

THE PENNSYLVANIA RAILROAD

EASTERN REGION

NEW YORK DIVISION

PHILADELPHIA DIVISION

(Except Former Atlantic District)

CHESAPEAKE DIVISION

HARRISBURG DIVISION

TIMETABLE No. 16

In effect 2.01 A.M., Sunday, October 27, 1963

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

G. C. VAUGHAN
General Manager

J. H. BURDAKIN
General Superintendent

Superintendents:

W. L. BUTZ

W. G. DORWART

J. M. McGUIGAN

F. S. KING

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NOTE—Applies on pages 10 to 33, 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	WEBB HAWKEN 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.....	15.5			
X	X	X	ELMORA.....	16.0			
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 COUNTY.....	32.7			
X	X	X	JERSEY AVENUE (Millstone Running Track).....	34.4			
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 (P.A.T.H.R.R.).....	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.....	3.3			
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.....	4.3			
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 Sunday. 4.00 P.M. to 12.00 Midnight, Daily Except Saturday and Sunday.

JAMESBURG BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from JG	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
		X	JG...R(SA* MIDWAY*).....	0			
			DAYTON.....	3.3			
			MONMOUTH JCT.....	5.4			
X	X	X	MIDWAY.....	5.6			

Note—The direction from JG to Midway is westward.

*Block signal governing westward movement at JG, remote controlled from Midway.

*Block signal governing eastward movement at JG, remote controlled from SA.

TRENTON BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Morris	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
XXX	X	X	MORRIS.....	.0			
			MY... E (MORRIS).....	0.6			
			MB.....	1.8			
			COPPER.....	2.9			
			NICKEL.....	3.4			
		X	MA.....	4.7			
			REGION POST (Phila. Region).....	5.0			
		X	NEST (Phila. Region).....	30.3			

Note—The direction from Morris to Region Post 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			
				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			51 128
				STOCKTON.....	19.5			
				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			
				LEAD SWITCH, KENT.....	47.7			
			X	KENT - C-G.....	49.0			
				PHILLIPSBURG.....	50.7	66		
			X	PG - C-G.....	51.3			
				HUDSON YARD.....	52.7			
			X	DY - C-G.....	54.2			
				MARTINS CREEK.....	57.6			
			X	CR - C-G.....	58.2			90
				ROXBURG.....	61.1			
				G.....	63.9			
			X	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. 28, Dec. 25, Jan. 1, Feb. 22. NOTE: Sundays and Nov. 28, Dec. 25, Jan. 1, 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.

HAROLD-Q-F-R SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from F
X	X		HAROLD (L.I.R.R.).....	0.7
XX	X		Q.....	0.3
XX	X		R.....	0.0
XX	X		F (via loop).....	1.3
XX	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.

AMBOY SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Amboy Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		SA (N.Y.&L.B.R.R.)	.0			
				SO. AMBOY JUNCTION	.0			
				CO	0.2			
				DEEP CUT	1.3			
				EAST END	4.9			
				BROWN	5.9			
			X	OB C-SA	7.1			
				OLD BRIDGE	7.2			
				SPOTSWOOD	9.4			
				OUTCALT	10.4			
			X	HELMETTA	11.6			
				GO C-SA	11.7			
				JAMESBURG	13.4	170		
		X		JG R/SA* {MIDWAY*}	13.6			

Note—The direction from SA to JG is westward.

*Block signal governing westward movement at JG, remote controlled from Midway.

*Block signal governing eastward movement at JG, remote controlled from SA.

HIGHTSTOWN SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Conn. Amboy Sec. Trk.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
				CONN. AMBOY SEC. TRK.	0.0			
				PROSPECT PLAINS	2.5			
				CRANBURY	4.1			10
				HIGHTSTOWN	7.1			
			X	K C-SA	8.0			55
				END OF BLOCK	8.3			

Note—The direction from Conn. Amboy Sec. Trk. to End of Block (west of K) is westward.

FREEHOLD SECONDARY TRACK

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Conn. Amboy Sec. Trk.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
				CONN. AMBOY SEC. TRK.	0.0			
				JAMESBURG	0.1			
				ENGLISH TOWN	6.8			
			X	NG C-SA	6.9			
				TENNENT	8.0			
			X	FREEHOLD	11.5			
X-A				HW C-SA	14.4			
				FARMINGDALE	19.1			
				ALLENWOOD	24.1			
				MANASQUAN	26.9			
				END OF BLOCK	27.1			

Note—The direction from Conn. Amboy Sec. Trk. to End of Block is eastward.

MAIN LINE—PHILADELPHIA REGION

Interlocking Station	Interlocking Station	Block Station	STATIONS	Distance from Jersey City	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			REGION POST (N. Y. Region)	76.0			
X	X	X-O	HOLMESBURG JCT.	77.2			
			HOLMES	77.2			
			TACONY	78.2			
			WISSINOMING	79.3			
			BRIDESBURG	80.1			
X	X	X-O	FRANKFORD	80.9			
			FORD	81.2			
			FRANKFORD JCT.	81.8			
X	X	X-O	SHORE	82.1			
X	X	X-O	NORTH PHILADELPHIA	85.0			
X	X	X-O	NORTH PHILADELPHIA	85.1			
X	X	X-O	ZOO	88.1			
Distance from Sub. Sta. Phila.							
X	X	X-O	ZOO (44th St.)	3.2			
X			52nd STREET	3.9			
			VALLEY—R-Overbrook	4.0			
X	X	X-O	OVERBROOK	5.4			
			OVERBROOK	5.4			
			MERION	6.0			
			NARBERTH	6.8			
			WYNNEWOOD	7.4			
			ARDMORE	8.5			
			HAVERFORD	9.1			
X	B	B	BRYN MAWR	10.1			
			BRYN MAWR	10.1			
			ROSEMONT	10.9			
			VILANOVA	12.0			
			RADNOR	13.0			
			ST DAVIDS	13.7			
			WAYNE	14.5			
			STRAFFORD	15.4			
			DEVON	16.4			
			BERWYN	17.5			
			DAYLESFORD	18.6			
			PAOLI	19.8			
X	X	X	PAOLI	19.9			
			MALVERN	21.8			
			FRAZER	23.7			
X			GLEN—R-Thorn	25.3			
X			WHITEFORD	28.2			
			DOWN—R-Thorn	32.1			
X	X	X	DOWNINGTOWN	32.8			
			THORN	35.0			
			THORNDALE	35.0			
X			CALN—R-Thorn	36.6			
			COATESVILLE	38.4			
			POMEROY	41.9			
X	X	X-O	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			
			CONEWAGO	90.2			
X			ROY—R-State	94.5			
			MIDDLETOWN	94.7			
X	X	X-O	STATE	104.6			
			HARRISBURG	104.6			
X	X	X-O	HARRIS	104.8			
X	X	X-O	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-O	ARSENAL	2.1			
X	X	X-O	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—

Train Dispatchers office, Frankford Truck Train Terminal, Tacony, Frankford Jct., Shackamaxon, Margie Street, Grays Ferry, South Street yard offices, Asst. Trainmasters office, 38th St. and Wyalusing Ave., Lancaster yard office, Harrisburg Station-Yard office east end and Stationmasters office.

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. 28, Christmas Day Dec. 25, and New Years Day Jan. 1.
Bryn Mawr	12.01 A.M. Monday to 11.59 P.M. Friday

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-O	ZOO (44th St.)	3.2			
			PHILA-30th ST. (Upper Level)	0.9			
X	X	X	BROAD	0.4			
			SUBURBAN STATION, PHILA.	0.0			
X	X	X-O	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. 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-O	SHORE	8.2			
			FRANKFORD JUNCTION	8.5			
			DISTRICT POST (Atlantic Dist.)	10.9			
X	X	X-O	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-O	ZOO				
X	X	X-O	PHILA-30TH ST. (Lower Level)	1.5			
X	X	X-O	PENN	1.5			
X	X	X-O	ARSENAL	2.6			

The direction from Zoo to Arsenal is Southward.

36th STREET CONNECTION

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Zoo Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars
X	X	X-O	ZOO		
X	X	X-O	PENN	5000ft	

The direction from Zoo to Penn is Eastward.

Trainphone locations other than Block Stations—

Train Dispatchers office;
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-O	NORTH PHILADELPHIA				
			WESTMORELAND	0.8			
			QUEEN LANE	2.2			
			CHELLEN AVENUE	2.5			
			TULPEHOCKEN	2.3			
			UPSAL	2.8			
			CARPENTER	4.4			
			ALLEN LANE	4.8			
			ST. MARTINS	5.6			
			HIGHLAND	6.1			
X	B	B	CHESTNUT HILL	6.6			

The direction from North Philadelphia to Chestnut Hill is Eastward.

Trainphone locations other than Block Stations—
Midvale Yard office.

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-O	ZOO				
X	X	X-O	ARSENAL	4.5			
X	X	X-O	BRILL	6			

The direction from Zoo to Brill is Southward.
Trainphone locations other than Block Stations—
Train Dispatchers office.
Grays Ferry Yard office.

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-O	ZOO				
X	X	X-O	ARSENAL	2.4			

The direction from Zoo to Arsenal is Southward.

WEST CHESTER BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distances from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X-O	ARSENAL	2.1			
			FORTY-NINTH STREET	3.2			
			ANGORA	4.4			
			FERNWOOD-YEADON	5.4			
			LANDSOWNE	6.3			
			GLADSTONE	6.9			
			CLIFTON-ALDAN	7.5			
			PRIMOS	8.1			
			SECANE	8.8			
			MORTON-RUTLEDGE	9.9			
			SWARTHMORE	11.2			
			WALLINGFORD	12.3			
			MOYLAN-ROSE VALLEY	13.2			
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			
			NIELDS ST.	27.0			
			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			
				CONSHOHOCKEN	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			80
				OAKS	24.8			
				PHOENIXVILLE	28.1			
				CROMBY	30.4			
				SPRING CITY	32.3			155
				PARKERFORD	35.1			
				LOCK—C-Norris	37.8			294
				POTTSTOWN	40.3			
				MONOCACY	46.7			
				DYER	47.2			
X	X	X-O		BIRDSBORO	49.1			
				BROOKE (Reading Co. Xing.)	49.2			
				READING	58.3			
				GROUNDS	62.8			
				TEMPLE	64.2			
				ORCHARD—C-Norris	67.1			
				LEESPORT	67.7			
				SHOEMAKERSVILLE	71.7			
				HAMBURG—C-Norris	76.8			49
				AUBURN	84.8			105
				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 } L.V. R.R.	162.9			
				LAUREL JCT.	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—
Train Dispatchers office.
Norristown Yard office;
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. to 11.00 P.M. Daily except Saturday, Sunday, Nov. 28, Dec. 25 and Jan. 1.

DELAWARE EXTENSION

Interlocking	Interlocking Station	Block Station	STATIONS	Dist. from Ars. Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	ARSENAL				
X	X	X-O	PENROSE—R-Stadium	1.9			
X	X	X-O	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—

Train Dispatchers office.

Penrose, Greenwich, Greenwich Coal Yard, Penna.

Produce Terminal, Tidewater, South Phila. Ore Yard and

D-16 Yard offices.

TRENTON BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Glen	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	MORRIS	46.0			
		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			
			PLYMOUTH MEETING	17.6			
		X-O	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.

Trainphone locations other than Block Stations—

Earnest Yard office.

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	80		
			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	48.4			
			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			250
			SHOCKS R-Cola	87.4			
X			BILLMYER	89.2			
			JEB—R-Cola	89.8			
			BAINBRIDGE	90.9			
			FALMOUTH	94.9			
X			ROY—R-State	98.9			
			STATIONS	Distance from Sub. Sta. Phila. via Main Line			
X			ROY—R-State	94.5			
			MIDDLETOWN	94.7			155
			HIGHSPIRE	95.9			
			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			
			YORK HAVEN	68.5			
X	X	X-O	CLY	69.9			175
			GOLDSBORO	72.4			
			NEW CUMBERLAND	81.2			
X	X	X	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.
 *In service for No. 1 and No. 2 tracks only.

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	3.3			
				DILLSBURG JUNCTION	3.3			
				NEW KINGSTON	11.8			
				WATTS	17.1			34
				CARLISLE	18.3			
				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
			DOWNS 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-O	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	7.8			
			COLEBROOK	9.8			
			MOUNT GRETN	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	9.2			
			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-O		SUBURBAN STA. PHILA.				
				BRILL	4.1			
				DARBY (Phila. Reg.)	8.0			
				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		CRUM 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	19.4			
				HOLLY OAK	21.1			
				BELLEVUE	22.0			
X	X	X		BELL	22.3			
				EDGE MOOR	23.8			
X	X	X		LANDLITH—R-Wilmington	24.8			
				WILMINGTON	26.6			
X	X	X		WEST YARD	28.0			
				RAGAN—R-Wilmington	29.3			
				NEWPORT	30.4			
				STANTON	32.8			
X	X	X		DAVIS	38.2			
				NEWARK	39.0			
X	X	X		IRON HILL—R-Davis	41.3			
				ELKTON	44.7			
X	X	X		NORTH EAST—R-Davis	50.9			
				CHARLESTOWN	53.5			
X	X	X-O		PRINCIPIO—R-Perryville	58.8			
X	X	X		PERRYVILLE	58.9			
X	X	X		HAVRE DE GRACE—R-Perryville	60.1			
X	X	X		OAK	62.3			
				ABERDEEN	64.9			
X	X	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
X	X	X		GUNPOW—R-Edgewood	78.9			
				HAREWOOD PARK	79.3			
				CHASE	80.4			
				MIDDLE RIVER	84.6			
X	X	X		STEMMER'S RUN	86.4			
X	X	X		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	X	X		HALETHORPE	102.3			
				WINANS—R-Gwynn	102.7			
				HARMAN	108.8			
X	X	X		SEVERN	110.0			
				VERN—R-Odenton	111.4			
X	X	X		ODENTON	113.7			
				PATUXENT	116.4			
				ARUNDEL	118.2			
X	B	B		JERICO PARK	119.4			
				BOWIE	120.7			
				GLENNDALE	123.1			
				SEABROOK	124.7			
X	X	X		LANHAM	126.1			
				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.

MAIN LINE—CHESAPEAKE REGION

Interlocking	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—R-Virginia.....	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-AF.....	138.9			

The direction from Landover to South End is southward.

COLUMBIA AND PORT DEPOSIT BRANCH

Interlocking	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.....				
X				MINNICK.....	2.0			
X				QUARRY (R-Perryville).....	3.2			
X				TOME.....	4.3			
X				PORT DEPOSIT.....	4.7			
X				ROCK.....	6.5			
X				WEST ROCK.....	7.4			
X				CONOWINGO.....	10.0			
X				PILOT.....	11.7			130
X				WEST PILOT.....	13.0			
X				PEACH BOTTOM.....	17.4			
X				FISHING CREEK.....	20.5			
X				MIDWAY.....	21.7			
X				HOLTWOOD.....	25.0			
X				McCALLS FERRY.....	25.7			
X				McCALLS.....	26.8			
X				PEQUEA.....	29.7			
X				HARBOR.....	31.9			
X				WEST HARBOR.....	33.2			123
X				REGION POST (Phila. Reg.).....	38.2			
X				CRES (Phila. Reg.)—R-Cola.....	38.8			
X				PORT—R-Cola.....	40.3			
X	X	X		COLA.....	44.0			

The direction from Perryville to Cola is westward.

NORTHERN CENTRAL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Calvert	Sidings Assigned Direction Car Capacity 50 ft. cars		
						West	East	Both
				CALVERT.....				
				MADISON ST.....	0.2			
X	X	X		HILLEN JUNCTION.....	0.5			
				UNION JUNCTION.....	0.8			
				BALTIMORE.....	1.0			
				B.&P. JUNCTION.....	1.2			
X	X	X-O		MT. VERNON—R-B&P Jct.....	2.1			
				WOODBERRY.....	3.3		79	
				MELVALE.....	4.3			
				MT. WASHINGTON.....	6.0			
				BARE HILLS.....	6.6			
				HOLLINS.....	7.1			
				LAKE.....	7.3			
				RUXTON.....	8.4			
				RIDERWOOD.....	9.2			
				LUTHERVILLE.....	10.5			
				TIMONIUM.....	11.7		60	
				PADONIA.....	12.9			
				TEXAS.....	13.5			
				COCKEYSVILLE.....	14.9			67
				GLENCOE.....	20.5			
				MONKTON.....	23.0			
				BLUE MOUNT.....	25.0			
				WHITE HALL.....	26.5			
				PARTON.....	28.8			66
				FREELAND.....	34.3			
				NEW FREEDOM.....	37.1			53
				SHREWSBURY.....	38.6			
				SEITZLAND.....	41.0			
				GLEN ROCK.....	41.8			
				SEITZVILLE.....	44.9			
				SMYSER.....	47.0			51
				HYDE.....	54.6			
X	X	X-O		GRANTLEY.....	55.7			
				YORK.....	57.2			86
				LOUCKS.....	58.5			
				EMIGSVILLE.....	61.6			
				MT. WOLF.....	64.9			62
				REGION POST (Phila. Reg.).....	66.7			
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	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.....				
X				LANE—R-Ward.....	0.9			
X	B	B		WARD.....	1.4			
X	B	B		BANK.....	2.2			
X				RAGAN—R-Wilmington.....	2.9			

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.....	24.8			
				TOWNSEND.....	29.0			
X	X	X-O		CLAYTON.....	36.8			179
				CHESWOLD.....	42.4			
				DOVER.....	47.4			
				WYOMING.....	50.7			
				WOODSIDE.....	54.1			
				VIOLA.....	56.1			
				FELTON.....	58.3			
X	X	X-O		HARRINGTON.....	64.4	144	119	159
				FARMINGTON.....	68.1			
				GREENWOOD.....	72.4			
				BRIDGEVILLE.....	77.0			
				CANNON.....	79.9			
X	X	X-O		SEAFORD.....	84.2			180
				LAUREL MOVABLE BRIDGE.....	90.4			
				LAUREL.....	90.6			
		X		HEARN—R-Delmar.....	95.3			
		O		DELMAR.....				
		X		PATTON—R-Delmar.....	2.2			
				SALISBURY.....	5.9			
				FRUITLAND.....	9.7			
				PRINCESS ANNE.....	19.0			
				KINGS CREEK.....	21.6			
X	B	B-O		CASSATT.....	30.6			.02

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			
X				CHADD'S FORD.....	26.7			
				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.....	59.6			
				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	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.....	2.1			
				COLLINGTON.....	9.2			
				MULLIKIN.....	7.9			
			X	HALL.....	13.8			
				BORO—C-Bowie.....	13.6			12
				MARLBORO.....	17.6			
				GROOME.....	22.3			
			X	CHELTENHAM.....	24.8			
				WINE—C-Bowie.....	25.0			
				BRANDYWINE.....	31.1			6
				WALDORF.....	34.1			15
			X	INDIAN HEAD JUNCTION.....	34.3			
				WHITE—C-Bowie.....	38.8			
				LA PLATA.....	40.5			
				PORT TOBACCO.....	43.4			
				COX.....	45.2			
			X	LOTHAIR.....	48.3			
				POPE—C-Bowie.....	48.7			
				POPE'S CREEK.....				

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	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			63
				WEST YORK.....	14.8			
				PAL—C-York.....	16.4			
				GRAYBILL.....	18.1			
				BAIR.....	20.1			
			X	SPRING GROVE.....	23.2			45
				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.....	46.5			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			12
				WOODSBORO.....	58.4			
			X	WALKERSVILLE.....	62.8			
				FRED—C-York.....	68.0			
				FREDERICK.....	68.8			

The direction from York to Frederick is southward.

SHELLPOT SECONDARY TRACKS

Interlocking	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			
X	X	X		SWITCH BOX No. 6.....	2.0			
				BRIDGE.....	4.1			

The direction from Bellevue to Bridge is southward.

NEW CASTLE SECONDARY TRACK

Interlocking	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	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.....	4.3			
			X	MILFORD—C-Harrington.....	8.3			
				LINCOLN CITY.....	11.3			
				ELLENDALE.....	15.7			
			X	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.....				
				STOCKLEY.....	4.5			
				MILLSBORO.....	9.0			
			X	MILL—C-Harrington.....	9.0			
			X	DAGS—C-Harrington.....	12.6			
				DAGSBORO.....	12.7			
				FRANKFORD.....	14.9			
			X	SELBY—C-Harrington.....	19.0			
				SELBYVILLE.....	19.1			
				BISHOP.....	21.1			
				SHOWELL.....	23.1			
				BERLIN.....	28.1			
			X	IRON—C-Harrington.....	31.0			
				QUEPONCO.....	34.6			
				WESLEY.....	38.7			
			X	SNOW—C-Harrington.....	41.7			
				SNOW HILL.....	41.8			

The direction from Harrington to Snow Hill is southward.

YORK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distances 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			
				HELLAM	6.1			
			X	CAMP—C-York	7.2			23
				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	Distances from Lamokin	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		LAMOKIN				
				UPLAND	0.8			
				BRIDGEWATER	2.5			
				ROCKDALE	5.6			
				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	Distances from Kings Creek	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
			X	KINGS CREEK				
				LONDON—C-Cassatt	0.5			
				WESTOVER	2.9			
				KINGSTON	6.6			
			X	MARION—C-Cassatt	10.1			
				CRISFIELD	14.5			
			X	FIELD—C-Cassatt	15.0			

The direction from Kings Creek to Field is southward.

CHESTERTOWN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distances from Massey	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
			X	MASS—C-Clayton				
				MASSEY				
				LAMBSON	3.6			
				BLACK	5.9			
				KENNEDYVILLE	9.1			
			X	KEN—C-Clayton	9.1			
				STILL POND	11.5			
				LYNCH	13.0			
				WORTON	15.2			
				CHESTERTOWN	20.2			

The direction from Mass to Chestertown is southward.

CAMBRIDGE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distances from Seaford	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O	X	SEAFORD				
				COKE—C-Seaford	1.2			
				OAK GROVE	5.2			
				FEDERALSBURG	9.3			
			X	FED—C-Seaford	13.3			
				WILLIAMSBURG	15.3			
				LOCK—C-Seaford	15.3			
			X	HURLOCK	18.3			
				EAST NEW MARKET	19.3			
				LINKWOOD	24.3			
			X	TANK—C-Seaford	31.3			

The direction from Seaford to Tank is southward.

OXFORD SECONDARY TRACK

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

The direction from Clayton to Cross is southward.

CENTREVILLE SECONDARY TRACK

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

The direction from Townsend to Centreville is southward.

STATIONS	FIRST CLASS			
	◇177 Daily Ex. Sun.	NH179 Daily Ex. Sun & Mon	◆501 Daily Ex. Sun.	◆3815 Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
NEW YORK	3.05 \$ 3.33	\$ 3.30		\$ 4.40
HUDSON	3.44			4.51
NEWARK	\$ 3.48			\$ 4.53 # 5.00
SOUTH ST. (Newark)				
HUNTER	3.51			5.03
NORTH ELIZABETH				
ELIZABETH				\$ 5.09
SOUTH ELIZABETH	3.55			5.10
LINDEN				\$ 5.18
NORTH RAHWAY				
RAHWAY	\$ 4.01			\$ 5.27
UNION	4.03			5.28
AVENEL				
EDGAR				
WOODBIDGE			MU	MU
GENASCO				
WO				
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN			Will Not Run	\$ 5.33
METUCHEN	4.08		Nov. 28	\$ 5.44
EDISON			Dec. 25	\$ 5.48
NEW BRUNSWICK COUNTY	4.14		Jan. 1	\$ 6.10 6.12
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	4.21			6.20
PRINCETON JCT.	4.26			\$ 6.26
TRENTON	\$ 4.36			\$ 6.36
MORRISVILLE			F 6.19	
LEVITTOWN-TULLYTOWN			\$ 6.23	
GRUNDY	4.44			
BRISTOL			\$ 6.27	
CROYDON			\$ 6.30	Will Not Run
EDDINGTON				Nov. 28
CORNWELLS HEIGHTS			\$ 6.33	Dec. 25
ANDALUSIA				Jan. 1
TORRESDALE			\$ 6.36	Feb. 22
HOLMESBURG JCT.	4.55		\$ 6.40	
TACONY			\$ 6.42	
WISSINOMING			\$ 6.44	
BRIDESBURG			\$ 6.46	
FRANKFORD			\$ 6.48	
JERSEY (Atl. Dist.)				
FRANKFORD JCT.			\$ 6.50	
SHORE	5.00		6.51	
NORTH PHILA.	\$ 5.05		\$ 6.55	
ZOO	5.10		7.00	
PHILA.- 39th ST.	\$ 5.15		\$ 7.04	
Lower Level				
Upper Level				
Lower Level	# 5.20			
SUBURBAN STATION			\$ 7.07	
	A. M.	A. M.	A. M.	A. M.
	177	NH179	501	3815

FIRST CLASS							
◆9 Daily Ex. Sun.&Mon.	NH187 Daily	◆1103 Daily Ex. Sat. & Sun.	◆503 Daily Ex. Sat. & Sun.	◆505 Daily Ex. Sun.	◆131 Daily Ex. Sun.	◆3703 Daily Ex. Sat. & Sun.	◆1151 Saturday Only
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
E 5.25	\$ 5.35	\$ 6.20			\$ 6.30	\$ 6.35	\$ 6.40
5.36		6.31			6.41	6.46	6.51
5.39		\$ 6.35			\$ 6.44	\$ 6.50	\$ 6.55
5.42		6.38		No Baggage Service Feb. 22	6.47	\$ 6.52	\$ 6.57
5.46		\$ 6.43				\$ 6.53	\$ 6.58
		6.45			6.51	\$ 6.56	\$ 7.01
						\$ 6.59	\$ 7.04
		\$ 6.51				7.00	7.05
		Z 6.53				\$ 7.04	\$ 7.09
		6.58				\$ 7.06	\$ 7.12
5.50		\$ 7.01				\$ 7.09	\$ 7.14
		\$ 7.04	MU	MU		6.55	7.10
						7.10	7.16
		7.08					7.19
		\$ 7.10					7.22
		\$ 7.14					7.27
							7.29
							7.33
5.56			Will Not Run	Will Not Run	7.00	\$ 7.14	
			Nov. 28	Nov. 28		\$ 7.18	
			Dec. 25	Dec. 25		\$ 7.22	
6.03			Jan. 1	Jan. 1	\$ 7.06	\$ 7.26	
					7.09		
						\$ 7.29	
6.11					7.16		
6.16					7.21		
6.25			\$ 6.49	\$ 7.00	\$ 7.31		
			\$ 6.55	\$ 7.08			
6.33					7.40		
			6.59	\$ 7.15			
Will Not Run		Will Not Run	\$ 7.02	\$ 7.18	Will Not Run	Will Not Run	Will Not Run
Nov. 29		Nov. 28	\$ 7.06	\$ 7.21	Nov. 28	Nov. 28	Nov. 28
Dec. 26		Dec. 25	\$ 7.10	\$ 7.26	Dec. 25	Dec. 25	Dec. 25
Jan. 2		Jan. 1		\$ 7.32	Jan. 1	Jan. 1	Feb. 22
6.43			\$ 7.14	\$ 7.36	7.50		
				\$ 7.37			
				\$ 7.39			
				\$ 7.40			
				\$ 7.41			
6.48			7.20	\$ 7.43	7.55		
				7.44			
6.53			\$ 7.25	\$ 7.51	\$ 7.59		
6.58			7.29	7.55	8.03		
Arrive 44th St. 7.05			\$ 7.33	\$ 8.02	\$ 8.09		
			\$ 7.36	\$ 8.05			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
9	NH187	1103	503	505	131	3703	1151

STATIONS	FIRST CLASS			
	• 3907	• 3781	• 3707	• 1185
	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	A. M.
NEW YORK	\$ 9.05	\$ 9.20	\$ 9.25	\$ 9.25
HUDSON	9.16	9.31	9.36	9.36
NEWARK	\$ 9.20	\$ 9.37	\$ 9.40	\$ 9.40
SOUTH ST. (Newark)				
HUNTER	9.23	9.40	9.43	9.43
NORTH ELIZABETH				
ELIZABETH	\$ 9.28	\$ 9.46	\$ 9.48	\$ 9.48
SOUTH ELIZABETH	9.29	9.47	9.49	9.50
LINDEN	\$ 9.33	\$ 9.51	\$ 9.53	
NORTH RAHWAY				
RAHWAY	\$ 9.37	\$ 9.58	\$ 9.57	\$ 9.56
UNION	9.38			
		9.59	9.58	9.57
AVENEL				
EDGAR				
WOODBRIIDGE				
GENASCO	MU	MU	MU	\$10.02
WO.				10.07
PERTH AMBOY				\$10.09
SOUTH AMBOY				\$10.13
COLONIA				
ISELIN		\$10.03	\$10.02	
METUCHEN		\$10.09	\$10.06	
EDISON		\$10.13	\$10.10	
NEW BRUNSWICK COUNTY		\$10.22	\$10.14	
JERSEY AVENUE		\$10.25	\$10.17	
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON				
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL	Will Not Run	Will Not Run	Will Not Run	Will Run
CROYDON	Nov. 28	Nov. 28	Nov. 28	Sunday
EDDINGTON	Dec. 25	Feb. 22	Dec. 25	and
CORNWELLS HEIGHTS	Jan. 1		Jan. 1	Nov. 28
ANDALUSIA			Jan. 1	Dec. 25
TORRESDALE			Feb. 22	Jan. 1
HOLMESBURG JCT.				Feb. 22
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE				
NORTH PHILA.				
ZOO				
PHILA.-				
30th ST.	Lower Level			
	Upper Level			
	Lower Level			
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	3907	3781	3707	1185

	FIRST CLASS							
	• 115	• 4203	• 3911	• 127	• 519	• 521	• 3711	• 1111
	Daily A. M.	A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
	\$ 9.30	\$ 9.45	\$ 9.50	\$10.00			\$10.15	\$10.25
	9.41	9.56	10.01	10.11			10.26	10.36
	\$ 9.45	\$10.00	\$10.05	\$10.15			\$10.30	\$10.40
	9.48	10.03	10.08	10.18			10.33	10.43
		\$10.08	\$10.13				\$10.38	\$10.48
	9.52	10.10	10.15	10.22			10.39	10.50
		\$10.14	\$10.19				\$10.43	
		\$10.18	\$10.23				\$10.47	\$10.56
	9.57	10.19	10.25	10.26			10.48	10.58
		MU	MU		MU	MU	MU	\$11.03
								11.08
								\$11.10
								\$11.14
		\$10.21				Will Not Run		
		\$10.24				Nov. 28		
	10.02	\$10.28		10.31		Dec. 25	\$10.55	
						Jan. 1	\$10.59	
	10.08	\$10.35		10.37			\$11.03	
		10.38						
							\$11.06	
		10.46		10.44				
		\$10.52		10.49				
	\$10.29	\$11.02						
				\$11.00	\$11.02	\$11.10		
	10.37			11.09	\$11.07	\$11.15		
					\$11.10	\$11.18		
		Will Not Run			\$11.13	\$11.21		
		Nov. 28					Will Not Run	Will Not Run
		Dec. 25			\$11.17	\$11.25	Nov. 28	Nov. 28
		Jan. 1		First Trip			Dec. 25	Dec. 25
				Dec. 13	\$11.19	\$11.27	Jan. 1	Jan. 1
								Feb. 22
	10.47			11.19	\$11.22	\$11.30		
					\$11.23	\$11.31		
					\$11.24	\$11.32		
					\$11.26	\$11.34		
					\$11.28	\$11.36		
					\$11.30	\$11.38		
	10.52			11.24	11.31	11.39		
	\$10.56			\$11.29	\$11.36	\$11.45		
	11.00			11.34	11.40	11.49		
	\$11.05				\$11.44	\$11.52		
	\$11.08			\$11.39				
					\$11.47	\$11.55		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	115	4203	3911	127	519	521	3711	1111

STATIONS	FIRST CLASS			
	◇107	◆3915	●1189	●121
	Daily A. M.	Daily Ex. Sat. & Sun A. M.	A. M.	Daily A. M.
NEW YORK	\$10.45	\$10.80	\$10.60	\$11.00
HUDSON	10.56	11.01	11.01	11.11
NEWARK	P10.59	\$11.05	\$11.05	\$11.15
SOUTH ST. (Newark)				
HUNTER	11.02	11.08	11.08	11.18
NORTH ELIZABETH				
ELIZABETH		\$11.13	\$11.13	
SOUTH ELIZABETH	11.06	11.14	11.15	11.22
LINDEN		\$11.18		
NORTH RAHWAY		\$11.20		
RAHWAY		\$11.22	\$11.21	
UNION	11.10	11.23	11.22	11.26
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU	\$11.27	
GENASCO				
WC.	N. Y. & L. B. R. R.		11.32	
PERTH AMBOY			\$11.35	
SOUTH AMBOY			\$11.39	
COLONIA				
ISELIN				
METUCHEN	11.15			11.31
EDISON				
NEW BRUNSWICK				
COUNTY	11.21			11.37
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.				11.44
PRINCETON JCT.				11.49
TRENTON	11.40			\$11.59
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY	11.47			12.07
BRISTOL			Will Run	
CROYDON	First Trip	Will Not	Sunday	
EDDINGTON	Dec. 13	Run	and	
CORNWELLS HEIGHTS		Nov. 28	Nov. 28	
ANDALUSIA	Last Trip	Dec. 25	Dec. 25	
TORRESDALE	April 19	Jan. 1	Jan. 1	Feb. 22
HOLMESBURG JCT.	11.57			12.17
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE	12.02			12.22
NORTH PHILA.				
ZOO	12.05			\$12.26
	12.09			12.30
PHILA.-				\$12.35
30th ST.				#12.38
SUBURBAN STATION				
	P. M.	A. M.	A. M.	P. M.
	107	3915	1189	121

FIRST CLASS							
◆3713	◆523	◆3717	◆3917	4247	211	◆3825	◆3719
Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily	Saturday Only	Daily Ex. Sat. & Sun.
A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$11.05		\$11.25	\$11.40	\$11.40	\$11.45	\$11.50	\$11.55
11.16		11.36	11.51	11.51	11.56	12.01	12.06
					\$11.59	\$12.04	
\$11.20		\$11.40	\$11.55	\$11.57	#12.02	12.08	\$12.10
						\$12.10	
11.28		11.43	11.58	12.00	12.05	12.11	12.13
				\$12.03			
\$11.32		\$11.48	\$12.03	\$12.08		\$12.18	\$12.18
11.33		11.49	12.04	12.10	12.09	12.19	12.19
\$11.37		\$11.53	\$12.08	\$12.15		\$12.23	\$12.23
\$11.42		\$11.57	\$12.12	\$12.20		\$12.28	\$12.27
			12.14				
11.43		11.58		12.22	12.13	12.29	12.28
MU	MU	MU	MU	MU	No Baggage Service Sunday and Nov. 28 Dec. 25 Jan. 1	MU	MU
\$11.47	Will Not	\$12.02		\$12.26		\$12.31	\$12.32
\$11.51	Run	\$12.06		\$12.34	12.18	\$12.33	\$12.36
	Nov. 28					\$12.40	
	Dec. 25					\$12.44	
\$12.01	Jan. 1	\$12.13		\$12.54	\$12.25	\$12.53	\$12.43
	Jan. 1				12.28	12.55	
\$12.04		\$12.16		\$12.57			\$12.46
	No Baggage Service Saturday				12.35	\$ 1.04	
					\$12.42	\$ 1.11	
						\$ 1.21	
	\$12.10				\$12.56		
	\$12.15						
Will Not	\$12.18	Will Not	Will Not	Will Run	\$ 1.08	Will Not	Will Not
Run	\$12.21	Run	Run	Sun. and		Run	Run
Nov. 28		Nov. 28	Nov. 28	Nov. 28		Feb. 22	Nov. 28
Dec. 25		Dec. 25	Dec. 25	Dec. 28			Dec. 25
Jan. 1		Jan. 1	Jan. 1	Jan. 1			Jan. 1
Feb. 22		Jan. 1	Jan. 1	Feb. 22			
	\$12.27						
	\$12.30					1.18	
	\$12.31						
	\$12.32						
	\$12.34						
	\$12.36						
	\$12.38						
	12.39					1.23	
	\$12.45					\$ 1.27	
	12.43					1.32	
						\$ 1.37	
	\$12.52						
	\$12.55						
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3713	523	3717	3917	4247	211	3825	3719

STATIONS	FIRST CLASS			
	NH181 # Daily Ex. Sun.	#3919 Daily Ex. Sat. & Sun.	#3721 Daily Ex. Sat. & Sun.	#1153 Saturday Only
	NOON	P. M.	P. M.	P. M.
NEW YORK	\$12.00			
HUDSON		\$12.15	\$12.32	\$12.40
NEWARK		12.26	12.43	12.51
SOUTH ST. (Newark)		\$12.30	\$12.50	\$12.55
HUNTER		\$12.32		
NORTH ELIZABETH		12.33	12.53	12.58
ELIZABETH		\$12.38	\$ 1.00	\$ 1.03
SOUTH ELIZABETH		12.40	1.01	1.04
LINDEN		\$12.44	\$ 1.06	
NORTH RAHWAY		\$12.48	\$ 1.11	\$ 1.10
RAHWAY		12.49		
UNION			1.13	1.11
AVENEL				
EDGAR	P. A. &			
WOODBIDGE	W. Br.	MU	MU	
GENASCO				
WC.				1.19
PERTH AMBOY	N. Y. &			\$ 1.21
SOUTH AMBOY	L. B. R. R.			\$ 1.25
COLONIA				
ISELIN				
METUCHEN			\$ 1.23	
EDISON				
NEW BRUNSWICK COUNTY			\$ 1.30	
JERSEY AVENUE			\$ 1.42	
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON				
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL	Will Not Run Nov. 28 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Feb. 22
CROYDON				
EDDINGTON				
CORN WELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT. SHORE				
NORTH PHILA.				
ZOO				
PHILA.- 30th ST.	Lower Level Upper Level Lower Level			
SUBURBAN STATION				
	NOON	P. M.	P. M.	P. M.
	NH181	3919	3721	1153

FIRST CLASS							
0171 Daily	#3921 Daily Ex. Sat. & Sun.	#525 Daily Ex. Sat. & Sun.	#3827 Daily Ex. Sun.	4249	#1119 Daily Ex. Sat. & Sun.	527 Saturday Only	23 Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$12.25							
12.45	\$12.50		\$ 1.10	\$ 1.10	\$ 1.15		\$ 1.35
12.56	1.01		1.21	1.21	1.26		1.46
\$ 1.00	\$ 1.05		\$ 1.25	\$ 1.25	\$ 1.31		\$ 1.49
1.03	\$ 1.07		1.28	1.28	1.34		# 1.53
	\$ 1.13		\$ 1.33	\$ 1.33	\$ 1.39		1.56
1.07	1.14		1.34	1.34	1.41		2.00
	\$ 1.18		\$ 1.38	\$ 1.38			
	\$ 1.22		\$ 1.42	\$ 1.42	\$ 1.47		
1.11	1.23		1.43	1.43	1.48		2.04
	MU	MU	MU	MU	\$ 1.53	MU	
					1.58		
					\$ 2.01		
					\$ 2.05		
		Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 1.47	\$ 1.47			
1.16			\$ 1.51	\$ 1.51			2.09
			\$ 1.58	\$ 1.58			
1.22			2.01				2.15
				\$ 2.01			
1.29			2.09				
1.34			\$ 2.15				
			\$ 2.25				\$ 2.35
\$ 1.44		\$ 2.00				\$ 2.30	# 2.40
		\$ 2.05				\$ 2.35	
1.52							2.48
		\$ 2.08				\$ 2.38	
	Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 2.11	Will Not Run Nov. 28 Dec. 25 Jan. 1 Feb. 22	Will Run Sunday and Nov. 28 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 28 Dec. 25 Jan. 1 Feb. 22	\$ 2.41	
	Open Baggage Car 30th St.	\$ 2.15				\$ 2.45	
		\$ 2.17				\$ 2.47	
2.02		\$ 2.20				\$ 2.50	2.58
		\$ 2.21				\$ 2.51	
		\$ 2.22				\$ 2.52	
		\$ 2.24				\$ 2.54	
		\$ 2.26				\$ 2.56	
		\$ 2.28				\$ 2.58	
2.07		2.29				2.59	3.03
							c 3.07
\$ 2.11		\$ 2.34				\$ 3.04	# 3.12
2.16		2.38				3.08	3.17
\$ 2.20							
# 2.24		\$ 2.42				\$ 3.12	
		\$ 2.45				\$ 3.15	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
171	3921	525	3827	4249	1119	527	23

STATIONS	FIRST CLASS			
	‡● 3731 Daily Ex. Sat. & Sun.	‡● 3619 Daily Ex. Sat. & Sun.	‡● 3839 Saturday Only	● 153 Daily
	P. M.	P. M.	P. M.	P. M.
NEW YORK.....	\$ 4.10	\$ 4.20	\$ 4.20	\$ 4.30
HUDSON.....	4.21	4.31	4.31	4.41
NEWARK.....	\$ 4.25	\$ 4.35	\$ 4.35	C 4.44
SOUTH ST. (Newark)		\$ 4.37	\$ 4.37	
HUNTER.....	4.28	4.38	4.38	4.47
NORTH ELIZABETH		\$ 4.41	\$ 4.41	
ELIZABETH.....	\$ 4.35	\$ 4.44	\$ 4.44	
SOUTH ELIZABETH	4.36	4.46	4.46	4.51
LINDEN.....		\$ 4.50	\$ 4.50	
NORTH RAHWAY				
RAHWAY.....		\$ 4.54	\$ 4.55	
UNION.....	4.41	4.55	4.57	4.55
AVENEL.....		\$ 4.58		
EDGAR.....		\$ 5.00		
WOODBIDGE.....	P. A. & W. Br.	MU	MU	
GENASCO.....				
WC.....	N. Y. & L. B. R. R.	5.07		
PERTH AMBOY.....		\$ 5.09		
SOUTH AMBOY.....		\$ 5.13		
COLONIA.....			\$ 5.00	
ISELIN.....			\$ 5.03	
METUCHEN.....	\$ 4.48	MU	\$ 5.07	5.00
EDISON.....			\$ 5.11	
NEW BRUNSWICK	\$ 4.55		\$ 5.15	
COUNTY.....			5.18	5.06
JERSEY AVENUE.....	\$ 4.58			
ADAMS.....				
DEANS.....				
MONMOUTH JCT.			\$ 5.25	
PRINCETON JCT.			\$ 5.32	
TRENTON.....			\$ 5.42	5.25
MORRISVILLE				
LEVITTOWN-TULLYTOWN				5.32
GRUNDY.....				
BRISTOL.....	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Feb. 22	
OROYDON.....				
EDDINGTON.....				
CORNWELLS HEIGHTS				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.				5.42
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE.....				5.46
NORTH PHILA.....				\$ 5.50
ZOO.....				5.54
PHILA.- 30th ST. (Lower Level Upper Level Lower Level)				\$ 5.59
SUBURBAN STATION.....				
	P. M.	P. M.	P. M.	P. M.
	3731	3619	3839	153

STATIONS	FIRST CLASS							
	‡● 3621 Saturday Only	‡● 3733 Daily Ex. Sat. & Sun.	‡● 1129 Daily Ex. Sat. & Sun.	‡● 3623 Daily Ex. Sat. & Sun.	‡● 1133 Daily Ex. Sat. & Sun.	4251	‡531 Daily Ex. Sat. & Sun.	533 Saturday Only
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK.....	\$ 4.35	\$ 4.40	\$ 4.46	\$ 4.55	\$ 4.55	\$ 4.55		
HUDSON.....	4.46	4.51	4.57	5.06	5.06	5.06		
NEWARK.....	\$ 4.50	\$ 4.55	\$ 5.02	\$ 5.10	\$ 5.14	\$ 5.09		
SOUTH ST. (Newark)		\$ 4.52	\$ 5.04					
HUNTER.....	4.53	4.58	5.05	5.13	5.17	5.17		
NORTH ELIZABETH		\$ 4.56	\$ 5.08					
ELIZABETH.....	\$ 4.59	\$ 5.11	\$ 5.11	C 5.19	\$ 5.24	\$ 5.24		No Baggage Service Feb. 22
SOUTH ELIZABETH	4.56	5.00	5.02	5.12	5.28	5.28		
LINDEN.....		\$ 5.04	\$ 5.16		\$ 5.31	\$ 5.31		
NORTH RAHWAY		\$ 5.06	\$ 5.19					
RAHWAY.....	\$ 5.00	\$ 5.09	\$ 5.21		\$ 5.38	\$ 5.38		
UNION.....	5.02	5.10	Z 5.09	Z 5.28	5.39	5.39		
AVENEL.....			5.16	5.22				
EDGAR.....	\$ 5.05		\$ 5.25					
WOODBIDGE.....	\$ 5.07		\$ 5.27					
GENASCO.....	\$ 5.09	MU	\$ 5.29		MU	MU		MU
WC.....	5.14		5.25	5.34	5.44			
PERTH AMBOY.....	\$ 5.16			\$ 5.36				
SOUTH AMBOY.....	\$ 5.20			\$ 5.40	\$ 5.49			
COLONIA.....		\$ 5.13						
ISELIN.....		\$ 5.16				\$ 5.43	Will Not Run Nov. 28 Dec. 25 Jan. 1	
METUCHEN.....	MU	\$ 5.21		MU		\$ 5.47		
EDISON.....		\$ 5.25				\$ 6.00		
NEW BRUNSWICK		\$ 5.29						
COUNTY.....								
JERSEY AVENUE.....		\$ 5.32				\$ 6.03		
ADAMS.....								
DEANS.....								
MONMOUTH JCT.								
PRINCETON JCT.								
TRENTON.....							\$ 5.27	\$ 5.37
MORRISVILLE								
LEVITTOWN-TULLYTOWN							\$ 5.35	\$ 5.45
GRUNDY.....								
BRISTOL.....	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 5 Nov. 28 Dec. 25 Jan. 1	Will Run Sunday and Nov. 28 Nov. 28 Dec. 25 Jan. 1 Feb. 22	\$ 5.44 \$ 5.48	\$ 5.53 \$ 5.57
OROYDON.....								
EDDINGTON.....								
CORNWELLS HEIGHTS							\$ 5.56	\$ 6.03
ANDALUSIA.....								
TORRESDALE.....								\$ 6.08
HOLMESBURG JCT.							6.03	\$ 6.11
TACONY.....								F 6.13
WISSINOMING.....								F 6.15
BRIDESBURG.....								\$ 6.17
FRANKFORD.....								F 6.19
JERSEY (Atl. Dist.)								
FRANKFORD JCT.								
SHORE.....							6.10	F 6.21
NORTH PHILA.....							\$ 6.16	\$ 6.27
ZOO.....							6.21	6.32
PHILA.- 30th ST. (Lower Level Upper Level Lower Level)							\$ 6.26	\$ 6.37
SUBURBAN STATION.....								\$ 6.40
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	3621	3733	1129	3623	1133	4251	531	533

STATIONS	FIRST CLASS			
	#541 Daily Ex. Sat. & Sun.	#3851 Saturday Only	1199	1038
	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$ 8.05	\$ 8.35	
HUDSON		8.16	8.46	
NEWARK		\$ 8.22	\$ 8.50	
SOUTH ST. (Newark)				
HUNTER		8.25	8.53	
NORTH ELIZABETH		\$ 8.28		
ELIZABETH		\$ 8.31	\$ 8.58	
SOUTH ELIZABETH		8.32	9.00	
LINDEN		\$ 8.36	\$ 9.04	
NORTH RAHWAY				
RAHWAY		\$ 8.40	\$ 9.08	
UNION		8.42	9.10	
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU	MU	
GENASCO				
WC	N. Y. & L. B. R. R.		9.18	
PERTH AMBOY			\$ 9.21	
SOUTH AMBOY			\$ 9.25	
COLONIA				
ISELIN	Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 8.46		
METUCHEN		\$ 8.50		
EDISON		\$ 8.57		
NEW BRUNSWICK COUNTY		9.00		
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.		\$ 9.08		
PRINCETON JCT.		\$ 9.14		
TRENTON		\$ 9.24		
MORRISVILLE		\$ 9.03		
LEVITOWN-TULLYTOWN		\$ 9.08		
GRUNDY				
BRISTOL		\$ 9.11		
CROYDON		\$ 9.14		
EDDINGTON				
CORN WELLS HEIGHTS		\$ 9.18		
ANDALUSIA				
TORRESDALE		\$ 9.20		
HOLMESBURG JCT.		\$ 9.23		
TACONY		\$ 9.24		
WISSINOMING		\$ 9.25		
BRIDESBURG		\$ 9.27		
FRANKFORD		\$ 9.29		
JERSEY (Atl. Dist.)			10.07	
FRANKFORD JCT.		\$ 9.31		
SHORE		9.32		
NORTH PHILA.		\$ 9.37		
ZOO		9.41		
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 9.45		
SUBURBAN STATION			\$ 9.48	
	P. M.	P. M.	P. M.	P. M.
	541	3851	1199	1038

STATIONS	FIRST CLASS							
	141 Daily	#3757 Daily Ex. Sat. & Sun.	#3787 Saturday Only	#3641 Saturday Only	#3647 Daily Ex. Sat. & Sun.	4239	#543 Daily Ex. Sat. & Sun.	55 Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 9.00	\$ 9.05	\$ 9.10		\$ 9.25	\$ 9.40		\$10.00
HUDSON	9.11	9.16	9.21		9.36	9.51		10.11
NEWARK	\$ 9.14							\$10.14
SOUTH ST. (Newark)	# 9.20	\$ 9.20	\$ 9.25		\$ 9.40	\$ 9.55		#10.23
HUNTER	9.23	\$ 9.22	\$ 9.27					
NORTH ELIZABETH		9.23	9.28		9.43	9.58		10.26
ELIZABETH		\$ 9.26	\$ 9.31		\$ 9.46			
SOUTH ELIZABETH		\$ 9.29	\$ 9.34		\$ 9.49	\$10.03		
LINDEN		9.27	9.30	9.35		9.50	10.04	10.30
NORTH RAHWAY		\$ 9.34	\$ 9.39		\$ 9.54	\$10.08		
RAHWAY		\$ 9.38	\$ 9.43	\$ 9.49	\$ 9.58	\$10.12		
UNION	9.31	9.39	9.44	9.51	9.59	10.13		10.35
AVENEL				\$ 9.54	\$10.01	\$10.16		
EDGAR				\$ 9.56	\$10.03			
WOODBIDGE		MU	MU	\$ 9.59	\$10.06	\$10.20	MU	Baggage Service Sat. and Nov. 28, 29 Dec. 23, 24, 30, 31 Feb. 22 Apr. 12
GENASCO								
WC				10.04	10.11	10.25		
PERTH AMBOY				\$10.06	\$10.13	\$10.27		
SOUTH AMBOY				\$10.11	\$10.18	\$10.32		
COLONIA								
ISELIN		\$ 9.43	\$ 9.48				Will Not Run Nov. 28 Dec. 25 Jan. 1	10.40
METUCHEN	9.36	\$ 9.47	\$ 9.52	MU	MU	MU		
EDISON		\$ 9.51	\$ 9.56					
NEW BRUNSWICK COUNTY	9.42	\$ 9.55	\$10.00					10.46
JERSEY AVENUE		\$ 9.58	\$10.03					
ADAMS								
DEANS								
MONMOUTH JCT.	9.49							
PRINCETON JCT.	\$ 9.55							
TRENTON	\$10.04							
MORRISVILLE	#10.09						\$10.45	11.05
LEVITOWN-TULLYTOWN							\$10.50	
GRUNDY	10.17						\$10.53	11.12
BRISTOL		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sunday and Nov. 28 Dec. 25 Jan. 1 Feb. 22	\$10.58	
CROYDON							\$10.58	
EDDINGTON		Will Not Run Feb. 22	Will Not Run Nov. 28 Dec. 25 Jan. 1 Feb. 22	Will Not Run Feb. 22	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sunday and Nov. 28 Dec. 25 Jan. 1 Feb. 22	\$11.00	
CORN WELLS HEIGHTS							\$11.02	
ANDALUSIA								
TORRESDALE								
HOLMESBURG JCT.	10.27						\$11.05	11.23
TACONY							\$11.06	
WISSINOMING							\$11.07	
BRIDESBURG							\$11.09	
FRANKFORD							\$11.11	
JERSEY (Atl. Dist.)								
FRANKFORD JCT.								
SHORE							\$11.13	
NORTH PHILA.							11.14	11.28
ZOO								\$11.32
PHILA.- 30th ST.							\$11.19	#11.42
SUBURBAN STATION							11.23	11.47
							\$11.27	
							\$11.30	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	141	3757	3787	3641	3647	4239	543	55

STATIONS	FIRST CLASS				
	NH194	176	NH186	286	
	A. M.	A. M.	A. M.	A. M.	
NEW YORK	E12.35	3.15	\$ 2.25	\$ 2.50	
HUDSON		\$ 2.60		\$ 2.35	
NEWARK		2.33		2.32	
		# 2.35		\$ 2.32	
		\$ 2.29			
SOUTH ST. (Newark)					
HUNTER		2.26		2.28	
NORTH ELIZABETH					
ELIZABETH					
SOUTH ELIZABETH		2.22		2.23	
LINDEN					
NORTH RAHWAY					
RAHWAY					
UNION		2.18		2.18	
AVENEL					
EDGAR	P. A. & W. Br.	Operates East of New York Daily			
WOODBIDGE					
GENASCO					
WC.	N. Y. & L. B. R. R.				
PERTH AMBOY					
SOUTH AMBOY					
COLONIA					
ISELIN					
METUCHEN		2.13		2.13	
EDISON					
NEW BRUNSWICK					
COUNTY		2.07		2.07	
JERSEY AVENUE					
ADAMS					
DEANS					
MONMOUTH JCT.		2.00		2.00	
PRINCETON JCT.		1.55		1.55	
TRENTON		\$ 1.45		\$ 1.45	
MORRISVILLE					
LEVITTOWN-TULLYTOWN					
GRUNDY		1.35		1.35	
BRISTOL					
GROYDON		Will Not Run Nov. 29 Dec. 25 Jan. 1			
EDDINGTON					
CORNWELLS HEIGHTS					
ANDALUSIA					
TORRESDALE					
HOLMESBURG JCT.		1.25		1.25	
TACONY		Open Baggage Car 30th St.			
WISSINOMING					
BRIDESBURG					
FRANKFORD					
JERSEY (Au. Dist.)					
FRANKFORD JCT.					
SHORE		1.19		1.17	
NORTH PHILA.		# 1.15		\$ 1.13	
		\$ 1.13			
ZOO		1.08		1.08	
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	1.03		\$ 1.03	
			\$12.36		
SUBURBAN STATION					
	A. M.	A. M.	A. M.	A. M.	
	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	
	NH194	◆176	NH186	●286	

	FIRST CLASS						
	194	18	3602	3704	190	108	3810
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	E 4.06	E 4.40		\$ 6.35	E 6.45	\$ 7.00	\$ 6.50
	3.63	4.27		6.23	6.32	6.44	6.38
	# 3.50	# 4.08		\$ 6.20	# 6.29	6.40	\$ 6.35
	E 3.41	E 3.54			E 6.12	D 6.22	
	3.38	3.51		N 6.18			
				6.17	6.10	6.20	6.32
				\$ 6.14			
	3.34	3.47		\$ 6.11			
				6.09	6.06	6.15	6.27
				\$ 6.06			
				N 6.03			
	3.30	3.43	\$ 5.55	\$ 6.01			
			5.54	5.59	6.02	6.10	6.22
			\$ 5.51				
			\$ 5.48	MU			MU
			5.43				
			\$ 5.40				
			\$ 5.36				
				\$ 5.56			
				\$ 5.54			
	3.25	3.38	MU	\$ 5.50	5.56	6.05	6.17
				N 5.48			
				\$ 5.42			\$ 6.10
	3.19	E 3.32			5.48	5.59	6.07
		3.28					
				\$ 5.39			
							\$ 6.04
							\$ 6.01
	3.12	3.21			5.41	5.52	\$ 5.58
	3.07	3.16			5.36	5.47	\$ 5.50
	# 2.58	3.07			# 5.27	# 5.38	\$ 5.40
	E 2.53				E 5.19	\$ 5.29	
	2.45	3.00			5.11	5.22	
			Will Not Run Nov. 28 Dec. 25 Jan. 1				Will Not Run Nov. 28 Dec. 25 Jan. 1
	2.35	2.50			5.01	5.12	
	2.30	2.39			4.55	5.03	
	# 2.25	# 2.35			4.51	\$ 5.02	
	E 2.20	E 2.20					
	2.14	2.10			4.47	4.56	
	# 2.10				# 4.42	# 4.52	
	E 1.45				E 4.32	\$ 4.42	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sun.	Daily Ex. Mon.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	◆194	●18	◆3602	●3704	190	◇108	◆3810

STATIONS	FIRST CLASS			
	28	202	3912	1112
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 9.30	\$ 9.34	\$ 9.45	\$ 9.40
HUDSON	9.18	9.21	9.33	9.28
NEWARK	D 9.15	\$ 9.18	\$ 9.30	\$ 9.25
SOUTH ST. (Newark)				
HUNTER	9.11	9.15	9.27	9.21
NORTH ELIZABETH			\$ 9.24	
ELIZABETH			\$ 9.21	
SOUTH ELIZABETH	9.07	9.11	9.19	9.16
LINDEN			\$ 9.15	
NORTH RAHWAY			\$ 9.13	
RAHWAY			\$ 9.11	
UNION	9.03	9.07	9.08	9.10
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO			MU	
WC.				9.01
PERTH AMBOY				\$ 8.56
SOUTH AMBOY				
COLONIA				
ISELIN				
METUCHEN	8.58	9.02		
EDISON				
NEW BRUNSWICK COUNTY	8.52	8.56		
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON	8.33	8.37		
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY	8.26	8.30		
BRISTOL				
CROYDON	Will Not Run	Will Not Run	Will Not Run	Will Not Run
EDDINGTON	Nov. 29	Nov. 28	Nov. 28	Nov. 5
CORNWELLS HEIGHTS	Dec. 25	Dec. 25	Dec. 25	Nov. 28
ANDALUSIA	Dec. 28	Jan. 1	Jan. 1	Dec. 25
TORRESDALE				Jan. 1
HOLMESBURG JCT.	8.16	8.20		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE	8.10	8.14		
NORTH PHILA.	8.06	\$ 8.10		
ZOO	D 8.03			
	7.58	8.04		
PHILA.-30th ST.		\$ 8.00		
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	#● 28	#● 202	#● 3912	#● 1112

FIRST CLASS							
4202	3622	256	506	1164	508	510	1001
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.55	\$ 9.58	\$ 9.55		\$10.00			
9.43	9.46	9.41		9.48			
\$ 9.40	\$ 9.43	\$ 9.38		\$ 9.45			
9.37	9.40	9.34		9.41			
\$ 9.32	\$ 9.37						
9.30	\$ 9.34			\$ 9.36			
\$ 9.28	9.32	9.30		9.34			
\$ 9.23	\$ 9.28						
9.21	9.22	9.25		9.28			
	\$ 9.19						
MU	\$ 9.16		MU	\$ 9.23	MU		
	9.11			9.18			
	\$ 9.08			\$ 9.15			
	\$ 9.04			\$ 9.11			
\$ 9.15		M 9.18					Will Not Run
\$ 9.08	MU						Nov. 28
9.05		9.08					Dec. 25
							Jan. 1
					No Baggage Service		
\$ 8.57		9.01			Feb. 22		
\$ 8.50		\$ 8.55					
\$ 8.40		\$ 8.45					
			\$ 8.55		\$ 9.29	\$ 9.38	
			\$ 8.50		\$ 9.22	\$ 9.32	
			8.35				
Will Run Sunday and Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 8.47		\$ 9.13	\$ 9.21	
			\$ 8.44	Will Run Saturday and Nov. 5	\$ 9.06	\$ 9.11	
			\$ 8.40		\$ 9.00	\$ 9.04	
			\$ 8.38		\$ 8.55		
			8.25		\$ 8.50	8.55	
			\$ 8.35		\$ 8.48		
			\$ 8.33	Will Not Run Feb. 22	\$ 8.46		
			\$ 8.31		\$ 8.44		
			\$ 8.29		\$ 8.42		
			\$ 8.27				
							9.04
			\$ 8.26		\$ 8.40		C 8.55
			8.19		8.39	8.49	8.54
			\$ 8.15		\$ 8.35	\$ 8.45	\$ 8.60
			8.09		8.29	8.39	8.44
			\$ 8.05			\$ 8.35	\$ 8.40
			\$ 8.13		\$ 8.25		
			\$ 8.10		\$ 8.22		
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.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily
● 4202	#● 3622	#● 256	#● 506	#● 1164	508	#● 510	● 1001

STATIONS	FIRST CLASS			
	3914	3770	NH182	114
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$10.30	\$10.30	\$10.30	\$10.25
HUDSON	10.18	10.18		10.13
NEWARK	\$10.15	\$10.15		\$10.10
SOUTH ST. (Newark)	\$10.13			
HUNTER	10.12	10.11		10.06
NORTH ELIZABETH	\$10.09			
ELIZABETH	\$10.06	\$10.06		
SOUTH ELIZABETH	10.04	10.04		10.02
LINDEN	\$10.00	\$10.00		
NORTH RAHWAY	\$ 9.57			
RAHWAY	\$ 9.55	\$ 9.56		
UNION	9.52	9.53		9.58
AVENEL				
EDGAR	P. A. & W. Br.	MU	MU	MU
WOODBRIDGE				
GENASCO				
WC	N. Y. & L. B. R. R.	MU	MU	MU
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN		\$ 9.49		
METUCHEN		\$ 9.45		9.53
EDISON		\$ 9.41		
NEW BRUNSWICK COUNTY		\$ 9.37		9.47
JERSEY AVENUE		\$ 9.34		
ADAMS				
DEANS				
MONMOUTH JCT.				9.40
PRINCETON JCT.				9.35
TRENTON				\$ 9.25
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				9.15
BRISTOL				
CROYDON	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Feb. 22		
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.				9.05
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE				8.59
NORTH PHILA.				\$ 8.55
ZOO				8.49
PHILA.- 30th ST.	Lower Level Upper Level Lower Level			8.45
SUBURBAN STATION				\$ 8.43
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Ex. Mon.	Daily
	☛ 3914	☛ 3770	NH182	114

