y, 9Y, 7C, 8C	Entire
State Street yard	No. 0	State to A. C. Motor stop sign.
	Nos. 36 and 37	Entire
	No. 35	West end of A. C. Motor stop sign.
Harrisburg Station	Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.	Entire
Harris	1E, 2E, 1X, 2X, 3X, 4X, 3D, 4D, 3C, 4C, 5C, 6C, 32, 33, 34 and No. 2 main	To A. C. Motor stop sign. Harris to Reily, including crossovers east of Reily leading into these tracks.
Harrisburg yard	Nos. 4P and 5P	To A. C. Motor Stop sign. Maclay Street to A. C. Motor stop sign.
No. 1 class yard	Nos. 8 to 13 inc.	Entire
No. 3 relay yard	Nos. 5, 6, 7 and Eastward	Entire
No. 4 receiving yard	Nos. 13 to 18 inc.	Entire
Harrisburg enginehouse	5E and 6E electric engine storage tracks	Entire
	4E inward engine track	To A. C. Motor stop sign.

Location	Track	Portion equipped for A. C. Electrical Operation
Enola yard	Ramp	Entire
Westbound relay yd.	Ramp and G	To westbound hump.
Westbound receiving yard	Nos. 2 to 16 inc.	Day to west end of tracks.
Relay yard	Nos. 6 to 10 inc.	To A. C. Motor Stop sign.
Eastbound classification yard	Paint Shop and Ladder track	Entire
	No. 11 to 18 and 20 to 40 inc.	To A. C. Motor stop sign.
Enola Enginehouse	High Line	West end of westbound receiving yard to A. C. Motor stop sign west of coal wharf.
	Electric engine	West of coal wharf to inspection pit.
	E2, E3, E4 electric engine storage yard	Entire
	Electric engine (44)	Between electric engine storage yard and east end yard office.

YARD AND OTHER TRACKS

Location	Track	Portion equipped for A. C. Electrical Operation
Spring Garden St. yard	Nos. 1 to 8, Run down, No. 11 (Derrick)	Entire
Powelton Avenue MU yard	All	Entire
Penna. 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.
	Nos. 9 and 10	300 feet on north and south ends.
Stadium	Crossovers	Connections between energized yard tracks.
Greenwich yard	Crossovers	7525 feet eastward from Broad St. overhead bridge between No. 1 and
	North & south leads	Entire
	Crossovers	Connection between North Lead and E yard lead.
	No. 8 departure	2170 feet, west end.
	No. 7 departure	2030 feet, west end.
	E Yard lead	830 feet, west end.
	Nos. 5 & 6 departure	700 feet, west end.
	Nos. 11 and 12 inbound receiving yard	Entire, including connection to inward engine track,
	Nos. 13 and 14 inbound receiving yard	Entire
	Crossovers	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 Gwch. switch cabin.
	No. 3 departure	465 feet from west end.
	No. 4 departure	1135 feet from west end.
	No. 2 departure	460 feet eastward from connection with No. 3 departure.
Greenwich coal yard (Receiving)	North ladder	Entire
	South ladder	390 feet eastward from connection with north ladder.
	No. 7	180 feet, west end.
	Nos. 9 and 10	Entire
	Ladder	Between Nos. 7 and 10 tracks (east end of Hump).
South Phila. Enginehouse facilities	Engine running	Entire
	Inward engine	1425 feet eastward from connection with engine running track.
	Pit	Entire
	Engine storage	1000 feet, west end.
	Cabin	300 feet, west end.

Location	Track	Portion equipped for A. C. Electrical Operation
West end of Ore yard	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.
Earnest	Ladder	Between west ends No. 14 and No. 20
	Middle	Entire
	East middle	Entire
	West end of west middle	To A. C. Motor stop sign
	West end Nos. 1 and 2	To A. C. Motor stop sign
Columbia	East end Nos. 1, 2 & 3	To A. C. Motor stop sign
	New No. 6	Entire
	Manor set off track	To A. C. Motor stop sign
	Ladder at east end of yard	To A. C. Motor stop sign
	Ladder at west end of yard	To A. C. Motor stop sign
Lemoyne	East and west end of No. 3 yard	To A. C. Motor stop sign
	Nos. 1 & 2 and east leg of Wye	To A. C. Motor stop sign.

CHESAPEAKE REGION

Main Line.—Region Post, south of Darby, to Region Post (W.T.), Washington, including Edgewood and Magnolia Sidings and Gauntlet Track B & P Tunnel, Baltimore, except crossover North of Mile Post 134, Bladensburg Road. Landover to South End, including all main track crossovers, except crossover north of Mile Post 131.

Branches	Yard Tracks
Shellpot Columbia and Port Deposit—Perryville to Region Post (Phila. Region) 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.	Lamokin—MU Coach Yard Highland Ave.—Hook—No. 5 track Trainer—Ladder from No. 5 to No. 8 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-Principio track Perryville Yard (Minnick) No. 1 track from junction with Columbia and Port Deposit Branch to a point 1800 feet east thereof, including crossover to westward track. Bay—Highland Yard—South track from connection with Orangeville Engine Yard Lead track at Bay Interlocking, to connection with Trappe Rd. track, 450 feet south of Bay Interlocking.
Secondary Tracks	
Bell—Bridge—Nos. 1 and 2 Bell—Landlith—B Track Edge Moor—Landlith—No. 0 Track Bay—River—No. 1 Track Anacostia—Deanwood—No. 1 Track, including North end of No. 1 track Landover from connection with non-interlocked switch and No. 2 main track to a point 523 feet south thereof. Deanwood—Anacostia—No. 4 Track Virginia—14th Street—Nos. 1 and 4 tracks.	
Running Tracks	
Highland Ave.—Hook—No. 0 Track. B & P Jct.—Woodberry—Mr. 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.	
Other Tracks	
Lamokin—No. 0 Highland Ave.—Electric engine storage track and Ladder connection to No. 5 track 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.	

Other Tracks	Yard tracks
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 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.	Trappe Road track from connection with South track, to a point 650 feet south. Bay View Yard— North end of north & south lead tracks including connecting crossovers to Sparrows Point spur. No. 4 Receiving track—North Point Nos. 1, 2 & 3 tracks—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.

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.
North end of tracks in Outbound Classification Yard, including leads connecting these tracks to No. 35 and No. 37 Advance tracks, from connection with switch as follows:
No. 35 track, 525 feet southward
No. 37 track, 450 feet southward
No. 39 track, 540 feet southward
No. 41 track, 540 feet southward
No. 43 track, 525 feet southward
No. 45 track, 525 feet southward
No. 47 track, 490 feet southward
No. 49 track, 575 feet southward
No. 51 track, 495 feet southward
Crossover between lead to No. 43 track and lead to No. 51 track, and crossover between lead to No. 51 track and No. 35 Advance track, in Outbound Classification Yard.
No. 35 Advance track from north end of No. 35 Outbound Classification track, and No. 37 Advance track from lead connecting to No. 51 Outbound Classification track, to junction of north end of No. 35 and No. 37 Advance tracks. All Crossovers between No. 35 Advance track and No. 37 Advance track.
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
No. 1 Coal Wharf track
No. 2
B & P Junction—No. 5 Yard track from B&P Jet to connection with No. 4 running track at west end of Mt. Royal Coach yard.
All interlocked crossovers Mt. Royal Coach yard.
Fulton—North No. 0 track from connection of interlocked switch with No. 1 track to a point 118 feet south.
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 800 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.
Jersey Yard—No. 1 yard track and facing non-interlocked crossover from connection with No. 2 track 960 feet north of Virginia Block Station to connection with No. 2 track 220 feet south of Virginia Ave. Tunnel.

Potomac Yard—

Southward freight running track.

Crossovers, 800 feet north of the north end of the southward receiving yard.

Southward freight running tracks Nos. 1 & 2.

Southward Receiving Yard tracks Nos. 3 to 9 inclusive.

Electric Locomotive Incline track.

Thoroughfare track from connection with south end of No. 1 Electric Locomotive Storage Yard track, southward 512 feet.

Leads from south end of freight running tracks Nos. 1 & 2 and southward receiving yard tracks Nos. 3 to 9 inclusive, including crossovers at the Hump, to connection with Electric Locomotive Incline track.

Inbound Engine Running track from north end of No. 9 southward Receiving Yard track to connection with Outbound Engine Running Track.

Nos. 1, 2 & 3 Electric Locomotive Storage Yard tracks.

Outbound Engine Running track from junction of north end of Electric Locomotive Storage yard tracks to connection with No. 3 Advance track at Four Mile Run.

Nos. 3, 4 & 5 Advance Yard Tracks including crossovers between electrified tracks from Four Mile Run yard office to the north end of northward classification yard tracks 31 to 39, inclusive.

Northward Classification Yard tracks including crossover between No. 23 and No. 24 tracks, from connection with north switch as follows:

No. 20 track, 595 feet southward. No. 26 track, 380 feet southward.

No. 21 track, 340 feet southward. No. 27 track, 310 feet southward.

No. 22 track, 425 feet southward. No. 28 track, 215 feet southward.

No. 23 track, 520 feet southward. No. 29 track, 120 feet southward.

No. 24 track, 560 feet southward. No. 30 track, 750 feet southward.

No. 25 track, 450 feet southward.

No. 4 Northward Freight Running track from connection with north end of northward Advance Yard tracks to South End Interlocking.

Nos. 5 & 6 Northward Freight Running tracks from north end of northward advance yard tracks to connection with No. 4 Northward Freight Running track at Roach's Run.

Northward Classification Yard tracks including crossovers between electrified tracks from connection with north switch, as follows:

No. 31 track, 259 feet southward. No. 36 track, 359 feet southward.

No. 32 track, 259 feet southward. No. 37 track, 359 feet southward.

No. 33 track, 409 feet southward. No. 38 track, 459 feet southward.

No. 34 track, 560 feet southward. No. 39 track, 410 feet southward.

No. 35 track, 560 feet southward.

Relay Yard—No. 4 track 57 feet south from connection with Relay Yard lead.

No. 5 track 780 feet south from connection with Relay Yard lead.

No. 6 track 570 feet south from connection with Relay Yard lead.

No. 7 track 700 feet south from connection with Relay Yard lead.

Relay Yard Lead from north end of the Relay Yard to connection with the Northward 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.

Employes—High Equipment

1167-A6. (All Regions). Employes must not be on top of box cars, engine or other high equipment when movements are being made from sidings, yards or other tracks, which are not electrified, to tracks which are electrified, except in High Wire Territory.

High Wire and Low Wire—52nd Street District

1167-A7. (Phila. Reg.). HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks.

1167-A8. (Chesapeake Reg.). 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 Regions)**

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
Main Line: (New York Reg.)	No. 1 and No. 2	W3.44	200 feet east of and 200 feet west of catenary pole W3.44
Main Line: (Phila. Reg.) 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
Main Line: (Ches. Reg.) Perryville	1 & 2 3 & 4	Cat. Br. 58.68	200 feet Northward and Southward

1167-A10. (All Regions). Position Light Phase Break Indicators

Location	Tracks	Location of Indicators	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
Main Line: East of Portal	No. 1 (Eastward) No. 2 (Eastward)	Signal Bridge W38	1500 feet
East of Portal	No. 1 (Westward)	On ground mast 185 feet west of Signal Bridge W37	2000 feet
	No. 2 (Westward)	On catenary pole W3.05	
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
Main Line: Perryville	No. 1, 2 & 3 No. 2, 3 & 4	Sig. Br. 590 Coudon's Rd. Br. 58.34	1500 feet Southward from Signal Br. 590 1600 feet Northward from Overhead Bridge 58.34

West Chester Branch PB Signs

1167-A11. (Phila. Reg.). A wood stick section break ten feet long in the catenary system located 1,300 feet north of Lenni Station. Power must not be used while any pantograph is under this section break.

Power Removal. (All Regions)

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.

Removal or Application of Control Jumpers—(All Regions)

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 Regions) 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** is located in each motorman's operating compartment. The special emergency brake system is operated by placing the **EMERGENCY BRAKE SWITCH**, in the operating compartment from which the car is being operated, in the "ON" position. It is to be used only in event of failure of the regular air brake system. The switch must normally remain in the "OFF" position. When in single car operation, the special emergency brake system on these cars must be tested from operating end before each trip by placing the **EMERGENCY BRAKE SWITCH** in "ON" position with brakes released and control plug inserted, noting that brakes are immediately applied on both trucks. When switch is placed in "OFF" position brakes must release on both trucks. This test should immediately follow the normal initial terminal air brake test as prescribed in Instruction 11-b of **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 Regions)

New York Region

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.

Philadelphia Region

Examination of Pantographs—Passenger Service

During sleet storms pantographs of electric engines will be examined by maintenance forces on trains making schedule stops at:

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.

LANCASTER:

Enginemen will stop with engine at extreme departing end of platform.

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.

Examination of Pantographs—Freight Service

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.

Atglen and Susquehanna and Columbia Branches—

Westward—Westward home signal bridge east of Cola.

Eastward—Eastward home signal bridge west of Cola.

Chesapeake Region

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 engineman to lower pantographs.

Immediately upon stopping, engineman will lower pantographs to permit qualified electrician to make pantograph shoe inspection. Engineman will not raise pantographs until after this inspection has been completed and he has been so advised by the qualified electrician that he is permitted to raise them.

Position of Pantographs—Sleet Storms

1167-A16. (All Regions). During sleet-forming weather, when multiple unit cars are lying in yards or terminals pantographs should be kept against the wires and heaters turned on in the car, so that the roof will be warm, with the blower motors shut down until the car is moved.

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

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

Lowering and Raising Pantographs

1167-A17. (All Regions)

New York Region

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 Region

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.

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 Region

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 Regions)

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) Asst. Yard Master's Office
 Station Master's Office, Suburban station;
 Assistant Yard Master's Office, Suburban station;
 Powelton Avenue Multiple Unit yard;
 Chestnut Hill Passenger station;
 Ticket office, Media;
 Yard Office, West Yard.
 Lamokin Block Station.
 Baltimore—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 Regions)

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-A20. (New York Reg.). 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.

1167-A21. (New York Reg.). When making back up movements with electric engines, except movements of single unit with streamlined cab, a member of the crew must take position on forward end of engine in direction of movement and control movement by means of hand signals to Engineman. He must observe all signals affecting movement of the engine and accordingly give hand signals to Engineman.

1167-A22. (New York Reg.). Torresdale—Before making movements with A.C. 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 Reg.). New Haven R. R. Enginemen of electric engines are responsible for knowing that changeover switch is in A. C. position, D. C. pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board.

Employes are prohibited from moving A. C. changeover switch from A. C. position.

1167-A24. (New York Reg.). 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. Reg.). 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. Reg.). 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.

Operation of Steam Heat Generators Under Catenary

1167-A27. (Phila. Reg.). Steam heat generators may be operated under low wire.

At 30th St. Station, Phila., Lower Level, terminating trains equipped with steam generators must have the trainline steam valve closed before passing Zoo or Arsenal.

At Suburban Station and U. S. Post Office facilities at 30th Street, steam heat generators must be shut down.

Heater Switches—Use of

1167-A28. (Phila. Reg.). Heater switches on all cars in multiple unit trains destined to Suburban Station must be opened not later than just after passing North Philadelphia, 52nd Street, 49th Street station or Brill interlocking station.

D. C. Electrical Operation—(New York Reg.)

1167-B1. Following tracks equipped for D. C. electrical operation:

MAIN TRACKS—Between:

Harold and west portals of North River tunnels.
Waldo and Hudson (Jersey City Branch).
Track No. 4 Hudson to Track W Dock.
Track W Dock to Newark MU Yard.
Track E Newark MU Yard to Track 1 Dock.
Track 1 Dock 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:

Loop Tracks Nos. 1 and 2 between F and R.

Eastward and Westward Engine Tracks between Q and Sunnyside Engine House.

Pennsylvania Station, New York.

