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# THE PENNSYLVANIA RAILROAD

---

## PHILADELPHIA REGION

(Except Atlantic District)

---

### Time-Table No. 4

In effect 2.01 A. M., Sunday, October 27, 1957

---

FOR THE GOVERNMENT OF EMPLOYEES ONLY

---

EASTERN STANDARD TIME

---

J. D. MORRIS,  
General Manager Transportation.

G. C. VAUGHAN,  
Regional Manager.

W. G. DORWART,  
Superintendent Transportation.

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813	Chestnut Hill-Phila. Local	39-161	812	Phila.-Chestnut Hill Local	120-162
815	Chestnut Hill-Phila. Local	41-161	814	Phila.-Chestnut Hill Local	124-163
817	Chestnut Hill-Phila. Local	43-161	816	Phila.-Chestnut Hill Local	126-163
819	Chestnut Hill-Phila. Local	46-160	818	Phila.-Chestnut Hill Local	129-163
821	Chestnut Hill-Phila. Local	48-160	820	Phila.-Chestnut Hill Local	132-162
823	Chestnut Hill-Phila. Local	51-161	822	Phila.-Chestnut Hill Local	136-163
825	Chestnut Hill-Phila. Local	54-161	824	Phila.-Chestnut Hill Local	138-163
827	Chestnut Hill-Phila. Local	57-161	826	Phila.-Chestnut Hill Local	141-163
829	Chestnut Hill-Phila. Local	60-161	828	Phila.-Chestnut Hill Local	143-163
831	Chestnut Hill-Phila. Local	62-161	830	Phila.-Chestnut Hill Local	143-163
833	Chestnut Hill-Phila. Local	66-161	832	Phila.-Chestnut Hill Local	146-164
835	Chestnut Hill-Phila. Local	70-160	834	Phila.-Chestnut Hill Local	146-164
837	Chestnut Hill-Phila. Local	73-160	836	Phila.-Chestnut Hill Local	148-164
839	Chestnut Hill-Phila. Local	77-160	838	Phila.-Chestnut Hill Local	149-165
841	Chestnut Hill-Phila. Local	79-161	840	Phila.-Chestnut Hill Local	152-165
843	Chestnut Hill-Phila. Local	84-161	842	Phila.-Chestnut Hill Local	153-165
845	Chestnut Hill-Phila. Local	86-161	844	Phila.-Chestnut Hill Local	155-165
847	Chestnut Hill-Phila. Local	89-161	846	Phila.-Chestnut Hill Local	157-165
849	Chestnut Hill-Phila. Local	91-161	848	Phila.-Chestnut Hill Local	92-162
851	.....	.....	850	.....	.....
853	.....	.....	852	.....	.....
855	.....	.....	854	.....	.....
857	.....	.....	858	.....	.....
859	Chestnut Hill-Phila. Local	35-161	858	.....	.....
861	Chestnut Hill-Phila. Local	49-160	860	Phila.-Chestnut Hill Local	99-162
863	Chestnut Hill-Phila. Local	80-161	862	Phila.-Chestnut Hill Local	110-163
865	.....	.....	864	Phila.-Chestnut Hill Local	121-162
867	.....	.....	866	.....	.....
869	.....	.....	868	Phila.-Chestnut Hill Local	127-163
871	.....	.....	870	Phila.-Chestnut Hill Local	129-162
873	.....	.....	872	Phila.-Chestnut Hill Local	133-162
875	.....	.....	874	.....	.....
877	.....	.....	876	.....	.....
879	.....	.....	878	.....	.....

SOUTHWARD			NORTHWARD		
No.	NAME OF TRAIN	Schedule Page	No.	NAME OF TRAIN	Schedule Page
901			900	Wilmington-Phila. Local	96
903	Phila.-Wilmington Local	29	902		
905			904	Wilmington-Phila. Local	102
907	Phila.-Wilmington Local	30	906	Wilmington-Phila. Express	103
909	Phila.-Wilmington Local	32	908	Wilmington-Phila. Local	108
911	Phila.-Wilmington Local	33	910		
913	Phila.-Wilmington Local	35	912	Wilmington-Phila. Express	113
915	Phila.-Wilmington Local	41	914	Wilmington-Phila. Local	121
917	Phila.-Wilmington Local	49	916	Wilmington-Phila. Local	125
919	Phila.-Wilmington Local	51	918	Wilmington-Phila. Local	126
921	Phila.-Wilmington Local	57	920	Wilmington-Phila. Local	131
923			922	Wilmington-Phila. Local	138
925	Phila.-Wilmington Local	63	924	Wilmington-Phila. Local	141
927	Phila.-Wilmington Local	87	926	Wilmington-Phila. Express	142
929	Phila.-Wilmington Local	89	928	Wilmington-Phila. Local	145
931			930		
933	Phila.-Wilmington Local	74	932	Wilmington-Phila. Local	146
935	Phila.-Wilmington Local	79	934	Wilmington-Phila. Express	148
937	Phila.-Wilmington Local	82	936		
939	Phila.-Wilmington Local	85	938	Wilmington-Phila. Local	151
941	Phila.-Wilmington Local	87	940	Wilmington-Phila. Local	155
943			942	Wilmington-Phila. Local	159
945	Phila.-Wilmington Local	24	944		
947	Phila.-Wilmington Express	86	946		
949			948		
951			950	Wilmington-Phila. Local	115
953			952	Wilmington-Phila. Local	130
955			954	Wilmington-Phila. Local	136
957			956	Wilmington-Phila. Local	150
959	Phila.-Wilmington Local	54	958	Wilmington-Phila. Local	111
961			960		
963			962		
965			964	Wilmington-Phila. Express	104
967			968		
969			968	Wilmington-Phila. Express	104
971			970	Chester-Phila. Local	108
973	Phila.-Chester Local	65	972	Chester-Phila. Local	141
975	Phila.-Chester Local	71	974	Chester-Phila. Local	93
977	Phila.-Chester Local	89	976	Chester-Phila. Local	149
979	Phila.-Chester Local	28	978	Chester-Phila. Local	100
981	Phila.-Chester Local	52	980	Chester-Phila. Local	111
983			982	Chester-Phila. Local	133
985			984		
987			986		
989			988		
991			990		
			992		
			994		
			998		

WESTWARD			EASTWARD		
No.	NAME OF TRAIN	Schedule Page	No.	NAME OF TRAIN	Schedule Page
1000			1001	Phila.-Atlantic City Express	110
1002	Atlantic City-Phila. Express	37	1003		
1004			1005		
1006			1007		
1008	Atlantic City-Phila. Express	42	1009		
1010	Atlantic City-Phila. Express	45	1011	Phila.-Atlantic City Express	120
1012			1013		
1014	Atlantic City-Phila. Express	49	1015		
1016			1017		
1018	Atlantic City-Phila. Express	57	1019		
1020			1021	Phila.-Atlantic City Express	129
1022	Atlantic City-Phila. Express	67	1023		
1024			1025		
1026	Atlantic City-Phila. Express	81	1027		
1028			1029	Phila.-Atlantic City Express	141
1030			1031	Phila.-Atlantic City Express	145
1032	Atlantic City-Phila. Express	85	1033		
1034			1035	Phila.-Atlantic City Express	152
1036			1037		
1038	Atlantic City-Phila. Express	87	1039		
1040			1041	Phila.-Atlantic City Express	92
1042			1043		
1044			1045		
1046			1047		
1048			1049		
1050			1051		
1052			1053		
1054			1055		
1056			1057		
1058			1059		
1060			1061		
1062			1063		
1064			1065		
1066			1067		
1068			1069		
2591	Bordentown-Phila. Local	34	2594	Phila.-Bordentown Express	145
3851	Trenton-Phila. Local	31	3850	Phila.-Trenton Local	89
3853	Trenton-Phila. Local	36	3852	Phila.-Trenton Local	149
3855	Trenton-Phila. Local	31	3854	Phila.-Trenton Local	144
3857	Trenton-Phila. Local	32			
3859	Trenton-Phila. Local	38			

MAIN LINE							
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Jersey City	Sidings Assigned Direction	
						Car Capacity 50 ft. cars	
					East	West	Both
REGION POST (N. Y. Region)					76.0		
X	X	X		HOLMESBURG JCT.	77.2		
				HOLMES	77.2		
				TACONY	78.2		
				WISSINOMING	79.3		
				BRIDESBURG	80.1		
X	X	X		FRANKFORD	80.9		
				FORD	81.2		
				FRANKFORD JCT.	81.8		
X	X	X		SHORE	82.1		
				NORTH PENN.	83.9		
X	X	X		NORTH PHILADELPHIA	85.0		
				NORTH PHILADELPHIA	85.1		
X	X	X		ZOO	88.1		
					Distance from Sub. Sta., Phila.		
X	X	X		ZOO (38th St.)	2.4		
				52nd STREET	3.9		
X				VALLEY	4.0		
X	X	X		OVERBROOK	5.4		
				OVERBROOK	5.4		
				MERION	6.0		
				NARBERTH	6.8		
				WYNNEWOOD	7.4		
				ARDMORE	8.5		
				HAVERTOWN	9.1		
X	X	X		BRYN MAWR	10.1		
				BRYN MAWR	10.1		
				ROSEMONT	10.9		
				VILLANOVA	12.0		
				RADNOR	13.0		
				ST. DAVIDS	13.7		
				WAYNE	14.5		
				STRAFFORD	15.4		
				DEVON	16.4		
				BERWYN	17.5		
				DAYLESFORD	18.6		
X	X	X		PAOLI	19.8		
				PAOLI	19.9		
				MALVERN	21.8		
X				FRAZER	23.7		
				GLEN	25.3		
				GLEN LOCH	25.4		
				SHIP ROAD	26.9		
				WHITELAND	27.5		
				WHITFORD	28.2		
X				DOWNNS	32.1		
				DOWNINGTOWN	32.3		
X	X	X		THORNDALE	35.0		
				THORN	35.0		
X				CALN	36.6		
X	X	X-O		COATESVILLE	38.4		
				PARK	43.9		
				PARKEBURG	44.2		
				ATGLEN	47.1		
				CHRISTIANA	48.3		
				GAP	51.2		
				KINZER	54.1		
				LEAMAN PLACE	56.7		
				GORDONVILLE	58.1		
				RONK	60.0		
				BIRD-IN-HAND	61.2		
X	X	X		LANCASTER	68.0		
				CORK	68.1		
X	B	B		LANDIS	75.2		
				MOUNT JOY	80.1		
				FLORIN	80.7		
				RHEEMS	83.6		
				ELIZABETHTOWN	86.8		
				CONEWAGO	90.2		
X				ROY	94.5		

(Continued)

MAIN LINE							
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction	
						Car Capacity 50 ft. cars	
					East	West	Both
X	X	X		MIDDLETOWN	94.7		
				STATE	104.6		
X	X	X		HARRISBURG	104.6		
X	X	X-O		HARRIS	104.8		
				ROCKVILLE	110.2		
X	X	X-O		MARYSVILLE	112.0		
				BANKS	113.2		
REGION POST (Pgh. Region)					113.3		
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction	
						Car Capacity 50 ft. cars	
					North	South	Both
X	X	X		ARSENAL	2.1		
X	X	X		BRILL	4.1		
				DARBY	6.0		
REGION POST (Chesapeake Reg.)					6.3		
NOTE—X indicates in service continuously. B indicates in service part-time. O indicates trainphone.							
Interlocking, Block and Block-Limit Stations in service part-time as follows:							
Station		Hours in service					
Landis		9.30 A.M. to 5.30 P.M. Daily except Sunday and Nov. 28 Dec. 25, Jan. 1.					
Interlockings—Remote controlled as follows:							
Interlocking		Controlled by					
Valley		Overbrook					
Glen		} Thorn					
Downs							
Caln		} State					
Roy							
SUBURBAN LINE							
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction	
						Car Capacity 50 ft. cars	
					East	West	Both
X	X	X		ZOO	2.4		
X	X	X		PENNA.-30th ST. (Upper Level)	0.9		
				BROAD	0.4		
X	X	X		SUBURBAN STATION, PHILA.	0.0		
				ARSENAL	2.1		
NOTE—X Indicates in service continuously.							



RIVER LINE								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		ZOO				
X	X	X		PENNA.-30th ST. (Lower Level)	1.5			
X	X	X		PENN.	1.5			
X	X	X		ARSENAL	2.8			

NOTE—X indicates in service continuously.

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

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

NOTE—X indicates in service continuously.

### CHESTNUT HILL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from North Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		NORTH PHILADELPHIA				
				WESTMORELAND	0.8			
				QUEEN LANE	2.2			
				CHELTEN AVENUE	2.5			
				TULPEHOCKEN	2.5			
				UPSAL	2.5			
				CARPENTER	4.4			
				ALLEN LANE	4.8			
				ST. MARTINS	5.6			
				HIGHLAND	6.1			
X	B	B		CHESTNUT HILL	6.6			

NOTE—X indicates in service continuously.  
B indicates in service part-time.

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

Station	Hours in Service
Chestnut Hill	6.20 A.M. to 11.30 P.M. Daily.

### WEST PHILADELPHIA ELEVATED BRANCH

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

NOTE—X indicates in service continuously.  
The direction from Zoo to Brill is Southward.

### GRAYS FERRY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		ZOO				
X	X	X		ARSENAL	2.4			

NOTE—X indicates in service continuously.  
The direction from Zoo to Arsenal is Southward.