FIRST CLASS							
280	204	3726	170	3916	1114	3824	512
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$10.45	\$10.45	\$11.00	\$10.55	\$11.05	\$11.20	\$11.55	
10.33	10.33	10.46	10.43	10.53	11.08	11.43	
\$10.30	\$10.30	\$10.43	\$10.40	\$10.50	\$11.05	#11.40	
						\$11.34	
10.27	10.26	10.39	10.37	10.47	11.01	11.31	
\$10.22				\$10.42	\$10.56	\$11.25	
10.20	10.22	10.34	10.33	10.40	10.54	11.20	
				\$10.36		\$11.15	
\$10.14		\$10.28		\$10.32	\$10.48	\$11.08	
10.12	10.18	10.26	10.29	10.30	10.46	11.02	
Will Run Sunday and Nov. 28 Dec. 25 Jan. 1 Feb. 22		MU		MU	\$10.41	MU	MU
		\$10.23				F11.00	
		\$10.21				\$10.58	Will Not Run Nov. 28 Dec. 25 Jan. 1
\$10.06	10.13	\$10.17	10.23			\$10.54	
\$ 9.59	\$10.06	\$10.09				\$10.42	
9.56	10.03		10.17			\$10.34	
		\$10.04				10.24	
						\$10.20	
9.49	9.56		10.09			\$10.14	
\$ 9.43	\$ 9.50		10.04			\$10.08	
\$ 9.33	\$ 9.40		\$ 9.54			\$ 9.58	
							\$10.24
\$ 9.26	9.30		9.45				\$10.19
\$ 9.20	Will Not Run Nov. 28 Dec. 25 Jan. 1 Feb. 22	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1 Feb. 22	Will Not Run Feb. 22	\$10.16
							\$10.13
							\$10.09
							\$10.07
9.10	9.20		9.35				\$10.04
							\$10.02
							\$10.00
							\$ 9.59
							\$ 9.57
							\$ 9.55
9.04	9.14		9.29				9.54
\$ 9.00	\$ 9.10		\$ 9.25				\$ 9.50
8.54	9.04		9.19				9.46
\$ 8.50	\$ 9.00		\$ 9.15				\$ 9.42
							\$ 9.39
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Saturday Only	Daily Ex. Sat. & Sun.
☛ 280	☛ 204	☛ 3726	☛ 170	☛ 3916	☛ 1114	☛ 3824	☛ 512

STATIONS	FIRST CLASS			
	104	1150	206	3728
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$11.30	\$11.35	\$11.41	\$11.55
HUDSON	11.18	11.23	11.29	11.43
NEWARK	\$11.15	\$11.20	\$11.26	\$11.40
SOUTH ST. (Newark)				
HUNTER	11.11	11.16	11.22	11.37
NORTH ELIZABETH		\$11.11		
ELIZABETH		11.09		
SOUTH ELIZABETH	11.07		11.18	11.32
LINDEN				
NORTH RAHWAY				\$11.26
RAHWAY		\$11.03		11.24
UNION	11.03	11.01	11.14	
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		\$10.56		MU
GENASCO				
WC	N. Y. & L. B. R. R.	10.51		
PERTH AMBOY		\$10.48		
SOUTH AMBOY		\$10.44		
COLONIA				\$11.21
ISELIN				\$11.18
METUCHEN	10.58		11.09	\$11.14
EDISON				\$11.10
NEW BRUNSWICK			\$11.02	\$11.06
COUNTY	10.52		10.59	
JERSEY AVENUE				\$11.02
ADAMS				
DEANS				
MONMOUTH JCT.	10.45		10.52	
PRINCETON JCT.	10.40		10.47	
TRENTON	\$10.30		\$10.37	
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY	10.20		10.29	
BRISTOL		Will Run	Will Not	Will Not
CROYDON		Sunday	Run	Run
EDDINGTON		and	Nov. 28	Nov. 28
CORNWELLS HEIGHTS		Nov. 28	Dec. 25	Dec. 25
ANDALUSIA		Dec. 25	Jan. 1	Jan. 1
TORRESDALE		Jan. 1	Feb. 22	
HOLMESBURG JCT.	10.10		10.19	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE	10.04		10.13	
NORTH PHILA.	\$10.00		\$10.09	
ZOO	9.55		10.04	
PHILA. - 30th ST.	\$ 9.50		\$10.00	
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.
	Daily		Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	104	● 1150	● 206	● 3728

STATIONS	FIRST CLASS							
	3826	100	3918	3922	126	514	1011	3730
	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
NEW YORK	\$12.57	\$11.50	\$12.05	\$12.25	\$12.20			\$12.35
HUDSON	12.45	11.38	11.53	12.13	12.08			12.23
NEWARK	#12.42	\$11.35	\$11.50	\$12.10	\$12.05			\$12.20
SOUTH ST. (Newark)	\$12.30							
HUNTER				\$12.07				
NORTH ELIZABETH	12.28	11.33	11.47	12.06	12.02			12.17
ELIZABETH			\$11.44	\$12.03				
SOUTH ELIZABETH	\$12.23		\$11.41	\$12.00				\$12.12
LINDEN	12.20	11.29	11.39	11.58	11.58			12.10
NORTH RAHWAY	\$12.15		\$11.35	\$11.54				\$12.06
RAHWAY			\$11.31	\$11.51				
UNION	\$12.07		\$11.29	\$11.49				\$12.02
AVENEL	12.02	11.25	11.26	11.47	11.54			12.00
EDGAR	11.54							
WOODBIDGE			MU	MU		MU		MU
GENASCO								
WC								
PERTH AMBOY								
SOUTH AMBOY								
COLONIA								\$11.58
ISELIN								
METUCHEN	11.50				11.48	Will Not Run Nov. 28 Dec. 25 Jan. 1		\$11.54
EDISON	\$11.45	11.19						\$11.47
NEW BRUNSWICK	\$11.30							
COUNTY	\$11.24							
JERSEY AVENUE	11.07	11.12			11.42			\$11.44
ADAMS								
DEANS								
MONMOUTH JCT.								
PRINCETON JCT.	11.00	11.04						
TRENTON	10.50	10.58						
MORRISVILLE	\$10.40	\$10.48			\$11.20			
LEVITTOWN-TULLYTOWN						\$11.46		
GRUNDY								
BRISTOL		10.39			11.12			
CROYDON						\$11.38		Will Not Run Nov. 28 Dec. 25 Jan. 1
EDDINGTON	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1		\$11.35		
CORNWELLS HEIGHTS						\$11.31		
ANDALUSIA								
TORRESDALE						\$11.29		
HOLMESBURG JCT.								
TACONY	10.10	10.29			11.02	\$11.26		
WISSINOMING						\$11.24		
BRIDESBURG						\$11.22		
FRANKFORD						\$11.20		
JERSEY (Atl. Dist.)						\$11.19		
FRANKFORD JCT.							11.38	
SHORE	10.04					\$11.17	\$11.31	
NORTH PHILA.	\$10.00				10.56	11.16	11.30	
ZOO	9.55				\$10.52	\$11.12	\$11.25	
PHILA. - 30th ST.	\$ 9.50							
SUBURBAN STATION								
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.
	● 3826	◇ 100	● 3918	● 3922	◇ 126	● 514	1011	● 3730

STATIONS	FIRST CLASS			
	3924	3736	4246	172
	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 1.00	\$ 1.25	\$ 1.35	\$ 2.10
HUDSON	12.48	1.13	1.23	1.37
NEWARK	\$12.45	\$ 1.10	\$ 1.20	\$ 1.34
SOUTH ST. (Newark)				
HUNTER	12.42	1.07	1.16	1.31
NORTH ELIZABETH			\$ 1.13	
ELIZABETH	\$12.37	\$ 1.02	\$ 1.10	
SOUTH ELIZABETH	12.35	1.00	1.08	1.27
LINDEN	\$12.31	\$12.56	\$ 1.04	
NORTH RAHWAY	\$12.28			
RAHWAY	\$12.26	\$12.52	\$ 1.00	
UNION	12.24	12.50	12.58	1.23
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU	MU	MU
GENASCO				
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN		\$12.46	\$12.54	
METUCHEN		\$12.42	\$12.50	1.18
EDISON				
NEW BRUNSWICK COUNTY		\$12.35	\$12.43	1.12
JERSEY AVENUE		\$12.32	\$12.40	
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON				\$12.51
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				12.43
BRISTOL				
CROYDON	Will Not Run Nov. 28	Will Not Run Nov. 28	Will Run Sunday and Nov. 28	
EDDINGTON	Dec. 25	Dec. 25	Dec. 25	
CORNWELLS HEIGHTS	Jan. 1	Jan. 1	Jan. 1	
ANDALUSIA			Feb. 22	
TORRESDALE				
HOLMESBURG JCT.				12.33
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)				
FRANKFORD JCT.				
SHORE				12.27
NORTH PHILA.				\$12.23
ZOO				12.18
PHILA.- 30th ST.	Lower Level Upper Level Lower Level			12.14
				\$12.09
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily
	•● 3924	•● 3736	● 4246	● 172

FIRST CLASS							
3626	3828	148	50	516	3738	3926	212
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.07	\$ 2.05	D 2.40		\$ 2.32	\$ 2.50	\$ 2.47
	1.55	1.52	2.28		2.20	2.38	2.33
	\$ 1.52	\$ 1.49	2.15		\$ 2.17	\$ 2.35	\$ 2.28
			D 2.00				
	1.49	1.45	1.58		2.13	2.32	2.24
	G 1.46						
	\$ 1.44				\$ 2.08	\$ 2.27	
	1.42	1.41	1.54		2.06	2.25	2.20
	\$ 1.38				\$ 2.02	\$ 2.21	
						\$ 2.13	
\$ 1.29	\$ 1.34				\$ 1.58	\$ 2.16	
1.27	1.32	1.37	1.50		1.56	2.13	2.16
\$ 1.24							
\$ 1.22							
\$ 1.20	MU			MU	MU	MU	
1.15							
\$ 1.12							
\$ 1.08							
	G 1.29			Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 1.52		
MU	\$ 1.26	1.32	1.45		\$ 1.48		2.11
	G 1.23						
	\$ 1.20	R 1.27			\$ 1.40		\$ 2.05
	1.18	1.25	1.39				2.02
					\$ 1.36		
	1.10	1.17	1.32				1.55
	\$ 1.04	\$ 1.11	1.27				\$ 1.49
	\$12.54	\$ 1.01	1.17				\$ 1.39
			D 1.13	\$ 1.15			
				\$ 1.10			
		12.51	1.05				1.30
				\$ 1.07			
	Will Not Run Nov. 28 Dec. 25 Jan. 1 Feb. 22			\$ 1.04	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	
Will Not Run Feb. 22				\$ 1.00			
				\$12.58			
		12.41	12.55				1.20
			12.65	\$12.55			
				\$12.53			
				\$12.51			
				\$12.49			
				\$12.48			
				\$12.46			
		12.35	12.49	12.45			1.14
		\$12.31	12.45	\$12.41			\$ 1.10
			D 12.30				
		12.25	12.23	12.37			1.04
		12.21					\$ 1.00
				\$12.33			
		\$12.16					
				\$12.30			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Saturday Only	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily
•● 3626	•● 3828	◇ 148	50	•● 516	•● 3738	•● 3926	● 212

STATIONS	FIRST CLASS				
	218	1120	3748	542	4234
	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 4.37	\$ 4.46	\$ 5.00		\$ 5.15
HUDSON	4.25	4.34	4.48		5.02
NEWARK	\$ 4.22	\$ 4.31	\$ 4.45		\$ 4.59
SOUTH ST. (Newark)					
HUNTER	4.19	4.28	4.41		4.55
NORTH ELIZABETH					
ELIZABETH	\$ 4.23	\$ 4.36			\$ 4.50
SOUTH ELIZABETH	4.15	4.21	4.34		4.48
LINDEN	G 4.17	\$ 4.30			\$ 4.44
NORTH RAHWAY					
RAHWAY	\$ 4.14	\$ 4.26			\$ 4.40
UNION	4.11	4.12	4.24		4.38
AVENEL					\$ 4.35
EDGAR					
WOODBRIDGE	P. A. & W. Br.		MU	MU	\$ 4.32
GENASCO					
WC.	N. Y. & L. B. R. R.	4.04			4.27
PERTH AMBOY		\$ 4.01			\$ 4.24
SOUTH AMBOY		\$ 3.57			\$ 4.20
COLONIA			F 4.22		
ISELIN			\$ 4.20		
METUCHEN	4.06		\$ 4.16		MU
EDISON			F 4.12		
NEW BRUNSWICK COUNTY	4.00		\$ 4.09		
JERSEY AVENUE			\$ 4.05		
ADAMS				Will Not Run Nov. 28 Dec. 25 Jan. 1	
DEANS					
MONMOUTH JCT.	3.53				
PRINCETON JCT.	R 3.48				
TRENTON	\$ 3.38				\$ 4.15
MORRISVILLE					
LEVITTOWN-TULLYTOWN					\$ 4.10
GRUNDY	3.29				
BRISTOL		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1		\$ 4.07
CROYDON			\$ 4.04	Will Run Sunday and Nov. 28 Dec. 25 Jan. 1	\$ 4.00
EDDINGTON					\$ 4.00
CORNWELLS HEIGHTS					\$ 3.58
ANDALUSIA					
TORRESDALE					
HOLMESBURG JCT.	3.19				\$ 3.55
TACONY					\$ 3.53
WISSINOMING					\$ 3.51
BRIDESBURG					\$ 3.49
FRANKFORD					\$ 3.48
JERSEY (Atl. Dist.)					
FRANKFORD JCT.					\$ 3.46
SHORE	3.13				3.45
NORTH PHILA.	\$ 3.09				\$ 3.41
ZOO	3.04				3.37
PHILA.-30th ST.	Lower Level \$ 3.00				\$ 3.33
	Upper Level				
	Lower Level				
SUBURBAN STATION					\$ 3.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	● 218	● 1120	● 3748	● 542	● 4234

FIRST CLASS							
3832	3750	3630	174	4252	3834	128	3752
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.15	\$ 5.34	\$ 5.42	6.00	\$ 5.55	\$ 6.00	\$ 5.50	\$ 6.14
5.03	5.22	5.30	5.27	5.43	5.48	5.39	6.02
\$ 5.00	\$ 5.19	\$ 5.27	\$ 5.24	\$ 5.40	\$ 5.45	D 5.36	\$ 5.59
	\$ 5.16	\$ 5.25					\$ 5.58
4.57	5.15	5.24	5.19	5.37	5.41	5.33	5.55
	\$ 5.12	\$ 5.21		\$ 5.34			\$ 5.52
\$ 4.52	\$ 5.09	\$ 5.18		\$ 5.31	\$ 5.36		\$ 5.49
4.50	5.07	5.16	5.15	5.29	5.34	5.29	5.47
	\$ 5.03	\$ 5.12		\$ 5.25			\$ 5.43
	\$ 5.00	\$ 5.09					M 5.41
	\$ 4.58	\$ 5.07		\$ 5.22			\$ 5.39
4.45	4.56	5.05	5.11	5.20	5.29	5.25	5.37
		\$ 5.02					
		\$ 5.00					
MU	MU	\$ 4.58		MU	MU	First Trip Dec. 15	MU
		\$ 4.55					
		\$ 4.52					\$ 5.34
		\$ 4.49					\$ 5.32
		\$ 4.45					\$ 5.28
				\$ 5.18			\$ 5.24
\$ 4.38	\$ 4.49	MU	5.06	\$ 5.12	\$ 5.23	5.19	\$ 5.28
\$ 4.31	\$ 4.41			\$ 5.09			\$ 5.24
4.26			5.00	\$ 5.05	\$ 5.16		\$ 5.20
	\$ 4.38				5.13	5.13	
				\$ 5.01			\$ 5.17
					\$ 5.10		
M 4.18					\$ 5.04	5.05	
\$ 4.11					\$ 4.57	5.00	
\$ 4.01			\$ 4.39		\$ 4.47	D 4.49	
			4.30			4.40	
				Will Run Sunday and Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1
Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Run Sunday and Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1
			4.20			4.30	
			4.14			4.24	
			\$ 4.10			\$ 4.20	
			4.04			4.14	
			4.00			\$ 4.10	
			\$ 3.55				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.
● 3832	● 3750	● 3630	● 174	● 4252	● 3834	● 128	● 3752

STATIONS	FIRST CLASS				
	32	522	3634	1029	524
	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 6.05		\$ 6.33		
HUDSON	5.52		6.21		
NEWARK	\$ 5.49		\$ 6.18		
SOUTH ST. (Newark)			\$ 6.16		
HUNTER	5.45		6.15		
NORTH ELIZABETH			\$ 6.12		
ELIZABETH			\$ 6.09		
SOUTH ELIZABETH	5.41		6.07		
LINDEN			\$ 6.03		
NORTH RAHWAY			\$ 6.00		
RAHWAY			\$ 5.58		
UNION	5.37		5.56		
AVENEL			\$ 5.53		
EDGAR	P. A. & W. Br.		\$ 5.50		
WOODBRIDGE		MU	\$ 5.48		MU
GENASCO					
WC	N. Y. & L. B. R. R.		5.43		
PERTH AMBOY		\$ 5.40			
SOUTH AMBOY		\$ 5.35			
COLONIA					
ISELIN	Will Not Run			Will Not Run	
METUCHEN	5.31	Run Nov. 28 Dec. 25 Jan. 1	MU	Run Nov. 28 Dec. 25 Jan. 1	
EDISON					
NEW BRUNSWICK COUNTY	5.25				
JERSEY AVENUE					
ADAMS		No Baggage Service			
DEANS	5.17	Feb. 22			
MONMOUTH JCT.					
PRINCETON JCT.	5.12				
TRENTON	\$ 5.02				
MORRISVILLE		\$ 5.22			\$ 5.39
LEVITTOWN-TULLYTOWN		F 5.18			
GRUNDY	4.53	\$ 5.15			\$ 5.32
BRISTOL		\$ 5.08			\$ 5.27
CROYDON		\$ 5.01		Will Not Run	\$ 5.23
EDDINGTON		G 4.57		Run Nov. 28 Dec. 25 Jan. 1	\$ 5.20
CORNWELLS HEIGHTS	Baggage Service Monday	\$ 4.55		Run Nov. 28 Dec. 25 Jan. 1	\$ 5.18
ANDALUSIA					
TORRESDALE		\$ 4.48			\$ 5.15
HOLMESBURG JCT.	4.43	\$ 4.43			\$ 5.12
TACONY		\$ 4.41			\$ 5.10
WISSINOMING		\$ 4.39			\$ 5.08
BRIDESBURG		\$ 4.37			\$ 5.06
FRANKFORD		\$ 4.35			
JERSEY (Atl. Dist.)				5.08	
FRANKFORD JCT.		\$ 4.33		C 5.00	\$ 5.03
SHORE	4.37	4.32		4.59	5.02
NORTH PHILA.	# 4.33	\$ 4.28		\$ 4.55	\$ 4.58
ZOO	4.22	4.22		4.50	4.52
PHILA.-30th ST.	Lower Level			\$ 4.45	
	Upper Level	\$ 4.18			\$ 4.48
	Lower Level				
SUBURBAN STATION		\$ 4.15			\$ 4.45
	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	● 32	● 522	● 3634	● 1029	● 524

	FIRST CLASS							
	106	220	1033	132	526	528	4208	546
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.25	\$ 6.37		\$ 6.45			\$ 7.10	
	6.13	6.25		6.33			6.58	
	D 6.10	\$ 6.22		\$ 6.30			\$ 6.55	
	6.06	6.19		6.27			6.51	
							\$ 6.46	
	6.02	6.15		6.23			6.44	
							\$ 6.40	
							\$ 6.36	
	5.58	6.11		6.19			6.32	
First Trip Dec. 15					MU	MU	MU	MU
Last Trip April 21								
					Will Not Run	Will Not Run	\$ 6.28	
	5.53	6.06		6.14	Run Nov. 28 Dec. 25 Jan. 1	Run Nov. 28 Dec. 25 Jan. 1	\$ 6.24	
							\$ 6.18	
	5.47	6.00		6.08			6.15	
								Will Not Run
								Run Nov. 28 Dec. 25 Jan. 1
	5.40	5.53					\$ 6.07	
	5.35	\$ 5.47					\$ 6.00	
	5.25	\$ 5.37		\$ 5.47		\$ 5.51	\$ 5.57	\$ 5.50
						\$ 5.45	\$ 5.51	
	5.17	5.29		5.38				6.03
					\$ 5.41	\$ 5.47	Will Run Sunday and Nov. 28 Dec. 25 Jan. 1	\$ 6.00
			Will Run Sat., Sun. Nov. 28 Dec. 25 Jan. 1		\$ 5.38			\$ 5.57
		Will Not Run Nov. 28			\$ 5.34			\$ 5.53
						\$ 5.40		\$ 5.51
							Feb. 22	\$ 5.49
	5.07	5.19		5.28	5.28	\$ 5.37		\$ 5.46
								\$ 5.44
								\$ 5.42
								\$ 5.40
								\$ 5.38
				5.27				
								\$ 5.36
	5.03	5.13	C 5.20	5.22	5.23	5.31		\$ 5.35
	5.00	\$ 5.09	\$ 5.14	\$ 5.18	5.20	\$ 5.27		\$ 5.31
	4.55	5.04	5.09	5.13	5.16	5.23		5.27
	4.50	\$ 5.00	\$ 5.04	\$ 5.09			\$ 5.19	\$ 5.23
	D 4.47							
					\$ 5.09	\$ 5.16		\$ 5.20
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily Ex. Sat.		Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.
	◇ 106	● 220	● 1033	● 132	● 526	● 528	4208	● 546

STATIONS	FIRST CLASS			
	3838	1031	1172	1122
	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 7.10		\$ 7.10	\$ 7.15
HUDSON	6.57		6.57	7.03
NEWARK	\$ 6.54		\$ 6.54	\$ 7.00
SOUTH ST. (Newark)				
HUNTER	6.50		6.50	6.57
NORTH ELIZABETH				
ELIZABETH	\$ 6.45		\$ 6.45	\$ 6.52
SOUTH ELIZABETH	6.43		6.43	6.50
LINDEN	\$ 6.39		\$ 6.39	
NORTH RAHWAY				
RAHWAY	\$ 6.35		\$ 6.35	\$ 6.44
UNION	6.33		6.33	6.42
AVENEL				
EDGAR	P. A. & W. Br. MU			
WOODBIDGE			\$ 6.28	\$ 6.32
GENASCO				
WC	N. Y. & L. B. R. R.		6.23	6.27
PERTH AMBOY			\$ 6.20	\$ 6.24
SOUTH AMBOY			\$ 6.16	\$ 6.20
COLONIA				
ISELIN	\$ 6.29			
METUCHEN	\$ 6.25			
EDISON	\$ 6.21			
NEW BRUNSWICK	\$ 6.17			
COUNTY	6.14			
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	6.06			
PRINCETON JCT.	\$ 6.00			
TRENTON	\$ 5.50			
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL	Will Not Run	Will Not Run	Will Not Run	Will Not Run
CROYDON	Nov. 28	Nov. 28	Nov. 28	Nov. 28
EDDINGTON	Dec. 25	Dec. 25	Dec. 25	Dec. 25
CORNWELLS HEIGHTS	Jan. 1	Jan. 1	Feb. 22	Jan. 1
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)		5.58		
FRANKFORD JCT.		C 5.50		
SHORE		5.49		
NORTH PHILA.		\$ 5.45		
ZOO		5.39		
PHILA.-30th ST.		\$ 5.35		
Suburban Station				
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	☛ 3838	☛ 1031	☛ 1172	☛ 1122

FIRST CLASS							
3836	1184	3858	530	532	152	4254	10
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 7.30	\$ 7.30	\$ 8.20			\$ 7.35	\$ 8.05	E 8.30
7.18	7.18	8.08			7.23	7.53	8.18
# 7.15	\$ 7.15	# 8.05			\$ 7.20	\$ 7.50	# 7.50
\$ 7.07		\$ 7.48					E 7.34
7.05	7.11	7.46			7.18	7.46	7.32
\$ 7.00	\$ 7.06	\$ 7.41				\$ 7.41	
6.57	7.04	7.31			7.14	7.39	7.27
\$ 6.53		\$ 7.27				\$ 7.35	
\$ 6.47	\$ 6.57	\$ 7.15				\$ 7.31	
6.43	6.55	7.02			7.10	7.29	7.22
MU	\$ 6.50	MU	MU	MU		MU	
	6.45						
	\$ 6.42						
	\$ 6.38						
\$ 6.39		E 6.58				\$ 7.25	
\$ 6.35		\$ 6.53			7.05	\$ 7.21	7.17
\$ 6.29		\$ 6.39					
\$ 6.25		\$ 6.31				\$ 7.14	
6.17		6.19			6.59		7.11
			Will Not Run				
			Nov. 28				
\$ 6.09		\$ 6.11	Dec. 25				7.03
\$ 6.01		E 6.03	Jan. 1				6.58
\$ 5.50		\$ 5.52					6.48
			\$ 6.27	\$ 6.31			
			\$ 6.21	\$ 6.26			
					6.33		6.40
	Will Run	Will Not Run	\$ 6.17	\$ 6.23		Will Run	
	Sunday	Nov. 28	\$ 6.14	\$ 6.20		Sunday	Will Not Run
	and	Dec. 25				and	Nov. 29, 30
	Nov. 28	Jan. 1				Nov. 28	Dec. 25, 26
	Dec. 25	Jan. 1	\$ 6.10	\$ 6.16		Dec. 25	Jan. 1, 2
	Jan. 1	Feb. 22				Jan. 1	
	Feb. 22		\$ 6.07	\$ 6.14		Feb. 22	
			\$ 6.04	\$ 6.11	6.23		6.30
			\$ 6.02	\$ 6.09			
			\$ 6.00	\$ 6.07			
			\$ 5.58	\$ 6.05			
				\$ 6.04			
				\$ 6.02			
			5.55	6.01	6.18		6.19
			\$ 5.51	\$ 5.57	\$ 6.14		# 6.15
							E 5.65
			5.47	5.53	6.10		5.38
			\$ 5.43	\$ 5.49			
			\$ 5.40	\$ 5.46			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Saturday Only		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat.		Daily Ex. Sun. & Mon.
☛ 3836	☛ 1184	☛ 3858	☛ 530	☛ 532	☛ 152	☛ 4254	☛ 10

STATIONS	FIRST CLASS			
	◇161	◆945	◆455	◆195
	A. M.	Daily Ex. Sun. & Mon. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Mon. A. M.
SUBURBAN STATION.		\$12.35		
PHILA.-30th-ST.				E 1.04
{ Lower Level		\$12.38		
{ Upper Level			\$12.50	# 1.27
{ Lower Level				
ARSENAL	12.19	12.41	12.53	1.30
BRILL	12.23	12.44	12.57	1.34
DARBY (Phila. Reg.)		\$12.46		
CURTIS PARK		F 12.47		
SHARON HILL		\$12.49	Will Not Run	Will Not Run
FOLCROFT	Will Run Mon. and Dec. 26 Jan. 2	\$12.51	Nov. 23 Dec. 25 Jan. 1	Nov. 29 Dec. 26 Jan. 2
GLENOLDEN		\$12.53		
NORWOOD		\$12.55		
MOORE		\$12.57		
RIDLEY PARK		\$12.59		
ORUM LYNNE		F 1.01		
BALDWIN	12.30	F 1.03	1.07	1.41
EDDYSTONE		F 1.05		
CHESTER		\$ 1.07		
LAMOKIN ST.		F 1.09		
HIGHLAND AVE.		F 1.11		
TRAINER				
HOOK	12.34		1.13	1.46
MARCUS HOOK		\$ 1.17		
NAAMAN				
OLAYMONT		F 1.20		
BELLEVUE				
BELL	12.39		1.19	1.51
EDGE MOOR		F 1.26		
WILMINGTON	\$12.45	\$ 1.32	\$ 1.25	E 1.56
			1.40	# 2.03
WEST YARD	12.48		1.45	2.06
DAVIS	12.56	MU		2.14
NEWARK				
ELKTON				
NORTH EAST	1.06			2.24
PERRYVILLE	1.13			2.31
HAVRE-DE-GRACE				
OAK	1.17	Will Not Run	Will Also Run	2.35
ABERDEEN	\$ 1.21	Nov. 29 Dec. 26 Jan. 2	Nov. 8 Dec. 15	
PERRYMAN				
EDGEWOOD	\$ 1.31			2.45
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY	1.46			2.58
UNION JUNCTION				
BALTIMORE	\$ 1.56			E 3.04
				# 3.23
FULTON	2.01			3.28
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON	\$ 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	\$ 2.40			E 4.05
	A. M.	A. M.	A. M.	A. M.
	161	945	455	195

FIRST CLASS							
◆191	◆405	193	◆971	◇177	◆407	◆979	◆903
Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	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		\$ 5.15			
# 2.36		3.35	\$ 4.50	# 5.20		\$ 5.46	\$ 6.22
2.40		3.38	4.53	5.23		5.49	6.25
2.43		3.42	4.56	5.27		5.52	6.28
						\$ 5.64	\$ 6.30
Will Not Run Dec. 25 Jan. 1			F 5.00				F 6.32
			F 5.02			\$ 5.57	\$ 6.33
			F 5.04			\$ 5.59	\$ 6.35
						\$ 6.01	\$ 6.37
						\$ 6.03	\$ 6.39
						\$ 6.05	\$ 6.41
			F 5.10			\$ 6.07	\$ 6.43
2.50		3.49	5.16	5.34		\$ 6.09	\$ 6.45
						6.11	\$ 6.47
						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
							\$ 7.00
							\$ 7.01
							F 7.03
2.59		3.58		5.44			F 7.07
							\$ 7.10
E 3.05		E 4.08					\$ 7.20
# 3.10		# 4.28		\$ 5.49			
3.13		4.31		5.52			
3.21	MU	4.39	MU	6.00	MU	MU	MU
3.31		E 4.52		6.10			
3.38		E 5.20		6.17			
3.42	Will Not Run Nov. 28 Dec. 25 Jan. 1	5.25	Will Not Run Nov. 28 Dec. 25 Jan. 1	6.22	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	
		V 5.29		MMO.25			
3.52		V 5.40		6.35			
4.05		5.54		6.48			
E 4.11		E 6.03		\$ 6.55			
# 4.30	\$ 6.20	# 6.24		7.00	\$ 7.05		
4.35	6.25	6.30		7.05	7.10		
	\$ 6.27				\$ 7.12		
	\$ 6.31				\$ 7.16		
	\$ 6.35				\$ 7.20		
4.48	\$ 6.49	6.44		7.20	\$ 7.34		
	\$ 6.59						
4.53	\$ 7.02	6.50		7.25	\$ 7.42		
	\$ 7.07				\$ 7.47		
	F 7.09						
5.00	\$ 7.13	7.01		7.32	7.51		
	\$ 7.17						
5.07	7.24	7.11		7.42	7.59		
E 5.10	\$ 7.27	E 7.15		\$ 7.45	\$ 8.02		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
191	405	193	971	177	407	979	903

STATIONS	FIRST CLASS			
	±●907 Daily Ex. Sat. & Sun.	548 Daily	±●401 Daily Ex. Sat. & Sun.	±●909 Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION	\$ 7.04			\$ 7.32
PHILA.- 30th-ST.	\$ 7.07		\$ 7.10	\$ 7.35
ARSENAL	7.10		7.13	7.38
BRILL	7.13		7.16	
DARBY (Phila. Reg.)	\$ 7.15			\$ 7.43
CURTIS PARK	\$ 7.16		Will Not Run	F 7.44
SHARON HILL	\$ 7.18		Nov. 28	\$ 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		\$ 7.41	\$ 8.30
WEST YARD			7.44	
DAVIS	MU			MU
NEWARK			\$ 7.52	
ELKTON			\$ 7.59	
NORTH EAST			8.06	
PERRYVILLE			\$ 8.14	
HAVRE-DE-GRACE			\$ 8.18	
OAK			8.21	Will Not Run
ABERDEEN	Will Not Run		\$ 8.24	Nov. 28
PERRYMAN	Nov. 28			Dec. 25
EDGEWOOD	Dec. 25		\$ 8.35	Jan. 1
HAREWOOD PARK	Jan. 1			
MIDDLE RIVER				
STEMMER'S RUN			8.50	
BAY				
UNION JUNCTION				
BALTIMORE	\$ 8.05			
FULTON	8.15		\$ 8.58	
EDMONDSON	8.20		9.03	
FREDERICK ROAD				
HALETHORPE				
ODENTON			8.34	\$ 9.18
JERICHO PARK				
BOWIE			8.39	9.26
SEABROOK				
LANHAM			8.46	9.35
LANDOVER				
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 Daily Ex. Sat. & Sun.	±●131 Daily Ex. Sun.	±●913 Daily Ex. Sat. & Sun.	●111 Daily	●915 Daily	±403 Daily Ex. Sun.	●115 Daily	●127 Daily	
A. M.	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		
8.01	\$ 8.09		# 9.38	\$ 9.43	\$10.40	#11.08	\$11.39	
8.04	8.12	8.26	9.41	9.47	10.43	11.11	11.42	
\$ 8.06	8.17	8.29	9.45	9.50	10.47	11.15	11.46	
				\$ 9.62				
F 8.07		Will Not Run		F 9.53				
\$ 8.09	Will Not Run	Will Not Run	Sealed Baggage Car	\$ 9.55	Will Not Run			First Trip
\$ 8.11	Nov. 28	Nov. 28	Sun. and Dec. 25	\$ 9.57	Dec. 25			Dec. 13
\$ 8.13	Dec. 25	Dec. 25	Jan. 1	\$ 9.59	Jan. 1			
\$ 8.15	Jan. 1	Jan. 1		\$10.01				
\$ 8.17			Jan. 1	\$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	\$10.57			
\$ 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	8.55	10.01	F10.28	11.05	11.30	12.01	
F 8.44				\$10.31				
\$ 8.48		\$ 9.00		\$10.35	\$11.11			
	\$ 8.38		\$10.07	#11.25	\$11.36	\$12.07		
MU	8.41	MU	10.10		11.28	11.39	12.10	
	8.49		10.18	MU		11.47	12.18	
					\$11.40			
	8.58		10.27		\$11.48			
	9.05		10.34		\$12.05	11.56	12.28	
					\$12.03	12.03	12.35	
Will Not Run	9.09		10.38		12.09	12.08	12.39	
Nov. 28					\$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
					\$12.60			
	\$ 9.39		\$11.08		# 1.15	\$12.38	\$ 1.08	
	9.44		11.13		1.20	12.43	1.13	
	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.	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.			\$12.35	
Lower Level		\$12.23		\$ 1.23
Upper Level				
Lower Level	\$12.14		#12.38	
ARSENAL	12.17	12.26	12.41	1.28
BRILL	12.21	12.29	12.45	1.29
DARBY (Phila. Reg.)		\$12.31		\$ 1.31
COURTIS PARK		F12.32		F 1.32
SHARON HILL	First Trip Dec. 13	\$12.33		\$ 1.34
FOLCROFT		F12.35		\$ 1.36
GLENOLDEN	Last Trip April 19	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	12.47	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	12.45		1.09	
DAVIS	12.53	MU	1.17	MU
NEWARK				
ELKTON				
NORTH EAST	1.03		1.26	
PERRYVILLE	1.10		1.33	
HAVRE-DE-GRACE				
OAK	1.15		1.38	Will Not Run Nov. 28 Dec. 25 Jan. 1
ABERDEEN				
PERRYMAN				
EDGEWOOD	1.25		1.48	
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY	1.38		2.02	
UNION JUNCTION				
BALTIMORE	P 1.45		\$ 2.08	
FULTON	1.50		2.13	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON	2.04		2.27	
JERICHO PARK				
BOWIE	2.09		2.32	
SEABROOK				
LANHAM				
LANDOVER	2.16		2.39	
CHEVERLY				
NEW YORK AVE. (W.T.)	2.22		2.45	
WASHINGTON	P 2.25		\$ 2.50	
	P. M.	P. M.	P. M.	P. M.
	107	917	121	919

FIRST CLASS							
●981	●959	◇171	≠921	●149	≠419	113	●173
Saturday Only		Daily	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily
P. M.	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		
		# 2.24		\$ 3.35	\$ 4.28	\$ 4.39	
1.26	2.21	2.27	3.06	3.38	4.23	4.31	4.42
1.29	2.24	2.31	3.09	3.42	4.27	4.35	4.46
\$ 1.31	\$ 2.26		\$ 3.11		\$ 4.30		
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		
\$ 1.48	F 2.41		\$ 3.25		\$ 4.46		
1.48	2.43	2.38	\$ 3.27	3.49	F 4.48	4.42	4.53
	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				
				3.54		4.46	4.58
	F 2.55		\$ 3.43		\$ 5.01		
	\$ 2.59		\$ 3.46		\$ 5.05		
		2.46	\$ 3.52	3.58	\$ 5.10	4.51	5.02
	F 3.06		\$ 3.57		\$ 5.17		
	\$ 3.11		\$ 3.57		\$ 5.17		
		\$ 2.53	\$ 4.04		5.25	\$ 4.67	\$ 5.08
		2.56	4.07		5.28	5.00	5.11
MU	MU	3.04	MU	4.15	MU	5.08	5.19
				\$ 5.39			
		3.13		4.25		5.13	5.29
		3.20		4.32		5.25	5.36
	Will Run Sunday and Nov. 28 Dec. 25 Jan. 1	3.24	Will Not Run Nov. 28 Dec. 25 Jan. 1	4.36	Will Not Run Nov. 28 Dec. 25 Jan. 1	5.30	5.40
		\$ 3.27					
		3.37		4.45		5.40	5.50
		3.52		4.59		5.64	6.04
		\$ 3.58		\$ 5.05		\$ 6.00	\$ 6.09
		4.03		5.10		6.05	6.14
		4.18		5.24		6.19	6.28
		4.23		5.29		6.24	6.33
		4.30		5.36		6.31	6.39
		4.37		5.42		6.37	6.46
		\$ 4.40		\$ 5.45		\$ 6.40	\$ 6.50
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
981	959	171	921	149	419	113	173

STATIONS	FIRST CLASS			
	±●925	105	±●973	±●947
	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION	\$ 4.40		\$ 5.04	\$ 5.07
PHILA.---				
Lower Level				
Upper Level	\$ 4.43		\$ 5.07	\$ 5.10
Lower Level		\$ 4.53		
ARSENAL	4.46	4.56	5.10	5.13
BRILL	4.49	5.00	5.14	5.18
DARBY (Phila. Reg.)	\$ 4.51		\$ 5.17	
CURTIS PARK	\$ 4.53		\$ 5.18	
SHARON HILL	\$ 4.54		\$ 5.20	
FOLCROFT	\$ 4.56			
GLENOLDEN	\$ 4.58		\$ 5.22	
NORWOOD	\$ 5.00			
MOORE	\$ 5.02		\$ 5.24	
RIDLEY PARK	\$ 5.04		\$ 5.26	
CRUM LYNNE	\$ 5.06		\$ 5.28	
BALDWIN	\$ 5.08	5.07	5.30	5.27
EDDYSTONE	\$ 5.10		\$ 5.32	
CHESTER	\$ 5.13		\$ 5.34	\$ 5.31
LAMOKIN ST.	\$ 5.15		\$ 5.36	
HIGHLAND AVE.	\$ 5.17			
TRAINER	F 5.19			
HOOK		5.12		5.36
MARCUS HOOK	\$ 5.25			
NAAMAN				
CLAYMONT	\$ 5.29		\$ 5.39	
BELLEVUE			\$ 5.42	
BELL		5.17		
EDGE MOOR	F 5.36			
WILMINGTON	\$ 5.40		\$ 5.49	
WEST YARD		\$ 5.22		
DAVIS	MU	5.25	MU	MU
NEWARK		5.33		
ELKTON				
NORTH EAST		5.43		
PERRYVILLE		5.50		
HAVRE-DE-GRACE				
OAK	Will Not Run Nov. 23 Dec. 25 Jan. 1	5.54	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
ABERDEEN				
PERRYMAN				
EDGEWOOD		6.04		
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY		6.18		
UNION JUNCTION				
BALTIMORE		\$ 6.23		
FULTON		6.28		
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		6.42		
JERICHO PARK				
BOWIE		6.48		
SEABROOK				
LANHAM				
LANDOVER		6.55		
CHEVERLY				
NEW YORK AVE. (W.T.)		7.02		
WASHINGTON		\$ 7.05		
	P. M.	P. M.	P. M.	P. M.
	925	105	973	947

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.	P. M.
\$ 5.13	\$ 5.22		\$ 5.41		\$ 6.13		\$ 7.35	
\$ 5.16	\$ 5.25		\$ 5.44		\$ 6.16		\$ 7.38	
		\$ 5.32		\$ 5.59		\$ 7.23		
5.20	5.29	5.36	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	6.12	6.12	6.42	7.37	F 8.03	
	\$ 5.53		\$ 6.14		F 6.43		F 8.05	
\$ 5.41	\$ 5.55		\$ 6.17		\$ 6.46		\$ 8.07	
	\$ 5.57		\$ 6.20		F 6.48		F 8.09	
	\$ 5.59				\$ 6.50		\$ 8.11	
6.46		5.54		6.16		7.42		
	\$ 6.03				\$ 6.54		\$ 8.16	
\$ 5.49	\$ 6.06				\$ 6.58		F 8.20	
5.53		5.58		6.20		7.46	8.24	
					\$ 7.04			
\$ 6.00	\$ 6.19				\$ 7.10		\$ 8.28	
		\$ 6.04		\$ 6.25		\$ 7.52		
MU	MU	6.07	MU	6.28	MU	7.55	MU	
		6.15		6.36		8.03		
		6.25		6.45		8.13		
		6.32		6.52		K 8.20		
Will Not Run Nov. 28 Dec. 25 Jan. 1		6.36	Will Not Run Nov. 28 Dec. 25 Jan. 1	6.56		8.24	Will Not Run Nov. 28 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.	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.		\$ 8.18		\$ 9.08
Lower Level				
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	
FOLOROFT			\$ 8.51	
GLENOLDEN			\$ 8.53	
NORWOOD			\$ 8.55	
MOORE			\$ 8.57	
RIDLEY PARK			\$ 8.59	
ORUM LYNNE			\$ 9.01	
BALDWIN	8.21	8.42	9.03	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	\$ 8.38	\$ 8.58 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-GRAVE				
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		\$10.02		
	\$ 9.40	10.15		\$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.	P. M.
\$ 9.35	\$10.50		\$11.15
\$ 9.38	\$10.53	\$10.47	\$11.18
		10.57	
9.41	10.56	11.00	11.21
9.44	10.59	11.04	11.24
\$ 9.46	\$11.01		\$11.26
F 9.47	F11.02		F11.27
\$ 9.49	\$11.04		\$11.29
\$ 9.51	\$11.06		\$11.31
\$ 9.53	\$11.08		\$11.33
\$ 9.55	\$11.10		\$11.35
\$ 9.57	\$11.12		\$11.37
\$ 9.59	\$11.14		\$11.39
\$10.01	\$11.16		\$11.41
10.02	\$11.18	11.11	\$11.43
\$10.03	\$11.20		\$11.45
\$10.05	\$11.22		\$11.48
F10.07	F11.24		11.50
\$10.09	\$11.26		
		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. 28 Dec. 25 Jan. 1	12.04	Will Run Sat., Sun. and Nov. 28 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			
	190	108	118	900
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION				\$ 6.30
PHILA.- 30th-ST.	Lower Level	# 4.42	# 4.52	6.15
	Upper Level	E 4.32	\$ 4.42	DC 6.12
ARSENAL		4.29	4.39	6.08
BRILL		4.26	4.36	6.05
DARBY (Phila. Reg.)				\$ 6.18
CURTIS PARK				F 6.17
SHARON HILL				\$ 6.16
FOLCROFT				\$ 6.14
GLENOLDEN				\$ 6.12
NORWOOD				\$ 6.10
MOORE				\$ 6.08
RIDLEY PARK				\$ 6.06
CRUM LYNNE				\$ 6.04
BALDWIN	4.16	4.26	5.53	6.02
EDDYSTONE				\$ 6.01
CHESTER				\$ 5.59
LAMOKIN ST.				\$ 5.57
HIGHLAND AVE.				\$ 5.55
TRAINER				
HOOK	4.11	4.21	5.43	
MARCUS HOOK				\$ 5.52
NAAMAN				
CLAYMONT				\$ 5.50
BELLEVUE				
BELL	4.06	4.16	5.41	
EDGE MOOR				\$ 5.45
WILMINGTON	# 4.00	# 4.10	D 5.35	\$ 5.40
WEST YARD	E 3.55	\$ 4.05		
DAVIS	3.52	4.02	5.31	
NEWARK	3.44	3.54	5.23	MU
ELKTON				
NORTH EAST	3.35	3.45	5.13	
PERRYVILLE	3.28	3.38	5.06	
HAVRE-DE-GRAVE				
OAK	3.24	3.34	5.02	Will Not Run Nov. 28 Dec. 25 Jan. 1
ABERDEEN				
PERRYMAN				
EDGEWOOD	3.14	3.24	4.52	
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY	3.01	3.11	4.38	
UNION JUNCTION				
BALTIMORE	# 2.55	# 3.05	D 4.32	
FULTON	E 2.40	\$ 2.50		
EDMONDSON	2.35	2.45	4.26	
FREDERICK ROAD				
HALETHORPE				
ODENTON	2.24	2.31	4.12	
JERICHO PARK				
BOWIE	2.16	2.26	4.06	
SEABROOK				
LANHAM				
LANDOVER	2.09	2.19	3.59	
CHEVERLY				
NEW YORK AVE. (W.T.)	2.03	2.13	3.53	
WASHINGTON	E 2.00	\$ 2.10	\$ 3.50	
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.
	190	108	118	900

STATIONS	FIRST CLASS							
	978	904	964	906	968	970	908	958
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION	\$ 7.10	\$ 7.43	\$ 8.00	\$ 7.55	\$ 8.06	\$ 8.13	\$ 8.24	\$ 8.38
PHILA.- 30th-ST.	\$ 7.07	\$ 7.40	\$ 7.57	\$ 7.52	\$ 8.03	\$ 8.10	\$ 8.21	\$ 8.35
ARSENAL	7.04	7.35	7.54	7.49	8.00	8.07	8.18	8.31
BRILL	7.01	7.32	7.51	7.45	7.56	8.03	8.15	8.28
DARBY (Phila. Reg.)	\$ 6.58	\$ 7.29	\$ 7.48		\$ 7.53			\$ 8.25
CURTIS PARK	\$ 6.57	F 7.26	\$ 7.46			\$ 7.59		F 8.23
SHARON HILL	\$ 6.55	\$ 7.24	\$ 7.44		\$ 7.50			\$ 8.22
FOLCROFT	\$ 6.53	\$ 7.22	\$ 7.42			\$ 7.56		\$ 8.20
GLENOLDEN	\$ 6.51	\$ 7.20	\$ 7.40	\$ 7.39	\$ 7.47			\$ 8.18
NORWOOD	\$ 6.49	\$ 7.18	\$ 7.38	\$ 7.37		\$ 7.53		\$ 8.16
MOORE	\$ 6.47	\$ 7.16	\$ 7.36		\$ 7.44			\$ 8.14
RIDLEY PARK	\$ 6.45	\$ 7.14	\$ 7.34			\$ 7.50	\$ 8.07	\$ 8.12
CRUM LYNNE	\$ 6.43	\$ 7.12	\$ 7.32		\$ 7.41			\$ 8.10
BALDWIN	6.41	7.11	7.30	7.33	7.40	\$ 7.43	8.03	F 8.08
EDDYSTONE	\$ 6.39	\$ 7.09	\$ 7.28		\$ 7.38			F 8.06
CHESTER	\$ 6.37	\$ 7.07	\$ 7.26	\$ 7.31		\$ 7.40	\$ 8.00	\$ 8.04
LAMOKIN ST.	\$ 6.35	\$ 7.04			\$ 7.34	\$ 7.38	\$ 7.58	\$ 7.58
HIGHLAND AVE.		\$ 7.02					\$ 7.56	\$ 7.56
TRAINER		F 7.00					F 7.54	
HOOK			7.22	7.26				
MARCUS HOOK		\$ 6.58					\$ 7.52	\$ 7.52
NAAMAN								
CLAYMONT		\$ 6.53	\$ 7.18	\$ 7.23			\$ 7.47	\$ 7.47
BELLEVUE		F 6.50					F 7.43	
BELL	\$ 6.47		7.15	7.20			\$ 7.41	\$ 7.41
EDGE MOOR	\$ 6.40	\$ 7.10	\$ 7.15				\$ 7.36	\$ 7.36
WILMINGTON								
WEST YARD								
DAVIS								
NEWARK								
ELKTON								
NORTH EAST								
PERRYVILLE								
HAVRE-DE-GRAVE								
OAK								
ABERDEEN								
PERRYMAN								
EDGEWOOD								
HAREWOOD PARK								
MIDDLE RIVER								
STEMMER'S RUN								
BAY								
UNION JUNCTION								
BALTIMORE								
FULTON								
EDMONDSON								
FREDERICK ROAD								
HALETHORPE								
ODENTON								
JERICHO PARK								
BOWIE								
SEABROOK								
LANHAM								
LANDOVER								
CHEVERLY								
NEW YORK AVE. (W.T.)								
WASHINGTON								
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	978	904	964	906	968	970	908	958

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	
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. 28	Nov. 28		Nov. 28
PERRYMAN	Dec. 25	Dec. 25		Dec. 25
EDGEWOOD	Jan. 1	Jan. 1	7.30	Jan. 1
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY			7.17	
UNION JUNCTION				
BALTIMORE			\$ 7.11	
FULTON				
EDMONDSON			7.05	
FREDERICK ROAD				
HALETHORPE				
ODENTON			6.51	
JERICHO PARK				
BOWIE			6.46	
SEABROOK				
LANHAM				
LANDOVER			6.39	
CHEVERLY				
NEW YORK AVE. (W.T.)			6.33	
WASHINGTON			\$ 6.30	
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	☛ 402	☛ 980	114	☛ 912

FIRST CLASS							
950	170	410	104	984	100	914	126
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.10		\$ 9.57		\$ 9.57		\$10.54	
	\$ 9.15		\$ 9.50		\$10.09		\$10.43
\$ 9.07		\$ 9.54		\$ 9.54		\$10.51	
9.08	9.11	9.50	9.45	9.50	10.05	10.47	10.40
9.00	9.08	9.47	9.42	9.47	10.02	10.44	10.37
\$ 8.57		\$ 9.44		\$ 9.44		\$10.41	
\$ 8.55		\$ 9.42		\$ 9.41		\$10.39	
\$ 8.53		\$ 9.40		\$ 9.39		\$10.37	
\$ 8.51		\$ 9.38		\$ 9.37		\$10.35	
\$ 8.49		\$ 9.36		\$ 9.35		\$10.33	
\$ 8.47		\$ 9.34		\$ 9.33		\$10.31	
\$ 8.45		\$ 9.32		\$ 9.31		\$10.29	
\$ 8.43		\$ 9.30		\$ 9.29		\$10.27	
F 8.41		\$ 9.28		\$ 9.27		\$10.25	
8.39	9.01	9.26	9.32	9.25	9.55	\$10.23	10.29
						\$10.21	
\$ 8.37		\$ 9.23		\$ 9.22		\$10.19	
		\$ 9.21		\$ 9.20		\$10.16	
		\$ 9.19					
8.32	8.57		9.27		9.50		10.25
		\$ 9.16				\$10.11	
C 8.28		\$ 9.14				\$10.08	
8.25	8.52		9.22		9.45	10.05	10.20
\$ 8.20	\$ 8.46	F 9.09	D 9.17		\$ 9.39	\$10.00	\$10.14
	8.42		9.14		9.35		10.10
MU	8.34	MU	9.08	MU	9.27	MU	10.02
	8.25		8.56		9.17		9.52
	8.18		8.49		9.10		9.45
	8.14	Will Not Run	8.45		9.06		9.41
		Nov. 28					\$ 9.37
	8.04	Dec. 25	8.35		8.56		9.29
		Jan. 1					
	7.51		8.22		8.43		9.16
	\$ 7.45		D 8.16		\$ 8.37		\$ 9.10
	7.35		8.10		8.30		9.05
	7.21		7.56		8.16		8.51
	7.16		7.51		8.11		8.46
	7.09		7.44		8.04		8.39
	7.03		7.38		7.58		8.33
	\$ 7.00		\$ 7.35		\$ 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.	Daily	Saturday Only	Daily	Daily Ex. Sun.	Daily
● 950	● 170	☛ 410	104	● 984	◇ 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
	Lower Level	\$12.09	\$12.16	
ARSENAL	11.43	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				
OLAYMONT	\$11.03			\$12.03
BELLEVUE				
BELL	11.00	11.47	11.53	12.01
EDGE MOOR				\$11.59
WILMINGTON	\$10.55	\$11.41	D11.47	\$11.55
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. 28 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	D10.45	
FULTON		10.35	10.40	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		10.21	10.26	
JERICO PARK				
BOWIE		10.16	10.21	
SEABROOK				
LANHAM				
LANDOVER		10.09	10.14	
CHEVERLY				
NEW YORK AVE. (W.T.)		10.03	10.08	
WASHINGTON		\$10.00	D10.05	
	A. M.	A. M.	A. M.	A. M.
	Daily	Daily	Daily	Daily Ex. Sun.
	●916	◇172	◇148	‡●918

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			\$ 4.43	
	2.00			4.00	\$ 4.10		4.50
\$ 1.53		\$ 2.40	\$ 3.50			\$ 4.43	D 4.47
	\$ 1.58			\$ 3.55			
1.50	1.55	2.37	3.47	3.52	4.06	4.40	4.44
1.47	1.52	2.34	3.44	3.49	4.03	4.37	4.41
\$ 1.44		\$ 2.31	\$ 3.41			\$ 4.34	
F 1.43		F 2.30	F 3.38			\$ 4.33	First Trip Dec. 15
\$ 1.41		\$ 2.28	\$ 3.36			\$ 4.31	Dec. 15
\$ 1.39		\$ 2.26	\$ 3.34		First Trip Dec. 15	\$ 4.29	
\$ 1.37		\$ 2.24	\$ 3.32			\$ 4.27	Last Trip April 21
\$ 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	
1.27	1.45	F 2.14	\$ 3.22	3.42	3.55	\$ 4.16	4.32
		F 2.12	\$ 3.20			\$ 4.14	
\$ 1.23		\$ 2.10	\$ 3.18			\$ 4.12	
F 1.21		\$ 2.06	\$ 3.16			\$ 4.09	
\$ 1.19			\$ 3.14			\$ 4.07	
						F 4.05	
	1.41			3.37	3.50		4.27
\$ 1.16			\$ 3.12			\$ 4.03	
\$ 1.13			\$ 3.08			\$ 4.00	
	1.36			3.33	3.45		4.23
F 1.09			F 3.03			F 3.55	
\$ 1.05	\$ 1.30		\$ 3.00	\$ 3.27	\$ 3.38	\$ 3.50	D 4.19
	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	Will Not Run Nov. 28 Dec. 25 Jan. 1	3.48
	12.45			2.45	2.55		3.39
	12.32			2.32	2.42		3.26
	\$12.26			\$ 2.26	\$ 2.36		D 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		D 2.40
P. M.	A. M.	P. 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			
	Upper Level	\$ 5.20	\$ 5.37	\$ 6.10
Lower Level				
ARSENAL.....	5.17	5.08	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		\$ 5.28	\$ 5.56
FOLOROFT.....	\$ 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		
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		
HAVE-DE-GRACE.....				
OAK.....	Will Not Run	4.10		Will Not Run
ABERDEEN.....	Nov. 28			Nov. 28
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.....				
LANDOVER.....		3.09		
CHEVERLY.....				
NEW YORK AVE. (W.T.)		3.03		
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

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.
	\$ 6.37		\$ 7.13	\$ 7.23			
\$ 6.06	\$ 6.34	\$ 6.41	\$ 7.10	\$ 7.20		\$ 7.17	
					\$ 8.00		
6.03	6.31	6.38	7.07	7.17	7.57	7.13	
6.00	6.28	6.35	7.04	7.14	7.54	7.10	
	\$ 6.26		\$ 7.01	\$ 7.11			
	F 6.23						
	\$ 6.21		\$ 6.57	\$ 7.08	Will Not Run		
	\$ 6.19		\$ 6.55	\$ 7.06	Nov. 28		
	\$ 6.17		\$ 6.53	\$ 7.04	Dec. 25		
	\$ 6.15		\$ 6.51	\$ 7.02	Jan. 1		
	\$ 6.14		\$ 6.49	\$ 7.00			
	\$ 6.12		\$ 6.47	\$ 6.98			
	F 6.10		F 6.45	\$ 6.96			
5.53	\$ 6.08	6.28	F 6.43	\$ 6.94	7.47	7.03	
	\$ 6.08		\$ 6.41				
	\$ 6.04		\$ 6.39	\$ 6.51			
	\$ 6.00		\$ 6.37	\$ 6.49			
			\$ 6.35	\$ 6.47			
5.48		6.23			7.42	6.59	
			\$ 6.32	\$ 6.44			
			\$ 6.28	\$ 6.40			
5.44		6.19		6.37	7.36	6.54	
			F 6.21	F 6.33			
\$ 5.39		\$ 6.14	\$ 6.17	\$ 6.30	7.30	\$ 6.48	
					\$ 7.15		
5.36		6.11			7.10	6.43	
5.28	MU	6.03	MU	MU		6.35	MU
					\$ 7.02		
					\$ 6.62		
5.19		5.54			6.41	6.25	
5.12		5.47			\$ 6.31	6.18	
					\$ 6.26		
5.08	Will Not Run	5.43	Will Run	Will Not Run	6.22	6.14	Will Not Run
	Nov. 28		Sat., Sun. and	Nov. 28	\$ 6.18		Nov. 28
	Dec. 25		Nov. 28	Dec. 25	F 6.05		Dec. 25
4.59	Jan. 1	5.34	Jan. 1	Jan. 1	\$ 5.58	6.04	Jan. 1
					F 5.48		
					\$ 5.42		
4.46		5.21			5.30	5.51	
					\$ 5.20		
\$ 4.40		\$ 5.15			5.15	5.37	\$ 6.23
					\$ 5.13	NN 5.35	\$ 6.21
4.35		5.05			\$ 5.08		\$ 6.17
							\$ 6.14
4.21		4.51			\$ 4.54	5.21	\$ 6.00
							\$ 5.52
4.16		4.46			4.47	5.16	\$ 5.49
							\$ 5.44
							F 5.41
4.09		4.39			4.40	5.09	\$ 5.37
							\$ 5.35
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.	Lower Level	# 8.44		
	Upper Level		\$ 9.28	
	Lower Level	E 8.34		
ARSENAL	8.10	8.31	9.25	
BRILL	8.07	8.28	9.22	
DARBY (Phila. Reg.)			\$ 9.19	
CURTIS PARK				
SHARON HILL		Will Not	\$ 9.16	
FOLOROFT		Run	\$ 9.14	
		Nov. 27		
GLENOLDEN		Dec. 24	\$ 9.12	
NORWOOD		Dec. 31	\$ 9.10	
MOORE			\$ 9.08	
RIDLEY PARK			\$ 9.06	
CRUM LYNNE			F 9.04	
BALDWIN	8.00	8.21	F 9.03	
EDDYSTONE			F 9.01	
CHESTER			\$ 8.59	
LAMOKIN ST.			F 8.57	
HIGHLAND AVE.			F 8.55	
TRAINER				
HOOK	7.55	8.17		
MARCUS HOOK			\$ 8.53	
NAAMAN				
CLAYMONT				
BELLEVUE				
BELL	7.50	8.12	8.47	
EDGE MOOR			\$ 8.45	
WILMINGTON.	\$ 7.45	8.06	\$ 8.40	
		E 7.56		
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-GRAVE				
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				
BOWIE	6.16	6.26		7.16
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	Daily	Daily
	Ex. Sat.	Ex. Sat.		
	●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
				\$12.00	1.03	
		\$10.35	\$11.32		\$12.36	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	Will Run	Will Not		Will Not	Will Not	Will Not
Run	Run	Run		Run	Run	Run
Nov. 28	Sun. end	Nov. 28		Nov. 28	Nov. 28	Dec. 24
Dec. 25	Nov. 28	Dec. 25		Dec. 24	Dec. 24	Dec. 31
Jan. 1	Jan. 1	Jan. 1		Dec. 31		
		Will Also		\$11.48		
		Run		\$11.46		
		Dec. 8, 15		\$11.44		
		Jan. 1		\$11.42		
				\$11.40		
				\$11.38		
				\$11.36		
9.30	9.30	10.16	11.18	\$11.34	12.23	1.31
				\$11.32		
\$ 9.26	\$ 9.26			\$11.30		
				\$11.28		
				\$11.26		
9.23	9.23	10.08	11.14		12.18	1.26
				\$11.24		
				\$11.19		
				\$11.16		
9.18	9.18	10.01	11.09		12.13	1.21
				\$11.14		
\$ 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		Daily	Daily	Daily	Daily	Daily
Ex. Sun.		Ex. Sun.		Ex. Sat.	Ex. Sat.	Ex. Sat.
●158	●166	◆454	160	●942	◆176	◆194

