

The Pennsylvania Railroad

EASTERN REGION

Eastern Pennsylvania Division

PHILADELPHIA DIVISION

Time Table No. 26

In Effect 4.01 A. M., Sunday, Sept. 26, 1937

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

P. E. FEUCHT,
Supt. Pass. Transportation.

H. W. JONES,
General Superintendent.

A. F. McINTYRE,
Supt. Freight Transportation.

F. W. STOOPS,
Superintendent.

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2021

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Interlocking Sta- tion and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Philadelphia	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
			1.0	1.0	PHILADELPHIA (P. T. Div.)			
					PENNA-30th St.			
					NORTH PHILADA			
I		B	1.1	20.0	PAOLI			
				21.1	GREEN TREE			
			0.6	21.7	MALVERN			
			2.8	24.0	FRAZER			
			1.5	25.5	GLEN LOOH			
			1.3	26.8	SHIP ROAD			
			0.7	27.5	WHITELAND			
I		B	1.0	28.5	WHITFORD			
			3.8	32.3	DOWNNS			
			0.8	32.6	DOWNTOWNTOWN			
I		B	2.4	35.0	THORNDALE			
			0.0	35.0	THORN			
I	P	B	1.8	36.8	CALN			
			1.4	38.2	CV BLOCK STATION			
			0.4	38.6	COATESVILLE			
			3.7	42.3	POMEROY			
I		B	1.8	44.1	PARK			
			0.2	44.3	PARKESBURG			
			2.8	47.1	ATGLEN			
			1.4	48.5	CHRISTIANA			
			2.6	51.1	GAP			
			5.5	56.6	LEAMAN PLACE			
			1.4	59.0	GORDONVILLE			
			8.1	61.1	BIRD-IN-HAND			
	P		5.5	66.6	CONESTOGA			
I		B	1.3	67.9	LANCASTER			
			6.9	74.8	LANDIS			
			4.8	79.4	MOUNT JOY			
			1.2	80.6	FLORIN			
			5.5	86.1	HN BLOCK STATION			
			0.1	86.2	ELIZABETHTOWN			
			7.1	93.3	ROYALTON			
			0.4	93.7	MIDDLETOWN			
I		B	8.6	102.3	DO BLOCK STATION			
			0.7	103.0	FH			
			0.2	103.2	HARRISBURG			
I		B	0.2	103.4	HARRIS			
			5.1	108.5	ROCKVILLE			
			1.9	110.4	MARYSVILLE			
I		B	1.4	111.8	BANKS			

NOTE—Block Stations are open continuously except—

Landis	Closed	10.00 P. M. to 6.00 A. M. daily except Sunday.
HN	Closed	10.00 P. M. to 6.00 A. M. daily except Sunday.

During the hours Landis and HN Block Stations are closed trains will be governed by signal indications displayed.

I—Interlocking Station and Plant.

P—Interlocking Plant.

B—Block Station.

COLUMBIA BRANCH

Interlocking Sta- tion and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Lancaster	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
I		B	7.2	7.2	LANCASTER			
			4.4	11.6	MOUNTVILLE			
I		B	4.0	15.6	COLUMBIA			
			5.0	20.6	MARIETTA			
			1.7	22.3	BILLMYER			
			8.0	30.3	BAINBRIDGE			
I		B	9.0	39.3	ROYALTON			
					DO BLOCK STATION			

NOTE—Block Stations are open continuously except:

YORK HAVEN LINE

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Wago Junction	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
I		B	1.5	1.5	WAGO JUNCTION			
			2.5	3.0	YORK HAVEN			
			3.5	4.0	CLY			
			4.5	5.0	GOLDSBORO			
			5.5	6.0	NEW CUMBERLAND			
			6.5	7.0	LEMOYNE			
			7.5	8.0	DAY			

ATGLEN AND SUSQUEHANNA BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Park Block Sta.	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
I		B	23.2	23.2	PARK SMITH	97		
		B	11.5	34.7	PORT			
		B	4.7	39.4	COLUMBIA	125		
		B	1.3	39.7	LG 44			
	P		10.9	50.6	WAGO JUNCTION			

NOTE.—Block Stations are open continuously except:

PHILADELPHIA AND THORNDALE BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Dale Block Sta.	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
I		B	10.4	10.4	DALE			
		B			THORN			

TRENTON BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Glen Loch	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
		B	0.7	0.7	GLEN LOCH			
		B	6.0	6.7	DALE			
		B	4.6	11.3	HOWELLVILLE			86
		B	3.1	14.4	KING			
		B	1.3	15.7	RAMBO			
			1.9	17.6	MARSH			
			3.3	20.9	PLYMOUTH MEETING			
			2.9	23.7	WHITE MARSH			
			3.3	26.9	DRESHER			146
			3.3	28.9	HEATON			
			3.3	33.3	ROXTON			
			3.3	37.4	LANGHORNE			
I		B	2.3	39.7	DUNLAP			
			4.6	44.3	WEST MORRISV'LE (N.Y. Div.)			

NOTE—Block Stations are open continuously except:

Dale	Closed	10.00 P. M. to 6.00 A. M. daily except Sunday.
King	Closed	10.00 P. M. to 6.00 A. M. daily except Sunday.

During the hours Dale and King Block Stations are closed trains will be governed by signal indications displayed.

NEW HOLLAND BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Downingtown	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
I		†B	15.9	15.9	DOWNINGTOWN			
			2.3	18.1	SUPLEE			
			3.8	21.9	HONEY BROOK			
			2.7	24.6	NARVON			
			0.5	25.1	CEDAR LANE			
			3.0	28.1	EAST EARL			
		†B	0.0	28.1	NEW HOLLAND			
			5.3	33.4	WN HOLLAND STATION			
		†B	6.5	39.9	LEOLA			
					CG BLOCK STATION			

NOTE—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations.

†Suplee	Unattended	Controlled by Lancaster.
†WN	Unattended	Controlled by Lancaster.
†CG	Unattended	Controlled by Lancaster.

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from NA Block Station	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
		‡B	5.0	5.0	NA BLOCK STATION			
			2.8	7.8	BELLAIRE			
			2.0	9.8	LAWN			
			2.4	12.2	COLEBROOK			
			1.8	14.0	MOUNT GREYNA			
		‡B	2.1	16.1	SUMMIT			40
			4.1	20.2	CORNWALL			
		‡B	1.0	21.2	JN BLOCK STATION			
					LEBANON			

NOTE—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations.

‡NA	Unattended	Controlled by DO
‡Summit	Unattended	Controlled by DO
‡JN	Unattended	Controlled by DO

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Harrisburg	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
		B	0.4	0.4	HARRISBURG			
I		B	0.8	1.2	V BLOCK STATION			
		B	3.9	5.1	LEMOYNE			
		B	2.9	8.0	SHIREMANSTOWN			
		B	0.4	8.4	MCHANICSBURG			
		‡B	1.1	9.5	WASHINGTON ST.			
			2.3	11.8	DILLS E.D.T.			
		‡B	5.2	17.0	NEW KINGSTON			
			0.6	17.6	WATT'S			100
		‡B	0.7	18.3	GARRISON LANE			
		‡B	0.9	19.2	CARLISLE			110
		‡B	4.5	23.7	COOKE			20
		‡B	5.2	28.9	GREASON			
			1.1	30.0	SPRING			115
			4.0	34.0	NEWVILLE			
			6.6	40.6	OAKVILLE			70
I		B	0.8	41.4	SHIPPENSBURG			
			5.7	47.1	PENNROAD E.D.T.			
			4.5	51.6	SCOTLAND		64	
			5.9	57.5	CHAMBERSBURG		136	
			5.0	62.5	MARION			
			4.9	67.4	GREENCASTLE			
			3.2	69.6	MASON-DIXON			
I		B	3.2	72.8	MAUGANSVILLE			
			0.5	73.8	NC BLOCK STATION E.D.T.			
I		B	0.7	74.0	HAGERSTOWN			37-51
			5.9	79.9	HJ BLOCK STATION			
		‡B	3.3	83.2	WILLIAMSPORT			63
			1.1	84.3	POTOMAC			178
			2.8	87.1	FALLING WATERS			
		‡B	1.9	89.0	BEDINGTON			42
			0.1	89.1	GARD			
			8.9	93.0	BERKELEY			
		‡B	0.0	93.0	MARTINSBURG			106
			4.6	97.6	MART			
		‡B	3.3	100.9	TABLERS			33
			1.8	102.7	INWOOD			37
			2.7	105.4	BUNKER HILL			16
		‡B	3.1	108.5	RIDGEWAY			28
		‡B	6.4	114.9	CLEARBROOK			38
			0.2	115.1	BYRD			
					WINCHESTER			

NOTE.—Block Stations are open continuously except:
Also unattended Block Stations controlled by open Block Stations.

‡Dills	Unattended	Controlled by Pennroad.
‡Watts	Unattended	Controlled by Pennroad.
‡Cooke	Unattended	Controlled by Pennroad.
‡Spring	Unattended	Controlled by Pennroad.
‡Potomac	Unattended	Controlled by HJ.
‡Gard	Unattended	Controlled by HJ.
‡Mart	Unattended	Controlled by HJ.
‡Inwood	Unattended	Controlled by HJ.
‡Clearbrook	Unattended	Controlled by HJ.
‡Byrd	Unattended	Controlled by HJ.

STATIONS	FIRST CLASS			
	37 DAILY	603 DAILY EX. MON.	51 DAILY	1 DAILY EX. MON.
	A. M.	A. M.	A. M.	A. M.
Leave	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA (PTDIV)				
PENNA-30th St.				
NORTH PHILADA	\$ 12.04			\$ 12.41
PAOLI	\$ 12.32			1.09
	12.38	12.55		1.15
GREEN TREE				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN	12.51	1.09		1.29
THORNDALE				
COATESVILLE	12.57	1.15		1.36
POMEROY				
PARKESBURG	1.03	1.22		1.43
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE	1.17	1.36		1.57
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER	\$ 1.29	E 1.48		2.09
		1.51		
MOUNTVILLE				
COLUMBIA				
LANDIS	1.38	2.00		2.19
MOUNT JOY				
FLOREN				
ELIZABETHTOWN	1.49	2.11		2.31
MIDDLETOWN	1.58	2.19		2.39
DO BLOCK STATION	2.08	2.29		2.49
WAGO JUNCTION			2.26	
YORK HAVEN			2.30	
OLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMOYNE			2.46	
HARRISBURG	\$ 2.12	E 2.33	\$ 2.51	E 2.53
	2.22		3.02	3.14
HARRIS	2.24		3.04	3.16
ROCKVILLE	2.32		3.12	3.24
MARYSVILLE				
BANKS	2.37		3.17	3.29
Arrive	A. M.	A. M.	A. M.	A. M.
	37	603	51	1

FIRST CLASS					
079 DAILY	557 DAILY EX. SUN.	559 SUN. ONLY	61 DAILY	111 DAILY	503 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 1.03			C 1.24	\$ 1.34	
\$ 1.30			\$ 1.52	2.03	
1.36			1.58	2.09	
1.49			2.11	2.22	
1.55			2.17	2.28	
2.01			2.24	2.34	
2.14			2.38	2.47	
2.24			2.49	R 2.58	
2.33			2.58	3.07	
2.43			3.09	3.18	
2.51			3.17	3.26	
3.01			3.27	3.35	
\$ 3.05			\$ 3.31	\$ 3.39	
3.10	\$ 3.20	\$ 3.20	3.36	3.50	\$ 4.10
3.12	3.22	3.22	3.38	3.52	4.12
3.20	3.31	3.31	3.47	4.00	4.21
3.25			3.52	4.05	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
79	557	559	61	111	503

STATIONS	FIRST CLASS		
	623 DAILY	605 DAILY EX. SUN.	991 DAILY
	A. M.	A. M.	A. M.
Leave			
PHILADELPHIA (PT Div)		\$ 2.30	
PENNA-30th St		\$ 2.39	
NORTH PHILADA			
PAOLI		\$ 3.35	
GREEN TREE			
MALVERN		\$ 3.40	
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN		\$ 3.57	
THORNDALE			
COATESVILLE		\$ 4.12	
POMEROY		X	
PARKEsburg		\$ 4.25	
ATGLEN		\$ 4.32	
CHRISTIANA		\$ 4.36	
GAP		\$ 4.42	
LEAMAN PLACE		\$ 4.56	
GORDONVILLE		\$ 5.01	
BIRD-IN-HAND		\$ 5.12	
LANCASTER		\$ 5.26	
		7.00	
MOUNTVILLE			
COLUMBIA			
LANDIS		\$ 7.10	
MOUNT JOY		\$ 7.17	
FLORIN		\$ 7.21	
ELIZABETHTOWN		\$ 7.31	
MIDDLETOWN		\$ 7.44	
DO BLOCK STATION		7.56	
WAGO JUNCTION			\$ 6.10
YORK HAVEN			\$ 6.13
CLY			\$ 6.16
GOLDSBORO			\$ 6.21
NEW CUMBERLAND			\$ 6.35
LEMOYNE			6.40
HARRISBURG	\$ 4.20	\$ 8.00	\$ 6.45
HARRIS	4.22		
ROCKVILLE	4.30		
MARYSVILLE	\$ 4.34		
BANKS	4.37		
Arrive	A. M.	A. M.	A. M.
	623	605	991

	FIRST CLASS				
	13 DAILY	●*5519 DAILY EX. SUN.	5521 DAILY EX. SUN.	●*8023 ‡DAILY EX. SUN.	●601 DLY. EX. SAT & SUN
	A. M.	A. M.	A. M.	A. M.	A. M.
					\$ 7.42
					\$ 7.46
	\$ 4.40				
	\$ 5.09				
	5.15				\$ 8.10
	5.29				8.23
	5.35				\$ 8.30
	5.41				8.37
	5.55				8.50
	\$ 6.05				
	6.08	\$ 5.46	\$ 6.46		\$ 9.01
			\$ 6.59		
			\$ 7.09		
		\$ 6.08	7.17		
	6.17				9.09
	6.28				9.19
	6.36				9.25
	6.47				9.33
				\$ 7.39	
				\$ 7.42	
				\$ 7.46	
				\$ 7.52	
				\$ 8.07	
				8.12	
	\$ 6.51			\$ 8.17	\$ 9.37
	7.11				
	7.13				
	7.21				
	7.26				
	A. M.	A. M.	A. M.	A. M.	A. M.
	13	5519	5521	8023	601

STATIONS	FIRST CLASS		
	971 DAILY	571 DAILY	15 DAILY
	A. M.	A. M.	A. M.
Leave			
PHILADELPHIA (PTDlv)			\$ 8.30
PENNA-30th St.			\$ 8.34
NORTH PHILADA			
PAOLI			\$ 9.05
GREEN TREE			
MALVERN			
FRAZER			
GLEN LOCH			N 9.13
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			\$ 9.20
THORNDALE			
COATESVILLE			\$ 9.31
POMEROY			
PARKESBURG			\$ 9.41
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE			9.56
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER			\$ 10.07 10.10
MOUNTVILLE			
COLUMBIA			
LANDIS			10.19
MOUNT JOY			\$ 10.24
FLORIN			
ELIZABETHTOWN			\$ 10.34
MIDDLETOWN			\$ 10.45
DO BLOCK STATION			10.56
WAGO JUNCTION	10.33		
YORK HAVEN			
OLY	10.37		
GOLDSBORO			
NEW CUMBERLAND			
LEMOYNE	10.53		
HARRISBURG	\$ 10.58	\$ 11.00	\$ 11.00
		\$ 11.15	11.20
HARRIS		11.17	11.22
ROCKVILLE		11.26	11.30
MARYSVILLE			
BANKS			11.35
Arrive	A. M.	A. M.	A. M.
	971	571	15

	FIRST CLASS				
	25 DAILY	*5523 DAILY	Reading Co. 310 (SEE NOTE)	21 DAILY	615 SAT. ONLY
	A. M.	A. M.	P. M.	P. M.	P. M.
	\$ 10.05			\$ 12.18	\$ 12.35
	\$ 10.09			\$ 12.25	\$ 12.39
	\$ 10.40			\$ 12.55	\$ 1.08
					\$ 1.12
					\$ 1.17
					\$ 1.20
					\$ 1.23
					\$ 1.25
					\$ 1.28
	10.53			\$ 1.10	\$ 1.34
	\$ 11.00			\$ 1.19	\$ 1.43
					\$ 1.50
	11.08			\$ 1.28	\$ 1.54
			Will Run Tuesday Only		
	11.21			1.42	2.08
				\$ 1.53	
	\$ 11.33	\$ 11.88		1.57	\$ 2.20
		\$ 12.02			
	11.43			2.06	2.29
					\$ 2.34
	11.54			2.17	\$ 2.44
	12.02			2.25	\$ 2.55
	12.12			2:35	3.06
					Will Not Run Dec. 25, Jan. 1
	\$ 12.16			\$ 2.39	\$ 3.10
	12.24		2.28	2.50	
	12.26		2.30	2.52	
	12.34		\$ 2.41	3.00	
	12.39			3.05	
	P. M.	P. M.	P. M.	P. M.	P. M.
	25	5523	310	21	615

STATIONS	FIRST CLASS			
	995 DAILY EX. SUN.	631 DAILY	41 DAILY	
	Leave P. M.	P. M.	P. M.	
PHILADELPHIA (PTDiv)	\$ 4.57			
PENNA-30th St	\$ 5.01			
NORTH PHILADA			\$ 5.24	
PAOLI			\$ 5.51	
GREEN TREE	\$ 5.28		5.57	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN	\$ 5.42		6.09	
THORNDALE				
COATESVILLE	\$ 5.51		6.15	
POMEROY				
PARKESBURG	\$ 6.01		6.21	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE		6.14	6.34	
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER	\$ 6.29		\$ 6.45	
MOUNTVILLE				
COLUMBIA				
LANDIS		6.39	6.54	
MOUNT JOY	\$ 6.44			
FLORIN				
ELIZABETHTOWN	\$ 6.54		7.05	
MIDDLETOWN		7.03	7.12	
DO BLOCK STATION		7.14	7.21	
WAGO JUNCTION	\$ 6.08			
YORK HAVEN	\$ 6.10			
CLY	\$ 6.13			
GOLDSBORO	\$ 6.18			
NEW CUMBERLAND	\$ 6.32			
LEMOYNE	6.36			
HARRISBURG	\$ 6.40	\$ 7.18	\$ 7.25	
		7.33	7.30	
HARRIS		7.35	7.32	
ROCKVILLE		7.45	7.40	
MARYSVILLE				
BANKS			7.45	
Arrive	P. M.	P. M.	P. M.	
	995	631	41	