### WEST CHESTER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		ARSENAL	2.1			
				FORTY-NINTH STREET	3.2			
				ANGORA	4.4			
				FERNWOOD-YEADON	5.4			
				LANSDOWNE	6.3			
				GLADSTONE	6.9			
				CLIFTON-ALDAN	7.5			
				PRIMOS	8.1			
				SECANE	8.8			
				MORTON-RUTLEDGE	9.9			
				SWARTHMORE	11.2			
				WALLINGFORD	12.3			
X	X	X		MOYLAN-ROSE VALLEY	13.2			
				MEDIA	14.0			
				ELWYN	15.0			
				WILLIAMSON SCHOOL	15.8			
				GLEN RIDDLE	16.6			
				LENNI	17.3			64
				WAWA	18.0			
				DARLINGTON	18.7			
				GLEN MILLS	20.2			
				LOCKSLEY	21.5			
				CHEYNEY	22.2			21
				WESTTOWN	23.9			
				OAKBOURNE	25.4			
		B		WEST CHESTER	27.4			

NOTE—X indicates in service continuously.  
B indicates in service part-time.

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

Station	Hours in Service
West Chester	6.20 A.M. to 10.00 P.M. Daily.

SCHUYLKILL BRANCH									
SCHUYLKILL SECONDARY TRACK									
NESCOPECK SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars			
						East	West	Both	
X				VALLEY.....	4.0				
X				JEFF.....	4.5				
				WYNNFIELD AVENUE.....	4.9				
				BALA.....	5.7				
				CYNWYD.....	6.1				
				BARMOUTH.....	6.8				
				MANAYUNK.....	7.8				
				SHAWMONT.....	9.6				
				MIQUON.....	10.8				
				SPRING MILL.....	12.4				
				CONSHOHOCKEN.....	13.6				
				IVY ROCK.....	15.1				
				ERNEST.....	15.9				
X	X	X		NORRIS.....	16.5				
				NORRISTOWN.....	17.5				
X		X		HAWS AVENUE.....	18.1				
				PORT INDIAN.....	20.1				
				BETZWOOD.....	21.8				
X				CREEK (Automatic Int.).....	24.6				
				OAKS.....	24.8				80
X	X	X		PHOENIXVILLE.....	28.1				
				CROMBY.....	30.4				
				SPRING CITY.....	32.3				155
				PARKERFORD.....	35.1				
				FRICK'S LOCK.....	36.8				
			X	LOCK.....	37.8				294
				POTTSTOWN.....	40.3				
				MONOCACY.....	46.7				
				DYER.....	47.2				
X	X	X		BIRDSBORO.....	49.1				
				BROOKE.....	49.2				
X	X	X		GIBALTAR.....	52.5				
				READING.....	58.3				
				GROUND.....	62.8				
			X	TEMPLE.....	64.2				
				ORCHARD.....	67.1				
				LESPORT.....	67.7				80
			X	SHOEMAKERSVILLE.....	71.7				
				HAMBURG.....	76.8				105
				AUBURN.....	82.5				
				ADAMSDALE.....	82.5				
			X	ADAM.....	88.7				
				SCHUYLKILL HAVEN.....	90.6				
				CARBON.....	93.6				
				POTTSVILLE.....	94.6				
			X	ULMER.....	95.6				
				LOWER ST. CLAIR.....	96.9				
				ST. CLAIR.....	97.5				
				DARKWATER.....	98.6				
				MORRIS.....	99.7				
				ROCK.....	102.1				
				MOREA.....	103.3				
				NEW BOSTON.....	104.6				
X	X	X	X	NEWTON.....	162.9				
				LAUREL JCT. } L.V. R.R.....	157.7				
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Gum Run	Sidings Assigned Direction Car Capacity 50 ft. cars			
						East	West	Both	
				TOMHICKEN (L.V. R.R.).....	2.0				
			X	GUM RUN.....					
				FERN GLEN.....	1.9				
				GOWEN.....	2.7				
				GLEN JUNCTION.....	3.4				
				END OF TRACK.....	3.5				
				END OF TRACK.....	15.0				
X	X	X		NESCOPECK (Northern Region).....	15.1				

NOTE—X indicates in service continuously.  
 Mileage Laurel Jct. to Newton is computed from Jersey City. (Via Lehigh Valley R. R.)  
 The direction from Haws Ave. to Laurel Jct. is Westward.  
 The direction from Gum Run to Nescopeck is Westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Valley	Overbrook
Jeff	
Haws Avenue	Norris

Block Station—Remote controlled as follows:

Block Station	Controlled by
Haws Avenue	Norris

NOTE—Applies to westward trains only.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Lock	Phoenixville
Orchard	Reading
Hamburg	
Adam	
Ulmer	Nescopeck (Northern Region)
Newton (L.V.R.R.)	
Gum Run	

## DELAWARE EXTENSION

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Ars. Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		ARSENAL.....				
X	X	X		PENROSE.....	1.9			
				STADIUM.....	3.9			
X				PAY (Automatic Int.).....	5.7			

NOTE—X indicates in service continuously.  
 The direction from Arsenal to Stadium is Eastward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Penrose	Stadium

## TRENTON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Glen	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		MORRIS MA	46.0 41.3			
				REGION POST (N. Y. Region)	41.0			
				LANGHORNE	37.4			
				ROXTON	33.3			
				HEATON	27.5			
				DRESHER	23.7			
				FORT HILL	21.5			
				WHITE MARSH	20.3			
				TB-16	19.4			
		X-O		PLYMOUTH MEETING	17.6			
				NEST	15.7			
				ERNEST	15.7			
				RAMBO	14.4			
				TB-20	14.2			
				TB-22	12.5			
				KING	11.3			
				HOWELLVILLE	7.7			62
X				DALE	0.7			
X				GLEN				

NOTE—X indicates in service continuously.  
O indicates trainphone.  
The direction from Morris to Glen is Westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Glen	Thorn
Dale	

## PHILADELPHIA AND THORNDALE BRANCH

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

NOTE—X indicates in service continuously.  
The direction from Dale to Thorn is Westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Dale	Thorn

## ATGLEN AND SUSQUEHANNA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Park	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		PARK Q LG-14 SMITH	10.8 16.4 22.2	86		
				LG-21 LG-30 PORT	23.3 29.8 33.7			
X				MANOR COLA	36.5 38.4			134
X	X	X		COLUMBIA LAKE SHOCKS	38.4 40.0 45.4		62	134
				LG-54 WAGO JUNCTION	48.8 50.6			
X	X	X-O		YORK HAVEN } (York Haven Line) CLY	52.4 53.8			

NOTE—X indicates in service continuously.  
O indicates trainphone.  
The direction from Park to Wago Jct. is Westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Port	Cola
Manor	
Lake	
Shocks	

## COLUMBIA AND PORT DEPOSIT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cres	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X			REGION POST (Chesapeake Region) CRES PORT	1.5			

NOTE—X indicates in service continuously.  
The direction from Cres to Port is Westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Cres	Cola
Port	

## COLUMBIA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		CORK	68.1			
X	X	X		MOUNTVILLE	75.6			
X	X	X		COLA	80.1			
X				COLUMBIA } (A. & S. Branch)	80.1			
				SHOCKS	87.4			250
X				BILLMYER	89.2			
				JEB	89.3			
				BAINBRIDGE	90.9			
X				FALMOUTH	94.9			
X	X	X		ROY	98.9			
X	X	X		STATE	109.0			

NOTE—X indicates in service continuously.  
B indicates in service part-time.  
The direction from Cork to Cola and Shocks to State is Westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Shocks	} Cola
Jeb	
Roy	State

## YORK HAVEN LINE

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

NOTE—X indicates in service continuously.  
O indicates trainphone.  
The direction from Wago Junction to Day is Westward.

## CUMBERLAND VALLEY BRANCH WINCHESTER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		HARRISBURG				
X	X	X		STATE				
X	X	X		LEMO	1.5			
		X		LEMOYNE	1.5			
				CAMP	3.3			
				MECHANICSBURG	8.3			
				DILLSBURG JUNCTION	8.9			
				NEW KINGSTON	11.8			
				WATTS	17.1			
				CARLISLE	18.3	80		98
				GREASON	23.7			
		X		SPRING	29.1			200
				NEWVILLE	30.0			
				OAKVILLE	34.0			
X	X	X		SHIPPENSBURG	40.6			
		X		PENNSROAD	41.6			196
				SCOTLAND	47.1			
				WOOD	50.3		272	
				CHAMBERSBURG	51.6			
				MARION	58.2			
				SOUTH PENN JUNCTION	59.1			
				GREEN CASTLE	63.3			57
				MASON-DIXON	68.0			
X	X	X		MAUGANSVILLE TOWN	70.5			
				HAGERSTOWN	73.7	171		
X	X	X		HAGER	74.2			
		X		WILLIAMSPORT	74.8			
				POT	80.6			114
				FALLING WATERS	83.8			
				CV-87	85.2			
		X		BEDINGTON	86.7			
				GARD	87.8			
				BERKELEY	89.8			
				MARTINSBURG	89.9			
		X		TABLERS	93.0			
				INWOOD	98.2			
				BUNKER HILL	101.5			
				RIDGEWAY	103.7			
		X		CLEAR BROOK	106.1			
				BYRD	109.2			
				WINCHESTER	115.0			
					115.9			

NOTE—X indicates in service continuously.  
The direction Town to Winchester is Southward.  
Train order offices other than block stations are open as follows:  
Vardo—South end of Shomo Yard, Hagerstown.

Block Stations—Remote Controlled as follows:

Block Station	Controlled by
Camp	Lemo
Wood	Pennroad

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Spring	Pennroad
Pot	} Hager
Gard	
Inwood	
Byrd	

## WILLIAMSPORT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from, Rockville	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X	O	ROCKVILLE				133
				REGION POST (Northern Region)	1.6			

NOTE—X indicates in service continuously.  
O indicates trainphone in service.

## NEW HOLLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Downs	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
				DOWN				
				GLEN MOORE	9.3			
				End of Track (2650 feet west of M. P. 9)				
				End of Track (2640 feet east of M. P. 18)				
				HONEY BROOK	18.1			
				NARVON	21.9			
				CEDAR LANE	24.6			
				EAST EARL	25.1			
				NEW HOLLAND	28.1			
				LEOLA	33.4			
				GREENFIELD	38.0			
X	X	X		CORK	41.0			

NOTE—The direction Downs to Cork is Westward.

## POMEROY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pomeroy	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				POMEROY	2.2			
				GLEN ROSE	4.4			
				BUCK RUN	5.4			
				DOE RUN	5.7			
				SPRINGDELL	6.4			
				GREEN LAWN	7.5			
				CLONMELL	9.5			
				CHATHAM	11.5			

NOTE—The direction Pomeroy to Chatham is Southward.

## QUARRYVILLE SECONDARY TRACK

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

NOTE—The direction Lancaster to Quarryville is Southward.

## LEBANON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Conewago	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
				CONEWAGO				
				BELLAIRE	2.0			
				LAWN	2.5			
				COLEBROOK	3.0			
				MOUNT GREYNA	13.5			
				SUMMIT	14.5			
				CORNWALL	16.1			
				LEBANON	21.2			

NOTE—The direction Conewago to Lebanon is Eastward.

## DILLSBURG SECONDARY TRACK

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

NOTE—The direction Dillsburg Junction to Dillsburg is Southward.

## WAYNESBORO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wood	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				WOOD				
				FAYETTEVILLE	1.9			
				EAST FAYETTEVILLE	2.5			
				LEDY	1.7			
				MONT ALTO	13.5			
				KNEPPER	14.5			
				QUINCY	15.5			
				NUNNERY	16.4			
				WAYNESBORO	18.4			

NOTE—The direction Wood to Waynesboro is Southward.

## MERCERSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Penn Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
				SOUTH PENN JUNCTION				
				HOTHER	1.6			
				WILLIAMSON	6.0			
				LEHMASTERS	9.9			
				MERCERSBURG JUNCTION	11.3			
				MERCERSBURG	13.6			

NOTE—The direction South Penn Junction to Mercersburg is Westward.



























































STATIONS	FIRST CLASS		
	◇59	◇49	±757
	DAILY P. M.	DAILY P. M.	DAILY EX. SAT. & SUN. P. M.
Leave			
HOLMESBURG JCT.		6.27	
TACONY			Will Not Run Nov. 28 Dec. 25 Jan. 1
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Atl. Dist.)			MU
FRANKFORD JCT.			
SHORE		6.32	
NORTH PENN.			
NORTH PHILA.	C	6.37	
ZOO		6.42	
PENNA. - (Lower Level 30th ST. Upper Level)			
SUBURBAN (Arrive Leave)			\$ 6.45
PENNA. - (Upper Level 30th ST. Lower Level)			\$ 6.48
ARSENAL			6.51
BRILL			
DARBY			
ZOO		6.42	
FIFTY-SECOND ST.		6.44	
OVERBROOK		6.47	
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR		6.53	
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI		\$ 7.05	
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNTOWN			
THORNDALE		7.19	
COATESVILLE			
PARKESBURG		7.27	
LANCASTER		\$ 7.49	
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN		8.09	
CLY (York Haven LEMO Line)	7.49 8.05		
HARRISBURG	\$ 8.10	\$ 8.20 8.40	
ROCKVILLE		8.50	
BANKS		8.55	
Arrive	P. M.	P. M.	P. M.
	59	49	757

	FIRST CLASS				
	●357	±839	◇41	155	±271
	DAILY P. M.	DAILY EX. SAT. & SUN. P. M.	DAILY P. M.	DAILY P. M.	SATURDAY ONLY P. M.
			6.49	6.54	7.02
		Will Not Run Nov. 28 Dec. 25 Jan. 1			
	MU	MU			MU
			6.54	6.59	7.07
			C 6.58 # 7.02	S 7.03	D 7.12
			\$ 6.50 6.54	7.07	7.17
			\$ 6.58	\$ 7.13	\$ 7.22
	\$ 6.50	\$ 7.01			\$ 7.25
	\$ 6.53			# 7.18	
				7.21	
				7.25	
	6.56		7.07		
	6.58		7.09		
	\$ 7.01		7.13		
	\$ 7.03				
	\$ 7.05				
	\$ 7.07				
	\$ 7.09				
	\$ 7.11				
	\$ 7.13		7.19		
	\$ 7.15				
	\$ 7.17				
	\$ 7.19				
	\$ 7.21				
	\$ 7.23				
	\$ 7.25				
	\$ 7.27				
	\$ 7.29				
	\$ 7.31				
	\$ 7.35		\$ 7.30		
					Will Not Run Feb. 22
			7.44		
			7.52		
			\$ 8.14		
			8.34		
			YY 8.45		
			# 8.57		
			9.07		
			9.12		
	P. M.	P. M.	P. M.	P. M.	P. M.
	357	839	41	155	271































































































STATIONS	FIRST CLASS			
	±●801 DAILY EX. SUN.	±●803 DAILY EX. SAT. & SUN.	±●805 DAILY EX. SAT. & SUN.	±●807 DAILY EX. SAT. & SUN.
	A. M.	A. M.	A. M.	A. M.
Leave				
CHESTNUT HILL.....	\$ 6.30	\$ 6.55	\$ 7.24	\$ 7.43
HIGHLAND.....	\$ 6.31	\$ 6.56	\$ 7.25	\$ 7.44
ST. MARTINS.....	\$ 6.32	\$ 6.57	\$ 7.27	\$ 7.46
ALLEN LANE.....	\$ 6.34	\$ 6.59	\$ 7.29	\$ 7.48
CARPENTER.....	\$ 6.36	\$ 7.01	\$ 7.31	\$ 7.50
UPSAL.....	\$ 6.38	\$ 7.03	\$ 7.33	\$ 7.52
TULPEHOCKEN.....	\$ 6.40	\$ 7.05	\$ 7.35	\$ 7.54
CHELLEN AVENUE.....	\$ 6.42	\$ 7.07	\$ 7.37	\$ 7.56
QUEEN LANE.....	\$ 6.44	\$ 7.09	\$ 7.39	\$ 7.58
WESTMORELAND.....	\$ 6.47	\$ 7.12	\$ 7.42	\$ 8.01
NORTH PHILA.....	\$ 6.49	\$ 7.14	\$ 7.45	\$ 8.04
ZOO.....	\$ 6.53	\$ 7.18	\$ 7.49	\$ 8.08
PENNA.-30th ST. UL. SUBURBAN.....	\$ 6.57	\$ 7.22	\$ 7.53	\$ 8.12
PHILADELPHIA.....	\$ 7.00	\$ 7.25	\$ 7.56	\$ 8.16
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run	Nov. 28	Nov. 28	Nov. 28	Nov. 28
Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25
Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
Arrive	A. M.	A. M.	A. M.	A. M.
	801	803	805	807

STATIONS	FIRST CLASS		
	±●819 DAILY EX. SUN.	821 DAILY	●861 P. M.
	A. M.	A. M.	P. M.
Leave			
CHESTNUT HILL.....	\$ 10.42	\$ 11.38	\$ 12.15
HIGHLAND.....	\$ 10.43	\$ 11.39	\$ 12.16
ST. MARTINS.....	\$ 10.44	\$ 11.40	\$ 12.17
ALLEN LANE.....	\$ 10.46	\$ 11.42	\$ 12.19
CARPENTER.....	\$ 10.48	\$ 11.44	\$ 12.21
UPSAL.....	\$ 10.50	\$ 11.46	\$ 12.23
TULPEHOCKEN.....	\$ 10.52	\$ 11.48	\$ 12.25
CHELLEN AVENUE.....	\$ 10.54	\$ 11.50	\$ 12.27
QUEEN LANE.....	\$ 10.56	\$ 11.52	\$ 12.29
WESTMORELAND.....	\$ 10.58	\$ 11.54	\$ 12.31
NORTH PHILA.....	\$ 11.01	\$ 11.57	\$ 12.34
ZOO.....	\$ 11.05	\$ 12.01	\$ 12.38
PENNA.-30th ST. UL. SUBURBAN.....	\$ 11.09	\$ 12.05	\$ 12.42
PHILADELPHIA.....	\$ 11.12	\$ 12.08	\$ 12.45
	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run	Nov. 28	No Bag. Ser. Nov. 28	Will Run Nov. 28
Dec. 25	Dec. 25	Dec. 25, Jan. 1	Dec. 25
Jan. 1	Jan. 1	Dec. 25, Jan. 1	Jan. 1
Arrive	A. M.	P. M.	P. M.
	819	821	861

STATIONS	FIRST CLASS		
	±●835 DAILY EX. SAT. & SUN.	●837 DAILY	±●839 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.
Leave			
CHESTNUT HILL.....	\$ 5.07	\$ 5.40	\$ 6.31
HIGHLAND.....	\$ 5.08	\$ 5.41	\$ 6.32
ST. MARTINS.....	\$ 5.09	\$ 5.42	\$ 6.33
ALLEN LANE.....	\$ 5.11	\$ 5.44	\$ 6.35
CARPENTER.....	\$ 5.13	\$ 5.46	\$ 6.37
UPSAL.....	\$ 5.15	\$ 5.48	\$ 6.39
TULPEHOCKEN.....	\$ 5.17	\$ 5.50	\$ 6.41
CHELLEN AVENUE.....	\$ 5.19	\$ 5.52	\$ 6.43
QUEEN LANE.....	\$ 5.21	\$ 5.54	\$ 6.45
WESTMORELAND.....	\$ 5.24	\$ 5.57	\$ 6.48
NORTH PHILA.....	\$ 5.27	\$ 5.59	\$ 6.50
ZOO.....	\$ 5.31	\$ 6.03	\$ 6.54
PENNA.-30th ST. UL. SUBURBAN.....	\$ 5.35	\$ 6.07	\$ 6.58
PHILADELPHIA.....	\$ 5.38	\$ 6.10	\$ 7.01
	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run	Nov. 28	Nov. 28	Nov. 28
Dec. 25	Dec. 25	Dec. 25	Dec. 25
Jan. 1	Jan. 1	Jan. 1	Jan. 1
Arrive	P. M.	P. M.	P. M.
	835	837	839

STATIONS	FIRST CLASS					
	●859 DAILY EX. SUN.	±●809 DAILY EX. SAT. & SUN.	±●811 DAILY EX. SAT. & SUN.	±●813 DAILY EX. SUN.	±●815 DAILY EX. SAT. & SUN.	●817 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Leave						
CHESTNUT HILL.....	\$ 7.50	\$ 7.57	\$ 8.19	\$ 8.40	\$ 9.00	\$ 9.41
HIGHLAND.....	\$ 7.51	\$ 7.58	\$ 8.20	\$ 8.41	\$ 9.01	\$ 9.42
ST. MARTINS.....	\$ 7.52	\$ 8.00	\$ 8.22	\$ 8.42	\$ 9.02	\$ 9.43
ALLEN LANE.....	\$ 7.54	\$ 8.02	\$ 8.24	\$ 8.44	\$ 9.04	\$ 9.45
CARPENTER.....	\$ 7.56	\$ 8.04	\$ 8.26	\$ 8.46	\$ 9.06	\$ 9.47
UPSAL.....	\$ 7.58	\$ 8.06	\$ 8.28	\$ 8.48	\$ 9.08	\$ 9.49
TULPEHOCKEN.....	\$ 8.00	\$ 8.08	\$ 8.30	\$ 8.50	\$ 9.10	\$ 9.51
CHELLEN AVENUE.....	\$ 8.02	\$ 8.10	\$ 8.32	\$ 8.52	\$ 9.12	\$ 9.53
QUEEN LANE.....	\$ 8.04	\$ 8.12	\$ 8.34	\$ 8.54	\$ 9.14	\$ 9.55
WESTMORELAND.....	\$ 8.07	\$ 8.15	\$ 8.37	\$ 8.57	\$ 9.17	\$ 9.58
NORTH PHILA.....	\$ 8.09	\$ 8.18	\$ 8.40	\$ 9.00	\$ 9.19	\$ 10.00
ZOO.....	\$ 8.13	\$ 8.22	\$ 8.44	\$ 9.04	\$ 9.23	\$ 10.04
PENNA.-30th ST. UL. SUBURBAN.....	\$ 8.17	\$ 8.26	\$ 8.48	\$ 9.08	\$ 9.27	\$ 10.08
PHILADELPHIA.....	\$ 8.20	\$ 8.29	\$ 8.51	\$ 9.11	\$ 9.30	\$ 10.11
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run	Sat., Sun. Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28
Dec. 25, Jan. 1	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25
Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	859	809	811	813	815	817

STATIONS	FIRST CLASS					
	±●823 DAILY EX. SAT. & SUN.	●825 DAILY	±●827 DAILY EX. SAT. & SUN.	●829 DAILY	±●831 DAILY EX. SAT. & SUN.	±●833 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
CHESTNUT HILL.....	\$ 12.40	\$ 1.40	\$ 2.40	\$ 3.36	\$ 4.12	\$ 4.40
HIGHLAND.....	\$ 12.41	\$ 1.41	\$ 2.41	\$ 3.37	\$ 4.13	\$ 4.41
ST. MARTINS.....	\$ 12.42	\$ 1.42	\$ 2.42	\$ 3.38	\$ 4.14	\$ 4.42
ALLEN LANE.....	\$ 12.44	\$ 1.44	\$ 2.44	\$ 3.40	\$ 4.16	\$ 4.44
CARPENTER.....	\$ 12.46	\$ 1.46	\$ 2.46	\$ 3.42	\$ 4.18	\$ 4.46
UPSAL.....	\$ 12.48	\$ 1.48	\$ 2.48	\$ 3.44	\$ 4.20	\$ 4.48
TULPEHOCKEN.....	\$ 12.50	\$ 1.50	\$ 2.50	\$ 3.46	\$ 4.22	\$ 4.50
CHELLEN AVENUE.....	\$ 12.52	\$ 1.52	\$ 2.52	\$ 3.48	\$ 4.24	\$ 4.52
QUEEN LANE.....	\$ 12.54	\$ 1.54	\$ 2.54	\$ 3.50	\$ 4.26	\$ 4.54
WESTMORELAND.....	\$ 12.56	\$ 1.56	\$ 2.56	\$ 3.53	\$ 4.29	\$ 4.57
NORTH PHILA.....	\$ 12.59	\$ 1.59	\$ 2.59	\$ 3.55	\$ 4.31	\$ 4.59
ZOO.....	\$ 1.03	\$ 2.03	\$ 3.03	\$ 3.59	\$ 4.35	\$ 5.03
PENNA.-30th ST. UL. SUBURBAN.....	\$ 1.07	\$ 2.07	\$ 3.07	\$ 4.03	\$ 4.39	\$ 5.07
PHILADELPHIA.....	\$ 1.10	\$ 2.10	\$ 3.10	\$ 4.06	\$ 4.42	\$ 5.10
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28
Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25
Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	823	825	827	829	831	833

STATIONS	FIRST CLASS					
	±●841 DAILY EX. SAT. & SUN.	●863 DAILY	±●843 DAILY EX. SAT. & SUN.	●845 DAILY	±●847 DAILY EX. SAT. & SUN.	●849 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
CHESTNUT HILL.....	\$ 7.13	\$ 7.30	\$ 8.40	\$ 9.45	\$ 10.47	\$ 11.30
HIGHLAND.....	\$ 7.14	\$ 7.31	\$ 8.41	\$ 9.46	\$ 10.48	\$ 11.31
ST. MARTINS.....	\$ 7.15	\$ 7.32	\$ 8.42	\$ 9.47	\$ 10.49	\$ 11.32
ALLEN LANE.....	\$ 7.17	\$ 7.34	\$ 8.44	\$ 9.49	\$ 10.51	\$ 11.34
CARPENTER.....	\$ 7.19	\$ 7.36	\$ 8.46	\$ 9.51	\$ 10.53	\$ 11.36
UPSAL.....	\$ 7.21	\$ 7.38	\$ 8.48	\$ 9.53	\$ 10.55	\$ 11.38
TULPEHOCKEN.....	\$ 7.23	\$ 7.40	\$ 8.50	\$ 9.55	\$ 10.57	\$ 11.40
CHELLEN AVENUE.....	\$ 7.25	\$ 7.42	\$ 8.52	\$ 9.57	\$ 10.59	\$ 11.42
QUEEN LANE.....	\$ 7.27	\$ 7.44	\$ 8.54	\$ 9.59	\$ 11.01	\$ 11.44
WESTMORELAND.....	\$ 7.30	\$ 7.47	\$ 8.57	\$ 10.02	\$ 11.04	\$ 11.47
NORTH PHILA.....	\$ 7.32	\$ 7.49	\$ 8.59	\$ 10.04	\$ 11.06	\$ 11.48
ZOO.....	\$ 7.36	\$ 7.53	\$ 9.03	\$ 10.08	\$ 11.10	\$ 11.52
PENNA.-30th ST. UL. SUBURBAN.....	\$ 7.40	\$ 7.57	\$ 9.07	\$ 10.12	\$ 11.14	\$ 11.56
PHILADELPHIA.....	\$ 7.43	\$ 8.00	\$ 9.10	\$ 10.15	\$ 11.17	\$ 11.59
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run	Nov. 28	Will Run Sat., Sun. Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28
Dec. 25	Dec. 25	Dec. 25, Jan. 1	Dec. 25	Dec. 25	Dec. 25	Dec. 25
Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	841	863	843	845	847	849