STATIONS	FIRST CLASS			
	● 373	● 61	● 13	● 301
	Daily A. M.	Daily Ex. Sun. A. M.	Daily Ex. Mon. A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN	\$12.45			\$ 5.40
PHILA.- 30th-ST. { Upper Level	\$12.48			\$ 5.43
{ Lower Level		C 1.53		
ZOO	12.51	1.58	3.26	5.48
FIFTY-SECOND ST.	12.53	2.00	3.29	5.48
OVERBROOK	\$12.56	2.03	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	2.10	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 Nov. 29, 30		\$ 6.11
WAYNE	\$ 1.18		Will Not Run Dec. 25 Jan. 1	\$ 6.13
STRAFFORD	\$ 1.20	28, 31 Jan. 1		\$ 6.15
DEVON	\$ 1.22	Jan. 1 Feb. 22 Mar. 28		\$ 6.17
BERWYN	\$ 1.24			\$ 6.19
DAYLESFORD	\$ 1.26			\$ 6.21
PAOLI	\$ 1.30	2.23	3.46	\$ 6.27
MALVERN				
WHITFORD				Will Not Run Nov. 28 Dec. 25 Jan. 1
DOWNINGTOWN				
THORN		2.38	4.00	
COATESVILLE				
PARKESBURG		2.46	4.08	
LANCASTER		\$ 3.08	4.30	
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN		3.28	4.50	
OLY. York Haven LEMO. Line	MU			MU
HARRISBURG	\$ 3.45 # 4.02	E 5.02 # 5.17		
ROCKVILLE		4.12	5.27	
BANKS		4.17	5.32	
	A. M.	A. M.	A. M.	A. M.
	373	61	13	301

	FIRST CLASS							
	● 601	● 303	● 9	● 305	● 603	● 307	● 309	● 011
	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sun. & Mon. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.
	\$ 7.10			\$ 7.42		\$ 8.20	\$ 8.38	\$ 9.00
	\$ 7.13		Leave 44th St. 7.35	\$ 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	\$ 9.11
	\$ 7.24			\$ 7.56		\$ 8.34	\$ 8.52	\$ 9.12
	\$ 7.26			\$ 7.59		\$ 8.36	\$ 8.54	\$ 9.13
	\$ 7.28			\$ 8.01		\$ 8.38	\$ 8.56	\$ 9.15
	\$ 7.30			\$ 8.03		\$ 8.41	\$ 8.58	\$ 9.17
	\$ 7.32			\$ 8.05		\$ 8.43	\$ 9.00	\$ 9.19
	\$ 7.34	7.50		\$ 8.08	8.06	\$ 8.46	\$ 9.02	\$ 9.21
	\$ 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. 28 Dec. 25 Jan. 1	\$ 7.42	Will Not Run Nov. 29		\$ 8.16	Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 8.54	\$ 9.10	Will Not Run Nov. 28 Dec. 25 Jan. 1
	\$ 7.44			\$ 8.18		\$ 8.56	\$ 9.12	
	\$ 7.46	Nov. 29		\$ 8.20		\$ 8.58	\$ 9.14	
	\$ 7.48	Dec. 26		\$ 8.22		\$ 9.00	\$ 9.16	
	\$ 7.50	Jan. 2		\$ 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. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1		
				8.16		8.33		
						\$ 8.36		
				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
	\$ 7.45			E 9.35 # 11.45		\$ 9.45		
				11.65				
				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			
	● 327	33	● 329	● 031
	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 1.45		\$ 2.15	\$ 2.30
PHILA.- 30th ST. { Upper Level	\$ 1.48		\$ 2.18	\$ 2.33
{ Lower Level		\$ 2.00		
ZOO	1.51	2.05	2.21	2.36
FIFTY-SECOND ST.	1.58	2.07	2.23	2.38
OVERBROOK	\$ 1.56	2.10	\$ 2.26	\$ 2.40
MERION	\$ 1.58		\$ 2.28	\$ 2.41
NARBERTH	\$ 2.00		\$ 2.30	\$ 2.42
WYNNWOOD	\$ 2.02		\$ 2.32	\$ 2.44
ARDMORE	\$ 2.04		\$ 2.34	\$ 2.46
HAVERFORD	\$ 2.06		\$ 2.36	\$ 2.48
BRYN MAWR	\$ 2.08	2.16	\$ 2.38	\$ 2.50
ROSEMONT	\$ 2.10		\$ 2.40	
VILLANOVA	\$ 2.12		\$ 2.42	
RADNOR	\$ 2.14	No Baggage Service Sun. and Nov. 28 Dec. 25 Jan. 1	\$ 2.44	
ST. DAVIDS	\$ 2.16		\$ 2.46	
WAYNE	\$ 2.18		\$ 2.48	
STRAFFORD	\$ 2.20		\$ 2.50	
DEVON	\$ 2.22		\$ 2.52	
BERWYN	\$ 2.24		\$ 2.54	
DAYLESFORD	\$ 2.26		\$ 2.56	
PAOLI	\$ 2.33	\$ 2.28	\$ 3.00	
MALVERN				
WHITFORD				
DOWNINGTOWN				
THORN		2.43		
COATESVILLE		\$ 2.48		
PARKESBURG		2.53		
LANCASTER		\$ 3.15	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN		3.35		
CLY. } York Haven LEMO. } Line	MU		MU	MU
HARRISBURG		\$ 3.50		
ROCKVILLE		4.00		
		4.10		
BANKS		4.15		
	P. M.	P. M.	P. M.	P. M.
	327	33	329	031

FIRST CLASS							
● 331	● 033	23	● 333	● 381	● 035	● 619	● 383
Daily	Daily Ex. Sat. & Sun.	Daily	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.
\$ 2.45	\$ 3.00		\$ 3.15	\$ 3.15	\$ 3.30	\$ 3.45	\$ 3.45
\$ 2.48	\$ 3.03		\$ 3.18	\$ 3.18	\$ 3.33	\$ 3.48	\$ 3.48
2.51	3.06	3.17	3.21	3.21	3.36	3.51	3.51
2.53	3.09	3.20	3.23	3.23	3.38	3.53	3.53
\$ 2.56	\$ 3.11	3.22	3.25	\$ 3.26	\$ 3.40	\$ 3.56	\$ 3.56
\$ 2.58	\$ 3.12			\$ 3.28	\$ 3.41	\$ 3.58	\$ 3.58
\$ 3.00	\$ 3.13			\$ 3.30	\$ 3.42	\$ 4.00	\$ 4.00
\$ 3.03	\$ 3.15			\$ 3.32	\$ 3.44	\$ 4.02	\$ 4.02
\$ 3.05	\$ 3.17			\$ 3.34	\$ 3.46	\$ 4.04	\$ 4.04
\$ 3.07	\$ 3.19			\$ 3.36	\$ 3.48	\$ 4.06	\$ 4.06
\$ 3.09	\$ 3.21	3.28	\$ 3.33	\$ 3.38	\$ 3.50	\$ 4.08	\$ 4.08
\$ 3.11			\$ 3.35	\$ 3.40		\$ 4.10	\$ 4.10
\$ 3.13			\$ 3.37	\$ 3.42		\$ 4.12	\$ 4.12
\$ 3.15			\$ 3.39	\$ 3.44		\$ 4.14	\$ 4.14
\$ 3.17			\$ 3.41	\$ 3.46		\$ 4.16	\$ 4.16
\$ 3.19			\$ 3.43	\$ 3.48		\$ 4.18	\$ 4.18
\$ 3.21			\$ 3.45	\$ 3.50		\$ 4.20	\$ 4.20
\$ 3.23			\$ 3.47	\$ 3.52		\$ 4.22	\$ 4.22
\$ 3.25			\$ 3.49	\$ 3.54		\$ 4.24	\$ 4.24
\$ 3.27			\$ 3.51	\$ 3.56		\$ 4.26	\$ 4.26
\$ 3.32		\$ 3.40	\$ 3.56	\$ 4.00		\$ 4.30	\$ 4.30
						F 4.33	
						F 4.42	
						\$ 4.50	
		3.55				4.54	
		\$ 4.00				\$ 5.00	
		4.05				\$ 5.10	
	Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 4.27	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sun. and Nov. 28 Dec. 25 Jan. 1
		4.47					
MU	MU		MU	MU	MU	MU	MU
		\$ 5.03					
		5.16					
		5.26					
		5.30					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
331	033	23	333	381	035	619	383

STATIONS	FIRST CLASS			
	☛349	☛351	31	☛621
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 6.30	\$ 5.40		\$ 5.45
PHILA.- { Upper Level	\$ 5.33	\$ 5.43		\$ 5.48
30th-ST. { Lower Level				
ZOO.....	5.36	5.46	6.47	5.51
FIFTY-SECOND ST.....	5.38	5.48	5.50	5.53
OVERBROOK.....	5.40	5.50	5.54	\$ 5.56
MERION.....		\$ 5.51		
NARBERTH.....				\$ 6.00
WYNNEWOOD.....		\$ 5.55		
ARDMORE.....	\$ 5.46			\$ 6.04
HAVERTFORD.....	\$ 5.48	\$ 5.59		
BRYN MAWR.....	\$ 5.50	6.01	6.00	\$ 6.08
ROSEMONT.....	\$ 5.52	\$ 6.03		
VILLANOVA.....	\$ 5.54			\$ 6.12
RADNOR.....	\$ 5.56	\$ 6.07		
ST. DAVIDS.....	\$ 5.58			\$ 6.15
WAYNE.....	\$ 6.00	\$ 6.10		
STRAFFORD.....	\$ 6.02			\$ 6.19
DEVON.....	\$ 6.04	\$ 6.13		
BERWYN.....	\$ 6.06			\$ 6.22
DAYLESFORD.....	\$ 6.08	\$ 6.17		
PAOLI.....	\$ 6.14	\$ 6.22	\$ 6.12	\$ 6.27
MALVERN.....				F 6.30
WHITFORD.....				\$ 6.36
DOWNINGTOWN.....	Will Not Run Nov. 28 Dec. 25		6.27	\$ 6.43
THORN.....				6.47
COATESVILLE.....	Jan. 1			\$ 6.52
PARKESBURG.....			6.35	\$ 6.58
LANCASTER.....				
LANDIS.....		Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 6.57	Will Not Run Nov. 28 Dec. 25 Jan. 1
MOUNT JOY.....				
ELIZABETHTOWN.....			7.17	
MIDDLETOWN.....				
CLY..... York Haven LEMO..... Line	MU	MU		MU
HARRISBURG.....			\$ 7.35 # 7.45	
ROCKVILLE.....			7.55	
BANKS.....			8.00	
	P. M.	P. M.	P. M.	P. M.
	349	351	31	621

FIRST CLASS							
●393	☛353	☛355	◇49	◇549	●357	☛059	☛29
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.45	\$ 6.05	\$ 6.25			\$ 6.45	\$ 7.05	
\$ 6.48	\$ 6.08	\$ 6.28			\$ 6.48	\$ 7.08	
6.51	6.11	6.31	6.37		6.51	7.11	7.20
6.53	6.13	6.33	6.40		6.53	7.13	7.32
\$ 5.56	\$ 6.16	\$ 6.36	6.42		\$ 6.56	\$ 7.15	7.35
\$ 5.58	\$ 6.18	\$ 6.38			\$ 6.58	\$ 7.16	
\$ 6.00	\$ 6.20	\$ 6.40			\$ 7.00	\$ 7.17	
\$ 6.02	\$ 6.22	\$ 6.42			\$ 7.02	\$ 7.19	
\$ 6.04	\$ 6.24	\$ 6.44			\$ 7.04	\$ 7.21	
\$ 6.06	\$ 6.26	\$ 6.46			\$ 7.06	\$ 7.23	
\$ 6.08	\$ 6.28	\$ 6.48	6.48		\$ 7.08	\$ 7.25	7.41
\$ 6.10	\$ 6.30	\$ 6.50			\$ 7.10		
\$ 6.12	\$ 6.32	\$ 6.52			\$ 7.12		
\$ 6.14	\$ 6.34	\$ 6.54			\$ 7.14		
\$ 6.16	\$ 6.36	\$ 6.56			\$ 7.16		Will Not Run
\$ 6.18	\$ 6.38	\$ 6.58			\$ 7.18		Nov. 28
\$ 6.20	\$ 6.40	\$ 7.00			\$ 7.20		Dec. 24
\$ 6.22	\$ 6.42	\$ 7.02			\$ 7.22		Dec. 25
\$ 6.24	\$ 6.44	\$ 7.04			\$ 7.24		
\$ 6.26	\$ 6.46	\$ 7.06			\$ 7.26		
\$ 6.30	\$ 6.52	\$ 7.10	\$ 7.00		\$ 7.30		U 7.53
			7.15				8.08
			7.23				8.16
Will Run Sat., Sun. and Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	\$ 7.45			Will Not Run Nov. 28 Dec. 25 Jan. 1	8.38
			8.05				8.58
				7.55			
MU	MU	MU		8.15	MU	MU	
			\$ 8.17	\$ 8.20			U 9.08
			8.35				# 9.16
			8.45				9.20
			8.50				9.31
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
393	353	355	49	549	357	059	29

STATIONS	FIRST CLASS			
	#359	#361	#607	#063
	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 7.30	\$ 7.50		\$ 8.10
PHILA.- 30th ST. { Upper Level	\$ 7.33	\$ 7.53		\$ 8.13
{ Lower Level			\$ 7.55	
ZOO	7.38	7.56	8.00	8.16
FIFTY-SECOND ST.	7.38	7.58	8.02	8.18
OVERBROOK	\$ 7.41	\$ 8.00	8.05	\$ 8.20
MERION	\$ 7.43	\$ 8.02		\$ 8.21
NARBERTH	\$ 7.45	\$ 8.04		\$ 8.22
WYNNEWOOD	\$ 7.47	\$ 8.06		\$ 8.24
ARDMORE	\$ 7.49	\$ 8.08		\$ 8.26
HAVERFORD	\$ 7.51	\$ 8.10		\$ 8.28
BRYN MAWR	\$ 7.53	\$ 8.12	8.11	\$ 8.30
ROSEMONT	\$ 7.55	\$ 8.14		
VILLANOVA	\$ 7.57	\$ 8.16		
RADNOR	\$ 7.59	\$ 8.18		
ST. DAVIDS	\$ 8.01	\$ 8.20		
WAYNE	\$ 8.03	\$ 8.22	Will Not Run	
STRAFFORD	\$ 8.05	\$ 8.24	Nov. 28	
DEVON	\$ 8.07	\$ 8.26	Dec. 25	
BERWYN	\$ 8.09	\$ 8.28	Jan. 1	
DAYLESFORD	\$ 8.11	\$ 8.30		
PAOLI	\$ 8.15	\$ 8.35	\$ 8.23	
MALVERN				
WHITFORD			\$ 8.37	
DOWNINGTOWN			8.42	
THORN				
COATESVILLE			\$ 8.47	
PARKESBURG			8.54	
LANCASTER			\$ 9.20	Will Not Run
LANDIS	Will Not Run			Nov. 28
MOUNT JOY	Nov. 28			Nov. 28
ELIZABETHTOWN	Dec. 25			Dec. 25
MIDDLETOWN	Jan. 1		9.45	Jan. 1
CLY. York Haven				
LEMO. Line	MU	MU	MU	MU
HARRISBURG			\$ 9.55	
ROCKVILLE				
BANKS				
	P. M.	P. M.	P. M.	P. M.
	359	361	607	063

FIRST CLASS							
#39	37	#17	575	#363	#065	3	#365
Daily Ex. Sat.		Daily Ex. Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 8.45	\$ 9.05		\$ 9.25
				\$ 8.48	\$ 9.08		\$ 9.28
\$ 8.20	\$ 8.20	\$ 8.25					
8.25	8.25	8.30		8.51	9.11	9.24	9.31
8.28	8.28	8.32		8.53	9.13	9.27	9.33
8.30	8.30	8.35		8.56	9.15	9.30	9.36
				8.58	9.16		9.38
				9.00	9.17		9.40
				9.02	9.19		9.42
				9.04	9.21		9.44
				9.06	9.23		9.46
	8.36	8.36	8.41	9.08	9.25	9.36	9.48
				9.10			9.50
				9.12			9.52
				9.14			9.54
				9.16			9.56
Will Not Run	Will Run	Will Not Run		9.18			9.58
Nov. 27	Sat. and	Nov. 28		9.20			\$10.00
Dec. 24	Nov. 27	Dec. 24		9.22			\$10.02
Dec. 31	Dec. 24	Dec. 24		9.24			\$10.04
	Dec. 31	Jan. 1					\$10.06
\$ 8.48	\$ 8.48	\$ 8.58		9.26			\$10.08
				9.30		\$ 9.51	\$10.10
9.03	9.03	9.13				10.06	
9.11	9.11	9.21				10.14	
		9.42					
\$ 9.33	\$ 9.33	# 9.52				\$10.38	Will Not Run
							Nov. 28
							Dec. 25
							Jan. 1
9.53	9.53	10.12				10.58	
				9.58			
				10.21			
\$10.15	\$10.15	\$10.25	\$10.28	MU	MU		MU
10.30	11.00	#10.50	11.35			\$11.15	
						#11.30	
10.40	11.10	11.00	11.46				
						11.40	
10.45	11.15	11.05					
						11.46	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
39	37	17	575	363	065	3	365

STATIONS	FIRST CLASS			
	308	30	310	312
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 8.08		\$ 8.10	\$ 8.20
PHILA.- Upper Level	\$ 8.03		\$ 8.07	\$ 8.17
30th ST. Lower Level				
ZOO.....	8.00	7.42	8.04	8.12
FIFTY-SECOND ST.....	7.58	7.39	8.02	8.10
OVERBROOK.....	7.56	7.36	\$ 8.00	8.07
MERION.....	\$ 7.54		\$ 7.58	
NARBERTH.....	\$ 7.52		\$ 7.56	
WYNNEWOOD.....	\$ 7.49		\$ 7.54	
ARDMORE.....	\$ 7.46		\$ 7.52	
HAVERFORD.....	\$ 7.44		\$ 7.50	
BRYN MAWR.....	\$ 7.42	7.30	\$ 7.48	8.00
ROSEMONT.....	\$ 7.39			\$ 7.56
VILLANOVA.....	\$ 7.37			\$ 7.53
RADNOR.....	\$ 7.34			\$ 7.51
ST. DAVIDS.....	\$ 7.32			\$ 7.49
WAYNE.....	\$ 7.30		\$ 7.40	\$ 7.47
STRAFFORD.....	\$ 7.28			\$ 7.45
DEVON.....	\$ 7.26		\$ 7.36	\$ 7.43
BERWYN.....	\$ 7.24			\$ 7.41
DAYLESFORD.....	\$ 7.22			\$ 7.38
PAOLI.....	\$ 7.13	\$ 7.19	\$ 7.25	\$ 7.29
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....		7.01		
COATESVILLE.....				
PARKESBURG.....		6.53		
LANCASTER.....		\$ 6.32		
LANDIS.....	Will Not Run		Will Not Run	Will Not Run
MOUNT JOY.....	Nov. 28		Nov. 28	Nov. 28
ELIZABETHTOWN.....	Dec. 25		Dec. 25	Dec. 25
MIDDLETOWN.....	Jan. 1	6.09	Jan. 1	Jan. 1
CLY..... York Haven Line	MU		MU	MU
LEMO.....				
HARRISBURG.....		# 5.59		
ROCKVILLE.....		\$ 5.51		
BANKS.....		5.41		
		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.
	\$ 8.25	\$ 8.25	\$ 8.30	\$ 8.36	\$ 8.42	\$ 8.33	\$ 8.33	\$ 8.49
	\$ 8.22	\$ 8.22	\$ 8.27	\$ 8.33	\$ 8.39	\$ 8.30	\$ 8.30	\$ 8.46
	7.58	8.16	8.16	8.20	8.27	8.34	8.24	8.43
	7.55	8.14	8.14	8.18	8.25	8.32	8.22	8.41
	7.53	\$ 8.12	\$ 8.12	\$ 8.16	8.23	\$ 8.30	8.20	\$ 8.39
		\$ 8.10	\$ 8.10	\$ 8.14		\$ 8.27		\$ 8.37
		\$ 8.08	\$ 8.08		\$ 8.20	\$ 8.25		\$ 8.35
		\$ 8.06	\$ 8.06		\$ 8.18	\$ 8.23		\$ 8.33
		\$ 8.04	\$ 8.04		\$ 8.16	\$ 8.21		\$ 8.31
		\$ 8.02	\$ 8.02	\$ 8.08	\$ 8.14	\$ 8.19		\$ 8.29
	7.47	\$ 8.00	\$ 8.00	\$ 8.05	8.10	\$ 8.17	8.14	8.25
		\$ 7.57		\$ 8.02		\$ 8.14		
		\$ 7.55		\$ 8.00		\$ 8.12		
		\$ 7.53		\$ 7.57		\$ 8.09		
		\$ 7.51		\$ 7.54		\$ 8.07		
	Will Not Run	\$ 7.49		\$ 7.52		\$ 8.05		
	Nov. 29	\$ 7.47		\$ 7.50		\$ 8.03		
	Dec. 25	\$ 7.45		\$ 7.48		\$ 8.01		
	Dec. 28	\$ 7.43		\$ 7.46		\$ 7.59		
		\$ 7.41		\$ 7.44		\$ 7.57		
	D 7.36	\$ 7.39		\$ 7.42		\$ 7.55	\$ 8.02	
							\$ 7.53	
							\$ 7.46	
							\$ 7.41	
	7.21						7.36	
							\$ 7.32	
	7.13						\$ 7.26	
	6.53							
			Will Not Run	Will Not Run	Will Not Run		Will Not Run	Will Not Run
			Nov. 28	Nov. 28	Nov. 28		Nov. 28	Nov. 28
			Dec. 25	Dec. 25	Dec. 25		Dec. 25	Dec. 25
			Jan. 1	Jan. 1	Jan. 1		Jan. 1	Jan. 1
	6.33							
		MU	MU	MU	MU	MU	MU	MU
	# 6.24							
	D 6.19							
	6.09							
	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			
	320	020	322	324
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 8.55	\$ 9.05	\$ 9.15	\$ 9.45
PHILA.- { Upper Level	\$ 8.52	\$ 9.02	\$ 9.12	\$ 9.42
30th ST. { Lower Level				
ZOO.....	8.49	8.58	9.08	9.38
FIFTY-SECOND ST.....	8.47	8.56	9.06	9.36
OVERBROOK.....	8.45	\$ 8.54	\$ 9.04	\$ 9.34
MERION.....	\$ 8.52	\$ 9.02	\$ 9.32	
NARBERTH.....	\$ 8.49	\$ 9.00	\$ 9.30	
WYNNEWOOD.....	\$ 8.47	\$ 8.58	\$ 9.28	
ARDMORE.....	\$ 8.45	\$ 8.56	\$ 9.26	
HAVERFORD.....	\$ 8.37	\$ 8.43	\$ 8.54	\$ 9.24
BRYN MAWR.....	\$ 8.35	\$ 8.40	\$ 8.52	\$ 9.22
ROSEMONT.....	\$ 8.32	\$ 8.49	\$ 9.19	
VILLANOVA.....	\$ 8.30	\$ 8.47	\$ 9.17	
RADNOR.....	\$ 8.27	\$ 8.44	\$ 9.14	
ST. DAVIDS.....	\$ 8.25	\$ 8.42	\$ 9.12	
WAYNE.....	\$ 8.23	\$ 8.40	\$ 9.10	
STRAFFORD.....	\$ 8.21	\$ 8.38	\$ 9.08	
DEVON.....	\$ 8.19	\$ 8.36	\$ 9.06	
BERWYN.....	\$ 8.17	\$ 8.34	\$ 9.04	
DAYLESFORD.....	\$ 8.15	\$ 8.32	\$ 9.02	
PAOLI.....	\$ 8.13	\$ 8.30	\$ 9.00	
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....				
COATESVILLE.....				
PARKESBURG.....				
LANCASTER.....				
LANDIS.....	Will Not Run Nov. 28	Will Not Run Nov. 28	Will Not Run Nov. 28	
MOUNT JOY.....	Dec. 25	Dec. 25	Dec. 25	
ELIZABETHTOWN.....	Jan. 1	Jan. 1	Jan. 1	
MIDDLETOWN.....				
CLY..... York Haven				
LEMO..... Line	MU	MU	MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	A. M.	A. M.	A. M.	A. M.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily
	‡●320	‡●020	‡●322	●324

FIRST CLASS							
600	024	326	328	604	330	332	334
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	\$10.04	\$10.16	\$10.55		\$11.25	\$11.55	\$12.20
	\$10.01	\$10.12	\$10.52		\$11.22	\$11.52	\$12.17
\$ 9.35				\$10.50			
9.28	9.57	10.08	10.46	10.42	11.16	11.46	12.11
9.25	9.55	10.06	10.44	10.39	11.14	11.44	12.09
9.22	\$ 9.53	\$10.04	\$10.42	10.37	\$11.12	\$11.42	\$12.07
	\$ 9.52	\$10.02	\$10.40		\$11.10	\$11.40	\$12.05
	\$ 9.51	\$10.00	\$10.38		\$11.08	\$11.38	\$12.03
	\$ 9.50	\$ 9.58	\$10.36		\$11.06	\$11.36	\$12.01
	\$ 9.48	\$ 9.56	\$10.34		\$11.04	\$11.34	\$11.59
	\$ 9.46	\$ 9.54	\$10.32		\$11.02	\$11.32	\$11.57
9.16	\$ 9.44	\$ 9.52	\$10.30	10.31	\$11.00	\$11.30	\$11.55
	\$ 9.49	\$10.28			\$10.58	\$11.28	\$11.53
	\$ 9.47	\$10.26			\$10.56	\$11.26	\$11.51
	\$ 9.44	\$10.24			\$10.54	\$11.24	\$11.49
		\$ 9.42	\$10.22	Will Not Run Nov. 28	\$10.52	\$11.22	\$11.47
		\$ 9.40	\$10.20	Dec. 25	\$10.50	\$11.20	\$11.45
Will Not Run Dec. 25 Jan. 1		\$ 9.38	\$10.18	Jan. 1	\$10.48	\$11.18	\$11.43
		\$ 9.36	\$10.16		\$10.46	\$11.16	\$11.41
		\$ 9.34	\$10.14		\$10.44	\$11.14	\$11.39
		\$ 9.32	\$10.12		\$10.42	\$11.12	\$11.37
\$ 9.05		\$ 9.30	\$10.10	\$10.20	\$10.40	\$11.10	\$11.35
\$ 8.51				\$10.02			
8.46				9.57			
\$ 8.42				\$ 9.52			
8.34				9.47			
\$ 8.13				\$ 9.25			
	Will Not Run Nov. 28	Will Not Run Nov. 28			Will Not Run Nov. 28		Will Not Run Nov. 28
	Dec. 25	Dec. 25			Dec. 25		Dec. 25
	Jan. 1	Jan. 1		\$ 9.05	Jan. 1		Jan. 1
				8.59			
MU	MU	MU	MU	MU	MU	MU	MU
\$ 7.40				\$ 8.50			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.
‡●600	‡●024	‡●326	●328	‡●604	‡●330	●332	‡●334

STATIONS	FIRST CLASS			
	066	366	068	368
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 9.50	\$10.15	\$11.00	\$11.15
PHILA.- 30th ST.....	\$ 9.47	\$10.12	\$10.57	\$11.12
ZOO.....	9.44	10.06	10.54	11.06
FIFTY-SECOND ST.....	9.42	10.04	10.52	11.04
OVERBROOK.....	\$ 9.40	\$10.02	\$10.50	\$11.02
MERION.....	\$ 9.39	\$10.00	\$10.49	\$11.00
NARBERTH.....	\$ 9.38	\$ 9.58	\$10.48	\$10.58
WYNNEWOOD.....	\$ 9.36	\$ 9.56	\$10.46	\$10.56
ARDMORE.....	\$ 9.34	\$ 9.54	\$10.44	\$10.54
HAVERFORD.....	\$ 9.32	\$ 9.52	\$10.42	\$10.52
BRYN MAWR.....	\$ 9.30	\$ 9.50	\$10.40	\$10.50
ROSEMONT.....		\$ 9.48		\$10.48
VILLANOVA.....		\$ 9.46		\$10.46
RADNOR.....		\$ 9.44		\$10.44
ST. DAVIDS.....		\$ 9.42		\$10.42
WAYNE.....	Will Not Run	\$ 9.40	Will Not Run	\$10.40
STRAFFORD.....	Nov. 28	\$ 9.38	Nov. 28	\$10.38
DEVON.....	Dec. 25	\$ 9.36	Dec. 25	\$10.36
BERWYN.....	Jan. 1	\$ 9.34	Jan. 1	\$10.34
DAYLESFORD.....		\$ 9.32		\$10.32
PAOLI.....		\$ 9.30		\$10.30
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....				
COATESVILLE.....				
PARKESBURG.....				
LANCASTER.....				
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CLY.....	York Haven			
LEMO.....	Line	MU	MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	P. M.	P. M.	P. M.	P. M.
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily
	•066	•366	•068	•368

FIRST CLASS			
24	370	18	
P. M.	A. M.	A. M.	
	\$12.15		
	\$12.12		
\$11.30			
11.22	12.06	2.10	
11.19	12.04	2.07	
11.17	\$12.02	2.04	
	\$12.00		
	\$11.58		
	\$11.56		
	\$11.54		
	\$11.52		
11.11	\$11.50	1.58	
	\$11.48		
	\$11.46		
	\$11.44		
	\$11.42		
	\$11.40		
	\$11.38		
	\$11.36		
	\$11.34		
	\$11.32		
\$11.00	\$11.30	E 1.47	
10.45		1.32	
10.37		1.24	
#10.17		# 1.02	
\$10.12		E12.55	
9.50		12.35	
	MU		
# 9.40		#12.25	
\$ 9.26		E12.05	
9.16		11.55	
9.11		11.50	
P. M.	P. M.	P. M.	
Daily Ex. Sat.	Daily	Daily Ex. Sun.	
24	•370	•18	

STATIONS		WESTWARD					EASTWARD					
		FIRST CLASS					FIRST CLASS					
STATIONS		571	573	549	549	575	575	575	575	575	575	575
STATIONS		Ex. Sun.	Sunday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat.
STATIONS		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
BALTIMORE		\$ 8.15	\$ 8.15	\$ 6.00	\$ 6.00	\$ 7.55	\$ 7.55	\$ 7.55	\$ 7.55	\$ 7.55	\$ 7.55	\$ 7.55
MT. VERNON		8.19	8.19	6.04	6.04	7.59	7.59	7.59	7.59	7.59	7.59	7.59
TIMONIUM		8.33	8.33	6.18	6.18	8.16	8.16	8.16	8.16	8.16	8.16	8.16
COCKEYSVILLE		8.38	8.38	6.21	6.21	8.18	8.18	8.18	8.18	8.18	8.18	8.18
PARKTON		8.56	8.56	6.43	6.43	8.40	8.40	8.40	8.40	8.40	8.40	8.40
NEW FREEDOM		\$ 9.10	\$ 9.10	7.00	7.00	8.53	8.53	8.53	8.53	8.53	8.53	8.53
GLEN ROCK		\$ 9.21	\$ 9.21									
SMYSER		9.37	9.37	7.11	7.11	9.07	9.07	9.07	9.07	9.07	9.07	9.07
HYDE		9.48	9.48	7.28	7.28	9.19	9.19	9.19	9.19	9.19	9.19	9.19
YORK		\$ 9.56	\$ 9.56	7.35	7.35	\$ 9.33	\$ 9.33	\$ 9.33	\$ 9.33	\$ 9.33	\$ 9.33	\$ 9.33
LOUCKS		10.01	10.01	7.38	7.38	9.36	9.36	9.36	9.36	9.36	9.36	9.36
MT. WOLF		10.05	10.05	7.42	7.42	9.41	9.41	9.41	9.41	9.41	9.41	9.41
OLY (Phils. Reg.)		10.17	10.17	7.55	7.55	9.58	9.58	9.58	9.58	9.58	9.58	9.58
HARRISBURG		\$10.45	\$10.45	\$ 8.20	\$ 8.20	\$10.26	\$10.26	\$10.26	\$10.26	\$10.26	\$10.26	\$10.26
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		571	573	549	549	575	575	575	575	575	575	575

WEST YARD TO DELMAR

STATIONS	FIRST CLASS SOUTHWARD		FIRST CLASS NORTHWARD	
	#455 Daily Ex. Sun.		#454 Daily Ex. Sun.	
	A. M.		P. M.	
WILMINGTON	\$ 1.40		\$ 9.40	
WEST YARD	1.45		9.35	
BANK	1.55		9.24	
TASKER	2.09		9.10	
MIDDLETOWN				
TOWNSEND				
CLAYTON	\$ 2.54		\$ 8.20	
DOVER	\$ 3.14		\$ 8.00	
WYOMING	Will Also Run		Will Also Run	
WOODSIDE	Dec. 8, 15		Dec. 8, 15	
VIOLA				
FELTON	\$ 3.44		\$ 7.00	
HARRINGTON				
GREENWOOD			\$ 6.47	
BRIDGEVILLE	\$ 4.29		\$ 6.40	
SEAFORD	\$ 4.56		\$ 6.18	
LAUREL	5.16		\$ 6.05	
HEARN	\$ 5.25		\$ 5.52	
DELMAR			\$ 5.50	
	A. M.		P. M.	
	455		454	

Trains Nos. 454 and 455 will not run Nov. 28, Dec. 25, Jan. 1.

EXPRESS TRAINS
PASSENGER EXTRA

The time shown conveys no timetable authority.

EASTWARD

STATIONS	M-260	M-162	M-174	M-132	M-172
	A. M.	A. M.	P. M.	P. M.	P. M.
NEW YORK	E 1.40	E 4.10	E 2.55	E 6.10	E 9.40
NEWARK (So. Broad St.)	E 1.15	E 3.50	E 2.30	E 5.45	E 9.15
	A. M.	A. M.	P. M.	P. M.	P. M.
	Sunday Only	Daily Ex. Sun & Mon	Daily Ex. Sun.		Daily Ex. Sat. & Sun.
	M-260	#M-162	#M-174	M-132	#M-172

M-162 will not run Nov. 29, Dec. 26, Jan. 2.

M-172 will not run Nov. 28, Dec. 25, Jan. 1.

M-174 will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

M-132 will run Sun. Nov. 28 and Dec. 25, Jan. 1, Feb. 22.

PHILADELPHIA AND CHESAPEAKE REGIONS
PASSENGER HIGHWAY BUS SERVICE

Stations	LANCASTER TO YORK				YORK TO LANCASTER				
	0553 Daily	0557 Daily	0559 Daily	0567 Daily	0552 Daily	0558 Daily	0560 Daily	0562 Daily	0572 Daily
	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Lancaster	10.30	3.30	7.55	10.00	8.00	3.00	6.20	7.20	9.50
Mountville		3.45				2.40			
Columbia	10.52	3.52	8.17	10.22	7.33	2.33	5.53	6.53	9.23
Wrightsville	10.57	3.57	8.22	10.27	7.28	2.28	5.43	6.48	9.18
Strickler	11.01	4.01	8.26	10.31	7.24	2.24	5.44	6.44	9.14
Hellam	11.05	4.05	8.30	10.35	7.20	2.20	5.40	6.40	9.10
York	11.25	4.20	8.50	10.55	7.05	2.05	5.25	6.25	8.55
	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Conn. train	25	33	49	39-37	600	32	16	12	24
Due Lancaster	10.22	3.15	7.45	9.33	8.13	3.10	6.36	7.36	10.12
	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

No. 0552 will not run Dec. 25, Jan. 1.

CHESTNUT HILL BRANCH—WESTWARD

STATIONS	FIRST CLASS														
	#801	#803	#805	#807	#873	#809	#811	#813	#815	#817	#819	#821	#823	#825	#827
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	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.
CHESTNUT HILL	\$ 6.25	\$ 6.54	\$ 7.15	\$ 7.30	\$ 7.45	\$ 7.52	\$ 7.58	\$ 8.14	\$ 8.24	\$ 8.40	\$ 9.16	\$ 9.46	\$ 10.16	\$ 10.46	\$ 11.16
HIGHLAND	\$ 6.26	\$ 6.55	\$ 7.16	\$ 7.31	\$ 7.46	\$ 7.53	\$ 7.59	\$ 8.15	\$ 8.25	\$ 8.41	\$ 9.17	\$ 9.47	\$ 10.17	\$ 10.47	\$ 11.17
ST. MARTINS	\$ 6.27	\$ 6.56	\$ 7.17	\$ 7.32	\$ 7.47	\$ 7.54	\$ 8.00	\$ 8.16	\$ 8.26	\$ 8.42	\$ 9.18	\$ 9.48	\$ 10.18	\$ 10.48	\$ 11.18
ALLENS LANE	\$ 6.28	\$ 6.57	\$ 7.18	\$ 7.33	\$ 7.48	\$ 7.55	\$ 8.01	\$ 8.17	\$ 8.27	\$ 8.43	\$ 9.19	\$ 9.49	\$ 10.19	\$ 10.49	\$ 11.19
CARPENTER	\$ 6.30	\$ 6.59	\$ 7.21	\$ 7.36	\$ 7.51	\$ 7.58	\$ 8.04	\$ 8.20	\$ 8.30	\$ 8.46	\$ 9.21	\$ 9.51	\$ 10.21	\$ 10.51	\$ 11.21
UPSAL	\$ 6.31	\$ 7.00	\$ 7.22	\$ 7.38	\$ 7.53	\$ 8.00	\$ 8.06	\$ 8.22	\$ 8.32	\$ 8.48	\$ 9.23	\$ 9.53	\$ 10.23	\$ 10.53	\$ 11.23
TULPEHOCKEN	\$ 6.32	\$ 7.01	\$ 7.23	\$ 7.40	\$ 7.55	\$ 8.02	\$ 8.08	\$ 8.24	\$ 8.34	\$ 8.50	\$ 9.24	\$ 9.54	\$ 10.24	\$ 10.54	\$ 11.24
CHELTEN AVENUE	\$ 6.33	\$ 7.02	\$ 7.24	\$ 7.42	\$ 7.57	\$ 8.04	\$ 8.10	\$ 8.26	\$ 8.36	\$ 8.52	\$ 9.25	\$ 9.55	\$ 10.25	\$ 10.55	\$ 11.25
QUEEN LANE	\$ 6.35	\$ 7.04	\$ 7.26	\$ 7.44	\$ 7.59	\$ 8.06	\$ 8.12	\$ 8.28	\$ 8.38	\$ 8.54	\$ 9.27	\$ 9.57	\$ 10.27	\$ 10.57	\$ 11.27
WESTMORELAND	\$ 6.37	\$ 7.06	\$ 7.28	\$ 7.46	\$ 7.61	\$ 8.08	\$ 8.14	\$ 8.30	\$ 8.40	\$ 8.56	\$ 9.29	\$ 9.59	\$ 10.29	\$ 10.59	\$ 11.29
NORTH PHILA.	\$ 6.41	\$ 7.10	\$ 7.33	\$ 7.48	\$ 7.63	\$ 8.10	\$ 8.16	\$ 8.32	\$ 8.42	\$ 8.58	\$ 9.31	\$ 10.01	\$ 10.31	\$ 11.01	\$ 11.31
ZOO	\$ 6.45	\$ 7.14	\$ 7.37	\$ 7.52	\$ 8.00	\$ 8.13	\$ 8.20	\$ 8.36	\$ 8.46	\$ 8.62	\$ 9.34	\$ 10.04	\$ 10.34	\$ 11.04	\$ 11.34
PHILA.-30th ST. UL.	\$ 6.50	\$ 7.18	\$ 7.41	\$ 7.56	\$ 8.04	\$ 8.17	\$ 8.24	\$ 8.40	\$ 8.50	\$ 9.06	\$ 9.38	\$ 10.08	\$ 10.38	\$ 11.08	\$ 11.38
SUBURBAN	\$ 6.53	\$ 7.21	\$ 7.44	\$ 7.59	\$ 8.08	\$ 8.20	\$ 8.27	\$ 8.43	\$ 8.53	\$ 9.09	\$ 9.41	\$ 10.11	\$ 10.41	\$ 11.11	\$ 11.41
	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.
	801	803	805	807	873	809	811	813	815	817	819	821	823	825	827

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 28, Dec. 25, Jan. 1.

CHESTNUT HILL BRANCH—WESTWARD

STATIONS	FIRST CLASS													
	#829	#831	#833	#835	#837	#839	#841	#843	#845	#847	#849	#851	#853	#855
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	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.
CHESTNUT HILL	\$ 11.46	\$ 12.16	\$ 12.46	\$ 1.16	\$ 1.46	\$ 2.16	\$ 2.46	\$ 3.16	\$ 3.46	\$ 4.16	\$ 4.39	\$ 5.02	\$ 5.25	\$ 5.41
HIGHLAND	\$ 11.47	\$ 12.17	\$ 12.47	\$ 1.17	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.41	\$ 5.04	\$ 5.27	\$ 5.42
ST. MARTINS	\$ 11.48	\$ 12.18	\$ 12.48	\$ 1.18	\$ 1.48	\$ 2.18	\$ 2.48	\$ 3.18	\$ 3.48	\$ 4.18	\$ 4.41	\$ 5.04	\$ 5.27	\$ 5.42
ALLENS LANE	\$ 11.50	\$ 12.20	\$ 12.50	\$ 1.20	\$ 1.50	\$ 2.20	\$ 2.51	\$ 3.20	\$ 3.50	\$ 4.20	\$ 4.43	\$ 5.06	\$ 5.29	\$ 5.43
CARPENTER	\$ 11.51	\$ 12.21	\$ 12.51	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51	\$ 3.21	\$ 3.51	\$ 4.21	\$ 4.44	\$ 5.07	\$ 5.30	\$ 5.44
UPSAL	\$ 11.53	\$ 12.23	\$ 12.53	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53	\$ 3.23	\$ 3.53	\$ 4.23	\$ 4.46	\$ 5.09	\$ 5.32	\$ 5.46
TULPEHOCKEN	\$ 11.54	\$ 12.24	\$ 12.54	\$ 1.24	\$ 1.54	\$ 2.24	\$ 2.54	\$ 3.24	\$ 3.54	\$ 4.24	\$ 4.47	\$ 5.10	\$ 5.33	\$ 5.47
CHELTEN AVENUE	\$ 11.55	\$ 12.25	\$ 12.55	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55	\$ 3.25	\$ 3.55	\$ 4.25	\$ 4.48	\$ 5.11	\$ 5.34	\$ 5.48
QUEEN LANE	\$ 11.57	\$ 12.27	\$ 12.57	\$ 1.27	\$ 1.57	\$ 2.27	\$ 2.57	\$ 3.27	\$ 3.57	\$ 4.27	\$ 4.50	\$ 5.13	\$ 5.36	\$ 5.50
WESTMORELAND	\$ 11.59	\$ 12.29	\$ 12.59	\$ 1.29	\$ 1.59	\$ 2.29	\$ 2.59	\$ 3.29	\$ 3.59	\$ 4.29	\$ 4.52	\$ 5.15	\$ 5.38	\$ 5.52
NORTH PHILA.	\$ 12.01	\$ 12.31	\$ 1.01	\$ 1.31	\$ 2.01	\$ 2.31	\$ 3.01	\$ 3.31	\$ 4.01	\$ 4.33	\$ 4.54	\$ 5.17	\$ 5.40	\$ 5.63
ZOO	\$ 12.04	\$ 12.34	\$ 1.04	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.34	\$ 4.04	\$ 4.36	\$ 4.57	\$ 5.20	\$ 5.43	\$ 5.67
PHILA.-30th ST. UL.	\$ 12.08	\$ 12.38	\$ 1.08	\$ 1.38	\$ 2.08	\$ 2.38	\$ 3.08	\$ 3.38	\$ 4.08	\$ 4.40	\$ 4.61	\$ 5.24	\$ 5.47	\$ 5.71
SUBURBAN	\$ 12.11	\$ 12.41	\$ 1.11	\$ 1.41	\$ 2.11	\$ 2.41	\$ 3.11	\$ 3.41	\$ 4.11	\$ 4.43	\$ 4.64	\$ 5.27	\$ 5.50	\$ 5.74
	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. 28, 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. \$12.29	P. M. \$12.59	P. M. \$1.29	P. M. \$1.59	P. M. \$2.29	P. M. \$2.59	P. M. \$3.29	P. M. \$3.59	P. M. \$4.29	P. M. \$4.54	P. M. \$5.15	P. M. \$5.32	P. M. \$5.42	P. M. \$5.47
HIGHLAND	\$12.26	\$12.56	\$1.26	\$1.56	\$2.26	\$2.56	\$3.26	\$3.56	\$4.26	\$4.52	\$5.14	\$5.28	\$5.38	\$5.45
ST. MARTINS	\$12.23	\$12.53	\$1.23	\$1.53	\$2.23	\$2.53	\$3.23	\$3.53	\$4.23	\$4.49	\$5.13	\$5.27	\$5.38	\$5.44
ALLENS LANE	\$12.22	\$12.52	\$1.22	\$1.52	\$2.22	\$2.52	\$3.22	\$3.52	\$4.22	\$4.48	\$5.10	\$5.24	\$5.36	\$5.42
CARPENTER	\$12.21	\$12.51	\$1.21	\$1.51	\$2.21	\$2.51	\$3.21	\$3.51	\$4.21	\$4.46	\$5.08	\$5.22	\$5.34	\$5.40
UPSAL	\$12.20	\$12.50	\$1.20	\$1.50	\$2.20	\$2.50	\$3.20	\$3.50	\$4.20	\$4.45	\$5.07	\$5.21	\$5.30	
TULPEHOOKEN	\$12.19	\$12.49	\$1.19	\$1.49	\$2.19	\$2.49	\$3.19	\$3.49	\$4.19	\$4.44	\$5.05	\$5.19	\$5.28	
CHELTEN AVENUE	\$12.17	\$12.47	\$1.17	\$1.47	\$2.17	\$2.47	\$3.17	\$3.47	\$4.17	\$4.42	\$5.03	\$5.17	\$5.26	
QUEEN LANE														
WESTMORELAND														
NORTH PHILA.	\$12.14	\$12.44	\$1.14	\$1.44	\$2.14	\$2.44	\$3.14	\$3.44	\$4.14	\$4.38	\$4.59	\$5.14	\$5.23	\$5.34
ZOO	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.34	4.55	5.11	5.19	5.31
PHILA.-30th ST. UL.	\$12.07	\$12.37	\$1.07	\$1.37	\$2.07	\$2.37	\$3.07	\$3.37	\$4.07	\$4.30	\$4.51	\$5.05	\$5.15	
SUBURBAN	\$12.04	\$12.34	\$1.04	\$1.34	\$2.04	\$2.34	\$3.04	\$3.34	\$4.04	\$4.27	\$4.48	\$5.05	\$5.12	
	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.
	#●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. 28, Dec. 25, Jan. 1.

CHESTNUT HILL BRANCH—EASTWARD

STATIONS	FIRST CLASS										
	852	854	856	858	860	862	864	866	868		
CHESTNUT HILL	P. M. \$6.00	P. M. \$6.20	P. M. \$6.40	P. M. \$7.20	P. M. \$8.05	P. M. \$8.50	P. M. \$9.45	P. M. \$10.40	P. M. \$11.40		
HIGHLAND	\$5.56	\$6.16	\$6.40	\$7.16	\$8.02	\$8.47	\$9.42	\$10.37	\$11.37		
ST. MARTINS	\$5.55	\$6.15	\$6.39	\$7.15	\$8.01	\$8.46	\$9.41	\$10.36	\$11.36		
ALLENS LANE	\$5.53	\$6.13	\$6.37	\$7.13	\$7.99	\$8.44	\$9.39	\$10.34	\$11.34		
CARPENTER	\$5.52	\$6.12	\$6.36	\$7.12	\$7.98	\$8.43	\$9.38	\$10.33	\$11.33		
UPSAL	\$5.50	\$6.10	\$6.35	\$7.10	\$7.97	\$8.42	\$9.37	\$10.32	\$11.32		
TULPEHOOKEN	\$5.49	\$6.09	\$6.34	\$7.11	\$7.96	\$8.41	\$9.36	\$10.31	\$11.31		
CHELTEN AVENUE	\$5.47	\$6.07	\$6.33	\$7.10	\$7.95	\$8.40	\$9.35	\$10.30	\$11.30		
QUEEN LANE	\$5.45	\$6.05	\$6.31	\$7.08	\$7.93	\$8.38	\$9.33	\$10.28	\$11.28		
WESTMORELAND	\$5.43	\$6.03	\$6.29	\$7.06	\$7.91						
NORTH PHILA.	\$5.41	\$6.01	\$6.28	\$7.05	\$7.90	\$8.35	\$9.30	\$10.25	\$11.26		
ZOO	\$5.37	\$5.97	\$6.24	\$7.01	\$7.46	\$8.31	\$9.26	\$10.21	\$11.21		
PHILA.-30th ST. UL.	\$5.33	\$5.93	\$6.21	\$6.98	\$7.43	\$8.28	\$9.23	\$10.18	\$11.18		
SUBURBAN	\$5.30	\$5.90	\$6.18	\$6.95	\$7.40	\$8.25	\$9.20	\$10.15	\$11.15		
	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.	P. M. Daily Ex. Sun.
	#●852	#●854	#●856	#●858	#●860	#●862	#●864	#●866	#●868		

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 28, 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.	Saturday Only 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	\$5.16	\$6.84	\$7.00	\$7.50		\$8.05	\$8.28	\$8.35	\$8.35	\$8.55	\$9.25	\$9.55	
PHILA-30th ST. UL.	\$12.43	\$5.18	\$6.87	\$7.03	\$7.53		\$8.08	\$8.31	\$8.38	\$8.38	\$8.58	\$9.28	\$9.58	
ARSENAL	\$12.45	\$5.20	\$6.89	\$7.05	\$7.55		\$8.10	\$8.33	\$8.40	\$8.40	\$8.60	\$9.30	\$9.60	
FORTY-NINTH ST.	\$12.47		\$6.41	\$7.07	\$7.57		\$8.12	\$8.35	\$8.42	\$8.42	\$8.62	\$9.32	\$9.62	
ANGORA	\$12.49		\$6.43	\$7.09	\$7.59		\$8.14	\$8.37	\$8.44	\$8.44	\$8.64	\$9.34	\$9.64	
PERNWOOD-YEADON	\$12.51		\$6.45	\$7.11	\$7.61		\$8.16	\$8.39	\$8.46	\$8.46	\$8.66	\$9.36	\$9.66	
LANSDOWNE	\$12.53	\$5.26	\$6.47	\$7.13	\$7.63		\$8.18	\$8.41	\$8.48	\$8.48	\$8.68	\$9.38	\$9.68	
GLADSTONE	\$12.54		\$6.48	\$7.14	\$7.64		\$8.19	\$8.42	\$8.49	\$8.49	\$8.69	\$9.39	\$9.69	
CLIFTON-ALDAN	\$12.56		\$6.50	\$7.16	\$7.66		\$8.21	\$8.44	\$8.51	\$8.51	\$8.71	\$9.41	\$9.71	
PRIMOS	\$12.58		\$6.52	\$7.18	\$7.68		\$8.23	\$8.46	\$8.53	\$8.53	\$8.73	\$9.43	\$9.73	
SECANE	\$1.00	\$5.34	\$6.54	\$7.20	\$7.70		\$8.25	\$8.48	\$8.55	\$8.55	\$8.75	\$9.45	\$9.75	
MORTON-RUTLEDGE	\$1.04	\$5.36	\$6.58	\$7.22	\$7.72		\$8.29	\$8.52	\$8.59	\$8.59	\$8.79	\$9.49	\$9.79	
SWARTHMORE	\$1.06		\$7.00	\$7.26	\$7.76		\$8.31	\$8.54	\$8.61	\$8.61	\$8.81	\$9.51	\$9.81	
WALLINGFORD	\$1.08	\$5.45	\$7.02	\$7.28	\$7.78		\$8.33	\$8.56	\$8.63	\$8.63	\$8.83	\$9.53	\$9.83	
MOYLAN-ROSE VALLEY	\$1.12		\$7.09	\$7.33	\$7.83		\$8.40	\$8.63	\$8.70	\$8.70	\$8.90	\$9.60	\$9.90	
MEDIA			\$7.16	\$7.40	\$7.90		\$8.47	\$8.70	\$8.77	\$8.77	\$8.97	\$9.67	\$9.97	
ELWYN			\$7.21	\$7.45	\$7.95		\$8.54	\$8.77	\$8.84	\$8.84	\$9.04	\$9.74	\$10.04	
WILLIAMSON SCHOOL			\$7.23	\$7.47	\$7.97		\$8.56	\$8.79	\$8.86	\$8.86	\$9.06	\$9.76	\$10.06	
GLEN RIDDLER			\$7.25	\$7.49	\$7.99		\$8.58	\$8.81	\$8.88	\$8.88	\$9.08	\$9.78	\$10.08	
LENNI			\$7.28	\$7.52	\$8.02		\$8.61	\$8.84	\$8.91	\$8.91	\$9.11	\$9.81	\$10.11	
WAWA			\$7.29	\$7.53	\$8.03		\$8.63	\$8.86	\$8.93	\$8.93	\$9.13	\$9.83	\$10.13	
DARLINGTON			\$7.32	\$7.56	\$8.06		\$8.66	\$8.89	\$8.96	\$8.96	\$9.16	\$9.86	\$10.16	
GLEN MILLS			\$7.34	\$7.58	\$8.08		\$8.68	\$8.91	\$8.98	\$8.98	\$9.18	\$9.88	\$10.18	
LOCKSLEY			\$7.39	\$7.63	\$8.13		\$8.73	\$8.96	\$9.03	\$9.03	\$9.23	\$9.93	\$10.23	
CHEVNEY			\$7.44	\$7.68	\$8.18		\$8.78	\$9.01	\$9.08	\$9.08	\$9.28	\$9.98	\$10.28	
WESTTOWN			\$7.44	\$7.68	\$8.18		\$8.78	\$9.01	\$9.08	\$9.08	\$9.28	\$9.98	\$10.28	
NIELDS ST.			\$7.44	\$7.68	\$8.18		\$8.78	\$9.01	\$9.08	\$9.08	\$9.28	\$9.98	\$10.28	
WEST CHESTER			\$7.44	\$7.68	\$8.18		\$8.78	\$9.01	\$9.08	\$9.08	\$9.28	\$9.98	\$10.28	

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run Nov. 28, Dec. 25, Jan. 1; Except No. 751 Will Not Run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—SOUTHWARD

STATIONS	FIRST CLASS													
	#717	#781	#719	#719	#721	#723	#725	#727	#729	#731	#733	#733	#735	#737
	Daily Ex. Sat. & Sun. A. M.	Saturday Only 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.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN	\$10.25	\$10.55	\$11.25	\$12.55	\$11.55	\$12.85	\$1.25	\$1.25	\$1.65	\$2.25	\$2.55	\$2.55	\$3.25	\$3.55
PHILA-30th ST. UL.	\$10.28	\$10.58	\$11.28	\$12.58	\$11.58	\$12.88	\$1.30	\$1.30	\$1.70	\$2.30	\$2.60	\$2.60	\$3.30	\$3.60
ARSENAL	\$10.30	\$11.00	\$11.30	\$12.60	\$11.60	\$12.90	\$1.00	\$1.00	\$1.40	\$2.00	\$2.30	\$2.30	\$3.00	\$3.30
FORTY-NINTH ST.	\$10.32	\$11.02	\$11.32	\$12.62	\$11.62	\$12.92	\$1.02	\$1.02	\$1.42	\$2.02	\$2.32	\$2.32	\$3.02	\$3.32
ANGORA	\$10.34	\$11.04	\$11.34	\$12.64	\$11.64	\$12.94	\$1.04	\$1.04	\$1.44	\$2.04	\$2.34	\$2.34	\$3.04	\$3.34
PERNWOOD-YEADON	\$10.36	\$11.06	\$11.36	\$12.66	\$11.66	\$12.96	\$1.06	\$1.06	\$1.46	\$2.06	\$2.36	\$2.36	\$3.06	\$3.36
LANSDOWNE	\$10.38	\$11.08	\$11.38	\$12.68	\$11.68	\$12.98	\$1.08	\$1.08	\$1.48	\$2.08	\$2.38	\$2.38	\$3.08	\$3.38
GLADSTONE	\$10.39	\$11.09	\$11.39	\$12.69	\$11.69	\$12.99	\$1.09	\$1.09	\$1.49	\$2.09	\$2.39	\$2.39	\$3.09	\$3.39
CLIFTON-ALDAN	\$10.41	\$11.11	\$11.41	\$12.71	\$11.71	\$13.01	\$1.11	\$1.11	\$1.51	\$2.11	\$2.41	\$2.41	\$3.11	\$3.41
PRIMOS	\$10.43	\$11.13	\$11.43	\$12.73	\$11.73	\$13.03	\$1.13	\$1.13	\$1.53	\$2.13	\$2.43	\$2.43	\$3.13	\$3.43
SECANE	\$10.45	\$11.15	\$11.45	\$12.75	\$11.75	\$13.05	\$1.15	\$1.15	\$1.55	\$2.15	\$2.45	\$2.45	\$3.15	\$3.45
MORTON-RUTLEDGE	\$10.47	\$11.17	\$11.47	\$12.77	\$11.77	\$13.07	\$1.17	\$1.17	\$1.57	\$2.17	\$2.47	\$2.47	\$3.17	\$3.47
SWARTHMORE	\$10.49	\$11.19	\$11.49	\$12.79	\$11.79	\$13.09	\$1.19	\$1.19	\$1.59	\$2.19	\$2.49	\$2.49	\$3.19	\$3.49
WALLINGFORD	\$10.51	\$11.21	\$11.51	\$12.81	\$11.81	\$13.11	\$1.21	\$1.21	\$1.61	\$2.21	\$2.51	\$2.51	\$3.21	\$3.51
MOYLAN-ROSE VALLEY	\$10.53	\$11.23	\$11.53	\$12.83	\$11.83	\$13.13	\$1.23	\$1.23	\$1.63	\$2.23	\$2.53	\$2.53	\$3.23	\$3.53
MEDIA	\$10.57	\$11.27	\$11.57	\$12.87	\$11.87	\$13.17	\$1.27	\$1.27	\$1.67	\$2.27	\$2.57	\$2.57	\$3.27	\$3.57
ELWYN														
WILLIAMSON SCHOOL														
GLEN RIDDLER														
LENNI														
WAWA														
DARLINGTON														
GLEN MILLS														
LOCKSLEY														
CHEVNEY														
WESTTOWN														
NIELDS ST.														
WEST CHESTER														

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run Nov. 28, Dec. 25, Jan. 1; Except No. 751 Will Not Run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—SOUTHWARD