FIRST CLASS				
*5645 SUN. ONLY	69 DAILY	59 DAILY	5505 DAILY EX. SUN.	
P. M.	P. M.	P. M.	P. M.	
			\$ 5.56	
			\$ 6.00	
	\$ 5.41			
	\$ 6.08			
	6.14		\$ 6.27	
			\$ 6.31	
			F 6.36	
			F 6.39	
			F 6.42	
			F 6.45	
			F 6.48	
	6.27		\$ 6.56	
		6.33	\$ 7.06	
		6.39	\$ 7.16	
		6.52	7.31	
			\$ 7.42	
	\$ 6.50	7.03	7.50	
	\$ 7.13		\$ 8.15	
		7.12		
		7.22		
		7.29		
		7.38		
			7.19	
			7.23	
			7.38	
		\$ 7.42	\$ 7.43	
		7.51	7.48	
		7.53	7.50	
		8.03	7.58	
		8.08	8.03	
	P. M.	P. M.	P. M.	P. M.
	5645	69	59	5505

STATIONS	FIRST CLASS			
	49 DAILY	531 DAILY	31 DAILY	
	P. M.	P. M.	P. M.	
Leave				
PHILADELPHIA (PTDiv)				
PENNA-30th St				
NORTH PHILADA	U 6.09		\$ 6.25	
PAOLI	U 6.35		\$ 6.52	
GREEN TREE	6.41		6.58	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN	6.54		7.10	
THORNDALE				
COATESVILLE	7.00		7.16	
POMEROY				
PARKESBURG	7.07		7.22	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE	7.20		7.35	
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER	7.30		\$ 7.46	
MOUNTVILLE				
COLUMBIA				
LANDIS	7.40		7.55	
MOUNT JOY				
FLORIN				
ELIZABETHTOWN	7.51		8.05	
MIDDLETOWN	7.58		8.12	
DO BLOCK STATION	8.07		8.21	
WAGO JUNCTION		7.59		
YORK HAVEN				
OLY		8.03		
GOLDSBORO				
NEW CUMBERLAND				
LEMOYNE		8.18		
HARRISBURG	U 8.11	\$ 8.23	\$ 8.25	
	8.16		8.31	
HARRIS	8.18		8.33	
ROCKVILLE	8.26		8.41	
MARYSVILLE				
BANKS	8.31		8.46	
Arrive	P. M.	P. M.	P. M.	
	49	531	31	

	FIRST CLASS				
	29 DAILY	517 DAILY	17 DAILY	23 DAILY	581 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.56		\$ 7.44	\$ 7.51	
	\$ 7.22		\$ 8.12	\$ 8.23	
	7.28		8.18	8.29	
	7.40		8.32	8.42	
	7.46		8.38	8.48	
	7.51		8.44	8.54	
	8.04		8.58	9.08	
	8.14		\$ 9.11	9.19	
	8.22		9.21	9.28	
	8.32		9.32	9.39	
	8.39		9.40	9.47	
	8.48		9.50	9.56	
		9.27			
		9.31			
		9.46			
	\$ 8.52	\$ 9.51	\$ 9.54	\$ 10.00	
	8.57		10.08	10.13	\$ 11.05
	8.59		10.10	10.15	11.07
	9.06		10.18	10.23	11.16
	9.11		10.23	10.28	
	P. M.	P. M.	P. M.	P. M.	P. M.
	29	517	17	23	581

STATIONS	FIRST CLASS			
	575 DAILY	09 DAILY	539 DAILY	
	Leave P. M.	P. M.	P. M.	
PHILADELPHIA (PTD)iv	\$ 8.12			
PENNA-30th St.	\$ 8.16			
NORTH PHILADA		\$ 9.26		
PAOLI	\$ 8.47	\$ 9.55		
GREEN TREE		10.01		
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN	\$ 9.02	10.14		
THORNDALE				
COATESVILLE	\$ 9.12	10.20		
POMEROY				
PARKESBURG	\$ 9.22	10.26		
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE	9.37	10.39		
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER	\$ 9.49			
	10.01	\$ 10.51		
MOUNTVILLE				
COLUMBIA				
LANDIS	10.11	11.00		
MOUNT JOY				
FLORIN				
ELIZABETHTOWN	\$ 10.24	11.11		
MIDDLETOWN	K 10.34	11.19		
DO BLOCK STATION	10.46	11.28		
WAGO JUNCTION			11.14	
YORK HAVEN				
CLY			11.18	
GOLDSBORO				
NEW CUMBERLAND				
LEMOYNE			11.33	
HARRISBURG	\$ 10.50	\$ 11.32	\$ 11.38	
	11.53	11.49		
HARRIS	11.56	11.51		
ROCKVILLE	12.04	11.59		
MARYSVILLE				
BANKS		12.04		
Arrive	A. M.	A. M.	P. M.	
	575	9	539	

	FIRST CLASS				
	39 DAILY	5647 SUN. ONLY	67 DAILY	35 DAILY	607 SAT. ONLY
	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 11.35	\$ 11.40
				\$ 11.39	\$ 11.44
	\$ 9.47		\$ 10.03		
	\$ 10.16		\$ 10.32		
	10.22		10.38	\$ 12.10	\$ 12.15
	10.35		10.50	\$ 12.25	\$ 12.30
	10.41		10.56	\$ 12.35	\$ 12.40
	10.47		11.02	12.44	F 12.49
	11.00		11.15	12.59	1.04
					\$ 1.15
	\$ 11.11	\$ 11.15	11.25	1.11	1.22
		\$ 11.39			
	11.20		11.34	1.21	1.32
	11.31		11.45	1.32	1.43
	11.39		11.52	1.40	1.52
	11.48		12.01	1.51	2.03
	\$ 11.52		\$ 12.05	\$ 1.55	\$ 2.07
	12.02		12.15	2.05	
	12.04		12.17	2.07	
	12.12		12.24	2.16	
	12.17		12.29	2.21	
	A. M.	P. M.	A. M.	A. M.	A. M.
	39	5647	67	35	607

STATIONS	FIRST CLASS			
	518	6	22	
	A. M.	A. M.	A. M.	
PHILADELPHIA (PTD)(v)				
PENNA-30th St.				
NORTH PHILADA		\$ 5.05	D 5.40	
PAOLI		4.35	5.12	
GREEN TREE		\$ 4.30	\$ 5.07	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN		4.13	4.51	
THORNDALE				
COATESVILLE		4.07	4.45	
POMEROY				
PARKESBURG		4.01	4.39	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE		3.47	4.25	
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER		3.34	4.13	
MOUNTVILLE				
COLUMBIA				
LANDIS		3.25	4.06	
MOUNT JOY				
FLOREN				
ELIZABETHTOWN		3.14	3.56	
MIDDLETOWN		3.06	3.49	
DO BLOCK STATION		2.56	3.40	
WAGO JUNCTION	12.37			
YORK HAVEN				
CLY	12.34			
GOLDSBORO	F 12.29			
NEW CUMBERLAND	F 12.18			
LEMOYNE	12.15			
HARRISBURG	\$ 12.10	\$ 2.53	\$ 3.37	
		\$ 2.38	\$ 3.27	
HARRIS		2.36	3.26	
ROCKVILLE		2.27	3.17	
MARYSVILLE				
BANKS		2.22	3.12	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	518	6	22	

	FIRST CLASS				
	16	66	78	580	38
	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 6.43	
				\$ 6.39	
	\$ 5.55	D 6.05	D 6.19		D 6.34
	5.24	5.38	5.50	\$ 6.12	6.08
	\$ 5.19	\$ 5.33	\$ 5.45		\$ 6.03
				P 6.05	
	5.04	5.17	5.29	\$ 5.47	5.48
	4.58	5.11	5.23	\$ 5.36	5.42
	4.53	5.05	5.17	5.27	5.36
	4.39	4.51	5.03	5.12	5.23
	4.26	4.39	4.51	\$ 4.58	5.11
	4.18	4.32	4.44	4.48	5.04
	4.08	4.22	4.34	4.38	4.54
	4.00	4.15	4.27	4.31	4.46
	3.51	4.07	4.18	4.22	4.38
	3.48	4.04	4.15	4.19	4.36
	\$ 3.37	\$ 3.54	\$ 4.08	\$ 4.00	\$ 4.30
	3.35	3.52	4.06	3.58	4.28
	3.27	3.44	3.58	3.49	4.20
	3.22	3.39	3.53		4.15
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	16	66	78	580	38

STATIONS	FIRST CLASS		
	◇60	50	◇40
	A. M.	A. M.	A. M.
PHILADELPHIA (PTDiv)			
PENNA-30th St.			
NORTH PHILADA	D 6.50		D 7.00
PAOLI	6.20		6.31
GREEN TREE	6.15		6.26
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN	5.58		6.11
THORNDALE			
COATESVILLE	5.52		6.05
POMEROY			
PARKEBURG	5.46		6.00
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE	5.32		5.46
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER	5.19		5.33
MOUNTVILLE			
COLUMBIA			
LANDIS	5.10		5.25
MOUNT JOY			
FLORIN			
ELIZABETHTOWN	4.59		5.15
MIDDLETOWN	4.51		5.07
DO BLOCK STATION	4.42		4.58
WAGO JUNCTION		5.06	
YORK HAVEN			
CLY		5.02	
GOLDSBORO			
NEW CUMBERLAND			
LEMOYNE		4.46	
HARRISBURG	4.38	4.41	4.55
	\$ 4.18	\$ 4.23	\$ 4.45
HARRIS	4.16	4.21	4.43
ROCKVILLE	4.08	4.13	4.35
MARYSVILLE			
BANKS	4.03	4.08	4.30
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	60	50	40

	FIRST CLASS			
	5508	606	◇68	◇86
	A. M.	A. M.	A. M.	A. M.
	\$ 8.59	\$ 7.47		\$ 7.30
	\$ 8.55	\$ 7.43		\$ 7.26
			D 7.21	
	\$ 8.17	\$ 7.17	6.52	\$ 6.57
			\$ 6.47	
	\$ 8.14			
	\$ 8.10	F 7.09		
	\$ 8.05	\$ 7.03		
	\$ 8.01			
	F 7.58	F 6.56		
	F 7.55			
	\$ 7.52			
	\$ 7.45	\$ 6.47	6.31	6.41
	\$ 7.40			
	\$ 7.34	\$ 6.37	6.25	6.35
	\$ 7.28			
	\$ 7.23	\$ 6.26	6.19	6.29
	\$ 7.12			
	\$ 7.08			
	\$ 7.02			
	\$ 6.50	6.11	6.06	6.15
	\$ 6.44			
	\$ 6.37			
	\$ 6.27	5.57	5.54	6.03
	E 5.37	\$ 5.49		
	5.30	5.41	5.47	5.55
	5.20	5.30	5.37	5.45
	5.12	5.22	5.30	5.37
	5.03	5.13	5.22	5.28
	Will Not Run Nov. 25, Dec. 25, Jan. 1,			
	E 5.00	\$ 5.10	5.20	5.25
			\$ 5.15	\$ 5.05
			5.13	5.03
			5.05	4.55
			5.00	4.50
	A. M.	A. M.	A. M.	A. M.
	‡DAILY	DAILY	DAILY	DAILY
	EX. SUN.			
	5508	606	68	86

STATIONS	FIRST CLASS			
	574	58	48	
	A. M.	A. M.	A. M.	
PHILADELPHIA (PTDIV)				
PENNA-30th St.				
NORTH PHILADA.			D 8.02	
PAOLI			7.86	
GREEN TREE			D 7.31	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN			7.16	
THORNDALE				
COATESVILLE			7.10	
POMEROY				
PARKESBURG			7.04	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE			6.50	
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER			6.37	
MOUNTVILLE				
COLUMBIA				
LANDIS			6.30	
MOUNT JOY				
FLOREN				
ELIZABETHTOWN			6.20	
MIDDLETOWN			6.13	
DO BLOCK STATION			6.04	
WAGO JUNCTION	5.50	6.07		
YORK HAVEN				
CLY	5.46	6.03		
GOLDSBORO				
NEW CUMBERLAND				
LEMOYNE	5.30	5.47		
HARRISBURG	5.25	5.42	6.01	
	\$ 5.10	\$ 5.34	\$ 5.56	
HARRIS	5.08	5.32	5.64	
ROCKVILLE	4.59	5.24	5.46	
MARYSVILLE				
BANKS		5.19	5.41	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	574	58	48	

	FIRST CLASS				
	30	530	5504	28	604
	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 8.40		\$ 9.03
			\$ 8.36		\$ 8.59
	\$ 8.21			D 8.34	
	7.53		\$ 8.14	8.08	\$ 8.34
	\$ 7.48			D 8.03	
	7.33		\$ 7.57	7.48	\$ 8.19
	7.27		\$ 7.47	7.42	\$ 8.11
	7.22		\$ 7.38	7.37	8.04
	7.09		7.23	7.24	7.50
	\$ 6.56		\$ 7.09	7.13	\$ 7.37
			\$ 6.47		
	6.48			7.06	7.27
					\$ 7.20
	6.38			6.56	\$ 7.11
	6.31			6.49	\$ 6.59
	6.22			6.41	6.48
			6.51		
		\$ 6.48			
		6.45			
		\$ 6.39			
			6.26		
	6.20	\$ 6.21		6.39	\$ 6.45
	\$ 6.15			\$ 6.34	
	6.13			6.32	
	6.05			6.24	
	6.00			6.19	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	30	530	5504	28	604

STATIONS	FIRST CLASS		
	662	600	860
Active	A. M.	A. M.	A. M.
PHILADELPHIA (PTDiv)		\$ 9.55	
PENNA-30th St.		\$ 9.51	
NORTH PHILADA			
PAOLI		\$ 9.27	
GREEN TREE			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN		9.13	
THORNDALE			
COATESVILLE		\$ 9.06	
POMEROY			
PARKESBURG		9.00	
ATGLEN			Will Not Run Nov. 25, Dec. 25, Jan. 1, Feb. 22,
CHRISTIANA			
GAP			
LEAMAN PLACE		8.47	
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER		\$ 8.36	
MOUNTVILLE	Columbia Branch		
COLUMBIA			
LANDIS		8.27	
MOUNT JOY			
FLOREN			
ELIZABETHTOWN		8.17	
MIDDLETOWN		8.10	
DO BLOCK STATION		8.02	
WAGO JUNCTION	York Haven Line		
YORK HAVEN			
CLY			
GOLDSBORO			
NEW CUMBERLAND			
LEMOYNE			
HARRISBURG		\$ 8.00	
	\$ 7.30		\$ 8.15
HARRIS		7.28	8.18
ROCKVILLE		7.20	8.04
MARYSVILLE	\$ 7.17		
BANKS		7.15	
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	‡DAILY
	EX. SUN.	EX. SUN.	EX. SUN.
	662	600	860

	FIRST CLASS				
	8024	630	5522	42	542
	A. M.	A. M.	A. M.	P. M.	A. M.
		\$ 11.42			
		\$ 11.38			
				\$ 12.46	
				12.14	
		\$ 11.12		\$ 12.09	
		\$ 10.55		11.53	
		\$ 10.45		\$ 11.45	
		\$ 10.35		11.38	
	Will Not Run Nov. 25, Dec. 25, Jan. 1, Feb. 22,				
		10.20		11.24	
		\$ 10.06		\$ 11.11	
			\$ 11.06		
			\$ 10.44		
		\$ 9.56		11.01	
		\$ 9.50			
		\$ 9.42		10.51	
		\$ 9.31		10.43	
		9.20		10.34	
		9.27			10.57
	\$ 9.24				
	\$ 9.21				10.53
	\$ 9.16				
	\$ 9.00				
	8.55				10.37
	\$ 8.50	9.17		10.81	\$ 10.32
		\$ 9.07		\$ 10.19	
		9.05		10.17	
		8.56		10.09	
				10.04	
	A. M.	A. M.	A. M.	A. M.	A. M.
	‡DAILY	DAILY	DAILY	DAILY	DAILY
	EX. SUN.	EX. SUN.			
	8024	630	5522	42	542

STATIONS	FIRST CLASS		
	5524	2	664
Arrive	P. M.	P. M.	P. M.
PHILADELPHIA (PTD)iv			
PENNA-30th St.			
NORTH PHILADA		D 3.26	
PAOLI		2.57	
		\$ 2.52	
GREEN TREE			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITEFORD			
DOWNINGTOWN		\$ 2.34	
THORNDALE			
COATTSVILLE		\$ 2.24	
POMEROY			
PARKESBURG		2.16	
ATGLEN			Will Run
CHRISTIANA			Sunday and
GAP		2.02	Nov. 25,
LEAMAN PLACE			Dec. 25,
GORDONVILLE			Jan. 1.
BIRD-IN-HAND		\$ 1.49	
LANCASTER	\$ 1.40		
MOUNTVILLE	Columbia Branch	F 1.28	
COLUMBIA		\$ 1.18	
LANDIS		1.37	
MOUNT JOY			
FLORIN			
ELIZABETHTOWN		1.26	
MIDDLETOWN		1.18	
DO BLOCK STATION		1.09	
WAGO JUNCTION	York Haven Line		
YORK HAVEN			
OLY			
GOLDSBORO			
NEW CUMBERLAND			
LEMOYNE			
HARRISBURG		1.06	
		\$ 1.01	\$ 1.07
HARRIS		12.59	1.05
ROCKVILLE		12.51	12.57
MARYSVILLE			\$ 12.54
BANKS		12.46	12.51
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	(SEE NOTE)
	EX. SUN.	2	664
	5524		

	FIRST CLASS				
	666	56	54	578	305
	P. M.	P. M.	P. M.	P. M.	P. M.
			D 4.03		
			3.36		
			\$ 3.80		
			3.16		
			8.09		
			3.04		
	Will Not Run				Will Run
	Nov. 25,				Tuesday
	Dec. 25,		2.61		Only
	Jan. 1,				
			\$ 2.38		
			2.29		
			2.19		
			2.12		
			2.03		
		2.24			
		2.20			
		2.04			
	\$ 1.07	\$ 1.59	\$ 2.00	\$ 1.53	2.02
	1.05	1.46	1.41	1.51	2.00
	12.57	1.38	1.33	1.43	\$ 1.49
	\$ 12.54				
	12.51	1.33	1.28		
	P. M.	P. M.	P. M.	P. M.	P. M.
	‡DAILY	DAILY	DAILY	DAILY	(SEE NOTE)
	EX. SUN.			EX. SUN.	305
	666	56	54	578	Reading Co.