STATIONS	FIRST CLASS		
	848	800	860
Arrive	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 12.40	\$ 7.30	\$ 7.40
HIGHLAND	\$ 12.39	\$ 7.29	\$ 7.39
ST. MARTINS	\$ 12.37	\$ 7.27	\$ 7.37
ALLEN LANE	\$ 12.35	\$ 7.25	\$ 7.35
CARPENTER	\$ 12.33	\$ 7.23	\$ 7.33
UPSAL	\$ 12.31	\$ 7.21	\$ 7.31
TULPEHOCKEN	\$ 12.29	\$ 7.19	\$ 7.29
CHELLEN AVENUE	\$ 12.27	\$ 7.17	\$ 7.27
QUEEN LANE	\$ 12.25	\$ 7.15	\$ 7.25
WESTMORELAND	\$ 12.23	\$ 7.13	\$ 7.23
NORTH PHILA.	\$ 12.21	\$ 7.11	\$ 7.21
ZOO	\$ 12.17	\$ 7.07	\$ 7.17
PENNA.-30th ST. UL.	\$ 12.13	\$ 7.03	\$ 7.13
SUBURBAN	\$ 12.10	\$ 7.00	\$ 7.10
PHILADELPHIA			
	MU	MU	MU
		Will Not Run Nov. 28 Dec. 25 Jan. 1	
Leave	A. M.	A. M.	A. M.
	DAILY ●848	DAILY EX. SAT.&SUN. ‡800	SATURDAY ONLY ●860

STATIONS	FIRST CLASS		
	810	812	864
Arrive	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 10.04	\$ 11.04	\$ 11.20
HIGHLAND	\$ 10.03	\$ 11.03	\$ 11.19
ST. MARTINS	\$ 10.01	\$ 11.01	\$ 11.17
ALLEN LANE	\$ 9.59	\$ 10.59	\$ 11.15
CARPENTER	\$ 9.57	\$ 10.57	\$ 11.13
UPSAL	\$ 9.55	\$ 10.55	\$ 11.11
TULPEHOCKEN	\$ 9.53	\$ 10.53	\$ 11.09
CHELLEN AVENUE	\$ 9.51	\$ 10.51	\$ 11.07
QUEEN LANE	\$ 9.49	\$ 10.49	\$ 11.05
WESTMORELAND	\$ 9.47	\$ 10.47	\$ 11.03
NORTH PHILA.	\$ 9.45	\$ 10.45	\$ 11.01
ZOO	\$ 9.41	\$ 10.41	\$ 10.57
PENNA.-30th ST. UL.	\$ 9.37	\$ 10.37	\$ 10.53
SUBURBAN	\$ 9.34	\$ 10.34	\$ 10.50
PHILADELPHIA			
	MU	MU	MU
		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1
Leave	A. M.	A. M.	A. M.
	DAILY ●810	DAILY EX. SAT.&SUN. ‡812	●864

STATIONS	FIRST CLASS		
	870	820	872
Arrive	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 2.20	\$ 3.04	\$ 3.20
HIGHLAND	\$ 1.19	\$ 3.03	\$ 3.19
ST. MARTINS	\$ 1.17	\$ 3.01	\$ 3.17
ALLEN LANE	\$ 1.15	\$ 2.99	\$ 3.15
CARPENTER	\$ 1.13	\$ 2.97	\$ 3.13
UPSAL	\$ 2.11	\$ 2.55	\$ 3.11
TULPEHOCKEN	\$ 2.09	\$ 2.53	\$ 3.09
CHELLEN AVENUE	\$ 2.07	\$ 2.51	\$ 3.07
QUEEN LANE	\$ 2.05	\$ 2.49	\$ 3.05
WESTMORELAND	\$ 2.03	\$ 2.47	\$ 3.03
NORTH PHILA.	\$ 2.01	\$ 2.45	\$ 3.01
ZOO	\$ 1.57	\$ 2.41	\$ 2.57
PENNA.-30th ST. UL.	\$ 1.53	\$ 2.37	\$ 2.53
SUBURBAN	\$ 1.50	\$ 2.34	\$ 2.50
PHILADELPHIA			
	MU	MU	MU
		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1
Leave	P. M.	P. M.	P. M.
	SATURDAY ONLY ●870	DAILY EX. SAT.&SUN. ‡820	●872

STATIONS	FIRST CLASS				
	802	804	806	862	808
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 8.00	\$ 8.24	\$ 8.52	\$ 9.00	\$ 9.34
HIGHLAND	\$ 7.59	\$ 8.23	\$ 8.51	\$ 8.59	\$ 9.33
ST. MARTINS	\$ 7.57	\$ 8.21	\$ 8.49	\$ 8.57	\$ 9.31
ALLEN LANE	\$ 7.55	\$ 8.19	\$ 8.47	\$ 8.55	\$ 9.29
CARPENTER	\$ 7.53	\$ 8.17	\$ 8.45	\$ 8.53	\$ 9.27
UPSAL	\$ 7.51	\$ 8.15	\$ 8.43	\$ 8.51	\$ 9.25
TULPEHOCKEN	\$ 7.49	\$ 8.13	\$ 8.41	\$ 8.49	\$ 9.23
CHELLEN AVENUE	\$ 7.47	\$ 8.11	\$ 8.39	\$ 8.47	\$ 9.21
QUEEN LANE	\$ 7.45	\$ 8.09	\$ 8.37	\$ 8.45	\$ 9.19
WESTMORELAND	\$ 7.43	\$ 8.06	\$ 8.35	\$ 8.43	\$ 9.17
NORTH PHILA.	\$ 7.41	\$ 8.04	\$ 8.33	\$ 8.41	\$ 9.15
ZOO	\$ 7.37	\$ 8.00	\$ 8.29	\$ 8.37	\$ 9.11
PENNA.-30th ST. UL.	\$ 7.33	\$ 7.56	\$ 8.25	\$ 8.33	\$ 9.07
SUBURBAN	\$ 7.30	\$ 7.53	\$ 8.22	\$ 8.30	\$ 9.04
PHILADELPHIA					
	MU	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
Leave	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT.&SUN. ‡802	DAILY EX. SAT.&SUN. ‡804	DAILY EX. SAT.&SUN. ‡806	●862	DAILY EX. SAT.&SUN. ‡808

STATIONS	FIRST CLASS			
	814	816	868	818
Arrive	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 12.04	\$ 1.04	\$ 1.25	\$ 2.04
HIGHLAND	\$ 12.03	\$ 1.03	\$ 1.24	\$ 2.03
ST. MARTINS	\$ 12.01	\$ 1.01	\$ 1.22	\$ 2.01
ALLEN LANE	\$ 11.59	\$ 1.00	\$ 1.20	\$ 1.59
CARPENTER	\$ 11.57	\$ 1.00	\$ 1.18	\$ 1.57
UPSAL	\$ 11.55	\$ 1.00	\$ 1.16	\$ 1.55
TULPEHOCKEN	\$ 11.53	\$ 1.00	\$ 1.14	\$ 1.53
CHELLEN AVENUE	\$ 11.51	\$ 1.00	\$ 1.12	\$ 1.51
QUEEN LANE	\$ 11.49	\$ 1.00	\$ 1.10	\$ 1.49
WESTMORELAND	\$ 11.47	\$ 1.00	\$ 1.08	\$ 1.47
NORTH PHILA.	\$ 11.45	\$ 1.00	\$ 1.06	\$ 1.45
ZOO	\$ 11.41	\$ 1.00	\$ 1.02	\$ 1.41
PENNA.-30th ST. UL.	\$ 11.37	\$ 1.00	\$ 1.00	\$ 1.37
SUBURBAN	\$ 11.34	\$ 1.00	\$ 1.00	\$ 1.34
PHILADELPHIA				
	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
Leave	A. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT.&SUN. ‡814	DAILY EX. SAT.&SUN. ‡816	●868	DAILY EX. SAT.&SUN. ‡818

STATIONS	FIRST CLASS				
	822	824	826	828	830
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 4.00	\$ 4.34	\$ 4.57	\$ 5.30	\$ 5.45
HIGHLAND	\$ 3.59	\$ 4.33	\$ 4.56	\$ 5.28	\$ 5.43
ST. MARTINS	\$ 3.57	\$ 4.31	\$ 4.54	\$ 5.26	\$ 5.41
ALLEN LANE	\$ 3.55	\$ 4.29	\$ 4.52	\$ 5.24	\$ 5.39
CARPENTER	\$ 3.53	\$ 4.27	\$ 4.50	\$ 5.22	\$ 5.37
UPSAL	\$ 3.51	\$ 4.25	\$ 4.48	\$ 5.20	\$ 5.35
TULPEHOCKEN	\$ 3.49	\$ 4.23	\$ 4.46	\$ 5.18	\$ 5.33
CHELLEN AVENUE	\$ 3.47	\$ 4.21	\$ 4.44	\$ 5.16	\$ 5.31
QUEEN LANE	\$ 3.45	\$ 4.19	\$ 4.42	\$ 5.14	\$ 5.29
WESTMORELAND	\$ 3.43	\$ 4.17	\$ 4.39	\$ 5.11	\$ 5.25
NORTH PHILA.	\$ 3.41	\$ 4.15	\$ 4.37	\$ 5.09	\$ 5.22
ZOO	\$ 3.37	\$ 4.11	\$ 4.32	\$ 5.05	\$ 5.19
PENNA.-30th ST. UL.	\$ 3.33	\$ 4.07	\$ 4.28	\$ 5.01	\$ 5.15
SUBURBAN	\$ 3.30	\$ 4.04	\$ 4.25	\$ 4.98	\$ 5.12
PHILADELPHIA					
	MU	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT.&SUN. ‡822	DAILY EX. SAT.&SUN. ‡824	●826	DAILY EX. SAT.&SUN. ‡828	DAILY EX. SAT.&SUN. ‡830

STATIONS	FIRST CLASS		
	832	834	836
	P. M.	P. M.	P. M.
Arrive			
CHESTNUT HILL.....	\$ 6.00	\$ 6.20	\$ 6.37
HIGHLAND.....	\$ 5.58	\$ 6.18	\$ 6.34
ST. MARTINS.....	\$ 5.56	\$ 6.16	\$ 6.32
ALLEN LANE.....	\$ 5.54	\$ 6.14	\$ 6.30
CARPENTER.....	\$ 5.52	\$ 6.12	\$ 6.28
UPSAL.....	\$ 5.50	\$ 6.10	\$ 6.26
TULPEHOCKEN.....	\$ 5.48	\$ 6.08	\$ 6.24
CHELTEN AVENUE.....	\$ 5.46	\$ 6.06	\$ 6.22
QUEEN LANE.....	\$ 5.43	\$ 6.03	\$ 6.20
WESTMORELAND.....	\$ 5.40	\$ 6.00	
NORTH PHILA.....	\$ 5.38	\$ 5.58	\$ 6.16
ZOO.....	\$ 5.34	\$ 5.54	\$ 6.12
PENNA. 30th ST. UL.....	\$ 5.30	\$ 5.50	\$ 6.08
SUBURBAN.....	\$ 5.27	\$ 5.47	\$ 6.05
PHILADELPHIA			
	MU	MU	MU
	Will Not Run	Will Not Run	Will Not Run
	Nov. 28	Nov. 28	Nov. 28
	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1
Leave	P. M.	P. M.	P. M.
DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	
‡●832	‡●834	‡●836	

	FIRST CLASS				
	838	840	842	844	846
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 7.05	\$ 8.10	\$ 9.05	\$ 10.05	\$ 11.24
	\$ 7.04	\$ 8.09	\$ 9.04	\$ 10.04	\$ 11.23
	\$ 7.02	\$ 8.07	\$ 9.02	\$ 10.02	\$ 11.22
	\$ 7.00	\$ 8.05	\$ 9.00	\$ 10.00	\$ 11.20
	\$ 6.58	\$ 8.03	\$ 8.58	\$ 9.58	\$ 11.18
	\$ 6.56	\$ 8.01	\$ 8.56	\$ 9.56	\$ 11.16
	\$ 6.54	\$ 7.99	\$ 8.54	\$ 9.54	\$ 11.14
	\$ 6.52	\$ 7.97	\$ 8.52	\$ 9.52	\$ 11.12
	\$ 6.50	\$ 7.95	\$ 8.50	\$ 9.50	\$ 11.10
	\$ 6.48	\$ 7.93	\$ 8.48	\$ 9.48	
	\$ 6.46	\$ 7.51	\$ 8.46	\$ 9.46	\$ 11.06
	\$ 6.42	\$ 7.47	\$ 8.42	\$ 9.42	\$ 11.02
	\$ 6.38	\$ 7.43	\$ 8.38	\$ 9.38	\$ 10.58
	\$ 6.35	\$ 7.40	\$ 8.35	\$ 9.35	\$ 10.55
	MU	MU	MU	MU	MU
		Will Not Run		Will Not Run	
		Nov. 28		Nov. 28	
		Dec. 25		Dec. 25	
		Jan. 1		Jan. 1	
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY
	●838	‡●840	●842	‡●844	●846