STATIONS	FIRST CLASS												
	#739 Daily P. M.	#739 Saturday Only P. M.	#783 Saturday Only P. M.	#741 Daily Ex. Sat. & Sun. P. M.	#741 Daily Ex. Sat. & Sun. P. M.	#743 Daily Ex. Sat. & Sun. P. M.	#745 Daily Ex. Sat. & Sun. P. M.	#747 Daily Ex. Sat. & Sun. P. M.	#749 Daily Ex. Sat. & Sun. P. M.	#751 Daily Ex. Sat. & Sun. P. M.	#753 Daily Ex. Sat. & Sun. P. M.	#755 Daily Ex. Sat. & Sun. P. M.	#755 Daily Ex. Sat. & Sun. P. M.
SUBURBAN	\$ 4.25	\$ 4.45	\$ 4.45	\$ 5.03	\$ 5.10	\$ 5.18	\$ 5.20	\$ 5.25	\$ 5.45	\$ 6.10	\$ 6.25	\$ 6.25	\$ 6.45
PHILA.-30th ST. UL.	\$ 4.30	\$ 4.50	\$ 4.50	\$ 5.08	\$ 5.15	\$ 5.23	\$ 5.25	\$ 5.30	\$ 5.48	\$ 6.13	\$ 6.28	\$ 6.28	\$ 6.48
ARSENAL	\$ 4.31	\$ 4.51	\$ 4.51	\$ 5.09	\$ 5.16	\$ 5.24	\$ 5.26	\$ 5.31	\$ 5.51	\$ 6.16	\$ 6.31	\$ 6.31	\$ 6.51
FORTY-NINTH ST.	\$ 4.38	\$ 4.58	\$ 4.58	\$ 5.12	\$ 5.19	\$ 5.27	\$ 5.29	\$ 5.34	\$ 5.56	\$ 6.18	\$ 6.34	\$ 6.34	\$ 6.58
ANGORA	\$ 4.38	\$ 4.58	\$ 4.58	\$ 5.12	\$ 5.19	\$ 5.27	\$ 5.29	\$ 5.34	\$ 5.56	\$ 6.18	\$ 6.34	\$ 6.34	\$ 6.58
FERNWOOD-YEADON	\$ 4.37	\$ 4.57	\$ 4.57	\$ 5.08	\$ 5.15	\$ 5.23	\$ 5.25	\$ 5.30	\$ 5.48	\$ 6.13	\$ 6.28	\$ 6.28	\$ 6.57
LANSDOWNE	\$ 4.39	\$ 4.59	\$ 4.59	\$ 5.10	\$ 5.17	\$ 5.25	\$ 5.27	\$ 5.32	\$ 5.52	\$ 6.15	\$ 6.30	\$ 6.30	\$ 6.59
GLADSTONE	\$ 4.40	\$ 4.60	\$ 4.60	\$ 5.11	\$ 5.18	\$ 5.26	\$ 5.28	\$ 5.33	\$ 5.53	\$ 6.16	\$ 6.31	\$ 6.31	\$ 6.70
CLIFTON-ALDAN	\$ 4.42	\$ 4.62	\$ 4.62	\$ 5.13	\$ 5.20	\$ 5.28	\$ 5.30	\$ 5.35	\$ 5.55	\$ 6.18	\$ 6.33	\$ 6.33	\$ 6.72
PRIMOS	\$ 4.44	\$ 4.64	\$ 4.64	\$ 5.15	\$ 5.22	\$ 5.30	\$ 5.32	\$ 5.37	\$ 5.57	\$ 6.20	\$ 6.35	\$ 6.35	\$ 6.74
SECANE	\$ 4.46	\$ 4.66	\$ 4.66	\$ 5.17	\$ 5.24	\$ 5.32	\$ 5.34	\$ 5.39	\$ 5.59	\$ 6.22	\$ 6.37	\$ 6.37	\$ 6.76
MORTON-RUTLEDGE	\$ 4.48	\$ 4.68	\$ 4.68	\$ 5.19	\$ 5.26	\$ 5.34	\$ 5.36	\$ 5.41	\$ 5.61	\$ 6.24	\$ 6.39	\$ 6.39	\$ 6.78
SWARTHMORE	\$ 4.50	\$ 4.70	\$ 4.70	\$ 5.21	\$ 5.28	\$ 5.36	\$ 5.38	\$ 5.43	\$ 5.63	\$ 6.26	\$ 6.41	\$ 6.41	\$ 6.80
WALLINGFORD	\$ 4.52	\$ 4.72	\$ 4.72	\$ 5.23	\$ 5.30	\$ 5.38	\$ 5.40	\$ 5.45	\$ 5.65	\$ 6.28	\$ 6.43	\$ 6.43	\$ 6.82
WALLINGFORD	\$ 4.54	\$ 4.74	\$ 4.74	\$ 5.25	\$ 5.32	\$ 5.40	\$ 5.42	\$ 5.47	\$ 5.67	\$ 6.30	\$ 6.45	\$ 6.45	\$ 6.84
MOYLAN-ROSE VALLEY	\$ 5.01	\$ 5.21	\$ 5.21	\$ 5.29	\$ 5.36	\$ 5.44	\$ 5.46	\$ 5.51	\$ 5.71	\$ 6.32	\$ 6.47	\$ 6.47	\$ 6.86
MEDIA	\$ 5.01	\$ 5.21	\$ 5.21	\$ 5.29	\$ 5.36	\$ 5.44	\$ 5.46	\$ 5.51	\$ 5.71	\$ 6.32	\$ 6.47	\$ 6.47	\$ 6.86
ELWYN	\$ 5.03	\$ 5.23	\$ 5.23	\$ 5.31	\$ 5.38	\$ 5.46	\$ 5.48	\$ 5.53	\$ 5.73	\$ 6.34	\$ 6.49	\$ 6.49	\$ 6.88
WILLIAMSON SCHOOL	\$ 5.06	\$ 5.26	\$ 5.26	\$ 5.34	\$ 5.41	\$ 5.49	\$ 5.51	\$ 5.56	\$ 5.76	\$ 6.36	\$ 6.51	\$ 6.51	\$ 6.90
GLEN RIDDLER	\$ 5.08	\$ 5.28	\$ 5.28	\$ 5.36	\$ 5.43	\$ 5.51	\$ 5.53	\$ 5.58	\$ 5.78	\$ 6.38	\$ 6.53	\$ 6.53	\$ 6.92
LENNI	\$ 5.11	\$ 5.31	\$ 5.31	\$ 5.39	\$ 5.46	\$ 5.54	\$ 5.56	\$ 5.61	\$ 5.81	\$ 6.41	\$ 6.56	\$ 6.56	\$ 6.94
WAWA	\$ 5.11	\$ 5.31	\$ 5.31	\$ 5.39	\$ 5.46	\$ 5.54	\$ 5.56	\$ 5.61	\$ 5.81	\$ 6.41	\$ 6.56	\$ 6.56	\$ 6.94
DARLINGTON	\$ 5.14	\$ 5.34	\$ 5.34	\$ 5.42	\$ 5.49	\$ 5.57	\$ 5.59	\$ 5.64	\$ 5.84	\$ 6.44	\$ 6.59	\$ 6.59	\$ 6.96
GLEN MILLS	\$ 5.14	\$ 5.34	\$ 5.34	\$ 5.42	\$ 5.49	\$ 5.57	\$ 5.59	\$ 5.64	\$ 5.84	\$ 6.44	\$ 6.59	\$ 6.59	\$ 6.96
LOCKSLEY	\$ 5.17	\$ 5.37	\$ 5.37	\$ 5.45	\$ 5.52	\$ 5.60	\$ 5.62	\$ 5.67	\$ 5.87	\$ 6.47	\$ 6.62	\$ 6.62	\$ 7.00
CHEYNEY	\$ 5.19	\$ 5.39	\$ 5.39	\$ 5.47	\$ 5.54	\$ 5.62	\$ 5.64	\$ 5.69	\$ 5.89	\$ 6.49	\$ 6.64	\$ 6.64	\$ 7.02
WEST TOWN	\$ 5.24	\$ 5.44	\$ 5.44	\$ 5.52	\$ 5.59	\$ 5.67	\$ 5.69	\$ 5.74	\$ 5.94	\$ 6.54	\$ 6.69	\$ 6.69	\$ 7.06
WIELDS ST.	\$ 5.30	\$ 5.50	\$ 5.50	\$ 5.58	\$ 5.65	\$ 5.73	\$ 5.75	\$ 5.80	\$ 6.00	\$ 6.60	\$ 6.75	\$ 6.75	\$ 7.12
WEST CHESTER	\$ 5.30	\$ 5.50	\$ 5.50	\$ 5.58	\$ 5.65	\$ 5.73	\$ 5.75	\$ 5.80	\$ 6.00	\$ 6.60	\$ 6.75	\$ 6.75	\$ 7.12
	\$ 7.39	\$ 7.59	\$ 7.59	\$ 7.41	\$ 7.41	\$ 7.43	\$ 7.43	\$ 7.47	\$ 7.51	\$ 7.51	\$ 7.53	\$ 7.53	\$ 7.57
	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—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 28, Dec. 25, Jan. 1; Except No. 761 Will Not Run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—SOUTHWARD

STATIONS	FIRST CLASS											
	#759 Daily Ex. Sat. & Sun. P. M.	#761 Daily Ex. Sat. & Sun. P. M.	#761 Daily Ex. Sat. & Sun. P. M.	#763 Daily Ex. Sat. & Sun. P. M.	#765 Daily Ex. Sat. & Sun. P. M.	#767 Daily Ex. Sat. & Sun. P. M.	#769 Daily Ex. Sat. & Sun. P. M.	#769 Daily Ex. Sat. & Sun. P. M.	#771 Daily Ex. Sat. & Sun. P. M.	#773 Daily Ex. Sat. & Sun. P. M.	#775 Daily Ex. Sat. & Sun. P. M.	#777 Daily Ex. Sat. & Sun. P. M.
SUBURBAN	\$ 7.00	\$ 7.28	\$ 7.28	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00
PHILA.-30th ST. UL.	\$ 7.03	\$ 7.31	\$ 7.31	\$ 7.03	\$ 7.03	\$ 7.03	\$ 7.03	\$ 7.03	\$ 7.03	\$ 7.03	\$ 7.03	\$ 7.03
ARSENAL	\$ 7.05	\$ 7.33	\$ 7.33	\$ 7.05	\$ 7.05	\$ 7.05	\$ 7.05	\$ 7.05	\$ 7.05	\$ 7.05	\$ 7.05	\$ 7.05
FORTY-NINTH ST.	\$ 7.07	\$ 7.35	\$ 7.35	\$ 7.07	\$ 7.07	\$ 7.07	\$ 7.07	\$ 7.07	\$ 7.07	\$ 7.07	\$ 7.07	\$ 7.07
ANGORA	\$ 7.09	\$ 7.37	\$ 7.37	\$ 7.09	\$ 7.09	\$ 7.09	\$ 7.09	\$ 7.09	\$ 7.09	\$ 7.09	\$ 7.09	\$ 7.09
FERNWOOD-YEADON	\$ 7.11	\$ 7.39	\$ 7.39	\$ 7.11	\$ 7.11	\$ 7.11	\$ 7.11	\$ 7.11	\$ 7.11	\$ 7.11	\$ 7.11	\$ 7.11
LANSDOWNE	\$ 7.13	\$ 7.41	\$ 7.41	\$ 7.13	\$ 7.13	\$ 7.13	\$ 7.13	\$ 7.13	\$ 7.13	\$ 7.13	\$ 7.13	\$ 7.13
GLADSTONE	\$ 7.14	\$ 7.42	\$ 7.42	\$ 7.14	\$ 7.14	\$ 7.14	\$ 7.14	\$ 7.14	\$ 7.14	\$ 7.14	\$ 7.14	\$ 7.14
CLIFTON-ALDAN	\$ 7.16	\$ 7.44	\$ 7.44	\$ 7.16	\$ 7.16	\$ 7.16	\$ 7.16	\$ 7.16	\$ 7.16	\$ 7.16	\$ 7.16	\$ 7.16
PRIMOS	\$ 7.18	\$ 7.46	\$ 7.46	\$ 7.18	\$ 7.18	\$ 7.18	\$ 7.18	\$ 7.18	\$ 7.18	\$ 7.18	\$ 7.18	\$ 7.18
SECANE	\$ 7.20	\$ 7.48	\$ 7.48	\$ 7.20	\$ 7.20	\$ 7.20	\$ 7.20	\$ 7.20	\$ 7.20	\$ 7.20	\$ 7.20	\$ 7.20
MORTON-RUTLEDGE	\$ 7.22	\$ 7.50	\$ 7.50	\$ 7.22	\$ 7.22	\$ 7.22	\$ 7.22	\$ 7.22	\$ 7.22	\$ 7.22	\$ 7.22	\$ 7.22
SWARTHMORE	\$ 7.24	\$ 7.52	\$ 7.52	\$ 7.24	\$ 7.24	\$ 7.24	\$ 7.24	\$ 7.24	\$ 7.24	\$ 7.24	\$ 7.24	\$ 7.24
WALLINGFORD	\$ 7.26	\$ 7.54	\$ 7.54	\$ 7.26	\$ 7.26	\$ 7.26	\$ 7.26	\$ 7.26	\$ 7.26	\$ 7.26	\$ 7.26	\$ 7.26
MOYLAN-ROSE VALLEY	\$ 7.28	\$ 7.56	\$ 7.56	\$ 7.28	\$ 7.28	\$ 7.28	\$ 7.28	\$ 7.28	\$ 7.28	\$ 7.28	\$ 7.28	\$ 7.28
MEDIA	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
ELWYN	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
WILLIAMSON SCHOOL	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
GLEN RIDDLER	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
LENNI	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
WAWA	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
DARLINGTON	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
GLEN MILLS	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
LOCKSLEY	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
CHEYNEY	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
WEST TOWN	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
WIELDS ST.	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
WEST CHESTER	\$ 7.32	\$ 7.60	\$ 7.60	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32	\$ 7.32
	\$ 7.59	\$ 7.79	\$ 7.79	\$ 7.63	\$ 7.63	\$ 7.63	\$ 7.63	\$ 7.63	\$ 7.63	\$ 7.63	\$ 7.63	\$ 7.63
	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—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 28, Dec. 25, Jan. 1; Except No. 761 Will Not Run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

WEST CHESTER BRANCH—NORTHWARD

STATIONS	FIRST CLASS												
	700	702	704	706	780	708	710	782	712	714	716	718	718
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.
PHILA.-30th ST. UL.	\$ 6.33	\$ 7.20	\$ 7.38	\$ 7.50	\$ 7.50	\$ 8.10	\$ 8.16	\$ 8.20	\$ 8.20	\$ 8.30	\$ 8.40	\$ 8.40	\$ 8.46
ARSENAL	\$ 6.27	\$ 7.14	\$ 7.31	\$ 7.47	\$ 7.47	\$ 8.07	\$ 8.13	\$ 8.14	\$ 8.14	\$ 8.24	\$ 8.34	\$ 8.34	\$ 8.43
FOURTY-NINTH ST.	\$ 6.20	\$ 7.07	\$ 7.26	\$ 7.39	\$ 7.39	\$ 7.58	\$ 8.06	\$ 8.07	\$ 8.10	\$ 8.19	\$ 8.29	\$ 8.29	\$ 8.38
ANGORA	\$ 6.18	\$ 7.05	\$ 7.23	\$ 7.36	\$ 7.36	\$ 7.55	\$ 8.03	\$ 8.05	\$ 8.10	\$ 8.15	\$ 8.25	\$ 8.25	\$ 8.33
FERNWOOD-YEADON	\$ 6.14	\$ 7.01	\$ 7.20	\$ 7.31	\$ 7.31	\$ 7.55	\$ 8.01	\$ 8.01	\$ 8.08	\$ 8.11	\$ 8.21	\$ 8.21	\$ 8.33
GLADSTONE	\$ 6.12	\$ 6.59	\$ 7.17	\$ 7.30	\$ 7.30	\$ 7.52	\$ 7.59	\$ 7.59	\$ 8.02	\$ 8.09	\$ 8.19	\$ 8.19	\$ 8.33
CLIFTON-ALDAN	\$ 6.10	\$ 6.57	\$ 7.15	\$ 7.28	\$ 7.28	\$ 7.50	\$ 7.56	\$ 7.56	\$ 7.58	\$ 8.05	\$ 8.15	\$ 8.15	\$ 8.37
PRIMOS	\$ 6.08	\$ 6.55	\$ 7.13	\$ 7.26	\$ 7.26	\$ 7.48	\$ 7.53	\$ 7.53	\$ 7.55	\$ 8.03	\$ 8.15	\$ 8.15	\$ 8.25
SECANE	\$ 6.06	\$ 6.53	\$ 7.11	\$ 7.24	\$ 7.24	\$ 7.44	\$ 7.51	\$ 7.51	\$ 7.55	\$ 8.01	\$ 8.15	\$ 8.15	\$ 8.23
MORTON-RUTLEDGE	\$ 6.04	\$ 6.51	\$ 7.09	\$ 7.22	\$ 7.22	\$ 7.44	\$ 7.49	\$ 7.49	\$ 7.55	\$ 8.01	\$ 8.15	\$ 8.15	\$ 8.23
SWARTHMORE	\$ 6.02	\$ 6.49	\$ 7.07	\$ 7.20	\$ 7.20	\$ 7.49	\$ 7.47	\$ 7.47	\$ 7.55	\$ 8.01	\$ 8.15	\$ 8.15	\$ 8.23
WALLINGFORD	\$ 6.00	\$ 6.47	\$ 7.05	\$ 7.18	\$ 7.18	\$ 7.47	\$ 7.45	\$ 7.45	\$ 7.50	\$ 7.55	\$ 8.07	\$ 8.07	\$ 8.21
MOYLAN-ROSE VALLEY	\$ 5.58	\$ 6.45	\$ 7.03	\$ 7.15	\$ 7.15	\$ 7.40	\$ 7.45	\$ 7.45	\$ 7.50	\$ 7.55	\$ 8.07	\$ 8.07	\$ 8.19
MEDIA				\$ 7.06									
ELWYN													
WILLIAMSON SCHOOL													
GLEN RIDDLE				\$ 7.03									
LENN				\$ 7.02									
WAWA				\$ 7.01									
DARLINGTON													
GLEN MILLS				6.58									
LOCKSLEY				6.56									
CHEYNEY				6.55									
WESTTOWN				6.52									
NIELDS ST.				6.47									
WEST CHESTER				6.46									
	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	Daily Ex.	Daily Ex.	Will Run	Daily Ex.	Daily Ex.	Saturday	Daily Ex.	Daily Ex.	Daily Ex.	Daily Ex.	Daily Ex.
	Ex. Sun.	Ex. Sun.	Sat. & Sun.	Sat. & Sun.	Sat. Sun.	Sat. & Sun.	Sat. & Sun.	Only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	# 700	# 702	# 704	# 706	# 780	# 708	# 710	# 782	# 712	# 714	# 716	# 718	# 718

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 28, Dec. 25, Jan. 1.

WEST CHESTER BRANCH—NORTHWARD

STATIONS	FIRST CLASS													
	784	720	0786	786	722	0724	724	726	728	730	732	734	788	736
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.	P. M.
PHILA.-30th ST. UL.	\$ 8.55	\$ 9.05	\$ 9.20	\$ 9.30	\$ 9.30	\$ 9.47	\$ 9.50	\$ 10.17	\$ 10.47	\$ 11.17	\$ 11.40	\$ 12.14	\$ 12.52	\$ 1.17
ARSENAL	\$ 8.49	\$ 8.59	\$ 9.14	\$ 9.24	\$ 9.24	\$ 9.41	\$ 9.44	\$ 10.14	\$ 10.44	\$ 11.14	\$ 11.37	\$ 12.10	\$ 12.48	\$ 1.14
FOURTY-NINTH ST.	\$ 8.43	\$ 8.54	\$ 9.12	\$ 9.17	\$ 9.17	\$ 9.34	\$ 9.37	\$ 10.08	\$ 10.38	\$ 11.08	\$ 11.31	\$ 12.08	\$ 12.43	\$ 1.08
ANGORA	\$ 8.41	\$ 8.52	\$ 9.10	\$ 9.15	\$ 9.15	\$ 9.32	\$ 9.35	\$ 10.04	\$ 10.34	\$ 11.04	\$ 11.29	\$ 12.04	\$ 12.39	\$ 1.06
FERNWOOD-YEADON	\$ 8.37	\$ 8.48	\$ 9.06	\$ 9.11	\$ 9.11	\$ 9.28	\$ 9.31	\$ 10.02	\$ 10.32	\$ 11.02	\$ 11.27	\$ 12.02	\$ 12.37	\$ 1.00
GLADSTONE	\$ 8.35	\$ 8.46	\$ 9.04	\$ 9.09	\$ 9.09	\$ 9.26	\$ 9.29	\$ 10.00	\$ 10.30	\$ 11.00	\$ 11.25	\$ 12.00	\$ 12.35	\$ 1.00
CLIFTON-ALDAN	\$ 8.33	\$ 8.44	\$ 9.02	\$ 9.07	\$ 9.07	\$ 9.24	\$ 9.27	\$ 9.59	\$ 10.29	\$ 10.59	\$ 11.24	\$ 12.00	\$ 12.34	\$ 1.00
PRIMOS	\$ 8.31	\$ 8.42	\$ 9.00	\$ 9.05	\$ 9.05	\$ 9.22	\$ 9.25	\$ 9.57	\$ 10.27	\$ 10.57	\$ 11.22	\$ 12.00	\$ 12.32	\$ 1.00
SECANE	\$ 8.29	\$ 8.40	\$ 8.98	\$ 9.03	\$ 9.03	\$ 9.20	\$ 9.23	\$ 9.55	\$ 10.25	\$ 10.55	\$ 11.20	\$ 12.00	\$ 12.30	\$ 1.00
MORTON-RUTLEDGE	\$ 8.27	\$ 8.38	\$ 8.96	\$ 9.01	\$ 9.01	\$ 9.18	\$ 9.21	\$ 9.53	\$ 10.23	\$ 10.53	\$ 11.18	\$ 12.00	\$ 12.28	\$ 1.00
SWARTHMORE	\$ 8.25	\$ 8.36	\$ 8.94	\$ 8.99	\$ 8.99	\$ 9.16	\$ 9.19	\$ 9.51	\$ 10.21	\$ 10.51	\$ 11.16	\$ 12.00	\$ 12.26	\$ 1.00
WALLINGFORD	\$ 8.23	\$ 8.34	\$ 8.92	\$ 8.97	\$ 8.97	\$ 9.14	\$ 9.17	\$ 9.49	\$ 10.19	\$ 10.49	\$ 11.14	\$ 12.00	\$ 12.49	\$ 1.00
MOYLAN-ROSE VALLEY	\$ 8.21	\$ 8.32	\$ 8.90	\$ 8.95	\$ 8.95	\$ 9.12	\$ 9.15	\$ 9.47	\$ 10.17	\$ 10.47	\$ 11.12	\$ 12.00	\$ 12.47	\$ 1.00
MEDIA	\$ 8.19	\$ 8.30	\$ 8.88	\$ 8.93	\$ 8.93	\$ 9.10	\$ 9.13	\$ 9.45	\$ 10.15	\$ 10.45	\$ 11.10	\$ 12.00	\$ 12.45	\$ 1.00
ELWYN														
WILLIAMSON SCHOOL														
GLEN RIDDLE				\$ 8.35										
LENN				\$ 8.34										
WAWA				\$ 8.32										
DARLINGTON				\$ 8.30										
GLEN MILLS				\$ 8.28										
LOCKSLEY				\$ 8.27										
CHEYNEY				\$ 8.24										
WESTTOWN				\$ 8.19										
NIELDS ST.				\$ 8.18										
WEST CHESTER				\$ 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.	P. M.
	Saturday	Daily Ex.	Saturday	Saturday	Daily Ex.	Daily Ex.	Daily	Daily Ex.	Daily Ex.	Daily Ex.	Daily Ex.	Daily Ex.	Saturday	Daily
	Only	Sat. & Sun.	Only	Only	Sat. & Sun.	Sat. & Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Only	Daily
	# 784	# 720	# 0786	# 786	# 722	# 0724	# 724	# 726	# 728	# 730	# 732	# 734	# 788	# 736

Note—Regular Trains Will Operate With MU Equipment.

#—Will Not Run Nov. 28, 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	#4139 Daily Ex. Sun. A. M.	#4105 Saturday Only A. M.	4263	#4141 Daily Ex. Sun. A. M.	#4143 Daily Ex. Sun. A. M.	4265	4147	4149	#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	\$10.01	\$10.43	\$12.56	\$ 1.40	\$ 2.06	\$ 2.52
PENNS NECK	\$ 7.27	\$ 7.47	\$ 8.02	\$ 8.25	\$ 8.46	\$ 8.52	\$ 9.16	\$ 9.39	\$ 9.46	\$10.06	\$10.48	\$ 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.	A. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

STATIONS	#4153 Daily Ex. Sat. & Sun. P. M.	4267	#4155 Daily Ex. Sun. P. M.	4157	#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 Ex. Sat. & Sun. P. M.	#4171 Daily Ex. Sat. & Sun. P. M.	4173	#4175 Daily Ex. Sun. P. M.	4271
PRINCETON	\$ 3.06	\$ 3.38	\$ 4.01	\$ 4.40	\$ 4.57	\$ 5.24	\$ 5.37	\$ 5.51	\$ 6.05	\$ 6.21	\$ 6.35	\$ 7.18	\$ 7.40	\$ 8.01	\$ 8.42
PENNS NECK	\$ 3.10	\$ 3.43	\$ 4.06	\$ 4.46	\$ 4.62	\$ 5.29	\$ 5.43	\$ 5.56	\$ 6.10	\$ 6.26	\$ 6.40	\$ 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	4179	4273	#4181 Daily Ex. Sat. & Sun. P. M.	4183	#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 Ex. Sat. & Sun. P. M.	#4171 Daily Ex. Sat. & Sun. P. M.	4173	#4175 Daily Ex. Sun. P. M.	4271
PRINCETON	\$ 9.00	\$ 9.46	\$10.03	\$10.25	\$11.17	\$ 5.11	\$ 5.24	\$ 5.37	\$ 5.51	\$ 6.05	\$ 6.21	\$ 6.35	\$ 7.18	\$ 7.40	\$ 8.01	\$ 8.42
PENNS NECK	\$ 9.05	\$ 9.51	\$10.08	\$10.30	\$11.22	\$ 5.16	\$ 5.29	\$ 5.43	\$ 5.56	\$ 6.10	\$ 6.26	\$ 6.40	\$ 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.	P. M.

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

Trains Nos. 4133, 4153, 4159, 4165, 4167 and 4181 will not run Nov. 28, Dec. 25, Jan. 1.

Trains Nos. 4135, 4137, 4139, 4141, 4143, 4151, 4155, 4163, 4171 and 4175 will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

Train No. 4169 will not run Nov. 28.

Trains Nos. 4263, 4265 and 4267 will run Sunday and Nov. 28, Dec. 25, Jan. 1, Feb. 22.

Trains Nos. 4261, 4271 and 4273 will run Sunday and Nov. 28, Dec. 25, Jan. 1.

Trains Nos. 4103, 4105, 4107 and 4111 will not run Feb. 22.

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	#4140 Daily Ex. Sun. A. M.	#4106 Saturday Only A. M.	4264	#4142 Daily Ex. Sun. A. M.	#4144 Daily Ex. Sun. A. M.	4266	4148	4150	#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	\$ 1.19	\$ 1.58	\$ 2.20	\$ 3.10
PENNS NECK	\$ 7.34	\$ 7.51	\$ 8.07	\$ 8.32	\$ 8.53	\$ 9.00	\$ 9.20	\$ 9.47	\$ 9.54	\$10.11	\$10.52	\$ 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.

FIRST CLASS

STATIONS	#4154 Daily Ex. Sat. & Sun. P. M.	4268	#4156 Daily Ex. Sun. P. M.	4158	#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.	#4168 Daily Ex. Sat. & Sun. P. M.	#4170 Daily Ex. Sat. & Sun. P. M.	4172	#4174 Daily Ex. Sun. P. M.	#4176 Daily Ex. Sun. P. M.
PRINCETON	\$ 3.18	\$ 3.57	\$ 4.18	\$ 4.55	\$ 5.11	\$ 5.37	\$ 5.55	\$ 6.03	\$ 6.19	\$ 6.33	\$ 6.46	\$ 7.10	\$ 7.29	\$ 7.59	\$ 8.19
PENNS NECK	\$ 3.13	\$ 3.52	\$ 4.13	\$ 4.50	\$ 5.06	\$ 5.32	\$ 5.50	\$ 5.58	\$ 6.14	\$ 6.28	\$ 6.41	\$ 7.07	\$ 7.24	\$ 7.54	\$ 8.14
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	4272	4178	4180	4274	#4182 Daily Ex. Sat. & Sun. P. M.	4184	#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.	#4168 Daily Ex. Sat. & Sun. P. M.	#4170 Daily Ex. Sat. & Sun. P. M.	4172	#4174 Daily Ex. Sun. P. M.	#4176 Daily Ex. Sun. P. M.
PRINCETON	\$ 8.59	\$ 9.19	\$10.00	\$10.15	\$10.43	\$11.35	\$ 5.37	\$ 5.55	\$ 6.03	\$ 6.19	\$ 6.33	\$ 6.46	\$ 7.10	\$ 7.29	\$ 7.59	\$ 8.19
PENNS NECK	\$ 8.54	\$ 9.14	\$ 9.55	\$10.10	\$10.38	\$11.30	\$ 5.32	\$ 5.50	\$ 5.58	\$ 6.14	\$ 6.28	\$ 6.41	\$ 7.07	\$ 7.24	\$ 7.54	\$ 8.14
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.

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

Trains Nos. 4134, 4154, 4160, 4166, 4170, 4172 and 4182 will not run Nov. 28, Dec. 25, Jan. 1.

Trains Nos. 4136, 4138, 4140, 4142, 4144, 4152, 4156, 4164 and 4176 will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

Train No. 4170 will not run Nov. 28.

Trains Nos. 4264, 4266 and 4268 will run Sunday and Nov. 28, Dec. 25, Jan. 1, Feb. 22.

Trains Nos. 4262, 4272 and 4274 will run Sunday and Nov. 28, Dec. 25, Jan. 1.

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

Trains Nos. 4104, 4106, 4108, 4110 and 4112 will not run Feb. 22.

JERSEY CITY BRANCH—WESTWARD

STATIONS	FIRST CLASS														
	3101	3103	3105	3107	3109	3111	3113	3115	3117	3119	3121	3123	3125	3401	3127
NEW YORK (Hud. Ter.)	MID	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Daily Ex. 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	\$5.60	\$6.00
HARRISON	\$12.10	\$12.30	\$1.00	\$1.30	\$2.00	\$2.30	\$3.00	\$3.30	\$4.00	\$4.30	\$5.00	\$5.30	\$5.60	\$5.80	\$6.18
NEWARK	\$12.20	\$12.40	\$1.10	\$1.40	\$2.10	\$2.40	\$3.10	\$3.40	\$4.10	\$4.40	\$5.10	\$5.40	\$5.60	\$5.80	\$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.
STATIONS	FIRST CLASS														
	3403	3405	3129	3407	3131	3409	3133	3411	3135	3413	3137	3415	3139	3417	3141

STATIONS	FIRST CLASS														
	3419	3143	3421	3145	3423	3147	3425	3149	3427	3151	3429	3153	3155	3431	3157
NEW YORK (Hud. Ter.)	Saturday Only	A. M.	A. M.	Daily Ex. Sat. & Sun.	Saturday Only	A. M.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
JOURNAL SQUARE	\$7.24	\$7.25	\$7.30	\$7.35	\$7.36	\$7.45	\$7.55	\$7.55	\$8.00	\$8.05	\$8.12	\$8.13	\$8.21	\$8.24	\$8.29
HARRISON	\$7.34	\$7.35	\$7.40	\$7.45	\$7.46	\$7.55	\$7.58	\$8.05	\$8.10	\$8.15	\$8.22	\$8.23	\$8.31	\$8.34	\$8.39
NEWARK	\$7.42	\$7.43	\$7.48	\$7.53	\$7.54	\$8.03	\$8.08	\$8.13	\$8.18	\$8.23	\$8.30	\$8.31	\$8.39	\$8.42	\$8.47
	\$7.44	\$7.45	\$7.50	\$7.55	\$7.56	\$8.05	\$8.08	\$8.15	\$8.20	\$8.25	\$8.32	\$8.33	\$8.41	\$8.44	\$8.49
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

For explanation of exceptions to frequency shown above refer to page 163.

JERSEY CITY BRANCH—WESTWARD

STATIONS	FIRST CLASS														
	3433	3159	3161	3435	3163	3437	3165	3167	3169	3439	3171	3441	3173	3443	3175
NEW YORK (Hud. Ter.)	A. M.	A. M.	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.	A. M.	Daily Ex. Sat. & Sun.
JOURNAL SQUARE	\$8.36	\$8.37	\$8.45	\$8.48	\$8.64	\$9.00	\$9.02	\$9.12	\$9.23	\$9.24	\$9.32	\$9.36	\$9.40	\$9.48	\$9.50
HARRISON	\$8.46	\$8.47	\$8.55	\$8.58	\$9.04	\$9.10	\$9.12	\$9.22	\$9.32	\$9.34	\$9.42	\$9.46	\$9.50	\$9.58	\$10.00
NEWARK	\$8.56	\$8.57	\$9.05	\$9.08	\$9.14	\$9.20	\$9.22	\$9.32	\$9.42	\$9.44	\$9.52	\$9.56	\$10.00	\$10.08	\$10.10
	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														
	3177	3179	3181	3183	3185	3187	3189	3191	3193	3195	3197	3199	3201	3203	3205

STATIONS	FIRST CLASS														
	3207	3209	3211	3215	3217	3219	3221	3223	3225	3227	3229	3231	3233	3235	3237
NEW YORK (Hud. Ter.)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
JOURNAL SQUARE	\$1.00	\$1.12	\$1.24	\$1.36	\$1.48	\$2.00	\$2.12	\$2.24	\$2.36	\$2.48	\$3.00	\$3.12	\$3.24	\$3.36	\$3.48
HARRISON	\$1.10	\$1.22	\$1.34	\$1.46	\$1.58	\$2.10	\$2.22	\$2.34	\$2.46	\$2.58	\$3.10	\$3.22	\$3.34	\$3.46	\$3.58
NEWARK	\$1.18	\$1.30	\$1.42	\$1.54	\$2.06	\$2.18	\$2.30	\$2.42	\$2.54	\$3.06	\$3.18	\$3.30	\$3.42	\$3.54	\$4.06
	\$1.20	\$1.32	\$1.44	\$1.56	\$2.08	\$2.20	\$2.32	\$2.44	\$2.56	\$3.08	\$3.20	\$3.32	\$3.44	\$3.56	\$4.08
	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 163.

JERSEY CITY BRANCH—EASTWARD

STATIONS	FIRST CLASS													
	#3100	#3102	#3104	#3106	#3108	#3110	#3112	#3114	#3116	#3118	#3120	#3400	#3402	#3404
NEW YORK (Hud. Ter.)	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Daily Ex. Sat. & Sun.	A. M.	A. M.	Saturday Only
JOURNAL SQUARE	\$12.40	\$1.10	\$1.40	\$2.10	\$2.40	\$3.10	\$3.40	\$4.10	\$4.40	\$5.10	\$5.30	\$5.40	\$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	\$5.20	\$5.30	\$5.50	\$5.52
NEWARK	\$12.22	\$12.50	\$1.22	\$1.52	\$2.22	\$2.52	\$3.22	\$3.52	\$4.22	\$4.52	\$5.12	\$5.22	\$5.42	\$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	#3406	#3126	#3408	#3128	#3410	#3412	#3130	#3132	#3134	#3414	#3416	#3136	#3418
NEW YORK (Hud. Ter.)	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
JOURNAL SQUARE	\$6.05	\$6.14	\$6.20	\$6.28	\$6.30	\$6.35	\$6.38	\$6.40	\$6.50	\$7.00	\$7.02	\$7.05	\$7.10	\$7.14
HARRISON	\$5.65	\$5.54	\$6.10	\$6.18	\$6.25	\$6.28	\$6.30	\$6.32	\$6.40	\$6.50	\$6.52	\$6.55	\$7.00	\$7.02
NEWARK	\$5.45	\$5.54	\$6.00	\$6.08	\$6.10	\$6.15	\$6.18	\$6.20	\$6.30	\$6.40	\$6.42	\$6.45	\$6.50	\$6.54
	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													
	#3420	#3140	#3422	#3424	#3142	#3144	#3146	#3426	#3148	#3428	#3150	#3152	#3430	#3432
NEW YORK (Hud. Ter.)	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
JOURNAL SQUARE	\$7.26	\$7.30	\$7.35	\$7.38	\$7.40	\$7.50	\$8.01	\$8.02	\$8.09	\$8.14	\$8.17	\$8.25	\$8.28	\$8.38
HARRISON	\$7.18	\$7.20	\$7.25	\$7.28	\$7.30	\$7.40	\$7.51	\$7.52	\$7.59	\$7.58	\$7.59	\$8.07	\$8.16	\$8.28
NEWARK	\$7.06	\$7.10	\$7.15	\$7.18	\$7.20	\$7.30	\$7.41	\$7.42	\$7.49	\$7.54	\$7.57	\$8.05	\$8.08	\$8.18
	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 167.

JERSEY CITY BRANCH—EASTWARD

STATIONS	FIRST CLASS														
	#3156	#3158	#3160	#3434	#3162	#3164	#3436	#3166	#3438	#3168	#3170	#3440	#3172	#3442	#3174
NEW YORK (Hud. Ter.)	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
JOURNAL SQUARE	\$8.41	\$8.50	\$8.57	\$9.02	\$9.05	\$9.13	\$9.14	\$9.21	\$9.26	\$9.29	\$9.37	\$9.38	\$9.45	\$9.50	\$9.53
HARRISON	\$8.31	\$8.40	\$8.47	\$8.52	\$8.55	\$8.65	\$8.68	\$8.74	\$8.78	\$8.81	\$8.87	\$8.88	\$8.95	\$9.00	\$9.03
NEWARK	\$8.21	\$8.30	\$8.37	\$8.42	\$8.45	\$8.53	\$8.54	\$8.61	\$8.66	\$8.69	\$8.77	\$8.78	\$8.85	\$8.90	\$8.93
	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														
	#3176	#3178	#3180	#3182	#3184	#3186	#3190	#3192	#3194	#3196	#3198	#3200	#3202	#3204	
NEW YORK (Hud. Ter.)	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
JOURNAL SQUARE	\$10.02	\$10.14	\$10.26	\$10.38	\$10.50	\$11.02	\$11.14	\$11.26	\$11.38	\$11.50	\$12.02	\$12.14	\$12.26	\$12.50	
HARRISON	\$9.44	\$9.56	\$10.08	\$10.20	\$10.40	\$10.52	\$10.64	\$10.76	\$10.88	\$11.00	\$11.12	\$11.24	\$11.36	\$11.60	
NEWARK	\$9.42	\$9.54	\$10.06	\$10.18	\$10.30	\$10.42	\$10.54	\$10.66	\$10.78	\$10.90	\$11.02	\$11.14	\$11.26	\$11.50	
	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														
	#3206	#3208	#3210	#3212	#3214	#3216	#3220	#3222	#3224	#3226	#3228	#3230	#3232	#3456	
NEW YORK (Hud. Ter.)	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
JOURNAL SQUARE	\$1.02	\$1.14	\$1.26	\$1.38	\$1.50	\$2.02	\$2.14	\$2.26	\$2.38	\$2.50	\$2.62	\$2.74	\$2.86	\$3.50	
HARRISON	\$12.52	\$12.56	\$1.08	\$1.20	\$1.32	\$1.44	\$1.56	\$2.08	\$2.20	\$2.32	\$2.44	\$2.56	\$3.08	\$3.32	
NEWARK	\$12.42	\$12.54	\$1.08	\$1.18	\$1.30	\$1.42	\$1.54	\$2.06	\$2.18	\$2.30	\$2.42	\$2.54	\$3.06	\$3.30	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

For explanation of exceptions to frequency shown above refer to page 167.

JERSEY CITY BRANCH—EASTWARD

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS					
	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.			
NEW YORK (Hud. Ter.)	\$ 3.51	\$ 4.02	\$ 4.08	\$ 3.51	\$ 4.02	\$ 4.08	\$ 3.51	\$ 4.02	\$ 4.08	\$ 3.51	\$ 4.02	\$ 4.08	\$ 3.51	\$ 4.02	\$ 4.08	\$ 3.51	\$ 4.02	\$ 4.08	\$ 3.51	\$ 4.02	\$ 4.08
JOURNAL SQUARE	\$ 3.41	\$ 3.52	\$ 3.53	\$ 3.41	\$ 3.52	\$ 3.53	\$ 3.41	\$ 3.52	\$ 3.53	\$ 3.41	\$ 3.52	\$ 3.53	\$ 3.41	\$ 3.52	\$ 3.53	\$ 3.41	\$ 3.52	\$ 3.53	\$ 3.41	\$ 3.52	\$ 3.53
HARRISON	\$ 3.38	\$ 3.44	\$ 3.45	\$ 3.38	\$ 3.44	\$ 3.45	\$ 3.38	\$ 3.44	\$ 3.45	\$ 3.38	\$ 3.44	\$ 3.45	\$ 3.38	\$ 3.44	\$ 3.45	\$ 3.38	\$ 3.44	\$ 3.45	\$ 3.38	\$ 3.44	\$ 3.45
NEWARK	\$ 3.31	\$ 3.42	\$ 3.43	\$ 3.31	\$ 3.42	\$ 3.43	\$ 3.31	\$ 3.42	\$ 3.43	\$ 3.31	\$ 3.42	\$ 3.43	\$ 3.31	\$ 3.42	\$ 3.43	\$ 3.31	\$ 3.42	\$ 3.43	\$ 3.31	\$ 3.42	\$ 3.43

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS					
	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.			
NEW YORK (Hud. Ter.)	\$ 6.20	\$ 6.26	\$ 6.28	\$ 6.20	\$ 6.26	\$ 6.28	\$ 6.20	\$ 6.26	\$ 6.28	\$ 6.20	\$ 6.26	\$ 6.28	\$ 6.20	\$ 6.26	\$ 6.28	\$ 6.20	\$ 6.26	\$ 6.28	\$ 6.20	\$ 6.26	\$ 6.28
JOURNAL SQUARE	\$ 5.10	\$ 5.18	\$ 5.20	\$ 5.10	\$ 5.18	\$ 5.20	\$ 5.10	\$ 5.18	\$ 5.20	\$ 5.10	\$ 5.18	\$ 5.20	\$ 5.10	\$ 5.18	\$ 5.20	\$ 5.10	\$ 5.18	\$ 5.20	\$ 5.10	\$ 5.18	\$ 5.20
HARRISON	\$ 5.02	\$ 5.08	\$ 5.10	\$ 5.02	\$ 5.08	\$ 5.10	\$ 5.02	\$ 5.08	\$ 5.10	\$ 5.02	\$ 5.08	\$ 5.10	\$ 5.02	\$ 5.08	\$ 5.10	\$ 5.02	\$ 5.08	\$ 5.10	\$ 5.02	\$ 5.08	\$ 5.10
NEWARK	\$ 5.00	\$ 5.06	\$ 5.08	\$ 5.00	\$ 5.06	\$ 5.08	\$ 5.00	\$ 5.06	\$ 5.08	\$ 5.00	\$ 5.06	\$ 5.08	\$ 5.00	\$ 5.06	\$ 5.08	\$ 5.00	\$ 5.06	\$ 5.08	\$ 5.00	\$ 5.06	\$ 5.08

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS					
	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.			
NEW YORK (Hud. Ter.)	\$ 6.31	\$ 6.38	\$ 6.41	\$ 6.31	\$ 6.38	\$ 6.41	\$ 6.31	\$ 6.38	\$ 6.41	\$ 6.31	\$ 6.38	\$ 6.41	\$ 6.31	\$ 6.38	\$ 6.41	\$ 6.31	\$ 6.38	\$ 6.41	\$ 6.31	\$ 6.38	\$ 6.41
JOURNAL SQUARE	\$ 6.21	\$ 6.28	\$ 6.31	\$ 6.21	\$ 6.28	\$ 6.31	\$ 6.21	\$ 6.28	\$ 6.31	\$ 6.21	\$ 6.28	\$ 6.31	\$ 6.21	\$ 6.28	\$ 6.31	\$ 6.21	\$ 6.28	\$ 6.31	\$ 6.21	\$ 6.28	\$ 6.31
HARRISON	\$ 6.13	\$ 6.20	\$ 6.23	\$ 6.13	\$ 6.20	\$ 6.23	\$ 6.13	\$ 6.20	\$ 6.23	\$ 6.13	\$ 6.20	\$ 6.23	\$ 6.13	\$ 6.20	\$ 6.23	\$ 6.13	\$ 6.20	\$ 6.23	\$ 6.13	\$ 6.20	\$ 6.23
NEWARK	\$ 6.11	\$ 6.18	\$ 6.21	\$ 6.11	\$ 6.18	\$ 6.21	\$ 6.11	\$ 6.18	\$ 6.21	\$ 6.11	\$ 6.18	\$ 6.21	\$ 6.11	\$ 6.18	\$ 6.21	\$ 6.11	\$ 6.18	\$ 6.21	\$ 6.11	\$ 6.18	\$ 6.21

For explanation of exceptions to frequency shown above refer to page 167.

JERSEY CITY BRANCH—EASTWARD

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS					
	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.			
NEW YORK (Hud. Ter.)	\$ 7.57	\$ 8.02	\$ 8.09	\$ 7.57	\$ 8.02	\$ 8.09	\$ 7.57	\$ 8.02	\$ 8.09	\$ 7.57	\$ 8.02	\$ 8.09	\$ 7.57	\$ 8.02	\$ 8.09	\$ 7.57	\$ 8.02	\$ 8.09	\$ 7.57	\$ 8.02	\$ 8.09
JOURNAL SQUARE	\$ 7.47	\$ 7.52	\$ 7.59	\$ 7.47	\$ 7.52	\$ 7.59	\$ 7.47	\$ 7.52	\$ 7.59	\$ 7.47	\$ 7.52	\$ 7.59	\$ 7.47	\$ 7.52	\$ 7.59	\$ 7.47	\$ 7.52	\$ 7.59	\$ 7.47	\$ 7.52	\$ 7.59
HARRISON	\$ 7.39	\$ 7.44	\$ 7.51	\$ 7.39	\$ 7.44	\$ 7.51	\$ 7.39	\$ 7.44	\$ 7.51	\$ 7.39	\$ 7.44	\$ 7.51	\$ 7.39	\$ 7.44	\$ 7.51	\$ 7.39	\$ 7.44	\$ 7.51	\$ 7.39	\$ 7.44	\$ 7.51
NEWARK	\$ 7.37	\$ 7.42	\$ 7.49	\$ 7.37	\$ 7.42	\$ 7.49	\$ 7.37	\$ 7.42	\$ 7.49	\$ 7.37	\$ 7.42	\$ 7.49	\$ 7.37	\$ 7.42	\$ 7.49	\$ 7.37	\$ 7.42	\$ 7.49	\$ 7.37	\$ 7.42	\$ 7.49

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS					
	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.			
NEW YORK (Hud. Ter.)	\$ 9.38	\$ 9.50	\$ 10.02	\$ 9.38	\$ 9.50	\$ 10.02	\$ 9.38	\$ 9.50	\$ 10.02	\$ 9.38	\$ 9.50	\$ 10.02	\$ 9.38	\$ 9.50	\$ 10.02	\$ 9.38	\$ 9.50	\$ 10.02	\$ 9.38	\$ 9.50	\$ 10.02
JOURNAL SQUARE	\$ 9.28	\$ 9.40	\$ 9.52	\$ 9.28	\$ 9.40	\$ 9.52	\$ 9.28	\$ 9.40	\$ 9.52	\$ 9.28	\$ 9.40	\$ 9.52	\$ 9.28	\$ 9.40	\$ 9.52	\$ 9.28	\$ 9.40	\$ 9.52	\$ 9.28	\$ 9.40	\$ 9.52
HARRISON	\$ 9.20	\$ 9.32	\$ 9.44	\$ 9.20	\$ 9.32	\$ 9.44	\$ 9.20	\$ 9.32	\$ 9.44	\$ 9.20	\$ 9.32	\$ 9.44	\$ 9.20	\$ 9.32	\$ 9.44	\$ 9.20	\$ 9.32	\$ 9.44	\$ 9.20	\$ 9.32	\$ 9.44
NEWARK	\$ 9.18	\$ 9.30	\$ 9.42	\$ 9.18	\$ 9.30	\$ 9.42	\$ 9.18	\$ 9.30	\$ 9.42	\$ 9.18	\$ 9.30	\$ 9.42	\$ 9.18	\$ 9.30	\$ 9.42	\$ 9.18	\$ 9.30	\$ 9.42	\$ 9.18	\$ 9.30	\$ 9.42

STATIONS	FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS			FIRST CLASS					
	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.	Daily Ex. Sat. & Sun.	P. M.	F. M.			
NEW YORK (Hud. Ter.)	\$ 11.35	\$ 11.38	\$ 11.50	\$ 11.35	\$ 11.38	\$ 11.50	\$ 11.35	\$ 11.38	\$ 11.50	\$ 11.35	\$ 11.38	\$ 11.50	\$ 11.35	\$ 11.38	\$ 11.50	\$ 11.35	\$ 11.38	\$ 11.50	\$ 11.35	\$ 11.38	\$ 11.50
JOURNAL SQUARE	\$ 11.25	\$ 11.30	\$ 11.40	\$ 11.25	\$ 11.30	\$ 11.40	\$ 11.25	\$ 11.30	\$ 11.40	\$ 11.25	\$ 11.30	\$ 11.40	\$ 11.25	\$ 11.30	\$ 11.40	\$ 11.25	\$ 11.30	\$ 11.40	\$ 11.25	\$ 11.30	\$ 11.40
HARRISON	\$ 11.17	\$ 11.20	\$ 11.32	\$ 11.17	\$ 11.20	\$ 11.32	\$ 11.17	\$ 11.20	\$ 11.32	\$ 11.17	\$ 11.20	\$ 11.32	\$ 11.17	\$ 11.20	\$ 11.32	\$ 11.17	\$ 11.20	\$ 11.32	\$ 11.17	\$ 11.20	\$ 11.32
NEWARK	\$ 11.15	\$ 11.18	\$ 11.30	\$ 11.15	\$ 11.18	\$ 11.30	\$ 11.15	\$ 11.18	\$ 11.30	\$ 11.15	\$ 11.18	\$ 11.30	\$ 11.15	\$ 11.18	\$ 11.30	\$ 11.15	\$ 11.18	\$ 11.30	\$ 11.15	\$ 11.18	\$ 11.30

All regular trains on Jersey City Branch will operate with MU equipment.

Will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

The following trains will run Saturday, Sunday and Nov. 28, Dec. 25, Jan. 1:

- 3400, 3426, 3428, 3430, 3432, 3434, 3436, 3438, 3440, 3442, 3444, 3446, 3448, 3450, 3452, 3454, 3456, 3458, 3460, 3462, 3464, 3466, 3468, 3470, 3472, 3474, 3476, 3478, 3480, 3482, 3484, 3486, 3488, 3490, 3492, 3494, 3496, 3498, 3500, 3502, 3504, 3506, 3508, 3510, 3512, 3514, 3516, 3518, 3520, 3522, 3524, 3526, 3528, 3530.

Nos. 3402, 3410, 3416 and 3422 will run Sunday and Nov. 28, Dec. 25, Jan. 1, Feb. 22.

Nos. 3404, 3406, 3408, 3412, 3414, 3418, 3420 and 3424 will not run Feb. 22.

TRAINS WAIT FOR CONNECTIONS NEW YORK REGION

Rahway

Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
3704	6.01 AM	3602	5.55 AM	3828	1.34 PM	3626	1.29 PM
3608	7.26 "	3710	7.22 "	3617	2.30 "	3831	2.27 "
3720	8.26 "	3618	8.20 "	3621	5.00 "	3839	4.55 "
3611	8.37 "	3821	8.34 "	3637	7.13 "	3785	7.08 "
3916	10.32 "	3726	10.28 "	3641	9.49 "	3787	9.43 "
3918	11.29 "	3728	11.26 "				

Trenton

Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
503	6.49 AM	3815	6.36 AM	531	5.27 PM	219	5.01 PM
515	9.17 "	111	8.59 "	533	5.37 "	219	5.01 "
207	9.37 "	3821	9.30 "	4208	5.50 "	132	5.47 "
3824	9.58 "	204	9.40 "	3836	5.50 "	132	5.47 "
3828	12.54 PM	172	12.51 PM	3838	5.50 "	132	5.47 "
3830	2.52 "	130	2.37 "	263	6.36 "	223	6.35 "
3832	4.01 "	520	3.44 "	4210	8.59 "	156	8.55 "
3834	4.47 "	174	4.39 "	3842	9.00 "	156	8.55 "

Princeton Junction

Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
254	7.30 AM	4133	7.27 AM	4134	7.34 AM	254	7.30 AM
201	7.50 "	4135	7.47 "	4136	7.51 "	200	7.50 "
234	7.50 "	4135	7.47 "	4136	7.51 "	234	7.50 "
200	7.50 "	4135	7.47 "	4136	7.51 "	201	7.50 "
3820	8.04 "	4137	8.02 "	4138	8.07 "	3820	8.04 "
3817	8.07 "	4137	8.02 "	4138	8.07 "	3817	8.07 "
3822	8.29 "	4103	8.25 "	4104	8.32 "	3822	8.29 "
4202	8.50 "	4261	8.46 "	4262	8.53 "	4202	8.50 "
256	8.55 "	4139	8.52 "	4140	9.00 "	256	8.55 "
3819	8.59 "	4139	8.52 "	4140	9.00 "	3819	8.59 "
3821	9.20 "	4105	9.15 "	4106	9.20 "	3821	9.20 "
280	9.43 "	4263	9.39 "	4264	9.47 "	280	9.43 "
204	9.50 "	4141	9.46 "	4142	9.54 "	204	9.50 "
3824	10.08 "	4143	10.06 "	4144	10.11 "	3824	10.08 "
3823	10.10 "	4143	10.06 "	4144	10.11 "	3823	10.10 "
4203	10.52 "	4265	10.48 "	4266	10.52 "	4203	10.52 "
211	12.42 PM	4145	12.37 PM	4146	12.42 PM	211	12.42 PM
3828	1.04 "	4147	1.01 "	4148	1.14 "	3828	1.04 "
148	1.11 "	4147	1.01 "	4148	1.14 "	148	1.11 "
3825	1.11 "	4147	1.01 "	4148	1.14 "	3825	1.11 "
212	1.49 "	4140	1.45 "	4150	1.53 "	212	1.49 "
3827	2.15 "	4151	2.11 "	4152	2.15 "	3827	2.15 "
3831	3.00 "	4107	2.57 "	4108	3.05 "	3831	3.00 "
3830	3.02 "	4107	2.57 "	4108	3.05 "	3830	3.02 "
3820	3.13 "	4153	3.10 "	4154	3.13 "	3820	3.13 "
218	3.48 "	4267	3.43 "	4268	3.52 "	218	3.48 "
3832	4.11 "	4155	4.06 "	4156	4.13 "	3832	4.11 "
219	4.50 "	4157	4.46 "	4158	4.50 "	4205	4.40 "
3834	4.57 "	4157	4.46 "	4158	4.50 "	219	4.50 "
3837	5.06 "	4159	5.02 "	4180	5.06 "	3834	4.57 "
3839	5.32 "	4109	5.29 "	4160	5.06 "	3837	5.06 "
220	5.47 "	4161	5.43 "	4110	5.32 "	3839	5.32 "
221	5.49 "	4161	5.43 "	4162	5.50 "	220	5.47 "
4208	6.00 "	4161	5.43 "	4162	5.50 "	221	5.49 "
3838	6.00 "	4161	5.43 "	4164	6.14 "	3838	6.00 "
3836	6.01 "	4111	5.56 "	4164	6.14 "	3836	6.01 "
263	6.14 "	4163	6.10 "	4164	6.14 "	263	6.14 "
3841	6.14 "	4163	6.10 "	4164	6.14 "	3841	6.14 "
3847	6.38 "	4165	6.26 "	4166	6.28 "	223	6.24 "
225	6.58 "	4169	6.54 "	4168	6.41 "	3847	6.38 "
222	7.05 "	4169	6.54 "	4270	6.58 "	225	6.58 "
298	7.48 "	4173	7.45 "	4170	7.07 "	225	6.58 "
227	7.54 "	4173	7.51 "	4170	7.07 "	222	7.05 "
3840	8.10 "	4175	8.06 "	4172	7.24 "	3849	7.17 "
3850	8.10 "	4175	8.06 "	4174	7.54 "	298	7.48 "
284	8.51 "	4271	8.47 "	4174	7.54 "	227	7.54 "
4210	9.09 "	4177	9.05 "	4176	8.14 "	3840	8.10 "
3842	9.10 "	4177	9.05 "	4176	8.14 "	3850	8.10 "
3851	9.14 "	4177	9.05 "	4272	8.54 "	284	8.51 "
141	9.55 "	4179	9.51 "	4178	9.14 "	4210	9.09 "
282	10.06 "	4179	9.51 "	4178	9.14 "	3842	9.10 "
168	10.35 "	4173	10.30 "	4178	9.14 "	3851	9.14 "
161	11.25 "	4183	11.22 "	4180	9.55 "	141	9.55 "
231	11.30 "	4183	11.22 "	4274	10.10 "	282	10.06 "
				4182	10.38 "	168	10.35 "
				4184	11.30 "	161	11.25 "
				4184	11.30 "	231	11.30 "

PHILADELPHIA REGION AT 30th STREET STA.-Phila.

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Pagra.	
945	12.38 AM	5	231	12.23 AM		
789	12.43 AM					
373	12.48 AM					
907	7.07 AM		3	801	6.50 AM	
401	7.10 AM					
305	7.45 AM	3	503	7.33 AM		
911	7.58 AM	3	306	7.52 AM		
			706	7.47 AM		
202	8.00 AM	3	306	7.52 AM		
			906	7.52 AM		
605	5.25 PM	5	1022	5.10 PM		
351	5.43 PM	5	219	5.40 PM		
621	5.48 PM					
393	5.48 PM					
757	6.48 PM					
357	6.48 PM					
607	7.55 PM	5	225	7.47 PM		
363	8.48 PM	5	227	8.42 PM		
365	9.28 PM	5	155	9.06 PM		
941	10.53 PM	5	141	10.47 PM		
160	11.40 PM	5	24	11.30 PM		

AT NORTH PHILADELPHIA

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Pagra.
204	9.10 AM	3	817	8.58 AM	
206	10.09 AM	3	821	10.01 AM	
218	3.09 PM	3	841	3.01 PM	
174	4.10 PM	3	845	4.01 PM	
852	5.41 PM	3	219	5.30 PM	
854	6.01 PM	3	153	5.50 PM	
856	6.28 PM	3	221	6.27 PM	
858	7.05 PM	3	223	7.03 PM	
860	7.50 PM	3	225	7.37 PM	
862	8.35 PM	3	227	8.32 PM	

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

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

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

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

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

Conductors of trains for which connections are held must notify the Superintendent 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 St. Sta., Phila. with the last local train, the conductor must notify the Superintendent Transportation as to the number of passengers and their destinations.

**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		
3607		
3723		
3835		
3109	Karny Block Station.....	Employees.
3121	Karny Block Station.....	Employees.
3127	Karny Block Station.....	Employees.
3411	Karny Block Station.....	Employees.
3133	Karny Block Station.....	Employees.
3135	Karny Block Station.....	Employees.
3139	Karny Block Station.....	Employees.
3415	Karny Block Station.....	Employees.
3225	Karny Block Station.....	Employees.
3245	Karny Block Station.....	Employees.
3311	Karny Block Station.....	Employees.
3313	Karny Block Station.....	Employees.
3495	Karny Block Station.....	Employees.
3497	Karny Block Station.....	Employees.
3321	Karny Block Station.....	Employees.
3125	Hudson Block Station.....	Employees.
3411	Hudson Block Station.....	Employees.
3215	Hudson Block Station.....	Employees.
3219	Hudson Block Station.....	Employees.
3303	Hudson Block Station.....	Employees.
3491	Hudson Block Station.....	Employees.
3305	Hudson Block Station.....	Employees.
3493	Hudson Block Station.....	Employees.
3704	Hudson Block Station.....	Employees.
3825	Hunter Block Station.....	Employees.
3647	Hunter Block Station.....	Employees.
3607	Waverly Freight Station, Haynes Ave.....	Employees.
3731	Waverly Freight Station, Haynes Ave.....	Employees.

NOTE—P A T H trains stopping at Karny and Hudson for employees will platform front side of first car.

Philadelphia Region

621	Thorn.....	Employees.
618	Thorn.....	Employees.
18	Paoli.....	Employees.

Chesapeake Region

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

†Saturday only.

○ Daily Except Sunday.

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		22	50
Paoli	DSJ*	DRJ*			E	
Downingtown			CDJ			
Coatesville			E			DPJ
Lancaster		DKR				
Florin			CDPG			
Rheems			CDN			
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.

**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
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
Jersey Avenue	6.45 AM to 3.45 PM	Closed	Closed
Monmouth Jct.	8.00 AM to 5.00 PM	Closed	Closed
Princeton Jct.	6.30 AM to 9.00 AM	6.30 AM to 9.00 AM	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 Jct. (See Note)	8.15 AM to 9.15 AM 4.15 PM to 5.15 PM	Closed (See Note)	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 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.
*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

*Holiday hours same as Monday to Friday.

Station	Monday to Friday	Saturday	Sunday and Holidays
Sharon Hill	6.45 AM to 11.45 AM 12.45 PM to 3.45 PM	Closed	Closed
Foleroft	6.45 AM to 11.00 AM 12.00 Noon to 3.45 PM	Closed	Closed
Glenolden	6.12 AM to 9.59 AM	Closed	Closed
Norwood	6.40 AM to 11.40 AM 12.40 PM to 3.40 PM	Closed	Closed
Moore	6.30 AM to 11.00 AM 12.00 Noon to 3.30 PM	Closed	Closed
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 10.15 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 4.00 PM	Closed	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	7.30 AM to 12.00 Noon 1.00 PM to 4.30 PM	Closed	Closed
Perryville	6.30 AM to 4.30 PM	Closed	Closed
Aberdeen	8.00 AM to 5.00 PM	Closed	Closed
Edgewood	8.00 AM to 5.00 PM	Closed	Closed
Baltimore	Continuously	Continuously	Continuously
Odenton	6.30 AM to 5.00 PM	Closed	Closed
Bowie	6.45 AM to 9.00 AM	Closed	Closed
Overbrook	7.00 AM to 12.30 PM 1.30 PM to 3.30 PM	Closed	Closed
Merion	7.00 AM to 11.55 AM 12.55 PM to 3.30 PM	Closed	Closed
Narberth	6.50 AM to 12.15 PM 1.30 PM to 3.50 PM	Closed	Closed
Wynnewood	7.00 AM to 11.45 AM 1.00 PM to 4.00 PM	Closed	Closed
Ardmore	7.00 AM to 12.00 Noon 1.00 PM to 4.15 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 4.00 PM	Closed	Closed
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	Closed	Closed
Strafford	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

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	7.30 AM to 5.30 PM	Closed	Closed
Lancaster	6.45 AM to 8.00 PM	6.45 AM to 8.00 PM	6.45 AM to 8.00 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 11.40 PM	6.20 AM to 11.40 PM	6.20 AM to 11.40 PM

WEST CHESTER BRANCH

Station	Monday to Friday	Saturday	Sunday and Holidays
Angora	7.15 AM to 10.35 AM	Closed	Closed
Fernwood-Yeadon	7.15 AM to 8.50 AM	Closed	Closed
Lansdowne	6.45 AM to 11.00 AM 12.01 PM to 3.30 PM	Closed	Closed
Clifton-Aldan	6.50 AM to 10.00 AM	Closed	Closed
Primos	6.45 AM to 8.45 AM	Closed	Closed
Secane	6.45 AM to 9.45 AM	Closed	Closed
Morton-Rutledge	6.45 AM to 11.59 AM 1.25 PM to 4.10 PM	Closed	Closed
Swarthmore	6.45 AM to 12 Noon 12.30 PM to 3.15 PM	Closed	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	7.15 AM to 11.00 AM 1.00 PM to 3.30 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 10.15 AM	Closed	Closed
Bala	7.45 AM to 9.10 AM	Closed	Closed
Cynwyd	7.45 AM to 11.15 AM	Closed	Closed

NORTHERN CENTRAL BRANCH

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 PM to 7.30 PM	6.00 PM to 7.30 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

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

Holidays: Thanksgiving Day, Christmas Day, New Year's Day and Washington's Birthday.

NEW YORK REGION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

STATIONS	Note	PG-11 (1) A. M.	TT-1 (3-X) A. M.	N-15 (1) A. M.	A-1 (2) A. M.	JET-1 (3-X) A. M.	BL-5 (3) A. M.	N-31 (1) A. M.	BL-1 (1) A. M.	TTX Spe. (8) P. M.	NWC-1 (1) P. M.	MD-13 (1) P. M.	NE-3 (5-X) P. M.	SWC-1 (1) P. M.	LCL-9 (9-X) P. M.	NJC-1 (7) P. M.	P-3 (1) P. M.	LCL-3 (2-X) P. M.	A-5 (4) P. M.	TT-3 (2-X) P. M.
Harsimus Cove		12.30	12.30							10.00	4.00	6.30		7.00	7.30		8.00	8.30		9.45
Meadows		2.15		12.30							5.00	7.30		8.30		8.00	9.30		8.45	
Greenville				2.15																
Waverly																				
County																				
South Amboy				12.30																
Phillipsburg				2.45		4.40	7.30	8.00	9.30											
Fair						6.30	10.30	11.00	12.30		7.15		6.30			9.45		11.10		
Morrisville		4.45											9.30							
Bordentown		5.15				7.10	11.15	11.45			8.45	9.30		10.15	9.40		11.15	11.30	1.15	12.15
MA			2.10							11.30										
Holmes		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.	A. M.

NOTE:

- Daily.
- Daily Except Sunday.
- Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Sunday and Monday.