STATIONS	FIRST CLASS		
	8	44	*5528
	Arrive P. M.	P. M.	P. M.
PHILADELPHIA (PTD)iv	\$ 6.30		
PENNA-30th St.	\$ 6.26		
NORTH PHILADA.		\$ 6.23	
PAOLI	\$ 6.00	5.53	
GREEN TREE		\$ 5.48	
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN	\$ 5.40	5.81	
THORNDALE			
COATESVILLE	\$ 5.30	K 5.23	
POMEROY			
PARKESBURG	\$ 5.20	5.17	
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE	T 5.06	5.03	
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER	4.62	\$ 4.50	
	\$ 4.42		\$ 5.53
MOUNTVILLE			
COLUMBIA			5.26
			\$ 5.23
LANDIS	4.32	4.40	
MOUNT JOY	\$ 4.23		
FLORIN	\$ 4.18		
ELIZABETHTOWN	\$ 4.12	4.30	
MIDDLETOWN	\$ 4.01	4.22	
DO BLOCK STATION	3.51	4.12	
WAGO JUNCTION			
YORK HAVEN			
CLY			
GOLDSBORO			
NEW OUMBERLAND			
LEMOYNE			
HARRISBURG	3.48	4.09	
	\$ 3.28	\$ 4.00	
HARRIS	3.26	3.58	
ROCKVILLE	3.17	3.50	
MARYSVILLE			
BANKS	3.12	3.45	
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	EX. SUN.		EX. SUN.
	8	44	5528

	FIRST CLASS			
	*5640	970	570	24
	P. M.	P. M.	P. M.	P. M.
			\$ 7.39	\$ 8.40
			\$ 7.35	\$ 8.31
			\$ 7.09	\$ 8.06
			W 7.00	
			\$ 6.50	7.51
			\$ 6.40	\$ 7.43
			K 6.32	7.36
			6.18	7.23
			\$ 6.04	\$ 7.10
	\$ 5.54			
	\$ 5.30			
			5.53	6.59
			\$ 5.46	
			\$ 5.38	6.49
			\$ 5.28	6.41
			5.18	6.32
		F 5.43		
		F 5.40		
		F 5.37		
		\$ 5.33		
		\$ 5.22		
		5.18		
		\$ 5.13	5.15	6.29
			\$ 5.02	\$ 6.17
			5.00	6.15
			4.51	6.07
				6.02
	P. M.	P. M.	P. M.	P. M.
	SUN.	DAILY	DAILY	DAILY
	ONLY			
	5640	970	570	24

STATIONS	FIRST CLASS			
	974	5530	74	
	P. M.	P. M.	P. M.	
PHILADELPHIA (PTDiv)			\$ 9.36	
PENNA-30th St.			D 9.31	
NORTH PHILADA				
PAOLI			\$ 9.06	
GREEN TREE				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD			8.60	
DOWNINGTOWN				
THORNDALE				
COATESVILLE			8.44	
POMEROY				
PARKESBURG			8.38	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE			8.24	
GORDONVILLE				
BIRD-IN-HAND			\$ 8.10	
LANCASTER		\$ 8.04		
MOUNTVILLE				
COLUMBIA		\$ 7.40		
LANDIS			8.00	
MOUNT JOY				
FLORIN				
ELIZABETHTOWN			7.49	
MIDDLETOWN			7.41	
DO BLOCK STATION			7.31	
WAGO JUNCTION	7.53			
YORK HAVEN	Q 7.50			
OLY	7.48			
GOLDSBORO	F 7.43			
NEW CUMBERLAND				
LEMOYNE	7.32			
HARRISBURG	\$ 7.27		7.28	
			\$ 7.19	
HARRIS			7.17	
ROCKVILLE			7.09	
MARYSVILLE				
BANKS			7.04	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	974	EX. SUN. 5530	74	

	FIRST CLASS			
	5642	46	568	18
	P. M.	A. M.	P. M.	A. M.
		\$ 12.09		
		\$ 12.01		2.26
		\$ 11.35		1.57
				\$ 1.52
		11.20		1.88
		\$ 11.12		\$ 1.23
		11.05		1.14
		10.51		1.00
		\$ 10.38		12.47
	\$ 10.30			\$ 12.40
	\$ 10.06			
		10.29		12.30
		\$ 10.17		12.19
		10.08		12.11
		9.59		12.02
		9.56		11.59
		\$ 9.45	\$ 10.54	\$ 11.29
		9.43	10.52	11.27
		9.35	10.43	11.18
		9.30		11.13
	P. M.	P. M.	P. M.	P. M.
	SUN. ONLY	DAILY	DAILY	DAILY
	5642	46	568	18

STATIONS	FIRST CLASS		
	672	698	674
	Arrive A. M.	A. M.	A. M.
HARRISBURG.....	\$ 3.25	\$ 7.45	\$ 8.45
LEMOYNE.....	3.20	F 7.40	8.40
SHIREMANSTOWN.....		F 7.34	
MECHANICSBURG.....	\$ 3.09	\$ 7.28	\$ 8.27
WASHINGTON ST.....		A 7.28	
DILLS.....	3.06	7.24	8.24
NEW KINGSTON.....		\$ 7.21	F 8.21
WATTS.....	2.55	7.13	8.14
GARRISON LANE.....		\$ 7.11	
CARLISLE.....	\$ 2.51	\$ 7.08	\$ 8.10
COOKE.....	2.48	7.05	8.05
GREASON.....		F 6.59	F 7.55
SPRING.....	2.35	6.50	7.46
NEWVILLE.....		\$ 6.48	\$ 7.44
OAKVILLE.....		F 6.43	F 7.39
SHIPPENSBURG.....	\$ 2.18	\$ 6.32	\$ 7.28
PENNRoad.....	2.15	6.30	7.26
SCOTLAND.....		F 6.21	F 7.17
CHAMBERSBURG.....	\$ 2.01	\$ 6.14	7.10
MARION.....	\$ 1.58		\$ 7.07
GREENCASTLE.....	\$ 1.42		F 6.59
MASON-DIXON.....			\$ 6.51
MAUGANSVILLE.....			F 6.40
NC BLOCK STATION.....	1.26		6.34
HAGERSTOWN.....	\$ 1.24		\$ 6.32
HJ BLOCK STATION.....			
WILLIAMSPORT.....		Will Not	
POTOMAC.....		Run	
FALLING WATERS.....		Nov. 25,	
BEDINGTON.....		Dec. 25,	
GARD.....		Jan. 1,	
BERKELEY.....			
MARTINSBURG.....			
TABLERS.....			
INWOOD.....			
BUNKER HILL.....			
RIDGEWAY.....			
CLEARBROOK.....			
WINCHESTER.....			
Leave	A. M.	A. M.	A. M.
	DAILY	‡DAILY	DAILY
	672	EX. SUN.	EX. SUN.
		698	674

Note—No. 674 take siding at Cooke for No. 673.

	FIRST CLASS				
	*678	*694	680	*692	*684
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.55		\$ 6.15		\$ 8.35
	1.50		F 6.10		8.31
	\$ 1.38		\$ 5.59		\$ 8.20
	1.35		5.55		8.16
	F 1.32		\$ 5.52		
	1.25		5.45		8.07
	\$ 1.20		5.41		\$ 8.03
			\$ 5.37		
	1.17		5.34		7.58
	\$ 1.09	Will Run	\$ 5.26	Will Not	F 7.49
	1.00	Sunday,	5.17	Run	7.40
	\$ 12.58	and	\$ 5.13	Nov. 25,	\$ 7.38
	F 12.53	Nov. 25,	\$ 5.07	Dec. 25,	F 7.32
	\$ 12.42	Jan. 1,	\$ 4.54	Jan. 1,	\$ 7.21
	12.39		4.50		7.18
	\$ 12.30		\$ 4.41		\$ 7.09
	12.22		4.33		7.01
	\$ 12.18		\$ 4.26		\$ 6.54
	\$ 12.09		\$ 4.18		\$ 6.44
	\$ 12.01		\$ 4.10		\$ 6.36
	\$ 11.53		\$ 4.01		\$ 6.27
	\$ 11.50		\$ 3.57		\$ 6.23
	11.45		3.52		6.17
	\$ 11.43		\$ 3.50		\$ 6.15
		\$ 2.30	\$ 6.00		
		2.28	5.56		
		F 2.18	\$ 5.43		
		2.09	5.34		
		F 2.07	\$ 5.31		
		F 2.01	\$ 5.24		
		1.57	5.17		
		F 1.53	\$ 5.14		
		1.48	\$ 4.55		
		\$ 1.43			
		F 1.36	F 4.44		
		F 1.30	\$ 4.38		
		F 1.25	\$ 4.29		
		F 1.19	F 4.23		
		F 1.13	\$ 4.17		
		\$ 1.00	\$ 4.00		
	A. M.	P. M.	P. M.	P. M.	P. M.
	SUN.	(SEE	DAILY	‡DAILY	DAILY
	ONLY	NOTE)		EX. SUN.	EX. SUN.
	678	694	680	692	684

PASSENGER HIGHWAY BUS SERVICE—TRIPS
Between Chambersburg and Mont Alto

015 DAILY EX. SUN.	P. M.	013 DAILY EX. SUN.	A. M.	STATIONS	Dist. from Chambersburg	012		014	
						A. M.	P. M.	A. M.	P. M.
6.00	6.00	5.40	5.40	LV. CHAMBERSBURG AR.		6.50	7.55	6.50	7.55
6.06	6.06	5.46	5.46	KEYSTONE	2.2	6.44	7.49	6.44	7.49
6.16	6.16	5.54	5.54	FAYETTEVILLE	4.6	6.40	7.40	6.40	7.40
6.38	6.38	6.16	6.16	MONT ALTO	11.8	6.20	7.20	6.20	7.20
	P. M.		A. M.			A. M.	P. M.	A. M.	P. M.
	015		013			DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	014

EXTRA STOPS BY PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
607	F Stop—Thorndale Coaling Station.....	Employees
605	F Stop—Thorndale Coaling Station.....	Employees
15	F Stop—Thorndale Coaling Station.....	Employees
5505	F Stop—Thorndale Coaling Station.....	Employees
580	F Stop—Thorndale Coaling Station.....	Employees
604	F Stop—Thorndale Coaling Station.....	Employees
570	F Stop—Thorndale Coaling Station.....	Employees
18	F Stop—Thorndale Coaling Station.....	Employees

EXTRA WORK BY PASSENGER TRAINS

No. 605 sets off at Lancaster Express cars for No. 5521.
No. 575 daily except Sunday, picks up at Lancaster, Express and Mail Cars for Harrisburg.
No. 5508 sets off Express car at Lancaster.

TRAINS WAIT FOR CONNECTION

JUNCTION POINT	TRAIN No.	WAITS UNTIL	FOR TRAIN No.	REMARKS

**EXPRESS AND MILK TRAINS
PAOLI TO BANKS**

WESTWARD

STATIONS				
	Leave			
PHILADELPHIA (PTDiv)				
PENNA-30th St.				
NORTH PHILADA				
PAOLI				
GREEN TREE				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN				
THORNDALE				
COATESVILLE				
POMEROY				
PARKESBURG				
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE				
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER				
MOUNTVILLE	Columbia Branch			
COLUMBIA				
LANDIS				
MOUNT JOY				
FLOREN				
ELIZABETHTOWN				
MIDDLETOWN				
DO BLOCK STATION				
WAGO JUNCTION	York Haven Lane			
YORK HAVEN				
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMOYNE				
HARRISBURG				
HARRIS				
ROCKVILLE				
MARYSVILLE				
BANKS				
	Arrive			

**EXPRESS AND MILK TRAINS
BANKS TO PAOLI**

EASTWARD

STATIONS				
	Arrive			
PHILADELPHIA (PTDiv)				
PENNA-30th St.				
NORTH PHILADA				
PAOLI				
GREEN TREE				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN				
THORNDALE				
COATESVILLE				
POMEROY				
PARKESBURG				
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE				
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER				
MOUNTVILLE	Columbia Branch			
COLUMBIA				
LANDIS				
MOUNT JOY				
FLOREN				
ELIZABETHTOWN				
MIDDLETOWN				
DO BLOCK STATION				
WAGO JUNCTION	York Haven Lane			
YORK HAVEN				
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMOYNE				
HARRISBURG				
HARRIS				
ROCKVILLE				
MARYSVILLE				
BANKS				
	Leave			

**ARRANGED FREIGHT TRAIN SERVICE
WESTWARD AND SOUTHWARD**

TRAIN	LEAVES	ARRIVES	LEAVES	LEAVES
N. Y. LCL-1	Paoli 9.25 P	M'ville 11.45 P Via Main Line	Banks 12.15 A	
PhA LCL-1	Paoli 9.45 P	M'ville 12.20 A Via Main Line	Banks 12.50 A	
ATH-1	Col. 11.15 P	Day 12.30 A		
JC-7	Dunlap 6.00 P	Day 12.30 A	Banks 2.00 A	
P7	Paoli 9.30 P	Day 1.30 A		
S-80	Enola 12.30 A	R'ville 1.30 A		
P-11	Paoli 9.45 P	Day 3.15 A		
SA-3	Enola 2.45 A	R'ville 3.30 A		
M-9			Banks 3.30 A	
B-1	Cly 2.45 A	Day 3.30 A		
AP-19	Paoli 10.30 P	Day 3.45 A		
AP-19	Paoli 11.00 P	Day 4.00 A		
YP-1	Paoli 11.30 P		Col'bia 2.45 A	
ET-1	Dunlap 9.30 P	Day 4.45 A		
1st P-5	Dunl'p 10.30 P	Day 4.30 A		
2nd P-5	Dunl'p 11.45 P	Day 5.00 A		
AET-1	Dunlap 8.30 P	Day 5.15 A		
CV-81	Day 1.00 A	Hagtn 6.00 A		
BF-3	Enola 7.00 A	R'ville 7.45 A		
ED-1			Banks 8.00 A	
VC-1			Banks 9.15 A	
PG-11	Dunlap 2.30 A	Day 9.00 A		
PG-1			Banks 8.30 A	
AEC-5	Col'bia 6.00 A	Day 8.30 A		
VL-7			Banks 9.30 A	
BNY-15	Paoli 4.30 A	Hbg 8.30 A	Enola 9.30 A	{R'ville 10.15 A
CV-61	Day 1.00 A	Hagtn 9.00 A		
P-17	Paoli 2.00 A	Hbg 9.00 A		
BL-33	Dunlap 3.30 A	Enola 9.30 A		
NL-1			Banks 9.45 A	
P-19	Paoli 4.15 A	Day 9.30 A		
B-5	Col'bia 7.45 A	Day 9.45 A		
P-29	Paoli 3.45 A	Day 9.45 A		
B-3	Dunlap 8.00 A	Day 12.30 P		
EC-5	Col. 11.30 A	Day 12.35 P		
TH-1	Col. 12.30 P	Day 2.00 P		
PG-5			Banks 2.00 P	
CV-85	Day 2.30 P	Hagtn 6.00 P		
P-9	Paoli 12.10 P	Day 2.45 P		
PF-1			Banks 4.00 P	
SW-1			Banks 4.15 P	
PG-3			Banks 5.45 P	
BF-5	Enola 5.15 P	R'ville 6.00 P		
S-82	Enola 5.30 P	R'ville 6.15 P		
CE-1			Banks 6.15 P	
PG-15			Banks 6.45 P	
Banana Special			Banks 9.30 P	
EC-3	Enola 7.00 P	R'ville 7.45 P		
EC-1	Cly 9.00 P	Day 10.00 P	Enola 2.45 A	{R'ville 3.30 A
PG-19			Banks 11.30 P	
JC-5	Dunlap 5.00 P	Day 11.30 P	Banks 1.00 A	

**ARRANGED FREIGHT TRAIN SERVICE
EASTWARD AND NORTHWARD**

TRAIN	LEAVES	ARRIVES	LEAVES	LEAVES
YP-2	Col. 12.45 A	Paoli 4.15 A		
CS-8		Banks 1.00 A		
1st VL-8		Banks 1.15 A		
PG-4		Banks 1.30 A	Day 3.30 A	{Paoli 10.15 A
PG-8		Banks 1.30 A		
1st PB-2	Day 2.15 A	Dunlap 7.00 A		
2nd VL-8		Banks 2.40 A		
LCL-2		M'ville 2.50 A	M'v'le 3.35 A Via Main Line	{Paoli 5.50 A
HA-2	Day 5.00 A	Dunlap 3.00 P		
2nd CV-88	Hagtn 11.00 P	Day 3.00 A		
BL-34		Banks 5.00 A	Day 8.00 A	{Dunlap 4.00 P
2nd PB-2	Day 5.30 A	Dunl'p 10.15 A		
APG-10	Day 6.15 A	Cly 6.45 A		
P-18	Day 7.00 A	Dunl'p 12.15 P		
S-81	R'ville 5.45 A	Enola 6.45 A		
AB-6	Day 8.50 A	Col. 10.00 A		
M-24		Banks 8.30 A		
PG-6		Banks 9.00 A		
AC-10		Banks 9.30 A	Day 11.30 A	{Cola 1.45 P
ED-2		Banks 9.30 A		
PF-2		Banks 10.00 A		
M-10		Banks 10.00 A		
SA-4	R'ville 10.00 A	Enola 10.45 A		
SP-6	Day 10.00 A	Paoli 4.00 P		
AG-12		Banks 10.30 A	Day 12.30 P	{Dunlap 9.30 P
CV-84	Hagt'n 6.30 A	Day 10.30 A		
AB-10	Day 10.30 A			{Cola 12.30 P
APG-4		Banks 11.00 A	Day 1.00 P	{Paoli 7.45 P
P-16		Banks 11.30 A	Day 1.30 P	{Dunlap 9.30 P
M-12		Banks 11.30 A		
M-20		Banks 11.59 A		
EC-2	R'ville 11.30 A	Enola 12.15 P		
S-83	R'ville 11.30 A	Enola 12.30 P		
CMB		Banks 1.30 P		
PG-2		Banks 1.45 P		
ATH-2	Day 1.30 P	Col'bia 3.00 P		
WVL-2		Banks 3.30 P	Day 4.30 P	{Dunlap 10.00 P
HC-2	Day 1.30 P	Paoli 6.30 P		
VL-2		Banks 2.15 P		
BNY-16	R'ville 3.00 P	Hbg 3.15 P	Harris 4.00 P	{Paoli 8.30 P
FW-8		Banks 4.00 P	Day 5.30 P	{Paoli 8.30 P
PG-10		Banks 6.00 P	Day 10.00 P	{Cly 10.45 P
PN-2		Banks 7.00 P	Day 8.30 P	{Dunlap 2.00 A
SP-4	Day 4.00 P	Paoli 8.30 P		
P-2	Day 4.30 P	Dunl'p 10.15 P		
BF-4	R'ville 4.45 P	Enola 5.30 P		
P-4	Day 5.00 P	Paoli 10.00 P		
P-12	Day 5.30 P	Dunl'p 12.15 A		
CE-2		Banks 5.30 P	Day 10.30 P	{Dunlap 3.15 A

**ARRANGED FREIGHT TRAIN SERVICE
EASTWARD AND NORTHWARD**

TRAIN	LEAVES	ARRIVES	LEAVES	LEAVES
B-2	Day 8.00 P	Cly 6.30 P		
FJ-6	Day 7.30 P	Paoli 12.45 A		
EC-6	R'ville 6.45 P	Enola 7.30 P		
ED-4		Banks 8.00 P		
M-16		Banks 8.00 P		
P4-SP4	Day 7.00 P	Paoli 12.01 A		
P-14	Day 7.00 P	Paoli 12.01 A		
B-6	Day 8.00 P	Col'bia 9.15 P		
HP-2	Hbg 8.30 P	Paoli 4.00 A		
ET-2	Day 9.15 P	Dunlap 5.00 A		
BNY-14	R'ville 11.00 P	Hbg 11.15 P	Har'is 12.01 A	{ Paoli 2.45 A
TH-2	Day 10.30 P	Col. 12.01 A		
B-10	Day 10.30 P	Col'bia 1.15 A		
1st				
CV-88	Hagtn 4.00 P	Day 8.30 P		
P-6	Day 11.00 P	Paoli 3.00 A		
CV-60	Hagtn 6.45 P	Lem'ne 11.59 P		

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE
SALE OF TICKETS AS FOLLOWS:—**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
5508	5511	Malvern.....		
5508	615	Whitford.....		
606	5511	Downingtwn.....		
606	24	Coatesville.....	604	24
615	615	Pomeroy.....		
5508	630	Parquesburg.....		
5508	5508	Leaman Place.....		
580	39	Lancaster.....	580	39
5504	5528	Columbia.....		
605	570	Mount Joy.....		
605	8	Florin.....		
604	631	Elizabethtown.....		
605	570	Middletown.....		
All trains		Harrisburg.....	All trains	
662	662	Marysville.....		
8023	8024	YORK HAVEN LINE		
530	970	York Haven.....		
		New Cumberland		
		CUMBERLAND VALLEY		
		BRANCH		
673	677	Lemoyme.....		
698	697	Mechanicsburg.....		
698	680-Sat.	Carlisle.....		
	699			
674	680	Newville.....		
674	677	Shippensburg.....		
698	680	Chambersburg.....		
674	677	Greencastle.....		
680	680	Maugansville.....		
674	684	Hagerstown.....	693	680
691	692	Williamsport.....		
691	692	Martinsburg.....		
691	692	Inwood.....		
691	692	Clearbrook.....		
691	692	Winchester.....		