STATIONS	FIRST CLASS		
	●769	±●701	±●0701
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
Leave	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN	\$ 12.40	\$ 5.15	
PENNA.-30th ST. UL.	\$ 12.43	\$ 5.18	
ARSENAL	12.46	5.21	
FORTY-NINTH ST.	\$ 12.48		
ANGORA	12.50		
FERNWOOD-YEADON	12.52		
LANSDOWNE	12.54	\$ 5.28	
GLADSTONE	12.56		
CLIFTON-ALDAN	12.58		
PRIMOS	1.00		
SECANE	1.02		
MORTON-RUTLEDGE	1.04	\$ 5.36	
SWARTHMORE	1.06	\$ 5.38	
WALLINGFORD	1.08		
MOYLAN-ROSE VALLEY	1.10		
MEDIA	1.15	\$ 5.45	\$ 5.46
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTOWN			
OAKBOURNE			\$ 6.10
WEST CHESTER			
	<b>MU</b>	<b>MU</b>	<b>MU</b>
		Will Not Run	Will Not Run
		Nov. 28	Nov. 28
		Dec. 25	Dec. 25
		Jan. 1	Jan. 1
Arrive	A. M.	A. M.	A. M.
	<b>769</b>	<b>701</b>	<b>0701</b>

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	770	700	702
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
Arrive	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN	\$ 1.55	\$ 6.40	\$ 7.20
PENNA.-30th ST. UL.	\$ 1.52	\$ 6.37	\$ 7.17
ARSENAL	1.49	6.34	7.14
FORTY-NINTH ST.	\$ 1.44	\$ 6.29	\$ 7.09
ANGORA	1.42	6.27	7.07
FERNWOOD-YEADON	1.40	6.25	7.05
LANSDOWNE	1.38	6.23	7.03
GLADSTONE	1.36	6.21	7.01
CLIFTON-ALDAN	1.34	6.19	6.59
PRIMOS	1.32	6.17	6.57
SECANE	1.30	6.15	6.55
MORTON-RUTLEDGE	1.28	6.13	6.53
SWARTHMORE	1.26	6.11	6.51
WALLINGFORD	1.24	6.09	6.49
MOYLAN-ROSE VALLEY	1.22	6.07	6.47
MEDIA	1.20	6.05	6.45
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTOWN			
OAKBOURNE			
WEST CHESTER			
	<b>MU</b>	<b>MU</b>	<b>MU</b>
		Will Not Run	Will Not Run
		Nov. 28	Nov. 28
		Dec. 25	Dec. 25
		Jan. 1	Jan. 1
Leave	A. M.	A. M.	A. M.
	<b>770</b>	<b>700</b>	<b>702</b>

STATIONS	FIRST CLASS				
	●703	●0703	±●705	●0705	±●0707
	DAILY EX. SAT.	DAILY EX. SAT.	DAILY EX. SUN.	SATURDAY ONLY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA					
SUBURBAN	\$ 6.34		\$ 7.00		\$ 7.50
PENNA.-30th ST. UL.	\$ 6.37		\$ 7.03		\$ 7.53
ARSENAL	6.40		7.06		7.56
FORTY-NINTH ST.	\$ 6.42		\$ 7.08		\$ 7.57
ANGORA	6.44		7.10		7.59
FERNWOOD-YEADON	6.46		7.12		8.01
LANSDOWNE	6.48		7.14		8.03
GLADSTONE	6.50		7.16		8.06
CLIFTON-ALDAN	6.52		7.18		8.07
PRIMOS	6.54		7.20		8.09
SECANE	6.56		7.22		8.11
MORTON-RUTLEDGE	6.58		7.24		8.13
SWARTHMORE	7.00		7.26		8.15
WALLINGFORD	7.02		7.28		8.17
MOYLAN-ROSE VALLEY	7.04		7.30		8.19
MEDIA	7.09	\$ 7.16	7.33	\$ 7.34	8.21
ELWYN					
WILLIAMSON SCHOOL					
GLEN RIDDLE					
LENNI					
WAWA					
DARLINGTON					
GLEN MILLS					
LOCKSLEY					
CHEYNEY					
WESTOWN					
OAKBOURNE					
WEST CHESTER					
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
			Will Not Run		Will Not Run
			Nov. 28		Nov. 28
			Dec. 25		Dec. 25
			Jan. 1		Jan. 1
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.
	<b>703</b>	<b>0703</b>	<b>705</b>	<b>0705</b>	<b>707</b>

## NORTHWARD

STATIONS	FIRST CLASS				
	704	0706	706	780	708
	DAILY EX. SAT.	DAILY EX. SAT.	DAILY EX. SUN.	SATURDAY ONLY	DAILY EX. SUN.
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA					
SUBURBAN	\$ 7.38		\$ 7.50	\$ 7.51	\$ 8.10
PENNA.-30th ST. UL.	\$ 7.35		\$ 7.47	\$ 7.48	\$ 8.07
ARSENAL	7.32		7.44	7.45	8.04
FORTY-NINTH ST.	\$ 7.27		\$ 7.40	\$ 7.40	\$ 7.58
ANGORA	7.25		7.38	7.38	7.56
FERNWOOD-YEADON	7.23		7.37	7.36	7.55
LANSDOWNE	7.21		7.34	7.34	7.54
GLADSTONE	7.19		7.32	7.32	7.53
CLIFTON-ALDAN	7.17		7.30	7.30	7.52
PRIMOS	7.15		7.28	7.28	7.51
SECANE	7.13		7.26	7.26	7.50
MORTON-RUTLEDGE	7.11		7.24	7.24	7.49
SWARTHMORE	7.09		7.22	7.22	7.48
WALLINGFORD	7.07		7.20	7.20	7.47
MOYLAN-ROSE VALLEY	7.05		7.18	7.18	7.46
MEDIA	7.03	\$ 7.15	7.18	7.18	7.45
ELWYN					
WILLIAMSON SCHOOL					
GLEN RIDDLE					
LENNI					
WAWA					
DARLINGTON					
GLEN MILLS					
LOCKSLEY					
CHEYNEY					
WESTOWN					
OAKBOURNE					
WEST CHESTER					
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
			Will Not Run		Will Not Run
			Nov. 28		Nov. 28
			Dec. 25		Dec. 25
			Jan. 1		Jan. 1
Leave	A. M.	A. M.	A. M.	A. M.	A. M.
	<b>704</b>	<b>0706</b>	<b>706</b>	<b>780</b>	<b>708</b>

STATIONS	FIRST CLASS		
	±0707	●781	●0781
	DAILY EX. SAT. & SUN.	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN		\$ 8.05	
PENNA.-30th ST. UL.		\$ 8.08	
ARSENAL		\$ 8.11	
FORTY-NINTH ST.		\$ 8.13	
ANGORA		\$ 8.15	
FERNWOOD-YEADON		\$ 8.17	
LANDSOWNE		\$ 8.19	
GLADSTONE		\$ 8.21	
CLIFTON-ALDAN		\$ 8.23	
PRIMOS		\$ 8.25	
SECANE		\$ 8.27	
MORTON-RUTLEDGE		\$ 8.29	
SWARTHMORE		\$ 8.31	
WALLINGFORD		\$ 8.33	
MOYLAN-ROSE VALLEY		\$ 8.35	
MEDIA	\$ 8.22	\$ 8.40	\$ 8.41
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE	F 8.26		F 8.46
LENNI	F 8.28		F 8.48
WAWA			F 8.50
DARLINGTON			F 8.52
GLEN MILLS	F 8.33		F 8.54
LOCKSLEY			
CHEYNEY	F 8.36		F 8.57
WESTTOWN	F 8.39		
OAKBOURNE			F 9.02
WEST CHESTER	\$ 8.45		\$ 9.10
	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Run Sun. and Nov. 28 Dec. 25, Jan. 1
Arrive	A. M.	A. M.	A. M.
	0707	781	0781

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	710	712	714
	A. M.	A. M.	A. M.
Arrive	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN	\$ 8.16	\$ 8.20	\$ 8.30
PENNA.-30th ST. UL.	\$ 8.13	\$ 8.17	\$ 8.27
ARSENAL	\$ 8.10	\$ 8.14	\$ 8.24
FORTY-NINTH ST.	\$ 8.06		
ANGORA		\$ 8.10	\$ 8.17
FERNWOOD-YEADON	\$ 8.03		\$ 8.15
LANDSOWNE		\$ 8.06	\$ 8.13
GLADSTONE	\$ 7.59		\$ 8.11
CLIFTON-ALDAN		\$ 8.02	\$ 8.09
PRIMOS	\$ 7.56		\$ 8.07
SECANE		\$ 7.58	\$ 8.05
MORTON-RUTLEDGE	\$ 7.53		\$ 8.03
SWARTHMORE		\$ 7.55	\$ 8.01
WALLINGFORD	\$ 7.49		\$ 7.59
MOYLAN-ROSE VALLEY	\$ 7.47		\$ 7.57
MEDIA	\$ 7.45	\$ 7.50	\$ 7.55
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
OAKBOURNE			
WEST CHESTER			
	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
Leave	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	±0710	±0712	±0714

STATIONS	FIRST CLASS					
	±0709	±0711	●0711	●783	±0713	●785
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	SATURDAY ONLY	SATURDAY ONLY	DAILY EX. SUN.	A. M.
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA						
SUBURBAN	\$ 8.28	\$ 8.55		\$ 9.20	\$ 9.55	\$ 10.10
PENNA.-30th ST. UL.	\$ 8.31	\$ 8.58		\$ 9.23	\$ 9.58	\$ 10.13
ARSENAL	\$ 8.34	\$ 9.01		\$ 9.26	\$ 10.01	\$ 10.16
FORTY-NINTH ST.	\$ 8.36	\$ 9.03		\$ 9.28	\$ 10.03	\$ 10.18
ANGORA	\$ 8.38	\$ 9.05		\$ 9.30	\$ 10.05	\$ 10.20
FERNWOOD-YEADON	\$ 8.40	\$ 9.07		\$ 9.32	\$ 10.07	\$ 10.22
LANDSOWNE	\$ 8.42	\$ 9.09		\$ 9.34	\$ 10.09	\$ 10.24
GLADSTONE	\$ 8.44	\$ 9.11		\$ 9.36	\$ 10.11	\$ 10.26
CLIFTON-ALDAN	\$ 8.46	\$ 9.13		\$ 9.38	\$ 10.13	\$ 10.28
PRIMOS	\$ 8.48	\$ 9.15		\$ 9.40	\$ 10.15	\$ 10.30
SECANE	\$ 8.50	\$ 9.17		\$ 9.42	\$ 10.17	\$ 10.32
MORTON-RUTLEDGE	\$ 8.52	\$ 9.19		\$ 9.44	\$ 10.19	\$ 10.34
SWARTHMORE	\$ 8.54	\$ 9.21		\$ 9.46	\$ 10.21	\$ 10.36
WALLINGFORD	\$ 8.56	\$ 9.23		\$ 9.48	\$ 10.23	\$ 10.38
MOYLAN-ROSE VALLEY	\$ 8.58	\$ 9.25		\$ 9.50	\$ 10.25	\$ 10.40
MEDIA	\$ 9.03	\$ 9.30	\$ 9.31	\$ 9.55	\$ 10.30	\$ 10.45
ELWYN						
WILLIAMSON SCHOOL						
GLEN RIDDLE			F 9.37			
LENNI			F 9.39			
WAWA						
DARLINGTON						
GLEN MILLS			F 9.43			
LOCKSLEY			F 9.46			
CHEYNEY			F 9.47			
WESTTOWN			F 9.50			
OAKBOURNE						
WEST CHESTER			\$ 10.00			
	MU	MU	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1			Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sun. and Nov. 28 Dec. 25, Jan. 1
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	709	711	0711	783	713	785

## NORTHWARD

STATIONS	FIRST CLASS					
	716	0718	718	782	720	0784
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA						
SUBURBAN	\$ 8.41		\$ 8.46	\$ 8.55	\$ 9.05	
PENNA.-30th ST. UL.	\$ 8.38		\$ 8.43	\$ 8.52	\$ 9.02	
ARSENAL	\$ 8.35		\$ 8.40	\$ 8.49	\$ 8.59	
FORTY-NINTH ST.	\$ 8.30			\$ 8.44	\$ 8.54	
ANGORA	\$ 8.28			\$ 8.42	\$ 8.52	
FERNWOOD-YEADON	\$ 8.26			\$ 8.40	\$ 8.50	
LANDSOWNE	\$ 8.24		\$ 8.33	\$ 8.38	\$ 8.48	
GLADSTONE	\$ 8.22			\$ 8.35	\$ 8.46	
CLIFTON-ALDAN	\$ 8.20			\$ 8.33	\$ 8.44	
PRIMOS	\$ 8.18			\$ 8.31	\$ 8.42	
SECANE	\$ 8.16			\$ 8.29	\$ 8.40	
MORTON-RUTLEDGE			\$ 8.27	\$ 8.27	\$ 8.38	
SWARTHMORE			\$ 8.25	\$ 8.25	\$ 8.36	
WALLINGFORD			\$ 8.23	\$ 8.23	\$ 8.34	
MOYLAN-ROSE VALLEY			\$ 8.21	\$ 8.21	\$ 8.32	
MEDIA	\$ 8.08	\$ 8.18	\$ 8.19	\$ 8.19	\$ 8.30	\$ 8.54
ELWYN		F 8.13				
WILLIAMSON SCHOOL						
GLEN RIDDLE		F 8.10				F 8.43
LENNI		F 8.08				F 8.40
WAWA		F 8.06				F 8.39
DARLINGTON						F 8.36
GLEN MILLS		F 8.05				F 8.34
LOCKSLEY		F 8.02				F 8.31
CHEYNEY		F 8.00				F 8.29
WESTTOWN		F 7.58				F 8.25
OAKBOURNE		F 7.56				
WEST CHESTER		F 7.53				
	MU	MU	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sun. and Nov. 28 Dec. 25, Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT.	DAILY EX. SAT. & SUN.		DAILY EX. SUN.	SATURDAY ONLY
	±0716	●0718	±0718	●782	±0720	●0784