6—Wednesday and Thursday Only.

7—Tuesday, Thursday, and Sunday.

8—Saturday Only.

9—As Required.

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

JET-1 and NE-3 will not operate day following seven recognized Holidays.

NEW YORK REGION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

STATIONS	Note	A-31 (3) P. M.	LCL-1 (2-X) P. M.	TT-23 (2-X) P. M.	ET-1 (1) P. M.	P-5 (2-X) P. M.	N-3 (1) P. M.	N-13 (1) P. M.	MD-7 (1) P. M.	TTX Spe. (9) A. M.	NWC-1 (1) P. M.	MD-13 (1) P. M.	NE-3 (5-X) P. M.	SWC-1 (1) P. M.	LCL-9 (9-X) P. M.	NJC-1 (7) P. M.	P-3 (1) P. M.	LCL-3 (2-X) P. M.	A-5 (4) P. M.	TT-3 (2-X) P. M.
Harsimus Cove			10.45	11.00		11.30	11.30	11.30												
Meadows						12.45	1.00	1.00												
Greenville																				
Waverly																				
County																				
South Amboy																				
Phillipsburg					11.15															
Fair																				
Morrisville		10.30			2.45			2.30												
Bordentown		11.15			3.15															
MA			12.45				3.30													
Holmes		P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.											

NOTE:

- Daily.
- Daily Except Sunday.
- Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Sunday and Monday.

6—Wednesday and Thursday Only.

7—Tuesday, Thursday, and Sunday.

8—Saturday Only.

9—As Required.

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

JET-1 and NE-3 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	BL-6 (3) A. M.	TT-2 (5-X) A. M.	BNY-16 (1) A. M.	TT-4 (5-X) A. M.	TTX Spe. (8) A. M.	NF-6 (7-X) A. M.	CSS-A (1) A. M.	NJC-2 (6) A. M.	N-12 (1) A. M.	N-28 (1) A. M.	N-14 (1) A. M.	TT-6 (5-X) A. M.	ET-2 (1) A. M.	A-6 (2) A. M.	A-2 (2) A. M.	CG-8 (1) A. M.	MD-16 (1) A. M.	CNY-4 (1) A. M.	
Harsimus Cove							4.15													
Meadows			3.00	4.45	3.25		5.30			6.15	7.30		6.30		8.45			8.30	10.30	9.30
Greenville				3.45			4.00			5.00	6.00		5.15		8.00			7.30	8.30	
Waverly				3.00															7.30	
Linden				2.00															6.30	
Metuchen																				
County									3.15			5.00		7.30		7.00				
South Amboy		5.15																		
Phillipsburg								2.30		3.30		3.45		5.45		5.00				
Millham																				
Morrisville								2.00			3.30		3.45							
Bordentown					1.00															
MA		12.01	12.45		1.40		1.55													
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.	A. M.

NOTE:

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

4—Daily Except Saturday.

5—Daily Except Tuesday.

6—Monday, Wednesday, and Friday.

7—Thursday, Friday, and Saturday.

8—Thursday and Friday.

9—Monday Only.

10—Sunday Only.

X—TT-2-4-6 and NF-6 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	MD-6 (1) A. M.	CS-8 (1) A. M.	N-30 (1) P. M.	TTX Spe. (10) P. M.	AST-2 (1) P. M.	BL-2 (1) P. M.	TT-20 (10) P. M.	JET-2 (3) P. M.	JET-2 (9) P. M.	A-30 (3) P. M.	SW-10 (1) P. M.	MD-18 (1) P. M.	DL-2 (1) A. M.	CG-2 (1) A. M.	BL-34 (1) A. M.
Harsimus Cove																
Meadows					3.00			7.00								
Greenville		10.00	10.30			5.00							11.30	2.15		
Waverly													10.45	1.15		
Linden													10.10	12.15		
Metuchen																
County																
South Amboy				2.45			5.15									
Phillipsburg									9.00	8.00						
Millham									7.00	6.00	8.15	8.10				
Morrisville						3.15	3.00				7.30					
Bordentown			8.30			3.00										
MA		8.15		10.45	1.15											
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.

NOTE:

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

4—Daily Except Saturday.

5—Daily Except Tuesday.

6—Monday, Wednesday, and Friday.

7—Thursday, Friday, and Saturday.

8—Thursday and Friday.

9—Monday Only.

10—Sunday Only.

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

PHILADELPHIA REGION — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	CG-8 (1) A.M.	WPB-4 (1) A.M.	N-28 (1) A.M.	B-3 (1) A.M.	EC-6 (1) A.M.	CS-8 (1) A.M.	EM-2 (1) A.M.	MD-116 (1) A.M.	EH-2 (1) A.M.	BF-14 (1) A.M.	MD-16 (1) A.M.	NW-88 (1) A.M.	S-81 (1) A.M.	PG-6 (1) A.M.	YE-4 (6) A.M.	MD-6 (1) A.M.	P-8 (5) A.M.	TT-SPL (20) A.M.
Banks	12.30				3.00							4.35		5.45				7.55
Rockville					3.00					4.00			5.00		6.00			
Enola				1.15	3.30		3.30		4.00	4.30			5.30				7.45	
Day	1.30	2.45				4.00	3.30											
Harrisburg																		
State																		8.55
Cly															7.15			
Cola																		
Cora				2.40					5.30									
Cork																		
Thorn							7.30											
Carbon																		
Reading																		
Norris																		
Nest							10.00											
MA	5.15					8.30											1.30	10.55
Paoli																		
Overbrook																		
Jeff																		
52nd St.																7.30		
Brill							3.45				4.30							
Stadium			1.01														4.45	11.50
Frankford Jet.			3.15					5.30										
Jersey																		
Holmes			3.30								5.15					8.15		12.15
	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.	P.M.	P.M.

PHILADELPHIA REGION — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	S-2 (2) A.M.	CE-2 (1) A.M.	S-18 (2) A.M.	S-4 (2) A.M.	N-30 (1) A.M.	AC-10 (1) A.M.	SP-8 (1) A.M.	AST-2 (1) A.M.	BL-34 (1) A.M.	CV-40 (10) P.M.	B-4 (1) P.M.	TP-2 (6) P.M.	CP-8 (1) P.M.	BP-2 (1) P.M.	SW-10 (1) P.M.	M-20 (1) P.M.	JET-2 (7) P.M.	CG-3 (1) P.M.	DJ-2 (1) P.M.	
Banks		8.00				9.30		10.25	11.00				1.00		1.45	2.00	2.35	2.50	2.30	
Rockville										Hager 12.01										
Enola										7.00	12.30		2.30		2.45			6.45	6.30	
Day							10.00	11.50	5.00											
Harrisburg																				
State						2.00											3.15			
Cly											1.55									
Cola						4.00														
Cora																				
Cork																				
Thorn																				
Carbon																				
Reading	6.00		8.15	8.30																
Norris	10.30		11.00	1.00																
Nest	11.05		11.30																	
MA							2.30	3.00	11.30						7.40		5.45	11.15	11.00	
Paoli																				
Overbrook																				
Jeff				2.00																
52nd St.																				
Brill				3.00	9.00		4.30					12.35		1.45						
Stadium												2.00		3.30						
Frankford Jet.																				
Jersey																				
Holmes					10.45															
	A.M.	A.M.	A.M.	P.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.	P.M.	P.M.

PHILADELPHIA REGION — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	YE-2 (1) P.M.	BF-4 (1) P.M.	TT-20 (20) P.M.	EC-2 (6) P.M.	B-2 (1) P.M.	TH-4 (1) P.M.	PT-84 (6) P.M.	BNY-16 (1) P.M.	CV-88 (1) P.M.	M-16 (2) P.M.	S-83 (9) P.M.	ED-4 (1) P.M.	CS-8A (1) P.M.	SP-2 (1) P.M.	MD-18 (1) P.M.	TT-2 (7) P.M.	S-14 (2) P.M.
Banks										6.30	6.45	6.50				7.55	
Rockville	3.00			5.15				6.00	Hager		7.15	8.20	7.00	7.30			
Enola	3.30			5.30				6.30	10.45							8.55	
Day					5.15	5.30		8.00									
Harrisburg																	
State																	
Cly	4.45																
Cola																	
Cres					6.45	7.00							9.30				
Cork																	
Thorn																	
Carbon																	
Reading																	8.00
Norris																	10.30
Nest																	11.00
MA																	
Paoli								11.15				11.45		11.30		10.55	
Overbrook																	
Jeff																	
52nd St.																	
Brill			4.05												7.45		
Stadium							5.30							1.30		11.50	
Frankford Jct.							7.15					12.45					
Jersey							7.30					1.15				12.15	
Holmes			5.10					12.45							8.30		

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.	TT-4 (7) P.M.	NF-6 (11) P.M.	M-10 (1) P.M.	TT-5 (7) P.M.	CNY-4 (1) P.M.	TT-8 (7) P.M.	HW-2 (1) P.M.	BL-6 (6) P.M.	ET-2 (1) P.M.	FJ-2 (1) P.M.	ET-2 (1) P.M.	BL-6 (6) P.M.	ET-2 (1) P.M.	FJ-2 (1) P.M.
Banks		9.00	9.05	9.10	9.15	9.30	10.40	11.00	11.05	11.15							
Rockville																	
Enola																	
Day	9.00	11.00						1.00	12.30			11.45	11.59				
Harrisburg																	
State			10.05	10.20	10.45		11.40										
Cly																	
Cola																	
Cres	10.30	12.30															
Cork													1.45	3.00			
Thorn																	
Carbon																	
Reading																	
Norris																	
Nest				1.00				5.30									
MA																	
Paoli					12.50		2.10					4.30	3.45				
Overbrook																	
Jeff																	
52nd St.					1.20						11.30						
Brill																	
Stadium																	
Frankford Jct.			1.01				3.05										5.30
Jersey																	6.00
Holmes			1.40				3.45										

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

North River Tunnels

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

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

B.&P. Tunnel—(Chesapeake 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 exits, trainmen will exercise the greatest care for their protection.

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

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

It is of the utmost importance that conductors should report promptly from the first available telephone any 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.

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, Engine and other Transportation Employes (except station employes) are required to know the Safety Rule of the day, which is printed on page 365. They are also required to know the meaning, intent and application of the Rule.

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

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

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

Movement Directors.

Asst. Movement Directors.

Asst. Supervisors Movement.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

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

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

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—(Phila. 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. Cerohione 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. Briok, 43 Cottage St. R. G. Rhoner, 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.	HOboken 3-6532.
Newark, N. J.	Henry Reich, 89 Lincoln Park Myron S. Denholtz, 12 Porter Place R. G. Rohoner, St. James Hospital	MArket 3-3568 WAverly 3-1737 MArket 2-6437.
Elizabeth	H. Irving Dunn, 610 Salem Ave., Elizabeth	ELizabeth 2-5406.
Rahway	Robert B. Casey, 51 W. Milton Ave.	FULton 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.	252-2681.

Location	Name and Address	Telephone Number	
Philadelphia	\$T. F. Cooper, M.D. Medical Center—Room 474 30th St. Sta., Phila.	EVERgreen 2-1000 Ext. 2655	
	George E. Firth, M.D. Office: 3258 Knorr Street, Residence: 1001 Howarth Street	MAYfair 4-6122 CUMbrland 8-1130	
	L. W. Stevens, M.D. 133 S. 36th Street, or Presbyterian Hospital	EVERgreen 2-2211 EVERgreen 2-4200	
	Van M. Ellis, M.D. (oculist) John Reichel, Jr., M.D. (oculist) 1528 Spruce Street	PEnnypcker 5-1392	
	W. Emory Burnett, M.D. Temple University Hospital Office: 3401 N. Broad Street	BALdwin 3-8000 BALdwin 3-6693	
	George Willauer, M.D. Methodist Hospital Office: 1930 Chestnut Street	HOWard 5-1234 LOCust 7-4486	
	H. K. Katz, M.D. (oculist) 1351 Tabor Road	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	EXpress 2-1023
C. R. Farmer, M.D. 573 West Lemon Street \$R. M. Landis, M.D. 653 W. Chestnut Street		EXpress 7-6257 EXpress 4-8263	
Harrisburg	\$H. G. O'Donnell, M.D. Passenger Station	CEdar 2-4141 Ext. 327 or 328	
	G. A. Berkheimer, M.D. 325 N. Front Street	CEdar 8-4759	
	J. E. Romig, M.D. (oculist) 209 State Street	CEdar 6-7542	
	Edwin O. Dae, M.D. 2800 Green Street	CEdar 4-6749	
	Champe C. Pool, M.D. 2800 Green Street	CEdar 2-1335	
	William K. McBride, M.D. 1919 N. Front Street	CEdar 3-8085	
	C. B. Fager, M.D. (oculist) 126 Walnut Street	CEdar 2-1924	
	Lee Weinstein, M.D. (oculist) 1104 N. 2nd Street Gordon D. Myers, M.D. 124 State Street	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	FRanklin 4-7083	
	M. B. DeWire, M.D. 225 North Sixth Street	FRanklin 2-5426	
Hamburg	G. F. Potteiger, 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. Rahouser, M.D. 634 Lincoln Way East (By Appointment)	COLony 4-4416	
Carlisle	T. S. Armstrong, M.D. 64 South West Street	CHappel 9-3019	
Hagerstown	\$E. W. Ditto, III, M.D. 217 W. Washington Street	REgent 3-3361	
Martinsburg	Hagerstown, M.D. (By Appointment)		
Lebanon	\$Charles G. Menges, M.D. 508 Chestnut Street	CRestview 2-4081	

Location	Name and Address	Telephone Number	
Wilmington, Del.	A. G. Lessey, M.D. (Surgeon) 1213 Gilpin Avenue	Olympia 6-3252	
	Joseph A. Arminio, M.D. (Surgeon) 201 West 12th St.	Olympia 4-6245	
	Alden Seleman, M.D. (Surgeon) 201 West 12th St.	Olympia 4-6245	
	P. H. Ulrich, M.D. Pennsylvania Station	Olympia 8-4141-Ext. 288	
Newark, Del.	Wallace M. Johnson, M.D. 257 E. Main Street	ENdicott 8-8900	
North East, Md.	Harry A. Cantwell, M.D. (Surgeon) Cecl Avenue	ATlas 7-3701	
Havre de Grace, Md.	Wallace H. Sadowsky, M.D. 504 Lewis St.	WEstmore 9-0700	
Oxford, Pa.	G. T. Holcombe, M.D. N. 4th Street	932-8141	
Baltimore, Md.	H. B. McElwain, M.D. 1800 N. Charles St. 221 W. 29th Street	Lexington 9-0660 (Day) Belmont 5-3257 (after 9.00 P.M.) Lexington 9-0660 (Day) Annapolis 3222 (after 9.00 P.M.)	
	H. C. Pillsbury, M.D. 1800 N. Charles St.		
Washington, D.C.	Wm. C. Dunnigan, M.D. 1800 N. Charles St.	Mulberry 5-4800-Ext. 279	
	John H. Bechtel, M.D. Regional Medical Officer, Walbert Bldg. 1800 N. Charles St.	REpublic 7-4600	
	Walter Atkinson, M.D. (Surgeon) 1835 Eye Street, N.W. Office: 4801 Connecticut Ave., N.W. (Home)	EMerson 2-3721	
	Emergency Room Washington Hospital Center 110 Irving St., N.W., Wash., D.C.	TUckerman 2-5500	
	Joseph R. Young, M.D. 201 8th Street, N.E. (Home) 611 E. Thornapple Street Chevy Chase, Md.	LIncoln 4-3747 Oliver 4-4481	
	James W. Braden, M.D. 201—8th Street, N.E. (Home) 708 Mass. Ave., N.E.	LIncoln 4-3747 LIncoln 4-7000	
	W. B. Morse, M.D. Wash. Term'l Medical Office, Union Station	Executive3-4300-Ext. 514	
	Arthur J. Mouro, M.D. 811 Prince St., Alexandria, Va.	Overlook 3-1851	
	York, Pa.	Glenn P. Grove, M.D. (Surgeon) 912 S. George St., York, Pa. (Home) 1397 Sleepy Hollow Rd. H. R. Knoch, M.D. 423 W. Market Street	York 6638 York 8-1969 York 8-2700
	Wyoming, Del.	I. J. MacCollum, M.D., Res.	697-6682
Seaford, Del.	Bruce Barnes, M.D., Office 340 Pine St.	NAtional 9-7037	
Delmar, Del.	L. V. Sohler, M.D., Office:	Twining 6-5121	
Cape Charles, Va.	T. B. Hardman, M.D., Office: J. B. Freeman, M.D., Office:	542 542	
Norfolk, Va.	Robert L. Payne, M.D., Office: Southgate Leigh, Jr., M.D., Office: 300 Colonial Ave., Res.:	MAdison 2-2649 MAdison 2-6924 MAdison 2-6924	
	Elliott D. Floyd, M.D. (Surgeon) 339 Boush St., Office: 5010 Gosnold Ave., Res.:	MAdison 5-0675 MAdison 2-3148	
	Richard D. Bowles, M.D. Mathews Court House, Office: Mathews, Va., Res.:	Mathews 5-2055 Mathews 5-2044	
Easton, Md.	Wm. N. Palmer, M.D., Office: S. Washington St., Res.:	Talbert 2-2626 Talbert 2-0422	
Lewes, Del.	James Beebe, M.D. Office:	645-6218	
	James Beebe, Jr., M.D. Office:	Rehoboth 2051 645-6218 8587	
Cambridge, Md.	John Mace, Jr., M.D. 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 employees 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.	ILIncois 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.	WAvery 3-6000. 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.	EXport 6-7676. OWen 5-5491.
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 Fornance Streets	BRoadway 5-6000
Phoenixville	Phoenixville Hospital Nutt Road	WELLington 3-5821
Pottstown	Pottstown Hospital 724 North Charlotte Street	FAulty 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 4-5111
	Memorial Hospital	Olympia 6-3351
Elkton, Md.	Union Hospital	EXport 8-4000
Havre de Grace, Md.	Harford Memorial Hospital	WEstmore 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
Sesford, 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—Benning.
- 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.
- o**—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)

- o**—Regular stop Monday.
- F**—Regular stop to receive or discharge passengers to or from south of Washington.
- q**—Regular stop Saturday, Sunday, Nov. 28, Dec. 25, Jan. 1.
- R**—Regular stop Sunday and Nov. 28, Dec. 25, Jan. 1, Feb. 22.
- T**—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- V**—Regular stop Sunday only for express, mail or newspapers.
- W**—Regular stop Saturday, Sunday and Nov. 28, Dec. 25, Jan. 1.
- Z**—Regular stop to change engines.
- DC**—Regular stop to discharge passengers Daily except Sunday and Nov. 28, Dec. 25, Jan. 1 and Regular stop to receive and discharge passengers Sunday and Nov. 28, Dec. 25, Jan. 1.
- 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.
- MM**—Regular stop daily except Saturday, Sunday and Nov. 28, Dec. 25, Jan. 1.
- MU**—Multiple Unit operation.
- NN**—Regular stop except Sunday and Nov. 28, Dec. 25, Jan. 1, 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.

1004-C3. (Phila. Region). Movements on New Boston Branch of Lehigh Valley Railroad will be in charge of train dispatcher at Philadelphia and employes will be governed by Pennsylvania Railroad Book of Rules, Rules for Conducting Transportation and Philadelphia Region timetable.

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.). (— — 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	Breehold Secondary Track
Hightstown Secondary Track	Philadelphia and Thorndale Branch
Robbinsville Secondary Track	Atglen and Susquehanna Branch
Pasaic and Harsimus Branch	Columbia and Fort Deposit Branch
Greenville Branch	York Haven Line
Belvidere Delaware Branch	Columbia Branch
Running Track	Cumberland Valley Branch
Coalport-Hamilton Ave.	Landover—South End
Arsenal Track	Riderwood—Region Post
Bordentown Branch	(Phila. Region)
Enterprise Track	Shellpot Branch

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

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

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

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

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 (Phila. & 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.

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

1043-A1. (Phila. and Chesapeake Regs.). Slide protection fences in service as follows:

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

C&PD/Between West Pilot and Harbor.

Bch 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, Employes' 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 Employes' Registers and Standard clocks.

Bulletin Board	Employes' Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Sunnyside—Crew Dispatcher's Office	N.Y. & L.B.R.R. Washington Terminal.
X	X	X	New York—Crew Dispatcher's Office	N.Y. & L.B.R.R. Washington Terminal. N.Y., N.H. & H. R.R.
X	X	X	New York—37th St. Freight Station	.....
X	X	X	Jersey City—Henderson St. Yard Office	N.Y. & L.B.R.R.
X	X	X	Jersey City—Green St. Yard Office	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.
X	X	X	Meadows—Enginehouse	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—TrucTrain Terminal 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.

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.
X	X	X	Morrisville—Yard Office, East end "A" Yard	P.R.S.L. (Atlantic District).
X	X	X	Morrisville—Engine House	Washington Terminal.
X	X	X	Phillipsburg—Yard Office	
X			Port Authority—Trans. Hudson Hudson Terminal—No. 4 platform	
X			Washington Terminal R. R. P.R.R. Crew Dispatcher Office, Second Floor, Sta. Bldg.	
X			Enginehouse	
X			New York & Long Branch R. R. Bay Head Jct.—Yard Office	
	X		South Amboy Passenger Station	
X			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		Aast. 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		Shaokamaxon—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	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	Lemoyne	
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—Engine House	
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	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	
		X	All Block & Interlocking Stations	
		X	Train Dispatcher's Offices	
		X	Newark, N. J.—Station Master's Office	
		X	Paoli—Waiting Room Eastward Side	

NOTE—X indicates in service.

General Order Zones (All Regions)

1075-A4. General order zones are as follows:

New York Region

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 Robbinsville
NE		Belvidere-Delaware	Belvidere-Del.

Phila. Region

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
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

Chesapeake Region

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 Otoraro Shellpot New Castle Newark and Delaware City
CF		Delmarva—West Yard, to Delmar	Centerville Chestertown Oxford D.M. & V. Cambridge
CG		Delmarva—Delmar to Cassatt	Pocomoke Crisfield

NOTE—(All Regions) 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 in Zone PC

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	Diesel or Electric Engines	MU Trains
Sunnyside Yard	Trains from Sunnyside Yard.....	1	30	105	.....
	Trains from P. X. T.....	.....	.....	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	.....
	P.A.T.H.R.R.....	.....	10	.....	10
	.....	.....	10	.....	.....
Trenton	.....	.....	25	.....	25
	.....	.....	30	.....	30
	.....	.....	15	45	.....
South Amboy South Amboy Bay Head Junction	Equipment from West Barracks or East Barracks.....	.....	15	75	45
	Equipment from Station Yards.....	.....	15	.....	40
	Trains from Union.....	.....	30	50	30
Suburban Station	.....	.....	25	.....	25
	MU Trains.....	.....	.....	.....	.....
30th St. Station, Philadelphia	Trains from 30th St. Sta., Phila., Zoo, Penna. coach yard and adjacent points.....	.....	.....	70	.....
	Trains from North Phila.....	.....	.....	90	.....
	Relief crews.....	.....	.....	60	.....
	Trains from Mail Platform.....	.....	.....	.....	25
Paoli Chestnut Hill Media West Chester Lancaster	Trains from 30th St. Sta., Phila., Penna. coach yard, Mail Platform and adjacent points.....	.....	35	.....	.....
	Trains from North Phila., Zoo and Suburban Station.....	.....	60	.....	.....
Rilly Street, Harrisburg	MU Trains.....	.....	25	.....	25
	MU Trains.....	.....	20	.....	20
Harrisburg Passenger Station	MU Trains.....	.....	25	.....	25
	MU Trains.....	.....	25	.....	25
Wash.	Through trains and originating trains.....	.....	.....	75	.....
	Originating trains.....	.....	25	25	25
Balto.—Orangeville Balto.—Penna. Sta. Wilm.—Penna. Sta. Wilm.—West Yd. Lamokin Delmar	Trains from Union Sta.....	1	30	75	60
	Trains from G & H Yd.....	1	75	75	.....
	Trains from Potomac Yd.....	4	30	75	.....
Balto.—Penna. Sta. Wilm.—Penna. Sta. Wilm.—West Yd. Lamokin Delmar	Trains from Penna. Sta.....	1	.....	75	.....
	Trains from Penna. Sta.....	1	25	60	25
Balto.—Penna. Sta. Wilm.—West Yd. Lamokin Delmar	Trains from Penna. Sta.....	1	25	75	25
	Trains from West Yd.....	1	25	75	25
Balto.—Penna. Sta. Wilm.—West Yd. Lamokin Delmar	Trains from West Yd.....	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 employees' register will be responsible for the engine and train crew when starting work, but all employees 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. (All Regions). Referring to eighth paragraph of Rule 75, trainmen assigned to yard service and their assignment does not contemplate entering or using Main or Secondary tracks, will not be required to carry their timetables with them while in such service provided that they have them on their person when reporting for duty, so they can be posted, and keep them within easy access.

1075-A11. (Chesapeake 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 Station Master for instructions for their trains.

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

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

OBSERVATION OF TRAINS FOR DEFECTS

Dragging Equipment Detector.

1076-A1. (New York 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.
MILLHAM	

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. and Chesapeake Regions) When Dragging Equipment Detector has been actuated during the hours Landis Interlocking Station, Bryn Mawr and Bowie Block and Interlocking Stations are not in service and at Signal Bridge located 1738 feet north of Mile Post 84 a member of the crew of trains and engines actuating Dragging Equipment Detector must report promptly to the Operator at the next open Block Station in the rear that their train has actuated Dragging Equipment Detector. This must be done at once and prior to examination of train.

After complying with Rule 4076-A, a member of the crew will so advise the 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: (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 Indicators (Phila. Region)

1084-A1. 30th St. Station, Phila., Upper Level. 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 push-button. 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.

1084-A2. 30th St. Station, Phila., Lower Level. 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.

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

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

On westward platform, train ready indicators located overhead for each track consisting of one green light and one yellow light with push buttons at convenient locations marked conductor, 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 Jet. 5459 feet south of Princeton
Bordentown Branch	Fair	BO
Amboy Secondary Track	OB 7795 feet east of JG	3775 feet west of OB JG
Hightstown Secondary Track	Conn. Amboy Sec. Trk. 8510 feet east of K	5300 feet west of Conn. Amboy Sec. Trk. 1380 feet west of K (End of Block)

Track	Between	And
Freehold Secondary Track	2982 feet west of Manasquan 4500 feet west of Farmingdale 5800 feet west of Freehold Conn. Amboy Sec. Trk.	End of Block 3000 feet east of Farmingdale 1550 feet east of Freehold 7525 feet east of Conn. Amboy Sec. Trk.
Belvidere-Delaware Branch	G 13610 feet north of Phillipsburg 4785 feet north of Frenchtown 20300 feet north of Lambertville 13620 feet north of Warren St.	4114 feet south of G 1800 feet north of Carpenterville 9290 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	Lemo 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 M.P. 108	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 1820 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 Townsend 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
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 engine man.

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, Frelinghuysen Ave.	None	None	Before movement is made over L.V.R.R. interchange track derails must be operated to non-derailing position, and upon completion of each movement both derails must be returned to the derailing position and secured with padlocks provided on switch stand.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
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.	
M. A.—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, 800 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.	10
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.	Stop Signs	Stop	All Trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection.	
Pigeon Point Crossing: New Castle Secondary track with Reading Co. track.	Semaphore	Clear	Will be operated by train or engine crews from ground level platform located adjacent to the crossing in accordance with instructions posted.	8
New Castle Battery track with New Castle Secondary track.	Stop Signs	Stop	All movements must be made under flag protection.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Union Crossing: President Street Yard track and Bear Creek track and Canton R.R.	Stop Sign with Red Light	Stop	All trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and Penna. R.R. arrive at the crossing at approximately the same time, trains of the Penna. R.R. will have prior right to crossing.	
Madison Yard: W. M. Ry. with Penna. R.R. at Monument Street.	None	None	Stop clear of crossing and then proceed over grade crossing under flag protection.	
Canton, Canton R. R. with Penna. R. R. South of 16th Street.	Stop Signs with Red Lights	Stop	All trains using this crossing must stop clear of stop signs at clearance points and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and the Penna. R.R. arrive at the crossing at approximately the same time, trains of the Penna. R.R. will have prior right to crossing.	
Canton; Penna. R. R. with B. & O. R. R. and Canton R.R.	Stop boards with Red Lights on Canton R. R. Semaphore signals on B. & O. R. R. Penna. R. R.	Stop (Signals north and south of crossing)	Fixed signals protecting Penna. and B. & O. R. R. trains at this crossing will display aspects Rule 292, Figure C and Rule 281, Figure B; and will govern movements over the crossing only. The normal indications displayed on these signals will be clear for the movement of Penna. R.R. trains and stop against the movements of B. & O. R. R. trains. B. & O. R. R. and Canton R. R. crews will contact Yardmaster, Head of the Yard, Canton, for permission to use crossing, then manipulate levers as indicated on instructions posted at this location. When movement is completed, restore levers to normal and report movement clear to Yardmaster, Head of Yard, Canton. Northward Penna. R. R. trains approaching this point and finding the signals in stop position will stop clear of Boston Street grade crossing.	
Canton: Penna. R. R. crossing to Ore Pier and across Canton R.R. on Newgate Ave.	Semaphore with Green and Red Lights	Horizontal	It must be known that crossing is clear before using.	9
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 RR 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.
- 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. and Chesapeake Regions). 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.
- This information must then be given to the yard master or his representative who will, in writing, authorize the engine to proceed as though restricting signal were displayed.

At the following movable bridges:

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

Bridge Four (Ward Block and Interlocking Station).

Canal (1.5 miles south of Kirkwood).

Laurel (0.2 mile north of Laurel).

Lewes. Located in Rehoboth track, 6.2 miles north of Rehoboth station. (Normal position is movable bridge open for water traffic.)

Darby Creek (0.95 mile south of Essington Freight Station)

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

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

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

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. Region) In the movement of MU equipment, the engineman must operate from the first practical operable car in the direction of movement, except when switching.

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

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. (All Regions). 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.	Waverly Ave.	Newark	3-4
Hunter-18th Ave.	Bigelow St.	Newark	3-4
Hunter-18th Ave.	Avon Ave.	Newark	3-4
Hunter-18th Ave.	Frelinghuysen Ave.	Newark	3-4
Lead	So. Broad St.	Trenton	3-4
Connecting	So. Broad St.	Trenton	3-4
Industrial	So. Broad St.	Trenton	1
Industrial	Hamilton Ave.	Trenton	1
Industrial	Cass St.	Trenton	1
Industrial	Lalor St.	Trenton	1
Industrial	Mulberry St.	Trenton	1
Enterprise	New York Ave.	Trenton	1
M. M. & M. Co.	Beaver Dam Rd.	Grundy	2
Rocky Hill Running	U. S. Route 1	Kingston	1-4
No. 1 Running	Deep Run Rd.	3500 feet east of OB	—
No. 1 Running	Brown's Hill Rd.	East End	—
Storage	Trenton Rd.	Yardville	—
Yard	Private	2080 feet south of Princeton	1-6
Millstone Running	N. J. Route 27	6300 ft. west of County	1-2

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

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

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

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

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

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

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

Philadelphia Region

Track	Crossing	Location	Notes
Industrial	Grant Ave.	West of Northeast Airport	4
All Yard and Industrial	Gravers Road	Plymouth Meeting	3
Newtown Square	Garrett Road	Upper Darby	
Warehouse	Gates Street	Manayunk	
Storage	Righter Street	Spring Mill	
Siding	Synthane Corp. Road	Oaks	2
Synthane Corp. Storage	Synthane Corp. Road	Oaks	2
	Bridge Street	Spring City	
	Moser Road		
Lock Siding	Keim Street	Pottstown	
	Hanover Street		
	State Highway		
Hoppel Ind. and Storage	Route No. 83	West of Monocacy	1
Siding	State Street	Hamburg	
Station	York Haven Rd.	York Haven	2
	St. John's Church Road	First road crossing north of Mile Post 5	3
Yard	Railroad Ave.	First road crossing south of Mile Post 5	3
Industrial	All Streets	Mechanicsburg	
Dillsburg			
Secondary	U. S. Route 15	Dillsburg	
Industrial	Fayette St.	Shippensburg	
Greencastle Old Line	U. S. Route 11	South of Greencastle	
Industrial	John Street	Martinsburg	
Industrial	Route 672	Clearbrook	
Industrial	Wellstown Rd.	M. P. 113 north of Winchester	

NOTES:

- If lights are not flashing a member of crew must operate pushbutton located in box marked "PB" adjacent to crossing, hold it pushed, prior to and during movements and observe that crossing lights are operating properly. When movement is completed, the box must be closed and locked.
- Trains and engines using this track must stop before crossing highway and assure themselves that the automatic crossing protection is working. If Automatic Highway Crossing Protection fails to function properly a member of the crew must provide proper protection to highway traffic.
- Track circuits which operate automatic highway crossing protection extend a distance of seventy (70) feet on each side of the crossings. Trains and engines must stop on track circuit but clear of crossing and allow flashing light signals to operate a minimum of twenty (20) seconds before proceeding over the crossings. If automatic highway crossing protection is not operating a member of the crew must protect each movement over the crossing.
- Trains and engines must stop clear of crossing and a member of the crew must operate automatic highway crossing protection from signal control boxes located on each one of the flashing light signal masts. He will insert switch key in the slot, turn key clockwise and hold pressure on key which will cause flashing light signals to operate until pressure is released on the switch key. Flashing light signals must be operated a minimum of 20 seconds before proceeding over or blocking the crossing and they may be operated from either control box. Flashing light signals must be operated continuously while any part of train or engine is obstructing crossing. In the event flashing light signals are not operating, a member of the crew must protect the crossing in advance of each movement over the crossing.
- Track circuits which operate Automatic Highway Crossing Protection extend a distance of 100 feet on each side of the crossing. Trains and engines must stop on track circuit but clear of the crossing and allow flashing light signals to operate a minimum of 20 seconds before proceeding over the crossing. In the event Flashing Light Signals are not operating, push buttons mounted on flashing light signal masts must be used to start and stop flashing light signals. If flashing light signals are not operating and push buttons fail to operate flashing light signals, a member of the crew must protect the crossing in advance of each movement over the crossing.

Chesapeake Region

Location	Crossing	Note
Main Line: Newark, Del.	S. Chapel St.	
Northern Central Branch: Lutherville	Seminary Ave. Church Lane	
Texas	Beaver Dam Road	1
Cockeysville	Manor Road	
Monkton	Main Street	2
New Freedom		

Chesapeake Region (Continued)

Location	Crossing	Note
New Freedom Glen Rock York	High & Franklin Streets Valley, Water & Main Sta. W. Philadelphia St., W. Princess St., Kings Mill Rd., Grantley Rd., W. King St., W. Market St.	
North Queen St.	Grantley Industrial Track	9
North Queen St.	M.&P. Interchange Track	
North George St.	Grantley Industrial Track	10
North George St.	Shed Track	
North St.	Grantley Industrial Track	11
North St.	Shed Track	
North Beaver St.	Grantley Industrial Track	12
North Beaver St.	Shed Track	
Mt. Wolf	Maple Street	
Delmarva Branch:		
Porter	County Road 383	
Middletown	Main Street	
Clayton	Jimtown Road	
Dover	Division, Forest, & North Streets	
Wyoming	North, Front, Third, Broad, & Camden Streets, Wyoming Ave.	
Harrington	Center, Liberty & Clark Streets	
Seaford	County Road 543	3
S. of Seaford	River Road	
Laurel	Sixth St., Eighth & Tenth Streets	3
	Seventh Street	4
	Market St.	5
Delmar	State & Chestnut Streets, State Rd.	
Salisbury	Bateman & Naylor Streets, College Ave., Kendall St.	
	Academy, Antiock & Hampden Sts.	
Princess Anne		
Pocomoke Secondary Track:		
Pocomoke	Clark & Second Sts.	
Parkley	Adelaide & Bennett Streets	
Onley	Route 179	
Exmore	Route 183	
Capes Track:		
End of Block	State Route 636	
Cheriton	State Route 639	3
Bayview	State Route 186	3
S. of Bayview	U. S. Route 13	3
N. of C. Charles	Fertilizer Road	3
D.M.&V. Secondary Track:		
Harrington	U. S. Route 13	6
Milford	Lake Ave.	
Dagsboro	Main Street	7
Frankford	Main Street	7
Cambridge Secondary Track:		
Seaford	DuPont	7
Oxford Secondary Track:		
Queen Anne	State Route 309	8
Denton Running Track:		
Willoughby	Route 404	
Hillsboro	Route 404	
Chester & Philadelphia:		
Eddystone	Market Street	3
Yark Track:		
Eddystone	Philadelphia Electric	3
Linwood Yard Track:		
Marcus Hook	U. S. Route 13	
Sparrows Point Spur		
Baltimore	Bletzer & Fisher Roads	

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.

- Operating circuits extend about 800 feet east and about 60 feet west from crossing.
- Crew must know that automatic protection has operated for 15 seconds before movement is made over crossing.
- Operating circuits extend about 660 feet from crossing.
- Operating circuits extend about 1000 feet north and about 1150 feet south from crossing.
- Operating circuits extend about 709 feet south from crossing.
- Operating circuits extend about 1300 feet south of crossing.
- Push buttons provide manual operation of automatic protection when necessary.
- Operating circuits extend about 335 feet west and about 660 feet east of crossing.
- Operating circuit extends 570 feet east and 1130 feet west of crossing.
- Operating circuit extends 660 feet east and 570 feet west of crossing.
- Operating circuit extends 460 feet east and 525 feet west of crossing.
- Operating circuit extends 350 feet east and 645 feet west of crossing.

Interrupting Operation of Automatic Highway Crossing Protection Manually

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

Philadelphia Region

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	Hamburg	5
	Pine Street		
Columbia Branch No. 2 and Ind.	Washington Street	Pottsville	1
	State Street	Mountville	1
Penna. Power & Light (Brunner Is- land Station)	Manor Street	York Haven Line	4
	State Highway	2900 feet west M. P. 67	
Industrial	York Haven Rd.	York Haven	2
Industrial	Prince Street	Shippensburg	2
Greencastle	U. S. Route 11	South of Greencastle	1
Old Line			
Industrial	John Street	Martinsburg	2
Industrial	Route 672	Clearbrook	2
Industrial	Wellstown Rd.	M. P. 113 north of Winchester	2

NOTES:

- Before switching movements are made to or from yard tracks, push-button must be operated to insure full protection to highway traffic.
- 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.
- See instructions posted in telephone box.
- Engines and cars must stop before fouling grade crossing, crew member must operate push-button marked stop 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.
- Hand-operated switch in circuit controller boxes.

Chesapeake Region

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

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.

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

New York Region

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	Bridges St.	Lambertville
Belvidere Delaware Branch	Upper Ferry Rd.	WB
Belvidere Delaware Branch	Main St.	Milford
Belvidere Delaware Branch	N. J. Power & Light Co.	HD
Jamesburg Branch	New Brunswick Turnpike	Dayton
Jamesburg Branch	Friendship Rd.	Dayton
Amboy Secondary	John St.	Helmetta

Philadelphia Region

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

Chesapeake Region

Location	Crossing	Track	Notes
Main Line:			
Davis	S. Chapel Street	No. 2 & No. 3	1
Iron Hill	Iron Hill Road	No. 2	1
Perryman	Michaelsville & Bush	No. 4	2
	River Neck Roads	No. 1 & No. 3	3
River	Patapsco Avenue		
Northern			
Central Br.:			
Woodberry	Union Avenue	Main	4
Lutherville	Seminary Avenue	Main	5
Timonium	Timonium Road	Main	6
Texas	Church Lane	Main	7
Cookeysville	Beaver Dam Road	Main & Siding	8
White Hall	Parkers & McCulloughs		
	Roads	Main	9
New Freedom	Franklin	Main	5
	High & Main Streets	Main	10
Glen Rock	Valley, Main & Water		
	Streets	Main	
York	Grantley & Kings Mill	Main & Grantley	11
	Rds., W. Princess. W.	Industrial	
	King. W. Phila. & W.		
	Market Streets	Main	27
	North George St.	Grantley Industrial	27
	North George St.	Main	
	North St.	Grantley Industrial	
	North St.	Main	28
	North Beaver St.	Grantley Industrial	
	North Beaver St.		
Octoraro			
Secondary:			
Avondale	Rt. 41 & State Street	Main	13
Frederick			
Secondary:			
West York	W. Market Street	Main 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	Main & Siding	18
	Streets		
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.	Poe. 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:			
Federalburg	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 Look Joint Pipe Co. track is reversed. Cars must not be left standing between Bush River Neck Road and signal 695.

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

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

NOTE 5—Cars must not be left standing between crossing and insulated joints 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.

NOTE 27—Eastward trains making station stop should, when practical, stop engine before reaching insulated joints located 70 feet west of North George Street.

NOTE 28—Cars must not be left standing between crossing and insulated joints 350 feet east of crossing unless switch leading to Keystone Color Works is reversed.

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
Shippensburg	King Street Fayette Street
Greencastle Old Line) South of Greencastle)	Route 11
Martinsburg	John Street
Fayetteville	Route 30
East Fayetteville	Route 997
Waynesboro	Price's Crossing
South of Bunker Hill	Route 11
Clearbrook	Route 11
Winchester	Fairmount Ave.

Protection for Public Highway Crossings at Grade

1103-B1. (Phila. and Chesapeake Regs.). 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
Lancaster Yard	Princes and Walnut Sts.	Lancaster	12.00 Mid. to 3.30 P.M. 11.30 P.M. to 12.00 Mid. 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 3300 feet west of Waldo, Newark Avenue, Jersey City (Marion Interchange). Trains and engines must stop before passing over highway crossing unless it is known crossing gates are lowered, or when gates are out of order, proceed on hand signal from crossing watchman.

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

New York Region

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
Center Street Running Track	First St., Second St. and First and Essex Streets.	Harrison
Hunter—18th Ave.	All street crossings not protected by crossing watchman	Newark
Industrial Spur Track	Lower Road to Rahway	Linden
Fertl-Soil Co. Track	New Brunswick Ave.	Rahway
Industrial Siding	Greene St., Polion St., Main St., Factory Lane (Berry's Crossing)	Woodbridge
Hampton Cutter	Amboy Avenue	Genasco
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

Track	Crossing	Location
Rocky 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
	New Brunswick Turnpike	Dayton
	Friendship Road	
Robbinsville Secondary	Edinburg Road	Windsor
Wye	Park Street	Bordentown
Farmer's Cooperative	Southard Avenue	Farmingdale
Asen., Track		
Freehold Secondary	Gatzmer Ave., Church St.	Jamesburg
Freehold Secondary	Bowne Ave., Monmouth Ave., Broad St., Hudson St.	Freehold
Freehold Secondary	Main St., Broad St.	Manasquan

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

Philadelphia Region

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

Track	Crossing	Location	Notes
Commeroe St.	All public crossings		
Westmoreland St.	All public crossings		
K & T	All public crossings (Aramingo Ave., at Tioga St.)		3
Frankford Street	Aramingo Ave., between Castor Ave., and Butler St.;		3
	At Roxborough St.		3
	At Church St.		3
	At Orthodox St.	Philadelphia	3
	Margaret St.		
	Bermuda St.		
	Butler St.		
	Wheatsharf Lane		
	State Road		1
Frankford Arsenal			
Taony	All public crossings (State Road. See Note 1)		
Bleigh Street	All public crossings (State Road. See Note 1)		
Bustleton	All public crossings	Philadelphia	
Grays Ferry Avenue	West of 30th Street		3
	West of 35th Street		3
Industrial	Grays Ferry Ave. and 34th Street		3
Grays Ferry Yard	49th Street crossings		3
60th Street	All public crossings		1
Washington Avenue	All public crossings between 24th Street and Delaware Avenue		2-4
(All Tracks)			2-4
Girard Point	Magasine Lane		
Swanson Street	All public crossings		
Delaware Ave.	All public crossings		

Track	Crossing	Location	Notes
West Chester Branch:			
Newtown Square	Pembroke Avenue Pembroke Yard State Road Cedar Lane Township Line Rd. West Chester Pike Eagle Road	Pembroke Pembroke Arlington Arlington North of Llanerch Llanerch Grassland Delaware Co., Pa. Lenni	3
Cardington Naught and Yard	All public crossings Lenni Station Road		
Farm Main	Market Street Biddle Street Worthington Street Union Street	West Chester	4 8
Schuylkill Branch:			
Freight House	Wright Street	Manayunk	
Main	Ford Street	Norristown	
Norris	Conshohocken Highway	Earnest	4
Freight House	Mill Street	Norristown	1
Schuylkill Secondary:			
Devault Running	Bridge and Pothouse Roads	Wilmer	
Devault Running	Charlestown Keim Street	Pottstown	5
Yard	Washington Street		
Look Siding			
Pottstown Metal Products Co.	Grosstown Road		4
East Reading		Reading	
North Reading, Carpenter Steel and Team	Pump House Road Exeter Street and all Carpenter Steel Company Pedestrian Crossings		
North Reading and Carpenter Steel	Bern Street		
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	
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			
Siding	U.S. Route No. 122	Shoemakersville	4
Siding, Coal and Warehouse	Grand Street 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	South of Main track switch	Swedeland	
Industrial	Church Road	Henderson	
Columbia	Union and Perry Sts. (shifting movements)	Columbia	
Industrial	Fridy Street	Mountville	
	Lancaster Avenue	E. Downingtown	
	Washington Ave.		
	To Reading Co. Station		
	Creek Road		
	Ludwig Road		
New Holland Secondary	Routes 122 and 322	5th grade crossing West Downs Honey Brook New Holland	
	Custer Avenue		
	Railroad Avenue		
	Brimmer Avenue		
	Newport Road		
	Route 41	West of Leola Chatham	
Pomeroy Secondary	All within City Limits Route 222	Lancaster South of Lancaster	

Track	Crossing	Location	Notes
Quarryville Secondary	All	Between New Providence and West Willow (Seners Road) both inclusive	
Lebanon Secondary	State Street All within City Limits except South 8th St. Township Highway—	Quarryville Lebanon	6
Industrial	Potts track Route 11—Wolf track Leitersburg Street Church Street Walnut Street King Street	Mechanicsburg Chambersburg Greencastle Hagerstown	
All Yard J. W. Myers Winchester Secondary	Route 672	Martinsburg	
Lead to W. S. Frey Co. Tracks Industrial Dillsburg Secondary	Amherst and Water St. All	Winchester Between Dillsburg Jct. and Dillsburg, both inclusive	7
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, engineer, or his representative, must go to signal control box on traffic light post, located at southeast 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 P.R.R., 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, engineer, or his representative must go to one of the signal control boxes located on each side of the crossing, insert switch key in the slot, turn key clockwise and hold pressure on key; this will cause traffic light signals to indicate RED for highway traffic until pressure is released on switch key. Highway traffic signals must remain RED for highway traffic while any part of train or engine is obstructing crossing.

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

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

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.

NOTE 7.—Track circuits which operate Flashing Light Signals extend a distance of 100 feet on each side of the crossing.

Trains and engines must stop on track circuit but clear of crossing and allow flashing light signals to operate a minimum of 20 seconds before proceeding over the crossing.

In the event Flashing Light Signals are not operating, push buttons mounted on flashing light signal masts must be used to start and stop flashing light signals.

If Flashing Light Signals are not operating and push buttons fail to operate the flashing light signals, a member of the crew must protect the crossing in advance of each movement over the crossing.

NOTE 8.—Before switching movements are made, a member of the crew must protect the crossing.

Chesapeake Region

Track	Crossing	Location	Note
Exchange 1, 2 3, & 4 Lead to Team Track	Clark Street Second Street	Pocomoke Pocomoke	
Ocean City Oxford Secondary Oxford Secondary	U. S. Route 113 Smyrna Avenue Route 454 Brookletts Avenue	Berlin Clayton Marydel Easton	4 1 4
Wheatley, Inc. East Coast Sdg. East Coal Bins Centreville Secondary Chestertown Secondary Crisfield Sec. Cambridge Sec. Cambridge	Main Street, State Rt. 6 North Street Route 291 Routes 302 & 313 High & Queen Streets Route 213 Route 357 Main Street Washington Street Maryland Avenue	Clayton Dover Millington Barclay Chestertown Kennedyville Marion Hurlock Cambridge	
Side Rehoboth	Route 14 Route 18 Kings Highway Route 5 State Road No. 392 Route No. 313 Bloomingdale	Nassau Lewes Lewes Milton Hurlock Denton 12,480 ft. East of Queenstown	3
Dela. Power & Light Co. West No. 1 & 2 Terminal Warehouse Mardela	Route 331 Naylor Street	Millboro Salisbury	2
Willard	Nth Division St. West Main Street Route 13 Isabella St. Chestnut Street Truitt Street Route 50 Route 50	Salisbury 4.3 Miles East of Salisbury 8.2 Miles East of Salisbury Newark Center	
Industrial Trk. Davis Wye Industrial	Delaware Avenue Cleveland Avenue St. Chapel Street 16th, V and 31st Sts., N.E., Adams Pl., N.E. Virginia Ave. S.E.	Newark Washington	
U.S. Capitol Power Plant Industrial Octoraro Secondary	Concord Road Prospect and Guernsey Avenue Hodgson Road Route 202 Elkdale Road Chase & Hodgson Sts. Route 131	Concordville West Grove Elkview Brandywine Summit Lincoln University Oxford 3000 ft. South of Mile Post 50 Mile Post 51 3000 ft. South of Mile Post 54 Rising Sun	3
Public Delivery Octoraro Secondary	Dunlap Road Route 131 Ward's Road & Queen Street Browns Road Front Street Memory Lane	York York York Hanover 732 ft. South of Mile Post 37 Frederick	3
Crane P.A. & S. Small Co. Smyser Royer Co. Frederick Secondary	North Queen St. North George St. North St. Ridge Ave., Center, Carlisle & High Sts. State Highway Route 194 Patrick, E. Church, E. Second, E. Third & E. Fourth Streets Ninth Street	York York York Hanover 732 ft. South of Mile Post 37 Frederick	8 8 6
Chester Creek Secondary Minnick- Perryville Valley	Post Road All Highway Crossings	Chester Perryville Between Thurlow and Lamokin Essington	
Chester and Philadelphia	Wanamaker Ave. & Island Road Morton Avenue Second, Third & Tilghman Streets Flower Street	Chester Chester	
Lamokin Run South Chester		Chester Chester	

Track	Crossing	Location	Notes
N. & D. C. N. & D. C. Secondary	U. S. 13 Chestnut Road	Corbit 4938 ft. South of Davis	5
Brandywine	U. S. 40 Claymont St. Gov. Printz Blvd., Jessup, Market & VanBuren Streets	Glasgow Wilmington	5
Industrial	Main & Chapel Sts. All Highway Crossings	Newark Center Elkton	
Bear Creek President St. Catonsville	Newkirk Street Boston & Clinton Sts. Beechfield Ave., 150 ft. West of Shady Nook Lane	Canton Baltimore Catonsville	2
United Clay Products Co. New Castle Sec. South Wye	Baltimore-Washington Expressway Christiana Avenue Route 381	1220 ft. South of main track switch Wilmington Brandywine	3 7
Balto Gas and Electric Co. Clayton Ind. Dev. Corp.	Carroll Island Road Bassett Street	Carroll Island Clayton	

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 Patriok 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 Patriok Street.

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

NOTE 8—Push buttons located in box on mast at crossing for manual control of the automatic crossing protection of adjacent tracks. This control to be used to assist in protecting movement and prevent southward highway travel from stopping on main and other tracks during the movement. Instructions posted in push button box.

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

1103-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, all trains and engines between Jamesburg and end of block must approach all highway crossings protected by automatic flashing lights or bell prepared to stop, unless it is known automatic crossing protection is operating.

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
West leg of Wye, west of Millham	West leg of Wye	Eastward Running Track	West leg of Wye
West leg of Wye, west of Millham	West leg of Wye	No. 5 Track	On No. 5 Track
Millham	No. 5 Track	Industrial Track (former Trenton Eng. House)	No. 5 Track
Jamesburg	Hightstown Secondary Track	Amboy Secondary Track	On Amboy Secondary Track
Jamesburg	Freehold Secondary Track	Amboy Secondary Track	On Amboy Secondary Track

Philadelphia Region

Location	Connecting	With	Normal Position is for Movements
Shore Interlocking	G.E. Track	No. 5 Track	Through on No. 5 Track
Penna. Coach Yard	Car Washing Track	Run Down and No. 37 Track	Through on Car Washing Track
Powelton Ave. Yard (East End)	No. 3 Yard Track	No. 4 M Main Track	Through on Connecting Track and No. 3 Track
1110 feet west 52nd St. Psgr. 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

Philadelphia Region (Continued)

Location	Connecting	With	Normal Position is for Movements
Shore Interlocking	G.E. Track	No. 5 Track	Through on No. 5 Track
	Eastward Running Track	Other Yard Tracks	Through on Eastward Running Track
Harrisburg Yard *GI-8	Westward Running Track	Ramp and Westbound Receiving Yard	To Ramp and Westbound Receiving Yard
	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

Location	Connecting	With	Normal Position is for Movements
Calvert	Ladder Switches	No. 2 Track	No. 2 Track
Mass	Chestertown Secondary Track	Centreville Secondary Track	To Centreville Secondary Track
Queen Anne Junction on Denton track	Track leading to Oxford Secondary Track	Denton track	To track leading to Oxford Secondary Track
River	Secondary Track No. 1	Sparrows Point Spur Track	Secondary Track No. 1

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-B2. (New York and Phila. Regs.). Switch Tenders are Stationed at and have Charge of Yard Switches as Indicated

Location	Switches	Note
Harsimus Cove	Brunswick Street	5
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	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).	

New York and Phila. Regions (Continued)

Location	Switches	Note
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 switchtenders.

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.

NOTE 5.—On duty 3.59 P.M. to 11.59 P.M., daily.

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

Eastward movement on No. 4 Running track must approach this switch prepared to stop and must stop clear of the switch unless it is set in position for the movement to proceed. If not set for the movement, the switch must be placed in proper position by hand.

1104-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
3400 feet west of Lincoln	Switch in No. 0 Track leading to Wye Track	Lincoln	1
4100 feet west of Lincoln	Switch in No. 0 Track leading to No. 5 and No. 6 Yard Tracks	Lincoln	1
7470 feet west of Lincoln	Switch in No. 0 Track leading to No. 5 and No. 6 Yard Tracks	Lincoln	1
8843 feet west of Lincoln	Switch in No. 0 Track leading to U. S. Envelope Co. Siding	Lincoln	1
3000 feet west of Waldo	Switch in No. 2 P & H Branch leading to Marion Yard	Waldo	1
900 feet east of CY	Switch in No. 1 Track, Greenville Branch, leading to New Garden Yard	CY	1
1768 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
D.R.R.R. & B. Co. Branch Frankford Jct.	Crossover between No. 2 and No. 1 tracks	Shore
38th St. Phila.	Hall & Smedley	
Westward from 42nd St. Overhead Bridge, Phila.	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

(Continued)

Philadelphia Region (Continued)

Location	Switch	Controlled By
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 Philadelphia, South of 71st St. Overhead Bridge Darby, North of	General Electric Co. Keystone Coal Co. Woolford Co.	Brill
Chestnut Hill Branch: North Phila. Interlocking	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	Neat
King	No. 1 track to No. 2 track	
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
Columbia Branch Billmyer	Crossover between main track and siding. Main track to J. E. Baker Co. track	Cola
Cumberland Valley Branch: Lemoine	East leg of Wye to Little Yard	
Camp	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	Lemo
Hagerstown	Main Track to Iron Works track	Town

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

Chesapeake Region

Location	Switch	Controlled By
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
Jct. No. 4 Trk. Frederick Rd.	Catonville 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
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	U. S. Capitol Power Plant (Electric locks on switch and on derail)	Virginia
Mt. Vernon	Main Track to B.&P. Yard	B.&P. Jct.
Mt. Vernon	Main Track to Mt. Vernon Running Track	B.&P. Jct.
York	Crossover between Main Track and Grantley Industrial Track	York
York	Farquhar Industrial Track	York
York	Crossovers between Main Track and York 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
2300 feet west of Dayton, Jamesburg Br.	Facing switch for westward movement in Main Track leading to International Business Machine Company track	1
4080 feet west of Dayton, Jamesburg Br.	Facing switch for eastward movement in Main Track leading to International Business Machine Company track	1

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

Philadelphia Region

Location	Switch	Note
Dale	No. 2 track to Phoenixville track	Knife switch and instructions posted in box
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	
Columbia Branch Between Roy and State	Hand-operated switch, 530 feet east of MP-99, leading to west end Highspire yard	1
	Hand-operated switch, 350 feet west of MP-97, leading to east end Highspire yard	
	Hand-operated switch, 2350 feet west of MP-99, leading to east end Steelton yard	
	Hand-operated switch, 150 feet east of fixed signal 962, leading to Middletown Siding	
1375 feet east of Allen Lane Passenger Station	Center thrown locking device on crossover between No. 1 and No. 2 tracks	

Philadelphia Region (Continued)

Location	Switch	Note
1535 feet east of Allen Lane Passenger Station	Facing hand-operated switch in No. 1 track leading to Fort Washington running track	
Between Secane and Morton	Facing hand-operated switch, No. 2 track leading to Lansdowne Iron and Steel Company	
Between Clifton-Aldan and Primos	Facing hand-operated switch, No. 1 track leading to J. W. Jones Coal Company track	
Between Arsenal and Penrose	Center thrown locking device between facing hand-operated switch in No. 2 track 2090 feet west of Penrose and hand-operated split deraul on east end No. 3 track Hand-operated switch in No. 2 track, 1100 feet west Penrose Interlocking, leading to U. S. Quartermaster track Hand-operated switch in No. 2 track, 2500 feet east of East End Arsenal Movable Bridge, leading to No. 3 yard track	
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	1

NOTES:

- (1) Referring to Rule 502, the switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper it will be necessary for a period of approximately five (5) minutes and thirty (30) seconds to elapse before electric lock can be released. After electric lock releases step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.

Chesapeake Region

Location	Switch	Note
Lane	No. 2 Track to Fibre Processing Co. Track	1
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.

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

New York Region (Continued)

Location	Normal Position	Route for Which Sprung	Note
Karny—2395 feet east of P. & H. Branch overhead bridge on west end of east cross-over 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	
York—1540 feet south of York Passenger Station	Frederick Secondary Track	Southward movement from Shed Track to Frederick Secondary Track	
York—1165 feet south of York Passenger Station	Grantley Industrial Track	Northward movement from Frederick Secondary Track to Grantley Industrial Track	

Chestnut Hill

1105-B1. (Phila. 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.

Track Assignments

1151-A1. Single Track (All Regions)

New York Region

Track	Between	And
Princeton Branch	Nassau	Princeton
Jamesburg Branch	JG	Midway
Belvidere Delaware Branch	MG	G
Bordentown Branch	Fair	Region Post Atlantic District

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	Shocks	State
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

Track	Between	And
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 Pgr.	East'd Pgr.	West'd Pgr.	East'd Pgr.		
A and Hudson				West'd	East'd		
Hudson and Hunter		West'd Pgr.	West'd Pgr.	East'd Pgr.	East'd Pgr.		
Hunter and Elmora		West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Elmora and Union	West'd Pgr.	West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		East'd Pgr.
Edison and Lincoln						East'd Frt.	
Union and Region Post (Phila. Region)		West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Jersey City Branch Between: Waldo and Hudson				West'd Pgr.	East'd Pgr.		
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		

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

Main Line Between:	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

Philadelphia Region

Branches: Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
D. R. R. & B. Co. Shore and Jersey.....			Westward Passenger	Eastward Passenger
Chestnut Hill North Phila. and West End of Chestnut Hill Interlocking.....			Westward Passenger	Eastward Passenger
Suburban Line Zoo Int. 44th St. to 34th St.....	Westward Passenger		Eastward Freight	Eastward Passenger
34th St. OH. Br. and conn. with No. 1 and No. 4 River Line Via 36th St. tunnel.....		Westward Passenger	Eastward Passenger	
Zoo (34th St.) and Broad.....	Westward Passenger	Westward Passenger	Eastward Passenger	Eastward Passenger
Broad (30th St. Station) Upper Level and Arsenal 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 Branch Valley and a point 2815 feet west M.P. 8.....			Westward Freight	Eastward Freight
A point 2815 feet west M.P. 8 and Haws Ave.....				Eastward Freight
A point 2925 feet west M.P. 12 and Haws Ave.....			Westward Freight	
Trenton Region Post (New York Region) and Dale.....			Westward Freight	Eastward Freight
Philadelphia and Thorndale Dale and Thorn.....			Westward Freight	Eastward Freight
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
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, 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

Main Line Between:	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	
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. (New York and Chesapeake Regs.). Secondary
Tracks of Assigned Direction

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	1
Loop Track No. 2	F	R	Eastward	R	1
Sub Track No. 1	Q	F	Westward	Q	2
Sub Track No. 2	Q	F	Westward	Q	2
Sub Track No. 3	Q	F	Westward	Q	2
Sub Track No. 4	Q	F	Westward	Q	2
Center St. Track	Hudson	Karny	Eastward	Hudson	3
Engine Track	Hudson	Karny	Eastward	Hudson	3
No. 0 Track	Hudson	Karny	Eastward	Hudson	3
Track A	WA-6	WA-3	Eastward	WA-6	4
No. 0 Track	Union	Stiles St.	Eastward	Union	4
No. 1 Bel-Del	Fair	MG	Northward	MG	5
No. 2 Bel-Del	MG	Fair	Southward	MG	5

Notes

- Signal indication will be permission for westward movements.
- Eastward movements made on signal indication at F, 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;	1
Shellpot No. 2	Bell	Bridge	Southward	Edge Moor Yard Master; Northb'd Hump;	1
New Castle	Bridge	Tasker	Southward	Edge Moor	2
Third	Bank	Ward	Northward	Bank	3
No. 4	Virginia	Four- teenth St.	Southward	Virginia	4
No. 1	Four- teenth 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-D1. (All Regions). Secondary Tracks of No Assigned Direction
New York Region

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

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

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

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

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

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

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

NOTE 6.—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 7.—In the application of Rule 361, crews of westward trains or engines, enroute to a point west of Midway, must report clear at GO, unless otherwise instructed. If instructed not to report clear at GO and stop signal is displayed at Midway or train stops at any point between GO and Midway, crew must immediately report train clear of GO to Operator SA.