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows: Train Dispatchers' Office, attended Block Stations, and at all points where Conductors or Enginemen report for duty.

TIME TABLE

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—④ ① ② ③, etc.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters 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, milk, newspapers or marketing.
 - G**—Regular stop. Saturday only.
 - K**—Regular stop Sunday only to receive or discharge passengers.
 - L**—Stop on signal Sunday only to receive or discharge passengers.
 - †**—Unattended Block Station.
 - *—**Passenger train—schedule assigned to gas or gas electric rail motor cars
 - Passenger train—schedule assigned to handle passenger and freight equipment.
 - ◇**—Passenger train—no train baggageman.
 - No baggage service.
 - ⊕**—No baggage service Sundays.
 - ‡**—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.
- D401.**
- M**—Stop on signal Saturday only to receive passengers.
 - N**—Stop on signal Saturday and Sunday only to discharge passengers.
 - P**—Regular stop daily except Sunday.
 - Q**—Stop on signal to discharge passengers from Harrisburg.
 - R**—Regular stop Monday for mail.
 - T**—Regular stop Saturday for mail.
 - U**—Regular stop to receive passengers for west of Pittsburgh.
 - W**—Stop on signal Sunday only to receive passengers.
 - X**—Reduce speed to 15 mile per hour for safe delivery of Newspapers.

S5.

COLOE SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. Track covered by slow order, other than a train order or time table special instructions, will be indicated by yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction. A green flag or light placed to the right of track marks the end of the restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.

D601. Harrisburg—Trains or engines in either direction must not foul clearance point of hand switches between Passenger Station and signal bridge 1040, and must not foul hand switch on No. 3 freight track east end of passenger station without proper signal from switch tender.

D602. Fishing Creek (PF 2), east end of Marysville Yard—Trains on No. 3 track or track A will approach switches expecting to find trains crossing at that point. Trains destined Harrisburg, must stop clear of crossover switches leading from track A to No. 3 track, unless switches are properly lined and proceed signal received from switch tender.

When stop indication is displayed on home signal governing movements on inbound Enola track, trains destined Enola, on No. 3 track or track A, must stop before fouling switches.

S7.

ENGINE WHISTLE SIGNALS.

D701. Enginemen will not acknowledge a fusee as prescribed by rule 14 (g), o o, when fusee is placed on or near track as required by rule.

D702. Rule 14 (l) amplified.

Sound: — — o o.

Indication: Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

D703. Rule 14 (m) amplified.

Sound: —————

The engine whistle signal prescribed by Rule 14 (m) will not be used except when approaching non-stop points where mail is caught or delivered.

D704. Rule 14 amplified.

Sound — — o o o.

Indication: When passenger trains intend to stop for coal, water, hot parts, etc., advance information must be given by

sounding the above whistle signal when passing the last interlocking station before reaching the point at which the stop is to be made, or as much earlier as possible by throwing message off at an open block station.

D705. Rule 14 amplified:

Sound — — o:

Indication: Freight trains that do not intend to stop for coal and water at Thorndale Coaling Station must give the above whistle signal passing Park eastward, and Dale or Glen Loch westward.

Eastward freight trains that do not intend to stop for water at Columbia, must give the above whistle signal passing Cly.

D706. Rule 14 (db) — — — — o in effect.

Track A and No. 1 Eastward Station track, Lancaster.

Rule 14 (ef) — — — — — o in effect.

Between Lancaster and Conestoga, No. 3 track, Westward.

Track B Westward Station track, Lancaster.

88. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

D801. Emergency whistle or horn signals in service as follows:

Harris—West of North Street.

East of Market Street.

FH—East end of Harrisburg station.

Lancaster—Home signal No. 1 track, Reading Company Crossing.

Signal Bridge 2100 feet west of Lancaster.

Signal Bridge 2450 feet east of Lancaster.

Park, CV, Thorn and Downs.

89. COMMUNICATING SIGNALS.

D901. Rule 16 amplified:

Sound: (ja) o o o o o o.

Indication: When standing, deplete brake pipe pressure.

D902. Passenger trains will be started by Communicating Signal.

When Communicating Signal is inoperative and cannot be repaired without detention, train may proceed after conductor and engineman have a thorough understanding as to how train is to be handled.

S10. TRAIN SIGNALS.

D1001. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that in the judgment of the Engineman, his view of the signal will be thereby improved.

D1002. Rule 19, Figure 6 is not in effect:

Main Line

York Haven Line

Atglen and Susquehanna Branch

Philadelphia and Thorndale, and Trenton Branches

Between V and Dills.

Between Pennroad and NC.

Rule 19, Figures 3, 4, 10, and 14 amplified in this territory.
DOUBLE TRACK—Rear of train by night when turned out against the current of traffic.

THREE OR MORE TRACKS—Rear of train by night on freight tracks with the current of traffic, or on any track against the current of traffic.

Rule 19 modified:

The bottom line under Fig. 4, page 24, modified to read: "Lights showing yellow to the outside, and red to the rear."

NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

The paragraph preceding the **NOTE** under Figure 10, page 27, and Figure 14, page 29, modified to read:

'Marker lamps lighted showing yellow to the outside, and red to the rear.'

The **NOTE** modified to read: 'NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.'

D1003. Rule 20a will apply.

Main Line

Columbia Branch

York Haven Line

Atglen & Susquehanna Branch

Philadelphia and Thorndale, and Trenton Branches

Between V and Dills.

Between Pennroad and NC.

D1004. Rule 21a will apply on double track, Cumberland Valley Branch.

(a) On single track portions of the division the display of white flags and white lights, as prescribed by Rule 21 will be omitted on all extra trains, except passenger extras

(b) A regular train will be identified by its engine number.

(c) A train must be informed by train order as to the number of the engine on an opposing superior regular train. If the engine number is not received by train order the identification will be made by a personal conference between the conductors and enginemen of trains involved.

(d) A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.

(e) When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

(f) Signalman must observe and record the engine number on regular trains and when reporting them give the engine number in addition to the train number.

S10A. Rule 21b.

21b. (**DOUBLE, THREE, OR MORE TRACKS.**) On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1005. Rule 21b will apply.

Main Line

Columbia Branch

York Haven Line

Atglen & Susquehanna Branch

Philadelphia and Thorndale, and Trenton Branches

Between V and Lemoyne.

D1006. When schedules having station stops are represented by more than one section and when passenger extras are operated having station stops, the information will be given by train order.

D1007. Rule 26 amplified.

When a blue flag or blue light is placed at one or both ends of an engine or cars to which an engine is attached, the engineer and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

D1101.—

D1102. Proper application of Rule 27 in connection with Figure 1, Rule 287.

The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, and, therefore, the marker light being out should be reported from the next point of communication where this report can be made without serious delay to the train.

D1103. Rule 34—When calling signals, the name as it appears in the Book of Rules, shall be used, omitting the word "signal" except Rule 275.

D1104. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by throwing the fuseses off between the cabin car and the pusher engine on the track the train is using, and not dropping them between that track and an ad joining track

S11B. SLIDE PROTECTION FENCE.

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

On double track, trains moving against current of traffic must be governed by signal marked SP for normal track and the signal governing approach thereto.

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

Slide Protection Fences installed at the following locations:

Signal SP 902, located, at west end of Conewago Cut.

Signal SP 887, located 5200 feet east of Conewago Cut.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward and Northward trains are superior by direction to trains of the same class, in the opposite direction, unless otherwise specified.

S13. BULLETIN BOARDS.

D1301. Location of Bulletin Board points on this Division and Reading Company, where all General Orders of this Division will be posted and delivered, also General Orders of other Divisions will be posted and delivered at points on this Division, as indicated below:

LOCATION	Other Divisions	Zones
Harriaburg—Crew Dispatcher's office, Passenger Station	Middle Williamsport Renovo Maryland Baltimore Phila. Term. New York Reading Co.	A, B, C, D A, B, C, D, E, WR E A, B, C A, B, C A, B, C, D, E A, B, C, D, E, F, Hbg. Div.
Enginehouse	Middle Williamsport Wilkes-Barre Maryland Baltimore New York Phila. Term. Reading Co.	A, B, C, D, E, F, G A, B, C, D, E, WR A, B, C, D, E, F A, B, C A, B, C A, B, C, D, E, F, G A, B, C, D, E Hbg. Div.
Enola—Brick Office	Middle Williamsport Wilkes-Barre Baltimore Maryland Phila. Term. New York Atlantic	A, B, C, D, E A, B, C, D, E, WR A, B, C, D, E, F A, B, C A, B, C A, B, C, D, E A, B, C, D, E, F A, B, C, D, E
Asst. Yard Master's Office, East End	Maryland Baltimore Phila. Term. New York Atlantic	A, B, C A, B, C A, B, C, D, E A, B, C, D, E, F A, B, C, D, E
Asst. Yard Master's Office, West End	Middle Williamsport Wilkes-Barre	A, B, G A, B, C, D, E A, B, C, D, E, F
Asst. Yard Master's Office, East and West Humps		
Columbia Yard Office		
Lancaster Enginehouse	Baltimore Maryland Phila. Term.	A, B, C A, B, C A, B, C, D
Thorndale Coaling Station	Phila. Term. New York	A, B, C, D, E A, B, C, D, E
Ernest Yard Office	Phila. Term.	A, B, C, D, E
Chambersburg Yard Office	Reading Co.	Reading Div.
Hagerstown Engine House	Reading Co.	Reading Div.
Cumbo Yard Office	Reading Co.	Reading Div.
Rutherford Hump Office, Enginehouse, West End	Phila.	A, E

S14. GENERAL ORDERS.**S14A. Rule 75 amplified.**

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each conductor and engineman's Home Division time table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board attendant will be governed accordingly in checking time tables.

2. The Bulletin Board attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time tables, and after each conductor and engineman has registered and had his time table verified as to containing all copies of General Orders required, he will cancel the figures on Form Z so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time table and Form Z his time slip and Form Z properly prepared.

An additional Form Z card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employe's register will be discontinued.

The method of preparing Form Z is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive represent the last figure of numbers above an even hundred, and from 10 on the last two figures

above an even hundred. The use of this punch must be confined to the Bulletin Board attendant.

When a new time table is effective, or, after a Form Z card is used up, it must be turned in to the Bulletin Board attendant, who will prepare a new card as follows:

At the end of a month, with no change in time table, prepare a card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time table is effective, the information shown on the old Form Z card need not be shown on the new one, but proper information for first trip must be shown.

3. Before starting out on a run the engineman must show his General Order to his fireman, and when he has no conductor he must also show his Form Z to his fireman. The conductor must show his General Orders to his trainmen:

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time tables.

(c) Compare their Forms Z for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work present to the Bulletin Board attendant their time tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. For the proper delivery of General Orders the division will be divided into five zones as follows:—

Zone (A) —

Division board west of Marysville to Highspire including Marysville, Enola, Lemoyne, Harrisburg and Steelton yards.

Zone (B) —

Highspire to Parkesburg and Lemoyne to Parkesburg, all routes. Lebanon and Quarryville Branches.

Zone (C) —

Parkesburg to Division board west of Green Tree and Division board east of Dunlap.

New Holland and Frazer Branches.

Zone (D) —

Lemoyne to Pennroad: HJ to Vardo, Martinsburg to Winchester, Dillsburg, Waynesboro, South Penn and Richmond Branches.

Zone (E) —

Pennroad to Martinsburg:

General Orders for each zone will be numbered consecutively followed by the proper zone letter; Example, General Order No.

—Zone—.

D1403. Employees whose duties require them to be familiar with transportation rules and special instructions, must pass a satisfactory examination within six months after employment and be re-examined at least once every three years, or at more frequent intervals where required by law, except where a man has in the interim passed examination for promotion.

Employee of foreign divisions or other railroads not having run over the Philadelphia Division or made a trip for the purpose of qualifying within a period of one year will be required to re-qualify on special instructions and physical characteristics.

S15. TRACK ASSIGNMENTS.

D1501. Double Track:

Banks to Harris.

Reading Co. Bridge, Harrisburg to Lancaster.

DO to Columbia.

LG-41 Columbia to Lancaster.

Wago Junction to Park.

Thorn to Dunlap, via P and T and Trenton Branches.

V to Dills.

Penroad to NC.

D1502. On double or more tracks the current of traffic is as follows:

	Eastward Passenger	Westward Passenger
Banks to Harris.....	No. 1	No. 2
Reading Co. Bridge, Harrisburg to Lancaster.....	No. 1	No. 2
Conestoga to Paoli.....	No. 1	No. 4
V to Lemoyne.....	No. 1	No. 2
Lemoyne to Wago Junction.....	No. 1	No. 2
LG-41 Columbia to Lancaster.....	No. 1	No. 2

	Northward	Southward
Lemoyne to Dills.....	No. 1	No. 2
Penroad to NC.....	No. 1	No. 2

	Eastward Freight	Westward Freight
DO to Columbia (Columbia Bch)...	No. 1	No. 2
Day to Lemoyne.....	No. 1	No. 2
Day to Wago Junction (York Haven Line).....	No. 3	No. 4
Wago Junction to Park (A.&S. Beh.)...	No. 1	No. 2
Conestoga to Paoli.....	No. 2	No. 3
Thorn to Dale (P. & T. Beh.).....	No. 1	No. 2
Glen Loch to Dunlap (Trenton Beh.)	No. 1	No. 2

Main tracks between V and Lemoyne will be used for movements in either direction as signals indicate.

Columbia—Tracks between Columbia Block Station and LG-41 are yard tracks. Movements may be made on permission of Signalman Columbia Block Station, signal indication, or proper signal from Switchtender.

Enginemen and Trainmen will operate hand switches of connection to Atglen and Susquehanna Branch east of Columbia Block Station and hand switches of Hill track, leading to Atglen and Susquehanna Branch. These switches must be restored to normal position after having been used.

Lancaster—

Track A	Eastward Station track.
No. 1 Track	Eastward Station track.
No. 2 Track	Eastward passenger track.
No. 3 Track	Passenger track, used by trains in either direction on signal between Lancaster and Conestoga.
No. 4 Track	Westward passenger track.
Track B	Westward Station track.

No. 0 track, located south of No. 2 track, between west end of Lancaster Interlocking and Conestoga, is a yard track, under control of signalman Lancaster.

Harrisburg—

No. 5 freight track, between Harris and DO—Eastward movements will be made as signals indicate, Westward movements by permission of Train Director Harris.

No. 6 freight track, between Harris and DO—Westward movements will be made as signals indicate, Eastward movements by permission of Train Director Harris.

Track No. 8, No. 2 yard between GI-8 and SK-2 is a running track in charge of Yard Master DE.

Enola—

Westward track (Baltimore Old Line), between Day and PF-2. Westward movements will be made as signals indicate, Eastward movements will be made by permission from Signalman Day. Permission must be obtained from Signalman Day to use cross-over switches from No. 2 pullout track to Baltimore Old Line at Stock Yards.

Tracks Nos. 1 and 2, South side eastward receiving yard are running tracks in charge of Yard Master.

Harrisburg, Marysville and Enola Yards—

The following tracks are running tracks in charge of Yard Master or Signalman.

Eastward	Westward
No. 3 track, and Track A Banks to PF-2, in charge of Signalman Banks.	Westward running track, Harris to Rockville, in charge of Yard Master, Harrisburg.
No. 3 track, PF-2 to Rockville, Track C, PF-2 to West end of Rockville bridge in charge of Signalman Rockville.	No. 4 track, Rockville to Banks, in charge of Signalman Rockville.

Eastward running Track, Rockville to Harris, in charge of Yard Master Harrisburg.	Enola outbound track, west end Enola Yard to Banks in charge of Signalman Banks.
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Inbound Enola Track, PF-2 to west end eastward receiving yard.

Eastward running track, west end to east end of Enola Yard, in charge of Yard Master, Enola.

Marysville Yard—Tracks 1, 2, 3 and 4 in east yard, tracks 1, 2, 3 and 4 in west yard, and thoroughfare tracks, are running tracks.

Harrisburg Passenger Station—Tracks A, B, 2, 3, 6, 7 and 25 are running tracks.

Tracks 1, 4, 5, 24, A extension, 5 icehouse, Boas', all tracks in Mulberry street, State street and Cumberland Valley Yards and also all single end tracks are storage tracks.

D1503. Passenger trains as specified will use tracks as follows, unless interlocking signals otherwise indicate:

No. 631 will use No. 3 track Paoli to Downs to pass No. 5511.

No. 41 will use No. 3 track Park to Conestoga to pass No. 5511.