HUDSON:

Track 10 from eastward Connection Track 1 to 836 feet westward.
Crossover Route Track 4 to Track 1.

1167-B2. When there is possibility of contact between D. C. electric engines or D. C. 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. When two or more P. A. T. H. Trains using D. C. 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. Portable Third Rail Jumpers are located at east end, westward platform Harrison and at all interlocking stations in D. C. electrified territory. They must be replaced after using.

1167-B5. Type H2C Auxiliary or Compromise Car Couplers for coupling P. A. T. H. 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—Vicinity east end 16 track in yard.

TRAIN DISPATCHERS (All Regions)

1201-A1a. (New York Reg.). 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.	Bordentown—Fair to BO
	Trenton—Morris to MA

Secondary

Tracks: Amboy	Belvidere-Delaware
Freehold	Hightstown

1201-A1b. (Phila. Reg.). Location of Train Dispatchers
Philadelphia (30th St. Station Building)

Train Dispatchers in charge as follows:

Main Line: Between Holmes and Banks
Between Arsenal and Brill

Branches: D.R.R.R. & B. Co.	Schuylkill
Chestnut Hill	Trenton—MA to Dale
Suburban Line	Philadelphia and Thorndale
River Line	Atglen and Susquehanna
Grays Ferry	Columbia
West Chester	York Haven Line (except
West Phila. Elevated	single track east of Cly)
Delaware Extension	Cumberland Valley

Secondary Schuylkill
Tracks: Winchester

1201-A1c. (Chesapeake Reg.). Location of Train Dispatchers
Baltimore:

Train Dispatchers in charge as follows:

Main Line { Brill to New York Avenue.
 { Landover to South End.

Branches:	Secondary Tracks:
Delmarva	Frederick
Columbia and Port Deposit	Popes Creek
Shellpot	Octoraro
Northern Central	York
	Centreville
	Chestertown
	Oxford
	D.M. & V.
	Cambridge
	Crisfield
	Pocomoke

1201-A2. (New York Reg.). 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.

Schuylkill Secondary Track

1201-A3. (Phila. Reg.). Movements on New Boston Branch of Lehigh Valley Railroad will be in charge of train dispatcher at Philadelphia and employes will be governed by the Pennsylvania Railroad Book of Rules, Rules for Conducting Transportation and Philadelphia Region timetable.

Referring to Rule 204:

1204-A4. (All Regions). A copy of the train order need not be supplied to helping engines except when assisting engine is coupled ahead.

SIGNAL RULES

1250-A1. (All Regions) 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 Region

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				A
A	Hudson	1 and 2	X							X	X	X	X			
Hudson	Elmora	1 and 4	X							X	X		X			G
Hudson	Elmora	2 and 3	X							X	X	X	X			
Elmora	Union	A, 1, 4 and B	X							X	X		X			
Elmora	Union	2 and 3	X							X	X	X	X			
Union	Morris	4	X							X	X		X			
Union	Morris	2 and 3	X							X	X	X	X			
Union	Lincoln	1	X							X	X		X			
Lincoln	Edison	1	X							X	X	X				
Edison	Morris	1	X							X	X		X			
Lincoln	Edison	No. 0	X							X	X	X	X			
Morris	Reg. Post Phila. Reg.	1, 2, 3 and 4	X							X	X		X			
Waldo	Hudson	Jersey City Branch 1 and 2	X							X	X		X			
Waldo	Hack	Passaic and Harsimus Branch 1 and 2								X	X					B
Hack	Karney	1 and 2								X						C
Karney	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						D
Union	WC	Perth Amboy & Woodbridge Br 1 and 2	X							X	X		X			
Midway	JG	Jamesburg Branch Single		X		X										
Nassau	KS	Princeton Branch Single						X								
Morris	Reg. Post Phila.	Trenton Branch 1 and 2								X	X		X			E
MG	G	Belvidere Delaware Branch Single						X								
Fair	BO	Bordentown Branch Single						X								
BO	Reg. Post Atl.	1 and 2	X			X				X						
JG	End of Block	Freehold Secondary Track Single						X								
SA	CQ	Amboy Secondary Track Single			X							X				

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note	
			1	2	3	4	5	6	7	8	9	10	11		
Arsenal Penrose	Penrose Stadium	Delaware Extension 1 and 2 1 and 2	X						X	X	X	X	X		
Region Post (New York Region)	Dale	Trenton Branch 1 and 2							X	X		X			
Dale	Glen	Single	X						X	X	X				
Dale	Thorn	Philadelphia and Thorndale Branch 1 and 2							X	X		X			
Park	Cola	Atglen and Susquehanna Branch 1 and 2							X	X		X			
Cola	Lake	1	X						X	X	X	X			
Cola	Lake	Siding							X		X				
Cola	Shocks	2	X						X	X	X	X			
Lake	Wago Jet.	1							X	X		X			
Shocks	Wago Jet.	2							X	X		X			
Port	Region Post (Chesapeake Region)	Columbia and Port Deposit Branch 1 and 2							X	X		X			
Cork	Cola	Columbia Branch 1 and 2							X	X		X			
Shocks	Roy	Single	X						X		X				
Roy	State	1 and 2							X	X		X			
Region Post (Chesapeake Region)	Cly	York Haven Line Single	X						X						F
Cly	Lemo	1 and 2	X						X	X		X			
Wago Jet.	Day	3 and 4							X	X		X			
Lemo	Day	1 and 2							X	X		X			
State	Lemo	Cumberland Valley Branch Single							X						
Lemo	Camp	Single	X						X						
Camp	Town	Single			X										
Hager	Winchester	Winchester Secondary Track Secondary		X	X										D-G
Rockville	Region Post (Northern Reg.)	Williamsport Branch (Main Line Northern Reg.) Single	X						X						

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—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.

NOTE C—End of Block sign located on west side of Main track, 3155 feet north of passenger station, marking end of Main track, in service.
Southward trains must not proceed south of end of Block sign without permission from operator Media. Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.
Northward trains must not proceed north of end of Block sign without permission from operator at Media.

NOTE D—Authority for the movement of passenger extras must be in writing.

NOTE E—Trains routed to Birdsboro track east end Brooke Interlocking, must report clear of interlocking.

NOTE F—Trains must not pass Stop-and-proceed signals except by permission of the Operator when authorized by Superintendent Transportation and Operators must not give permission to trains to pass Stop-and-proceed signals to enter occupied blocks on this track except when authorized by Superintendent Transportation.

NOTE G—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Hager.

Chesapeake Region

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note	
			1	2	3	4	5	6	7	8	9	10	11		
		MAIN LINE													
Region Post Phila. Reg.	Bell	1, 2, 3 and 4	X						X	X		X			
Bell	Landlith	2 and 3	X						X	X		X			
Landlith	Ragan	2 and 3	X						X	X		X			
Ragan	Davis	2, 3 and 4							X		X				
Ragan	Davis	2 and 4	X						X						
Ragan	Davis	3	X								X		X		
Davis	Iron Hill	1, 2, 3 and 4							X		X				
Davis	Iron Hill	1, 2 and 4	X						X						
Davis	Iron Hill	3	X								X		X		
Iron Hill	North East	2, 3 and 4							X		X				
Iron Hill	North East	2 and 4	X						X						
Iron Hill	North East	3	X								X				
North East	Principio	2 and 3	X						X	X	X	X			
Principio	Perryville	1, 2, 3 and 4							X		X				
Principio	Perryville	1 and 4	X						X						
Principio	Perryville	2 and 3	X								X		X		
Perryville	HavredeGrace	2 and 3	X						X	X	X	X			
HavredeGrace	Oak	1, 2, 3 and 4							X		X				
HavredeGrace	Oak	1 and 4	X						X						
HavredeGrace	Oak	2 and 3	X								X		X		
Oak	Bush	2, 3 and 4							X		X				
Oak	Bush	4	X						X						
Oak	Bush	2 and 3	X								X		X		
Bush	Gunpow	2 and 3	X						X	X	X	X			
Gunpow	River	1, 2, 3 and 4	X						X	X		X			
River	Bay	2, 3 and 4	X						X	X		X			
Bay	Union Jct.	2, 3 and 4	X						X						J
Bay	Union Jct.	1	X								X		X		AJ
Bay	Union Jct.	1, 2, 3 and 4							X		X				
B. & P. Jct.	Fulton	2, 3 Gauntlet	X						X	X	X	X			B
Fulton	Winans	1, 2, 3 and 4	X						X	X		X			H

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note						
			1	2	3	4	5	6	7	8	9	10	11							
Winans	Vern	2, 3 and 4								X		X								
Winans	Vern	3		X								X		X						
Winans	Vern	2 and 4	X							X										
Vern	Odenton	1, 2 and 3								X		X								
Vern	Odenton	1 and 3	X							X										
Vern	Odenton	2		X								X		X						
Odenton	Bowie	1, 2 and 3								X		X								
Odenton	Bowie	1 and 3	X							X										
Odenton	Bowie	2		X								X		X						
Bowie	Landover	1, 2 and 3								X		X								
Bowie	Landover	1	X							X										
Bowie	Landover	2 and 3		X								X		X						
Landover	Region Post (W.T.)	2 and 3		X						X		X		X						
Landover	Virginia	2 and 3								X		X		X						
Virginia	14th Street	2 and 3								X										
Virginia	14th Street	2		X								X								
Virginia	14th Street	3	X							X										
14th Street	South End	2 and 3	X							X		X								
		Branches, Secondary Tracks and Sidings																		
Edgewood	Magnolia	S'wd Sdg.								X		X								
Magnolia	Edgewood	N'wd Sdg.								X		X								
		C. & P.D. Branch																		
Perryville	Quarry	1 and 2		X						X		X		X						
Quarry	Tome	Single		X						X		X								
Tome	West Rock	1 and 2		X						X		X		X						
West Rock	Midway	Single		X						X		X								
Midway	McCall's	1 and 2		X						X		X		X						
McCall's	Region Post (Phila. Reg.)	Single		X						X		X								
		Delmarva Branch																		
West Yard	Bank	Single		X						X		X								
Bank	Cassatt	Single								X										
		Northern Central Branch																		
B. & P. Jct.	Mt. Vernon	Single		X						X										D
Mt. Vernon	York	Single	X							X										D-E
York	Loucks	Single		X						X										D
Loucks	Region Post (Phila. Reg.)	Single	X							X										D-E

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note							
			1	2	3	4	5	6	7	8	9	10	11								
		Shellpot Branch																			
Bridge	Bank	1 and 2								X		X									I
Bank	Ragan	1 and 2								X		X									
		Western Maryland Track																			
Eager Street (Overhead Bridge)	Hillen Jct.	Single								X		X									
		Crisfield Secondary Track																			
Kings Creek	Field	Single								X		X									
		Cambridge Secondary Track																			
Seaford	Tank	Single								X		X									
		D.M. & V Secondary Track																			
Harrington	Court	Single								X		X									
Court	Snow Hill	Single								X		X									
		Oxford Secondary Track																			
Clayton	Cross	Single								X		X									
		Chestertown Secondary Track																			
Mass	Chestertown	Single								X		X									
		Centreville Secondary Track																			
Townsend	Centreville	Single								X		X									
		York Secondary Track																			
Wrightsville End of Track	York	Single								X		X									
		Octoraro Secondary Track																			
Wawa	Rock	Single								X		X									C-F
Bowie	Pope's Creek	Single								X		X									
		Frederick Secondary Track																			
York	Frederick	Single								X		X									
		Pocomoke Secondary Track																			
Cassatt	End of Rock	Single								X		X									G

NOTE A—Movements on No. 1 track from northern limits of Union Junction interlocking to Canton Junction interlocking will be made under authority of operator at Bay; southward movements will be made under authority of operator at Union Junction.

Southward movements for the purpose of working on No. 1 track between southern limits of Canton Junction interlocking and northern limits of Union Junction interlocking must move clear of signal located on signal bridge, 1095 feet north of Mile Post 94, before securing permission from operator at Bay to make a northward movement. Such a northward movement will be made to the first block signal under flag protection.

NOTE B—In the application of Rule 262, on No. 2 and No. 3 tracks between B. & P. Junction and Fulton, a train which may be stopped for any reason and is unable to proceed, may move in the reverse direction without train orders after securing permission from proper operator and observing fixed signals.

Rear brakeman of passenger train must proceed immediately to rear end of train and locate himself in position to operate emergency valve. Conductor of passenger train must ride near rear end of rear car and pass signals to brakeman located at emergency valve.

A southward freight train, which may be stopped in the B. & P. Tunnel, must not move in either direction until after a member of the crew has reported to B. & P. Junction for instructions.

NOTE C—End of Block sign at Region Post (Phila. Region), indicating end of Manual Block Signal System, in service.

Northward trains must not proceed north of End of Block sign without permission of operator at Media (Phila. Region).

Southward trains must not proceed south of End of Block sign without permission of operator at Lamokin.

NOTE D—Between B. & P. Junction and Region Post (Phila. Region):

Trains must not pass Stop-and-proceed signals unless permitted by operator when authorized by the Superintendent Transportation.

Operator must not give permission to trains to pass Stop-and-proceed signals to enter occupied blocks except when authorized by the Superintendent Transportation.

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

NOTE F—In the application of **Rule 365**:

Crews of southward trains from Octoraro Secondary track, must report clear at Rock, unless otherwise instructed.

NOTE G—Northward trains must not proceed north of Begin Block sign without permission of Operator at Cassatt. Southward trains must not proceed south of End of Block sign without permission of Operator at Cassatt. Southward trains clearing secondary track at End of Block sign must report clear to Operator at Cassatt.

NOTE H—In the application of **Rule D-508**:

Position light signal on Catonsville track, 5812 feet south of Gwynn block and interlocking station, governs movements from Catonsville track northward on No. 4 track to Gwynn interlocking signal. After securing block permission from the operator at Gwynn and proper signal indication at Catonsville track connection, trains are authorized to proceed northward on No. 4 track to Gwynn interlocking signal, without train order.

NOTE I—During the hours that Ward Interlocking Station is closed, trains will be governed by signal indication displayed at Ward and Lane.

NOTE J—Cab Signals Within Interlocking Limits.

Southward:

Track F between southward home signal 155 feet north of South Portal of Union Tunnel to facing switch located 285 feet south of B. & P. Junction Block and Interlocking Station.

Northward:

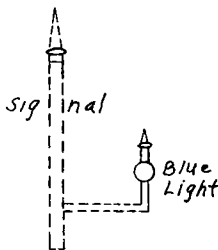
Track A between northward home signal 175 feet north of North Portal of B. & P. Tunnel and northward home signals at South Portal of Union Tunnel.

Track B between northward home signal 175 feet north of North Portal of B. & P. Tunnel and home signal governing northward movement, 660 feet south of Union Junction Block and Interlocking Station.

No. 3 track, between northward home signal 300 feet south of South Portal of Union Tunnel and northward home signal 25 feet north of North Portal of Union Tunnel.

1280-A to 1296-A1. (All Regions). 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:
Bordertown Branch—Distant signal M-322, 6000 feet west of Fair.
Delmarva Branch—Cassatt and Harrington.¹

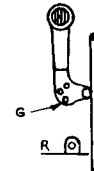


INDICATION—Proceed prepared to stop at next signal. Train exceeding slow speed must at once reduce to that speed.

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



INDICATION—Proceed.
NAME—Clear.



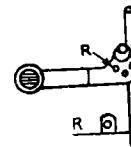
INDICATION—Proceed.
NAME—Clear.

SMASH BOARD SIGNALS

Vertical—Movable Bridge set for traffic.

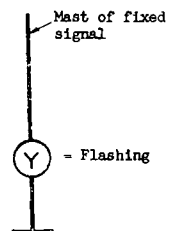
Horizontal—Movable Bridge not set for traffic.

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



INDICATION—Stop.
NAME—Stop-Signal.

NOTE—To apply to trains governed by fixed signal under which located.



INDICATION—Orders.
NAME: Train-order.

1280-A to 1296-A2. (New York Reg.). 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 Reg.). 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.