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

Philadelphia Region

Track	Between	And	Controlled by	Note
Schuylkill (W)	Haws Ave. Downs	Laurel Jct. End of track 3100 feet west M.P. 7	Norris	1
New Holland (W)	End of track 2640 feet east M.P. 18	Cork	Thorn	4
Pomeroy (S)	Pomeroy	End of track	Cork	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	Junction	Lemo	4
Waynesboro (S)	Wood	End of track	Pennroad	4
Mercersburg (W)	South Penn Junction	End of track	Pennroad	4
Winchester (S)	Town	Winchester	Hager	1-3
Cumbo (S)	Connection with Winchester Secondary Track	Cumbo Yard	Hager	2-4-5

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

NOTES:

- Authority for the movement of passenger extras must be in writing.
- Trains entering Security Lime Company track must report clear. The arrival of southward movements at Cumbo must be reported promptly to operator Hager.
- Fixed signal indication in lieu of verbal permission will be used at Hager.
- Rule 110 applies.
- Rule 99 will apply between Conn., with Winchester Secondary track and spring switch leading to No. 1 pullout track.

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
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)	Anacostia	Landover	Yd. Master, Benning	6
No. 4 (S)	Deanwood	Anacostia	Yd. Master, 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
Otoraro (S)	Wawa	Colora	Lamokin	8
Otoraro (S)	End of Track Mile Post 64	Rock	Lamokin	8
York (S)	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 Jot.	Union Jot.	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 0 track at Landlith is authority to operate to north end of this track.

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

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

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

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

NOTE 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. Employes in Charge of Sidings of Assigned Direction
(All Regions)**

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

Siding must not be used without permission from designated employe.
NOTE 1—Fixed signal will be used in lieu of verbal permission.

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

Siding	Employe in charge	Note
Oaks, Spring City, Lock, Shoemakerville, Hamburg	Norris	1
Dale	Thorn	
Shocks	Cola	1
Cly	Cly	1
Carlisle	Lemo	1
Spring	Pennroad	
Pennroad	Pennroad	1
Greencastle	Town	1
Hager	Hager	
Pot	Hager	1
Middletown	State	1
Rockville	Rockville	1

Sidings listed will not be used without permission from designated employe.
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	Caln	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	2-4-5
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

Philadelphia Region (Continued)

Track	From	To	Assigned Direction	Controlled by	Note
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	1-5
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	1-5
A	Banks	111-B	Eastward	Asst. Yard Master E. B. Hump	1-5

NOTES:

- (1) A fixed signal, or a hand signal from a switch tender routing to a running track will convey authority to move on that track.
- (2) Westward movements made on signal indication at Day must stop east of hand-operated switches connecting F, H and K Running tracks with Running track G at ramp opposite westbound hump yard office and must not move west of these switches without permission from Day. Permission must be obtained from Day to use this track at any point between Day and connection with No. 4 Running track, east end Marysville.
- (3) Movements must be made prepared to stop short of stored cars.
- (4) Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employes in charge at these locations will report movement when it is clear.
- (5) Rule 99 will apply.

1151-G1. (All Regions) Running Tracks of No Assigned Direction

New York Region

Track	Between	And	Controlled By	Note
Nos. 5-6-8-9-10	At Hudson		Operator Hudson	1
Center Street	Hudson	Center Street	Operator Hudson	1
No. 5 (W)	Hunter	Movable Bridge Lane	Operator Hunter	1
Naught (W)	Elmora	Linden Park Yard	Operator Elmora	1
Arsenal (N)	Lincoln	Raritan Arsenal	Operator Lincoln	1
No. 5 (W)	Baldwin St. Yard	County	Operator County	1
Millstone (W)	County	East Millstone	Operator County	1
Rocky Hill (W)	Midway	Rocky Hill	Operator Midway	1
Eastward (W)	Millham	East End of Coalport Yard	Operator Millham	1
Westward (W)	Old Cabin E	East End of Coalport Yard	Operator Millham	1
Engine (W)	Hudson St. Conn.	East End of Coalport Yard	Yard Master Har. Cove	1
No. 1 (W)	Connection to Engine Track	West End Waldo Ave. Yard	Yard Master Har. Cove	1
Running (W)	West End Waldo Ave. Yard	Waldo	Operator Waldo	1
No. 6 Elevation (E)	Waldo Ave. Yard	Henderson Street	Yard Master Har. Cove	1
Westward (W)	Brunswick Street	Harsimus Cove	Yard Master Har. Cove	1-2
Susquehanna (E)	Harsimus Cove	Waldo	Operator Waldo	1
Morris (W)	Hack	Eastward Main, NYS & WRR	Yard Master Meadows	1
Morris (W)	Crossover 100 feet east of east end of cabin track	Karny	Operator Karny	1

New York Region (Continued)

Track	Between	And	Controlled By	Note
Modoo (E)	Karny	Connection with Naught Track	Operator Karny	1
No. 7 Old Receiving Yard—Meadows (E)	Karny	No. 1 Office Meadows	Yard Master Meadows	1
Old Eastward New York (E)	WA-5	WA-2	Yard Master WA-5	1
Bay Line R.R. Speedway (W)	WA-5	WA-6	Yard Master WA-4	1
Naught (W)	WA-5	WA-6	Yard Master WA-5	1
Running 1 (W)	WA-5	WA-6	Yard Master WA-4	1
No. 3—New Garden (E)	CY	Bay	Yard Master Greenville	1
Float Running No. 1—Greenville (E)	Greenville Yard Bay	Connection No. 11 Track Departure Yard Greenville	Yard Master Greenville	1
Departure Yard Lead	Greenville Yard		Yard Master Greenville	1
Southwest Lead WC-Perth	Greenville Yard		Yard Master Greenville	1
Amboy (W)	WC	Perth Amboy	Operator WC	1
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	Yard Office	Yard Master South Amboy	1
No. 1 Running (E)	OB	East End	Operator SA	1
No. 2 Running (W)	CQ	Deep Cut	Operator SA	1
Running (W)	Coalport	Hamilton Avenue	Operator MG	1
Naught (E)	Coalport	East Trenton	Yard Master Coalport	1
Flemington (N)	Lambertville	Flemington	Operator MG	1
Lead (S)	Phillipsburg Yard	Lead Switch Kent	Yard Master Phillipsburg	1
No. 7 Upper Yard Phillipsburg (N)	No. 1 Switch Cabin	No. 3 Switch Cabin	Yard Master Phillipsburg	1
Old Main (N)	Kent	Switch 6 Phillipsburg	Yard Master Phillipsburg	1
No. 1 Lower Yard Phillipsburg (N)	Kent	Yard Office	Yard Master Phillipsburg	1

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

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

Note 2—During the hours there is no Switchtender on duty at Brunswick Street, eastward trains and engines must stop clear of all switches at that point and call Yard Master at No. 10 Office for instructions. Eastward trains and engines using westward tuning 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.

Phila. Region

Track	Between	And	Controlled By	Note
Port Richmond (W).....	Conn. with Rdg. Co. at Belgrade Street	Conn. with D.R.R.R. & B. Co. Branch	Yardmaster Frankford Jet.	1
Belmont (N).....	Zoo (Connection West Phila. Elev. Branch)	Belmont (Reading Co.)	Train Director Zoo for Yardmaster 44th Street	1-5
Westward Jersey (W).....	Zoo (East-End Mantua)	44th Street		
Eastward Jersey (E).....	44th St.	Zoo (East End Mantua)		
Westward (W) ..	Zoo (Connection West Phila. Elev. Branch)	44th Street	Yardmaster 44th Street	1-5
Eastward (E).....	44th Street	Zoo (Connection West Phila. Elev. Branch)		

Phila. Region (Continued)

Track	Between	And	Controlled By	Note
Westward Belt (W).....	44th Street	52nd Street UG Bridge		
Eastward Belt (E).....	52nd Street UG Bridge	44th Street	Yardmaster 44th Street	1-5
No. 14 (E).....	Overbrook	52nd Street UG Bridge		
No. 15 (W).....	52nd Street UG Bridge	Overbrook		
No. 5 (River Line) (S).....	Penn Interlocking	Shifting track	Train Director	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)	A point 2000 feet south of Eagle Rd.		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)	Media	1
Station (S)..... (West Chester)	End of Block Sign	End of track		1-3
Frazer (E).....	Frazer	West Chester Market St.	Thorn	1
No. 1 Thorofare (E) ..	Stadium	Spring switch leading to B.&O.R.R.		1
No. 2 Thorofare (W)	Spring switch leading to B.&O.R.R.	Stadium	Stadium	1
Westward Engine (W).....	South Phila. Engine House	Stadium		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	2640 feet west of M.P. 18		1
Devault (W).....	Phoenixville	Devault	Norris	1
Minersville (W)	Ulmer	Lytle		1
Nescopeck (W) ..	Gum Run	End of track (17030 feet west of Gum Run)	Train Dispatcher Phila.	1

Philadelphia Region (Continued)

Track	Between	And	Controlled By	Note
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 Second- ary 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.

Note 5—Rule 99 will apply.

Chesapeake Region

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
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
Roeslyn (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	

Chesapeake Region (Continued)

Track	Between	And	Controlled By	Note
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.

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), enginemen receiving M.P. 261-C in duplicate from car-inspector after brake test has been completed in Sunnyside will deliver one copy to conductor at New York.

1154-A2. (New York 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 engine-house or train.

1154-A3. (New York Reg.) When moving D. C. or A. C. multiple unit cars, Enginemen 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 Engineman [Rule 16 (j)] for additional steam pressure and arrange to have Conductor notified, and latter must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, Conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(m) Rear trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train steam line clear of condensation.

(n) In absence of steam pressure at rear train steam pipe end valve, Rear trainman must promptly signal Engineman [Rule 16(j)] for increased steam pressure, advising Conductor at first opportunity.

Eastward Trains

(o) Steam pressure must be maintained in train steam line and fire not extinguished until passing Portal Interlocking Station, when main steam heat valve must be closed, fire extinguished and fire box scavenged of gases before entering North River Tunnel. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(p) Between East River portals and storage tracks, Sunnyside Yard, steam heat boilers must be put in service and maximum pressure turned back to train.

(r) Conductors must advise Train Dispatcher, New York, by wire from first convenient point, of failure to properly heat train and cause.

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.

Train Announcements—Station Announcements

1154-A11. (New York and Phila. Regs.) Trainmen approaching Newark must make the following announcements:

Eastward Uptown Trains—"Newark, change for Jersey City and Hudson Terminal."

Westward Trains—"Newark, change for (name advertised connecting stations)."

Westward P. A. T. H. R. R. Trains—"Newark, all change. Use ramps for Pennsylvania Trains."

Announcements must be made in each car before train departs from Suburban Station and between Suburban Station and 30th St. Sta., Phila., to enable passengers who have boarded wrong train to transfer.

The same announcements must be made on all trains between 30th St. Sta., Phila. and North Phila. station. Trainmen making these announcements must face passengers.

At stations where high train platforms are in service trainmen will in addition to the usual station announcements warn passengers to watch their step while leaving or entering train.

Station Stop Markers.

1154-A12. (All Regions) Where station stop markers are located, engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

On New York Region, MU station stop markers are designated by letter M except when located on ties.

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
STATION STOP MARKERS					
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.

In making station stop at Paoli, passenger trains (except MU trains) will be guided as follows:

Eastward—Stop with engine opposite numbered marker corresponding with number of cars in train except, No. 18 will stop with working cars just west of station building. These markers are located on station platform light standards adjacent to No. 1 track.

Westward—When car next to the engine is a working car, stop with front end of engine opposite Marker E (E designates Engine).

When there are cars between the engine and first working car, stop with front end of engine opposite marker corresponding to number of such cars.

These markers, D1, D2, D3, D4, D5 (D designates deadhead) are located along north side of No. 4 track. A second engine will be considered as a car.

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.

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.

Baggageman at Paoli will pick up lost articles from the Operator at Paoli each day and forward same to Lost and Found, 30th St. Station.

Passenger Cars—Interchange of—North Philadelphia

1154-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.

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. (All 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.

1154-A30. (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.

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. (Phila. Region) Except between Lemo and Winchester and on grades where Special Instructions govern the use of retaining valves, the following instructions, supplementary to the Brake and Train Air Signal 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 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. Brake pipe pressure on mineral freight trains must be 95 pounds between all points.

On all loaded or mineral freight trains of 60 or more cars the retainers on 25 percent of the cars will be placed in slow direct exhaust position starting at head end of train, at the time the Terminal Air Brake Test is made.

When engineman is notified as to the condition of the brakes, he must also be notified as to the number of retaining valves set up in slow direct exhaust position. 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.

Enginemen of eastward freight trains routed via Paoli will increase brake pipe pressure to 95 pounds after leaving Thorn.

When engines are equipped with pressure maintaining feature, engineman will use this method 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-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.

Brake and Train Air Signal Instructions

1155-A24. (All Regions) The following instructions, supplementary to the Brake Train Air Signal Instructions 99-D-1 in handling of 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.

Cars Placarded Explosives

1155-A25. (Phila. Reg.) Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

Explosives—Placarded Tank Cars

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 Jet., 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.

Braking Over Movable Bridges

1156-A4. (New York and Chesapeake Regs.) Dock—Trains hauled by electric or diesel engines: brakes may remain applied or be released on Dock movable bridge but no additional application of the brakes may be made while engine is on lift span, except in an emergency.

MU trains: the brakes may be applied or released on Dock Movable Bridge.

Brakes must not be applied while passing over the following movable bridges, except in case of emergency:

Seaford Laurel Cassatt Canal.

Caution should be exercised to avoid dropping sand while passing over these bridges.

1156-A5. (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. DC multiple unit cars.....	80 pounds
P. A. T. H. DC multiple unit cars (1200 series).....	110 pounds

1156-A6. (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.

1156-A7. (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 of Engineman. He must observe all signals affecting movement of the engine and accordingly give hand signals to Engineman.

Referring to Rule 4156-A

1156-A8. (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.

Forms—Preparation and Use of

1156-A9. (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-A10. (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.

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 Foloroft 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. (Phila. 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-C1. (All Regions) Maximum speeds, unless otherwise specified.

New York Region

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Harold and East River Tunnels	50	30	50	30	50	30	50	30		
Through East River Tunnels Except as follows: Trains hauled with electric engines between Signals 3E02 and 3E14 Trains hauled with electric engines Signal 3E04 to 6th Ave. Portal.	50	20	50	20	50	20	50	20		
	40		40							
8th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks									15	8
Signal Bridge 580 feet east of 10th Ave. Portal and 150 feet west of 10th Ave. Portal Westward Trains—all tracks Eastward Trains—all tracks									15	8
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									10	10
East end Delaware River Bridge and Region Post (Phila. Region)	80	50	75	50	75	50	80	50		

NOTE:

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-8 and Trans. Amer. Special symbol freight trains are authorized to operate at a maximum speed of 60 MPH:

Main Line—between signals 157-158 and Millham and between east end Delaware River Bridge and Region Post (Phila. Region).

Branches Between	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour						
Jersey City Branch						
Waldo and Signal Bridge 34-35			50	50	50	50
Signal Bridge 34-35 and Passaic Branch jumpover bridge at Karny			60	50	60	50
Passaic Branch jumpover bridge, Karny and 300 feet east of western limits of Hudson Inter- locking			60	25	60	25
Passaic and Harsimus Branch						
WA-3 and L.V.R.R. overhead bridge 750 ft. east of WA-5			10	10	10	10
L.V.R.R. overhead bridge 750 ft. east of WA-5 and Karny			30	30	30	30
Karny and west end of Hackensack Bridge			15	15	15	15
West end of Hackensack Bridge and Waldo			25	25	25	25
Greenville Branch						
WA-6 and Bay			30	30	30	30
P. A. & W. Branch						
Union and WC			65	30	65	30
Princeton Branch			35	30		
Bordentown Branch						
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
Trenton Branch						
Morris and Region Post (Phila. Region)			30	30	30	30
Jamesburg Branch						
Midway and JG	40	40				
Belvidere Delaware Branch						
MG and first overhead bridge north of MG (Calhoun St.)	20	20	20	20	20	20
First overhead bridge north of MG (Calhoun St.) and G	40	40				

Phila. Region

Main Line Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
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	50	40								
Eastward Station	50	40								
Westward Limits North Phila. Interlock- ing and Girard Ave. UG Br.			70	45	70	45	70	45	70	45
Girard Ave. UG Br. and Zoo Interlocking Station			30	20	30	20	30	20	30	20
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway Westward Track	35	35								
Eastward Track	30	20								
44th St. OH Br. and 52nd St.			50	30			50	20	50	20
52nd St. and 59th St. overhead bridge			70	45			50	20	50	20
59th St. overhead bridge and westward limits Overbrook Interlocking			70	45			50	20	65	20
Overbrook westward interlocking limits and Paoli eastward interlocking limits			70	50	70	50	70	50	70	50
Through Paoli interlocking			65	40	65	40	70	50	70	50
Paoli westward interlocking limits and Glen			75	50	60	50	60	50	75	50
Glen and Downs			75	50			60	50	75	50
Downs and Park Interlocking Station			75	50	60	50	60	50	75	50
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	60	50					75	50	75	50
Eastward Station	60	50								
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

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-8, ED-4 and Trans. Amer. Special symbol freight trains are authorized to operate at a maximum speed of 60 MPH:

Main Line—Between Paoli and State.

Branches Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Suburban Line Conn. with No. 1 and No. 4 River Line and 34th St. OH Br. (Zoo Interlocking)					30	20	30	20		
44th St. OH Br. and 34th St. OH Br. (Zoo Interlocking)			50	20			30	20	50	20
34th St. OH Br. and 30th St. Station, Phila. Upper Level—Suburban Station (Broad Interlocking)			30		30		30		30	
30th St. Station, Phila. Upper Level (Broad Interlocking) and north end Market St. Tunnel (Arsenal Inter- locking) 1M and 4M	30									
North End Market St. Tunnel and Sig. Br. Southward from Market St. Tun- nel (Arsenal Interlocking)			30	20					30	20
Sig. Br. southward from Market St. Tun- nel and Arsenal Interlocking Sta.			40	20					40	20
River Line Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes			60	30					60	30
Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking.	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 Manayunk Manayunk and Spring Mill Spring Mill and Norris Norris and Haws Avenue							50	30	50	20
							50	30	50	40
							50	40	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

Branches Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour										
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
Columbia Branch Cork and Cola Shocks and State	35	35					35	35	35	35
Columbia and Port Deposit Br. Region Post (Chesapeake Region) and Port							30	30	30	30
York Haven Line Region Post (Chesapeake Region) and City Cly and Lemo Wago Jct. and Lemo Lemo and Day	40	40					40	40	40	40
Cumberland Valley Branch State and Lemo Lemo and Town	30	30								
Norfolk and Western Rwy. Hager and Vardo (Shomo Yard)	30	20								
Williamsport Branch (Main Line Northern Region) Rockville and Region Post (Northern Region)	60	45								

Chesapeake Region

Main Line Between:	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour										
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		
North East 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

Main Line Between:	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour										
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		
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		
Branches Between Northern Central Branch: B.&P. Jct. and York										
York and Region Post (Phila. Reg.)	50	40								
Columbia and Port Deposit Br. Perryville and Quarry							40	40	40	40
Quarry and Tome	40	40								
Tome and West Rock							40	40	40	40
West Rock and Midway	40	40								
Midway and McCalls							40	40	40	40
McCalls and Region Post (Phila. Reg.)	40	40								
Shellpot Branch: Bridge and Ragan							30	30	30	30
Delmarva Branch: West Yard and Delmar	50	45								
Delmar and Cassatt	45	45								

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted TT symbolized freight trains are authorized to operate at a maximum speed of 60 miles per hour when consist is confined to TTX, BTTX and ETTX type equipment:

MAIN LINE—Southward

Brill 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.

NOTE—(All Regions)

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.

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.

1157-C2. (All Regions) Operating against current of traffic, except where Rule 261 is in effect, unless otherwise Specified	Miles per Hour	
	Psg'r	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—No. 1 track.....	40	30
No. 2 track.....	40	25
West Chester—Arsenal to Media except No. 1 track Fernwood to Lansdowne.....	40	30
Fernwood to Lansdowne—No. 1 track.....	30	30
Schuylkill—Valley to 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

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

NOTE—Where speed of freight trains is slower than speeds shown in this instruction, the freight train speed must not be exceeded.

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

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	
Branches and Secondary Tracks				
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	

Philadelphia Region	Boom Trailing		Boom Forward	
	Miles per Hour			
Grays Ferry Branch.....	20		20	
West Chester Branch.....	40		30	
Schuylkill Branch.....	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	

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
Branches and Secondary Tracks Between:				
Northern Central Branch				
Baltimore and Region Post (Phila. Reg.).....	40	30	40	30
C. & P. D. Branch				
Perryville and Region Post (Phila. Reg.).....	40	30	30	30
Delmarva Branch				
West Yard and Cassatt.....	40	30	30	30
Shellpot Branch				
Bridge and Ragan.....	30	30	30	30
York Secondary Track				
Region Post (Phila. Reg.) and York.....	15	15	15	15
Pope's Creek Secondary Track				
Bowie and La Plata.....	30	30	30	30
La Plata and Pope's Creek.....	15	15	15	15
Octoraro Secondary Track				
Region Post (Phila. Reg.) and Ox.....	30	30	30	30
Ox and Colara.....	15	15	15	15
Frederick Secondary Track				
York and Frederick.....	30	30	30	30
Centreville Secondary Track				
Townsend and Centreville.....	30	30	20	20

Chesapeake Region	Boom Trailing		Boom Forward	
	Miles per Hour			
	Wreck	Work	Wreck	Work
Branches and Other Tracks Between:				
Chester Secondary Track Mass and Chester town.....	30	30	20	20
Oxford Secondary Track Clayton and Cross.....	30	30	20	20
D. M. & V. Secondary Track Harrington and Snow Hill.....	30	30	20	20
Cambridge Secondary Track Seaford and Coke.....	25	25	20	20
Coke and Tank.....	30	30	20	20
Crisfield Secondary Track Kings Creek and Field.....	30	30	20	20
Pocomoke Secondary Track Cassatt and End of Block 435 feet north of Mile Post 89....	30	30	20	20
Rehoboth Track Georgetown and Rehoboth.....	20	20	20	20
Vienna Track Hurlock and Vienna.....	30	30	20	20
Denton Track End of track 1750 feet west of Queenstown and Queen Anne..	30	30	20	20
Mardela Track Salisbury and Hebron.....	30	30	20	20
Willard Track Salisbury and End of track Pittsville.....	30	30	20	20
Ocean City Track Berlin and West Ocean City.....	30	30	20	20
Capes Track End of Block and Cape Charles.....	15	15	15	15

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
Jenny type cars, loaded or empty.....	*40
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
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.....	5
NOTE—When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between the plow and engine.	

Main Line* (All Regions)	Miles per Hour
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 20
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
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
Other Tracks	
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
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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
Penroad—South end of siding	Trailing—Springing switch through turnout.....	15
Wood—South end of siding	Trailing—Springing switch through turnout.....	15
Town—North end of siding	Trailing—Springing switch through turnout.....	15
Non-Interlocked crossovers and turnouts—diverging movements.....		10

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

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. & 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-F1. (All Regions) Maximum Speeds

New York Region

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
Hightstown Secondary Track	
Hightstown to K.....	20
Hightstown to end of block (west of K)—Trains with cars in excess of 220,000 lbs. maximum weight.....	10
Robbinsville Secondary Track	
BO to end of track—trains with cars in excess of 220,000 lbs. maximum weight.....	10
Bordentown—Over Third Street crossing.....	20
Between Third St. crossing and BO.....	20
Yardville—Between 500 feet east and 500 feet west of Trenton Road grade crossing.....	15
Robbinsville—Over Allentown road grade crossing.....	10
Martins Creek Spur	
Curve at south end of Spur.....	10
Lambertville—Flemington	
Bridge 1.80, Alexauken Creek.....	10
Bridge 3.84, Alexauken Creek.....	10
Bridge 9.75, Neshanic Creek.....	10
Bridge 10.90, Neshanic Creek.....	10
Coalport-Hamilton Ave., Running Track	
Trenton: Over East State Street and Pery Street grade crossings.....	6
Center St. Track	
Track leading to Zausner Foods, Inc.....	6

Philadelphia Region

Main Line	Miles per Hour
Curve eastward from Ford.....	60
Curve between Shore and Ford.....	50
Curve Mile Post 84 to 2nd St. overhead Br.....	65
Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track.....	60
Through Valley interlocking No. 2 track.....	30
Between 52nd St. and westward end of Valley curve No. 4 track.....	30
Curve between Mile Post 5 and eastward limit Overbrook interlocking No. 4 track.....	60
Curve from Narberth passenger station eastward to Merion.....	60
Curve eastward from St. Davids.....	60
Curve westward from Devon.....	65
Curve eastward from Berwyn.....	45
1st and 2nd Curves 1200 feet west of Block Signal 295.....	60
(For freight trains shown in Note to Special Instruction 1157-C1 (Phila. Reg.)	
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 Interlocking 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 westward limits Chestnut Hill Interlocking 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 running tracks.....	6
First curve northward from Wawa.....	40
Curve southward from Wawa passenger station.....	40
All curves southward from Darlington passenger station to curve northward from Locksley passenger station.....	45
West Chester, Nields Street Crossing.....	5
West Chester, Union St., Crossing.....	5

NOTE—For movement of wreck derrick, see Special Instruction 1160-C4.

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
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Atglen and Susquehanna Branch

No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....	20
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Columbia Branch

No. 1 track over Union, Perry and Mill Sts., Columbia.....	20
No. 2 track over Mill, Perry and Union Sts., Columbia.....	15
Curve 4000 feet west of Block Signal C-721.....	30
Curve 6002 feet west of Block Signal C-721.....	30

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	20
Bridge 41.25 North of Pennroad	
Bridge 41.36 North of Pennroad	
Yard tracks between connection to Cumberland Valley Branch and connection to Reading Co. tracks to Rutherford.	
Winchester Secondary Track	
Switches and W. M. Crossings at Town and Hager.....	15
Wye at Hagerstown.....	5
N&WRR Class J Engines or PM Passenger Cars:	
Bridge 82.13 south of Williamsport.....	15
Bridge 92.56 north of Martinsburg.....	20
Williamsport Branch (Main Line Northern 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 220,000 lbs. or more, 120 tons or heavier wrecking derrick, or a disabled engine must be separated from hauling engine and other loaded cars by two empty cars, when moving over these bridges.	
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
Chesapeake Region	
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 Interlocking 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 ¼ mile.....	40
Between Beaver St. and York Interlocking.....	15
Through York Interlocking.....	20
Curves at Bridge 59.43.....	40
NOTE—Between Mile Post 3 and Bridge 59.43, beginning and ending of curves marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour.	

	Miles per Hour
Delmarva Branch	
Curve north of Bank block and interlocking station.....	30
Christina Movable Bridge 2.27.....	10
Curve at New Castle Station.....	20
Canal Movable Bridge and 2728 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 Cassatt movable bridge.....	35 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
Bloomington road crossing.....	6
Track connecting Denton track with Oxford Secondary track.....	8
McDaniel Track	
McDaniel to Easton Junction—all grade crossings.....	6
Royal Oak movable bridge.....	6
Mardela Track	
Curve at Salisbury station.....	5
Ocean City Track	
Berlin, first crossing west of station.....	6
Berlin, State road crossings.....	6

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 except Class MP-85.....	65
MU Cars Class MP-85 Nos. 150 to 155 inc., Nos. 201 to 219 inc., and Nos. 251 to 269 inc.....	80
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:	50	60
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
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.....	30	

NOTE—

Diesel unit type designations: Second letter (and third where used) in unit type designation indicates service as follows:

- "P"—Passenger.
- "F"—Freight.
- "H"—Freight (Helper).
- "FP"—Freight-Passenger.
- "S"—Shifter.
- "PS"—Shifter, Passenger.
- "FS"—Shifter, Freight.

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.....	Conn. Amboy Sec. Trk.....	End of Block (West of K)....	20
Belvidere Delaware No. 1 and 2 Tracks.....	Fair.....	MG.....	20
Freehold.....	Conn. Amboy Sec. Trk.....	End of Block.....	30
Robbinsville.....	BO.....	End of Track.....	20

Philadelphia Region

Track	Between	And	Miles per Hour
No. 5.....	Thorn.....	Caln.....	30
"G".....	Ramp opposite westbound Hump yard office.....	Connection with No. 4 Running track, East end Marysville.....	*20
"A".....	Banks.....	111-B.....	35
"D".....	West end Enola..	Banks.....	20
No. 4.....	Rockville.....	Banks.....	*35
	Haws Avenue.....	Pottsville.....	30
	Pottsville.....	Newton.....	25
	Newton.....	Laurel Jct.....	15
Schuylkill.....	Newton..... (Eastward)	Pottsville.....	See Special Instruction 1157-B1
New Holland.....	Downs.....	Glen Moore.....	15
New Holland.....	Honeybrook.....	Cork.....	20
Pomeroy.....	Pomeroy.....	End of track.....	15
Quarryville.....	Lancaster.....	End of track.....	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.....	Landover.....	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.....	15
York.....	Wrightsville.....	York.....	15
Centreville.....	Townsend.....	Centreville.....	30
Chestertown.....	Massey.....	Chestertown.....	30
Oxford.....	Clayton.....	Cross.....	30
D.M.&V.....	Cross.....	Easton Jct.....	20
Cambridge.....	Harrington.....	Snow Hill.....	30
Crisfield.....	Seaford.....	Coke.....	25
No. 1.....	Coke.....	Tank.....	30
Rehoboth.....	Kings Creek.....	Field.....	30
Vienna.....	Hillen Jct.....	Madison St.....	15
Denton.....	Georgetown.....	Rehoboth.....	20
McDaniel.....	Hurlock.....	Vienna.....	30
Mardela.....	End of track 1750 feet west of Queenstown.....	Denton.....	30
Willard.....	McDaniel.....	Easton Jct.....	20
Ocean City.....	Salisbury.....	Hebron.....	30
Pocomoke.....	Salisbury.....	End of track, Pittsville.....	30
Mt. Vernon.....	Berlin.....	West Ocean City.....	30
Capes Track.....	Cassatt.....	End of Block.....	40
All other sidings.....	B & P. Jct.....	Mt. Vernon.....	15
	End of Block.....	End of Track, Cape Charles.....	15
			15

1157-J1. (New York and Chesapeake Regs.) In the application of Rule 113, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

Track	Between	And	Miles per Hour
Buzzard Point.....	Jersey Yard.....	Buzzard Point....	6
Enterprise Track..	Coalport.....	End of Track.....	5

1157-J2. (Phila. 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.

The small letter in parentheses shown in location column indicates reference NOTE shown at end of table.

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-G1 applies.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS						
	1	2	3	4	5	6	L	M	I	J	J	12	
AS6, AB6, BS6, BS7, BS7M, BS6, GSA, GSAM													
AF24, AS10, AS10A, AS10AM, AS10AS, AS10AM, AS10S, AS16M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, ES10, ES12, ES12M, FS10													
AS16M, AS16, AS16M, AS16MS, AF15, AF16, BF15, BF16, BF16A, BF16M, BS16M, BS16MS, EF15, EF16, EF16A, EF16M, EFP15, EFP16, FS12, FS12M, FS12AM, FS20, FS20M, FF16, GF25													
AS18AM, AS24M, APT20, BS16M, BS16MS, EP20, EFP22, FP20, FP20A													
AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, ES16A, ES17M, FS24M, FF20, LS25, LS25M													
BH50, GG1, FF2, P5, P5A, DDI, DD2, E2B, E2C, E3B, E44													
L													
M													
I													
J													
J													
L6, L6A, B1													
MAIN LINE													
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	X
DD1 type not restricted.													
Horn Track from No. 68 Lead to No. 105 Track.....							X	X	X	X	X	X	5
DD1 5 MPH.													
SUNNYSIDE TO WEST PORTAL, NORTH RIVER TUNNELS.....													
X	X	X	X	X	X	X	X	X	X	X	X	X	....
Movement of more than two of following types of engines:													
L6, DD2, P5, GG1; 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.													

LOCATION	CLASS OF ENGINES—SPECIAL LOADS											
	1	2	3	4	5	6	L	M	I	J	12	
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	X	X	X
WEST PORTAL, NORTH RIVER TUNNELS TO HUDSON.....			X	X	X	X	X	X	X	X	X	X
HUDSON TO LANE.....			Z	X	Z						X	
Newark: Post Office track.....			X	X	X	X	X	X	X	X	X	X
Bridge 9.65, east end South St.....			40	40	40	45	40	35	30	X	45	
All industrial tracks between Hunter and Lane (a).....	X	X	X	X	X	X	X	X	X	X	X	X
LANE TO RAHWAY.....											X	
Lane: Bridge 12.12, Waverly Jumpover No. 1 track.....								50	50	X		
Bridge 12.37, first bridge west of Lane. All industrial tracks between Lane and North Elizabeth (a).....	X	X	X	X	X	X	X	55	40	X		
Elizabeth: Bridge 12.98, east end North Elizabeth Station.....								70	50	X		
Bridge 14.05, C. R. R. of N. J. Elizabeth Station.....								50	50	X		
Bridge 14.59, 430 feet east of Elmira. Bridge 14.71, east end South Elizabeth. Elizabeth Yard—No. 1 Team Track Elizabeth Yard—All other tracks.....	55	55	55	55	55	55	55	50	50	X	55	
Elmora—No. 0 Track A. Gross Candle Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Street & Smith. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
All other tracks.....	X	X	X	X	X	X	X	X	X	X	X	X
Linden: Distillers Co., Ltd. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Woods Lead Bridge 0.50.....											X	
Rahway: McNeil Track.....			X	X	X	X	X	X	X	X	X	X
RAHWAY TO LINCOLN.....											X	
All bridges, Rahway to 1300 feet west of Lincoln.....								55	40	X		
LINCOLN TO MONMOUTH JCT.....											X	
New Brunswick: Janeway and Carpenter Tracks (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Johnson & Johnson (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Deans: Industrial Track.....			X	X	X	X	X	X	X	X	X	X
MIDWAY TO FAIR.....											X	
Plainboro: No. 5 Track east of Walker Gorden switch.....			X	X	X	X	X	X	X	X	X	X
Princeton Jct.: Connection No. 4 Track to Princeton Branch.....			X	X	X						X	
Trenton: Bridge 57.54, second bridge east of Delaware River.....								60	45	X		
FAIR TO MORRIS.....											X	
Morrisville: Bridge 58.03, east of.....								50	45	X		
Bridge 58.16, west of.....								50	45	X		
MORRIS TO GRUNDY.....											X	
GRUNDY TO REGION POST (Phila. Region). Bristol: All bridges between 2700 feet west of Bristol to Grundy.....								50	35	X		
Bristol Old Line: Bridges 66.30 and 67.05.....			X	X	X	X	5	X	X	X	X	X
Eddington: Penn-Salmon Feed Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Cornwells Heights: Badenhausen Track (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Shutte & Koering Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
F. A. Simmons, Nos. 1 and 2 (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Andalusia: Brown Oils Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Torresdale: Bridge 74.10, east of Torresdale.....			X	X	X			55	40	X		
Team Track.....			X	X	X			X	X	X	X	X
Trestle.....			X	X	X			X	X	X	X	X

LOCATION	CLASS OF ENGINES—SPECIAL LOADS											
	1	2	3	4	5	6	L	M	I	J	12	
JERSEY CITY BRANCH.....			ZW	W	ZW					X	X	
Jersey City Viaduct.....			20	20	20	20	10	X	X	X	20	
Waldo Ave. Yard: Arrow Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X
Hack Movable Bridge.....	45	45	45	45	45	45	45	45	45	X	X	45
HUDSON STREET TRACK.....	X	X	X	X	X	X	X	X	X	X	X	X
HARSIMUS COVE JH: P5, P5A prohibited for diverting movements over slip switches. Flour Dock Track.....										X	X	X
HARSIMUS COVE TO WALDO.....										X	X	X
Bridges 0.36 to 0.88 inclusive, tracks 1, 2, 3.....										X	X	X
PASSAIC AND HARSIMUS BRANCH WALDO TO KARNY.....												X
Government Lead: Karny Movable Bridge to 700 feet east Marion Yard.....			10	X	X	X	X	X	X	5	X	X
Meadows—Federal Ship.....			X	X	X	X	X	X	X	X	X	X
All Industrial Tracks (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Meadows—Tompkins Tidewater Ter. All Industrial Tracks (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Meadows—American Stores Siding (a).....	X	X	X	X	X	X	X	X	X	X	X	X
KARNY: Bridge 6.16 over Jersey City Branch.....	15	15	15	15	15	15	15	15	15	10	X	15
Movable Bridge.....	15	15	15	15	15	15	15	15	10	10	X	15
KARNY TO WA-5.....												15
Connection with Manufacturer's Branch C. R. R. of N. J. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Plank Road Public Delivery Track (a).....	X	X	X	X	X	X	X	X	X	X	X	X
GREENVILLE BRANCH.....												X
Waverly: C-O-TWO Industrial Track.....			X	X	X	X	X	X	X	X	X	X
CENTER STREET TRACK Karny-Hudson Hudson-Center Street Movable Bridge.....			X	X	X	X	X	X	X	X	X	X
HARRISON TRACK (a).....	X	X	X	X	X	X	X	X	X	X	X	X
HUNTER—18TH STREET (a).....	X	X	X	X	X	X	X	X	X	X	X	X
P5 and G61 permitted on lead from L. V. R. R. connections, 5 MPH.....												X
P. A. & W. BRANCH.....												X
Rahway: Freight House Yard (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Fertl-Soil Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
McCullins Track (a).....	X	X	X	X	X	X	X	X	X	X	X	X
New Jersey Reformatory (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Philadelphia Quarts Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Avenel: Steel Equipment Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Woodbridge: Barry's Track (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Genasco: Valentine Track (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Hampton Cutter (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Witco Chemical Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Barber Asphalt Co.....	X	X	X	X	X	X	X	X	X	X	X	X
DuPont—Upper Track (a).....	X	X	X	X	X	X	X	X	X	X	X	X
WC—PERTH AMBOY YARD.....										X	X	X
Perth Amboy Yard.....			X	X	X	X	X	X	X	X	X	X
LINCOLN—RARITAN ARSENAL.....										X	X	X
COUNTY—EAST MILLSTONE.....			X	X	X	X	X	X	X	X	X	X
All electric permitted to 1700 feet clear of Main Line.....												X
GM Track.....			X	X	X	X	X	X	X	X	X	X
Sintex Inc. Track (a).....	X	X	X	X	X	X	X	X	X	X	X	X
U. S. Atomic Energy Commission (a).....	X	X	X	X	X	X	X	X	X	X	X	X
Jersey Paper Co. (a).....	X	X	X	X	X	X	X	X	X	X	X	X
MILE RUN YARD: East and West leg of WYE.....										X	X	X
MIDWAY—ROCKY HILL.....			X	X	X	X	X	X	X	X	X	X
All electric permitted from connection to No. 4 Track, Main Line, 730 feet north.....												X
JAMESBURG BRANCH.....												X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
OXFORD ROAD TRACK.										
Br. 1.53 (Taony Creek) (k)		15	X	X	X	X	X	X	X	X
ENGLESIDE:										
Yard except No. 1 Track and 1 Spur		X	X	X	X	X	X	X	X	X
No. 1 Track and No. 1 Spur						X	X	X	X	X
Zoo-Overbrook										
Curves at west end of Tracks 3 to 12.										
Mantua Yard.						X	X	X	X	X
Tracks 13 to 19 inc. Mantua Yard (j)							X	X	X	X
Curves at west end of Track 20, Mantua Yard (j)					X	X	X	X	X	X
No. 3 West Phila. Elevated at Junction with N. Y. & P. Sub.—Zoo.							X	X		
No. 1 Main track under 42nd Street Bridge.								X	X	
Hall and Smedley Track (38th St.)					X	X	X	X	X	X
South Side Yard, Tracks 1, 2 and 3.					X	X	X	X	X	X
Industrial Tracks.				X	X	X	X	X	X	X
Oil House Lead Track.					X	X	X	X	X	X
Coal Track, Park Power Plant.					X	X	X	X	X	X
Crossover and Curves to Parkside Ave. Public Delivery Tracks.				X	X	X	X	X	X	X
092 Ladder East of 52nd St.				X	X	X	X	X	X	X
Eastward Belt Track between west end No. 8 Overflow Track and 52nd Street Undergrade Bridge Class P5 engines—5 miles per hour.									25	X
Bridge 4.17 (Jumpover)										
Industrial Tracks 59th Street to Overbrook.					X	X	X	X	X	X
Overbrook—Paoli:										
Wynneswood: Br. 7.52							45	40	25	X
Haverford: Smedley & Mehl						X	X	X	X	X
Bryn Mawr:										
All Yard Tracks except No. 1.					X	X	X	X	X	X
Rosemont: Team Track						X	X	X	X	X
Mehl & Latta Track					X	X	X	X	X	X
Radnor: Br. 13.06.							40	35	20	X
St. Davids: Industrial Tracks.					X	X	X	X	X	X
Waynes: Burkets Coal Track					X	X	X	X	X	X
Br. 14.54.							55	35		X
Strafford: Industrial Tracks.					X	X	X	X	X	X
Berwyn: Industrial and Shifting Tracks.					X	X	X	X	X	X
Paoli:										
Yard Tracks 4 to 8 inclusive.						X	X	X	X	X
Industrial and Team Tracks						X	X	X	X	X
East end of Car Shop Tracks						X	X	X	X	X
West end of Car Shop Tracks and west end of No. 4 Spur Track.				X	X	X	X	X	X	X
Duck Under Track (p)							5	X	X	X
MALVERN:										
Atlantic Refining Co. track				X	X	X	X	X	X	X
J. V. Nolan track (a)										
WHITFORD:										
Station track and Coal Trestle				X	X	X	X	X	X	X
DOWNINGTOWN:										
Beloit Eastern (a)				X	X	X	X	X	X	X
Eastward over West leg of "Y"										X
Public delivery trestle	X	X	X	X	X	X	X	X	X	X
Bridge 34.38									40	X
THORNDALE:										
Public delivery track				X	X	X	X	X	X	X
Bridge 35.27; No. 6 Track									20	10
Bridge 36.63; West of Cain										35
COATESVILLE:										
Richard Scully track (a)										
Yard tracks 4, 5, 6, 7, and Strade Ave.				X	X	X	X	X	X	X
Sensings track										
W. & N. Junction (e)					X	X	X	X	X	X
POMEROY "Y" TRACK.						X	X	X	X	X
PARKESBURG:										
Coal track off electric light track					X	X	X	X	X	X
Bridge 44.15									40	X
Bridge 44.70, West of Parkesburg									40	30
ATGLEN:										
Coal trestle				X	X	X	X	X	X	X
CHRISTIANA:										
Mullen & Faddis track (a)						X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
GAP:										
Coal and Lumber track									X	X
Feed Mill track									X	X
KINZER (WEST OF):										
John Heas track				X	10	X	X	X	X	X
LEAMAN PLACE:										
Paradise track									X	X
Denlinger track (a)		X	X	X	X				X	X
BIRD-IN-HAND:										
Warehouse track									X	X
WITMER:										
Stauffer track (d)									X	X
LANCASTER:										
Bridge 67.54										40
Industrial track									X	X
R. C. A. track									X	X
Armstrong Cork track									X	X
Dydee Laundry Co. track									X	X
Bearings Co. track									X	X
Penn Gas track									X	X
Malleable Casting track				X	X	X	X	X	X	X
Hay Siding track									X	X
D. Knight Coal Co. track									X	X
Rost Tobacco Co. track									X	X
Hubley Mfg. Co. track									X	X
Bogar Lumber Co. track									X	X
Peoples Coal Co. track									X	X
L. C. Smith Coal Co. track						X	X	X	X	X
Burnham Coal Co. track									X	X
Kimmel Sons track									X	X
Nos. 1 and 2 tracks, No. 1 Yd.									X	X
Champion Blower & Forge Co. track									X	X
General Cigar Co. track									X	X
B. B. Martin Lumber Co. track									X	X
Old Enginehouse Yard				X	X	X	X	X	X	X
Raub Supply track									X	X
Reading Terminal Conn.									X	X
All tracks No. 2 Yard									X	X
Ready Mixed Conc. Co. track									X	X
Consumers Coal Co. track									X	X
All tracks, Frt. Station									X	X
All tracks, Eshelmanns Feed Co.		X	X	X	X	X	X	X	X	X
Paint Company track									X	X
Herr Co. No. 2 track		X	X	X	X	X	X	X	X	X
Lancaster Co. Tobacco Growers trk.	X	X	X	X	X	X	X	X	X	X
Herr Co. track		X	X	X	X	X	X	X	X	X
Stauffer Coal Co. track		X	X	X	X	X	X	X	X	X
Betts Coal Co. track (d)			X	X	X	X	X	X	X	X
Cotton Mill track						X	X	X	X	X
Gas Co. track									X	X
Miller Junk Co. track									X	X
Fleck Marshall track									X	X
Lancaster Iron Co. track									X	X
Winstead Tobacco track		X	X	X	X	X	X	X	X	X
Livingston track									X	X
Penna. Power & Light Co. track					X	X	X	X	X	X
Ice Plant track									X	X
LANDIS, WEST OF:										
Interchange track									X	X
Warehouse track									X	X
Nissley track									X	X
Long & Taylor track									X	X
Heinstand Co. track									X	X
MOUNT JOY:										
Grey Iron Casting track									X	X
C. Shock track									X	X
Geberick Payne Co. track									X	X
FLORIN:										
Bachman Chocolate Co. track									X	X
Foundry track									X	X
Stock track									X	X
Farm Bureau Assn. track									X	X
RHEEMS:										
Wenger Feed Mill track									X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	LM	I	J	
ELIZABETHTOWN:										
A. Buch Sons Co. both tracks.....				X	X	X	X	X	X	X
Klein Chocolate Co. track.....				X	X	X	X	X	X	X
Warehouse track.....										
Grubb and Brannemans track.....										
Hoffer Bros. track.....						X	X	X	X	X
Stock track.....						X	X	X	X	X
Muth Bros. track (s).....						X	X	X	X	X
Farmers Ferts. Works track.....			X	X	X	X	X	X	X	X
Masonic Home track (d).....										
MIDDLETOWN:										
Brick Yard track.....						X	X	X	X	X
New Siding.....			X	X	X	X	X	X	X	X
Bridge 94.74.....								45	30	X
Deatrick Coal Co. track (a).....			X	X	X	X	X	X	X	X
Metropolitan Edison Co. track.....						X	X	X	X	X
Wincroft Stove Co. track.....						X	X	X	X	X
Industrial track, north side.....						X	X	X	X	X
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	X
Other tracks, Freight House.....						X	X	X	X	X
Cedar St. tracks.....			X	X	X	X	X	X	X	X
Paxton St. Yard:										
All tracks.....		X	X	X	X	X	X	X	X	X
Air Reduction.....		X	X	X	X	X	X	X	X	X
Market St. Yard:										
No. 2 track.....		X	X	X	X	X	X	X	X	X
All other tracks.....		X	X	X	X	X	X	X	X	X
Bridge 105.22.....								40	30	X
Pipe Bending track:										
Abrams.....						X	X	X	X	X
Building Units.....			X	X	X	X	X	X	X	X
Farm Show.....						X	X	X	X	X
All others.....				X	X	X	X	X	X	X
North St. Yard:										
Tracks 3 & 4.....						X	X	X	X	X
Tracks 5 & 6.....				X	X	X	X	X	X	X
Swift Co.....						X	X	X	X	X
Micholovits.....				X	X	X	X	X	X	X
All others.....			X	X	X	X	X	X	X	X
Reily Street:										
McCluskeys.....			X	X	X	X	X	X	X	X
All others.....						X	X	X	X	X
Maclay St. tracks:										
Division St. Team track.....						X	X	X	X	X
Penn Supply Co.....		X	X	X	X	X	X	X	X	X
Rubens Junk Co.....						X	X	X	X	X
John Staf.....						X	X	X	X	X
Firestone.....						X	X	X	X	X
All others.....			X	X	X	X	X	X	X	X
Lucknow:										
All tracks.....						X	X	X	X	X
Bridge 110.94, West end of Rockville								30	25	X
Bridge on West leg of Wye No. 4 track										
ROCKVILLE YARD:										
All tracks except No. 3 track.....						X	X	X	X	X
No. 3 track (most southerly track).....						X				X
BETWEEN ARSENAL AND CHESAPEAKE REGION POST:										
All main tracks (r).....								40	30	20
Br. 6.19—Darby.....						X	X	X	X	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	X
SUBURBAN LINE:										
ZOO—BROAD—ARSENAL:										
East End No. 3 Track Powelton Ave. Yard.....						X	X	X	X	X
East of Schuylkill River bridge (p).....										
Diesel engines must not enter subway east of 20th St. unless instructed by Supt. Trans.										
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.....										
River Line (p).....										

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	LM	I	J	
D. R. R. & B. Co. BRANCH:										
Between Shore and westward end viaduct.....								25	15	X
Between westward end viaduct and Jersey Int. Sta.....						15	15	10	X	X
Engines coupled restricted to speed indicated. See Special Instruction 1160-A4.	15	15	15	15	15	15	15	10	X	X
CHESTNUT HILL BRANCH:										
North Philadelphia Interlocking.....						X			X	X
BS-24 Type Restricted on No. 1 Track										
North Phila. Interlocking.....										
Between—										
North Phila. and										
Main Allen Lane (l).....									X	X
Track Allen Lane and 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.....										
Budd's at Hunting Park.....				X	X	X	X	X	X	X
Midvale Yard—Industrial Tracks.....										
Lead to Chelton Ave. Yard.....										
Br. 3.47—Pamona St.....				50	50	20	20	X	X	X
Upsal Station Track.....				X	X	X	X	X	X	X
Germanstown steam heat plant.....				X	X	X	X	X	X	X
Br. 5.44—Cresheim Valley (h).....	10	5	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	X	X
All Other Tracks.....						X	X	X	X	X
WEST PHILA. ELEVATED BRANCH										
.....								20	20	X
BELMONT TRACK										
.....								X	X	X
GRAYS FERRY MOVABLE BRIDGE										
.....	15	15	15	15	15	X	X	X	X	X
60th STREET, CHESTER and PHILADELPHIA, track										
Haenn Lumber Co.....				X	X	X	X	X	X	X
GRAYS FERRY BRANCH										
.....								X	X	X
DELAWARE EXTENSION:										
Arsenal Movable Bridge.....	15	15	15	15	15	15	15	15	X	X
See Special Instruction 1160-A5.										
Industrial Leads—Arsenal to Penrose.....				X	X	X	X	X	X	X
Lead to Phila. Electric Co.....				X	X	X	X	X	X	X
GIRARD POINT:										
Mud Yard—Storage Yard.....						X		X	X	X
New Yard—Old Yard.....										
SWANSON STREET										
.....				X	X	X	X	X	X	X
GREENWICH:										
East End Tidewater Yard.....				X	X	X	X	X	X	X
West End Tidewater Yard.....										
Produce Terminal Leads.....						X	X	X	X	X
Long Curve Running Track to Pay Yard.....						X	X	X	X	X
Short Curve Running Track to Pay Yard.....						X	X	X	X	X
Lead to Swanson St. Track at Pay Yard				X	X	X	X	X	X	X
Under Ore Loading Hoppers on loop tracks.....	X	X	X	X	X	X	X	X	X	X
DELAWARE AVENUE:										
Between Greenwich and Junction Trenton Ave. Elevated (s).....						X	X	X	X	X
Buildings of Twin Packing Co. plant, Vandalia and Oregon Aves.....	X	X	X	X	X	X				
CANAL STREET:										
Commerce St.....										
Washington Ave. to South St.....	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
WEST CHESTER BRANCH: GG1 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							X	X	X	X
Wm. Roberts Coal Co.....	X	X	X	X	X	X	X	X	X	X
Washington Lumber Co.....										
Br. 11.22—S. of Llanerch.....		15	15	15	15	X	X	X	X	X
CARDINGTON TRACK							X	X	X	X
Phila. & Western Ry. Co.....	X	X	X	X	X	X	X	X	X	X
NAUGHT TRACK WAWA							X	X	X	X
WEST CHESTER:										
Trestle—C. C. Hipple No. 1.....	X	X	X	X	X	X	X	X	X	X
Trestle—C. C. Hipple No. 2.....										
Trestle—J. L. Haggerty.....										
SCHUYLKILL BRANCH:										
Between 52nd St. and Jeff No. 2 Main Track.....							X			X
Between 52nd St. and Jeff No. 1 Yard Track.....							5			X
Industrial Tracks, Wynnefield Ave. to Manayunk Station.....							X	X	X	X
Br. 5.29—Woodbine Ave.....									25	10
Pencoyd Track.....				X	X	X	X	X	X	X
MANAYUNK:										
Hendren Coal Track.....				X	X	X	X	X	X	X
Robinson Steel Co. Track.....										
MIQUON:										
Industrial Track.....				X	X	X	X	X	X	X
SPRING MILL:										
Lee Tire and Rubber Co.....				X	X	X	X	X	X	X
Quaker Oil Products Co.....										
CONSHOHOCKEN:										
Back Track at Freight Station.....				X	X	X	X	X	X	X
F. & J. H. Davis, Geo. J. McFadden Tracks.....		X	X	X	X	X	X	X	X	X
Leroy & Williams Track.....				X	X	X	X	X	X	X
IVY ROCK:										
Industrial Tracks.....				X	X	X	X	X	X	X
EARNEST:										
Capital Furniture Co.....	X	X	X	X	X	X	X	X	X	X
W. A. Case & Son Mfg. Co.....										
Atlantic Refinery, American Equipment Co. and Cochran Corp. to end of trestle only.....					X	X	X	X	X	X
Lukens & Yerkes.....				X	X	X	X	X	X	X
NORRIS:										
Classification Tracks, East End Extension Track.....								X		X
Mann Co. Track to Scale only.....					X	X	X	X	X	X
Kneass Lumber Co.....				X	X	X	X	X	X	X
V. Arens & Sons.....			X	X	X	X	X	X	X	X
Rambo & Regar, Reading Screw and W. F. Doran.....		X	X	X	X	X	X	X	X	X
HAWS AVENUE:										
Dill Co. Track.....			X	X	X	X	X	X	X	X
Other Industrial and Yard Tracks (t).....					X	X	X	X	X	X
Br. 18.10—Haws Ave.....						40	40	40	X	
SCHUYLKILL SECONDARY:										
BETZWOOD:										
Taylor Track.....						X	X	X	X	X
Team Track.....										

LOCATION	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	X	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
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
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
MUHLBERG: Fair Ground Track.....							X	X	X	X
TEMPLE: Quarry Track..... Beryllium Co..... Trestle Station Track.....		X	X	X	X	X	X	X	X	X
LEESPORT: All Industrial Tracks.....							X	X	X	X
MOHRVILLE: Station Track.....							X	X	X	X
SHOEMAKERSVILLE: Alleman Track east of detail.....							X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
HAMBURG:										
Spidel 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	X
Allen Sherman Hoff Co.....				X	X	X	X	X	X	X
Coal Trestle.....				X	X	X	X	X	X	X
Other Industrial Tracks.....				X	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	X
CARBON YARD:										
South Side, Spur Track.....						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. 6 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) Fort Hill, East leg of Wye.....						X	X	X	X	X
Plymouth Meeting:										
Lavino tracks.....				X	X	X	X	X	X	X
Philip Carey track.....				X	X	X	X	X	X	X
Phila. Electric track.....				X	X	X	X	X	X	X
Swedeland track.....				X	X	X	X	X	X	X
Interchange tracks.....				X	X	X	X	X	X	X
Henderson track (i).....			X	X	X	X	X	X	X	X
Thrift way track.....				X	X	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) Rambo, North side.....				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	X	X	X	
WEAVERS:										
Newcomers Mill track.....							X	X	X	
COLUMBIA:										
Bridge 78.80 east of Columbia.....							35	25	X	
Crossover to Reading Co.....							X	X	X	
Keeley Stove Co. track (a).....				X	X	X	X	X	X	
No. 2 track to west end.....				X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MARIETTA:										
Station track.....									X	X
Carroll track.....									X	X
Zeigler Coal Co. track (a).....				X	X	X	X	X	X	X
O'Connor Coal track.....				X	X	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	X
Yard tracks 1, 2, 3.....								X	X	X
Wheatena Corp. track.....								X	X	X
Hosiery Mill track.....								X	X	X
STEELTON:										
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	X
CLY:										
Wye track.....			X	X	X	X	X	X	X	X
BRIDGE 72.05 east of Goldsboro, Nos. 1 and 2 tracks.....								50	30	X
MARSH RUN:										
U. S. Depot track.....							X	X	X	X
LEMO:										
Curve to C. V. Bridge.....							X	X	X	X
West leg of "Y".....							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	X
POMEROY SECONDARY										
Buck Run: General Paper Co. track (a).....				X	X	X	X	X	X	X
QUARRYVILLE SECONDARY.....				X	X	X	X	X	X	X
LEBANON SECONDARY (b).....										
Bridge 16.29 west of Cornwall (g).....							X	X	X	X
CUMBERLAND VALLEY BRANCH:										
CAMP:										
Summit Corp. track.....										
Spangler Flour Mill track.....										
General Foods Corp. track.....				X	X	X	X	X	X	X
Pennsy Supply Co. track.....				X	X	X	X	X	X	X
Moore's Wholesale Co. track.....				X	X	X	X	X	X	X
SHIREMANSTOWN:										
Kinney Shoe Co. track.....										
Quaker Oats track.....										
Ralston-Purins Co. track.....				X	X	X	X	X	X	X
Paul Eberly track.....				X	X	X	X	X	X	X
U. S. Steel Homes track.....				X	X	X	X	X	X	X
MECHANICSBURG:										
D. Wilcox track.....				X	X	X	X	X	X	X
CARLISLE:										
Ettlinger & Sons track.....							X	X	X	X
Beetern side track (a).....							X	X	X	X
SHIPPENSBURG:										
Bridge 37.85 north of Shippensburg.....							X	X	X	X
Elevator track.....				X	X	X	X	X	X	X

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.