No. 49 will use No. 3 track Paoli to Thorn to pass No. 5505

No. 38 will use No. 2 track CV to Paoli to pass No. 580.

No. 36 will use No. 2 track Conestoga to Downs to pass No. 606.

No. 48 will use No. 2 track Conestoga to Park to pass No. 5508.

No. 30 will use No. 2 track Conestoga to CV to pass No. 5508.

No. 28 will use No. 2 track Conestoga to Park to pass No. 5504 and CV to Paoli to pass No. 5508.

No. 5504 will use No. 2 track Downs to Paoli to pass No. 5508.

S16. MOVEMENTS OF TRAINS

D1601. Train Dispatchers located at Harrisburg and Penn road.

Movements on Nos. 1 and 2 tracks between Ciy and Division Board, Wago Junction, in charge of Train Dispatchers, Baltimore Train Orders will be issued over signature of Superintendent of the Baltimore Division.

D1602.

Frazer Branch—

Operated as a yard track, controlled by Signalman, Downs.

New Holland Branch—

Between Downs and Suplee operated as a yard track, controlled by Signalman, Downs.

Quarryville Branch—

Operated as a yard track, controlled by Signalman Lancaster.

Dillsburg Branch—

Operated as a yard track, controlled by Signalman Pennroad.

Waynesboro Branch—

Operated as a yard track, controlled by Signalman Pennroad.

South Penn Branch—

Operated as a yard track, controlled by Signalman Pennroad.

Richmond Branch—

Operated as a yard track, controlled by Signalman Pennroad.

Permission must be secured from Signalman before occupying these tracks, and report when clear.

S16A. Rules 83 and 83a.

D1604. Rule 83. That clearance message CT-1246 given by the signalman without consulting the Dispatcher be used where information is given to train at its initial station on any division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83a—In the application of Rule 83a, this information may be given verbally.

S16B. Rule 98.

D1605. New Holland Branch:—

Suplee—Interlocking will be operated by conductors or enginemen.

Route over crossing, with interlocking signals in proceed position, will be set normally for Reading Company trains.

Pennsylvania Railroad trains will make movements over crossing by operating interlocking levers in accordance with instructions posted in the interlocking station.

Conductors or enginemen must not display interlocking Signals at stop for Reading Company trains, unless it can be seen that there is no Reading Company train approaching.

After completion of movement over crossing, route must be restored for normal movement of Reading Company trains

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1606. Switch tenders are stationed at and have charge of main track switches as indicated:—

<u>Location</u>	<u>Switches</u>
Columbia	LG41

D1607. During hours block stations are open, main track switches as indicated in charge of Signalman.

<u>Location</u>	<u>Switches</u>
HN	—Cross-over between Nos. 1 and 2 tracks and switches to sidings north and south side.
Royalton	—Cross-over switches between Main Line and Columbia Branch.
Smith	—Cross-over between Nos. 1 and 2 tracks and switch at east end of siding.
Port	—Switch No. 1 track to connecting track.
King	—Cross-over between Nos. 1 and 2 tracks.
Dale	—Cross-over between Nos. 1 and 2 tracks and switches to Nos. 5 and 6 tracks.

S16D. Rules 106 and 106a.

D1608. Rule 106 will apply to trains making E stops for express, mail or newspapers.

S16E. Rules 251, 253, 254.

D1609. Rules 251, 253, 254 will apply:

Main Line.

Columbia Branch:

York Haven Line.

Atglen and Susquehanna Branch.

Philadelphia and Thorndale, and Trenton Branches.

Between Lemoyne and Dills.

Between Pennroad and NC.

Signalman must obtain permission from Train Dispatcher before permitting trains to enter block between block stations.

Taking water and giving hot journals attention will be considered as work under the provisions of Rule 253.

S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

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

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

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicle or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

Electric light indicator has been installed on the instrument cases of Flashing Light Signals protecting road crossings. A light will be displayed when train is operating the Flashing Light Signals. Absence of light indicates commercial power has failed and that signals will be entirely dependent upon storage battery which may become exhausted and create a dangerous condition if commercial power is not restored within a reasonable period of time.

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

Employees should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failures to operate properly.

In the event automatic highway crossing signals fail, before making movements over crossings specified below, a member of train crew must be stationed on crossing and provide protection to pedestrian and vehicular traffic:

Lebanon Branch —Mt. Vernon.

New Holland Branch—Leola.

First road crossing east of Honey Brook

Cumberland Valley Branch.

Hagerstown —Franklin Street.

Church Street.

Washington Street.

Antietam Street.

{Signals operate on
main track and
No. 2 yard track.

Martinsburg —John Street.

Winchester —Fairmount Avenue.

Waynesboro Branch—Fayetteville.

East Fayetteville.

Price's Crossing, 1.2 miles south of
Waynesboro.

Carlisle—Flashing light highway crossing signals discontinue operating at Pitt Street after northward trains have stopped at Station, and at West Street after southward trains have stopped at Station. Conductors of northward and southward trains stopping at Carlisle Station must, before proceeding, press push button to start operation of these flashing light signals. Small light at push button will be illuminated when flashing signals are operating.

Southward trains should stop clear of West Street Crossing.

Trains operating on sidings, finding Flashing Light Signals inoperative, must stop and operate push button inside small box designated "PB." Push button will operate Flashing Light Signals and must be pressed until a small light at push button is illuminated, or until entire train has passed over crossing.

D1610. Before making movements over crossings specified below, a member of crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.

During the time movements are being made over crossings, a member of crew must remain at crossings to warn traffic.

Enginemen and Conductors will see that proper protection is given before starting movement over crossings:

Lebanon—All Grade Crossings in City Limits.

Cornwall—Road Crossing at Cornwall.

Lancaster—All grade crossings within city limits.

During the time Crossing Watchman is not on duty, at Prince and Walnut Streets, Trainmen will operate crossing gates.

East Downingtown—Lancaster Avenue, Washington Avenue, crossing to Reading Co. Station west leg of "Y", and Creek Road at Harbison-Walker plant.

Dillsburg Branch—Mechanicsburg, Highway Route 641.

South Penn Branch—Green Castle road, route 11

Prior to making movements of engine or cars over this crossing, and during the time crossing is blocked by such engine or cars, a member of crew must be stationed on the east side of the crossing equipped with proper signal appliances to provide protection to pedestrian and vehicular traffic. During the hours of darkness a lighted fusee must be used in furnishing protection for train movements over this crossing.

Fort Loudon—Prior to making movements of engine or cars over this crossing, and during the time the crossing is blocked by such engine or cars, a member of crew must be stationed on the west side of the crossing equipped with proper signal appliances to provide protection to pedestrian and vehicular traffic. During the hours of darkness a lighted fusee must be used in furnishing protection for train movements over this crossing.

Martinsburg—King Street Crossing.

Winchester—Amherst and Water Streets.

Columbia—Before making shifting movements over Union and Perry street crossings, a member of the crew must be stationed on crossing, or while shifting movements are being made over crossings, a member of the crew must remain at

crossing to provide protection to pedestrian and vehicular traffic.

Also Highway Crossing over yard and industrial tracks.

D1611. Gas-electric rail motor cars—All rules and special instructions governing movements of trains will apply to the movement of gas-electric rail motor cars and gasoline rail motor cars.

Gas-electric rail motor cars and gasoline rail motor cars must not be moved over an open fire, such as snow burning oil at interlockings or other points.

The use of sand is prohibited in Automatic Block Signal territory, except to avoid accidents.

When gas or gasoline electric cars are used as trailers, or are being towed, car to be placed only at end of train.

If hauled by passenger train, should not consist of more than 15 cars.

D1612. Lighted hand lanterns or marker lamps must not be permitted in the motor room of gas-electric cars, nor close to where gasoline is supplied to these cars.

The use of matches or open flames in the motor room of gas-electric cars is prohibited.

Unauthorized persons must not be permitted to ride in the motor room of gas-electric cars.

D1613. When it is necessary to stop for exchange of engines, advance information must be given to Train Dispatcher as early as possible before reaching the point at which stop is to be made by throwing message off at an interlocking station, or, if necessary, stop should be made to notify the signalman.

D1615. A train stopped at a home block signal at which a telephone is located, may fill out a clearance card, Form C, or a caution card, Form D, as authorized by signalman, and proceed as prescribed by the card. Rule 362 first paragraph is modified accordingly.

D1616. When a train clears a block between block stations the flagman may, when authorized by the conductor or engine-man, report clear to the signalman. Rules 365 and 505e are amplified accordingly.

D1617. When a switch signal indicates that the switches are not set for their movement, engines or trains must stop before reaching the fouling point.

D1619. A hook attached to a chain has been applied to reverse side of all T-10 hand operated switch mechanism. Before making movements over switches so equipped, hook must be placed in keeper.

D1620. At Harrisburg, Philadelphia, Baltimore and Altoona, Station Master is authorized to verbally instruct Conductor to run as a section of a regular train or as a Passenger Extra. Conductor will instruct Engineman.

D1621. Harrisburg Passenger Station—Enginemen and Firemen must keep sharp lookout and be prepared to stop within range of vision. Road and yard Enginemen must personally handle engine within station territory.

When a train, the engine of which is standing beyond the first interlocking signal, is in such a position that the indication cannot be seen by the engine crew, the train must not be moved

until either the engineman or the fireman has observed the signal or until one of the trainmen has personally notified the engineman or fireman that the signal is in proceed position.

D1622. Lebanon Branch—Main track, JN unattended block station to east end of Lebanon Branch and from NA unattended block station to connection with main tracks at west end Conewago yard operated as yard track.

D1623. Lebanon—Movements over tracks of Cornwall Railroad at West Willow Street must be protected by train crews except when watchman is on duty.

D1624. Lemoyne Yard—Southward and Northward running tracks controlled by Signalman Lemoyne. Trains clearing these tracks, except at Lemoyne must report clear to Signalman.

D1625. Lancaster—Eastward trains, Columbia Branch, clearing at interlocked switches or stopping before rear of train has passed Lancaster Block Station, must report clear promptly to Signalman

D1626. Thorndale Coaling Station—Tracks A, B, and C are Eastward running tracks. Tracks E, G, and H are Westward running tracks.

Westward and Eastward trains will notify Thorn when ready to leave.

D1627. Downingtown—Trains must avoid using track south side, between west end Downingtown Station and interlocking signal while trains scheduled to catch and deliver mail are passing, in order that the catch and delivery of mail may be made at designated point without endangering employees.

D1628. East Downingtown—Trains or engines using east leg of "Y" must not pass over Reading Co. crossing until the signal controlling Reading Co. trains is in the stop position.

Class I, L and M engines turning on Y must not make backward movements eastward over west leg of Y.

D1630. DILLS:

Spring switch located at end of double track.

Normal position of spring switch for northward movements, marked by sign bearing letters S. S.

Southward movements from No. 2 track may trail through spring switch.

Should trailing movement through spring switch stop before entire train has cleared switch, movement in opposite direction to permit taking slack or for other purposes must not be made until spring switch has been reversed by use of hand lever.

Spring switch equipped with electric switch lamp displaying indications in both directions as follows:

Green—Switch properly set in normal position.

Red—Switch improperly set, or set by use of hand lever for movement from No. 2 track.

Southward trains receiving a red switch lamp indication must stop and examine switch before moving over it.

When block signal No. 94 displays signal aspect Rule 276, Figure 1, crew will, in addition to complying with requirements of signal indication, examine points of spring switch and know they fit the rail properly before proceeding.

A speed of 30 miles per hour must not be exceeded by northward movements over spring switch.

A speed of 15 miles per hour must not be exceeded by southward movements while any part of train is trailing through spring switch.

D1631. Chambersburg—Conductors of all regular passenger trains must upon arrival report the arriving time and secure permission from Signalman, Pennroad before proceeding.

D1632. Extra trains must approach hand operated switches at former Wood Block Station, and north and south end of Chambersburg Station, prepared to stop clear of crossover movement.

D1633. Crew of helper engines pushing northward trains, NC, will be in position to receive orders for return movement.

D1634. Hagerstown—

Hagerstown Yard is districted and numbered as follows:

No. 1 yard—Between yard limit board 11,347 feet north of NC and passenger station.

No. 2 yard—Between passenger station and southward home signals, HJ.

No. 3 yard—Between southward home signals, HJ, and yard limit board, south of Shomo yard, and between southward home signals, HJ, and yard limit board south thereof.

Between NC, HJ and Vardo:

No. 2 yard track, NC to switches Washington Street, 170 feet north of station, and from switches Antietam Street, 270 feet south of station, to HJ, also siding between Antietam Street and HJ, are running tracks.

No. 2 yard track and station siding from switches Washington Street, 170 feet north of station, to switches Antietam Street, 270 feet south of station, are storage tracks.

The operation of the main track, No. 2 yard track, and siding controlled by signalman, HJ.

Movements on No. 2 yard track and siding must not be made without proper signal indication or permission from signalman, HJ.

All train and engine movements on main track between NC and HJ will be made on signal indication or on permission of signalman, HJ, superseding time table superiority.

After an understanding with the Signalman and under permissive signal, an engine may enter a block occupied by a passenger train, which it is to move, switch or assist. Rules 317b and 362 modified.

Shifting crews must secure permission to enter and promptly report when clear, of main track, No. 2 yard track and siding. Protection must be provided against extra trains at all times.

Freight or cabin cars must not under any circumstances be run over the crossings at NC or HJ detached from engine or train.

Vardo Train Order Office, located at south end Shomo Yard.

Norfolk and Western Railway Company Time Table will be authority for movement of Norfolk and Western Railway Company first-class trains between Vardo and Hagerstown Passenger Station.

Movements on main track HJ to Vardo controlled by signalman HJ.

Movements on yard track between HJ and north end Shomo Yard may be made by permission from signalman HJ.

D1635. Gard—Stop board, Northward trains on main track must stop before proceeding. The normal position of hand operated switch leading from main track is for Cumbo yard connecting track. Movements on connecting track between northward switch of departure track, Cumbo Yard and Gard, controlled by HJ.

Movements may be made:

Northward on permission from Signalman HJ.

Southward on written permission received at HJ, or on permission received at Gard from Signalman HJ.

Movements on connecting track must be made prepared to stop within range of vision.

Trains entering or leaving Security Lime Company track must report clear and secure permission to re-occupy connecting track.

The arrival of southward movements at Cumbo must be reported promptly to Signalman HJ.

The time northward movements clear connecting track at Gard must be reported by throwing off message at HJ, unless otherwise instructed.

DRAGGING EQUIPMENT DETECTOR.

D1636. Device for detecting broken or dragging equipment on trains moving with the current of traffic, in service as follows:

Downs { No. 2 track, 3445 feet west of signal 342.

{ No. 3 track, 1500 feet east of signal 297.

Cly { No. 1 track, 5295 feet west of signal N710.

{ No. 3 track, Goldsboro Station.

Park—Atglen and Susquehanna Branch, No. 1 track, 7300 feet west of signal L16.

When device is actuated by dragging equipment (except in cab signal territory) Distant signal will indicate approach and home signal stop when the route has been set prior to breakage.

In cab signal territory when device is actuated by dragging equipment, cab signals will indicate Caution Slow Speed and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signals) will be Approach.

Trains receiving Caution Slow Speed indication on cab signals in conjunction with Approach indication on fixed signals between point where device is located and interlocking will stop as soon as proper handling of train will permit.

Non-equipped trains receiving "Approach" indication on fixed signals between point where device is located and interlocking

(including interlocking home signals) must not exceed a speed of 20 miles per hour and keep a sharp lookout for defects in equipment of train.

Non-equipped trains receiving Clear indication on fixed signals between point where device is located and interlocking (including interlocking home signals) and indication changes to "Approach" before passing signal, must stop as promptly as proper handling of train will permit and examine train.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1702. Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rules 93 and 317d amplified as follows:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of five (5) miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1801. Rule 97 modified:

Movements on the main track within yard limits may be made without train orders.

D1802. Yards indicated by Yard Limit Boards are located at:

Cumberland Valley Branch—

Carlisle	Cumbo
Hagerstown	Martinsburg
Gard	Inwood
	Winchester

Yards on multiple track portions of division are located at:

Enola-Marysville—1500 feet west of Mile Post 82-Psgr. tracks and 5145 feet west of Mile Post 82-Frt. tracks to 1672 feet west of Mile Post 113.

Harrisburg-Marysville—3451 feet west of Mile Post 101 to 1442 feet west of Rockville Block Station.

Steelton—1550 feet west of Mile Post 98 to 3042 feet west of Mile Post 101.

Lancaster—2110 feet west of Mile Post 66 to 4210 feet west

of Mile Post 69 and 296 feet west of Mile Post 70 (Columbia Branch.)

Pomeroy—1304 feet west of Mile Post 42 to 3900 feet west of Mile Post 40.

Columbia—(A & S Branch)—3624 feet west of Mile Post 37 to 2112 feet west of Mile Post 39.

Columbia—(Columbia Branch)—Mile Post 78 to 935 feet west of Mile Post 83.

Marsh—960 feet east of Mile Post 15 to 4196 feet east of Mile Post 16.

Cumberland Valley Branch—

Lemoyne Block Station to 5000 feet south of Mile Post 3.

Chambersburg—3060 feet south of Mile Post 49 to 4750 feet south of Mile Post 52.

S19 SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour
0.38	95	0.51	70	1.20	45	3.00	20
0.40	90	0.55	65	1.30	40	4.00	15
0.42	85	1.00	60	1.43	35	6.00	10
0.45	80	1.05	55	2.00	30	12.00	5

S20. SPEED RESTRICTIONS.