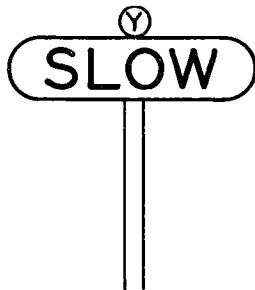
1280-A to 1296-A4. (New York Reg.). When letters H-M are displayed, signal must not be accepted by any trains except P. A. T. H. trains.

P.A.T.H. trains must not accept signal at Waldo for movement from No. 1 track (Jersey City Branch), or signal from track 4 at Dock, unless H-M signal is displayed. Eastward P.A.T.H. 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 Reg.).

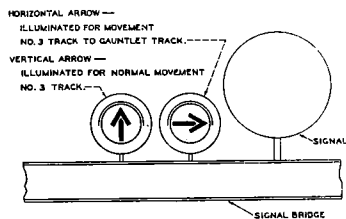
INDICATION
APPROACH NEXT SIGNAL
PREPARED TO STOP

Rule 285



APPROACH ASPECT
NOTE—Y indicates yellow.

1280-A to 1296-A6. (Chesapeake Reg.).



1282-A1. (New York Reg.). 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 Reg.). When Signal P-80 on Passaic and Harsimus Branch indicates "Stop then Proceed at Restricted Speed," train will contact Karny before proceeding.

Automatic Train-Stops (Trippers)

1299-A1. (New York Reg.). Automatic train-stops are located as follows:

Location	Signals
F	All Home signals immediately preceding, and governing movement into tunnels except low Home signal governing westward movement from Track Sub. 4.
East River Tunnels	All fixed signals with the current of traffic except Block signal 1E28, track No. 1 (Distant signal to F).
JO and C	All Home signals immediately preceding, and governing movement into, tunnels.
A	All Home signals immediately preceding, and governing westward movements into tunnels.

NOTE: See Special Instruction 1299-A2.

Manual Release of Automatic Train-Stops (Trippers).

1299-A2. (New York Reg.). Release mechanism is located in case adjacent to signal.

When a train equipped with automatic train stops (trippers) is stopped by a signal at which an automatic train stop is located, to enable the train to proceed the Conductor or Engineman, or such person as they may designate, must be governed as follows:

Place P. R. R. switch key in slot in small iron case and turn key to right, holding for five seconds or until it is known automatic train stop is down; key may then be removed and train proceed in accordance with signal indication. Automatic train stop will remain down until entire train has passed over same. If train stop does not remain down when key is removed, reinsert key and turn to right, holding same to the right until entire train has passed over train stop.

If for any reason automatic stop arm cannot be released by using switch key, train may pass same in tripping position. When this occurs great care must be exercised to avoid damage to train and Train Director at A must be immediately notified.

When train is assisted by one or more engines at rear of train equipped with automatic train stop, the automatic train stops on assisting engine or engines must be made inoperative by closing cutout cocks in brake pipe leading to automatic train stop. This must be done before movement is started. After assisting service has been completed, cutout cocks must immediately be opened to restore normal operation.

1299-A3. (New York Reg.). Minimum distance from signal to point at which automatic train stop (tripper) at that signal will go to tripping position is as follows:

East River Tunnel, track No. 1.....	1287 feet
East River Tunnel, track No. 2.....	1250 feet
East River Tunnel, track No. 3.....	1050 feet
East River Tunnel, track No. 4.....	1080 feet

When trains equipped with automatic train stops exceed above lengths, crews must take precaution to prevent trains being tripped, either by cutting out tripping device on rear cars or by operating tripper release mechanism until entire train has passed signal.

1299-A4. (New York Reg.). 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 No. 1 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 W track at Dock.

Facing Hand-operated Switches connected with Manual Block Signal.

1362-A. (All Regions). Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared:

New York Reg.

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Fair	Westward	Single	Block Station and M.P. 1
Midway	Eastward	Single	Block Station and Dayton
Frenchtown*	Northward	Single	Block Station and Distant Switch Signal 6000 feet north of Frenchtown
MG	Northward	Single	Block Station and Tatersall Industrial Track
JG	Westward	Hights-town Secondary	Block Station and 500 feet west

*This switch is connected with the interlocking signal Sundays and Holidays; also Monday through Saturday between 11:00 P.M. and 7:00 A.M.

Philadelphia Region

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
West Chester Branch: Media Schuylkill Branch: Schuylkill Secondary Track: Haws Avenue	Southward	Single	Block Station and M. P. 15
	Westward	Single	Block Station and M. P. 19
Schuylkill Secondary Track: Brooke	Eastward	Single	Block Station and M. P. 47
Cumberland Valley Branch: Camp	Southward	Single	Block Station and fixed signal No. 63
Wood	Southward Northward	Single Single	Block Station and M. P. 53 Block Station and Scotland
Town	Northward	Single	Block Station and M. P. 70

Chesapeake Region

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
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	Southward	Single	Cassatt Block Station and Pocomoke

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 Reg.). At the following locations, trains or engines are prohibited from clearing main track:

Track	Location	Switch
Jamesburg Branch	2500 feet east of Midway Dayton	Set-off track Dayton Fertilizer Company track
	15,054 feet east of Midway	Sefton Fibre Can track

Trains Approaching Block-Limit Stations with Form K Clearance Cards.

1366-A1. (New York Region). 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.

Cab Signal Departure Test

1551-A1. (All Regions). 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	Hudson
New York	Rahway
New York	Monmouth Park Race Track
Philadelphia	Bristol
Philadelphia	Bryn Mawr
Philadelphia	Parkesburg
Philadelphia	Atlantic City Race Course, N. J.
Philadelphia	Garden State Park Race Track, N. J.
Philadelphia	Delaware Park Race Track, Del.
Philadelphia	Newark, Del.
Philadelphia	Bay Block Station (Laurel Race Train)
Philadelphia	Bowie Race Track, Md.
Baltimore, Md.	Washington, D. C.

1551-A1a. (Philadelphia and Chesapeake Regions). Referring to Rule 551 when the cab signals of an M.U. 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-A2a. (New York Reg.). 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.
- Journal Square—
 - West ends of Tracks A, C, F and R.

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.

1551-A2b. (Phila. Reg.). Testing sections, in addition to those at terminals, located:

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.

Lebanon Track—

200 feet east of connection with Main Line (Conewago).

*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.

1551-A2c. (Chesapeake Reg.). Testing sections, in addition to those at terminal, located:

On single track between signal No. D-50 and northward home signal at Bank, Delmarva Branch.

On Middle Station track. Wilmington Passenger Station for northward movements only.

On Newark and Delaware City secondary track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

On North leg of Wye track from a point 883 feet East of Union Junction Block and Interlocking Station to a point 203 feet South of South portal Union Tunnel.

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

1551-A3. (Phila. Reg.). 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 Reg.). 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-A5. (Chesapeake Reg.). Fulton Interlocking—Southward trains operating under signal aspects **Rule 288**, Fig. A, on signals located at Mount Street and Fulton Avenue, governing reverse movements from No. 2 track B.& P. Tunnel to No. 3 track will receive an approach cab signal.

1551-A6. (Chesapeake Reg.). 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.

1556-A1. Cab signals for eastward movements approaching Penrose on No. 1 track will change to restricting approximately 20 seconds after passing fixed signal No. 15-D in approach position.

Cab signals for eastward movements on No. 1 and No. 2 tracks will change to restricting approximately 10 seconds after passing fixed signals No. 39-D.

Exceptions Authorized (All Regions, except L. I. R. R. trains and trains between West Yard and Washington on Chesapeake Region)

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 Transportation 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 Reg.). 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-A1a. (New York Reg.). 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 not equipped with cab signal apparatus or equipped with cab signal apparatus not in operating condition for direction it is to move, or pushing cars between:

Waldo and Hudson,
Hudson and Lane,
Lane and Union,
Union and WC,
Union and County,
Millham and MA,
Morris and Holmes.

(c) Engines moving to and from shops.

1560-A1b. (Phila. Reg.). Following exceptions authorized for trains and engines not equipped with cab signals:

(a) Wire, work, wreck and ballast cleaners to and from work.

(b) Engines used in switching and transfer service (Yard and Runner engines) with or without cars, not exceeding 20 miles per hour: east of Merion and between Harris and Rockville.

(c) Engines to and from shops.

(d) Trains and engines from connecting regions or railroads (in emergencies).

(e) Road freight trains between Stadium, Arsenal and Zoo to and from West Chester and Schuylkill Branches.

(f) Northern Region trains between Harris and Rockville.

(g) Baltimore and Ohio R. R. trains between Penrose and Stadium.

(h) Cumberland Valley Branch trains between Lemo and Day.

- (i) N&W Railway between Hager and Vardo; movements on Main track may be made not equipped with cab signals at restricted speed.
- (j) Reading Company trains and engines on No. 1 track between Shore and Jersey.

1560-A1c. (Chesapeake Reg.). Following exceptions authorized for trains and engines not equipped with cab signals:

B. & O. R. R. Trains between Anacostia and Virginia
W. M. Ry. Trains between Fulton and Signal 880 north of River.

Yard Engines with or without cars between:

Baldwin and Ragan
Principio and Oak
River and Gwynn
Landover and Virginia
Landover and Region Post (W. T.)
Baltimore and Hollins
Perryville and Minnick

Engines or Rail Motor Cars enroute to or from shops
Work, Wire, Wreck Trains and Ballast Cleaners to and from work.

Road Engines moving backwards between:

Bell and Ragan
River and Gwynn
Landover and Virginia
Landover and Region Post (W. T.)

Delmarva Branch trains between Bank and Ragan and Ragan and Landlith.

1560-B1. (New York Reg.). 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 2001) on arrival at New York.

INTERLOCKING

1605-A1. (Chesapeake Reg.). Baltimore: Interlocking Rules 605 to 670, inclusive, will apply on Station tracks B and C, and No. 1 to No. 7, inclusive, also freight tracks A and F.

1606-A1. (All Regions). Emergency Signals—Whistle or Horn in service as follows:

New York Region

All interlockings except—Frenchtown, MG, G and BO.

Philadelphia Region

All Interlockings except—

Landis	Pay
Norris	Pennroad
Haws Ave.	Hager
Creek	
Brooke	

Chesapeake Region

All Interlockings except—

Iron Hill	Harrington
North East	Seaford
Magnolia	Cassatt
Lane	Chadd
Clayton	All Interlockings on C&PD Branch

Referring to Rule 606

1606-A2. (Phila. Reg.). SOUND: O O—

INDICATION: Call for car inspector.

1606-A3. (Chesapeake Reg.). 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 Regions). 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.

1663-A1. (New York Reg.). Interlockings Operated Automatically. Farmingdale: Interlocking signals will operate automatically when approach circuit is occupied between home signal and yellow stripe painted on side of rail 1000 feet east and 1400 feet west thereof, providing no conflicting movements are approaching on Central Railroad of New Jersey.

After a train occupies the interlocking, it must pass beyond the limits of approach circuits marked by yellow stripe before an opposing signal can be displayed on the P. R. R.

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 train is stopped by an interlocking home signal and there is no train approaching on the Central Railroad of New Jersey or should no other cause for detaining the train be known, the conductor should have a thorough understanding with the engineman and go the Central Railroad of New Jersey telephone located in box at station and call Central Railroad of New Jersey Train Dispatcher at Long Branch to determine if any train movements are approaching on Central Railroad of New Jersey.

If there is no train approaching on the Central Railroad of New Jersey the movement of P. R. R. train through the interlocking will be made as follows:

Pass home signal in Stop position and occupy interlocking for a period of six minutes without fouling the crossing. Movement may then be made over the crossing under flag protection.

When P. R. R. home signal fails to display a proceed indication the conductor must notify Superintendent Transportation 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 Central Railroad of New Jersey, provide protection, and then proceed over the crossing.

1663-A2. (Philadelphia Reg.). Interlockings Operated Automatically

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

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 driver track car must be governed by the Instructions posted at the crossing.

1663-A3. (Chesapeake Reg.). Interlocking Operated Automatically

Automatic interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
Octoraro Secondary Track	Chadd	Reading Railroad Company	P.R.R. Telephone Box on north side of crossing

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 driver 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. Reg.). 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 Reg.). 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. Reg.). 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.....Stadium
Block Station.....Nest

Movement of Trains and Engines at Stadium, M-1, 44th Street, 52nd Street and Enola

1697-A2. (Phila. Reg.). Movements will be governed by fixed signals. Permission in writing must be obtained from operator at Stadium, yard master or his representative at M-1, 44th Street, Enola Yard and Operator Overbrook, (for 52nd Street) when necessary to pass a non-interlocked signal, when signal cannot be cleared.

Suburban Station Tracks

1697-A3. (Phila. Reg.). 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—TRAINPHONE

1701-A1. (All Regions). 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 Reg.). 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. (Chesapeake Reg.). Instructions covering use of telephones in train operation as outlined on card posted at all telephone locations and block stations must be followed.

Telephones—Octoraro Secondary Track

1702-A2. (Chesapeake Reg.). All wayside telephones between Region Post, (Philadelphia Region), 3616 feet north of Mile Post 19, and Octoraro, Mile Post 63.7, changed to local telephones.

When Concordville, West Grove, and Rising Sun Stations are closed, telephones may be reached by unlocking small door on side of station.

Call Lamokin Block Station—Give local operator your location and telephone number, ask for Wilmington Olympia 8-4141. When call is completed, request P. R. R. Wilmington operator to connect with Lamokin Block Station.

When call is completed, close box and lock before leaving. Telephone connection can be made with Cola from wayside telephones south of Grove.

Local telephones:

Concordville Station — Globe 9-2249
Chadd Interlocking — Main 8-6100
Square Block Limit Station — Gilbert 4-2660
Avon Block Limit Station — Colony 8-2155
Avondale Route 41 — Colony 8-2155
Kel Block Limit Station — Underhill 9-9806
Ox Block Limit Station — 932-8484
Rising Sun Station — Rising Sun 234

Telephones—Pope's Creek Secondary Track

1702-A3. (Chesapeake Reg.). All wayside telephones between a point 3256 feet north of Mile Post 1 and south end of Pope's Creek Secondary track, 3504 feet south of Mile Post 48, changed to local telephones.

Local telephones:

Bowie Block Station — Central 8-3226
Marlboro Station — Market 7-3616
Wine Block-Limit Station — State 2-7121
Waldorf Station — Midway 5-8256
Indian Head Junction Station — West 4-8822
LaPlata Station — West 4-3241
Lothair Public Delivery track — West 4-4120
Pope Block-Limit Station — Clearbrook 9-2409

When Waldorf, Indian Head Junction and LaPlata Stations are closed, telephones may be reached by unlocking Telephone Box on side of station.

Call Bowie Block Station—Give local operator your location and telephone number, ask for Central 8-3226. When call is completed, close box and lock before leaving.

Telephones—York Secondary Track

1702-A4. (Chesapeake Reg.). All wayside telephones between north end of York Secondary Track and Camp, changed to local telephones.

Local telephones:

Wrightsville — 255-8252
York Block Station — York 8-1883

Telephone may be reached by unlocking Telephone Box on side of station.

Call York Block Station—Give local operator your location and telephone number, ask for York 8-1883. When call is completed, close box and lock before leaving.

Telephones—Frederick Secondary Track

1702-A5. (Chesapeake Reg.). All wayside telephones between Pal and south end of Frederick Secondary Track, changed to local telephones.

Local telephones:

York Block Station — York 8-1883
Spring Block-Limit Station — Spring Grove 5971
Fish Block-Limit Station — Melrose 7-4212
Littlestown — 359-4249
Taneytown — Plymouth 6-4591
Jct. Union Bridge Track — Spruce 5-4771
Woodsboro — Vinewood 5-8376
Walkersville — Vinewood 5-3531
Fred Block-Limit Station — Monument 3-6202
Frederick — Monument 3-6202

When Littlestown, Taneytown and Woodsboro Stations are closed, telephone may be reached by unlocking Telephone Box on side of station.