LOCATION	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
Deeger-Starkey, Inc.				X	X	X	X	X	X	X	X	X
BRIDGE 9.58:												
South of Moore							40	25	15	10		
RIDLEY PARK:												
Van Alen Coal Co.				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	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 St., inc.							40	25	15			
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	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			
THURLLOW:												
Continental Oil Co.			X	X	X	X	X	X	X	X	X	X
MARCUS HOOK:												
New Process track (Viscose Co.)						X	X	X	X	X	X	
Shipping Track (Viscose 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 Station and Bridge 27.85, West Yard, incl.							30	30	20			
WILMINGTON SHOPS:												
Passenger Car Shops						X	X	X	X	X	X	
Locomotive Shop; Storehouse Back track; "O" track; Oil House Spur; Store House Spur; No. 6; No. 6 Spur; No. 7; No. 8; No. 8 Spur; No. 9; No. 9 Spur; No. 10; No. 11; Lumber Yard; Sand Blast; No. 26.			X	X	X	X	X	X	X	X	X	X
Pullman Co. tracks			X	X	X	X	X	X	X	X	X	X

LOCATION	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 Allied 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 Seventh St.			X	X	X	X	X	X	X	X	X	X
Fourth St. Yard—												
American Car & Foundry; 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, 15, 16 & 17 trks.						X		X	X	X	X	X
Nos. 9 and 11 tracks						X		X	X	X	X	X
WY-B.&O. Interchange						X		X	X	X	X	X
Surface tracks—												
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. Sub-Station track			X	X	X	X	X	X	X	X	X	X
RAGAN:												
No. 1 Industrial track Ragan to Koppers Wood Preserving Plant, Lincoln Fibre Co.; Hollingsworth; DuPont Co. and Koppers Wood Preserving Co. tracks				X	X	X	X	X	X	X	X	X
BRIDGE 33:00:												
Stanton									30	30		
STANTON:												
Stanton tracks									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
Continental Fibre Co.; North End Frt. House track; Coach track; Curtis Paper Co. and National Fibre Co.									X	X	X	X
Chrysler Corporation Indus. track									X	X	X	X
BRIDGE 40:12:												
South of Newark									45	30	20	
IRON HILL:												
Public Delivery track			X	X	X	X	X	X	X	X	X	X
ELKTON:												
Triumph Explosives, Inc. Old Lue—All tracks off lead track									X	X	X	X
NORTHEAST:												
Arundel track & wharf			X	X	X	X	X	X	X	X	X	X
Fire Brick track			X	X	X	X	X	X	X	X	X	X
CHARLESTOWN:												
Station track							X	X	X	X	X	
BRIDGE 60:07:												
Perryville-Havre-de-Grace: Three or more electric engines coupled									30	25	15	30
Light Engines	35	35	35	35	35	35				25	15	35

LOCATION	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	X
Orangeville— All tracks except Nos. 1, 2 & 3 running trks.....						X	X	X	X	X	X	X
Continental Can Co., Plant No. 1.....		(b)	X	X	X	X	X	X	X	X	X	X
Food Fair Stores track No. 1			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	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

LOCATION	1	2	3	4	5	6	L	M	I	J	12	13
BALTIMORE DISTRICT: Block Route— Alicanna 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
B track, High Line to Northbound freight.....							X	X	X	X	X	X
Post Office.....			X	X	X	X	X	X	X	X	X	X
Morgan Millwork Conn.— E. & P. Jct.....							X	X	X	X	X	X
Mt. Royal Yard.....							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.....			X	X	X	X	X	X	X	X	X	X
International Harvester Co. Mt. Vernon Auto Delivery.....			X	X	X	X	X	X	X	X	X	X
Gwynns Run— Bowen Co. (Fulton).....			X	X	X	X	X	X	X	X	X	X
B. Green Co. track (Ful- ton).....							X	X	X	X	X	X
Gwynns Run— American Brake Shoe.....							X	X	X	X	X	X
W.M. Ry. Connection.....							X	X	X	X	X	X
American Stores track.....							X	X	X	X	X	X
Ward Baking Co.....							X	X	X	X	X	X
A. & P. Co.....							X	X	X	X	X	X
Southern Supply Co.....							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
New Yard.....							X	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
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
Samuel Pistoria Co.....							X	X	X	X	X	X
Westinghouse Electric Co.....										X	X	X
General Electric Co.....										X	X	X
Jewel 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
ODENTON: National Plastics.....									X	X	X	X
BRIDGE 118.09: North of Arundel, all tracks.....									40	30	20	10
WASHINGTON DISTRICT: Queens Chapel Yard— All side tracks.....			X	X	X	X	X	X	X	X	X	X
Bladensburg Road—All side tracks.....							X	X	X	X	X	X
Hudson Brick Co. track.....							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
Nos. 2 and 3 Loop tracks, Jersey Yard.....							X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J	12	13
Nos. 1 and 2 tracks; "Over the Hill," Jersey Yard						X	X	X	X	X	X	
Nos. 1 and 2 High Line tracks; Jersey Yard						X	X	X	X	X	X	
Capital Power Plant track			X	X	X	X	X	X	X	X	X	X
Navy Yard Extension			X	X	X	X	X	X	X	X	X	X
D. C. Refuse Disposal track			X	X	X	X	X	X	X	X	X	X
R. P. Andrews track			X	X	X	X	X	X	X	X	X	X
Standard Oil Co. track			X	X	X	X	X	X	X	X	X	X
Peebles Chemical Co.—All tracks						X	X	X	X	X	X	
Government Fuel Yard tracks; Jersey Yard			X	X	X	X	X	X	X	X	X	X
All Coal Trestle tracks; Jersey Yard			X	X	X	X	X	X	X	X	X	X
BRIDGE 130.87: No. 1 track									30	20		
BRIDGE 132.11									35	35		
BRIDGE 132.19: No. 1 track							40	30	15	10		
Inbound and Outbound Subway Tracks; Jersey Yard			X	X	X	X	X	X	X	X	X	X
Nos. 2; 3; 4; 5; 6; 7; 8; 9; 10; 11; 12; 13 and 14 tracks; Jersey Yard			X	X	X	X	X	X	X	X	X	X
WASHINGTON DISTRICT: U.S. Government Procurement Div.						X	X	X	X	X	X	
All tracks; 3rd St. and 4th St. Yards			X	X	X	X	X	X	X	X	X	X
Terminal Storage Warehouse track			X	X	X	X	X	X	X	X	X	X
All tracks; 6th St. Yard			X	X	X	X	X	X	X	X	X	X
Horton's track			X	X	X	X	X	X	X	X	X	X
Hessick's track			X	X	X	X	X	X	X	X	X	X
14th St. Yard; 1; 2; 3; 4; 5; 6; 7; 8; 9 tracks						X	X	X	X	X	X	
Government Fuel tracks						X	X	X	X	X	X	
9th St. Yard; Nos. 1; 3; 4; 6 tracks						X	X	X	X	X	X	
BRIDGE 134.35: Anacostia: With current of traffic No. 3 track	25	25	25f	25	25	25	25	25	25	20	25	25
With current of traffic No. 2 track	25	25	25f	25	25	25	25	25	25	20	25	25
Against current of traffic over Movable Bridge	20	20	20f	20	20	20	20	20	20	20	20	20
Bridges Nos. 136.55 to 137.14 incl.									30	20		
BRIDGE 138.45: Potomac River: Against current of traffic over Movable Bridge	20	20	20f	20	20	20	20	20	20	25	20	20
With current of traffic over Movable Bridge										25		
NORTHERN CENTRAL BR. Between B. & P. Jct. and Region Post (Phila. Region)						X				X	X	
Bridge No. 1.39 west of B&P Jct.							20		10	10		
Woodberry— Delivery track						X	X	X	X	X	X	X
Poole Eng. Co.			X	X	X	X	X	X	X	X	X	X
Balmar track			X	X	X	X	X	X	X	X	X	X
Mt. Washington— Station track						X	X	X	X	X	X	
Bridges No. 9.73 and 10.08 East of Luther-ville						X	X	X	X	X	X	
Texas Quarry track						X	X	X	X	X	X	
Monkton Station trk						X	X	X	X	X	X	
Blue Mt. Baker's track. (O.K. for all engines to First Curve beyond passing siding)						X	X	X	X	X	X	
BRIDGE 25.38: East of White Hall						X			30	X	X	
White Hall— White Hall Feed Co.			X	X	X	X	X	X	X	X	X	X
New Freedom— Summer's Canning Co.						X	X	X	X	X	X	
Glen Rock— Station track						X	X	X	X	X	X	

LOCATION	1	2	3	4	5	6	L	M	I	J	12	13
YORK DISTRICT: Certain-tyed Roofing Co. Nos. 1 and 2			X	X	X	X	X	X	X	X	X	X
Bowen & McLaughlin Co.			X	X	X	X	X	X	X	X	X	X
Reed Machinery Co.; Nos. 1 and 2 tracks			X	X	X	X	X	X	X	X	X	X
McKay Chain track			X	X	X	X	X	X	X	X	X	X
Schmidt & Ault track			X	X	X	X	X	X	X	X	X	X
York Caramel Co.; No. 1 and No. 2 tracks			X	X	X	X	X	X	X	X	X	X
Crossover; King St. Yd.						X	X	X	X	X	X	X
No. 1 trk; King St. Yd.						X	X	X	X	X	X	X
LaFean Coal Co.						X	X	X	X	X	X	X
Motters Nos. 2 and 1						X	X	X	X	X	X	X
Gerber's No. 1 and No. 2 track			X	X	X	X	X	X	X	X	X	X
Andrews Paper track			X	X	X	X	X	X	X	X	X	X
York Ice Mach. Co.— All tracks						X	X	X	X	X	X	X
Grantley Plant			X	X	X	X	X	X	X	X	X	X
Keystone Color and Co.			X	X	X	X	X	X	X	X	X	X
Edison Light & Power Co. track						X	X	X	X	X	X	
Hespenheide & Thompson track			X	X	X	X	X	X	X	X	X	X
Barnitz-Heckert Co.			X	X	X	X	X	X	X	X	X	X
Incline at George Street			X	X	X	X	X	X	X	X	X	X
Smyser-Royer Co.			X	X	X	X	X	X	X	X	X	X
Crossover to Small's track			X	X	X	X	X	X	X	X	X	X
Farquhar Nos. 1, 2 & 3			X	X	X	X	X	X	X	X	X	X
E and F tracks			X	X	X	X	X	X	X	X	X	X
D, G and H tracks			X	X	X	X	X	X	X	X	X	X
Crossover—Queen St. between Nos. 1 and 2 Sidings						X	X	X	X	X	X	X
Switch to M.&P.R.R.						X	X	X	X	X	X	X
Runaround crossover						X	X	X	X	X	X	X
Crane track						X	X	X	X	X	X	X
P. A. & S. Small track			X	X	X	X	X	X	X	X	X	X
Warehouse tracks, Nos. 5, 6 and 7						X	X	X	X	X	X	X
Warehouse tracks, Nos. 9, 10, 11 and 12			X	X	X	X	X	X	X	X	X	X
Crossover in Jail St. Crossing, track 5 to track 6						X	X	X	X	X	X	X
No. 7 crossover						X	X	X	X	X	X	X
Asphalt track						X	X	X	X	X	X	X
No. 1 Running track						X	X	X	X	X	X	X
New Shop track			X	X	X	X	X	X	X	X	X	X
No. 2 Safe Works			X	X	X	X	X	X	X	X	X	X
Foundry track			X	X	X	X	X	X	X	X	X	X
Stacey-Schmidt— Track No. 1			X	X	X	X	X	X	X	X	X	X
Track No. 2			X	X	X	X	X	X	X	X	X	X
Diesel Fuel track			X	X	X	X	X	X	X	X	X	X
Grothe Coal track			X	X	X	X	X	X	X	X	X	X
Yorktowne Paper Co. trks						X	X	X	X	X	X	X
York Safe & Lock— All tracks			X	X	X	X	X	X	X	X	X	X
York Ice & Coal track			X	X	X	X	X	X	X	X	X	X
New U.S. Expansion Bolt Co.			X	X	X	X	X	X	X	X	X	X
Keystone Roofing Co. trks						X	X	X	X	X	X	X
D. E. Frey track						X	X	X	X	X	X	X
Roosevelt Garage tracks			X	X	X	X	X	X	X	X	X	X
York Fair Grounds tracks			X	X	X	X	X	X	X	X	X	X
Medusa Cement Co. tracks						X	X	X	X	X	X	X
National Gypsum Co.— All switches in Yard			X	X	X	X					X	X
Emigsville— American Acme Co.						X	X	X	X	X	X	X
Sents Coal Yard						X	X	X	X	X	X	X
Mt. Wolf; G. A. Wolf & Sons			X	X	X	X	X	X	X	X	X	X
SHELLPOT BRANCH Eastern Malleable Iron Co.			X	X	X	X	X	X	X	X	X	X
Morheat Coal and Fuel Co.			X	X	X	X	X	X	X	X	X	X
Artillery Fuse track			X	X	X	X	X	X	X	X	X	X
Bridge No. 4	10	10	10f	10	10	10	10	10	10	10	10	10
Loop track at "Bank"									X	X	X	
Third track— Bank to Ward									X	X	X	
C. & P.D. Branch Perryville to Cres.												
PORT DEPOSIT: Wiley Equipment Co.			X	X	X	X	X	X	X	X	X	X
Stone Quarry track			X	X	X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J	12	13
OCTORARO SECONDARY TRACK:												
Between: Wawa and Rising Sun		(e)	(e)	(e)	X	X	X	X	X	X	X	(e)
Between: Rising Sun and Rock						X		X	X	X	X	
CHESTER HEIGHTS: Richardson & Schrader			X	X	X	X	X	X	X	X	X	X
CONCORDVILLE: Richardson & Schrader			X	X	X	X	X	X	X	X	X	X
BRANDYWINE SUMMIT: Clemens track			X	X	X	X	X	X	X	X	X	X
ROSEDALE: Public Delivery track			X	X	X	X	X	X	X	X	X	X
KENNETT SQUARE: Phillips Lumber & Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X
Gawthrop track			X	X	X	X	X	X	X	X	X	X
Pennock track			X	X	X	X	X	X	X	X	X	X
Lock Joint Pipe Co.			X	X	X	X	X	X	X	X	X	X
American Viscose			X	X	X	X	X	X	X	X	X	X
Fibre Speciality Co.			X	X	X	X	X	X	X	X	X	X
TOUGHKENAMON: Penn.-Dela. Supply Co.			X	X	X	X	X	X	X	X	X	X
AVONDALE: Passmore Supply Co. (Trestle track)			X	X	X	X	X	X	X	X	X	X
W. W. Walp			X	X	X	X	X	X	X	X	X	X
Pennock track			X	X	X	X	X	X	X	X	X	X
KELTON: Penna.-Del. Supply Co.			X	X	X	X	X	X	X	X	X	X
OXFORD: Abbots Dairy			X	X	X	X	X	X	X	X	X	X
NOTTINGHAM: Coal Trestle track			X	X	X	X	X	X	X	X	X	X
SHELLPOT SECONDARY TRACK												
Bridge No. 3	10	10	10f	10	10	10	10	10	X	X	10	10
E. I. DuPont-Nemours Co.			X	X	X	X	X	X	X	X	X	X
Artie Roofing			X	X	X	X	X	X	X	X	X	X
Elec. Hose & Rubber Co.			X	X	X	X	X	X	X	X	X	X
Freight Car Repair Yards—All tracks						X	X	X	X	X	X	
POPE'S CREEK SECONDARY TRACK						X		X	X	X	X	X
BOWIE: Wye track						X		X	X	X	X	X
YORK SECONDARY TRACK:												
Wrightsville to York			X	X	X	X				X	X	X
Wrightsville Yard			X	X	X	X				X	X	X
Wrightsville Sta. trk.			X	X	X	X				X	X	X
Caterpillar track			X	X	X	X	X	X	X	X	X	X
Bendix track			X	X	X	X	X	X	X	X	X	X
Highland Industries trk.			X	X	X	X	X	X	X	X	X	X
E. & S. Realty Co. trk.			X	X	X	X	X	X	X	X	X	X
Standard Register Co. trk.			X	X	X	X	X	X	X	X	X	X
Sears track			X	X	X	X	X	X	X	X	X	X
FREDERICK SECONDARY TRACK:												
York to Frederick						X		X	X	X	X	X
Palmers Industrial track						X		X	X	X	X	X
SPRING GROVE: P. H. Gladfelter tracks						X	X	X	X	X	X	X
P. H. Gladfelter No. 4 track						X				X	X	X
HANOVER: Doubleday Co.						X		X		X	X	X
Hoke & Bair Coal Co.						X		X		X	X	X
Trestle			X	X	X	X	X	X	X	X	X	X
Revonah track			X	X	X	X	X	X	X	X	X	X
LITTLESTOWN: Coal trestle track			X	X	X	X	X	X	X	X	X	X
BRIDGE 41.58: South of Kingsdale			X	X	20	X	15	X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J	12	13
BRIDGE 65.20: North of Frederick			X	X	20	X	15	X	X	X	X	X
CHESTER AND PHILA. TRACK:												
All tracks to industries on this track			X	X	X	X					X	X
Essington to Eddystone (Loop Track)					(d)	(d)	X				X	
LAMOKIN RUN YARD TRACK:												
All tracks to industries			X	X	X	X	X	X	X	X	X	X
LINWOOD YARD TRACK:												
North leg of Wye			X	X	X	X	X	X	X	X	X	X
All tracks to industries			X	X	X	X	X	X	X	X	X	X
CLAYMONT YARD TRACK:												
All tracks to industries			X	X	X	X	X	X	X	X	X	X
CHESTER CREEK SECONDARY TRACK:												
Phila. Electric Co. track			X	X	X	X	X	X	X	X	X	X
Runaround track along leg of Wye			X	X	X	X	X	X	X	X	X	X
Independent Coal Co.			X	X	X	X	X	X	X	X	X	X
Tomlison Co.			X	X	X	X	X	X	X	X	X	X
BRANDYWINE YARD TRACK:												
All other tracks			X	X	X	X	X	X	X	X	X	X
NEWARK AND DELAWARE CITY SECONDARY TRACK							X					X
NEWARK: Newark Concrete Products Co. track							X		X	X	X	X
COOCH: Dayette Industrial track							X	X	X	X	X	X
GLASGOW: Storage tracks							X		X	X	X	X
NEWARK AND DELAWARE CITY TRACK: Porter to Delaware City							X					X
NEW CASTLE SECONDARY TRACK:												
Delaware Floor Products Co.							X	X	X	X	X	X
Pyrites, Lobdell & Wilmington Marine Term. tracks			X	X	X	X	X	X	X	X	X	X
Atlas Powder Co.			X	X	X	X	X	X	X	X	X	X
Water Plug track			X	X	X	X	X	X	X	X	X	X
Tidewater Chemical Co.			X	X	X	X	X	X	X	X	X	X
Wilmington Fibre Co. and American Manganese Co. tracks			X	X	X	X	X	X	X	X	X	X
MINNICK-PERRYVILLE TRACK: Armstrong Stove & Mfg. Co. tracks												
HAVRE DE GRACE YARD TRACK:												
J. M. Huber Co.			X	X	X	X	X	X	X	X	X	X
J. M. Huber Co. (New)			X	X	X	X	X	X	X	X	X	X
Gallagher Coal Co.			X	X	X	X	X	X	X	X	X	X
PRESIDENT ST. YARD TRACK:												
Crossover southbound trk. to Trappe Rd. trk.							X	X	X	X	X	X
Weiskittel track			X	X	X	X	X	X	X	X	X	X
Highland Yard			X	X	X	X	X	X	X	X	X	X
PRESIDENT ST. TRACK: Bayview to President Station			X	X	X	X	X	X	X	X	X	X
Clinton St. Yard			X	X	X	X	X	X	X	X	X	X
Tracks 13; 14 & 15; President St. Yard			X	X	X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J	12	13
BEAR CREEK TRACK:												
Bridge 3.17:												
Phila. Pike.....					(b)	X						
Canton Jct. to Sollers.....						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.....												
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	X	X	X
Interoceanal 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:												
Wilkins Avenue.....	10	10	10	10	10	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
Bloodes 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
Pentagon Power Plant track.....			X	X	X	X	X	X	X	X	X	X
UNION BRIDGE TRACK:						X					X	X
Walkersville Canning Co. track.....			X	X	X	X	X	X	X	X	X	X
Walkersville-Jamison's trk.....			X	X	X	X	X	X	X	X	X	X
DELMARVA BRANCH												
Between:												
West Yard and Cassatt.....								X	X	X		
Christina Movable Bridge 2.27.....	10	10	10f	10	10	X	10	X	X	X	X	10
FARNHURST:												
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
FARNHURST:												
State Hospital track.....						X	X	X	X	X	X	
NEW CASTLE:												
Deemer Steel Casting Co.....					X	X	X	X	X	X	X	
Freight House track; including 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	

LOCATION	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	5	5	5	5	5	5
Frear's track.....				5	5	5	5	5	5	5	5	5
Suburban Gas Co.....				5	5	5	5	5	5	5	5	5
Romeo's track.....				5	5	5	5	5	5	5	5	5
Coal pocket, Lewes track.....	X	X	X	X	X	X	X	X	X	X	X	X
Diamond Cold Storage.....						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	
Precision Development Co.....				X	X	X	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	X	
MACHIPONGO:												
Station track No. 3.....						X		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 SEC-ONDARY TRACK								X	X	X	X	
CHESTERTOWN SEC-ONDARY 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	X	
GREENSBORO:												
Back track, Pet Milk Co.....						X	X	X	X	X	X	
D.M.&V. SECONDARY TRACK								X	X	X	X	
CAMBRIDGE SEC-ONDARY TRACK								X	X	X	X	
CRISFIELD SECONDARY TRACK								X	X	X	X	
CRISFIELD:												
Potomac & Handy track.....						X	X	X	X	X	X	
REHOBOTH TRACK								X	X	X	X	
LEWES:												
Beach track.....						X	X	X	X	X	X	

LOCATION	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	X	
VIENNA TRACK.....						X	X	X	X	X	X	
DENTON TRACK.....			X	X	X	X	X	X	X	X	X	X
McDANIEL TRACK.....						X	X	X	X	X	X	
MARDELA TRACK.....						X	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
Noek 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
Peeohontas 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	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. 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.

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.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 (Psg. 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, BF18Z, BP20, ES15A, ES17M, FS24M, FF20, 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. (All Regions) Class AS-10a engines are restricted in all tunnels unless engine awnings are in closed position.

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
220,000-263,000	48'-0"	Same as Column L

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs., and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and they are subject to restrictions shown in Special Instructions 1160-A1a, A1b, A1c, as follows:

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	210,000 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. (Phila. Region). A maximum weight of 263,000 pounds (car and lading) can be handled over the Philadelphia Region, except as follows:

Cars exceeding a maximum weight (car and lading) of 220,000 pounds, must not be accepted for movement over the following tracks:

Fort Washington	West Chester Branch
Kensington and Tacony	Newtown Square
Midvale	John Hess track, Vintage
Bustleton	New Holland Secondary
Fairhill	Pomeroy Secondary
Oxford Road	Quarryville Secondary
Stifftown	Lebanon Secondary
Washington Ave.	Dillsburg Secondary
60 Street	Waynesboro Secondary
Devault running track	Mercersburg Secondary
Royersford track and on siding over Bridge 32.55—Spring City.	
Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.	

Cars exceeding a maximum weight (car and lading) of 150,000 pounds must not be accepted for movement between Allen Lane and Chestnut Hill.

Cars exceeding maximum weight (car and lading) of 169,000 pounds must not be accepted for movement on Oxford Road track.

1160-B12. (New York Reg.). Account of light rail cars with a maximum weight of 263,000 pounds (car and lading) can be handled on the Robbinsville secondary track between Bo and end of track at restricted speed.

Model 40 Burro Cranes

1160-B13. (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-B14. (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-B15. (Phila. Reg.). Ladings and cars exceeding 13 feet 6 inches from top of rail are prohibited from passing under Ore Loading Hoppers on Loop Tracks.

Cars 50 Feet or More in Length

1160-B16. (Phila. 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 263,000 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	Popes Creek

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 160,000 pounds, must not be moved over Float Bridge, Clinton St., Baltimore.

Cars exceeding a maximum weight (car and lading) of 180,000 pounds, must not be moved over Mill Street Tracks (Mardela Track).

The handling of BS-12 Diesel, one unit, with a gross weight of 240,000 pounds may be handled on float bridges subject to the following restrictions:

No. 1—Balance to prevent severe tipping.

No. 2—Use empty spacer cars to engine or other heavy loads over float bridge while this Diesel is on float bridge.

1160-B18. (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. & B. Co. Branch between Shore and Jersey at maximum authorized speed except, cars in this weight classification must not exceed a speed of 15 miles per hour over Delair Bridge 2.07.

When any freight train is moving over Delair Bridge 2.07, no freight train of any kind shall be permitted on the adjacent track at the time such movement is being made.

1160-B20. (All Regions). On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instructions 1160-A1a, A1b, A1c, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour through curves on such side tracks and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two or three feet, and by such signs on the side as "Shock Control" and "Hydra Cushion".

Derricks, 250 ton

1160-C1. (Phila. 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-A1b.

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. (Phila. 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
Overhead Clearance

McDaniel track

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 LOW wire signs are in service).

BOP Plant, Stiles Street, Linden.

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 42nd Street overhead bridge 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. (Phila. 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 Mile Post 84 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 operation.

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 AC 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 Hark. 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-5 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.
Chestnut Hill	North Phila.	Chestnut Hill, including hand-operated crossover 1375 feet east of Allen Lane, crossovers and Station tracks at Chestnut Hill, except interlocked crossover between No. 2 and No. 1 tracks east of North Phila. Station.
Suburban Line	Zoo (44th Street)	Arsenal via upper level to 30th St. Sta. to Suburban Station including Run Down, Car Wash track, all Suburban Station tracks and shifting track Arsenal to Walnut St.
River Line	Zoo	Arsenal, including all station tracks, 30th St. Station, No. 5 and No. 11 Running tracks and spur tracks at north and south ends of station.
36th St. Connection	Zoo	Connection with Penn Interlocking River Line.
Grays Ferry West Chester	Zoo Arsenal	Arsenal West Chester, including hand-operated crossovers 700 feet south Fernwood; 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, except yard track between spur track and No. 2 main track, Arsenal Interlocking.
Delaware Extension	Arsenal	End of Main tracks at Broad St. OH Bridge including crossovers at Penrose between No. 1 and No. 2 tracks.

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.
Cumberland Valley Columbia	State Cork Shoeks	Lemo Cola State, including Shoeks and Middletown Sidings.
Columbia and Port Deposit York Haven Line	Cres Wago Junction Cly	Port Cly, No. 3 and No. 4 tracks. Day, Nos. 1, 2, 3 and 4 tracks.
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. Ontario St.
No. 11 Shifting Naught	Penn Interlocking Arsenal Interlocking Brill	44th Street. Westward yard running track west of 44th St. 44th Street. 52nd St. UG Bridge. Overflow ladder.
Port Richmond	Connection with DRRR&B Co. Br. Zoo	Overbrook
Eastward Jersey Westward Jersey	Connections with Eastward Jersey track Zoo	7900 feet east including crossover 7525 feet east of Bridge Stadium
Westward Westward Belt Eastward Belt	44th Street Connections with No. 14 52nd St. Undergrade Bridge West Chester Broad St. overhead Bridge South Phila. Enginehouse Thorn Harris	Caln Maclay Street. Also all connections and crossovers to No. 11 and No. 12 tracks on east end AC Motor Stop sign. East end yard office.
No. 14 and No. 15	52nd St. Undergrade Bridge	
Station No. 1 and No. 2 Thorofare Westward Engine	West Chester Broad St. overhead Bridge South Phila. Enginehouse Thorn Harris	
No. 5 No. 11 and No. 12	Thorn Harris	
F, G, H and K No. 44	Day Electric engine storage yard	

YARD AND OTHER TRACKS BETWEEN HOLMES AND HARRISBURG, INCLUDING HARRISBURG AND ENOLA YARDS

Location	Track	Portion equipped for AC Electrical Operation
Frankford Junction yard	No. 0	From its jet., with westward track to a point 30 feet east from Frankford passenger Station.
	Eastward	From No. 0 track to its connection with Port Richmond R.T. track 300 feet east of Venango St.
	Westward No. 1 Receiving yard	From No. 0 track to K 1. 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.
33rd Street	No. 5	Connecting with No. 4 Main track at 33rd Street eastward a distance of 1200 feet.
Mantua yard	No. 19 and No. 20	375 feet from east end of tracks.

Location	Track	Portion equipped for AC Electrical Operation
Zoo to 44th Street	Cut Departure Crossovers	Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. Overhead bridge). Between connection with No. 2 track Zoo Interlocking and Cut track. All connections between energized tracks.
44th Street	C-1 A-26 A-27 B-17 B-18 B-19 Eastward engine	200 feet, east end. 250 feet, east end. 100 feet, east end. 125 feet, east end. 200 feet, east end.
46th Street Enginehouse	Electric engine Inspection pit Nos. 1 and 2 electric engine storage	Between conn. with Eastward Jersey at 44th St. and 150 feet west of switch to engine yard. Entire
44th Street to 52nd Street	8 Overflow 7 Overflow Overflow ladder A-12 B-20 Departure Crossovers	Entire Entire 325 feet, west end. Between connections with No. 6 overflow and Eastward Belt 180 feet, west end. 280 feet, west end. 315 feet, west end. All connections between energized tracks.
52nd Street to Overbrook and Jeff	No. 1 PSV No. 8 No. 7 No. 3, 4, 5, 6 Ladder, West end Crossovers	Between connection with No. 15 Running track and Jeff 775 feet, west end. 700 feet, west end. Entire All connections between energized tracks.
Bryn Mawr	Pagr. car track, MU storage, south side	381 feet
Paoli coach yard	Pit Nos. 0 to 8, inc. Hill connecting	Entire Entire Entire
Paoli West yard	Running Storage Nos. 3 and 4 Duck Under	Entire Entire Entire
Paoli Shop	Nos. 1 to 5, inc.	Entire
Thorndale	No. 6 storage A-B-C-D A-B-C-D	Leading to Shop Building (East and West side). Entire West end to AC Motor stop sign. East end to AC Motor stop sign.
Lancaster	No. 0 Mail and Express Nos. 1 and 2 Old eastward	Entire Entire Dillerville yard. From connection with No. 1 track, Columbia Branch to AC Motor stop sign.
Long Park yard	Nos. 1 and 2	West end to AC 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 Nos. 36 and 37 No. 35	State to AC Motor stop sign. Entire West end of AC 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	Entire
Harrisburg yard	Nos. 4P and 5P	To AC Motor Stop sign. Harris to Reilly, including crossovers east of Reilly leading into these tracks.
No. 1 class yard	Nos. 8 to 13 inc.	To AC Motor Stop sign.
No. 3 relay yard	Nos. 5, 6, 7 and Eastward	Maclay Street to AC Motor stop sign.
No. 4 receiving yard	Nos. 13 to 18 inc.	Entire
Harrisburg enginehouse	6E and 6E electric engine storage tracks 4E inward engine track	Entire To AC Motor stop sign.

Location	Track	Portion equipped for AC Electrical Operation
Enola yard Westbound relay yd. Westbound receiving yard Relay yard Eastbound classification yard	Ramp Ramp and G Nos. 2 to 16 inc. Nos. 6 to 10 inc. Paint Shop and Ladder track Nos. 11 to 18 and 20 to 40 inc.	Entire To westbound hump. Day to west end of tracks. To AC Motor Stop sign. Entire
Enola Enginehouse	High Line Electric engine E2, E3, E4 electric engine storage yard Electric engine (44)	To AC Motor stop sign. West end of westbound receiving yard to AC Motor stop sign west of coal wharf. West of coal wharf to inspection pit. Entire Between electric engine storage yard and east end yard office.

YARD AND OTHER TRACKS

Location	Track	Portion equipped for AC Electrical Operation
Spring Garden St. yard Powelton Avenue MU yard Penn Coach yard	Run down All All, including Wash and Run down, except plug track	Entire Entire Entire
Race Street Engine Terminal U. S. Post Office Walnut Street Yard Arsenal Interlocking Grays Ferry yard	All except sand track All All except No. 10 Run down No. 8 Nos. 9 and 10	Entire Entire Entire Entire Between Arsenal Interlocking and No. 0 track, 49th Street. 300 feet on north and south ends.
Stadium	Crossovers	Connections between energized yard tracks.
Greenwich yard	Crossovers North & south leads Crossovers No. 8 departure No. 7 departure E Yard lead Nos. 5 & 6 departure Nos. 11 and 12 inbound receiving yard Nos. 13 and 14 inbound receiving yard Crossovers Ladder No. 3 departure No. 4 departure No. 2 departure	7525 feet eastward from Broad St. overhead bridge between No. 1 and Entire Connection between North Lead and E yard lead. 2170 feet, west end. 2030 feet, west end. 830 feet, west end. 700 feet, west end. Entire, including connection to inward engine track, Entire Connecting ladder track (east end inbound receiving yd) and engine track. Between east end inbound receiving yd. and a point 80 feet west of Gwch. switch cabin. 465 feet from west end. 1135 feet from west end. 460 feet eastward from connection with No. 3 departure.
Greenwich coal yard (Receiving)	North ladder South ladder No. 7 Nos. 9 and 10 Ladder	Entire 390 feet eastward from connection with north ladder. 180 feet, west end. Entire Between Nos. 7 and 10 tracks (east end of Hump).
South Phila. Enginehouse facilities	Engine running Inward engine Pit Engine storage Cabin	Entire 1425 feet eastward from connection with engine running track. Entire 1000 feet, west end. 300 feet, west end.

Location	Track	Portion equipped for AC 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.
	Ladder	Between west ends No. 14 and No. 20
Earnest	Middle	Entire
	East middle	Entire
	West end of west middle	To AC Motor stop sign
Columbia	West end Nos. 1 and 2	To AC Motor stop sign
	East end Nos. 1, 2 & 3	To AC Motor stop sign
	New No. 6	Entire
	Manor set off track	To AC Motor stop sign
	Ladder at east end of yard	To AC Motor stop sign
Lemoyne	Ladder at west end of yard	To AC Motor stop sign
	East and west end of No. 3 yard	To AC Motor stop sign
	Nos. 1 & 2 and east leg of Wye	To AC 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 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—E 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 sluding 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 Noe. 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. 45 track, 525 feet southward
No. 37 track, 450 feet southward	No. 47 track, 490 feet southward
No. 39 track, 540 feet southward	No. 49 track, 575 feet southward
No. 41 track, 540 feet southward	No. 51 track, 495 feet southward
No. 43 track, 525 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
No. 1 Coal Wharf track No. 2

B & P Junction—No. 5 Yard track from B&P Jct 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 600 feet south.

No. 4 track from connection with No. 3 track to a point 330 feet south.

No. 5 track from connection with No. 4 track to a point 240 feet south.

No. 6 track from connection with No. 5 track to a point 390 feet south.

No. 7 track from connection with No. 6 track to a point 320 feet south.

No. 8 track from connection with No. 7 track to a point 300 feet south.

Pennsylvania Ave.—Lead track and non-interlocked trailing switch from connection with No. 3 track at south end of yard to a point 350 feet north.

Potomac Yard—

Southward freight running track.
 Crossovers, 800 feet north of the north end of the southward receiving yard.
 Southward freight running tracks Nos. 1 & 2.
 Southward Receiving Yard tracks Nos. 3 to 9 inclusive.
 Electric Locomotive Incline track.
 Thoroughfare track from connection with south end of No. 1 Electric Locomotive Storage Yard track, southward 512 feet.
 Leads from south end of freight running tracks Nos. 1 & 2 and southward receiving yard tracks Nos. 3 to 9 inclusive, including crossovers at the Hump, to connection with Electric Locomotive Incline track.
 Inbound Engine Running track from north end of No. 9 southward Receiving Yard track to connection with Outbound Engine Running Track.
 Nos. 1, 2 & 3 Electric Locomotive Storage Yard tracks.
 Outbound Engine Running track from junction of north end of Electric Locomotive Storage yard tracks to connection with No. 3 Advance track at Four Mile Run.
 Nos. 3, 4 & 5 Advance Yard Tracks including crossovers between electrified tracks from Four Mile Run yard office to the north end of northward classification yard tracks 31 to 39, inclusive.
 Northward Classification Yard tracks including crossover between No. 23 and No. 24 tracks, from connection with north switch as follows:
 No. 20 track, 595 feet southward. No. 26 track, 380 feet southward.
 No. 21 track, 340 feet southward. No. 27 track, 310 feet southward.
 No. 22 track, 425 feet southward. No. 28 track, 215 feet southward.
 No. 23 track, 520 feet southward. No. 29 track, 129 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, 350 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.

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 Indicator	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 200 feet west of Signal W31	2000 feet
	No. 2 (Westward)	On catenary pole 230 feet west of Signal W31	
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	Sig. Br. 590	1500 feet Southward from Signal Br. 590
Perryville	No. 2, 3 & 4	Coudon's Rd. Br. 58.34	1600 feet Northward from Overhead Bridge 58.34

West Chester Branch PB Signs

1167-A11. (Phila. Reg.). A wood stick section break ten feet long in the catenary system located 1300 feet north of Lenni Station Power must not be used while any pantograph is under this section break.

Power Removal. (All 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 OR VALVE is located in each engineman's operating compartment. Each device is stenciled "EMERGENCY BRAKE."

To operate this special emergency brake system, the emergency brake switch must be moved to the "ON" position, or on cars equipped with conductor's valve, the valve must be moved to the open position.

This system is to be used only in the event of failure of the regular air brake system. The switch or valve must normally remain in the "OFF" or "CLOSED" position.

When in single car operation the special emergency brake system on these cars must be tested from the operating end before each trip as follows:

With the brakes released, control plug inserted, and controller in "OFF" position, the emergency brake switch or valve must be moved to the "ON" or "OPEN" position, noting that the brakes apply immediately on both trucks. When the switch is placed in the "OFF" position or the conductor's valve is placed in the "CLOSED" position, the brakes must release on both trucks. This test should immediately follow the normal initial terminal brake test, as prescribed in instruction 11-b of the 99-D-1, Brake and Train Air Signal Instructions.

In making shifting movements with single D. C. multiple unit cars a running brake test must be made immediately after movement is started.

Sleet Instructions.

1167-A15. (All 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 enginemen 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)..... 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-A22. (New York Reg.). Torresdale—Before making movements with AC electrical equipment on Industrial Track, Trainmen must operate Sectionalizing Switch No. 10, located on catenary pole 74.09 to CLOSED position. Sectionalizing Switch must be restored to OPEN position after completing movement.

1167-A23. (New York Reg.). New Haven R. R. Enginemen of electric engines are responsible for knowing that changeover switch is in AC position, DC pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board.

Employes are prohibited from moving AC changeover switch from AC position.

1167-A24. (New York 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.

1167-A27. (Phila. Region). Steam heat generators may be operated under low wire as follows:

Trains terminating at 30th St. Station, Lower Level, equipped with steam generators must have the steam train-line valve closed before passing Zoo or Arsenal.

At Suburban Station and U. S. Post Office tracks, 30th Street, steam heat generators must be shut down.

DC Electrical Operation—(New York Reg.)

1167-B1. Following tracks equipped for DC electrical operation:

MAIN TRACKS—Between:

Harold and west portals of North River tunnels.

Waldo and Hudson (Jersey City Branch).

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. (New York Reg.) When there is possibility of contact between DC electric engines or DC multiple unit cars and electric return circuit, as represented by running rail, being broken, third rail contact shoes must be removed from contact with third rail.

1167-B3. (New York Reg.) When two or more P A T H Trains using DC electric power stop on the same track a short distance apart, train that is close to train ahead, must not start until preceding train has been under headway one minute.

1167-B4. (New York Reg.) Portable Third Rail Jumpers are located at east end, westward platform Harrison and at all interlocking stations in DC electrified territory. They must be replaced after using.

1167-B5. (New York Reg.) 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—Car Inspectors building.

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
Robbinsville	

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
New Boston Branch	L.V.R.R.

Secondary

Tracks: Schuylkill
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: Delmarva	Secondary Tracks: 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.

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				E
Hudson	Elmora	2 and 3	X							X	X	X	X				
Elmora	Union	A, 1, 4 and B	X							X	X		X				
Elmora	Union	2 and 3	X							X	X	X	X				
Union	Morris	4	X							X	X		X				
Union	Morris	2 and 3	X							X	X	X	X				
Union	Lincoln	1	X							X	X		X				
Lincoln	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 Harrimus 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							
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				D
MG	G	Belvidere Delaware Branch Single				X											
Fair	BO	Bordentown Branch Single				X											
BO	Reg. Post Atl.	1	X			X				X							
Conn. Amboy Secondary Track	End of Block	Freehold Secondary Track Single			X	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			
CQ	JG	Single			X	X										
Conn. Amboy Secondary Track	End of Block (1380 feet west of K)	Hightstown Secondary Track			X	X										
Fair	MG	Belvidere Delaware Secondary Track 1 and 2			X				X	X						

NOTE A—In the application of Rules 335 and 361, where Rule 261 is in effect, fixed signals and not hand signals used at F to indicate condition of the block on No. 1 and No. 3 tracks for westward trains also at JO and C to indicate condition of the block on No. 2 and No. 4 tracks for eastward trains.

NOTE B—Eastward shifting movements on No. 2 track Passaic and Harsimus Branch from switch leading to Marion Yard may be made east of block signal located 1080 feet west of western limits of Waldo Interlocking on permission from Operator Waldo.

NOTE C—Eastward movements on No. 2 Track P & H Branch between connections to Westbound Classification Yard, 1500 feet west of Hack, and Hack, may be made on permission from Operator at Hack.

NOTE D—Trenton Branch—Westward movements on No. 1 track between Morris and MB and eastward movements on No. 2 track between MY and Morris may be made on verbal permission from Operator at Morris and proper signal indication.

NOTE E—LANE Block and Interlocking Station will not control movements on Track No. 1. When making movements against current of traffic on Track No. 1, Block extends Hunter to Elmora.

Philadelphia Region

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
Region Post (New York Region)	Zoo	MAIN LINE 1, 2, 3 and 4 Westward and Eastward Station Track, N. Phila.	X						X	X		X				
Zoo (44th St.)	Overbrook	4	X						X	X		X				
Zoo (44th St.)	Overbrook	1		X						X	X	X				
Zoo (44th St.)	Overbrook	2		X						X	X	X	X			
New York & Pgh. Subway	Zoo Interlocking	Westward Eastward										X	X			
Overbrook	Paoli	1, 2 and 4	X							X	X		X			
Overbrook	Paoli	3		X							X	X	X	X		
Paoli	Glen	1, 2, 3 and 4	X							X	X		X			
Glen	Downs	1 and 4	X							X	X		X			
Glen	Downs	2		X							X	X	X	X		
Downs	Park	1, 2, 3 and 4	X							X	X		X			
Thorn	Caln	5 running									X		X			
Park	Cork	2 and 4	X							X	X		X			
Cork	State	1 and 2	X							X	X		X			A
Harris	Region Post (Pgh. Region)	1 and 2	X							X	X		X			
BlockSig.1130	Banks	A running									X		X			
BlockSig.1125	Banks	4 and D running									X		X			
Arsenal	Brill	1 and 4	X							X	X		X			
Brill	Region Post (Chesapeake Reg.)	1, 2, 3 and 4	X							X	X		X			

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
Zoo (34th St.)	Broad	Branches Secondary Tracks and Sidings Suburban Line 1, 2, 3 and 4	X										X	X		
44th St.	34th St.	1 and 4											X		X	
38th St.	34th St.	4														X
44th St.	Conn. with West Phila. Elevated Br. (Zoo Int.)	2											X		X	X
Zoo Int. Sta. (36th St. tunnel)	34thSt.OHBr	2 and 3											X		X	
30th St. Sta. Upper Level (Broad)	Arsenal Int. Sta.	1M and 4M											X			
38th St.	Penn	36th St. Conn. Zoo (Conn. with Suburban Line) 1 and 4											X		X	
Zoo	Penn	River Line 1 and 4	X										X		X	
30 St. Sta. (Penn Inter.)		3 and 4 Sta. Northward Only. 5 and 6 Sta. Southward Only													X	
Penn	Arsenal	1 and 4	X										X		X	
Arsenal	Penn	4														X
Penn Inter.		N3 route													X	X
Shore	Jersey (Dist. Post, Atlantic Dist.)	1 2		X									X	X	X	
North Phila.	Chestnut Hill	Chestnut Hill Branch 1 and 2	X										X	X		
N. Phila. Inter.		2													X	
Zoo (Conn. with N.Y.&P. Subway Tracks)	Southward Limits Zoo Interlocking	West Phila. Elevated Br. 2 and 3												X	X	
Zoo	Arsenal	2 and 3		X									X	X	X	X
Zoo	Arsenal	Grays Ferry Branch												X		
Arsenal	Media	West Chester Branch 1 and 2	X										X	X		
Media	West Chester	Single				X										C
Valley	A point 2815 ft. west M.P. 8 Haws Ave.	Schuylkill Bch. 1 and 2	X										X	X		
A point 2815 ft. west M.P. 8	Haws Ave.	1											X	X		
A point 2925 ft. west M.P. 12	Haws Ave.	2											X	X		
Haws Avenue Newton	Laurel Jct. Ulmer (Eastward)	Schuylkill Secondary Track Secondary		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			
Arsenal	Stadium	Delaware Extension 1 and 2	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	State	Single	X								X	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 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	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 Jet.	2, 3 and 4	X								X					I
Bay	Union Jet.	1		X							X		X	X		AI
Bay	Union Jet.	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		G

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			
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					
Mt. Vernon	York	Single	X							X					D
York	Loucks	Single		X						X					
Loucks	Region Post (Phila. Reg.)	Single	X							X					D

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			H
Bank	Ragan	1 and 2								X		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-E
		Pope's Creek													
Bowie	Pope's Creek	Single			X		X								
		Frederick Secondary Track													
York	Frederick	Single			X		X								
		Pocomoke Secondary Track													
Cassatt	End of Block	Single			X		X								F

NOTE A—Movements on No. 1 track from northern limits of Union Junction interlocking to Canton Junction interlocking will be made under authority of operator at Bay; southward movements will be made under authority of operator at Union Junction.

Southward movements for the purpose of working on No. 1 track between southern limits of Canton Junction interlocking and northern limits of Union Junction interlocking must move clear of signal located on signal bridge, 1095 feet north of Mile Post 94, before securing permission from operator at Bay to make a northward movement. Such a northward movement will be made to the first block signal under flag protection.

NOTE B—In the application of Rule 262, on No. 2 and No. 3 tracks between B. & P. Junction and Fulton, a train which may be stopped for any reason and is unable to proceed, may move in the reverse direction without train orders after securing permission from proper operator and observing fixed signals.

Rear brakeman of passenger train must proceed immediately to rear end of train and locate himself in position to operate emergency valve. Conductor of passenger train must ride near end of rear car and pass signals to brakeman located at emergency valve.

A southward freight train, which may be stopped in the B. & P. Tunnel, must not move in either direction until after a member of the crew has reported to B. & P. Junction for instructions.

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

NOTE E—In the application of Rule 365:

Crews of southward trains from Octoraro Secondary track, must report clear at Rock, unless otherwise instructed.

NOTE F—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 G—In the application of Rule D-508:

Position light signal on Catonsville track, 5812 feet south of Gwynn block and interlocking station, governs movements from Catonsville track northward on No. 4 track to Gwynn interlocking signal. After securing block permission from the operator at Gwynn and proper signal indication at Catonsville track connection, trains are authorized to proceed northward on No. 4 track to Gwynn interlocking signal, without train order.

NOTE H—During the hours that Ward Interlocking Station is closed, trains will be governed by signal indication displayed at Ward and Lane.

NOTE I—Cab Signals Within Interlocking Limits.

Southward:

Track F between southward home signal 155 feet north of South Portal of Union Tunnel to facing switch located 285 feet south of B. & P. Junction Block and Interlocking Station.

Northward:

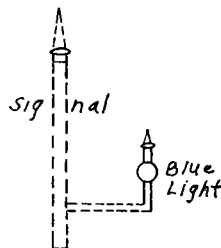
Track A between northward home signal 175 feet north of North Portal of B. & P. Tunnel and northward home signals at South Portal of Union Tunnel.

Track B between northward home signal 175 feet north of North Portal of B. & P. Tunnel and home signal governing northward movement, 660 feet south of Union Junction Block and Interlocking Station.

No. 3 track, between northward home signal 300 feet south of South Portal of Union Tunnel and northward home signal 25 feet north of North Portal of Union Tunnel.

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.

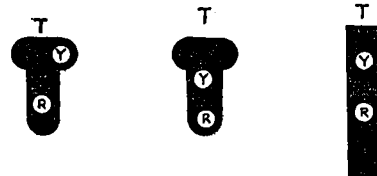
NAME—Signal mast bracket marker.

Signal mast bracket marker in service:

Bordentown Branch—Distant signal M-322, 6000 feet west of Fair.

Delmarva Branch—Cassatt and Harrington.

Western Maryland Track—Fulton



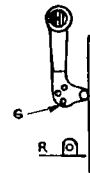
INDICATION—Proceed prepared to stop at next signal. Train exceeding slow speed must at once reduce to that speed.

NAME—Approach.

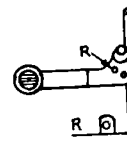
In service between East portal of North River and West portal of East River Tunnels.



INDICATION—Proceed.
NAME—Clear.



INDICATION—Proceed.
NAME—Clear.



INDICATION—Stop.
NAME—Stop-Signal.

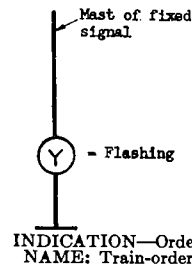
SMASH BOARD SIGNALS

Vertical—Movable Bridge set for traffic.

Horizontal—Movable Bridge not set for traffic.

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

NOTE—To apply to trains governed by fixed signal under which located.



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.

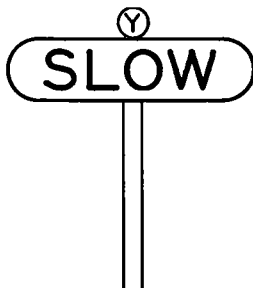
1280-A to 1296-A4. (New York Reg.). When letters H-M are displayed, signal must not be accepted by any trains except P. A. T. H. trains.

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.).

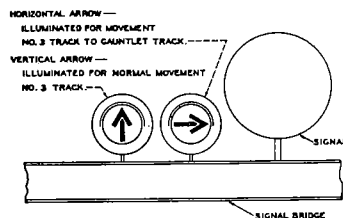
INDICATION
APPROACH NEXT SIGNAL
PREPARED TO STOP

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 Karyn before proceeding.

1292-A1. (Phila. Region). During the hours Bryn Mawr Block and Interlocking Station is not in service and a train or engine is stopped by stop signal (Rule 292 Fig. A or Fig. B), the Conductor or Engineman of westward trains must call the Operator at Overbrook and the Conductor or Engineman of eastward trains must call the Operator at Paoli and ask for instructions. If movement through Interlocking is authorized by Clearance Card (Form C) the Note at bottom of Clearance Card (Form C) must be complied with.

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 Region

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Fair	Westward	Single	Block Station and M.P. 1
Frenchtown*	Northward	Single	Block Station and Distant Switch Signal 6000 feet north of Frenchtown
MG	Northward	Single	Block Station and Tatersall Industrial Track
JG	Eastward	Amboy Secondary	Block Station and Jamesburg

Philadelphia Region

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
West Chester Branch: Media	Southward	Single	Block Station and M. P. 15
Schuylkill Branch: Schuylkill Secondary Track: Haws Avenue	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

(All Regions)

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.

*This switch is connected with the interlocking signal Sundays and Holidays; also Monday through Saturday between 10:00 P.M. and 6:00 A.M.

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	Set off track
Jamesburg Branch	Dayton	Dayton Fertilizer Company track
Jamesburg Branch	15,054 feet east of Midway	Sefton Fibre Can track
Jamesburg Branch	10,860 feet west of JG	Phelps Dodge and United Cork Co. 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.

Glasses and Goggles

1400C-7A. (All Regions). In the application of last paragraph of Rule 400C-7 the use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited except that when authorized by the Medical Department, approved colored lens glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of the sun.

Train and Engine Service Employes

1400N-1A. (All Regions). In the application of Rules 400N-1, 3, 5 and 7, Duties and Responsibilities of Train and Engine Service Employes, the position and title of the Assistant Superintendent Transportation or his representative, will be considered as replacing those of Trainmaster and Road Foreman of Engines.

Information and instructions previously issued in the form of Trainmaster and Road Foreman of Engines Notices will henceforth be issued in the form of Train Service and Engine Service by authority of Assistant Superintendent Transportation or Assistant Superintendent Transportation-Motive Power.

1400N-3A. (All Regions). When riding freight engines in the normal performance of their duties, Trainmen will ride in the front cab.

1502-A1. (Phila. Region). Trains and engines are prohibited from clearing No. 1 track at switch leading to P. B. & W. Fuel Co. track, 360 feet east of eastward limits Arsenal Interlocking and at switch leading to Kirkpatrick Coal Co. track, 3765 feet east of eastward limits Arsenal Interlocking.

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, N. Y.	Hudson, Rahway and Monmouth Park Race Track.
Philadelphia, Pa.	Bristol, Bryn Mawr, Pa., Parkesburg, Pa., Atlantic City Race Course, N. J., Garden State Park Race Track, N. J., Delaware Park Race Track, Del., Newark, Del., Bay Block Station (Laurel Race Train), and Bowie Race Track, Md.
Baltimore, Md.	Washington, D. C.

When making cab signal departure tests on Phila. Region, a member of the crew must operate the switch for the test circuit, except, on MU equipment the conductor must operate the switch for the test circuit.

1551-A1a. (Phila. and Chesapeake Regions). Referring to Rule 551 when the cab signals of an MU Train have been tested on other than the leading car of the train, and cab signal warning whistle cut out on such car, the train may be operated as an equipped train from that car, providing that, before the train departs, the conductor must personally see and know that the cab signal warning whistle is cut in, and the engineman, before departing, will operate the acknowledging switch in the presence of the conductor in order to verify that the cab signal warning whistle is cut in and functioning properly.

1551-A2. (All Regions). 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.

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.

Delmarva Br.—

On single track between signal No. D-50 and northward home signal at Bank, Delmarva Branch.

Main Line—

On Middle Station track. Wilmington Passenger Station for northward movements only.

N&DC—

On Newark and Delaware City secondary track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

Main Line—

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. (Phila. Region). Delaware Extension—Cab signals for eastward movements on No. 1 and No. 2 tracks will change to restricting approximately 10 seconds after passing fixed signals Nos. 39-D.

Cab signals for eastward movements approaching Penrose on No. 1 and No. 2 tracks will change to restricting approximately 20 seconds after passing fixed 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 fixed signals Nos. 16-D when Home signals at Arsenal are less favorable than SLOW APPROACH.

West Phila. Elevated Branch—Cab signals for southward movements approaching Arsenal Interlocking on No. 2 and No. 3 tracks will change to restricting approximately 10 seconds after passing fixed signals No. 17-H when Home signals are less favorable than SLOW APPROACH.

Cab signals for northward movements approaching Zoo Interlocking on No. 2 and No. 3 tracks will change to restricting approximately 10 seconds after passing fixed signals Nos. 16-H when Home signals are less favorable than SLOW APPROACH.

Exceptions Authorized (All Regions, except L. I. R. R. trains, AC Type MU trains operating over movable bridges within the State of New Jersey and trains between West Yard and Washington on Chesapeake 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-A1. (All Regions). 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,	Union and County,
Hudson and Lane,	Millham and MA,
Lane and Union,	Morris and Holmes.
Union and WC,	

- (c) Engines or rail motor cars moving to and from shops.
- (d) 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.
- (e) Trains and engines from connecting regions or railroads (in emergencies).
- (f) Road freight trains between Stadium, Arsenal and Zoo to and from West Chester and Schuylkill Branches.
- (g) Northern Region trains between Harris and Rockville.
- (h) Baltimore and Ohio R. R. trains between Penrose and Stadium.
- (i) Cumberland Valley Branch trains between Lemo and Day.
- (j) Reading Company trains and engines on No. 1 track between Shore and Jersey.
- (k) B. & O. R. R. Trains between Anacostia and Virginia.
- (l) W. M. Ry. Trains between Fulton and Signal 880 north of River.
- (m) 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

- (n) Road Engines moving backwards between:

Baldwin and Ragan
River and Gwynn
Landover and Virginia
Landover and Region Post (W. T.)
- (o) 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 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, Norris, Haws Ave., Creek, Brooke, Pay, Pennroad, and Hager.

Chesapeake Region

All Interlockings except—Iron Hill, North East, Magnolia, Lane Clayton, Harrington, Seaford, Cassatt, Chadd and 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 employes. When this whistle is sounded these employes 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). Employes 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. (Phila. and Chesapeake Regions). 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
Octoraro Secondary Track	Chadd	Reading Co.	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. (All Regions). Instructions covering use of telephones in train operation as outlined on card posted at all telephone locations and block stations must be followed.

Telephones—Secondary and Running Tracks

1702-A2. (Chesapeake Region). All following wayside telephones changed to commercial telephones.

Octoraro Secondary Track

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	—932-3484
Rising Sun Station	—Rising Sun 234

Pope's Creek Secondary Track

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	—Midway 5-5700
LaPlata Station	—West 4-3241
Lothair Public Delivery Track	—West 4-4120
Pope Block-Limit Station	—Clearbrook 9-2409

York Secondary Track

Wrightsville	—255-8252
York Block Station	—York 8-1883

Frederick Secondary Track

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
Jet. 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

Chestertown Secondary Track

Clayton Block Station	—Olive 3-7260
Mass Block-Limit Station	—Waverly 8-3355
Kennedyville	—Fieldstone 8-5226
Chestertown	—Chestertown 27

Centreville Secondary Track

Sudlersville	—Geneva 8-3191
Centreville	—Centreville 32

Crisfield Secondary Track

Cassatt Block Station	—Pocomoke 519
Westover	—Princess Anne 373W11
Marion	—Marion 2211
Crisfield	—Crisfield 57
Field	—Crisfield 1266

D. M. & V. Secondary Track

Snow Hill	—Snow Hill 40
Harrington Block Station	—Exeter 8-8375

Cambridge Running Track

Cambridge Enginehouse	—228-1934
Tank Block-Limit Station	—228-1934
Seaford Block Station	—National 9-4581

When call is completed, close box and lock before leaving.

Cambridge Secondary Track

Seaford Block Station	—629-8787
Federalsburg	—PL 4-2201
Hurlock	—WH 3-3033
Lock Block Limit Station	—WH 3-3033
Tank Block Limit Station	—228-1934
Cambridge Enginehouse	—228-1934
Cambridge Freight	—228-2600

Oxford Secondary Track

Clayton Block Station	—653-7260
Hart Block Limit Station	—492-3671
Pet Block Limit Station	—HU 2-2081
Anne Block Limit Station	—364-3852
Cross Block Limit Station	—TA 4-1922

Call Clayton Block Station from Pet, Anne or Cross Block Limit Station Dial 1-302-653-7760.

1702-A3. (Phila. Region). All wayside telephones between Pennroad and Winchester changed to commercial telephones as follows:

Pennroad	Chambersburg 900
Town Block Station	Regent 9-4034
Hager Block Station	Regent 3-4402
Hagerstown Enginehouse	REgent 3-9054
Yardmaster Hagerstown	REgent 9-2560
Cumbo Yard	AMherst 7-2511
Phone Box Corning	AMherst 7-7741
Inwood Freight Station	229-4601
Inwood Block-Limit Station	229-4721
Winchester Freight Station	MO 2-3351
Byrd Block-Limit Station	MO 2-0847

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!

W. L. Butz
W. G. Dorwart
J. M. McGuigan
 Superintendents Transportation

Approved
G. C. Vaughan
H. H. Vaughn
H. G. Allyn, Jr.
 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	1008	1093	1071
5	—	1073	1012	1067	1202	1074	1043
6	—	1040	1013	1042	1209	1006	1007
7	—	1005	1074	1008	1071	1205	1005
8	—	1067	1046	1153	1045	1103	1092
9	—	1045	1014	1022	1206	1120	1065
10	—	1094	1155	1090	1213	1277	1041
11	—	1047	1068	1076	1018	1236	1042
12	—	1006	1005	1200	1047	1118	1078
13	—	1152	1070	1215	1002	1211	1048
14	—	1075	1024	1065	1204	1150	1008
15	—	1042	1078	1040	1218	1016	1013
16	—	1096	1043	1019	1100	1066	1075
17	—	1154	1003	1075	1216	1069	1004
18	—	1049	1077	1096	1015	1003	1067
19	—	1008	1009	1077	1041	1012	1044
20	—	1021	1201	1017	1005	1013	1152
21	—	1205	1007	1101	1068	1210	1094
22	—	1200	1048	1201	1048	1105	1217
23	—	1002	1072	1103	1049	1119	1200
24	—	1071	1016	1151	1010	1101	1207
25	—	1209	1203	1011	1203	1214	1021
26	—	1216	1217	1044	1102	1104	1090
27	1167	1102	1100	1093	1046	1091	—
28	1125	1213	1119	1212	1073	1095	—
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 21, 1963.

GENERAL ORDER No. 1601

Effective 2.01 A. M., Sunday, October 27, 1963

Applies in All Zones

- (a) Timetable No. 16 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 General Order No. 1526, all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 16 to see that his copy is complete, pages properly lined up, and note changes. 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 NC

- (c) **MILLSTONE RUNNING TRACK
COUNTY**
Passenger station named Jersey Avenue, 1390 feet west of County Block and Interlocking Station, on south side of track, in service.

Applies in Zone NE

- (d) **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-F1** (New York Region), changed.

Applies in Zone PA

- (e) **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-F1** (Phila. Region), changed.
- (f) **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-F1** (Phila. Region), changed.
- (g) **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-F1** (Phila. Region), 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-F1** (Phila. Region), changed.

Applies in Zone PE

- (i) **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-F1** (Phila. Region), changed.

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION**

October 21, 1963.

GENERAL ORDER No. 1602

Effective 2.02 A.M., Sunday, October 27, 1963

Applies in All Zones

- (j) **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-F1** (Phila. Region), changed.
- (k) **WINCHESTER SECONDARY TRACK
CV-87—GARD**
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 20 miles per hour between Mile Post 87 and Gard, account of track conditions.
Special Instruction **1157-F1** (Phila. Region), changed.
- (l) **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-F1** (Phila. Region), changed.

Applies in Zone CA

- (m) **MAIN LINE
PERRYVILLE—HAVRE DE GRACE**
(Temporary Speed Restriction)
Trains and engines on No. 2 and No. 3 tracks must not exceed a speed of 20 miles per hour over Susquehanna River Movable Bridge No. 60.07, account of track conditions.
Special Instruction **1157-F1** (Chesapeake Region), changed.
- (n) **MAIN LINE
HAVRE DE GRACE—OAK**
(Temporary Speed Restriction)
Trains and engines on No. 3 track must not exceed a speed of 50 miles per hour between Havre de Grace and Oak, account of track conditions.
Special Instruction **1157-C1** (Chesapeake Region), changed.

This General Order is printed in Timetable No. 16 and will not be issued in sticker form.

**W. L. BUTZ,
W. G. DORWART,
J. M. McGUIGAN,**
Superintendents Transportation.

- (a) **TIMETABLE**
Inside title page (Page 1), changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over bottom portion of inside title page (Page 1).
- (b) **TIMETABLE AUTHORITY**
Schedules of C&O 201, 202, SOU. 220 and RF&P 88, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows: C&O 201 and 202 over corresponding schedules, pages 144 and 145.
SOU. 220, RF&P 22 and 88 over columns 2, 3 and 4, bottom of page 145.
Nos. 3753, 3760, 751, 4135, 4136, 4139 and 4140, pages 59, 89, 154, 162 and 163, will run Feb. 22.
S stop for No. 503 at Bristol, at 6.59 AM, page 37, added. No. 1020, page 49, will have baggage service.
Note in schedule column of No. 547, page 54, should read—Will not run Nov. 28, Dec. 25, Jan. 1.
No. 506, page 73, will not run Nov. 28, Dec. 25, Jan. 1.
Delete S opposite Arsenal for No. 736, page 157.
Employees must correct pages 37, 49, 54, 59, 73, 89, 152, 153, 154, 155, 157, 162 and 163, in ink.
- (c) **ENGINE AND SPECIAL LOAD RESTRICTIONS**
Class A-F-24a diesel engines are subject to same restrictions as shown in column 2, Special Instructions **1160-A1a, 1160-A1b and 1160-A1c.**
Special Instructions **1160-A1a, 1160-A1b and 1160-A1c, changed.**

Applies in Zones NC and CD

- (d) **TICKET OFFICES OPEN FOR THE SALE OF TICKETS**
Metuchen closed Saturday.
York open Monday to Saturday—6.00 AM to 11.00 AM; 11.30 AM to 5.30 PM and 6.00 PM to 7.30 PM.
York open Sunday—6.00 AM to 11.00 AM; 11.30 AM to 5.30 PM and 6.00 PM to 10.00 PM.
Employees must correct pages 176 and 179, in ink.

Applies in Zone NA

- (e) **ELECTRICAL OPERATION
SUNNYSIDE YARD**
Westward engine track between Sunnyside Enginehouse and Q, out of service for DC Electrical Operation.
Special Instruction **1167-B1, changed.**

(Page 1 of 2 Pages)

Applies in Zone NE**(f) BELVIDERE DELAWARE BRANCH
CARPENTERVILLE—KENT**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between lead switch Kent and a point one mile north of lead switch Kent, account of track conditions. Paragraph (d) General Order No. 1601, annulled.

Special Instruction **1157-F1** (New York Region), changed.

Applies in Zone PC**(g) SCHUYLKILL BRANCH
MANAYUNK—SHAWMONT**

Hand-operated derail on facing hand-operated switch in No. 1 track, 3095 feet west of Mile Post 8, leading to Robinson Steel Company track, in service.