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10'' minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001.	MAXIMUM SPEED.	Miles per hour
	Main Line:	
	With psgr. engines on psgr. tracks	70
	With psgr. engines on frt. tracks between Conestoga and Parkes burg and on No. 2 track be- tween Thorndale and Paoli....	70
	With psgr. engines on freight tracks between Parkesburg and Thorndale, and on No. 3 track between Paoli and Thorndale..	60
	With frt. engines on psgr. or frt. tracks.....	45
	York Haven Line:	
	With psgr. engines on psgr. tracks	60
	With psgr. or frt. engines on frt. tracks.....	40
	Columbia Branch:	
	With psgr. or frt. engines between DO and Royalton Block Stations.....	40
	With psgr. or frt. engines. No. 1 track between Royalton Block Station and Mile Post 94	40
	No. 1 track between Mile Post 94 and 92.....	25
Passenger Trains...	No. 1 track between Mile Post 92 and former RQ.....	40
	Nos. 1 and 2 tracks between former RQ and Columbia....	30
	No. 2 track between former RQ and Royalton.....	25
	Between Columbia and Lancas- ter.....	40
	Lebanon Branch:	
	With psgr. or frt. engines.....	25
	New Holland Branch:	
	With psgr. or frt. engines.....	20
	Atglen & Susquehanna Branch:	
	With psgr. or frt. engines.....	40
	Philadelphia and Thorndale Branch:	
	With psgr. or frt. engines.....	40
	Trenton Branch:	
	With psgr. or frt. engines.....	40
	Cumberland Valley Branch:	
	With psgr. engines between Le- moyne and Hagerstown.....	50
	With frt. engines between Le- moyne and Hagerstown.....	40
	Psgr. and mixed trains with psgr. or frt. engines between Hagers- town and Winchester.....	35
	Between HJ and Vardo.....	60

	Miles per hour
Unless otherwise specified:	
Main Line.....	45
LCL1 and LCL2 Main Line... ..	50
York Haven Line.....	35
Columbia Branch.....	35
Lebanon Branch.....	25
New Holland Branch.....	20
Atglen and Susquehanna Branch	35
Philada. and Thorndale Branch..	35
Trenton Branch.....	35
Cumberland Valley Branch:	
Between Lemoyne & Hagerstown	40
Between Hagerstown and Win- chester.....	35
Between HJ and Vardo.....	45
Freight trains.....	
Main Line:	
With boom trailing.....	45
With boom forward.....	40
York Haven Line:	
Atglen and Susquehanna Branch:	
Philadelphia and Thorndale Branch:	
Trenton Branch:	
Columbia Branch:	
With boom trailing....	35
With boom forward.....	30
Cumberland Valley Branch:	
With boom trailing.....	35
With boom forward.....	25
Wreck or other Trains with Steam Derrick.	
Work Trains With Crane.	
Main Line.....	
Branches, Unless otherwise speci- fied.....	
Gas-electric rail motor cars.....	60
Gasoline rail motor cars.....	55
Portable ballast cleaning outfits.....	20
Circus trains.....	30
Track cars.....	
Unless otherwise specified.....	
Through turnouts and over switches, frogs, street and high- way crossings.....	
Hand cars.....	8
SPEED ORDINANCES.	
Mechanicsburg.....	7 miles
Carlisle.....	20 miles
Shippensburg.....	6 miles
Waynesboro.....	6 miles
Hagerstown.....	12 miles
Martinsburg.....	10 miles
Winchester.....	12 miles

D2002. Speed indicated below must not be exceeded between stations named, on curves and over bridges:

	Miles per hour
Main Line:	
Marysville, Enola and Harrisburg Yards.....	15
Between Signal Bridge 1051 and Reading Co. bridge, Harrisburg.....	15
Between DO and Harris on freight tracks.....	15
Between DO and Reading Co. bridge, Harrisburg.....	40
No. 0 Track between Lancaster and Conestoga.....	15
Columbia Branch:	
Between former RQ and Columbia Tunnel.....	30
Between Columbia Tunnel and LG-41.....	15
Union and Perry Streets Crossings.....	5
York Haven Line.	
Lemoyne—Over crossing frogs.....	15
York Haven Line—Atglen and Susquehanna Branch:	
Freight trains, containing mineral freight in open top cars, must not exceed speed of thirty (30) miles per hour on No. 3 and 4 tracks between Day and Wago Junction, and on Atglen and Susquehanna Branch.	
Frazer Branch	
New Holland Branch—Downs to Suplee	
Quarryville Branch	
Dillsburg Branch	
Waynesboro Branch	
South Penn Branch	
Richmond Branch	
Prepared to stop within range of Vision not exceeding.....	20
Cumberland Valley Branch:	
Trains on siding between Watts Unattended Block Station and South end of siding, and between Pitt Street and Cooke.....	10
Northward movements to Reading connection Pennroad	20
Over switches and crossings NC and HJ.....	15
Between Gard and westward yard, Cumbo.....	15
Unless otherwise restricted:	
Reading class K-1SA, I-10S, I-9S and I-1S engines....	35

	Miles per Hour
CURVES	
Main Line:	
Curves east and west of Banks.....	60
Curve west end Rockville Bridge.....	40
Rockville Curve.....	30
Rockville Y (west leg).....	10
Class M-1 engines, Rockville Y (west leg).....	5
Curve at Yardmaster's Office, DE, Harrisburg.....	30
Lancaster—Dillerville curve Mt. Joy Road.....	30
Curve east end Conestoga No. 1 track.....	50
Eby's Curve west of Gap.....	50
Gap Curve.....	50
Curve west of Atglen.....	55
Curve Caln, through switches No. 2 track.....	45
1st and 2nd Curves east of Mile Post 31.....	60
York Haven Line:	
Curve west of Lemoyne.....	30
Curve between York Haven Line and Cumberland Valley Bridge.....	10
Curve on west leg of "Y" at Lemoyne.....	10
1st and 2nd Curves east of Lemoyne.....	30
Curve, former Middletown Ferry.....	45
1st and 2nd Curves west of York Haven.....	45
Columbia Branch:	
Red Hill Curve west of former Falmouth.....	25
Curve at former Falmouth.....	25
Baker's Curve east of Marietta.....	20
Chickies Rock Curve.....	20
Columbia Tunnel Curve.....	15
Columbia—Curve leading to Frederick Branch.....	15
Lebanon Branch:	
Ice House Curve west of Mt. Gretna.....	20
Curve, Redsecker's Cut.....	20
New Holland Branch:	
Curve ½ mile east of Greenfield.....	15
Curve at Honey Brook.....	15
Cumberland Valley Branch:	
Curve at Watts.....	30
Hagerstown Wye.....	5
South Penn Branch:	
Mercersburg Jct. Wye.....	10

BRIDGES

LOCATION	CLASS OF ENGINE							
	D	E	F	G	H	I	K	L M
	MILES PER HOUR							
Main Line:								
34.38—2510 feet East of Thorndale						40		
35.27—1890 feet West of Thorndale						40		
44.15—Parkesburg.....						40		
67.54—2505 feet East of Lancaster...						40		
94.74—250 feet West of Middletown..						40		45
97.04—5468 feet East of Highspire						40		
Pbilada. and Thorndale Branch:								
24.74—4405 feet West of Dale.....						30		
Columbia Branch:								
70.00—6745 feet West of Lancaster..						25		
78.86—6440 feet East of Columbia....						25		35
A and S Branch:								
13.54—500 feet East of LG—11....						30		
York Haven Line:								
68.63—930 feet West of York Haven								
Nos. 1 and 2 tracks.....						30		40
72.05—1575 feet East of Goldsboro								
Nos. 1 and 2 tracks.....						30		50
82.72—2200 feet East of Lemoyne								
No. 1 track.....						50		
83.16—100 feet West of Lemoyne..						35		

LOCATION	CLASS OF ENGINES						
	E-6	H	I	K	L	M	× K1sa I10s I9s
	MILES PER HOUR						
Cumberland Valley Branch:							
37.85—N. of Shippensburg			25			40	25
41.14—N. of Pennroad, Rdg. Co			20				20
41.25—N. of Pennroad, Rdg. Co			20				20
41.36—N. of Pennroad, Rdg. Co			20				20
46.44—North of Scotland.....						40	
48.66—North of former Wood						45	
51.87—S. of Chambersburg....			30				30
82.13—Potomac River.....			25			25	25
92.56—North of Martinsburg			20			35	20
106.55—South of Ridgeway.....			20			30	20
Waynesboro Branch:							
3.73—South of Fayetteville..		20					
10.30—South of Mont Alto....	15	15					
11.96—North of Knepper.....	15	15					
14.00—South of Nunnery.....	15	15					
South Penn Branch:							
61.37—Hother.....	15	15					
70.20—Mercersburg Jct.....	15	15					

×—Reading Co. Engines.

Cars with gross load of 210,000 lbs. or more, 120 ton or heavier Wrecking Derrick, or a disabled engine must be separated from engine under steam and other loaded cars by two (2) empty cars, when moving over bridge No. 61.37 near Hother or bridge No. 70.20 near Mercersburg Junction, South Penn Branch.

Minimum Running Time for Passenger Trains in either direction between following Stations:

	Mins.	Secs.
Between Paoli and Downs	12	0
“ Downs “ Park	11	0
“ Park “ Lancaster	23	0
“ Lancaster “ Middletown	24	0
“ Middletown “ Harrisburg	10	0

Elapsed minimum running time:

Between Paoli and Harrisburg	80	0
Between Harrisburg and Banks	12	0
Between Cly and Lemoyne	14	0
“ Lemoyne and Harrisburg	4	0

Elapsed minimum running time

between Cly and Harrisburg	18	0
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In case of delay enroute the number of minutes delayed must be added to the minimum time.

	Miles per hour
D2003. Various—	
Engines scooping water	55
Hand cross-over movements.....	15
Sidings	15

D2004. The speed restrictions applying to freight trains at specified points on division will also apply to troop trains consisting entirely of freight equipment, or of mixed passenger and freight equipment. Troop trains consisting entirely of passenger equipment will be governed by speed of passenger trains.

D2005. Snow plows must be brought to a stop before meeting or passing a passenger train on adjacent track and must not exceed 4 miles per hour passing a passenger train or a passenger station:

D2006. Steam trains or drafts hauling gas, or gas-electric rail motor cars must not exceed a speed of twenty (20) miles per hour.

D2007. An MU car may be moved dead in a passenger train at a speed of 65 M. P. H. for a single unit MU cars and 70 M. P. H. for double unit cars, and in a freight train at 50 M. P. H. unless the condition of the car is likely to cause damage, in which case speed shall be restricted.

D2008. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit. Where the indication shown in Rule 282 is received, Engineman must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

Where the indication shown in Rule 283 is received, Engineman may resume speed on seeing the next signal ahead clear to the end of the block.

Where the indication shown in Rule 280 is received, Engine-man must not resume speed until the track is seen to be clear.

D2009. Maximum speed (Miles per hour) for following classes of engines except where otherwise restricted:

CLASS	BACKWARD.	
	FORWARD. LIGHT	LIGHT OR WITH TRAIN
A.....	15	15
B.....	20	20
C.....	25	25
D.....	50	30
E (Main Line)	50	30
E (Cumberland Valley Branch)	50	25
E (All Other Branches).....	25	20
G.....	50	25
H.....	40	25
I-1s.....	40	25
K.....	50	30
L-1s.....	40	25
M-1.....	40	25
CC-1.....	25	25
HH-1.....	25	25
Reading I.....	35	25
Reading K.....	25	25

D2010. Rule 750 amplified:

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

Class of Engines	Miles Per Hour
N-1s }	8
C-1 }	
I-1s }	
All others.....	15

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

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

D2011. Dead engines having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding twenty (20) miles per hour. Engines having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five (25) miles per hour. Two or more such engines in the same train shall be separated by one or more cars.

**S21. SIGNAL RULES.
Rules 282, 283, 284, 285.**

RULE 282

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed.

Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

Name—Caution-Signal.

RULE 283

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

Name—Approach-Signal.

RULE 284

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

Name—Approach-Restricting-Signal.

RULE 285

Indication—Proceed at not exceeding one-half the speed authorized for passenger trains here, but not exceeding 30 miles per hour.

Name—Clear-Restricting-Signal.

S21A. SIGNAL ASPECTS.

D2101. SLOW BOARD



May be erected horizontal or vertical.

When used as a distant signal, approach home signal prepared to stop.

Note—Y Indicates Yellow.

D2102. Flags and lights of the prescribed color will be used until such time as the standard signal aspects Nos. 289 and 290 have been installed as required by Rule 221a.

S22. BLOCK SIGNAL RULES.

D2201. The first paragraph of Rule 362 amplified:

Trains must not pass a Stop signal without receiving a Caution Card Form D, a Clearance Card Form C, or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop signal without Clearance Card Form C.

D2202. Four wheel cabin cars must not be allowed to stand in an automatic block, unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a, and 318b will apply only on portions of the Division as specified.

New Holland Branch.

Columbia Branch between Royalton block station and Lancaster.

Lebanon Branch.

Dills to Pennroad.

NC to Winchester.

D2302. Rule 317a—

D2303. Rule 317b will apply on all single track portions of the division where block signal rules are in effect, and for all movements against the current of traffic.

D2304. Rule 318a—

D2305. Rule 318b will apply:

Columbia Branch between Royalton block station and Lancaster.

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended block stations are controlled by the signalman specified in time table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

Where a block station is attended a portion of the time, and unattended the remainder of the time, during a 24 hour period, the light on unattended sign will be extinguished during the time the station is attended.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

When a train clears a block between block stations or at an unattended block station the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card Form K may authorize a train to pass one or more unattended block stations.

A train receiving Clearance Card Form K to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station as Clearance Card Form K is thereby annulled.

Clearance Card Form K authorizing a train to pass one or more Unattended Block Stations without stopping is annulled when train clears the main track and reports clear of the block.

(To be printed on green paper size 5 1/2 x 8 1/2)

FORM	K	THE PENNSYLVANIA RAILROAD	FORM	K
CLEARANCE CARD				
Block Station _____ M. 19 _____				
To Conductor and Engineman: Train _____				
Proceed at _____ as though _____ signal was displayed.				
Report clear at _____				
Signalman _____				
<p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p>				

S24. CONTROLLED MANUAL BLOCK SYSTEM.**S25. AUTOMATIC BLOCK SYSTEM.**

D2501. Except as otherwise provided by Cab Signal Rules, special instructions, Rules 501 and 505, 505b to 514 inclusive are in effect as follows:

Between Banks and Harris Tracks Nos. 1 and 2.

Between Reading Co. bridge, Harrisburg and Paoli via Main Line.

Columbia Branch—Between DO and Royalton block station Nos. 1 and 2 tracks between V and Lemoyne.

York Haven Line.

Atglen and Susquehanna Branch.

Philadelphia and Thorndale, and Trenton Branches.

Between Lemoyne and Dills.

Between Pennroad and NC.

Cumberland Valley Branch—Between HJ and Vardo.

D2502. Double, three or more tracks in Automatic Block System territory at interlocking where there is no Block signal that governs the use of the block from the limits of the interlocking, the Home signals governing the use of routes leading to that block, will, in addition, govern the use of the block with the current of traffic to the next Block signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars and cars of similar type or construction will operate automatic block signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in automatic block system territory unless special provision is made for Manual block protection, and such gasoline motor cars, and cars of similar type or construction must not be permitted to stand alone between signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A. Rule 505a.

S25B. CAB SIGNAL RULES
Definitions

Cab Signal—Four-indication position light signal located in engine cab indicating a condition affecting the movement of a train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with block and interlocking signals.

Equipped Engine—An engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

Equipped Train—A train operating under cab signal protection.

D2506. Cab Signal System in service on main tracks operating with current of traffic.

Between Banks and Harris tracks Nos. 1 and 2.

Between Block Signal 1125 and Banks, track 4 and out-bound Enola track.

Between Block Signal 1130 and Banks, Track No. 3.

Between Block Signal N830, 1030 feet east of Lemoyne and Wago Junction, Track No. 1.

Between Wago Junction and westward home signal Lemoyne Track No. 2.

Cumberland Valley Branch—Between HJ and Vardo.

Cab Signals will not indicate conditions ahead when engine is
(a) Moving against the current of traffic (unless track is equipped for movement against current of traffic).

(b) Pushing cars.

(c) Not equipped for backward running and is running backward.

Cutting-in Sections Located

For Westward Trains:

No. 2 track between Block Signal No. 1035 and Reading Co. bridge, Harrisburg.

Harris—No. 2 track between Block Signal No. 1051 and a point 210 feet east thereof.

Banks—No. 4 and out-bound Enola tracks between westward distant signal and a point 1000 feet east thereof.

For Eastward Trains:

Lemoyne—Wye track between eastward home signal on Wye track and a point 645 feet west thereof.

No. 1 track beginning at a point 729 feet east of Lemoyne and extending to Block signal N830.

Cly—No. 3 track between eastward distant signal and eastward home signal.

The following rules are in effect:

1. Except as provided in paragraph 5-a, a non-equipped engine or train must not be dispatched from any of the following terminals or Divisions for movement in cab signal territory:

HARRISBURG
ENOLA

2. The required departure tests must be made by the engine-man before entering cab signal territory.

Testing sections additional to those at terminals, located:
Cly—No. 4 track between westward distant signal and westward home signal.

3. Unless authorized by the Superintendent, an equipped engine must not enter cab signal territory without having cut-out cock fixed in cut-in position.

4. When Cab Signal and fixed signal aspects conflict, the more restrictive indication governs, except when there is a failure in the cab signal apparatus or when cab signal aspects conflict with fixed signal aspects at two fixed signal locations in succession thereby indicating a probable defect in the cab signal apparatus, a train may proceed as a non-equipped train, governed by fixed signal indication, to the next point of communication, report and be governed by instructions from the Superintendent. When there is a failure in the Cab Signal apparatus, Engineman may cut out the warning whistle if it continues sounding, after he has acknowledged.

5. Unless authorized by the Superintendent, a non-equipped train must not exceed speed as follows:

Banks to Harrisburg—

Trains other than passenger trains, 23 miles per hour.

Passenger Trains, 35 miles per hour.

York Haven Line—

Trains other than passenger trains, 18 miles per hour.

Passenger Trains, 30 miles per hour.

Cumberland Valley Branch—

Train other than passenger train, 22 miles per hour. Passenger train, 30 miles per hour.

Such movements must not be made except when authorized by the Superintendent.

5a. The following train and engine movements are authorized to operate as non-equipped trains.

Between Harris and Rockville:

Williamsport Division Trains.

Reading Company Trains.

6. Cab signal aspects, indications and names are shown in Rules 278, 283, 284, 286. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable aspect after passing a fixed signal.

7. If, after passing a fixed signal, cab signal changes from Caution Slow Speed to a more favorable aspect, speed must not be increased until the train has run its length.

8. Except within interlocking limits, if cab signal changes to Caution Slow Speed, a train or engine may proceed at not exceeding fifteen (15) miles per hour expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train or engine exceeding fifteen (15) miles per hour must at once reduce to not exceeding that speed.

If after entering interlocking limits under a more favorable fixed signal indication than that given by Clear Slow Speed signal, cab signal changes to Caution Slow Speed, stop; and secure permission from signalman before moving in either direction.

9. All engines equipped with cab signals, when leading in main line service, must be operated with whistle and acknowledger device cut in for service at all times, even though assigned to service over territory not coded for cab signal operation.

Westward trains with equipped engines on which cab signal test has not previously been made will give two long and one

short blast of the whistle passing Columbia Block Station, indicating a test of cab signal apparatus will be necessary before being routed to cab signal territory. Signalmen will immediately notify Train Dispatcher.

Westward trains on which the test has not previously been made, diverting from No. 4 to No. 2 track at Cly, must make cab signal apparatus test.

A test section for this purpose is in service at Cly on No. 4 track between westward distant signal and home signal. A marker electrically lighted with the word "test" thereon is located at a point 100 feet east of westward home signal. When this marker is illuminated, it will indicate that train is to make cab signal apparatus test.