Telephone at Walkersville is located in telephone box, equipped with switch lock, adjacent to station building.

Call York Block Station—Give local operator your location and telephone number, ask for York 8-1883. When call is completed, close box and lock before leaving.

Telephone—Chestertown Secondary Track

1706-A6. (Chesapeake Reg.). All wayside telephones between Mass and south end of Chestertown Secondary Track, changed to local telephones.

Local telephones:

Clayton Block Station — Olive 3-7260
Mass Block Limit Station — Waverly 8-3355
Kennedyville — Fieldstone 8-5226
Chestertown — Chestertown 27

When Chestertown Station is closed, telephone may be reached by unlocking telephone box on side of station. When Kennedyville Station is closed telephone may be reached by unlocking station door equipped with switch lock.

Call Block Station, give local operator your location and telephone number, ask for Olive 3-7260. When call is completed, close box and lock before leaving.

Telephones—Centreville Secondary Track

1702-A7. (Chesapeake Reg.). All wayside telephones between TOWNSEND and south end of Centreville Secondary Track, changed to local telephones.

Local telephones:

Clayton Block Station — Olive 3-7260
Mass Block Limit Station — Waverly 8-3355
Sudlersville — GENEVA 8-3191
Centreville — Centreville 32

When Centreville and Sudlersville Stations are closed, telephone may be reached by unlocking telephone box on side of station.

Call Clayton Block Station, give local operator your location and telephone number, ask for Olive 3-7260. When call is completed, close box and lock before leaving.

Telephones—Crisfield Secondary Track

1702-A8. (Chesapeake Reg.). All wayside telephones between Kings Creek and south end of Crisfield Secondary Track, changed to local telephones.

Local telephones:

Cassatt Block Station — Pocomoke 519
Westover — Princess Anne 373W11
Marion — Marion 2211
Crisfield — Crisfield 57
Field — Crisfield 1266

Telephones at Westover and Crisfield are located in Station Building. Telephones at Kingston, Marion and Field are located in telephone boxes with switch lock.

Call Cassatt Block Station—From Crisfield or Westover ask local operator for Pocomoke 519.

Call Cassatt Block Station—From Marion or Kingston dial 8 for Salisbury operator, give operator your location and telephone number and ask for Pocomoke 519. When call is completed, close box and lock before leaving.

Telephones—D.M.&V. Secondary Track

1702-A9. (Chesapeake Reg.). All wayside telephones between Iron Block Limit Station and end of Secondary Track, Snow Hill, changed to local telephones.

Local telephones:

Cassatt Block Station — Pocomoke 519
Snow Hill — Snow Hill 40
Harrington Block Station — EXeter 8-8375

Telephone at Snow Hill is located in telephone box, equipped with switch lock, on side of station building.

Call Harrington Block Station—give local operator your location and telephone number, ask for Pocomoke 519; Block Operator, Cassatt Block Station (Pocomoke 519) will make connection to Harrington Block Station.

If above telephone connection fails, give local operator your location and telephone number, ask for Harrington, Delaware—EXeter 8-8375.

When call is completed, close box and lock before leaving.

Telephones—Cambridge Running Track

1702-A10. (Chesapeake Reg.). Local telephones:

Cambridge Enginehouse — 228-1934
Tank Block Limit Station — 228-1934
Seaford Block Station — NATIONAL 9-4581

Telephone for Tank Block Limit Station is located in telephone box, 300 feet south of Block Limit Station.

Call Seaford Block Station—give local operator your location and telephone number and ask for Seaford, Delaware—NATIONAL 9-4581

When call is completed, close box and lock before leaving.

Use of Trainphone on Schuylkill Branch and Schuylkill Secondary Track

1703-A1. (Phila. Reg.). In using trainphones, persons will announce on what channel they are talking when making call.

Between Valley and Haws Avenue (inclusive) Channel 1 will be used.

Between Haws Avenue (exclusive) and Ulmer, Channel 2 will be used and Norris will use Channel 2 when talking to trains, engines and other stations in this territory.

To All Employees:

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!

J. A. Foshee
W. G. Dorwart
J. C. Sperry
 Superintendents Transportation

Approved

G. C. Vaughan
H. C. Kohout
G. M. Smith
 Regional Managers

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	1068	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	1125	1213	1119	1212	1073	1095	1155
29	1015	1204	1105	1104	—	1020	—
30	1090	1092	1208	1120	—	1154	—
31	1004	—	1015	1207	—	1014	—

THE PENNSYLVANIA RAILROAD

NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION

October 22, 1962.

GENERAL ORDER No. 1401

Effective 2.01 A. M., Sunday, October 28, 1962

Applies in All Zones

- (a) Timetable No. 14 in effect. This timetable is a joint New York-Philadelphia-Chesapeake Region timetable. It contains the necessary instructions issued in general orders up to and including New York Region General Order No. 1308, Philadelphia Region General Order No. 1315 and Chesapeake Region General Order No. 1310, all of which must be removed from bulletin boards.

Each employe must examine each page of Timetable No. 14 to see that his copy is complete, pages properly lined up, and note changes.

General Order Zones will have an additional letter prefix indicating the region (N for New York, P for Philadelphia, C for Chesapeake). General Orders will be numbered consecutively regardless of region on which they apply. Employes of all three regions must have all general orders of the three regions 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.

Employes must paste Rule revisions in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

Applies in Zone PA

- (c) **TRENTON BRANCH**
MA—LANGHORNE
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Mile Post 41 and Mile Post 38, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (d) **TRENTON BRANCH**
DALE—KING
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Block Signal T-72 and Block Signal T-92, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (e) **COLUMBIA BRANCH**
SHOCKS—FALMOUTH
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Shocks and Mile Post 94, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (f) **COLUMBIA BRANCH**
BAINBRIDGE—ROY
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 94 and Mile Post 97, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (g) **COLUMBIA BRANCH**
FALMOUTH—ROY
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 97 and Roy, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (h) **YORK HAVEN LINE**
CLY—NEW CUMBERLAND
(Temporary Speed Restriction)
Trains and engines on No. 4 track must not exceed a speed of 30 miles per hour between Mile Post 71 and Mile Post 74, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (i) **COLUMBIA BRANCH**
CORK—COLA
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between Mile Post 78 and Mile Post 80, account of track conditions.
Special Instruction **1157-F1b**, changed.

Applies in Zone PE

- (j) CUMBERLAND VALLEY BRANCH
NEW KINGSTON—WATTS
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 12 and Mile Post 15, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (k) CUMBERLAND VALLEY BRANCH
CARLISLE—SPRING
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 21 and Mile Post 24, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (l) CUMBERLAND VALLEY BRANCH
PENNROAD—WOOD
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Pennroad and Mile Post 50, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (m) CUMBERLAND VALLEY BRANCH
MASON-DIXON—TOWN
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 69 and Town, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (n) WINCHESTER SECONDARY TRACK
GARD—TABLERS
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 15 miles per hour between Gard and Mile Post 94, account of track conditions.
Special Instruction **1157-F1b**, changed.
- (o) WINCHESTER SECONDARY TRACK
MARTINSBURG—BUNKER HILL
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 20 miles per hour between Mile Post 94 and Mile Post 102, account of track conditions.
Special Instruction **1157-F1b**, changed.

Applies in Zone CE

- (p) COLUMBIA AND PORT DEPOSIT BRANCH
HARBOR—WEST HARBOR
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Harbor and West Harbor, account of track conditions.
Special Instruction **1157-F1c**, changed.

This General Order is printed in Timetable No. 14 and will not be issued in sticker form.

**J. A. FOSHEE,
W. G. DORWART,
J. C. SPERRY,**
Superintendents Transportation.

THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION

October 23, 1962.

GENERAL ORDER No. 1402

Effective 11.01 A.M., Monday, November 5, 1962

Applies in All Zones

- (a) **TIMETABLE AUTHORITY**
S stop for No. 251 at Elizabeth at 2.40 a.m., page 37, changed to **E** stop.
E stop for No. 13 at North Phila., page 37, changed to **EX** stop.
Z stop for No. 1135 at Union at 5.45 p.m., page 55, added.
F stop for No. 3858 at Plainsboro at 6.06 p.m., page 87, withdrawn.
S stops for No. 322 at 8.38 a.m. and No. 324 at 9.08 a.m., at Strafford, page 132, added.
Employees must correct pages 37, 55, 87 and 132, in ink.
- (b) **LETTERS AND CHARACTERS**
U—Regular stop to receive passengers for west of Pittsburgh, added.
Special Instruction **1004-B1**, changed.

Applies in Zone NB

- (c) **GENERAL ORDERS**
BULLETIN BOARDS, EMPLOYES' REGISTERS, STANDARD CLOCKS
Bulletin Board, Employees' Register and Standard Clock located in Meadows-Produce Yard Office, out of service.
Bulletin Boards, Employees' Registers and Standard Clocks located in Yard office, Trucktrain Terminal, South Kearny, N. J., and Meadows Enginehouse, in service.
Special Instruction **1075-A1**, changed.

Applies in Zones PA and PD

- (d) **COLUMBIA BRANCH**
ROY—STATE
Automatic Block Signal System and Cab Signals on No. 2 (Westward) track, between Roy and State, out of service.
No. 2 (Westward) track, between Roy and State, out of service as a Main track and in service as a construction track, in charge of Train Dispatcher, through the Train Director at State.
Speed on construction track must not exceed restricted speed.
Special Instructions **1151-A1, 1151-B1, 1157-C1b**, and **1250-A1** (Phila. Region), changed.
Special Instruction **1155-A12** (Phila. Region), annulled.

(Page 1 of 2 pages)

New York, Philadelphia Regions General Order No. 1402

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., November 5, 1962.

GENERAL ORDER No. 1403

Effective 11.01 A. M., Wednesday, November 14, 1962

Applies in Zone PA

- (a) TRENTON BRANCH
MA - LANGHORNE
Paragraph (c) General Order No. 1401, referring to temporary speed restriction of 30 miles per hour on No. 2 track between Mile Post 41 and Mile post 38, annulled.
- (b) TRENTON BRANCH
NEST - KING
CC sign, located 600 feet east of Mile Post 12, adjacent to and south of No. 1 track, indicating a point beyond which eastward trains and engines on No. 1 track will operate Automatic Highway Crossing Protection at Henderson Road Public Highway Crossing at grade, in service.

Applies in Zone PD

- (c) CUMBERLAND VALLEY BRANCH
STATE - LEMO
Low Home signal governing southward movement on Main track, located 2520 feet south of State, controlled by State, changed to Home signal (Pedestal Type), in service.
Low Home signal governing southward movement on Main track, located 1350 feet north of Lemo, controlled by Lemo, changed to Home signal (Pedestal Type), in service.
- (d) CUMBERLAND VALLEY BRANCH
CARLISLE - GREASON
Pipe-connected derail on facing hand-operated switch for southward movement in Main track, 820 feet south of Mile Post 19, leading to north end of Carlisle Siding, in service.

Applies in Zone PE

- (g) CUMBERLAND VALLEY BRANCH
NEW KINGSTON—WATTS
Paragraph (j) General Order No. 1401 referring to temporary speed restriction of 20 miles per hour on Main track between Mile Post 12 and Mile Post 15, annulled.
- (h) CUMBERLAND VALLEY BRANCH
CARLISLE—GREASON
Facing hand-operated switch for northward movement in Main track, 1880 feet south of Mile Post 20, leading to Carlisle Siding, out of service.
Facing hand-operated switch for northward movement in Main track, 2820 feet south of Mile Post 19, leading to Carlisle Siding, capacity 34 cars, in service.
Carlisle Siding between a point 2820 feet south of Mile Post 19 and a point 1880 feet south of Mile Post 20, out of service.
Page 24, Timetable No. 14, changed.
- (i) WINCHESTER SECONDARY TRACK
CV-87—GARD
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 87 and Gard, account of track conditions.
Special Instruction 1157-F1b, changed.

W. G. DORWART,
Superintendent Transportation

J. A. FOSHEE,
W. G. DORWART,
Superintendents Transportation.

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION**

New York, N. Y., November 9, 1962

GENERAL ORDER No. 1404

Effective 12.01 P.M., Saturday, November 17, 1962

Applies in All Zones

(a) TIMETABLE AUTHORITY

No. 172 pass Grundy at 12.43 P.M. instead of Bristol, page 79.

Employees must correct page 79, in ink.

Applies in Zone NB

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

Eliminate Jersey City.

Employees must correct page 178, in ink.

Applies in Zone ND

**(c) SECONDARY TRACKS, RUNNING TRACKS AND
SIDINGS
MAXIMUM SPEEDS UNLESS OTHERWISE
SPECIFIED**

Maximum speed on Freehold Secondary Track between JG and end of block, 30 miles per hour.
Special Instruction 1157-H1, changed.

(d) ENGINE AND SPECIAL LOAD RESTRICTIONS

Maximum authorized speed for class GF-25M engines on Freehold Secondary Track, 20 miles per hour.
Special Instruction 1160-A1a, changed.

(e) SIGNAL RULES

Rules 271 to 273, inclusive in effect on Freehold Secondary Track between JG and end of block.
Special Instruction 1250-A1, changed.

Page 1 of 2 Pages

Page 2 of 2 Pages—N. Y. Region G. O. 1404

Effective 12.01 P.M., Monday, November 19, 1962

Applies in Zone NB

**(f) AUTOMATIC HIGHWAY CROSSING PROTECTION
ON SIDINGS, YARD AND OTHER TRACKS
HUNTER—18th AVENUE TRACK**

Automatic highway crossing protection with flashing light signals, warning bells and gates at Waverly Avenue grade crossing, in service.

When a movement is to be made across Waverly Avenue, the following will govern:

Trains or engines must stop before obstructing Waverly Avenue.

Conductor, Engineman or his representative must push button marked START which will cause flashing lights, warning bells and gates to operate. When it is ascertained that the protection is operating the movement over the crossing may proceed.

When the rail movement is clear of the crossing Conductor, Engineman or his representative must push button marked STOP.

A member of the crew must precede the movement and remain on the crossing until movement is completed. START and STOP buttons are located in control box on signal case at south side of Waverly Avenue crossing. Control box must be locked after each using.

Manually operated crossing gates out of service and watchman removed.

Special Instructions 1103-A2 and 1103-B1, changed.

**(g) PROTECTION FOR PUBLIC HIGHWAY
CROSSINGS AT GRADE
HUNTER—18th AVENUE TRACK**

No crossing watchman on duty continuously at Rose Street grade crossing.

Trains and engines must stop before passing over crossing and a member of the crew must protect the crossing in advance of each movement over the crossing.
Special Instructions 1103-B1 and 1103-C1a, changed.

Applies in Zone NE

**(h) BELVIDERE—DELAWARE BRANCH
FRENCHTOWN**

Yard Limit Board located 1240 feet south of Frenchtown moved southward a distance of 8050 feet.
Special Instruction 1093-A1, changed.

**J. A. FOSHEE,
Superintendent Transportation.**

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., October 29, 1962.

GENERAL ORDER No. 1405

Effective 3.01 P.M., Tuesday, November 20, 1962

Applies in Zone PB

(a) **DELAWARE EXTENSION
ARSENAL—PENROSE**

Block signal No. 15-D governing eastward movement on No. 2 track, located 4800 feet west of Penrose, mounted on signal bridge, in service.

Block signal No. 16-D governing westward movement on No. 1 track, located 4800 feet west of Penrose, mounted on signal bridge, in service.

Trailing hand-operated switch in No. 2 track, 1100 feet west of westward limits Penrose Interlocking, leading to U. S. Quartermaster track, equipped with electric lock, not controlled by operator, in service.

Trailing hand-operated switch in No. 2 track, 2500 feet east of eastward end of Arsenal Movable Bridge, leading to No. 3 yard track, equipped with electric lock, not controlled by operator, in service.