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	±●715 DAILY EX. SUN.	●717 DAILY	●0717 DAILY
	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN	\$ 10.25	\$ 10.55	
PENNA. 30th ST. UL.	\$ 10.28	\$ 10.58	
ARSENAL	10.31	11.01	
FORTY-NINTH ST.	\$ 10.33	\$ 11.03	
ANGORA	\$ 10.35	\$ 11.05	
FERNWOOD-YEADON	\$ 10.37	\$ 11.07	
LANDSDOWNE	\$ 10.39	\$ 11.09	
GLADSTONE	\$ 10.41	\$ 11.11	
CLIFTON-ALDAN	\$ 10.43	\$ 11.13	
PRIMOS	\$ 10.45	\$ 11.15	
SECANE	\$ 10.47	\$ 11.17	
MORTON-RUTLEDGE	\$ 10.49	\$ 11.19	
SWARTHMORE	\$ 10.51	\$ 11.21	
WALLINGFORD	\$ 10.53	\$ 11.23	
MOYLAN-ROSE VALLEY	\$ 10.55	\$ 11.25	
MEDIA	\$ 11.00	\$ 11.30	\$ 11.31
ELWYN			F 11.34
WILLIAMSON SCHOOL			F 11.36
GLEN RIDDLE			F 11.38
LENNI			F 11.40
WAWA			F 11.42
DARLINGTON			F 11.45
GLEN MILLS			F 11.48
LOCKSLEY			F 11.51
CHEYNEY			
WESTTOWN			
OAKBOURNE			\$ 12.00
WEST CHESTER			MU
	MU	MU	
	Will Not Run Nov. 28 Dec. 25 Jan. 1		
Arrive	A. M.	A. M.	NOON
	715	717	0717

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	784	0722	722
	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN	\$ 9.30		\$ 9.50
PENNA. 30th ST. UL.	\$ 9.27		\$ 9.47
ARSENAL	9.24		9.44
FORTY-NINTH ST.	\$ 9.19		RR 9.43
ANGORA	\$ 9.17		RR 9.42
FERNWOOD-YEADON	\$ 9.15		RR 9.40
LANDSDOWNE	\$ 9.13		RR 9.38
GLADSTONE	\$ 9.11		RR 9.36
CLIFTON-ALDAN	\$ 9.09		RR 9.34
PRIMOS	\$ 9.07		RR 9.32
SECANE	\$ 9.05		RR 9.30
MORTON-RUTLEDGE	\$ 9.03		RR 9.28
SWARTHMORE	\$ 9.01		RR 9.26
WALLINGFORD	\$ 8.59		RR 9.24
MOYLAN-ROSE VALLEY	\$ 8.57		RR 9.22
MEDIA	\$ 8.55	\$ 9.19	RR 9.20
ELWYN			
WILLIAMSON SCHOOL		F 9.09	
GLEN RIDDLE		F 9.07	
LENNI			
WAWA		F 9.04	
DARLINGTON			
GLEN MILLS		F 9.03	
LOCKSLEY		F 9.00	
CHEYNEY		F 8.58	
WESTTOWN		F 8.55	
OAKBOURNE			
WEST CHESTER		\$ 8.50	
	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN. ±●784	DAILY EX. SAT. & SUN. ●0722	DAILY EX. SAT. ●722

## SOUTHWARD

	FIRST CLASS				
	●721 DAILY	±●723 DAILY EX. SAT. & SUN.	●787 SATURDAY ONLY	●0787 SATURDAY ONLY	●725 DAILY
	A. M.	P. M.	P. M.	P. M.	P. M.
	\$ 11.55	\$ 12.25	\$ 12.35		\$ 12.55
	\$ 11.58	\$ 12.28	\$ 12.38		\$ 12.58
	12.01	12.31	12.41		1.01
	\$ 12.03	\$ 12.33	\$ 12.43		\$ 1.03
	\$ 12.05	\$ 12.35	\$ 12.45		\$ 1.05
	\$ 12.07	\$ 12.37	\$ 12.47		\$ 1.07
	\$ 12.09	\$ 12.39	\$ 12.49		\$ 1.09
	\$ 12.11	\$ 12.41	\$ 12.51		\$ 1.11
	\$ 12.13	\$ 12.43	\$ 12.53		\$ 1.13
	\$ 12.15	\$ 12.45	\$ 12.55		\$ 1.15
	\$ 12.17	\$ 12.47	\$ 12.57		\$ 1.17
	\$ 12.19	\$ 12.49	\$ 12.59		\$ 1.19
	\$ 12.21	\$ 12.51	\$ 1.01		\$ 1.21
	\$ 12.23	\$ 12.53	\$ 1.03		\$ 1.23
	\$ 12.25	\$ 12.55	\$ 1.05		\$ 1.25
	\$ 12.30	\$ 1.00	\$ 1.10	\$ 1.11	\$ 1.30
	MU	MU	MU	MU	MU
		Will Not Run Nov. 28 Dec. 25 Jan. 1			
	P. M.	P. M.	P. M.	P. M.	P. M.
	721	723	787	0787	725

## NORTHWARD

	FIRST CLASS					
	724	786	726	728	0730	730
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 10.15	\$ 10.40	\$ 10.50	\$ 11.15		\$ 11.45
	\$ 10.12	\$ 10.37	\$ 10.47	\$ 11.12		\$ 11.42
	10.10	10.34	10.44	11.10		11.40
	\$ 10.09	\$ 10.29	\$ 10.39	\$ 11.09		\$ 11.39
	\$ 10.07	\$ 10.27	\$ 10.37	\$ 11.07		\$ 11.37
	\$ 10.05	\$ 10.25	\$ 10.35	\$ 11.05		\$ 11.35
	\$ 10.03	\$ 10.23	\$ 10.33	\$ 11.03		\$ 11.33
	\$ 10.01	\$ 10.21	\$ 10.31	\$ 11.01		\$ 11.31
	\$ 9.59	\$ 10.19	\$ 10.29	\$ 10.59		\$ 11.29
	\$ 9.57	\$ 10.17	\$ 10.27	\$ 10.57		\$ 11.27
	\$ 9.55	\$ 10.15	\$ 10.25	\$ 10.55		\$ 11.25
	\$ 9.53	\$ 10.13	\$ 10.23	\$ 10.53		\$ 11.23
	\$ 9.51	\$ 10.11	\$ 10.21	\$ 10.51		\$ 11.21
	\$ 9.49	\$ 10.09	\$ 10.19	\$ 10.49		\$ 11.19
	\$ 9.47	\$ 10.07	\$ 10.17	\$ 10.47		\$ 11.17
	\$ 9.45	\$ 10.05	\$ 10.15	\$ 10.45	\$ 11.14	\$ 11.15
					F 11.08	
					F 11.04	
					F 11.02	
					F 11.00	
					F 10.59	
					F 10.56	
					F 10.54	
					F 10.53	
					F 10.50	
					\$ 10.45	
	MU	MU	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN. ±●724	SATURDAY ONLY ●786	DAILY EX. SAT. & SUN. ±●726	DAILY EX. SUN. ±●728	●0730	DAILY ●730

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	●0725	±0727	±0729
	DAILY P. M.	DAILY EX. SAT. & SUN. P. M.	DAILY EX. SUN. P. M.
PHILADELPHIA			
SUBURBAN	\$ 1 25	\$ 1 28	\$ 1 55
PENNA. 30th ST. UL	\$ 1 28	\$ 1 31	\$ 1 58
ARSENAL	\$ 1 31	\$ 2 01	\$ 2 01
FORTY-NINTH ST.	\$ 1 33	\$ 2 03	\$ 2 03
ANGORA	\$ 1 35	\$ 2 05	\$ 2 05
FERNWOOD-YEADON	\$ 1 37	\$ 2 07	\$ 2 07
LANSDOWNE	\$ 1 39	\$ 2 09	\$ 2 09
GLADSTONE	\$ 1 41	\$ 2 11	\$ 2 11
CLIFTON-ALDAN	\$ 1 43	\$ 2 13	\$ 2 13
PRIMOS	\$ 1 45	\$ 2 15	\$ 2 15
SECANE	\$ 1 47	\$ 2 17	\$ 2 17
MORTON-RUTLEDGE	\$ 1 49	\$ 2 19	\$ 2 19
SWARTHMORE	\$ 1 51	\$ 2 21	\$ 2 21
WALLINGFORD	\$ 1 53	\$ 2 23	\$ 2 23
MOYLAN-ROSE VALLEY	\$ 1 55	\$ 2 25	\$ 2 25
MEDIA	\$ 1 31	\$ 2 00	\$ 2 30
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE	F 1 35		
LENNI			
WAWA	F 1 38		
DARLINGTON	F 1 40		
GLEN MILLS	F 1 43		
LOCKSLEY			
CHEYNEY	F 1 46		
WESTTOWN	F 1 49		
OAKBOURNE	\$ 2 00		
WEST CHESTER			
	MU	MU	MU
	Will Run Sun. and Nov. 28 Dec. 25, Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
Arrive	P. M.	P. M.	P. M.
	0725	727	729

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	732	0736	736
	DAILY P. M.	DAILY P. M.	DAILY P. M.
PHILADELPHIA			
SUBURBAN	\$ 12 20		\$ 1 20
PENNA. 30th ST. UL	\$ 12 17		\$ 1 17
ARSENAL	\$ 12 14		\$ 1 14
FORTY-NINTH ST.	\$ 12 09		\$ 1 09
ANGORA	\$ 12 07		\$ 1 07
FERNWOOD-YEADON	\$ 12 05		\$ 1 05
LANSDOWNE	\$ 12 03		\$ 1 03
GLADSTONE	\$ 12 01		\$ 1 01
CLIFTON-ALDAN	\$ 11 59		\$ 12 59
PRIMOS	\$ 11 57		\$ 12 57
SECANE	\$ 11 55		\$ 12 55
MORTON-RUTLEDGE	\$ 11 53		\$ 12 53
SWARTHMORE	\$ 11 51		\$ 12 51
WALLINGFORD	\$ 11 49		\$ 12 49
MOYLAN-ROSE VALLEY	\$ 11 47		\$ 12 47
MEDIA	\$ 11 45	\$ 12 44	\$ 12 45
ELWYN		F 12 38	
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI		F 12 33	
WAWA			
DARLINGTON		F 12 30	
GLEN MILLS		F 12 27	
LOCKSLEY		F 12 25	
CHEYNEY		F 12 22	
WESTTOWN			
OAKBOURNE		F 12 19	
WEST CHESTER		S 12 15	
	MU	MU	MU
		Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1	
Leave	A. M.	P. M.	P. M.
	DAILY ●732	●0736	DAILY ●736

## SOUTHWARD

STATIONS	FIRST CLASS					
	●731	±0733	±0733	●735	●0735	±0737
	DAILY EX. SAT. P. M.	DAILY EX. SUN. P. M.	DAILY EX. SUN. P. M.	DAILY P. M.	DAILY P. M.	DAILY EX SAT. & SUN P. M.
PHILADELPHIA						
SUBURBAN	\$ 2 25	\$ 2 55		\$ 3 25		\$ 3 55
PENNA. 30th ST. UL	\$ 2 28	\$ 2 58		\$ 3 28		\$ 3 58
ARSENAL	\$ 2 31	\$ 3 01		\$ 3 31		\$ 4 01
FORTY-NINTH ST.	\$ 2 33	\$ 3 03		\$ 3 33		\$ 4 03
ANGORA	\$ 2 35	\$ 3 05		\$ 3 35		\$ 4 05
FERNWOOD-YEADON	\$ 2 37	\$ 3 07		\$ 3 37		\$ 4 07
LANSDOWNE	\$ 2 39	\$ 3 09		\$ 3 39		\$ 4 09
GLADSTONE	\$ 2 41	\$ 3 11		\$ 3 41		\$ 4 11
CLIFTON-ALDAN	\$ 2 43	\$ 3 13		\$ 3 43		\$ 4 13
PRIMOS	\$ 2 45	\$ 3 15		\$ 3 45		\$ 4 15
SECANE	\$ 2 47	\$ 3 17		\$ 3 47		\$ 4 17
MORTON-RUTLEDGE	\$ 2 49	\$ 3 19		\$ 3 49		\$ 4 19
SWARTHMORE	\$ 2 51	\$ 3 21		\$ 3 51		\$ 4 21
WALLINGFORD	\$ 2 53	\$ 3 23		\$ 3 53		\$ 4 23
MOYLAN-ROSE VALLEY	\$ 2 55	\$ 3 25		\$ 3 55		\$ 4 25
MEDIA	\$ 3 00	\$ 3 30	\$ 3 31	\$ 4 00	\$ 4 01	\$ 4 30
ELWYN			\$ 3 35			
WILLIAMSON SCHOOL			\$ 3 37			
GLEN RIDDLE			\$ 3 39		F 4 05	
LENNI			\$ 3 41		F 4 07	
WAWA					F 4 09	
DARLINGTON			\$ 3 43		F 4 11	
GLEN MILLS			\$ 3 45		F 4 14	
LOCKSLEY			\$ 3 47		F 4 17	
CHEYNEY			\$ 3 50		F 4 20	
WESTTOWN			\$ 3 53			
OAKBOURNE			\$ 3 56			
WEST CHESTER			\$ 4 00		\$ 4 30	
	MU	MU	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Run Sun. and Nov. 28 Dec. 25, Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	731	733	0733	735	0735	737