10. When the cab signal indication 'flips' (indication changes to a more restrictive one momentarily) in cab signal territory one or more times, which do not continue long enough to require acknowledgment, this fact must be stated on M. P. 62 form in the following manner:

"Cab signal flipped (state indication) to (state indication) at signal bridge or mile post (state number) not acknowledged."

S25C. Rule 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. GRADE SIGNALS.

D2515. Location of Grade Signals:

No. 2 track between Woodbine and Malvern; (Block signal No. 298 to No. 218, inclusive).

No. 3 and 4 tracks between Caln and Parkersburg; (Block Signal No. 369 to No. 429, inclusive).

Columbia Branch—No. 1 track Block Signal No. 954 west of Middletown.

Philadelphia and Thorndale Branch—No. 1 track.

Atglen and Susquehanna Branch—No. 1 track from Block Signal L340 to L88 inclusive, and Signal L16.

No. 2 track Block Signal L1.

Trenton Branch—No. 1 track from Block Signal T178 to T256 inclusive, and Block Signal T376.

No. 2 track from Block Signal T137 to T27 inclusive and Block Signals T357, T337, T317 and T117.

Cumberland Valley Branch—Block Signals Nos. 417 435 and 456 between Pennroad and Scotland.

A tonnage freight train, as referred to in Rule 277 is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where grade signals are in use the conductor must notify engineman of authorized slow freight engine rating, for that trip, exact tonnage or number of cars in train and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

D2601. Interlocking Plant at LG-44 operated by Columbia. Interlocking Plant at Conestoga operated by Lancaster, and Interlocking Plant at Caln operated by Thorn.

S26A. Rule 663 amplified.

Trains or engines must not pass an interlocking Stop-signal without receiving Clearance Card, Form C or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card, Form C.

D2602. Trains having work at interlockings must stop so that the entire train will stand clear of the interlocking after cars that are picked up have been added to the train, thereby leaving the switches free to be operated for any movement desired.

S27. Non-interlocked switches connected with Manual and Controlled Manual Block Station Signals.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
DO	No. 6 track to yard track.
Lancaster	No. 2 track to New Holland Branch, Conestoga.
Park	No. 4 track to delivery track.
Thorn	No. 1 track to Coal Wharf track Caln Interlocking Plant.

S28. TRACK CARS, ETC.

(a) General definition of track car—amplified:

Track car—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

(b) General Regulation 329 paragraph 10. amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time table.

(c) Rule 206, amplified:

The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(d) Rule 80, amplified:

When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars must be equipped with Flagman's signals as follows:

Day Signals—Two red flags, torpedoes and fuses.

Night Signals—Two red lanterns, two white lanterns, torpedoes and fuses.

(f) Rule 80, fifth paragraph amplified:

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by Train Order and under Stop Block Signal to a block following a passenger train in Manual Block territory.

D2801.

1. Track cars will be operated over entire Division as provided for by Rule 80.

2. Track cars must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block System protection.

3. In Automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221 (c) when a track between his block station and the next block station in advance is occupied by a track car.

4. In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

5. To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or signalman before a passenger train is due to leave the block station in the rear.

6. Where Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by controlled manual block system rules, track cars must clear main track and report clear to the Superintendent, or signalman before an opposing or following passenger train is due to enter block at a block station, signalman will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

7. Track cars must not pass an attended block station without permission from the signalman.

8. Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

9. Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

10. Velocipedes to be operated by authority of the Superintendent.

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

12. The last four numerals of the present M. W. number shall be known as the running number.

13. An employe who has been on duty sixteen consecutive hours during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 10 consecutive hours of rest.

An employe who has been on duty 16 hours in the aggregate during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 8 consecutive hours of rest.

An employe coming within the provisions of Paragraph 1 or 2 must take action through his immediate superior at least two hours in advance of the time his services would be restricted to avoid being called upon to operate or be responsible for the operation of a track car when on duty in excess of 16 hours.

Employes called upon for such service before the expiration of the full rest period, as required in Paragraph 1 or 2, must report the fact to his immediate superior before going on duty.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named.

LINE, BRANCH SIDE TRACK OR "Y"	See Note	CLASS OF ENGINE												
		H8 H9 H10	E2 E3 E5	H6	G5	E6	K2 K3 K4 K5	L1	M1	I1	C1	N1 N2		
Highspire— Hoisery Mill.....					X	X	X	X	X	X				X
Wheatena Corp....					X	X	X	X	X	X				X
Highspire Yard— Tracks 1, 2, 3.....					X	X	X	X	X	X				X
Beth. Steel Co.— Br. Wks.....					X	X	X	X	X	X				X
Middletown— Aviation.....	B				X	X	X	X	X	X				X
Atlantic Ref. Co....					X	X	X	X	X	X				X
Boiler Works.....		X			X	X	X	X	X	X				X
Wincroft Stove Works.....					X	X	X	X	X	X				X
Metropolitan Edi- son Co.....					X	X	X	X	X	X				X
Detrich Coal Co... B	X				X	X	X	X	X	X				X
New Siding..... B	X				X	X	X	X	X	X				X
Brick Yard.....					X	X	X	X	X	X				X
Plug Track.....					X	X	X	X	X	X				X
Elizabethtown— Masonic Home....					X	X	X	X	X	X				X
Farmers Fertz. Wks					X	X	X	X	X	X				X
Muth Bros..... B	B				X	X	X	B	X	X				X
Stock and Sinclair track.....								X		X	X			X
Hoffer Bros.....								X	X	X	X			X
Grubb and Maderia								X	X	X	X			X
Elizabethtown— Warehouse Track ..								X	X	X	X			X
Klein Chocolate Co.					X	X	X	X	X	X				X
A. Buchs Sons Co.— Both Tracks.....					X	X	X	X	X	X				X
Superior Sign Co...					X	X	X	X	X	X				X
Rheems— Wolgemuth Coal Company.....	B				X	X	X	X	X	X				X
Quarry Track.....					X	X	X	X	X	X				X

LINE, BRANCH SIDE TRACK OR "Y"	CLASS OF ENGINE											
	See Note	H8 H9 H10	E2 E3 E5	H6	G5	E8	K2 K3 K4 K5	L1	M1	I1	C1	N1 N2
Sub-Station Track						X	X	X	X			X
Florin— Stock Track		X			X	X	X	X	X	X		X
Foundry Track					X	X	X		X	X		X
Bachman Choc. Co.					X	X	X		X	X		X
Mount Joy— Leedom Coal Co.	B					X	X	X	X			X
Gerberick-Payne Co.					X	X	X	X	X	X		X
Clarence Shock					X	X	X		X	X		X
Grey Iron Casting Co.					X	X	X	X	X	X		X
S. R. Snyder					X	X	X	X	X	X		X
Salunga— Heistand and Co.					X	X	X	X	X	X		X
Landisville— Sub-Station Track						X	X	X	X			X
Long & Taylor					X	X	X	X	X	X		X
Nissley Track					X	X	X	X	X	X		X
Warehouse Track					X	X	X	X	X	X		X
Interchange Track					X	X	X	X	X	X		X
Witmer— Sub-Station Track						X	X	X	X			X
Bird-in-Hand— Coal Trestle	G	X	X	X	X	X	X	X	X	X	X	X
Warehouse Track						X	X	X	X			X
Ronk— Trestle, So. side	G	X	X	X	X	X	X	X	X	X	X	X
Leaman Place— Denlinger Track	B	X	X	X	X	X	X	X	X	X	X	X
Paradise Track						X	X	X	X			X
Kinzer— Sub-Station Track						X	X	X	X			X
A. S. Hess & Son						X	X	X	X			X
Gap— Feed Mill Track	A	X	X	X	X	X	X	X	X	X	X	X
Coal & Lumber Track						X	X	X	X			X
Christiana— R. W. Snavelly Trestle						X	X	X	X	X		X

LINE, BRANCH SIDE TRACK OR "Y"	CLASS OF ENGINE											
	See Note	H8 H9 H10	E2 E3 E5	H6	G5	E8	K2 K3 K4 K5	L1	M1	I1	C1	N1 N2
Mullen & Faddis Co.	B	X	X	X	X	X	X	X	X	X	X	X
Atglen— Coal Trestle						X	X	X	X	X	X	X
Parksburg— Sub-Station Track						X	X	X	X	X	X	X
Coal Track off Elec. Light Trk.	A					X	X	X	X			X
Reeds Siding	A	X	X	X	X	X	X	X	X	X	X	X
Pomeroy— "Y" Track	I					I		X	X			X
Scullys Trestle	G	X	X	X	X	X	X	X	X	X	X	X
W. & N. Junction	H		X		X	X	X	X	X	X		X
Coatesville— West End Siding— West of Station	A&G	X	X	X	X	X	X	X	X	X		X
Chester Valley Electric Company	A&G	X	X	X	X	X	X	X	X	X		X
M. Rambo & Son	A	X	X	X	X	X	X	X	X	X		X
Yard Tracks 4, 5, 6, 7			X		X	X	X	X	X	X		X
Richard Scully	B		X		X	X	X	X	X	X	X	X
Thorndale Coal Wharf— Eastward Shop Trk.	D							D	D			
Thorndale— Public Delivery Trestle	A&G	X	X	X	X	X	X	X	X	X	X	X
Sub-Station Track						X	X	X	X			X
Whitford— Coal Trestle	A&G	X	X	X	X	X	X	X	X	X	X	X
Station Track	A	X	X	X	X	X	X	X	X	X	X	X
Frazer— Sub-Station Track						X	X	X	X			X
Malvern— Coal Trestle	A&G	X	X	X	X	X	X	X	X	X	X	X
J. V. Nolan	B	X	X	X	X	X	X	X	X	X	X	X
Atlantic Ref. Co.	A	X	X	X	X	X	X	X	X	X	X	X
York Haven Line— Lemoyne— West Leg of "Y"						X		X	X			X
Curve to C. V. Bridge								X	X			X

LINE, BRANCH SIDE TRACK OR "Y"	See Note	CLASS OF ENGINE										
		H8 H9 H10	E2 E3 E5	H6	G5	E6	K2 K3 K4 K5	L1	M1	I1	C1	N1 N2
Back Stock Yard Track.....							X	X	X	X	X	X
Berkeley— Security Cement & Lime Co.....							X	X	X	X	X	X
Tracks South of Gard.....							X	X	X	X	X	X
Martinsburg— Thorn Lumber Co.	B	X	X	X	X	X	X	X	X	X	X	X
Martinsburg— Berkeley Grocery Co.....	A	X	X	X	X	X	X	X	X	X	X	X
City Water Works Track.....	B	X	X	X	X	X	X	X	X	X	X	X
Dillsburg Branch—					X	X	X	X	X	X	X	X
Waynesboro Branch.....					X	X	X	X	X	X	X	X
South Penn Branch.....	K&M				X	X	X	X	X	X	X	X
Richmond Branch—					X	X	X	X	X	X	X	X

Note A:—Engines must not use curved portion of track; cars may be placed thereon by having sufficient number in draft to avoid engine going on track in making shift.

Note B:—Engines must not use this track beyond point designated.

Note C:—Class I and M engines moving around west leg of "Y" in East Downingtown Yard must not back from No. 4 to this track, but may use it in backward motion from East Downingtown to No. 4 main track.

Note D:—Class L, M, I and H engines may set off cars on this track, but must not use it to cross from main line to yard tracks.

Note E:—Class C, G-5, E-6, K-2, K-4 and L-1 engines may use main track only; Class I-1, M-1, N-1 and N-2 engines may use running track only between Frazer and Morstein.

Note F:—In emergency, Class K and L engines may be used on New Holland Branch, running forward only.

Note G:—Engine must not be used on trestle.

Note H:—Engines must not go beyond P. R. R. portion of this track.

Note I:—Class K-2 engines without flanges on middle drivers, and Class K-4 engines may turn.

Note J:—Engines must not be used beyond clearance points.

Note K:—When double headed, or moving disabled engines of any class. All engines must be separated and moved singly over bridges shown below, unless there are four cars between the engines:

Bridge just west of Cornwall.

Bridge 61.37—Hother.

Bridge 70.20—Mercersburg Jct.

Two engines are not allowed on these bridges at the same time.

Note L:—Class D, G-4, E-2, E-3 and H-6 engines must not use tracks with short leads, such as exist in Lancaster yard, where class "A" engines may be used.

Note M:—Cars loaded 210,000 gross pounds.

X—Indicates class of engines that must not be used.

D2902. Harrisburg Passenger Station—Movement of M-1 engines restricted as follows:

Cumberland Valley yard.

Switch at east end of Nos. 3 and 4 tracks to No. 8 ladder track.

Cross-over between Nos. 1 and 2 tracks east of Harrisburg Station.

Under Passenger Bridge on station tracks Nos. 5 and 6.

S30. ELECTRICAL OPERATION.

S31. EMPLOYEE'S REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Signalman, when register is signed at a Block Station, who will witness the signatures;

D3101. Registers for this purpose are located as follows:

Harrisburg—

Passenger Station	Crew Dispatchers Office.
Harrisburg	Enginehouse.
Enola	Asst. Yard Master's Office, East End.
Enola	Asst. Yard Master's Office, West End.
Enola	Asst. Yard Master's Office, East Hump.
Enola	Asst. Yard Master's Office, West Hump.
Enola	Brick Office.
Columbia	Yard Office.
Lancaster	Enginehouse.
Thorndale Coaling Sta.	Foreman's Office.
Ernest	Yard Office.
Lebanon	Freight Station.
Chambersburg	Yard Office.
Hagerstown	Crew Clerk's Office.
Hagerstown	Engine House.
Cumbo	Yard Office.

D3162. Passenger trainmen are required to report for duty as follows:

When ordered to deadhead on passenger trains will report and register ten minutes before schedule leaving time of the train on which they are to deadhead.

HARRISBURG

For Interdivisional Trains—Crews must register in full uniform, ready for duty not more than one hour and not less than fifteen minutes before their trains are expected to arrive, and must be on platform to receive train five minutes before its arrival.

For Trains Originating At Harrisburg—Crews must register in full uniform ready for duty not more than one hour and

not less than twenty minutes before leaving time, and must be at train fifteen minutes before leaving time.

Inbound crew will remain with train until Harrisburg passengers have disembarked and relieved by outbound crew. Outbound crew will assist inbound crew in unloading passengers.

All trainmen arriving or leaving Harrisburg, whether dead-heading or in service, must register personally.

Passenger engine crews reporting at Harrisburg Passenger Station will register at Crew Dispatcher's Office, ready for duty not more than one hour and not less than fifteen minutes before the train is expected to arrive, from which they will receive their engine, and must be on platform to receive engine five minutes before its arrival.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on Company property, or while on Company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named below.

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

D3201.

MEDICAL EXAMINERS AND COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
West Chester..	JOSEPH SCATTERGOOD, M. D... 115 South High Street.....	Bell 30
Rambo.....	E. S. BUYERS, M. D..... 1533 DeKalb St., Norristown	Bell 350
Downingtown..	M. W. MERCER, M. D..... 23 E. Brandywine Ave.....	Bell 144
Coatesville....	S. H. SCOTT, M. D..... 303 Chestnut Street.....	Bell 224
Lancaster.....	F. G. HARTMAN, M. D..... 219 Lancaster Ave.....	Bell 8312
	S. G. PONTIUS, M. D..... 320 N. Lime Street.....	Bell 2-1023
Honey Brook..	G. D. MORTON, M. D.....	Bell 27
Columbia.....	J. P. KENNEDY, M. D..... 513 Locust Street.....	Columbia Co.44
	G. P. TAYLOR, M. D..... 432 Chestnut Street.....	Bell 81
Mount Joy....	W. M. WORKMAN, M. D.....	Bell 55
Middletown....	H. W. GEORGE, M. D..... 19 N. Union Street.....	Bell 36R

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Lebanon.....	W. HORACE MEANS, M. D... 4 S. 4th Street.....	Bell 486 or 155
Steelton.....	H. C. MYERS, M. D..... 198 N. Second Street.....	Bell 9-2235
Mechanicsburg.	N. W. HERSHNER, M. D..... 211 W. Main Street.....	Bell 150
Carlisle.....	R. M. SHEPLER, M. D..... 21 South Pitt Street.....	Bell 97J
Chambersburg	FAIRFAX G. WRIGHT, M. D... 54 West Queen Street.....	United 136
Hagerstown....	E. W. DITTO, JR., M. D..... 215 W. Washington Street..	C & P 1710
Martinsburg...	A. B. EAGLE, M. D..... 315 West Burke Street.....	Bell 940W
	L. S. HOWARD, M. D..... 4th and Chestnut Streets...	P. R. R. 427
	H. F. SMITH, M. D..... 130 State Street.....	Bell 2-1853
	G. B. STULL, M. D..... Harrisburg Hospital.....	Bell 5221
	CARSON COOVER, M. D..... Harrisburg Hospital.....	Bell 5221
	C. B. FAGER, M. D..... 126 Walnut Street.....	Bell 2-1924
	W. MINSTER KUNDEL, M. D.. Harrisburg Hospital.....	Bell 5221
	N. B. SHEPLER, M. D..... Harrisburg Hospital.....	Bell 5221
	E. R. WHIPPLE, M. D..... Harrisburg Hospital.....	Bell 5221
	P. A. DECKARD, M. D..... 814 North 2nd Street.....	Bell 4-1883
M. H. SHEERMAN, M. D..... 502 North 2nd Street.....	Bell 6479	

D3202.

HOSPITALS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Norristown...	MONTGOMERY..... Powell and Basin Streets..	Bell 567
Bryn Mawr...	BRYN MAWR.....	Bryn Mawr-1
West Chester..	CHESTER COUNTY..... Biddle and High Streets...	Bell 895
Coatesville....	COATESVILLE.....	Bell 606
Columbia.....	COLUMBIA..... Seventh and Poplar Streets.	Columbia Co.63
Lancaster.....	GENERAL..... 523 N. Lime Street.....	Bell 5101
Lebanon.....	GOOD SAMARITAN..... Fourth and Walnut Streets.	Bell 790
Carlisle.....	CARLISLE..... South and Parker Streets...	Bell 246
Chambersburg	CHAMBERSBURG..... Lincoln Way East.....	United 680
Waynesboro...	WAYNESBORO..... East Main Street.....	United 391
Hagerstown....	WASHINGTON COUNTY..... King Street.....	C & P 1365
Martinsburg...	CITY HOSPITAL..... Maple and Burke Streets...	Bell 1090
Winchester....	WINCHESTER..... Stewart and Leicester Sts..	C & P 69
Harrisburg....	HARRISBURG..... Front and Mulberry Streets.	Bell 5221

D3203. FIRST AID BOXES AND STRETCHERS:

First Aid Boxes, location of:

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

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, Car Inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

STRETCHERS:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

S33. USE OF TELEPHONES.