Note 1 to Phila. Region Special Instruction 1104-D2 will apply to the above switches.

Special Instruction 1104-D2 (Phila. Region), changed.

Cab signals for eastward movements approaching Penrose on No. 2 track will change to restricting approximately 20 seconds after passing Block signal No. 15-D when Home signal at Penrose is less favorable than SLOW APPROACH. Cab signals for westward movements approaching Arsenal Interlocking on No. 1 and No. 2 tracks will change to restricting approximately 20 seconds after passing Block signal No. 16-D when Home signals at Arsenal are less favorable than SLOW APPROACH.

Rules 261 to 264, inclusive, in effect on No. 1 and No. 2 tracks between Arsenal and Penrose.

Rules 501 to 512, inclusive, in effect for movements with and against the current of traffic on No. 1 and No. 2 tracks between Arsenal and Penrose.

Rules 551 to 570, inclusive, in effect for movements with and against the current of traffic on No. 1 and No. 2 tracks between Arsenal and Penrose.

Special Instruction 1250-A1 (Phila. Region), changed.

Trains and engines are prohibited from clearing No. 1 track at switch leading to P.B.&W. Fuel Company track, 360 feet east of eastward limits Arsenal Interlocking and at switch leading to Kirkpatrick Coal Company track, 3765 feet east of eastward limits Arsenal Interlocking.

Special Instruction 1502-A1 (Phila. Region), added.

(b) **DELAWARE EXTENSION
ARSENAL INTERLOCKING**

Low Home signal governing westward movement on No. 1 track, 2000 feet east of eastward end of Arsenal Movable Bridge, changed to Home signal mounted on signal bridge, in service.

Low Home signal governing eastward movement on No. 2 track, 370 feet west of westward end of Arsenal Movable Bridge, moved 72 feet west and changed to Home signal mounted on signal bridge, in service.

Low Home signal governing westward movement on No. 1 track, 1100 feet west of westward end of Arsenal Movable Bridge, moved 245 feet east and changed to Home signal mounted on signal bridge, in service.

Low Home signal governing westward movement on No. 1 track, 80 feet west of westward end of Arsenal Movable Bridge, out of service.

The following fixed signals located 500 feet east of eastward end of Arsenal Movable Bridge, out of service:

Home signal governing eastward movement on No. 1 track,
Low Home signal governing westward movement on No. 1 track,

Home signal governing westward movement on No. 2 track,
Low Home signal governing eastward movement on No. 2 track.

(Page 1 of 2 pages)

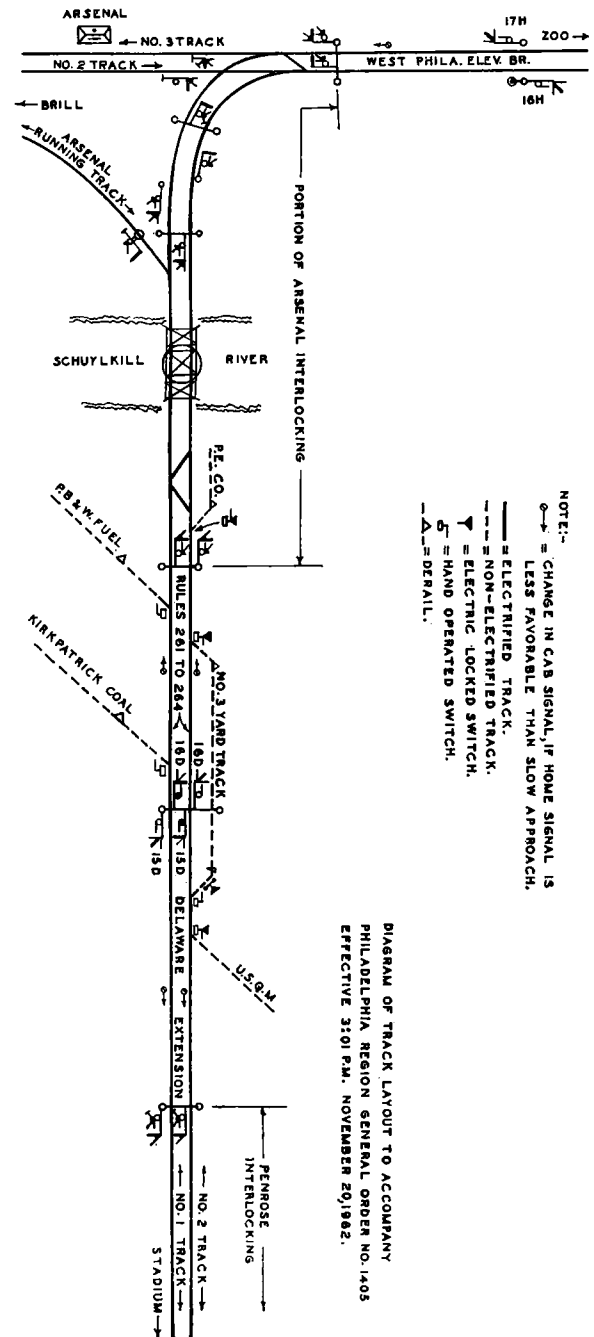
(Page 2 of 2 pages, Phila. Region G. O. No. 1405)

(c) **WEST PHILADELPHIA ELEVATED BRANCH
ARSENAL INTERLOCKING**

Low Home signal governing southward movement on No. 2 track, located at northward limits of Arsenal Interlocking, moved 20 feet south and changed to Home signal mounted on signal bridge, in service.

Diagram in sticker form attached to and made part of this General Order must be pasted in timetable with this General Order.

W. G. DORWART,
Superintendent Transportation.



**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., November 16, 1962.

GENERAL ORDER No. 1406

Effective 2.01 A. M., Tuesday, November 27, 1962

Applies in All Zones

(a) TIMETABLE AUTHORITY

No. 9 will not run November 27, to December 22, inclusive.

No. 17 will not run between Holmes and Phila. - 30th Street Station, December 8 and December 15.

No. 17 will not run between Phila. - 30th Street Station and Banks, December 6 to December 21, inclusive. Employes must correct pages 38, 59, 117 and 126, in ink.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., November 15, 1962.

GENERAL ORDER No. 1407

Effective 10:01 A.M., Friday, November 30, 1962

Applies in All Zones

(a) TIMETABLE AUTHORITY

Change ● from No. 148, page 110, to ◇

Change ◇ from No. 132, page 112, to ●

Employes must correct pages 110 and 112, in ink.

Schedules of C. & O. Nos. 205 and 206, withdrawn.

Schedules of Sou. 230, 235, 236 and 248, R.F. & P. 87 and 88, C. & O. 203, changed.

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

Blank coupons over C. & O. Nos. 205 and 206, pages 142 and 143.

Sou. 230, 235, 236 and 248, R.F. & P. 87 and 88, C. & O. 203 over corresponding schedules on pages 142 and 143.

Applies in Zone CC

(b) MAIN LINE

ANACOSTIA - VIRGINIA

Facing hand-operated electric locked switch for southward movement in No. 3 track, equipped with pipe connected derail, 1680 feet south of Anacostia Block and Interlocking Station, leading to Pennsylvania Avenue Yard, out of service.

Special Instruction **1104-D1** (Chesapeake Region), changed.

Applies in Zone CE

**(c) COLUMBIA AND PORT DEPOSIT BRANCH
HARBOR - WEST HARBOR**

Paragraph (p), General Order No. 1401 referring to temporary speed restrictions of 20 miles per hour on main track between Harbor and West Harbor, annulled.

Special Instruction **1157-F1c**, changed.

Applies in Zone CF

(d) CURVES, BRIDGES, ETC.

DELMARVA BRANCH

CHRISTINA MOVABLE BRIDGE (No. 2.27)

Trains and engines must not exceed a speed of 10 miles per hour over Christina Movable Bridge.

Special Instructions **1157-F1c**, changed.

(e) DELMARVA BRANCH

BANK BLOCK AND INTERLOCKING STATION

Facing Interlocked switch for southward movement in Main Track, 489 feet south of Bank Block and Interlocking Station, leading to Farnhurst Industrial Track, out of service.

Low home signal governing northward movement on Farnhurst Industrial Track, 994 feet south of Bank Block and Interlocking Station, out of service.

Farnhurst Industrial Track from Mile Post 3 to Bank Block and Interlocking Station, out of service.

J. C. SPERRY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., November 16, 1962.

GENERAL ORDER No. 1408

**Effective as specified below, one day only
Saturday, December 1, 1962**

Applies in Zone PB

**(a) WEST PHILADELPHIA ELEVATED BRANCH
ZOO - ARSENAL**

Between 9.46 A. M., and 1.01 P. M., only:
Current of traffic on No. 2 track between Zoo and Arsenal, changed to southward.

Block signal (Pedestal Type) No. 9-H governing southward movement on No. 2 track, located 3560 feet south of Zoo Block and Interlocking Station, in service.

Block signal (Pedestal Type) No. 17-H governing southward movement on No. 2 track, located 7485 feet south of Zoo Block and Interlocking Station, in service.

Automatic Block Signal System Rules 501 to 512 inclusive, in effect.

Between 3.31 P. M., and 7.01 P. M., only:
Current of traffic on No. 3 track between Zoo and Arsenal, changed to northward.

Manual Block Signal System Rules 305 to 373 inclusive, except Rule 317, in effect.

In the application of second paragraph Rule 361, the condition of the block ahead will be given by block operator on ground at telephone box located 950 feet north of Arsenal Block and Interlocking Station.

Special Instructions 1151-B1 and 1250-A1 (Phila. Region), changed.

**(b) DELAWARE EXTENSION
ARSENAL - STADIUM**

Maximum speeds, unless otherwise specified between 9.46 A. M., and 7.01 P. M., only:

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 Penrose 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.

Between west end of curve, west of Broad Street overhead bridge and end of Main tracks—30 miles per hour.

Special Instruction 1157-C1b (Phila. Region), changed.

**(c) DELAWARE EXTENSION
GREENWICH YARD (WEST END)**

Between 9.46 A. M., and 7.01 P. M., only:
Switchtenders in charge of all hand-operated switches at west end of yard
Special Instruction 1104-B2b (Phila. Region), changed.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION**

November 16, 1962.

GENERAL ORDER No. 1409

Effective 2.01 A. M., Monday, December 3, 1962

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of Nos. 263, 525, 527, 529, 535, 539, 541, 510, 526, 528, 530, 536 and 538, added.

Schedules of Nos. 537, 540, 544 and 3843, withdrawn.

Schedules of Nos. 507, 509, 511, 513, 515, 517, 519, 521, 523, 531, 533, 543, 506, 508, 512, 514, 516, 518, 520, 522, 524, 532 and 534, changed.

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

No. 507 over blank column following No. 1151, page 39.

No. 509 over No. 507, page 39.

No. 511 over No. 509, page 40.

No. 513 over No. 515, page 41.

No. 515 over No. 511, page 42.

No. 517 over No. 531, page 44.

No. 519 over blank column preceding No. 127, page 44.

No. 521 over No. 513, page 45.

No. 523 over blank column following No. 4247, page 46.

No. 525 over No. 533, page 48.

No. 527 over blank column following No. 525, page 48.

No. 529 over No. 517, page 51.

No. 531 over No. 523, page 54.

No. 533 over No. 519, page 55.

No. 535 over blank column following No. 49, page 55.

No. 263 over No. 3843, page 55.

Blank coupon over No. 521, page 56.

No. 539 over No. 537, page 58.

No. 541 over blank column following No. 1141, page 61.

No. 543 over No. 543, page 63.

No. 506 over blank column following No. 256, page 74.

No. 508 over No. 506, page 75.

No. 510 over No. 508, page 75.

No. 512 over No. 532, page 77.

No. 514 over blank column following No. 3924, page 79.

No. 516 over No. 534, page 80.

No. 518 over blank column following No. 50, page 80.

No. 520 over No. 512, page 83.

No. 522 over No. 516, page 85.

No. 524 over No. 514, page 85.

No. 526 over No. 518, page 86.

No. 528 over blank column following No. 4208, page 86.

No. 530 over No. 540, page 87.

No. 532 over No. 520, page 88.

No. 534 over No. 522, page 89.

No. 536 over No. 544, page 92.

No. 538 over No. 524, page 93.

J. A. FOSHEE,
W. G. DORWART,
Superintendents Transportation.

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION**

November 26, 1962.

GENERAL ORDER No. 1410

Effective 11.01 A.M., Wednesday, December 5, 1962

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

No. 223 will run December 25 and January 1.
Emploees must correct page 56, in ink.

Applies in Zone NB

(b) **DC ELECTRICAL OPERATION
HUDSON**

Type H2C auxiliary or Compromise car couplers for coupling PATH 1200 series cars and PRR equipment are located in car inspector's building opposite HUDSON Block Station.

Special Instruction **1167-B5**, changed.

Applies in Zones PA and PD

(c) **COLUMBIA BRANCH
ROY—STATE**

Construction track between Roy and a point 4000 feet west of Mile Post 101, including trailing hand-operated cross-over connecting No. 1 track with construction track, located 140 feet west of Mile Post 97, out of service.

Construction track between State and a point 4000 feet west of Mile Post 101, changed to yard track, controlled by Yardmaster Reily Street, in service.

Yard track (commonly called 10-Y track) between a point 4000 feet west of Mile Post 101 and a point 2660 feet west of Mile Post 103, out of service.

Paragraph (d) General Order No. 1402 (Phila. Region), changed.

(d) **COLUMBIA BRANCH
ROY—STATE**

No. 1 (Eastward) track between Roy and State, changed to Single track and that portion of Single track between Roy and a point 2640 feet west of Mile Post 97 moved north a maximum of 13 feet.

Speeds shown in timetable No. 14 applying to former No. 1 track, remain in effect on Single track.

Interlocked Home signal mounted on signal bridge, governing westward movement on Single track, located 1975 feet west of Mile Post 103, in service.

Fixed signal No. 1015 mounted on signal bridge, governing westward movement on Single track, located 2390 feet west of Mile Post 101, in service.

Interlocked Home signal mounted on signal bridge, governing eastward movement on Single track, located 2375 feet east of Mile Post 95, in service.

Fixed signal No. 962 mounted on signal bridge, governing eastward movement on Single track, located 3795 feet east of Mile Post 97, in service.

Rules 261 to 264 inclusive, Rules 501 to 512 inclusive and Rules 551 to 570 inclusive, in effect on Single track between Roy and State.

Special Instructions **1151-A1, 1151-B1, 1157-C1B and 1250-A1** (Phila. Region), changed.

(Page 1 of 2 Pages)

(Page 2 of 2 pages,
New York and Philadelphia Regions G. O. 1410)

Dragging equipment detector on Single track, located 200 feet west of Mile Post 98, relocated 800 feet east of Mile Post 99 protecting westward movement to State and eastward movement to Roy, in service.

The following switches in Single track between Roy and State equipped with pipe connected derails and electric locks, not controlled by operator, in service:

Facing hand-operated switch for eastward movement, located 530 feet east of Mile Post 99, leading to west end Highspire yard,

Facing hand-operated switch for westward movement, located 350 feet west of Mile Post 97, leading to east end Highspire yard,

Facing hand-operated switch for westward movement, located 2350 feet west of Mile Post 99, leading to east end Steelton yard.

Note 1 to Special Instruction **1104-D2** (Phila. Region) applies to the above switches.

Special Instruction **1104-D2** (Phila. Region), changed.

(e) **COLUMBIA BRANCH
ROY—STATE**

Former No. 1 track between Roy and end of track, 400 feet east of fixed signal No. 962, changed to Middletown Industrial track, equipped for A C Electrical Operation, capacity 155 cars, controlled by State, in service.

Special Instruction **1167-A5** (Phila. Region), changed.

Trains and engines on Middletown Industrial track must not exceed restricted speed.

Effective 11.01 A.M., Wednesday, December 12, 1962

Applies in Zones PA and PD

(f) **COLUMBIA BRANCH
ROY—STATE**

Middletown Industrial track changed to Middletown Siding of no assigned direction, capacity 155 cars, controlled by State, in service.