Effective **10.01 A.M., Tuesday, October 29, 1963**

Applies in Zone PB**(h) SUBURBAN LINE
ZOO INTERLOCKING (M-1 SWITCHES)**

Facing electric locked crossover for westward movement, connecting No. 2 Main track with Departure track, pipe controlled from M-1, 195 feet west of Mile Post 3, changed to hand-operated crossover, in service.

Crossover switches in charge of employes using them. Permission to unlock must be obtained from Zoo before switch lock is removed from keeper.

Special Instruction **1104-D1** (Phila. Region), changed.

W. L. BUTZ,**W. G. DORWART,****J. M. McGUIGAN,**

Superintendents Transportation.

A. M. HARRIS

General Manager Transportation

Regional Managers:**Regions:****Superintendents
Transportation:****NEW YORK****G. C. VAUGHAN****W. L. BUTZ****PHILADELPHIA****H. H. VAUGHN****W. G. DORWART****CHESAPEAKE****H. G. ALLYN, JR.****J. M. McGUIGAN**

G.O. No. 1602, Page 1

C. & O.	C. & O.	SOU.	R. F. & P. 22	R. F. & P. 88
201	202	220	Last Trip Dec. 14	First Trip Dec. 16
Daily	Daily	Daily	Daily	Daily
P. M.	A. M.	A. M.	A. M.	P. M.
5.00	8.00	10.05	11.00	2.05
5.05	7.52	10.00	10.53	1.57
5.11	7.45	9.54	10.45	1.50
P. M.	A. M.	A. M.	A. M.	P. M.
G.O. 1602 (Col. 2 Page 144)	G.O. 1602 Col. 11 Page 145	G. O. 1602 Columns 2, 3, 4 Page 145		

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., November 2, 1963.

GENERAL ORDER No. 1603Effective **9.01 A.M., Tuesday, November 12, 1963****Applies in All Zones****(a) TIMETABLE AUTHORITY**

Schedule of No. 369, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over corresponding schedule, page 126.

(b) ARRANGED FREIGHT TRAIN SERVICE

M-9 changed to pass Banks 5.00 P.M.

GWC-1 changed to run Daily except Sunday.

NF-6 changed to run Tuesday, Thursday and Saturday.

Employes must correct pages 185, 186 and 191, in ink.

Applies in Zone PA**(c) GENERAL ORDERS**

**BULLETIN BOARDS EMPLOYES' REGISTERS,
STANDARD CLOCKS**

Bulletin Board, Employes' Register and Standard Clock located in Lancaster Yard Office (Dillerville Yard), including yard office, out of service.

Bulletin Board, Employes' Register, Standard Clock and all yard personnel relocated in Lancaster Engine-house.

Special Instruction **1075-A1** (Phila. Region), changed.

Applies in Zone PD**(d) U. S. MAIL WORK****MIDDLETOWN**

U. S. Mail work for No. 25 at Middletown, withdrawn.

Employes must correct page 175, in ink.

Applies in Zone PE**(e) CUMBERLAND VALLEY BRANCH
WATTS - CARLISLE**

Facing hand-operated switch for northward movement in Main track, 715 feet north of Mile Post 18, leading to Letort Warehouse track, capacity 5 cars, in service.

**(f) CUMBERLAND VALLEY BRANCH
CARLISLE - SPRING**

Paragraph (i) General Order No. 1601 referring to temporary speed restriction of 30 miles per hour on Main track between Mile Post 21 and Mile Post 24, annulled.

**(g) CUMBERLAND VALLEY BRANCH
CHAMBERSBURG - SOUTH PENN JCT.**

Facing hand-operated switch for northward movement in Main track, 1055 feet south of Mile Post 58, leading to K&S Feed Company track, (East Side), out of service.

**(h) CUMBERLAND VALLEY BRANCH
GREENCASTLE - MAUGANSVILLE**

Facing hand-operated switch for southward movement in Main track, located at Mile Post 68, leading to Mason-Dixon Public Delivery track, out of service.

**(i) AUTOMATIC HIGHWAY CROSSING
PROTECTION ON SIDINGS, YARD OR
OTHER TRACKS****DILLSBURG SECONDARY TRACK**

Note 5 to Special Instruction **1103-A2** (Phila. Region) applies to Dillsburg Secondary track, U. S. Route 15, Dillsburg.

Special Instruction **1103-A2** (Phila. Region), changed.

W. G. DORWART,

Superintendent Transportation.

● 369

DAILY

P. M.

\$11.00

\$11.03

11.06

11.08

\$11.10

\$11.12

\$11.14

\$11.16

\$11.18

\$11.20

\$11.22

\$11.24

\$11.26

\$11.28

\$11.30

\$11.32

\$11.34

\$11.36

\$11.38

\$11.40

\$11.45

Pha. Reg.

G.O. 1603

Page 126

Col. 3

MU

P. M.

● 369

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION
CHESAPEAKE REGION**

November 8, 1963.

GENERAL ORDER No. 1604

Effective 2.01 A. M., Monday, November 18, 1963

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. 505, 873 and 809, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows: Nos. 505, 873 and 809 over corresponding schedules, pages 37 and 146.

S stop for No. 707 at Wallingford at 8.14 A. M., page 152, added.

Employees must correct page 152, in ink.

Applies in Zone PA

(b) **U. S. MAIL WORK
DOWNTOWN**

U. S. Mail work for No. 25 at Downingtown, withdrawn. Employees must correct page 175, in ink.

(c) **YORK HAVEN LINE
REGION POST (CHESAPEAKE REGION)—CLY**

Note F to Special Instruction 1250-A1 (Phila. Region), annulled.

Special Instruction 1250-A1 (Phila. Region), changed.

Applies in Zone PB

(d) **WEST PHILADELPHIA ELEVATED BRANCH
ARSENAL—BRILL**

Signal Rules described for columns 7, 8 and 10, Special Instruction 1250-A1, in effect on No. 2 and No. 3 tracks between Arsenal and Brill.

Special Instruction 1250-A1 (Phila. Region), changed.

Applies in Zone PC

(e) **ENGINE AND SPECIAL LOAD RESTRICTIONS
PHOENIXVILLE**

Class of engines shown in columns 4, 5, 6, L, M, I and J, Special Instruction 1160-A1b, are prohibited on Devault Running Track, New Mill Coal Trestle, Phoenix Iron Company and all Industrial tracks.

Special Instruction 1160-A1b, changed.

Effective 9.01 A. M., Tuesday, November 19, 1963

Applies in Zone CC

(f) **MAIN LINE
VIRGINIA**

Facing Interlocked switch for northward movement in No. 2 Freight Track, equipped with Interlocked derail, 660 feet north of Virginia Block and Interlocking Station, leading to No. 2 Yard track, out of service.

Home Signal governing southward movement from No. 2 Yard track to No. 2 Freight track, 830 feet north of Virginia Block and Interlocking Station, out of service.

Facing Interlocked switch for northward movement in No. 2 Freight track, 160 feet south of Virginia Block and Interlocking Station, leading to No. 2 Yard track, in service.

No. 2 Yard track from a point 660 feet north of Virginia Block and Interlocking Station, extended south to point of connection with No. 2 Freight track, 160 feet south of Virginia Block and Interlocking Station, in service.

Low Home signal governing southward movement from No. 2 Yard track to No. 2 Freight track, 235 feet north of Virginia Block and Interlocking Station, in service.

(Page 1 of 2 Pages)

(Page 2 of 2 pages,
Philadelphia and Chesapeake Regions G. O. 1604)

Home Signal governing northward movement on No. 2 Freight track, 645 feet north of Virginia Block and Interlocking Station, relocated 495 feet south.

Home Signal governing southward movement on No. 2 Freight track, 830 feet north of Virginia Block and Interlocking Station, relocated 680 feet south.

Home Signal governing northward movement on No. 3 Freight track, 830 feet north of Virginia Block and Interlocking Station, relocated 680 feet south.

Home Signal governing southward movement on No. 3 Freight track, 830 feet north of Virginia Block and Interlocking Station, relocated 680 feet south.

(g) **PROTECTION FOR PUBLIC HIGHWAY CROSSINGS
AT GRADE
BUZZARD POINT TRACK
WASHINGTON**

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	Notes
Buzzard Point	All crossings between Jersey Yard and end of track.	Washington	

Special Instruction 1103-C1 (Chesapeake Region), page 233, changed.

Effective 2.01 P. M., Monday, November 25, 1963

Applies in Zone CA

(h) **MAIN LINE
HAVRE DE GRACE—OAK**

Paragraph (n) General Order No. 1601 referring to temporary speed restriction of 50 miles per hour on No. 3 track between Havre de Grace and Oak, annulled.

Effective 11.01 A. M., Tuesday, November 26, 1963

Applies in Zone CC

(i) **MAIN LINE
VIRGINIA**

Facing Interlocked switch for northward movement in No. 2 Yard track, leading to No. 1 Yard track, 50 feet north of Virginia Block and Interlocking Station, in service.

No. 1 Yard track, from a point 1060 feet north of Virginia Block and Interlocking Station, extended south to point of connection with No. 2 Yard track, 50 feet north of Virginia Block and Interlocking Station, in service.

Low Home Signal governing southward movement from No. 1 Yard track to No. 2 Yard track, 235 feet north of Virginia Block and Interlocking Station, in service.

**W. G. DORWART,
J. M. McGUIGAN,
Superintendents Transportation.**

# 873	Daily Ex. Sat. & Sun.	A. M.	809	Daily	A. M.
\$ 7.40	\$ 7.46		\$ 7.40	\$ 7.46	
\$ 7.41	\$ 7.47		\$ 7.41	\$ 7.47	
\$ 7.42	\$ 7.48		\$ 7.42	\$ 7.48	
\$ 7.44	\$ 7.50		\$ 7.44	\$ 7.50	
\$ 7.46	\$ 7.52		\$ 7.46	\$ 7.52	
			\$ 7.54	\$ 7.56	
			\$ 7.56	\$ 7.58	
			\$ 7.58	\$ 8.00	
			\$ 8.00	\$ 8.02	
			\$ 8.02	\$ 8.04	
			\$ 8.04	\$ 8.07	
			\$ 8.07	\$ 8.11	
			\$ 8.11	\$ 8.14	
			\$ 8.04	\$ 8.14	
			A. M.	A. M.	
			873	809	
			G. O. 1604 Page 146 Cols. 5 and 6		

#505
Daily
Ex. Sun.

A. M.

No
Baggage
Service
Feb. 22

G. O. 1604
Page 37
Col. 5

MU

Will Not
Run
Nov. 28
Dec. 25
Jan. 1

\$ 7.00

\$ 7.08

\$ 7.15

\$ 7.18

\$ 7.21

\$ 7.26

\$ 7.32

\$ 7.36

\$ 7.38

\$ 7.40

\$ 7.42

\$ 7.44

\$ 7.46

7.47

\$ 7.55

7.59

\$ 8.04

\$ 8.07

A. M.

505

THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION

November 10, 1963

GENERAL ORDER No. 1605

Effective 12.01 P.M., Tuesday, November 19, 1963

Applies in All Zones

(a) TIMETABLE AUTHORITY

No. 3738 will have baggage service, page 79.
No. 32 will not have baggage service, page 84.
Employees must correct pages 79 and 84, in ink.

(b) GENERAL ORDERS
BULLETIN BOARDS

New York Region Bulletin Board in service as follows:
Lehigh and Hudson River Railway
Warwick, N.Y.—Train Dispatcher's Office
Enginehouse.

Special Instruction 1075-A1, changed.

(c) ENGINE AND SPECIAL LOAD RESTRICTIONS

Class AF-24a diesel engines are restricted to 15 M.P.H. on the following tracks: South Chester Br., Edge Moor Br., Brandywine Br., Havre de Grace Br., Pomeroy Br., Octoraro Secondary, Frederick Secondary, Union Bridge Br., President Street Br., Claremont Br., Pope's Creek Secondary, Centerville Sec., Chestertown Sec., Oxford Sec., Cambridge Sec., DM & V Sec., Crisfield Sec., Smyrna Trk., Rehobeth Trk., Milton Trk., Kiptopeke Trk., Vienna Trk., McDaniel Trk., Mardela Trk., Ocean City Trk., Denton Trk.

Special Instruction 1160-A1c, changed.

(d) ARRANGED FREIGHT TRAIN SERVICE

Time of train CG-8 changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted over corresponding schedules, pages 182 and 188.

Applies in Zone NB

(e) EXTRA STOPS—PASSENGER TRAINS

Stops on the following trains at Hudson Block Station for employes, added:
Nos. 3133, 3223, 3227, 3311 and 3313.
Stops on the following trains at Hudson Block Station for employes, withdrawn:
Nos. 3125, 3215, 3219, 3303 and 3305.
Employees must correct page 174, in ink.

Page 1 of 2 Pages

Applies in Zones NA and CA

(f) MEDICAL OFFICERS AND SURGEONS

Delete: Alden Seleman, M.D. (Surgeon)
201 West 12th Street, Olympia 4-6245
Wilmington, Del.

P. H. Curran,
District Medical Officer,
Pennsylvania Station,
New York City.

Special Instruction 100R-2A, pages 197 and 199, changed.

Applies in Zone CB

(g) POPE'S CREEK SECONDARY TRACK
LOTHAIR—POPE'S CREEK

Pope's Creek Secondary Track from a point 3200 feet south of Mile Post 45 southward to end of track, temporarily out of service.

Special Instructions 1157-C3, page 277 and 1157-H1, page 292, changed.

Applies in Zone CD

(h) NORTHERN CENTRAL BRANCH
TIMONIUM

Facing hand-operated switch for eastward movement in main track, with pipe-connected derail, 2560 feet east of Mile Post 12, leading to Phillips Petroleum Co. track, capacity 12 cars, in service.

Special Instruction 1103-A5, changed. Note 6, page 228, changed to read:

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

Applies in Zone CF

(i) PROTECTION FOR PUBLIC HIGHWAY
CROSSINGS AT GRADE
CENTREVILLE SECONDARY TRACK
MILE POST 32—MILE POST 33

Trains and engines must approach crossing of U.S. Highway 301 on Centreville Secondary Track, 1130 feet south of Mile Post 32, prepared to stop unless it is known that automatic highway crossing protection is operating.

Special Instruction 1103-C1 (Chesapeake Region), page 233, changed.

W. L. BUTZ,
W. G. DORWART,
J. M. McGUIGAN,
Superintendents Transportation.

CG-8 (1) A.M.	7.30	7.00	G. O. 1605 Page 182 Col. 16	5.40	A.M.
CG-8 (1) A.M.	1.00	2.00	G. O. 1605 Page 188 Col. 1	5.40	A.M.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., November 27, 1963.

GENERAL ORDER No. 1608

Effective 12.01 A. M., Friday, November 29, 1963

Applies in Zones PA and PB

(a) **GENERAL ORDER NO. 1607**

Effective date of General Order No. 1607 changed to Saturday, December 7, 1963, one day only.

General Order No. 1607 (Phila. Region), changed.

W. G. DORWART,
Superintendent Transportation

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION**

Philadelphia, Pa., December 2, 1963.

GENERAL ORDER No. 1609

Effective 12.01 A. M., Monday, December 16, 1963

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. 511, 541, 504, 538, 856 and 858, changed. Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable over corresponding schedules, pages 39, 60, 69, 93, and 151.

(b) **SPECIAL INSTRUCTIONS**

FREIGHT AND PASSENGER TRAIN OPERATION

Brake pipe pressure on multiple unit cars when handled by a shifting engine must not exceed the following:

AC multiple unit cars, except class MP-85..... 90 lbs.
AC multiple unit cars, class MP-85..... 110 lbs.
L.I. R.R., DC multiple unit cars..... 80 lbs.
P.A.T.H., DC multiple unit cars (1200 series)..... 110 lbs.
Special Instruction **1156-A5**, changed.

Applies in Zone ND

(c) **AMBOY SECONDARY TRACK
OB—JG**

Station designated as Outcalt, 10.4 miles from South Amboy, out of service.

Page 14, changed.

(d) **JAMESBURG BRANCH
JG—MIDWAY**

Facing hand-operated switch for eastward movement in main track, with pipe-connected derail, 15895 feet east of Midway, leading to Victor Steel Products Corp. track, in service. Trains and engines are prohibited from clearing main track at this switch:

Special Instruction **1365-B1** (New York Region), changed:

Applies in Zone NE

(e) **BELVIDERE DELAWARE BRANCH
HOLLAND—RIEGELSVILLE**

Facing hand-operated switch for southward movement in main track, with pipe-connected derail, 2225 feet north of HD Block-Limit Station, leading to present Tail Track, in service.

(Page 1 of 2 pages)

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION**

New York, N.Y., December 10, 1963

GENERAL ORDER No. 1611

Effective 12.01 A.M., Friday, December 13, 1963

Applies in Zone NC

**(h) PROTECTION FOR PUBLIC HIGHWAY
CROSSINGS AT GRADE
CAMBRIDGE SECONDARY TRACK
MILE POST 9—MILE POST 11**

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	Notes
Cambridge Secondary	State Route 318	207 feet south of Mile Post 9	
	State Route 318	3870 feet south of Mile Post 10	

Special Instruction **1103-C1** (Chesapeake Region), page 233, changed.

J. M. McGUIGAN,
Superintendent Transportation.

(a) MAIN LINE

MORRIS

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of **50** miles per hour on No. 1 track within interlocking limits at **Morris**, account of bridge condition.

Special Instruction **1157-F1**, changed.

(b) MAIN LINE

MORRIS

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of **30** miles per hour on No. 2 track within interlocking limits at **Morris**, account of bridge condition.

Special Instruction **1157-F1**, changed.

W. L. BUTZ,

Superintendent Transportation

THE PENNSYLVANIA RAILROAD
NEW YORK REGION

New York, N. Y., December 24, 1963

GENERAL ORDER No. 1612

Effective 10.01 A.M., Tuesday, December 31, 1963

Applies in Zone ND

(a) AMBOY SECONDARY TRACK
SPOTSWOOD
AUTOMATIC HIGHWAY CROSSING
PROTECTION

Automatic highway crossing protection with flashing lights and warning bell at Vliet Street (Route 128) grade crossing 698 feet east of Spotswood, in service.

W. L. BUTZ,
Superintendent Transportation

THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION

December 27, 1963.

GENERAL ORDER No. 1613

Effective 1.01 P.M., Thursday, January 9, 1964

Applies in All Zones

- (a) TIMETABLE AUTHORITY
Schedule of No. 635, withdrawn.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable as follows: Blank coupon over No. 635, page 126.
- (b) ELECTRICAL OPERATING INSTRUCTIONS
(C.T. 290 R2)
Instruction 15, Electrical Operating Instructions (C.T. 290 R2), changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in current issue of Electrical Operating Instructions (C.T. 290 R2), over instruction 15, page 46.
- (c) SAFETY RULE CALENDAR
TRAIN, ENGINE AND OTHER TRANSPORTATION
EMPLOYEES (EXCEPT STATION EMPLOYEES)
Safety Rule 1104 for February 29, 1964, added.
Employees must correct page 365, in ink.

Applies in Zone NA

- (d) ENGINE AND SPECIAL LOAD RESTRICTIONS
SUNNYSIDE YARD
Class L-6 electric engines Nos. 5939 and 5940 are prohibited on Loop "A" track, Sunnyside Yard, account of curvature.
Special Instruction 1160-A1a, changed.

Applies in Zone NB

- (e) EXTRA STOPS PASSENGER TRAINS
No. 3137 stop at Hudson Block Station for employes.
Employes must correct page 174, in ink.

Applies in Zone NE

- (f) BELVIDERE DELAWARE BRANCH
FRENCHTOWN
Frenchtown Block and Interlocking Station in service part-time as follows: 5.00 A.M., to 9.00 P.M., Daily except Sunday and February 22.
Page 13, changed.

Applies in Zone PB

- (g) WEST CHESTER BRANCH
49TH STREET—ANGORA
Trailing hand-operated switch in No. 1 track, 455 feet north of Mile Post 4, leading to Waverly Coal Company track, out of service.
- (h) DELAWARE EXTENSION
ARSENAL—STADIUM
Block signal No. 15-D governing eastward movement on No. 1 track, 4800 feet west of westward limits, Penrose Interlocking, Block signal No. 39-D governing eastward movement on No. 1 track, 3130 feet west of Stadium and Block signal No. 40-D, governing westward movement on No. 2 track, 3130 feet west of Stadium, changed to Block signals without numbers, in service.
A train or engine must not pass a Stop signal (Rule 292 Fig. A), except when authorized by Clearance Card (Form C) or by Train Order. Rule 509 will apply.

(Page 1 of 2 pages)

Applies in Zone PC

- (i) SCHUYLKILL SECONDARY TRACK
OAKS—PHOENIXVILLE

(Temporary Speed Restriction)

Trains and engines on Secondary track must not exceed a speed of 10 miles per hour between Mile Post 27 and Mile Post 28, account of track conditions.

Special Instruction **1157-F1** (Phila. Region), changed.

- (j) SCHUYLKILL SECONDARY TRACK
POTTSTOWN

Effective with the installation and use of portable type trainphone in the Pottstown area, channel 5 will be used on the engine.

While the portable type system trainphone is being used, the train crew must remain in constant audible contact with the engine.

If for any reason constant audible contact with the engine is not maintained, the movement must be stopped immediately.

Special Instruction **1703-A2**, added.

- (k) MINERSVILLE RUNNING TRACK
ULMER—LYTLE

Minersville Running track, out of service.

Special Instructions **1151-G1**, **1157-F1** and **1160-A1b** (Phila. Region), changed.

Applies in Zone CD

- (l) MEDICAL OFFICERS AND SURGEONS
YORK

Earl K. Bernstine, M.D. (Surgeon), 800 S. George St., York, Pa., telephone York 27-460, appointed Medical Officer (Surgeon), vice Glenn P. Grove, M.D.

Special Instruction **100R-2A**, page 199 (Chesapeake Region), changed.

W. L. BUTZ,
W. G. DORWART,
J. M. McGUIGAN,

Superintendents Transportation.

15. A passenger train hauling a dead multiple unit car must not exceed the maximum speed authorized for such car in timetable Special Instruction 1157-G1, unless otherwise instructed by Superintendent Transportation.

A freight train hauling a dead multiple unit car must not exceed a speed of 50 miles per hour.

The Superintendent Transportation will authorize speed in writing for cars that must be hauled at a slower speed.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., January 2, 1964

GENERAL ORDER No. 1614

**COVERING MOVEMENTS TO AND FROM
BOWIE RACE TRACK VIA ODENTON**

Effective Friday, January 17, 1964, between 11:30 A.M. to 2:00 P.M., and 4:30 P.M. to 6:30 P.M. and continuing Daily except Sunday until Saturday, March 21, 1964.

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 2:00 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, Saturdays only.

Trains will operate between Del and Track or Del and Bowie storage tracks when track is closed without train orders after receiving proper block indication from Operator.

When Track is not open, permission to operate from Bowie Storage track to Del must be secured from Operator at Del.

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, when Track is open.

Signal to proceed given with yellow flag, or a yellow light, by Operator at Track is authority to enter Bowie Storage tracks. When Track is closed switches will be lined and spiked for Bowie Storage track.

(Continued on page 2)

G.O. 1613
Page 126
Col. 4

(Ches. Reg., G. O. 1614, page 2—Conc.)

**(d) MAIN LINE
ODENTON - BOWIE**

Between 11:30 A.M. and 2:00 P.M.

Current of traffic on No. 1 track between Odenton Block Station and switch leading to Bowie Race Track Branch will be southward.

Special Instruction **1151-B1**, changed.**Rules 305 and 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.

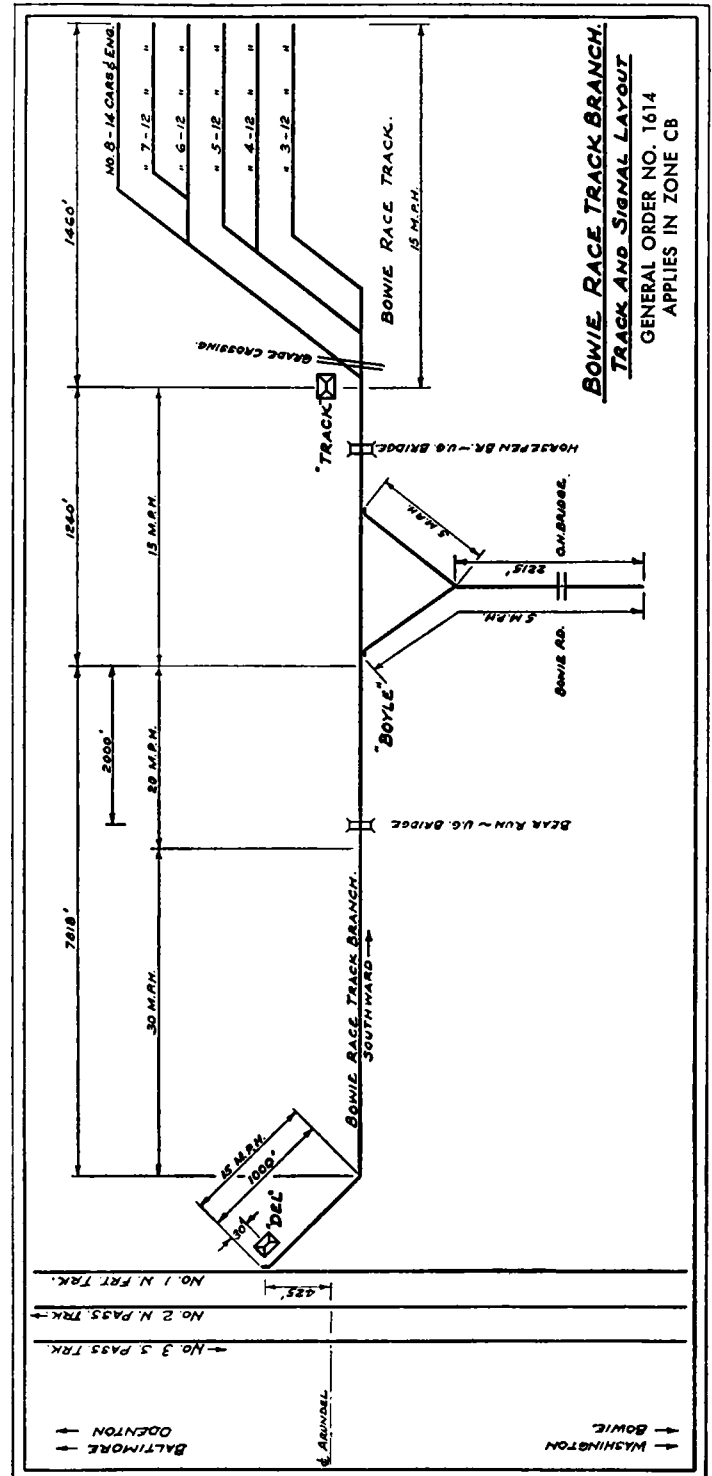
On North and South legs of Boyle Wye and tail track, five miles per hour.

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. M. McGUIGAN,
Superintendent Transportation.

(Continued on page 3)



THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION

January 21, 1964.

GENERAL ORDER No. 1615

Effective 12.01 A.M., Saturday, February 1, 1964

Applies in All Zones

- (a) SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS (C.T. 405 REV)
Instruction 11, Special Instructions Governing Operation of Signals and Interlockings (C.T. 405 Rev), changed.
Sticker pages have been issued and all employes concerned must obtain sticker pages and paste in their current issue of Special Instructions Governing Operation of Signals and Interlockings (C.T. 405 Rev), as follows:
Pages 6 and 7 over corresponding pages 6 and 7.
- (b) TIMETABLE AUTHORITY
S stop for No. 605 at Whitford, at 6.04 P.M., page 121, added.
Employes must correct page 121, in ink.
- (c) ENGINE AND SPECIAL LOAD RESTRICTIONS
Class AF-24a diesel engines must not exceed a speed of 15 miles per hour on the following tracks:
New Holland Secondary between Cork and Honey Brook, Waynesboro and Mercersburg Secondary tracks.
Special Instruction 1160-A1b, changed.

Applies in Zone PA

- (d) MEDICAL OFFICERS AND SURGEONS
LANCASTER
John L. Farmer, M.D., 571 West Lemon Street, Lancaster, Pa., telephone 397-62-57, appointed Company Surgeon, Vice C. R. Farmer, M.D.
Special Instruction 100R-2A (Phila. Region), changed.

Applies in Zone PB

- (e) RIVER LINE (YARD)
PENN - ARSENAL
Switchtenders located south of Mail Platforms between Chestnut and Walnut Streets, Box No. 4, withdrawn. All hand-operated switches formerly in charge of switchtenders at this location will be in charge of employes using them.
Special Instruction 1104-B2 (Phila. Region), changed.

Applies in Zone PC

- (f) SCHUYLKILL SECONDARY TRACK
ORCHARD - LAUREL JCT (LV RR)
Rule 99 will not apply on Schuylkill Secondary track between Orchard and Laurel Junction (LV RR).
Special Instruction 1099-A2 (Phila. Region), added.

Applies in Zone PE

- (g) CUMBERLAND VALLEY BRANCH
CARLISLE - GREASON
Facing hand-operated switch for southward movement in Main track, with pipe-connected derail, 730 feet north of Mile Post 19, leading to Industrial track, capacity 15 cars, in service.
Facing hand-operated switch for northward movement in Main track, with pipe-connected derail, 475 feet south of Mile Post 19, leading to Industrial track, capacity 15 cars, in service.
Facing hand-operated switch for southward movement in Main track, with pipe-connected derail, 1450 feet north of Mile Post 19, leading to Public Delivery track, capacity 7 cars, in service.

W. L. BUTZ,
W. G. DORWART,
J. M. MC GUIGAN,
Superintendents Transportation.

THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION

Baltimore, Md., January 20, 1964.

GENERAL ORDER No. 1616

Effective 6:01 A.M., Tuesday, February 4, 1964

Applies in Zone CB

- (a) U.S. MAIL WORK
ODENTON AND BOWIE
Train No. 193 reduce speed to 10 miles per hour.
Change letter H to L at Odenton and Bowie.
Employes must correct page 175, in ink.

Applies in Zone CF

- (b) DELMARVA BRANCH
DOVER - WYOMING
Jello Storage Track between a point 1397 feet south of Mile Post 50 and a point 4200 feet south of Mile Post 48, in service.
Jello Yard Tracks Nos. 1, 2 and 3 between a point 4200 feet south of Mile Post 48 and a point 1305 feet south of Mile Post 48, in service.
Jello Lead Track between a point 1305 feet south of Mile Post 48 and a point 123 feet south of Mile Post 48, in service.
Jello Storage Track, Jello Yard Track No. 1 and Jello Lead Track are the former Wyoming Siding.
Facing hand-operated crossover for southward movement in main track equipped with center locking lever 1105 feet south of Mile Post 48, leading to north end Jello Yard, in service.
Facing hand-operated crossover for northward movement in main track, equipped with center locking lever 4131 feet south of Mile Post 48, leading to south end Jello Yard, in service.
Facing hand-operated crossover for southward movement in main track, equipped with center locking lever 4268 feet south of Mile Post 48, leading to Jello Storage Track, in service. (Jello Storage Track Switch No. 4).
Facing hand-operated crossover for northward movement in main track, equipped with center locking lever 2273 feet south of Mile Post 49, leading to Jello Storage Track, in service. (Jello Storage Track Switch No. 3).
Facing hand-operated crossover for southward movement in main track, equipped with center locking lever, 2324 feet south of Mile Post 49, leading to Jello Storage Track, in service. (Jello Storage Track Switch No. 2).
Facing hand-operated switch for northward movement in main track, equipped with pipe-connected derail 1597 feet south of Mile Post 50 leading to Jello Storage Track, in service. (Jello Storage Track Switch No. 1).
Distant switch signal for southward movement in main track 1910 feet south of Dover Freight and Passenger Station protecting all switches between signal and switch leading to Wyoming Team Track 1023 feet north of Mile Post 51, in service.
Diagram in sticker form attached to and made part of this General Order must be pasted in time table with this General Order.

J. M. McGUIGAN,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
NEW YORK REGION

New York, N. Y., January 28, 1964

GENERAL ORDER No. 1617

Effective 6.01 A.M., Saturday, February 8, 1964

Applies in Zone NB

- (a) HARSIMUS COVE-WALDO
B SECONDARY TRACK
B Secondary Track between connection to Loop Track and Waldo, out of service.
Special Instruction 1151-D1, changed.
- (b) EXTRA STOPS—PASSENGER TRAINS
No. 3409 Stop at Hudson Block Station for employes.
Employes must correct page 174, in ink.

Applies in Zone NC

- (c) PROTECTION FOR PUBLIC HIGHWAY
CROSSING AT GRADE
WARD AVENUE INDUSTRIAL TRACK
EAST OF MILLHAM
Trains and Engines on Industrial Track leading to United States Plywood Company must stop before passing over Ward Avenue crossing at grade, 2590 feet south of Millham, and a member of the crew must protect the crossing in advance of each movement.
Special Instruction 1103-C1, changed.

- (d) TICKET OFFICES OPEN FOR THE SALE OF TICKETS

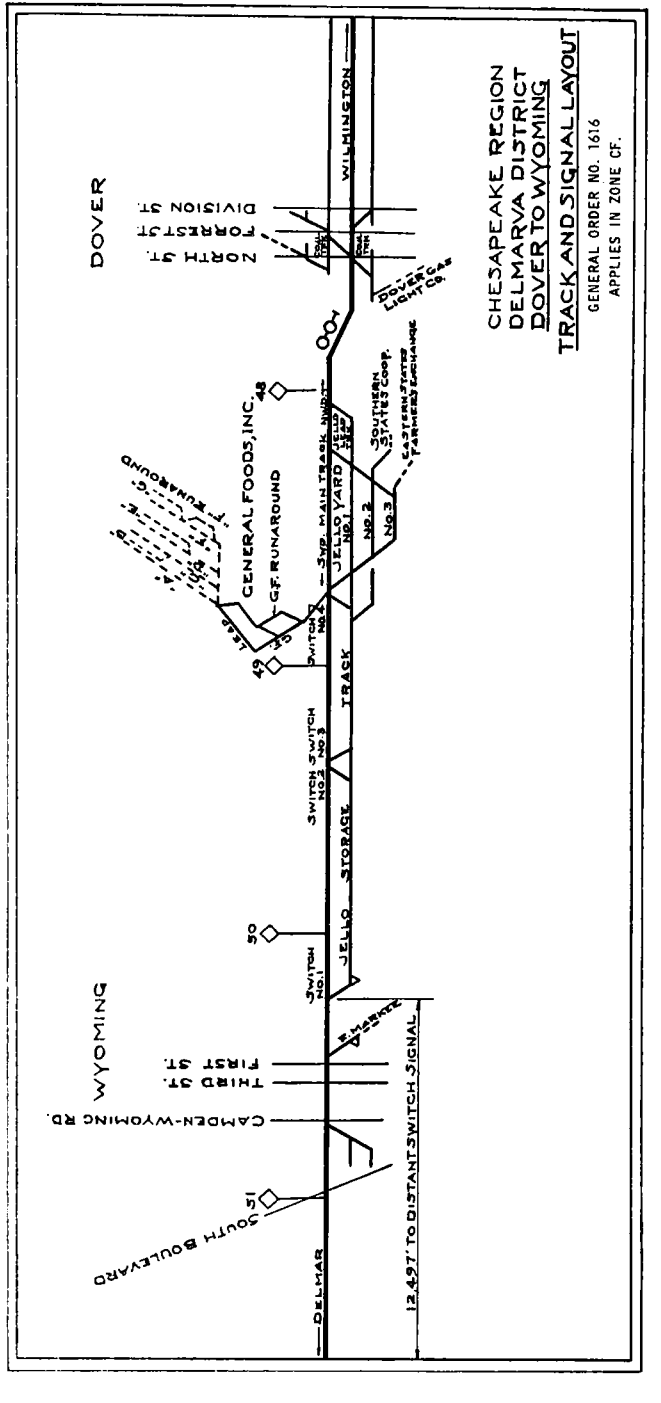
	Monday to Friday	Saturday	Sunday & Holidays
Levittown	6.00 A.M. to 10.00 A.M.	Closed	Closed
Bristol	6.45 A.M. to 3.15 P.M.	Closed	Closed
Cornwells Heights	10.00 A.M. to 4.00 P.M.	Closed	Closed

Employes must correct page 176, in ink.

Applies in Zone NE

- (e) BELVIDERE DELAWARE BRANCH
TITUSVILLE—MOORE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour on main track between a point 5950 feet north of Titusville and a point 2400 feet south of Moore Block-Limit Station, account of track condition.
Special Instruction 1157-F1, changed.

CHESAPEAKE REGION
DELMARVA DISTRICT
DOVER TO WYOMING
TRACK AND SIGNAL LAYOUT
GENERAL ORDER NO. 1616
APPLIES IN ZONE CF.



W. L. BUTZ,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., February 6, 1964.

GENERAL ORDER No. 1619

Effective 12:01 P.M., Tuesday, February 18, 1964

Applies in Zone CA

(a) **ENGINE RESTRICTIONS**

Class P-5 engines are prohibited on south leg of Landlith Wye track.

NOTE L. Class P-5 engines restricted.

Special Instruction **1160-A1c** (Chesapeake Region), page 309, south leg of Landlith Wye added in Wilmington District. Page 318, NOTE L added.

Applies in Zone CD

(b) **NORTHERN CENTRAL BRANCH
EMIGSVILLE - LOUCKS
SIGNAL N-608**

All eastward freight trains approaching Signal N-608 and signal indication is in any other position than clear, train must stop at west end of Loucks Secondary track and call Block Operator or Yardmaster at York for instructions.

(c) **AUTOMATIC HIGHWAY CROSSING
PROTECTION
FREDERICK SECONDARY TRACK
YORK**

Automatic highway crossing protection by flashing light signals and short-arm gates in service at:

North Newberry Street—1725 feet north of Mile Post 14
Roosevelt Avenue — 540 feet north of Mile Post 14
North Hartley Street — 45 feet north of Mile Post 14
Manchester Street — 370 feet south of Mile Post 14
North West Street — 855 feet south of Mile Post 14
North Belvidere Avenue—1490 feet south of Mile Post 14
Carlisle Avenue —2380 feet south of Mile Post 14
North Richland Avenue—2990 feet south of Mile Post 14

(d) **INTERRUPTING OPERATION OF AUTOMATIC
HIGHWAY CROSSING PROTECTION
AUTOMATICALLY
FREDERICK SECONDARY TRACK
YORK**

At the following locations, apparatus is provided to interrupt operation of the automatic highway crossing protection automatically:

Location	Crossing	Track	Notes
York	North Newberry Street	Secondary	29 & 30
York	Roosevelt Avenue	Secondary	29 & 30
York	North Hartley Street	Secondary	29 & 30
York	Manchester Street	Secondary	29 & 30
York	North West Street	Secondary	29 & 30
York	North Belvidere Avenue	Secondary	29 & 30
York	Carlisle Avenue	Secondary	29 & 30
York	North Richland Avenue	Secondary	29 & 30

NOTE 29—Crossing protection is interrupted automatically when track circuit between the insulated joints, located 70 feet north and south of crossing have once been occupied and then cleared.

NOTE 30—A white light, located on instrument case adjacent to crossing, flashes as an indication to approach-

(Continued on page 2)

(Ches. Reg., G. O. 1619, page 2—Cont.)

ing trains or engines that the automatic crossing protection is operating. All trains and engines must approach crossings prepared to stop, before passing over crossing, unless flashing white light is operating. All rules and other existing special instructions remain in effect.

Special Instruction **1103-A5** (Chesapeake Region), pages 227 and 228, changed.

(e) **CURVES, BRIDGES, ETC.
MAXIMUM SPEED
FREDERICK SECONDARY TRACK**

Maximum speed for trains and engines on Secondary Track between Roosevelt Avenue and Grant Street (285 feet north of North Newberry Street), changed to 6 miles per hour.

Special Instruction **1157-F1**, (Chesapeake Region), page 288, changed.

Applies in Zone CE

(f) **OCTORARO SECONDARY TRACK
MILE POST 64 - ROCK INTERLOCKING**

Octoraro Secondary track between End of Track—Mile Post 64, and a point 2800 feet north of Rock Interlocking, including Rock Block Station and signals, out of service.

Octoraro Secondary track, from a point of connection with eastward freight track No. 1—Rock Interlocking—C. & P.D. Branch, to a point 2800 feet north thereof, changed to crippled car side track.

Page 29, Timetable 16, changed.

Special Instruction **1157-F1** (Chesapeake Region), page 288, changed.

Special Instruction **1157-H1** (Chesapeake Region), page 292, changed.

Special Instruction **1160-A1c** (Chesapeake Region), page 314, changed.

Delete NOTE E, Special Instruction **1204-A4** (Chesapeake Region), pages 351 and 352.

Applies in Zone CF

(g) **DELMARVA BRANCH
BANK - TASKER**

Facing hand-operated switch for northward movement in Main Track, 2255 feet south of Mile Post 3 leading to storage track, out of service.

Trailing hand-operated switch for northward movement in Main Track, equipped with pipe-connected derail, 1905 feet south of Mile Post 3, leading to Hospital track, in service.

(h) **FACING HAND-OPERATED SWITCHES
CONNECTED WITH MANUAL BLOCK SIGNAL**

Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
Bank	Southward	Single	Bank Block Station and Mile Post 4

Special Instruction **1362-A** (Chesapeake Region), page 355, changed.

J. M. McGUIGAN,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION**

February 14, 1964.

GENERAL ORDER No. 1620

Effective 12.01 P.M., Tuesday, February 25, 1964

Applies in Zone NB

- (a) **CENTER STREET RUNNING TRACK
HUDSON—HARRISON
AUTOMATIC HIGHWAY CROSSING PROTECTION**
Highway crossing protection with flashing light signals, warning bells and short arm gates at Fourth Street crossing, Harrison, in service.
When a movement is to be made across Fourth Street, the following will govern:
Trains and engines must stop before obstructing Fourth Street and a member of the crew must push button marked **START** to cause crossing protection to operate. When the movement is clear of the crossing, a member of the crew must push button marked **STOP**.
START and **STOP** buttons are located in control boxes on signal case at east side of crossing and on sidewalk gate pole at west side of crossing.
Control boxes must be locked after each use.
Manually operated crossing gates at Fourth Street crossing out of service and watchman removed.
Special Instructions **1103-A2** and **1103-C2** (New York Region), changed.

Applies in Zone NE

- (b) **BELVIDERE DELAWARE BRANCH
TITUSVILLE—MOORE**
Paragraph (e) General Order No. 1617 referring to temporary speed restriction of 20 miles per hour on Main track between a point 5950 feet north of Titusville and a point 2400 feet south of Moore Block-Limit Station, annulled.
- (c) **BELVIDERE DELAWARE BRANCH
BYRAM—FRENCHTOWN**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between a point one mile south of Switch 2, Frenchtown and Switch 2, Frenchtown, account of track conditions.
Special Instruction **1157-F1** (New York Region), changed.
- (d) **BELVIDERE DELAWARE BRANCH
FRENCHTOWN—MILFORD**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between a point one mile north of Frenchtown and a point one mile south of Switch 2, MD, account of track conditions.
Special Instruction **1157-F1** (New York Region), changed.
- (e) **BELVIDERE DELAWARE BRANCH
MILFORD—RIEGELSVILLE**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between a point one-half mile south of Switch 2, HD and a point one-half mile north of Switch 2, HD, account of track conditions.
Special Instruction **1157-F1** (New York Region), changed.

(Page 1 of 2 Pages)

(Page 2 of 2 Pages, G. O. No. 1620)

- (f) **BELVIDERE DELAWARE BRANCH
RIEGELSVILLE**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between a point 720 feet south of Riegelsville and a point 2385 feet north of Riegelsville, account of track conditions.
Special Instruction **1157-F1** (New York Region), changed.
- (g) **BELVIDERE DELAWARE BRANCH
RIEGELSVILLE—PHILLIPSBURG**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between a point one mile south of Carpenterville and a point one mile north of Lead Switch Kent, account of track conditions.
Paragraph (f) General Order No. 1602, annulled.
Special Instruction **1157-F1** (New York Region), changed.

Effective 12.01 A.M., Thursday, February 27, 1964

Applies in All Zones

- (h) **TIMETABLE AUTHORITY**
Schedules of No. 39 and No. 37, withdrawn.
Schedule of **SOU. 236**, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
Blank coupons over No. 39 and No. 37, page 125.
SOU. 236 over corresponding schedule at bottom of page 145.
- (i) **ARRANGED FREIGHT TRAIN SERVICE**
TT-24 changed to arrive Meadows 1.45 AM.
Employes must correct page 183, in ink.

Applies in Zone PA

- (j) **TICKET OFFICES OPEN FOR THE SALE OF
TICKETS
VILLANOVA**
Open Monday to Friday 6.30 AM to 11.45 AM and 1.30 PM to 3.45 PM.
Closed Saturday, Sunday and Holidays.
Employes must correct page 177, in ink.
- (k) **MAIN LINE
CORK—LANDIS**
Trailing hand-operated switch in No. 2 track, equipped with pipe-connected derail, 3590 feet west of Mile Post 71, leading to Lancaster Process Company track, capacity 3 cars, in service.
- (l) **ATGLEN AND SUSQUEHANNA BRANCH
COLA INTERLOCKING**
Electric locked trailing hand-operated switch in No. 1 track, 1625 feet east of Mile Post 38, leading to Lace Mill, out of service.
Special Instruction **1104-D1** (Phila. Region), changed.

**W. L. BUTZ,
W. G. DORWART,
J. M. McGUIGAN,**
Superintendents Transportation.

SOU.

236

Daily

P. M.

6.00

5.53

5.45

P. M.

G. O. 1620

Page 145

Col. 9

G. O. 1620
Page 125
Columns 1 and 2

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION
PHILADELPHIA REGION
CHESAPEAKE REGION**

February 13, 1964.

GENERAL ORDER No. 1621

Effective 12.01 A.M., Sunday, March 1, 1964

Applies in All Zones

(a) TIMETABLE AUTHORITY

The territories comprising the New York, Philadelphia, and Chesapeake Regions, designated Eastern Region (headquartered at Philadelphia, Pa.), and apportioned into four divisions as follows:

New York Division—Former New York Region.
Headquarters: New York, N. Y.

Philadelphia Division—Former Philadelphia Region, east of Mile Post 45, (Main Line) and east of Mile Post 1, (A. & S. Branch), west of Park, including the former Atlantic District. Former Chesapeake Region, north of a point 1500 feet south of Mile Post 22, north of Bell; Octoraro Secondary Track (Colora to Wawa).
Headquarters: Philadelphia, Pa.

Harrisburg Division—Former Philadelphia Region, west of Mile Post 45, (Main Line), and west of Mile Post 1, (A. & S. Branch), west of Park. Former Chesapeake Region, west of a point 3280 feet west of Mile Post 35, east of New Freedom.
Headquarters: Harrisburg, Pa.

Chesapeake Division—Former Chesapeake Region, south of a point 1500 feet south of Mile Post 22, north of Bell; east of a point 3280 feet west of Mile Post 35, east of New Freedom; except Octoraro Secondary Track (Colora to Wawa).
Headquarters: Baltimore, Md.

(b) RULES FOR CONDUCTING TRANSPORTATION

Authority vested in the Superintendent Transportation by Timetable and Book of Rules is hereby delegated to the Superintendent, except that Train Orders, General Notices, and General Orders will be issued by authority and over the signature of the General Superintendent of the Region.

(c) BOOK OF RULES

Definitions:

Region—That portion of the railroad assigned to the supervision of the General Superintendent.

Division—That portion of the railroad assigned to the supervision of the Superintendent.

Definition of Region, changed.

Definition of Division, added.

Stickers have been issued and employes whose duties are prescribed by the Rules must paste copy at the bottom of page 11 below the definition of Pilot.

(d) TIMETABLES

Outside cover page and inside title page (page 1), changed. Sticker pages attached to sticker form of this General Order must be detached and pasted over corresponding pages of Timetable.

Timetable of former Region, remains in effect.

(e) TRAIN DISPATCHERS

Train Dispatchers territory unchanged. Train Orders will be issued over signature of General Superintendent having jurisdiction.

Special Instruction **1201-A1**, changed.

**W. L. BUTZ,
W. G. DORWART,
J. M. MCGUIGAN,**
Superintendents Transportation.

THE PENNSYLVANIA RAILROAD

EASTERN REGION

Philadelphia, Pa., February 26, 1964.

GENERAL ORDER No. 1622

Effective 12.01 A.M., Friday, March 6, 1964

Applies in Zone PA

**(a) 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 39 and Mile Post 41, account of track conditions.
Special Instruction **1157-F1**, changed.

**(b) TRENTON BRANCH
HEATON - RAMBO**

(Temporary Speed Restriction)

Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Mile Post 15 and Mile Post 24, account of track conditions.
Special Instruction **1157-F1**, changed.

**(c) TRENTON BRANCH
PLYMOUTH MEETING - RAMBO**

(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Mile Post 15 and Mile Post 17, account of track conditions.
Special Instruction **1157-F1**, changed.

**(d) ATGLEN AND SUSQUEHANNA BRANCH
LAKE - SHOCKS**

(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 20 miles per hour between Mile Post 41 and Mile Post 45, account of track conditions.
Special Instruction **1157-F1**, changed.

**(e) ATGLEN AND SUSQUEHANNA BRANCH
LG-14 - LG-21**

(Temporary Speed Restriction)

Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between LG-14 and LG-21, account of track conditions.
Special Instruction **1157-F1**, changed.

(Page 1 of 2 pages)

Philadelphia, Pa., March 5, 1964.

GENERAL ORDER No. 1623

Effective 12.01 A. M., Wednesday, March 11, 1964

Applies in Zone PA

- (f) YORK HAVEN LINE
WAGO JUNCTION - CLY
(Temporary Speed Restriction)
Trains and engines on No. 4 track must not exceed a speed of 30 miles per hour between Mile Post 67 and Cly, account of track conditions.
Special Instruction 1157-F1, changed.

- (g) 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-F1, changed.

Applies in Zone PC

- (h) SCHUYLKILL SECONDARY TRACK
ADAM - SCHUYLKILL HAVEN
Facing hand-operated switch for eastward movement in Secondary track, with hand-operated derail, 705 feet west of Mile Post 90, leading to Detroit Mobile Homes Company track, capacity 20 cars, in service.

- (i) SCHUYLKILL SECONDARY TRACK
LEAD TO DETROITER MOBILE HOMES CO.,
TRACK
Trains and engines must stop before crossing over State Highway, Route 141, Public Highway Crossing at grade (First grade crossing north of Schuylkill Secondary track) and a member of the crew must protect the crossing in advance of each movement over the crossing.
Special Instruction 1103-C1, changed.

Effective 2.01 A. M., Sunday, March 15, 1964

Applies in All Zones

- (j) PASSENGER HIGHWAY BUS SERVICE
LANCASTER - YORK
No. 0567, withdrawn.
Employees must correct page 143, in ink.
- (k) U. S. MAIL WORK
FLORIN
U. S. Mail work for No. 25 at Florin, withdrawn.
Employees must correct page 175, in ink.

J. H. BURDAKIN,
General Superintendent.

- (a) TRENTON BRANCH
ROXTON - DRESHER
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Mile Post 26 and Mile Post 28, account of track conditions.
Special Instruction 1157-F1, changed.

- (b) PHILADELPHIA AND THORNDALE BRANCH
DALE - THORN
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between Block Signal No. P-267 and westward limits, Thorn Interlocking, account of track conditions.
Special Instruction 1157-F1, changed.

- (c) MAIN LINE
THORN - CALN
(Temporary Speed Restriction)
Trains and engines on No. 5 running track must not exceed a speed of 15 miles per hour between Thorn and Caln, account of track conditions.
Special Instruction 1157-F1, changed.

Applies in Zone PC

- (d) SCHUYLKILL SECONDARY TRACK
OAKS - PHOENIXVILLE
Paragraph (i) General Order No. 1613 referring to temporary speed restriction of 10 miles per hour on Secondary track between Mile Post 27 and Mile Post 28, annulled.
- (e) SCHUYLKILL SECONDARY TRACK
ADAM - SCHUYLKILL HAVEN
Paragraph (h) General Order No. 1622 referring to facing hand-operated switch in Secondary track, 705 feet west of Mile Post 90, leading to Detroit Mobile Homes Company track, annulled.
Effective 11.01 A. M., Wednesday, March 18, 1964

Applies in Zone PC

- (f) SCHUYLKILL BRANCH
WYNNEFIELD AVENUE - BALA
Block Signal No. 55 governing westward movement on No. 2 track, 940 feet west of westward limits Jeff Interlocking, out of service.
- (g) SCHUYLKILL BRANCH
BARMOUTH - MANAYUNK
Block Signal No. 71 governing westward movement on No. 2 track, 1220 feet west of Barmouth Station, out of service.
Block Signal No. 72 governing eastward movement on No. 1 track, 1320 feet west of Barmouth Station, out of service.

J. H. BURDAKIN,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., March 19, 1964.

GENERAL ORDER No. 1624

Effective 12.01 A.M., Monday, March 30, 1964

Applies in Zone PA

- (a) **TRENTON BRANCH
MA—LANGHORNE**
Paragraph (a) General Order No. 1622 referring to temporary speed restriction of 30 miles per hour on No. 2 track between Mile Post 39 and Mile Post 41, annulled.
- (b) **TRENTON BRANCH
PLYMOUTH MEETING—RAMBO**
Paragraph (c) General Order No. 1622 referring to temporary speed restriction of 30 miles per hour on No. 1 track between Mile Post 15 and Mile Post 17, annulled.
- (c) **MAIN LINE
THORN—CALN**
Paragraph (c) General Order No. 1623 referring to temporary speed restriction of 15 miles per hour on No. 5 Running track between Thorn and Caln, annulled.
- (d) **ATGLEN AND SUSQUEHANNA BRANCH
LG-14—LG-21**
Paragraph (e) General Order No. 1622 referring to temporary speed restriction of 20 miles per hour on No. 2 track between LG-14 and LG-21, annulled.

Applies in Zone PE

- (e) **CUMBERLAND VALLEY BRANCH
CAMP—MECHANICSBURG**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Camp and Mile Post 7, account of track conditions.
Special Instruction **1157-F1**, changed.

J. H. BURDAKIN,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., April 4, 1964.

GENERAL ORDER No. 1625

Effective 4.01 P.M., Friday, April 17, 1964

Applies in All Zones

- (a) **ELECTRICAL OPERATING INSTRUCTIONS
MULTIPLE UNIT CARS**
Instruction 14, Electrical Operating Instructions (C. T. 290 R2), changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in current issue of Electrical Operating Instructions (C.T. 290 R2) over instruction 14, page 46.

Applies in Zone PA

- (b) **ATGLEN AND SUSQUEHANNA BRANCH
LAKE - SHOCKS**
Paragraph (d) General Order No. 1622 referring to temporary speed restriction of 20 miles per hour on No. 1 track between Mile Post 41 and Mile Post 45, annulled.
- (c) **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 Q and Mile Post 14, account of track conditions.
Special Instruction 1157-F1, changed.

Applies in Zone PC

- (d) **SCHUYLKILL SECONDARY TRACK
LOCK - MONOCACY**
Automatic Highway Crossing Protection (flashing light signals) at Keim Street, 825 feet west of Mile Post 39, extended to include yard track (first track north of Lock Siding), in service.
Track circuits which operate automatic highway crossing protection extend a distance of 65 feet on either side of the crossing, marked by yellow stripe on rail. Note 2, Special Instruction 1103-A2, (Phila. Div.), applies.
Special Instruction 1103-C1, (Phila. Div.), changed.

Applies in Zone CA

- (e) **MAIN LINE
CHARLESTOWN - PRINCIPIO**
Automatic Highway Crossing Protection (flashing light signals and short arm gates) at Charlestown Road crossing, 110 feet north of Mile Post 54, in service.

Applies in Zone CD

- (f) **NORTHERN CENTRAL BRANCH
TIMONIUM**
Trailing hand-operated switch for westward movement in main track, 3785 feet west of Mile Post 11, equipped with pipe connected derail, leading to Sterling Chemical Company track, capacity 4 cars, in service.

Effective 7.01 A. M., Sunday, April 19, 1964

Applies in Zones PA, PD and PE

- (g) **TRAIN DISPATCHERS
LOCATION OF TRAIN DISPATCHERS**
Train Dispatchers relocated at Harrisburg and in charge of tracks as follows:
Main Line: Between Paoli and Banks.
Branches: Trenton, Philadelphia and Thorndale, Atglen and Susquehanna, Columbia, York Haven Line, Cumberland Valley.
Secondary tracks: Winchester.
Special Instruction 1201-A1b, changed.

J. H. BURDAKIN,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., April 13, 1964.

GENERAL ORDER No. 1626

Effective 3.01 P.M., Friday, April 24, 1964

Applies in Zone PC

- (a) **SCHUYLKILL BRANCH
WYNNEFIELD AVENUE—SHAWMONT**
The following signals and crossover, out of service:
Block signal No. 54 governing eastward movement on No. 1 track, 2110 feet west of Mile Post 5.
Block signal No. 82 governing eastward movement on No. 1 track, 1395 feet west of Mile Post 8.
Block signal No. 81 governing westward movement on No. 2 track, 720 feet west of Mile Post 8.
Electric locked trailing hand-operated crossover between No. 1 and No. 2 tracks, 890 feet west of Mile Post 8.
Special Instruction **1104-D2**, changed.
- (b) **SCHUYLKILL BRANCH
BARMOUTH—SHAWMONT**
Man Interlocking and Block Station, controlled by Overbrook, 1380 feet west of Mile Post 8, consisting of the following signals and turnout, in service:
Home signal, mounted on signal mast, governing westward movement on No. 2 track, 1380 feet west of Mile Post 8.
Home signal, mounted on signal mast, governing eastward movement on No. 1 track, 1700 feet west of Mile Post 8.
Home signal, mounted on signal mast, governing eastward movement on No. 1 track, 2370 feet west of Mile Post 8.
Manual Block signal, mounted on signal mast, governing westward movement on No. 1 track, 2370 feet west of Mile Post 8.
Low Home signal governing westward movement on No. 1 track, 1380 feet west of Mile Post 8.
Interlocked turnout (facing for eastward movement), equipped for AC Electrical Operation, 1680 feet west of Mile Post 8, connecting No. 1 track with No. 2 track.
Page 19, changed.
Special Instruction **1167-A5**, changed.
- (c) **SCHUYLKILL BRANCH
VALLEY—MAN**
Rules 251, 253 and 254 will not apply on No. 1 and No. 2 tracks between Valley and Man.
Rules 261 to 264 inclusive, in effect on No. 1 and No. 2 tracks between Valley and Man.
Special Instruction **1250-A1**, changed.
- (d) **SCHUYLKILL BRANCH
MANAYUNK—SHAWMONT**
No. 1 track between Interlocked turnout, 1680 feet west of Mile Post 8 and a point 550 feet west thereof, equipped for AC Electrical Operation, in service.
Special Instruction **1167-A5**, changed.

14. Multiple unit cars, except class MP85BE1 and MP85CE1, (200 series), with motors inoperative may be placed in trains at terminals, only when necessary to move inoperative cars to shops for repairs and in extreme cases of deranged car supply to avoid serious delays as follows:

Total Number of Cars in Train	4	5	6	7	8	9	10	11	12	13	14
Between	Number of Inoperative Cars										
Jersey City—New Brunswick— Trenton—Phila.—South Amboy	0	1	1	2	2	2	3	3	3	3	4
North Phila.— Chestnut Hill	0	1	1	1	1	2	3	3	3	3	3
Phila.—Manayunk	0	0	1	1	1	2	3	3	3	3	3
Other Points.....	0	1	1	1	2	2	3	3	3	3	4

Note: When motors of a double unit car are inoperative, such car and its trailer shall be counted as two cars.

Class MP85BE1 and MP85CE1, (200 series), with inoperative motors, may be used in the ratio of two live cars to one dead car between any two locations in electrified territory.
(Rev. 4-17-64)

(e) SCHUYLKILL BRANCH
BARMOUTH—SHAWMONT

Electric lock on trailing hand-operated switch in No. 1 track, 2070 feet west of Mile Post 7, leading to Pencoyd track, in service.

The electric lock on the above switch, also the electric lock on trailing hand-operated switch in No. 1 track, 1175 feet west of Mile Post 8, leading to Manayunk Storage tracks must be operated as follows:

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

Before movements can be made from the above two tracks to Main track when Main track is unoccupied, permission must be obtained from Operator Overbrook before removing switch lock from keeper.

After switch lock has been removed from keeper, step on bottom treadle to release handle of switch mechanism.

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

Special Instructions 1104-D1 and 1104-D2, changed.

(f) SCHUYLKILL BRANCH
VALLEY—MAN

At the following locations trains and engines are prohibited from clearing Main track:

Public Delivery track at Mile Post 8, No. 1 track.

Cynwyd yard track, 530 feet east of Mile Post 6, No. 1 track.

Buff Henley track, 175 feet west of Mile Post 5, No. 1 track.

Frantz Equipment Company track, 1070 feet west of Mile Post 5, No. 2 track.

Special Instruction 1502-A1, changed.

Applies in All Zones

(g) GENERAL ORDER ZONES

The General Order Zones for the New York, Philadelphia, Chesapeake and Harrisburg Divisions will be as follows:

New York Division

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

Phila. Division

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

Chesapeake Division

Zone	Main Line	Branches	Secondary Tracks
CA	Between Division Post (Phila. Div.) north of Bell and River		
CB	Between River and Division Post (W.T.)		Popes Creek
CC	Between Landover and Division Post (R.F. & P. R.R.)		
CD		Northern Central between Calvert and Division Post (Hbg. Div.) east of New Freedom	
CE		Columbia and Port Deposit Shellpot	Shellpot New Castle Newark and Delaware City
CF		Delmarva—West Yard to Delmar	Centerville Chestertown Oxford D.M. & V. Cambridge
CG		Delmarva—Delmar to Cassatt	Pocomoke Crisfield

Harrisburg Division

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

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

Special Instruction 1075-A4, changed.

J. H. BURDAKIN,
General Superintendent