S33A. Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with the proper persons.

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

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Trains held at a siding where there is no block station, but where there is a telephone, will keep a man at the telephone so as to be in continuous communication with the block station.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form CT-310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form CT 310A to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection, and billing has been endorsed by Agent or Yard Master "Reinspected at.....and loaded as per A. A. R. Loading Rules."

In order that the weight will be as nearly equalized as possible on both trucks of cranes shipped on their own wheels having booms detached, all coal must be removed from the coal bunkers, all water left out of the boilers, and all water removed from the reservoirs. The light end of the crane should trail. Where

trucks are secured to body of keyed or nutted center pin, key or nut should be removed from pin on trailing end.

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3401. Trainmen must not pass over container cars while cars are in motion.

D3402. Rule 706 modified.

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

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

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

D3403. Rule 737 amplified.

Electric illuminated signs may be displayed on rear of passenger trains; also, search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3404. General Regulation 832 amplified.

To the signal equipment for each crossing watchman or gate-man, add:

Fuseses and Whistle

Fourth paragraph to read:

When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3405. Attention is called to the close clearance on Nos. 1 and 2 tracks through Columbia tunnel. Storm windows on engine must be closed.

Employes will exercise care to prevent injury.

D3406. Passenger trainmen will not permit passengers to board or leave cars while couplings are being made.

D3407. Passenger Trainmen will announce in all cars of Excursion Trains the time of departure of the return trip and will provide themselves with a copy of the Flyer for ready information.

D3408. Trainmen must not stand or ride on top of box cars, excessive dimension cars or other high equipment.

D3409. Instruction 5-A of 99-B-1, modified as follows:

(5-a Freight cars in Passenger Trains) Must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the Engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 lbs., at speeds less than 25 miles per hour. The safety valve when applied must be removed when car returns to freight service.

D3410. When ready to cut off helper engine, trainman will give engineman cut off signal, after engineman acknowledges this signal, as prescribed by Rule 14 (g), trainman will close angle cock on the cabin car, then open knuckle on cabin car, leaving angle cock on front end of engine or rear, as the case may be, open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brakes being made on pusher engine and stopping same.

Hose cutting devices are furnished on cabin cars, and care should be taken to see that hose is cut and not allowed to pull apart.

D3411. Members of train crews riding in cabin cars must make frequent observations of air brake gauge in cabin car to see that proper brake pipe pressure is maintained. Should brake pipe pressure not be normal, as indicated by gauge, arrangements must be made to stop the train and secure proper brake pipe pressure at rear of train.

D3412. When engines of the L-1s or I-1s types have the front sections of parallel rods removed, the main rods must also be removed, and both crossheads blocked in the extreme forward position by the bolts in the guide provided for that purpose, before the engine is moved. When it is necessary to remove either one of the main rods on these classes of engines the crosshead from which the rod is removed must also be blocked in the extreme forward position before the engine is moved.

D3413. Rule 701 amplified.

Freight trains may take water without detaching the engines at all water stations.

D3414. Rule 702, ninth paragraph revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to engine-house foreman, Conductors to send hose from passenger equipment cars to foremen car inspectors at terminals; from freight cars to be delivered to first available car inspector, who will furnish a new one. Freight Conductors must carry as part of their equipment a supply of form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3415. Equipment for sponging hot journals, with hose connection, located as follows:

Lancaster passenger station. Thorndale coaling station.
Stand pipe Smith. Stand pipe former Q.
Stand pipe Heaton.

D3416. Paragraphs 18, 19 and 41 of the 103-B, Heating and ventilating System for Passenger Trains—modified as follows:

Paragraph 18—

At terminal or division points where locomotives are attached to trains, enginemen must have the pressure adjusted to 150 pounds, in order to blow out the steam train pipe promptly and this pressure must be maintained until the inspectors or trainmen advise that the steam is passing through the train:

Paragraphs 19 and 41—

The pressure reducing valve must then be adjusted to furnish approximately ten (10) pounds pressure for each car in the

train when the outside temperature is below 30 degrees. When the outside temperature is 30 degrees or above approximately five (5) pounds for each car should be furnished. The maximum steam pressure to be furnished by the locomotive for heating cars in trains should not exceed 115 pounds for any number of cars when equipped with rubber hose train line connections.

With metallic steam train line connections on tender of locomotive and the front end of first car in train, the steam pressure on the locomotive may be increased from 115 pounds to 125 pounds and ten (10) additional pounds for each additional pair of metallic steam connections between cars from the front end of the train, in consecutive order, up to a total maximum of 175 pounds for trains of ten (10) or more cars when weather conditions are such as to require this maximum pressure.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified.

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indications of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the look-out for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

	}	By day —Nose held with one hand, with other hand pointed toward track.
Hot Journal		By night —Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
	}	By day —Hands shoved in sliding motion out from body.
Brakes Sticking		By night —Lamp raised and held stationary.
Broken Wheels, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side, or End of Car, Swinging Car Door or Any Other Dangerous Conditions.	}	Stop Signal.

GENERAL ORDERS.

**THE PENNSYLVANIA RAILROAD—EASTERN REGION
PHILADELPHIA DIVISION**

Harrisburg, Pa., September 20, 1937.

**GENERAL ORDER No. 2601 ZONE A
GENERAL ORDER No. 2601 ZONE B
GENERAL ORDER No. 2601 ZONE C
GENERAL ORDER No. 2601 ZONE D
GENERAL ORDER No. 2601 ZONE E**

Effective 4.01 A. M., Sunday, September 26, 1937.

Time Table No. 26, and Special Instructions to Time Table No. 26, takes effect 4.01 A. M., Sunday, September 26, 1937, and contains the necessary instructions issued in General Orders up to and including:

No. 2518 Zone A
No. 2527 Zone B
No. 2534 Zone C
No. 2510 Zone D
No. 2512 Zone E

All of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 26, and Special Instructions to Time Table No. 26, to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Each employe must turn in old Time Tables and Special Instructions to Bulletin Board Attendant after Time Table No. 26 takes effect.

(a) Designation of Block Stations changed as follows:—

DN	to	Downs
Thorndale	to	Thorn
PG	to	Park
Landisville	to	Landis
HG	to	Harris
LG 42	to	Columbia
J	to	Lemoyne
DY	to	Day
SF	to	Smith
CF	to	Dunlap

(b) Electrification work is in progress on the Main Line between Harrisburg and Paoli, York Haven Line, Atglen and Susquehanna Branch, Columbia Branch, Philadelphia and Thorndale Branch, and Trenton Branch.

Excavations will be made and structural material placed close to tracks, and catenary wire and structures will be in course of construction adjacent to and over tracks.

Employes will exercise extreme care to avoid injury and will not ride on top of box cars or other high equipment.

(c) Enola:

State Highway construction work in progress adjacent to inbound Enola track west of Overview Bridge. Crews must be on the alert to detect falling rocks and slides.

Occupation

Name

Home Division

QUALIFIED FOR SERVICE.

PART OF ZONE QUALIFIED FOR

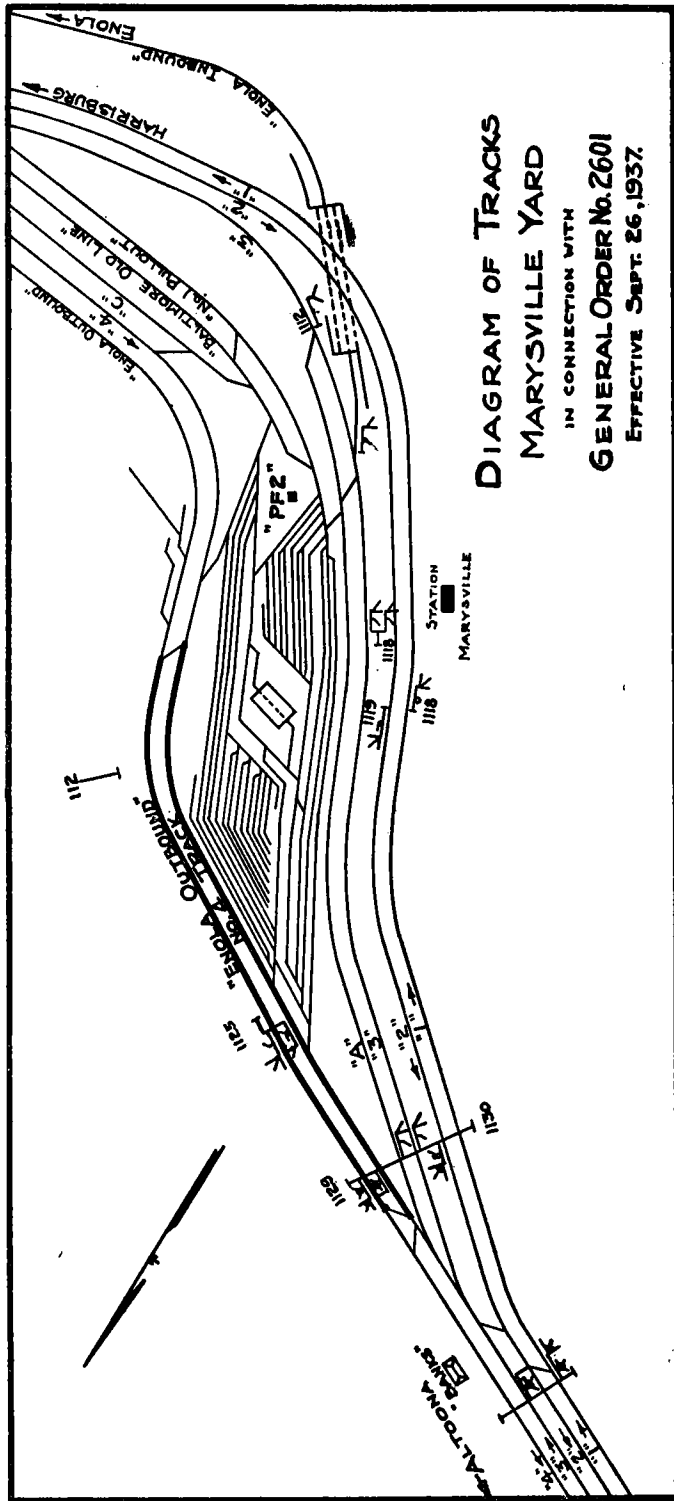
ZONE

DIVISION

(d) **Marysville Yard:**

Track B changed to No. 4 track, "PF-2" to Banks. Enola outbound track extended "PF-2" to Banks.

Diagram accompanies and is part of this General Order.

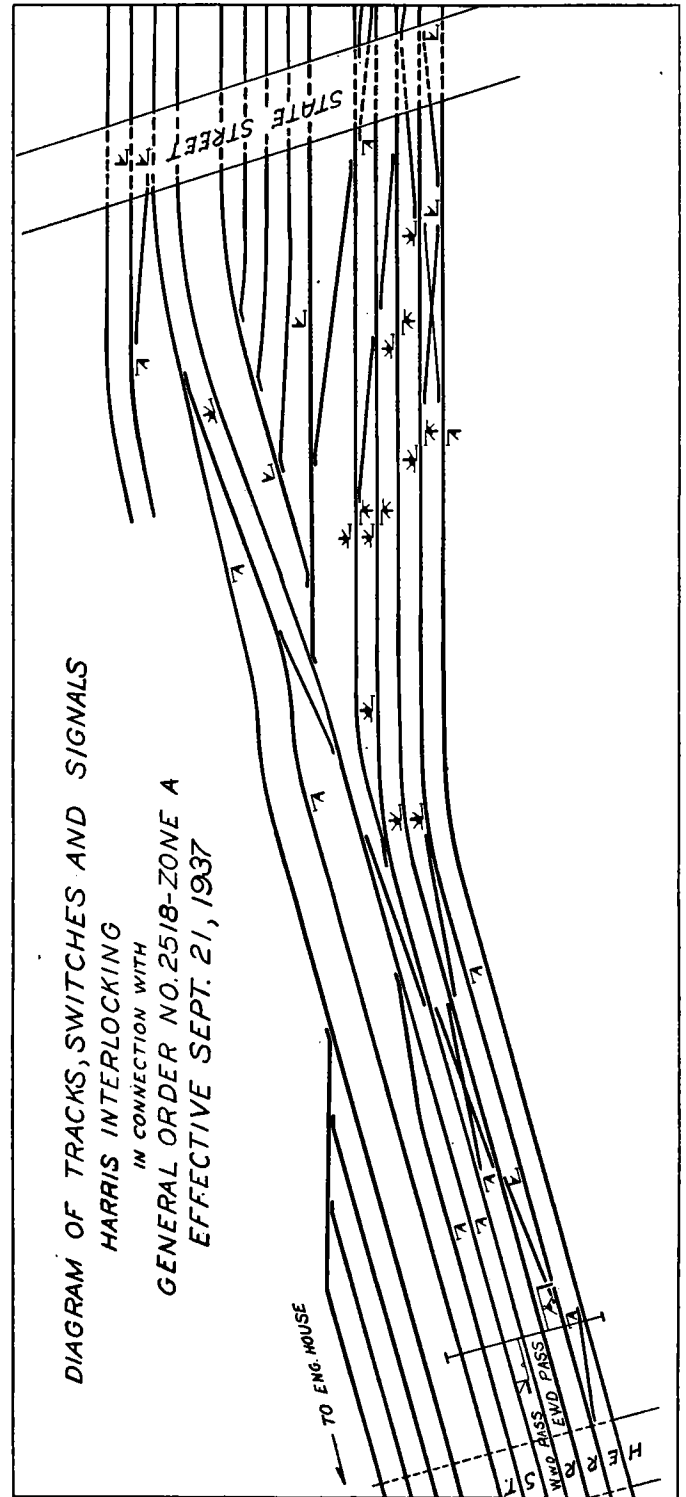


(e) **MAIN LINE.**

Harris Block Station, Harrisburg:

Tracks, Switches and Signals between State Street Bridge and western limits of Harris Interlocking changed and in service in accordance with attached diagram.

Diagram accompanies and is part of this General Order.



(f) MAIN LINE.

Harrisburg:

No. 3 Freight Track from a point 575 feet east of Reading Company Bridge to western limits of "DO" Interlocking, out of service.

New hand operated facing point crossover between No. 3 Freight Track and No. 5 Freight Track, located 390 feet east of Reading Company Bridge, in service.

Block Signal, No. 1044, located on west end station platform shelter, governing eastward movements on No. 3 Freight Track, out of service.

Distant Signal to Home Signal, "DO" Block Station, located 90 feet east of "FH", governing eastward movements on No. 3 Freight Track, out of service.

(g) "DO" Block Station:

Home Signal, located 840 feet west of "DO" Block Station, governing westward movements on No. 5 Freight Track, out of service.

No. 5 Freight Track between Harris and "DO"—Eastward movements will be made as signals indicate. Westward movements by permission from Train Director Harris.

(h) MAIN LINE.

Bridge No. 77.41, Big Chickles Creek:

That part of General Order No. 2527 Zone B reading: "Trains on No. 2 track must not exceed a speed of 45 miles per hour between Mile Post 77, one and one-half miles west of Landisville, and Bridge No. 77.41." Annulled.

(i) MAIN LINE.

Thorndale:

No. 2 track moved northward 30 feet east of Undergrade Bridge No. 36.63, Caln.

Trains on No. 2 track must not exceed a speed of 40 miles per hour between Undergrade Bridge No. 36.63, Caln, and Thorndale Coal Wharf.

(j) MAIN LINE.

Thorn Block Station:

No. 2 track, between eastern limits of Thorn Interlocking and western limits of Downis Interlocking, out of service.

Trains on No. 1 track must not exceed a speed of 30 miles per hour between Undergrade Bridge No. 34.38 and a point 1600 feet east of Gallagherville Tunnel.

Trains on No. 3 track must not exceed a speed of 30 miles per hour between a point 1600 feet east of Gallagherville Tunnel and Mile Post 34.

(k) COLUMBIA BRANCH.

No. 1 track, from a point 1100 feet west of Mile Post 88 to Mile Post 87, 528 feet west of crossover switch, former Shocks, out of service.

"BM" Block Station, without block signals, located at trailing point crossover (western limits of former "RQ" Block Station, Columbia Branch), 670 feet east of Mile Post 85, in service. Rule 361a will apply.

Trailing point crossover between Nos. 1 and 2 tracks and facing point switch in No. 1 track to connection to A. & S. Branch, in charge of Signalman.

(l) ATGLEN AND SUSQUEHANNA BRANCH.

Port Block Station:

Eastward trains on No. 1 track enroute Maryland Division, must stop clear of switch leading to new connecting track at Port Block Station and will not proceed until switch is properly set and proceed signal is received from signalman.

Movements on connecting track at a speed not exceeding 15 miles per hour may be made on proceed signal or verbal permission from signalman.

(m) TRENTON BRANCH.

Dale Block Station:

Facing point hand operated crossover between Nos. 1 and 2 tracks moved west 100 feet.

Trailing point hand operated switch leading from No. 6 track to No. 5 track, out of service. No. 6 track extended and connected with No. 1 track at trailing point hand operated switch, located 198 feet west of Dale Block Station.

Trailing point hand operated switch in No. 1 track, leading from No. 5 track, moved east 545 feet.

New Home Signal, located 130 feet east of Dale Block Station, governing eastward movements on No. 5 track, in service.

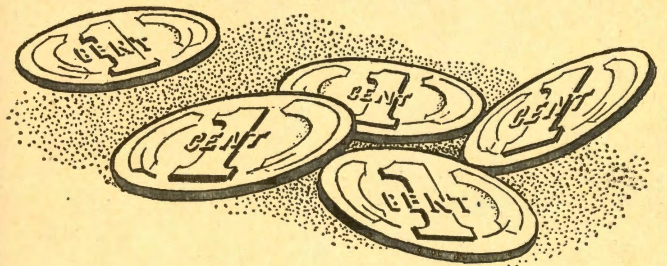
Trains moving against current of traffic, must approach switches prepared to stop and must stop clear of switches or route, unless switches are properly set and signal is received from signalman.

(n) TRENTON BRANCH.

Trains on Nos. 1 and 2 tracks must not exceed a speed of 25 miles per hour between block signals T26-T27, and T44-T43.

F. W. STOOPS,
Superintendent.

GETTING DOWN TO — PENNIES



TODAY the railroads haul a ton of freight a mile for an average revenue of less than a cent. That's 23½ per cent less than they got for hauling a ton a mile fifteen years ago.

With average revenue shrinking, railroads have had to face mounting expenses. Yet they have pushed ahead — giving better service on lessened income.

On that record, the railroads have earned the right to ask for equality in regulation and treatment.

SAFETY FIRST
-friendliness too

ASSOCIATION OF AMERICAN RAILROADS