Note 1 to Special Instruction **1151-E2** (Phila. Region) will apply at Roy.

Trains and engines on Middletown Siding must not exceed restricted speed.

Facing hand-operated switch for eastward movement in Single track, located 150 feet east of fixed signal No. 962, equipped for A C Electrical Operation with pipe connected derail and electric lock, not controlled by operator, leading to Middletown Siding, capacity 155 cars, in service.

Note 1 to Special Instruction **1104-D2** (Phila. Region) applies.

Paragraph (e) General Order No. 1410, annulled.

Special Instructions **1104-D2, 1151-E2, 1157-H1 and 1167-A5** (Phila. Region), changed.

**J. A. FOSHEE,
W. G. DORWART,**
Superintendents Transportation.

THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION

December 4, 1962.

GENERAL ORDER No. 1411

Effective 12.01 P.M., Friday, December 14, 1962

Applies in All Zones

(a) TIMETABLE AUTHORITY

No. 17 will not run December 24 and January 1.
No. 17 will run December 25.
Black dot at top of schedule column of No. 531,
page 54 and at bottom of schedule column of No. 508,
page 75, withdrawn.
Employees must correct pages 54, 59, 75 and 126,
in ink.

Applies in Zone PA

(b) ENGINE AND SPECIAL LOAD RESTRICTIONS

Last line of D.R.R.R. & B. Co., Branch restrictions
at top of page 309 should read—See Special Instruc-
tion 1160-A4.
Special Instruction 1160-A1b (Phila. Region), changed.

(c) TRENTON BRANCH
ROXTON - DRESHER

(Temporary Speed Restriction)

Trains and engines on No. 2 track must not exceed
a speed of 20 miles per hour between Mile Post 25
and Mile Post 28, account of track conditions.
Special Instruction 1157-F1b (Phila. Region), changed.

(d) NEW HOLLAND SECONDARY TRACK
DOWNS - END OF TRACK

Trains and engines must stop before passing over
Ludwig Road Public Highway Crossing at grade,
(third grade crossing west of Downs) and a member
of the crew must protect the crossing in advance of
each movement over the crossing.
Special Instruction 1103-C1b (Phila. Region), changed.

(Page 1 of 2 Pages)

Applies in Zone PC

(e) SCHUYLKILL SECONDARY TRACK
NEWTON - LAUREL JUNCTION (LVRR)

(Permanent Speed Restriction)

Trains and engines on Secondary track must not
exceed a speed of 15 miles per hour between Newton
and Laurel Junction, account of track conditions.
Special Instruction 1157-H1 (Phila. Region), changed.

Applies in Zone PD

(f) RUNNING TRACKS OF ASSIGNED DIRECTION
"G" RUNNING TRACK (ENOLA YARD)

Westward movements made on signal indication at
Day must stop east of hand-operated switches con-
necting "F," "H" and "K" Running tracks with Run-
ning 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 at east end Marysville.
Note 2 to Special Instruction 1151-F1 (Phila. Region),
changed.

Applies in Zone PE

(g) MEDICAL OFFICERS AND SURGEONS
CARLISLE

Address and telephone number of T. S. Armstrong,
M.D., changed to 64 South West Street, CHappel
9-3019.
Special Instruction 100R-2A (Phila. Region), changed.

(h) WAYNESBORO SECONDARY TRACK
WOOD - FAYETTEVILLE

(Temporary Speed Restriction)

Trains and engines on Secondary track must not
exceed a speed of 10 miles per hour between Mile
Post 1 and Mile Post 3, account of track conditions.
Special Instruction 1157-H1 (Phila. Region), changed.

J. A. FOSHEE,
W. G. DORWART,
Superintendents Transportation.

THE PENNSYLVANIA RAILROAD
NEW YORK REGION

New York, N. Y., December 12, 1962

GENERAL ORDER No. 1412

Effective 12.01 P.M., Wednesday, December 26, 1962

Applies in Zone NB

(a) AUTOMATIC HIGHWAY CROSSING PROTECTION
ON SIDINGS, YARD AND OTHER TRACKS
HUNTER—18th AVENUE TRACK

Automatic highway crossing protection with flashing light signals and warning bells at Bigelow Street and Avon Avenue grade crossings, in service.

When a movement is to be made across Bigelow Street or Avon Avenue, the following will govern:

Trains or engines must stop before obstructing Bigelow Street or Avon Avenue. Conductor, Engineman or his representative must push button marked START which will cause flashing lights and warning bells to operate. When it is ascertained that the protection is operating the movement over the crossing may proceed.

When the rail movement is clear of the crossing Conductor, Engineman or his representative must push button marked STOP.

A member of the crew must precede the movement and remain on the crossing until movement is completed.

START and STOP buttons are located in control boxes on signal cases at north side of Bigelow Street and Avon Avenue crossings and in control boxes on flashing light signal poles at south side of Bigelow Street and Avon Avenue crossings. Control boxes must be locked after each using.

Manually operated crossing gates at Avon Avenue, out of service.

Watchmen removed at Bigelow Street and Avon Avenue.

Special Instructions 1103-A2 and 1103-B1, changed.

Applies in Zone ND

(b) HIGHTSTOWN SECONDARY TRACK

Pipe connected derail on following hand-operated switches in secondary track, out of service.

Yellow stripe painted on the inside and outside of rail will indicate fouling point of secondary track on these tracks:

Location	Name of Track
874 feet west of Cranbury	Freight
6479 feet west of Cranbury	Pharmacraft
6105 feet east of Hightstown	Bennett & Mount
917 feet west of Hightstown	Farm Fresh
2522 feet east of Windsor	Pioneer Potato
3916 feet east of Windsor	H & H Feed
1812 feet east of Yardville	GLF
1532 feet east of Yardville	Yardville No. 1

Applies in Zone NE

(c) RUNNING TRACKS OF NO ASSIGNED DIRECTION
COALPORT—EAST TRENTON

No. 5 Running track between Coalport and East Trenton changed to yard storage track, in service.

Naught track between Coalport and East Trenton changed to Naught Running Track of no assigned direction, controlled by Yard Master Coalport, in service.

Note 1 of Special Instruction 1151-G1a (New York Region) applies to Naught Running Track.

Special Instruction 1151-G1a, changed.

Effective 12.01 P.M., Thursday, December 27, 1962

Applies in Zone ND

(d) HIGHTSTOWN SECONDARY TRACK

Pipe connected derail on following hand-operated switches in Secondary Track, changed to independent hand operated derails.

Location	Name of Track
192 feet east of Cranbury	Siding
1067 feet west of Cranbury	Siding
2048 feet east of Hightstown	Wykoff
12027 feet west of Windsor	Natural Gas Co.
2595 feet west of Robbinsville	Robbinsville No. 2
436 feet west of Robbinsville	Dilatash
2198 feet west of Yardville	Yardville No. 2
4641 feet east of Bordentown	G. W. Swift Inc.
2379 feet east of Bordentown	Eagle Co.

J. A. FOSHEE,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION

Baltimore, Md., December 18, 1962.

GENERAL ORDER No. 1413

Effective 10:01 A.M., Thursday, January 10, 1963

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedule of R.F. & P. No. 10, changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over R.F. & P. No. 10, page 143, column 5.

Applies in Zone CA

(b) TICKET OFFICES OPEN FOR THE SALE OF TICKETS

MAIN LINE - CLAYMONT

Claymont open for sale of tickets 7.00 A.M. to 4.00 P.M., Monday to Friday. Closed Saturday, Sunday and Holidays.
Page 179 changed.

Applies in Zone CD

(c) NORTHERN CENTRAL BRANCH
SMYSER - GLATFELTER

Home signal governing westward movement on main track 1145 feet west of Mile Post 48 relocated 3775 feet east thereof. Signal must not be passed when STOP indication is displayed without a train order to do so.

Fixed signal No. N-482 governing eastward movement on main track 1165 feet west of Mile Post 48 relocated 3775 feet east thereof and numbered N-476.

Facing hand-operated switch for eastward movement in main track equipped with pipe-connected derail 1110 feet west of Mile Post 48, leading to west end of Smyser Siding relocated 3780 feet east thereof.

Capacity of siding 51 cars, page 29, changed.

Applies in Zone CG

(d) MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED

POCOMOKE SECONDARY TRACK
CASSATT - END OF BLOCK

Authorized speed on Pocomoke Secondary Track between Cassatt and End of Block, 40 miles per hour.

Special Instruction 1157-H1 (Chesapeake Region), page 300, changed.

J. C. SPERRY,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION

December 28, 1962.

GENERAL ORDER No. 1414

Effective 12.01 P.M., Monday, January 14, 1963

Applies in All Zones

(a) EXTRA STOPS—PASSENGER TRAINS

Nos. 0701, 0703, 0705, ~~0707, 0710, 0730, 0735, 0741, 0749, 0755, 0761, 0706, 0718, 0786, 0724, 0738, 0754, 0790, 0762 and 0766~~ stop at Nields Street, West Chester to let off or take on passengers.

Page 177, Timetable No. 14, changed.

(b) SPECIAL INSTRUCTIONS

Special Instruction 1155-A25 (Chesapeake Region), changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over Special Instruction 1155-A25, page 271.

Applies in Zones PA, PB and PC

(c) TRAINPHONE

Trainphones in service at the following locations:

Train Dispatchers' Office (S Office).

Frankford Trucktrain Terminal Office.

Frankford Jct., ~~C Street-Fairmount, Racony, Snackamaxon, Grays Ferry, South Street, 44th Street, Margie Street, Midvale, Greenwich, Greenwich Coal yard, Penna. Produce Terminal, Tidewater, South Phila. Ore yard, Earnest and Norristown yard offices.~~

Assistant Trainmasters' Office, 38th Street and Wyalusing Avenue (Mantua).

Holmes, Ford, Shore, North Phila., Zoo, Arsenal, Brill, Stadium and Overbrook Block and Interlocking Stations.

Pages 17, 18, 19, 20, 21 and 22, Timetable No. 14, changed.

Applies in Zone PA

(d) TRENTON BRANCH
ROXTON—DRESHER

(Temporary Speed Restriction)

Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Mile Post 25 and Mile Post 28, account of track conditions.

Paragraph (c) General Order No. 1411, annulled.

Special Instruction 1157-F1b (Phila. Region), changed.

J. A. FOSHEE,
W. G. DORWART,
J. C. SPERRY,

Superintendents Transportation.

THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION

Baltimore, Md., January 9, 1963.

GENERAL ORDER No. 1415

COVERING MOVEMENTS TO AND FROM
BOWIE RACE TRACK VIA ODENTON

Effective Friday, February 1, 1963, between 11:30 A.M. to 1:30 P.M., and 4:30 P.M. to 6:30 P.M., and continuing Daily except Sunday until Saturday, March 23, 1963.

Applies in Zone CB

(a) MAIN LINE

ARUNDEL

Arundel Storage track extending southward from connection with No. 1 track at Arundel to Bowie Race Track, a distance of 11,518 feet NOT equipped for A.C. electrical operation, in service, as Bowie Race Track Branch.

Rules 305 to 373, inclusive, except Rule 316, in effect.

(b) MAIN LINE

ARUNDEL

Between 11:30 A.M. and 1:30 P.M.

Normal position of trailing switch in No. 1 track, 425 feet north of Arundel, leading to Bowie Race Track Branch, is for No. 1 track.

Trains must stop clear of this switch and must not proceed until proper hand signal is received from Operator at Del.

Between 4:30 P.M. and 6:30 P.M.

Normal position of trailing switch in No. 1 track, 425 feet north of Arundel, leading to Bowie Race Track Branch, is for Bowie Race Track Branch.

Trains from Bowie Race Track, upon receiving proper hand signal from operator at Del, may proceed north on No. 1 track.

(c) BOWIE RACE TRACK BRANCH

BLOCK STATIONS WITHOUT FIXED
SIGNALS, IN SERVICE

Rule 361 will apply as follows:

DEL Block Station, 30 feet south of switch connection in No. 1 track.

TRACK Block Station, 10,028 feet south of Del Block Station.

Trains will operate between Del and Track without train orders after receiving proper block indication from Operator.

Switch in No. 1 track at Arundel in charge of Operator at Del.

Switches leading to Bowie storage tracks in charge of Operator at Track.

Signal to proceed given with yellow flag, or a yellow light, by operator at Track is authority to enter Bowie storage tracks.

(d) MAIN LINE

ODENTON - BOWIE

Between 11:30 A.M. and 1:30 P.M.

Current of traffic on No. 1 track between Odenton Block Station and switch leading to Bowie Race Track Branch will be southward.

(Continued on page 2)

(Ches. Reg., G. O. 1415, page 2—Cont.)

Special Instruction 1151-B1, changed.

Rules 305 to 373, inclusive, except Rule 316, in effect.

Hand signals will be used by operator at Odenton to give block indication to southward trains using No. 1 track.

Southward trains enroute to Bowie Race Track will operate on No. 1 track from Odenton to Del without train orders.

(e) BOWIE RACE TRACK BRANCH

Maximum speed thirty miles per hour, except:

Del to a point 1,000 feet south thereof, fifteen miles per hour.

Between curve at bridge, 2,000 feet north of Boyle to Boyle, twenty miles per hour.

Between switch to north leg of Boyle Wye and end of Bowie storage tracks, fifteen miles per hour.

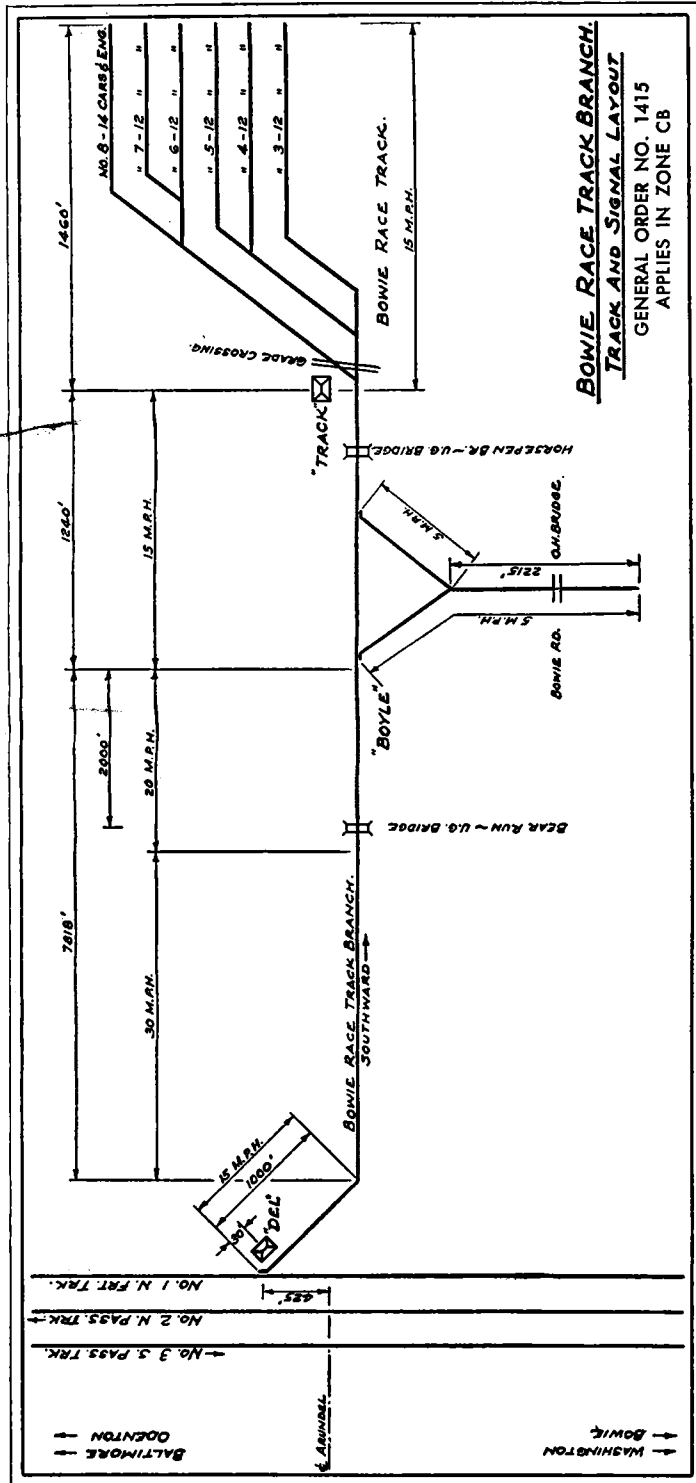
On North and South legs of Boyle Wye and tail track, five miles per hour.