## NORTHWARD

STATIONS	FIRST CLASS			
	0738	738	740	742
	DAILY P. M.	DAILY P. M.	DAILY P. M.	DAILY P. M.
PHILADELPHIA				
SUBURBAN	\$ 1 50	\$ 2 20	\$ 2 50	\$ 2 50
PENNA. 30th ST. UL	\$ 1 47	\$ 2 17	\$ 2 47	\$ 2 47
ARSENAL	\$ 1 44	\$ 2 14	\$ 2 44	\$ 2 44
FORTY-NINTH ST.	\$ 1 39	\$ 2 09	\$ 2 39	\$ 2 39
ANGORA	\$ 1 37	\$ 2 07	\$ 2 37	\$ 2 37
FERNWOOD-YEADON	\$ 1 35	\$ 2 05	\$ 2 35	\$ 2 35
LANSDOWNE	\$ 1 33	\$ 2 03	\$ 2 33	\$ 2 33
GLADSTONE	\$ 1 31	\$ 2 01	\$ 2 31	\$ 2 31
CLIFTON-ALDAN	\$ 1 29	\$ 1 59	\$ 2 29	\$ 2 29
PRIMOS	\$ 1 27	\$ 1 57	\$ 2 27	\$ 2 27
SECANE	\$ 1 25	\$ 1 55	\$ 2 25	\$ 2 25
MORTON-RUTLEDGE	\$ 1 23	\$ 1 53	\$ 2 23	\$ 2 23
SWARTHMORE	\$ 1 21	\$ 1 51	\$ 2 21	\$ 2 21
WALLINGFORD	\$ 1 19	\$ 1 49	\$ 2 19	\$ 2 19
MOYLAN-ROSE VALLEY	\$ 1 17	\$ 1 47	\$ 2 17	\$ 2 17
MEDIA	\$ 1 14	\$ 1 15	\$ 1 45	\$ 2 15
ELWYN				
WILLIAMSON SCHOOL				
GLEN RIDDLE				
LENNI	F 1 03			
WAWA				
DARLINGTON				
GLEN MILLS	F 12 58			
LOCKSLEY	F 12 55			
CHEYNEY				
WESTTOWN	F 12 51			
OAKBOURNE				
WEST CHESTER	\$ 12 45			
	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. ±0738	DAILY EX. SAT. & SUN. ±0738	DAILY EX. SAT. ●740	DAILY EX. SAT. & SUN. ±0742



## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	●739 DAILY EX. SAT.	●789 SATURDAY ONLY	●0789 SATURDAY ONLY
	P. M.	P. M.	P. M.
Leave			
PHILADELPHIA	\$ 4.25	\$ 4.45	
SUBURBAN	\$ 4.28	\$ 4.48	
PENNA. 30th ST. UL. ARSENAL	\$ 4.31	\$ 4.51	
FORTY-NINTH ST. ANGORA	\$ 4.33	\$ 4.53	
FERNWOOD-YEADON	\$ 4.37	\$ 4.57	
LANDSDOWNE	\$ 4.39	\$ 4.59	
GLADSTONE	\$ 4.41	\$ 5.01	
CLIFTON-ALDAN	\$ 4.43	\$ 5.03	
PRIMOS	\$ 4.45	\$ 5.05	
SECANE	\$ 4.47	\$ 5.07	
MORTON-RUTLEDGE	\$ 4.49	\$ 5.09	
SWARTHMORE	\$ 4.51	\$ 5.11	
WALLINGFORD	\$ 4.53	\$ 5.13	
MOYLAN-ROSE VALLEY MEDIA	\$ 4.55	\$ 5.15	\$ 5.21
ELWYN	\$ 5.00	\$ 5.20	\$ 5.23
WILLIAMSON SCHOOL			\$ 5.26
GLEN RIDDLE			\$ 5.28
LENNI			
WAWA			
DARLINGTON			\$ 5.31
GLEN MILLS			\$ 5.34
LOCKSLEY			\$ 5.37
CHEYNEY			\$ 5.39
WESTTOWN			\$ 5.42
OAKBOURNE			\$ 5.50
WEST CHESTER			
	MU	MU	MU
Arrive	P. M.	P. M.	P. M.
	739	789	0789

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	0744	744	0788
	P. M.	P. M.	P. M.
Arrive			
PHILADELPHIA			
SUBURBAN		\$ 3.20	
PENNA. 30th ST. UL. ARSENAL		\$ 3.17	
		\$ 3.14	
FORTY-NINTH ST. ANGORA		\$ 3.09	
FERNWOOD-YEADON		\$ 3.07	
LANDSDOWNE		\$ 3.05	
GLADSTONE		\$ 3.03	
		\$ 3.01	
CLIFTON-ALDAN		\$ 2.59	
PRIMOS		\$ 2.57	
SECANE		\$ 2.55	
MORTON-RUTLEDGE		\$ 2.53	
SWARTHMORE		\$ 2.51	
WALLINGFORD		\$ 2.49	
MOYLAN-ROSE VALLEY MEDIA	\$ 2.44	\$ 2.45	\$ 3.09
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE	F 2.32		F 2.57
LENNI			
WAWA	F 2.29		
DARLINGTON	F 2.28		F 2.54
GLEN MILLS	F 2.25		F 2.51
LOCKSLEY			
CHEYNEY	F 2.21		F 2.47
WESTTOWN			F 2.45
OAKBOURNE			
WEST CHESTER	\$ 2.15		\$ 2.40
	MU	MU	MU
		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sun. and Nov. 28 Dec. 25, Jan. 1
Leave	P. M.	P. M.	P. M.
	SATURDAY ONLY ●0744	DAILY EX. SUN. ●744	●0788

## SOUTHWARD

STATIONS	FIRST CLASS					
	±0741 DAILY EX. SAT. & SUN.	±0741 DAILY EX. SAT. & SUN.	±0743 DAILY EX. SAT. & SUN.	±0745 DAILY EX. SAT. & SUN.	±0747 DAILY EX. SUN.	±0749 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
PHILADELPHIA	\$ 4.55		\$ 5.04	\$ 5.10	\$ 5.18	\$ 5.35
SUBURBAN	\$ 4.58		\$ 5.07	\$ 5.13	\$ 5.21	\$ 5.38
PENNA. 30th ST. UL. ARSENAL	\$ 5.01		\$ 5.10	\$ 5.16	\$ 5.25	\$ 5.41
FORTY-NINTH ST. ANGORA			\$ 5.15	\$ 5.21	\$ 5.27	
FERNWOOD-YEADON	\$ 5.07		\$ 5.20	\$ 5.26	\$ 5.32	
LANDSDOWNE	\$ 5.09		\$ 5.20	\$ 5.27	\$ 5.34	\$ 5.47
GLADSTONE			\$ 5.24	\$ 5.29	\$ 5.36	
CLIFTON-ALDAN			\$ 5.24	\$ 5.31	\$ 5.38	\$ 5.50
PRIMOS	\$ 5.13		\$ 5.27	\$ 5.33	\$ 5.40	
SECANE	\$ 5.17		\$ 5.29	\$ 5.35	\$ 5.42	
MORTON-RUTLEDGE	\$ 5.19		\$ 5.31	\$ 5.37	\$ 5.44	\$ 5.54
SWARTHMORE	\$ 5.21		\$ 5.31	\$ 5.39	\$ 5.46	\$ 5.57
WALLINGFORD	\$ 5.23		\$ 5.33	\$ 5.41	\$ 5.48	\$ 5.59
MOYLAN-ROSE VALLEY MEDIA	\$ 5.28		\$ 5.35	\$ 5.43	\$ 5.50	\$ 6.01
ELWYN		\$ 5.29	\$ 5.41	\$ 5.49	\$ 5.57	\$ 6.05
WILLIAMSON SCHOOL		\$ 5.31				
GLEN RIDDLE		\$ 5.33				
LENNI		\$ 5.35				
WAWA		\$ 5.37				
DARLINGTON		\$ 5.39				
GLEN MILLS		\$ 5.41				
LOCKSLEY		\$ 5.44				
CHEYNEY		\$ 5.47				
WESTTOWN		\$ 5.48				
OAKBOURNE		\$ 5.51				
WEST CHESTER		\$ 5.54				
	\$ 5.58					
	MU	MU	MU	MU	MU	MU
Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run
Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28
Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25
Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
741	0741	743	745	747	749	

## NORTHWARD

STATIONS	FIRST CLASS					
	788	746	748	750	0752	752
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive						
PHILADELPHIA	\$ 3.45	\$ 3.50	\$ 4.20	\$ 4.50		\$ 5.20
SUBURBAN	\$ 3.42	\$ 3.47	\$ 4.17	\$ 4.47		\$ 5.17
PENNA. 30th ST. UL. ARSENAL	\$ 3.39	\$ 3.44	\$ 4.14	\$ 4.44		\$ 5.14
FORTY-NINTH ST. ANGORA	\$ 3.34	\$ 3.39	\$ 4.09	\$ 4.39		\$ 5.09
FERNWOOD-YEADON	\$ 3.32	\$ 3.37	\$ 4.07	\$ 4.37		\$ 5.07
LANDSDOWNE	\$ 3.30	\$ 3.35	\$ 4.05	\$ 4.35		\$ 5.05
GLADSTONE	\$ 3.28	\$ 3.33	\$ 4.03	\$ 4.33		\$ 5.03
	\$ 3.26	\$ 3.31	\$ 4.01	\$ 4.31		\$ 5.01
CLIFTON-ALDAN	\$ 3.24	\$ 3.29	\$ 3.59	\$ 4.29		\$ 4.59
PRIMOS	\$ 3.22	\$ 3.27	\$ 3.57	\$ 4.27		\$ 4.57
SECANE	\$ 3.20	\$ 3.25	\$ 3.55	\$ 4.25		\$ 4.55
MORTON-RUTLEDGE	\$ 3.18	\$ 3.23	\$ 3.53	\$ 4.23		\$ 4.53
SWARTHMORE	\$ 3.16	\$ 3.21	\$ 3.51	\$ 4.21		\$ 4.51
WALLINGFORD	\$ 3.14	\$ 3.19	\$ 3.49	\$ 4.19		\$ 4.49
MOYLAN-ROSE VALLEY MEDIA	\$ 3.12	\$ 3.17	\$ 3.47	\$ 4.17		\$ 4.47
ELWYN	\$ 3.10	\$ 3.15	\$ 3.45	\$ 4.15	\$ 4.44	\$ 4.45
WILLIAMSON SCHOOL						
GLEN RIDDLE					F 4.33	
LENNI					F 4.29	
WAWA					F 4.28	
DARLINGTON					F 4.25	
GLEN MILLS						
LOCKSLEY						
CHEYNEY					F 4.20	
WESTTOWN						
OAKBOURNE					\$ 4.15	
WEST CHESTER					MU	MU
	MU	MU	MU	MU	MU	MU
Will Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run		Will Not Run
Sun. and Nov. 28	Nov. 28	Nov. 28	Nov. 28	Nov. 28		Nov. 28
Dec. 25, Jan. 1	Dec. 25 Jan. 1	Dec. 25 Jan. 1	Dec. 25 Jan. 1	Dec. 25 Jan. 1		Dec. 25 Jan. 1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
●788	±0746	±0748	±0750	●0752	±0752	

STATIONS	FIRST CLASS		
	±●0749 DAILY EX. SAT. & SUN.	±●0751 DAILY EX. SUN.	±●0753 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.
Leave			
PHILADELPHIA			
SUBURBAN	\$	\$ 5.45	\$ 6.10
PENNA.-30th ST. UL.	\$	\$ 5.48	\$ 6.13
ARSENAL		\$ 5.51	\$ 6.16
FORTY-NINTH ST.	\$	\$ 5.55	\$ 6.18
ANGORA	\$	\$ 5.57	\$ 6.21
FERNWOOD-YEADON.	\$	\$ 5.59	\$ 6.23
LANDSOWNE	\$	\$ 6.01	\$ 6.25
GLADSTONE	\$	\$ 6.03	\$ 6.27
CLIFTON-ALDAN	\$	\$ 6.05	\$ 6.29
PRIMOS	\$	\$ 6.07	\$ 6.31
SECANE	\$	\$ 6.09	\$ 6.33
MORTON-RUTLEDGE.	\$	\$ 6.11	\$ 6.35
SWARTHMORE	\$	\$ 6.14	\$ 6.38
WALLINGFORD	\$	\$ 6.16	\$ 6.41
MOYLAN-ROSE VALLEY	\$	\$ 6.18	\$ 6.43
MEDIA	\$	\$ 6.25	\$ 6.49
ELWYN	\$		
WILLIAMSON SCHOOL	\$		
GLEN RIDDLE	\$		
LENNI	\$		
WAWA	\$		
DARLINGTON	\$		
GLEN MILLS	\$		
LOCKSLEY	\$		
CHEYNEY	\$		
WESTTOWN	\$		
OAKBOURNE	\$		
WEST CHESTER	\$		
	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run			
Nov. 28			
Dec. 25			
Jan. 1			
Arrive	P. M.	P. M.	P. M.
	<b>0749</b>	<b>751</b>	<b>753</b>