Numbers displayed at Track will indicate order of departure of northward trains.

Clearance points of Bowie storage tracks indicated by yellow stripes painted on rail.

DIAGRAM SHOWING BOWIE RACE TRACK
BRANCH AND FACILITIES ACCOMPANIES
AND IS PART OF THIS GENERAL ORDER.

J. C. SPERRY,
Superintendent Transportation.



THE PENNSYLVANIA RAILROAD
NEW YORK REGION
CHESAPEAKE REGION

Baltimore, Md., January 28, 1963.

GENERAL ORDER No. 1415

Effective 10:01 A.M., Tuesday, February 12, 1963

Applies in Zone ND

- (a) EMPLOYEES REGISTERS
Employee register for passenger crews located in South Amboy Passenger Station (New York and Long Branch Railroad), in service.
Special Instruction 1075-A1, changed.

Applies in Zone CA

- (b) TICKET OFFICES OPEN FOR THE SALE OF TICKETS
MAIN LINE - ELKTON
Elkton open for sale of tickets 7:30 A.M. to 12 Noon, and 1:00 P.M. to 4:30 P.M. daily except Saturdays, Sundays and Holidays.
Page 179 changed.

Applies in Zone CB

- (c) PASSENGER CREWS REGISTERING FOR DUTY
UNION STATION, WASHINGTON, D. C.
Crews of all Chesapeake Region trains will be governed by the following instructions before leaving Washington: Conductors of departing trains, when registering at Stationmaster's Office, Union Station, Washington, will inquire of Stationmaster for instructions for their trains. If instructions are received, conductors must personally deliver them to engineman and see that engineman properly understands them.
When there are no instructions, the conductor will personally notify the engineman before the trains departs.
Special Instruction 1075-A11 (Chesapeake Region), changed.

Applies in Zone CD

- (d) NORTHERN CENTRAL BRANCH
YORK
Facing hand operated electric locked crossover for westward movement from Main Track to M. & P. interchange track 685 feet east of York Block and Interlocking Station, out of service.
Facing hand operated switch for eastward movement in Main Track equipped with independent hand operated derailed 2175 feet east of York Block and Interlocking Station leading to Maple Press Track, in service.
Electric lock on facing hand operated crossover for eastward movement from Main Track to York industrial track 2095 feet east of York Block and Interlocking Station, out of service.
Special Instruction 1104-D1, (Chesapeake Region), changed.

J. C. SPERRY,
Superintendent Transportation.

J. A. FOSHEE,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., January 30, 1963.

GENERAL ORDER No. 1417

Effective 3.01 P.M., Wednesday, February 13, 1963

Applies in Zone PB

**(a) WEST PHILADELPHIA ELEVATED BRANCH
ZOO - ARSENAL**

Fixed signal No. 16-H, mounted on signal bridge, equipped to display yellow disc with black letter "G", governing northward movement on No. 3 track, located 3927 feet south of southward limits Zoo Interlocking, in service.

Fixed signal No. 17-H, mounted on signal bridge, governing southward movement on No. 2 track, located 3758 feet north of northward limits Arsenal Interlocking, in service.

Cab signals for southward movement approaching Arsenal Interlocking on No. 2 and No. 3 tracks will change to restricting approximately 10 seconds after passing fixed signals Nos. 17-H when Home signals at Arsenal are less favorable than SLOW APPROACH.

Cab signals for northward movement approaching Zoo Interlocking on No. 2 and No. 3 tracks will change to restricting approximately 10 seconds after passing fixed signals No. 16-H when Home signals at Zoo are less favorable than SLOW APPROACH.

Rules 261 to 264 inclusive, in effect on No. 2 and No. 3 tracks between Zoo and Arsenal.

Rules 501 to 512 inclusive, in effect for movements with and against the current of traffic on No. 2 and No. 3 tracks between Zoo and Arsenal.

Rules 551 to 570 inclusive, except Rule 569, in effect for movements with and against the current of traffic on No. 2 and No. 3 tracks between Zoo and Arsenal. Special Instruction 1250-A1 (Phila. Region), changed.

**(b) WEST PHILADELPHIA ELEVATED BRANCH
ZOO INTERLOCKING**

Low Home signal governing northward movement on No. 3 track, 3733 feet south of Zoo Block and Interlocking Station, out of service.

Home signal, mounted on signal bridge, governing northward movement on No. 3 track, located 3558 feet south of Zoo Block and Interlocking Station, in service.

**(c) WEST PHILADELPHIA ELEVATED BRANCH
ARSENAL INTERLOCKING**

Dragging equipment detector on No. 3 track, located 1300 feet north of Arsenal Block and Interlocking Station, protecting northward movement to Zoo, in service.

Diagram in sticker form attached to and made part of this General Order must be pasted in timetable with this General Order.

Applies in Zone PD

**(d) RUNNING TRACKS OF ASSIGNED DIRECTION
"G" RUNNING TRACK (ENOLA YARD)**

Trains and engines will protect against following movements on "G" Running track between ramp, opposite westbound hump yard office and connection with No. 4 Running track at east end Marysville. Special Instruction 1112-A1 (Phila. Region), changed.

Applies in Zone PE

**(e) DILLSBURG SECONDARY TRACK
DILLSBURG JUNCTION - DILLSBURG**

Trains and engines must stop before passing over all Public Highway Crossings at grade between Dillsburg Junction and Dillsburg and a member of the crew must protect the crossings in advance of each movement over each crossing.

Special Instruction 1103-C1b (Phila. Region), changed.

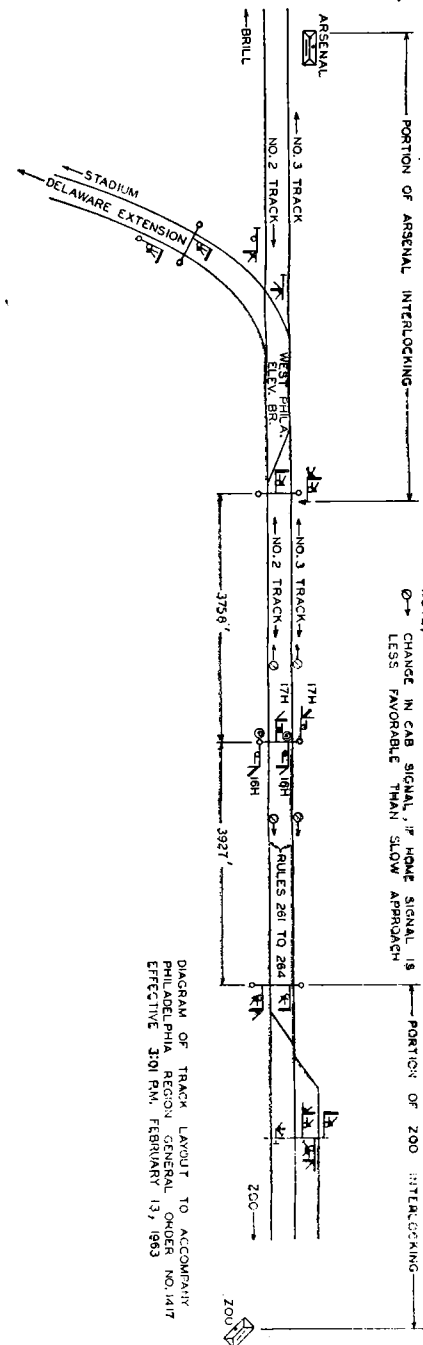
(Page 1 of 2 pages)

(Page 2 of 2 pages, Phila. Region G. O. No. 1417)

**(f) CUMBO SECONDARY TRACK
GARD - CUMBO YARD**

Trains and engines will protect against following movements on Cumbo Secondary track between connection with Winchester Secondary track and Spring Switch leading to No. 1 pull out track. Special Instruction 1110-A1 (Phila. Region), changed.

**W. G. DORWART,
Superintendent Transportation.**



**THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION**

February 5, 1963.

GENERAL ORDER No. 1418

Effective 12.01 P.M., Tuesday, February 19, 1963

Applies in All Zones

(a) TIMETABLE AUTHORITY

No. 293 will not run February 22, page 64.
Employs must correct page 64, in ink.

Applies in Zone ND

(b) JAMESBURG BRANCH

JG-MIDWAY

Color light type distant switch signal, 2000 feet east of Dayton, governing eastward movement on main track indicating position of facing hand-operated switch leading to Phelps Dodge and United Cork Company track, out of service.

Electric lock controlled by JG on facing hand-operated switch for eastward movement in main track, 10860 feet west of JG, leading to Phelps Dodge and United Cork Company track, out of service.

Trains and engines are prohibited from clearing main track at this switch.

Special Instructions 1104-D1 and 1365-B1 (New York Region), changed.

Effective 12.01 P.M., Wednesday, February 20, 1963

Applies in Zone NB

**(c) RUNNING TRACKS OF NO ASSIGNED DIRECTION
CENTER STREET TRACK**

**CENTER STREET MOVABLE BRIDGE—RIVER
STREET**

Center Street Running track between east end of Center Street Movable Bridge and River Street, out of service.

Special Instructions 1103-C1a, 1151-G1a and 1160-A1a (New York Region), changed.

Page 1 of 2 Pages

Page 2 of 2 Pages—N. Y. Region G. O. 1418

Applies in Zone ND

(d) JAMESBURG BRANCH

JG—MIDWAY

Electric lock controlled by JG on facing hand-operated switch for westward movement in main track, 2300 feet west of Dayton, leading to International Business Machine Company track, changed to Electric lock not controlled by operator, in service.

Electric lock controlled by JG on facing hand-operated switch for eastward movement in main track, 4080 feet west of Dayton, leading to International Business Machine Company track, changed to Electric lock not controlled by operator, in service.

Note 1 to Special Instruction 1104-D2 (New York Region) applies to the above switches.

Special Instructions 1104-D1 and 1104-D2 (New York Region), changed.

(e) JAMESBURG BRANCH

MIDWAY—DAYTON

That part of Special Instruction 1362-A (New York Region) referring to facing switches for eastward movement in single track connected to signal between Midway Block Station and Dayton, annulled.

Special Instruction 1362-A (New York Region), changed.

J. A. FOSHEE,

W. G. DORWART

Superintendents Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., February 13, 1963.

GENERAL ORDER No. 1419

Effective 11:01 A.M., Thursday, February 21, 1963

Applies in Zone CF

- (a) DELMARVA BRANCH
DOVER

Facing hand-operated switch for southward movement in main track, equipped with pipe-connected derail 1134 feet north of Mile Post 49 leading to General Foods track, in service.

J. C. SPERRY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., February 20, 1963.

GENERAL ORDER No. 1420

Effective 6:30 A.M., Tuesday, March 5, 1963.

Applies in All Zones

- (a) TIMETABLE AUTHORITY

Schedules of Nos. 104, 105 and 106, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:

Sticker coupon with Schedules of Train Nos. 170, 410, 984 and 104 over columns 2 to 5, page 109.

Blank coupon over Train No. 105, column 6, page 101.
Sticker coupon with schedules of Train Nos. 105, 925, 973 and 947 over columns 2 to 5, page 102.

Sticker coupon with schedules of Train Nos. 982, 922, 174, 128, 924 and 106 over columns 3 to 8, page 111.

Effective 10:01 A.M., Tuesday, March 5, 1963.

Applies in Zone CA

- (b) MAIN LINE
OAK - HAVRE DE GRACE
(Temporary Speed Restriction)
Trains and engines on No. 3 track must not exceed a speed of 50 miles per hour between Oak and Havre de Grace, account of track conditions.
Special Instruction 1157-F1C, changed.
- (c) TICKET OFFICES OPEN FOR THE SALE OF TICKETS
Eliminate Havre de Grace.
Employes must correct page 179, in ink.

Applies in Zone CC

- (d) MAIN LINE
VIRGINIA - JERSEY YARD
No. 3 Southward Freight track relocated westward 26 feet between a point 40 feet south of Virginia Block and Interlocking Station and a point 984 feet north of Virginia Block and Interlocking Station, equipped for A.C. electrical operation.
Home signal governing southward movement on No. 3 Freight track 830 feet north of Virginia Block and Interlocking Station relocated 9 feet westward.
Home signal governing northward movement on No. 3 Freight track 830 feet north of Virginia Block and Interlocking Station relocated 9 feet westward.

J. C. SPERRY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION**

February 21, 1963.

GENERAL ORDER No. 1421

Effective 6.31 A.M., Tuesday, March 5, 1963

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of Nos. 105, 104 and 106, changed.

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

Nos. 105, 104 and 106 over corresponding schedules, pages 50, 76 and 82.

Applies in Zone NB

(b) EXTRA STOPS—PASSENGER TRAINS

Train No. 3607 stop at switch leading to Engine track, Meadows, East End Hudson Interlocking for employes.

Employes must correct page 177, in ink.

Applies in Zone PA

**(c) TRENTON BRANCH
HOWELLVILLE—DALE**

Trailing hand-operated switch in No. 1 track, 2925 feet east of Mile Post 2, leading to Socony-Vacuum Oil Company track, out of service.

Applies in Zone PE

**(d) WINCHESTER SECONDARY TRACK
RIDGEWAY—CLEARBROOK**

Facing hand-operated switch for southward movement in Secondary track with hand-operated derail, 3805 feet south of Mile Post 108, leading to W. S. Frey Company tracks, in service.

Trains and engines must not exceed a speed of 10 miles per hour over this turnout.

Special Instruction **1157-D1** (Phila. Region), changed.

**(e) WINCHESTER SECONDARY TRACK
LEAD TO W. S. FREY COMPANY TRACKS**

Trains and engines must stop before passing over State Road Route 672, Public Highway Crossing at Grade (First grade crossing east of Winchester Secondary track) and a member of the crew must protect the crossing in advance of each movement over the crossing.

Special Instruction **1103-C1b** (Phila. Region), changed.

**(f) WINCHESTER SECONDARY TRACK
RIDGEWAY—WINCHESTER (END OF TRACK)**

Yard Limit Board located 3880 feet south of Mile Post 112 relocated at Mile Post 108, in service.

Yard Limits extended accordingly.

Special Instruction **1093-A1** (Phila. Region), changed.

**J. A. FOSHEE,
W. G. DORWART,**
Superintendents Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., March 1, 1963.

GENERAL ORDER No. 1422

Effective 12.01 P. M., Monday, March 11, 1963

Applies in Zone PA

**(a) ATGLEN AND SUSQUEHANNA BRANCH
Q - LG-14**

(Temporary Speed Restriction)

Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between Mile Post 12 and Mile Post 14, account of track conditions. Special Instruction 1157-F1b (Phila. Region), changed.

**(b) COLUMBIA BRANCH
CORK—MOUNTVILLE**

(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 10 miles per hour between Mile Post 72 and Mile Post 73, account of track conditions. Special Instruction 1157-F1b (Phila. Region), changed.

Applies in Zone PE

**(c) CUMBERLAND VALLEY BRANCH
PENNROAD—WOOD**

Paragraph (1) General Order No. 1401 referring to temporary speed restriction of 30 miles per hour on Main track between Pennroad and Mile Post 50, annulled.

**(d) CUMBERLAND VALLEY BRANCH
PENNROAD—SCOTLAND**

(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 30 miles per hour between Pennroad and Mile Post 44, account of track conditions. Special Instruction 1157-F1b (Phila. Region), changed.

**(e) CUMBERLAND VALLEY BRANCH
PENNROAD—WOOD**

(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 44 and Mile Post 48, account of track conditions. Special Instruction 1157-F1b (Phila. Region), changed.

**(f) CUMBERLAND VALLEY BRANCH
SCOTLAND—WOOD**

(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 48 and Mile Post 50, account of track conditions. Special Instruction 1157-F1b (Phila. Region), changed.

W. G. DORWART,
Superintendent Transportation

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., March 5, 1963.

GENERAL ORDER No. 1423

Effective 6:30 A.M., Monday, March 18, 1963

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of R.F. & P. Nos. 1, 2 and 88, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
R.F. & P. Nos. 1, 2 and 88 over corresponding schedules, pages 142 and 143.

Applies in Zone CD

**(b) YORK SECONDARY TRACK
MILE POST 10**

Facing hand-operated switch for northward movement in main track, with hand-operated derail, 12 feet north of Mile Post 10, leading to McCrory's Warehouse No. 1, in service.

Capacity outside of building, 10 car lengths.

Capacity inside of building, 6 car lengths.

Facing hand-operated switch for northward movement in main track, with hand-operated derail, 588 feet north of Mile Post 10, leading to McCrory's Warehouse No. 2, in service.

Capacity outside of building, 11 car lengths.

Capacity inside of building, 4 car lengths.

Effective 10:01 A.M., Friday, March 22, 1963

Applies in Zone CC

**(c) MAIN LINE
VIRGINIA - JERSEY YARD**

No. 2 Northward Freight track relocated westward 26 feet between a point 140 feet south of Virginia Block and Interlocking Station and a point 984 feet north of Virginia Block and Interlocking Station, equipped for AC electrical operation.

Facing Interlocked switch for northward movement in No. 2 Freight track, equipped with interlocked derail, 460 feet north of Virginia Block and Interlocking Station leading to No. 2 Yard track relocated 26 feet westward.
Trailing Interlocked switch for northward movement in No. 2 Freight track 80 feet north of Virginia Block and Interlocking Station leading to Fourth Street Freight Station relocated 26 feet westward.

Home Signal governing northward movement on No. 2 Freight track, 450 feet north of Virginia Block and Interlocking Station relocated 26 feet westward.

Home Signal governing southward movement on No. 2 Freight track, 830 feet north of Virginia Block and Interlocking Station relocated 9 feet westward.

Home Signal governing southward movement on No. 2 Yard track, 830 feet north of Virginia Block and Interlocking Station relocated 9 feet westward.

Low Home Signal governing northward movements from Fourth Street Yard located 80 feet south of Virginia Block and Interlocking Station relocated 70 feet southward.

J. C. SPERRY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION**

New York, N.Y., March 12, 1963

GENERAL ORDER No. 1424

Effective 6.01 P.M., Monday, March 18, 1963

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedule of Nos. 4183 and 4184, added.

Schedule of Nos. 4164, 4165 and 4166, changed.

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

Nos. 4164, 4165 and 4166 over corresponding schedules, pages 160 and 161.

No. 4183 over blank column following No. 4181, page 160.

No. 4184 over blank column following No. 4182, page 161.

S Stop for No. 3841 at Princeton Junction, at 6.15 P.M., changed to 6.14 P.M., page 55.

S Stop for No. 223 at Princeton Junction, at 6.24 P.M., page 56, added.

~~Employees must correct~~ pages 55 and 56, in ink.

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

Eliminate... No. 3847 due to leave at 6.38 P.M. will wait for No. 4165 due to arrive at 6.33 P.M.

Add..... No. 4184 due to leave at 6.28 P.M., will wait five minutes for No. 223 due to arrive at 6.24 P.M.

No. 3847 due to leave at 6.38 P.M. will wait five minutes for No. 4183 due to arrive at 6.26 P.M.

Change..... No. 4164 due to leave at 6.14 P.M. will wait five minutes for the following trains to arrive:

No. 3838—6.01 P.M.

No. 3836—6.01 P.M.

No. 263—6.14 P.M.

No. 3841—6.14 P.M.

No. 4166 due to leave at 6.41 P.M. will wait five minutes for No. 3847 due to arrive at 6.38 P.M.

Employees must correct page 173, in ink.

Effective 12.01 P.M., Tuesday, March 19, 1963

Applies in Zone NC

- (c) FREEHOLD SECONDARY TRACK
HW—FARMINGDALE

Fixed signal F230 governing eastward movement in secondary track 9511 feet west of Farmingdale relocated 5117 feet east thereof and renumbered 238.

- (d) FREEHOLD SECONDARY TRACK
FARMINGDALE—ALLENWOOD

Fixed signal F255 governing westward movement in secondary track 4091 feet east of Farmingdale renumbered 255.

J. A. FOSHEE,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION

March 21, 1963.

GENERAL ORDER No. 1425

Effective 12.01 P.M., Friday, March 29, 1963

Applies in Zones NB and NC

- (a) MAIN LINE
SIGNAL BRIDGE 96-97—UNION
(Temporary Speed Restriction)

Passenger trains on No. 3 track must not exceed a speed of 60 miles per hour between Signal Bridge 96-97 and Union, account of track conditions.
Special Instruction 1157-C1a, changed.

Applies in Zone NE

- (b) BELVIDERE DELAWARE BRANCH
CARPENTERVILLE—KENT
(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between a point two miles south of lead switch Kent and a point one mile north of lead switch Kent, account of track conditions.
Special Instruction 1157-F1a, changed.

Applies in Zone PA

- (c) TRENTON BRANCH
NEST—RAMBO

Trailing hand-operated switch in No. 1 track with pipe connected derail, 1360 feet west of Mile Post 15, leading to Rambo South Side Storage track, capacity 30 cars, in service.

- (d) COLUMBIA BRANCH
CORK—MOUNTVILLE
(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 20 miles per hour between Mile Post 70 and Mile Post 72, account of track conditions.
Special Instruction 1157-F1b, changed.

- (e) COLUMBIA BRANCH
MOUNTVILLE—COLA
(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 20 miles per hour between Mile Post 78 and Mile Post 79, account of track conditions.
Special Instruction 1157-F1b, changed.

J. A. FOSHEE,
W. G. DORWART,
Superintendents Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., March 20, 1963.

GENERAL ORDER No. 1426

Effective 6:01 A.M., Monday, April 1, 1963.

Applies in Zone CB

- (a) **MAIN LINE**
MILE POST 104 - MILE POST 105
(Temporary Speed Restriction)
Trains and Engines on No. 2 and No. 3 tracks must not exceed a speed of 45 miles per hour over Patapsco River Bridge No. 104.36, account track conditions.
Special Instruction **1157-F1c**, changed.

Applies in All Zones

- (b) **MEDICAL OFFICERS AND SURGEONS**
WILMINGTON
Address of Joseph A. Arminio, Dr., changed to 201 West 12th Street.
Special Instruction **100R-2A**, changed.

Applies in Zone CF

- (c) **D.M.& V. SECONDARY TRACK**
MILFORD
Facing hand-operated switch for northward movement in Secondary Track 1255 feet south of Mile Post 10, leading to Draper Associates, Inc. track, in service. Capacity 3 cars.
- (d) **PROTECTION FOR PUBLIC HIGHWAY**
CROSSINGS AT GRADE
CLAYTON
Trains and Engines must stop before passing over Bassett Street Public Highway Crossing at grade, Clayton Industrial Development Corporation track, and a member of the crew must protect the crossing in advance of each movement over the crossing.
Special Instruction **1103-C1c** (Chesapeake Region), changed.

Effective 2:01 P.M., Wednesday, April 3, 1963

Applies in Zone CA

- (e) **NON-INTERLOCKED RAILROAD CROSSINGS**
AT GRADE
MILL CREEK JUNCTION
WILMINGTON
Semaphore Signals on Pennsylvania Railroad and Reading Company, changed to reflectorized "STOP SIGNS."
Hand-operated derails on Pennsylvania Railroad, out of service.
All trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection.
Special Instruction **1098-A1**, changed.

J. C. SPERRY,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
NEW YORK REGION

New York, N.Y., April 10, 1963

GENERAL ORDER No. 1427

Effective 10.01 A.M., Tuesday, April 23, 1963

Applies in Zone ND

(a) JAMESBURG BRANCH

AMBOY SECONDARY TRACK
FREEHOLD SECONDARY TRACK
HIGHTSTOWN SECONDARY TRACK
JG

JG Block Station, Interlocking, Interlocking Station and all fixed signals connected thereto, out of service. Block signal, located 1205 feet west of Jamesburg governing westward movement on Jamesburg Branch, remote controlled from Midway, in service.

Block signal, located 1225 feet west of Jamesburg, governing eastward movement on Amboy Secondary track, remote controlled from SA, connected with facing point switches between block signal and Jamesburg, in service.

Special Instruction 1362-A applies.

JG Block Station remote controlled from Midway and SA, in service continuously.

Amboy Secondary track extended to a point 1205 feet west of Jamesburg.

Distant signal No. Y483, located 5661 feet east of JG, governing westward movement on Amboy Secondary track, in service.

Distant signal No J40, located 7390 feet west of JG, governing eastward movement on Jamesburg Branch, in service.

Former interlocked switches leading to Hightstown Secondary track, Freehold Secondary track and Jamesburg Eastward Siding changed to hand-operated switches, with fouling point signs, normally lined for movement on the Amboy Secondary track, in service.

Yard limits indicated by yard limit boards, now designated in Special Instruction 1093-A1, on Amboy Secondary track between 7150 feet east of former JG and former JG extended westward a distance of 645 feet.

That part of Special Instruction 1157-F1a referring to maximum speed of 20 miles per hour through Jamesburg Interlocking, annulled.

Employees must correct pages 14 and 16, in ink.

Special Instructions 1093-A1, 1104-A1, 1151-D1a, 1157-F1a, 1157-H1 and 1362-A, changed.

(b) FREEHOLD SECONDARY TRACK

JG—END OF BLOCK

Freehold Secondary track of no assigned direction between JG and End of block, controlled by JG, changed to Freehold Secondary track of no assigned direction between connection with Amboy Secondary track and End of Block Manasquan, controlled by SA. Notes 5 and 6 of Special Instruction 1151-D1a applies.

Page 1 of 3 Pages

Page 2 of 3 Pages—N. Y. Region G. O. 1427

Yard limits indicated by yard limit boards now designated in Special Instruction 1093-A1 remain in service, except that part referring to between JG and 8175 feet east of JG changed to connection with Amboy Secondary track and 7525 feet east of connection with Amboy Secondary track, in service.

NG Block Limit Station, controlled by JG, changed to NG Block Limit Station, controlled by SA.

HW Block Limit Station, controlled by JG, changed to HW Block Limit Station, controlled by SA.

Employees must correct page 16, in ink.

Special Instructions 1093-A1, 1151-D1a, 1157-H1 and 1250-A1, changed.

(c) HIGHTSTOWN SECONDARY TRACK

JG—1380 FEET WEST OF K

Hightstown Secondary track of no assigned direction between JG and 1380 feet west of K Block Limit Station, controlled by JG, changed to Hightstown Secondary track of no assigned direction between connection with Amboy Secondary track and End of Block (1380 feet west of K Block Limit Station), controlled by SA. Notes 5 and 6 of Special Instruction 1151-D1a applies. End of Block sign, in service.

Yard limits indicated by yard limit boards now designated in Special Instruction 1093-A1, changed to yard limits indicated by yard limit boards, in service between connection with Amboy Secondary track and 5300 feet west of connection with Amboy Secondary track and between 8510 feet east of K and 1380 feet west of K (End of Block).

K Block Limit Station, controlled by JG, changed to K Block Limit Station, controlled by SA.

Employees must correct page 16, in ink.

Special Instructions 1093-A1, 1151-D1a, 1157-F1a, 1157-H1, 1160-A1a and 1250-A1, changed.

(d) HIGHTSTOWN SECONDARY TRACK

BO—9675 FEET WEST OF K

Hightstown Secondary track of no assigned direction between BO and 9675 feet west of K Block Limit Station, controlled by JG, changed to Robbinsville Secondary track of no assigned direction between BO and End of Track (9675 feet west of K Block Limit Station), controlled by Fair. Notes 5 and 6 of Special Instruction 1151-D1a applies.

End of Track sign, in service.

The direction from BO to End of Track is Eastward.

Train Dispatchers located at New York in charge.

Manual Block Signal System and Rules 271 to 273, inclusive, out of service.

Yard limits indicated by yard limit boards now designated in Special Instruction 1093-A1, out of service.

Block signal, located 210 feet east of BO governing eastward movement on this track, out of service.

All maximum speeds on curves, bridges, etc., engine restrictions and General Instructions remain in effect. Maximum speed between BO and End of Track, 20 miles per hour.

Employees must correct page 16, in ink.

Special Instructions 1014(1)-A6, 1075-A4a, 1103-C1a, 1151-D1a, 1157-F1a, 1157-H1, 1160-A1a, and 1201-A1, changed.

(e) AMBOY SECONDARY TRACK

OB—JG

Amboy Secondary track of no assigned direction between OB and JG, controlled by JG, changed to Amboy Secondary track of no assigned direction, controlled by SA. Notes 1, 5 and 6 of Special Instruction 1151-D1a applies.

Jamesburg Eastward Siding, in charge of operator at JG, changed to Jamesburg Eastward Siding, in charge of Operator at SA.

GO Block Limit Station, controlled by JG, changed to GO Block Limit Station, controlled by SA.

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.

Employes must correct page 16, in ink.

Special Instructions 1151-D1a and 1151-E1, changed.

J. A. FOSHEE,
Superintendent Transportation



**THE PENNSYLVANIA RAILROAD
NEW YORK REGION**

New York, N.Y., March 12, 1963

GENERAL ORDER No. 1424

Effective 6.01 P.M., Monday, March 18, 1963

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedule of Nos. 4183 and 4184, added.

Schedule of Nos. 4164, 4165 and 4166, changed.

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

Nos. 4164, 4165 and 4166 over corresponding schedules, pages 160 and 161.

No. 4183 over blank column following No. 4181, page 160.

No. 4184 over blank column following No. 4182, page 161.

S Stop for No. 3841 at Princeton Junction, at 6.15 P.M., changed to 6.14 P.M., page 55.

S Stop for No. 223 at Princeton Junction, at 6.24 P.M., page 56, added.

Employees must correct pages 55 and 56, in ink.

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

Eliminate... No. 3847 due to leave at 6.38 P.M. will wait for No. 4165 due to arrive at 6.33 P.M.

Add..... No. 4184 due to leave at 6.28 P.M., will wait five minutes for No. 223 due to arrive at 6.24 P.M.

No. 3847 due to leave at 6.38 P.M. will wait five minutes for No. 4183 due to arrive at 6.26 P.M.

Change..... No. 4164 due to leave at 6.14 P.M. will wait five minutes for the following trains to arrive:

No. 3838—6.01 P.M.

No. 3836—6.01 P.M.

No. 263—6.14 P.M.

No. 3841—6.14 P.M.

No. 4166 due to leave at 6.41 P.M. will wait five minutes for No. 3847 due to arrive at 6.38 P.M.

Employees must correct page 173, in ink.

Effective 12.01 P.M., Tuesday, March 19, 1963

Applies in Zone NC

(c) FREEHOLD SECONDARY TRACK
HW—FARMINGDALE

Fixed signal F230 governing eastward movement in secondary track 9511 feet west of Farmingdale relocated 5117 feet east thereof and renumbered 238.

(d) FREEHOLD SECONDARY TRACK
FARMINGDALE—ALLENWOOD

Fixed signal F255 governing westward movement in secondary track 4091 feet east of Farmingdale renumbered 255.

J. A. FOSHEE,
Superintendent Transportation.

POSTED BY:

(Name of employe posting this Order)

TIME

DATE