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	0754	754	756
	P. M.	P. M.	P. M.
Arrive			
PHILADELPHIA			
SUBURBAN	\$	\$ 5.50	\$ 6.10
PENNA.-30th ST. UL.	\$	\$ 5.47	\$ 6.07
ARSENAL		\$ 5.44	\$ 6.04
FORTY-NINTH ST.	\$	\$ 5.39	\$ 6.59
ANGORA	\$	\$ 5.37	\$ 6.57
FERNWOOD-YEADON.	\$	\$ 5.35	\$ 6.55
LANDSOWNE	\$	\$ 5.33	\$ 6.53
GLADSTONE	\$	\$ 5.31	\$ 6.51
CLIFTON-ALDAN	\$	\$ 5.29	\$ 6.49
PRIMOS	\$	\$ 5.27	\$ 6.47
SECANE	\$	\$ 5.25	\$ 6.45
MORTON-RUTLEDGE.	\$	\$ 5.23	\$ 6.43
SWARTHMORE	\$	\$ 5.21	\$ 6.41
WALLINGFORD	\$	\$ 5.19	\$ 6.39
MOYLAN-ROSE VALLEY	\$	\$ 5.17	\$ 6.37
MEDIA	\$	\$ 5.15	\$ 6.35
ELWYN	\$		
WILLIAMSON SCHOOL	\$		
GLEN RIDDLE	\$		
LENNI	\$		
WAWA	\$		
DARLINGTON	\$		
GLEN MILLS	\$		
LOCKSLEY	\$		
CHEYNEY	\$		
WESTTOWN	\$		
OAKBOURNE	\$		
WEST CHESTER	\$		
	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run			
Nov. 28			
Dec. 25			
Jan. 1			
Leave	P. M.	P. M.	P. M.
	DAILY EX. SAT.	DAILY	DAILY EX. SAT. & SUN.
	<b>0754</b>	<b>754</b>	<b>756</b>

STATIONS	FIRST CLASS					
	●755 DAILY	●0755 DAILY	±●0757 DAILY EX. SAT. & SUN.	±●0759 DAILY EX. SUN.	●761 DAILY EX. SAT.	±●0761 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
PHILADELPHIA						
SUBURBAN	\$		\$ 6.45	\$ 7.25	\$ 7.55	
PENNA.-30th ST. UL.	\$		\$ 6.48	\$ 7.28	\$ 7.58	
ARSENAL	\$		\$ 6.51	\$ 7.31	\$ 8.01	
FORTY-NINTH ST.	\$		\$ 6.53	\$ 7.33	\$ 8.03	
ANGORA	\$		\$ 6.55	\$ 7.35	\$ 8.05	
FERNWOOD-YEADON.	\$		\$ 6.57	\$ 7.37	\$ 8.07	
LANDSOWNE	\$		\$ 6.59	\$ 7.39	\$ 8.09	
GLADSTONE	\$		\$ 7.01	\$ 7.41	\$ 8.11	
CLIFTON-ALDAN	\$		\$ 7.03	\$ 7.43	\$ 8.13	
PRIMOS	\$		\$ 7.05	\$ 7.45	\$ 8.15	
SECANE	\$		\$ 7.07	\$ 7.47	\$ 8.17	
MORTON-RUTLEDGE.	\$		\$ 7.09	\$ 7.49	\$ 8.19	
SWARTHMORE	\$		\$ 7.11	\$ 7.51	\$ 8.21	
WALLINGFORD	\$		\$ 7.13	\$ 7.53	\$ 8.23	
MOYLAN-ROSE VALLEY	\$		\$ 7.15	\$ 7.55	\$ 8.25	
MEDIA	\$	\$ 7.02	\$ 7.20	\$ 8.00	\$ 8.30	\$ 8.31
ELWYN	\$	\$ 7.05				
WILLIAMSON SCHOOL	\$	\$ 7.07				
GLEN RIDDLE	\$	\$ 7.09				
LENNI	\$	\$ 7.11				\$ 8.34
WAWA	\$	\$ 7.13				\$ 8.37
DARLINGTON	\$	\$ 7.15				\$ 8.39
GLEN MILLS	\$	\$ 7.17				\$ 8.42
LOCKSLEY	\$	\$ 7.20				\$ 8.45
CHEYNEY	\$	\$ 7.23				\$ 8.48
WESTTOWN	\$	\$ 7.26				\$ 9.00
OAKBOURNE	\$	\$ 7.34				\$ 9.00
WEST CHESTER	\$	\$ 7.34				\$ 9.00
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run						
Nov. 28						
Dec. 25						
Jan. 1						
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	<b>755</b>	<b>0755</b>	<b>757</b>	<b>759</b>	<b>761</b>	<b>0761</b>

## NORTHWARD

STATIONS	FIRST CLASS					
	758	0790	790	760	0762	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive						
PHILADELPHIA						
SUBURBAN	\$		\$ 7.10	\$ 7.55		
PENNA.-30th ST. UL.	\$		\$ 7.07	\$ 7.52		
ARSENAL	\$		\$ 7.04	\$ 7.49		
FORTY-NINTH ST.	\$		\$ 6.59			
ANGORA	\$		\$ 6.57			
FERNWOOD-YEADON.	\$		\$ 6.55	\$ 7.46		
LANDSOWNE	\$		\$ 6.53	\$ 7.44		
GLADSTONE	\$		\$ 6.51	\$ 7.42		
CLIFTON-ALDAN	\$		\$ 6.49	\$ 7.39		
PRIMOS	\$		\$ 6.47	\$ 7.37		
SECANE	\$		\$ 6.45	\$ 7.35		
MORTON-RUTLEDGE.	\$		\$ 6.43	\$ 7.33		
SWARTHMORE	\$		\$ 6.41	\$ 7.31		
WALLINGFORD	\$		\$ 6.39	\$ 7.29		
MOYLAN-ROSE VALLEY	\$		\$ 6.37	\$ 7.27		
MEDIA	\$	\$ 6.34	\$ 6.35	\$ 7.25	\$ 8.14	\$ 8.07
ELWYN	\$	\$ 6.22				
WILLIAMSON SCHOOL	\$	\$ 6.20				
GLEN RIDDLE	\$	\$ 6.18				
LENNI	\$	\$ 6.25				\$ 8.04
WAWA	\$	\$ 6.23				\$ 8.02
DARLINGTON	\$	\$ 6.21				\$ 8.00
GLEN MILLS	\$	\$ 6.19				\$ 7.59
LOCKSLEY	\$	\$ 6.16				\$ 7.56
CHEYNEY	\$	\$ 6.12				\$ 7.52
WESTTOWN	\$	\$ 6.10				\$ 7.50
OAKBOURNE	\$	\$ 6.05				\$ 7.45
WEST CHESTER	\$	\$ 6.05				\$ 7.45
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
Will Not Run						
Nov. 28						
Dec. 25						
Jan. 1						
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	SATURDAY ONLY	SATURDAY ONLY	DAILY	DAILY EX. SUN.	±●0762
	<b>758</b>	<b>0790</b>	<b>790</b>	<b>760</b>	<b>0762</b>	

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	●791	●0791	●795
	SATURDAY ONLY	SATURDAY ONLY	
Leave	P. M.	P. M.	P. M.
PHILADELPHIA			
SUBURBAN	\$ 8.20		\$ 8.49
PENNA.-30th ST. UL.	\$ 8.23		\$ 8.52
ARSENAL	8.26		8.54
Forty-Ninth St.	\$ 8.28		\$ 8.56
ANGORA	8.30		8.58
FERNWOOD-YEADON	8.32		9.00
LANS'DOWNE	8.34		9.02
GLADSTONE	8.36		9.03
CLIFTON-ALDAN	8.38		9.05
PRIMOS	8.40		9.07
SECANE	8.42		9.09
MORTON-RUTLEDGE	8.44		9.11
SWARTHMORE	8.46		9.13
WALLINGFORD	8.48		9.15
MOYLAN-ROSE VALLEY	8.50		9.17
MEDIA	8.55	\$ 8.56	9.19
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON		F 9.03	
GLEN MILLS			
LOCKSLEY			
CHEYNEY		F 9.08	
WESTTOWN		F 9.11	
OAKBOURNE			
WEST CHESTER		\$ 9.25	
	MU	MU	MU
			Will Run Sun. and Nov. 28 Dec. 25, Jan. 1
Arrive	P. M.	P. M.	P. M.
	791	0791	795

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	762	0764	764
	P. M.	P. M.	P. M.
Arrive	P. M.	P. M.	P. M.
PHILADELPHIA			
SUBURBAN	\$ 8.50		\$ 9.45
PENNA.-30th ST. UL.	\$ 8.47		\$ 9.42
ARSENAL	8.44		9.40
Forty-Ninth St.	\$ 8.39		\$ 9.39
ANGORA	8.37		9.37
FERNWOOD-YEADON	8.35		9.35
LANS'DOWNE	8.33		9.33
GLADSTONE	8.31		9.31
CLIFTON-ALDAN	8.29		9.29
PRIMOS	8.27		9.27
SECANE	8.25		9.25
MORTON-RUTLEDGE	8.23		9.23
SWARTHMORE	8.21		9.21
WALLINGFORD	8.19		9.19
MOYLAN-ROSE VALLEY	8.17		9.17
MEDIA	8.15	\$ 9.14	9.15
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE		F 9.01	
LENNI			
WAWA		F 8.58	
DARLINGTON			
GLEN MILLS		F 8.55	
LOCKSLEY			
CHEYNEY			
WESTTOWN		F 8.50	
OAKBOURNE			
WEST CHESTER		\$ 8.45	
	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sun. and Nov. 28 Dec. 25, Jan. 1	
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN. †●762	●0764	●764

## SOUTHWARD

STATIONS	FIRST CLASS				
	●0795	†●763	●765	●0765	●767
	DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA					
SUBURBAN	\$ 8.55	\$ 9.55			\$ 11.20
PENNA.-30th ST. UL.	\$ 8.58	\$ 9.58			\$ 11.23
ARSENAL	9.01	10.01			11.26
Forty-Ninth St.	\$ 9.03	\$ 10.03			\$ 11.27
ANGORA	\$ 9.05	\$ 10.05			\$ 11.29
FERNWOOD-YEADON	\$ 9.07	\$ 10.07			\$ 11.31
LANS'DOWNE	\$ 9.09	\$ 10.09			\$ 11.33
GLADSTONE	\$ 9.11	\$ 10.11			\$ 11.34
CLIFTON-ALDAN	\$ 9.13	\$ 10.13			\$ 11.36
PRIMOS	\$ 9.15	\$ 10.15			\$ 11.38
SECANE	\$ 9.17	\$ 10.17			\$ 11.40
MORTON-RUTLEDGE	\$ 9.19	\$ 10.19			\$ 11.42
SWARTHMORE	\$ 9.21	\$ 10.21			\$ 11.44
WALLINGFORD	\$ 9.23	\$ 10.23			\$ 11.46
MOYLAN-ROSE VALLEY	\$ 9.25	\$ 10.25			\$ 11.48
MEDIA	\$ 9.30	\$ 10.30			\$ 11.50
ELWYN	F 9.20				
WILLIAMSON SCHOOL	F 9.22				
GLEN RIDDLE					
LENNI	F 9.25				
WAWA	F 9.27				
DARLINGTON					
GLEN MILLS	F 9.30				
LOCKSLEY	F 9.33				
CHEYNEY					
WESTTOWN	F 9.36				
OAKBOURNE					
WEST CHESTER	F 9.41				
	S 9.50				
	MU	MU	MU	MU	MU
	Will Run Sun. and Nov. 28 Dec. 25, Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1			
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.
	0795	763	765	0765	767

## NORTHWARD

STATIONS	FIRST CLASS					
	0766	766	0792	792	0768	768
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
PHILADELPHIA						
SUBURBAN	\$ 10.50			\$ 11.05		\$ 12.30
PENNA.-30th ST. UL.	\$ 10.47			\$ 11.02		\$ 12.27
ARSENAL	10.44			11.00		12.25
Forty-Ninth St.	\$ 10.39			\$ 10.59		\$ 12.23
ANGORA	\$ 10.37			\$ 10.57		\$ 12.21
FERNWOOD-YEADON	\$ 10.35			\$ 10.55		\$ 12.19
LANS'DOWNE	\$ 10.33			\$ 10.53		\$ 12.17
GLADSTONE	\$ 10.31			\$ 10.51		\$ 12.15
CLIFTON-ALDAN	\$ 10.29			\$ 10.49		\$ 12.13
PRIMOS	\$ 10.27			\$ 10.47		\$ 12.11
SECANE	\$ 10.25			\$ 10.45		\$ 12.09
MORTON-RUTLEDGE	\$ 10.23			\$ 10.43		\$ 12.07
SWARTHMORE	\$ 10.21			\$ 10.41		\$ 12.05
WALLINGFORD	\$ 10.19			\$ 10.39		\$ 12.03
MOYLAN-ROSE VALLEY	\$ 10.17			\$ 10.37		\$ 12.01
MEDIA	\$ 10.14	\$ 10.15		\$ 10.35	\$ 11.58	\$ 11.59
ELWYN	F 10.10			\$ 10.35	F 11.54	
WILLIAMSON SCHOOL	F 10.08			\$ 10.35	F 11.52	
GLEN RIDDLE						
LENNI	F 10.06				F 11.50	
WAWA	F 10.04				F 11.48	
DARLINGTON	F 10.02				F 11.46	
GLEN MILLS						
LOCKSLEY	F 10.01				F 11.45	
CHEYNEY	F 9.58				F 11.42	
WESTTOWN	F 9.56				F 11.40	
OAKBOURNE	F 9.53				F 11.37	
WEST CHESTER	F 9.51				F 11.35	
	F 9.49				F 11.33	
	S 9.45				S 11.29	
	MU	MU	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1	Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1	Will Run Sat., Sun. Nov. 28 Dec. 25, Jan. 1		
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. †●0766	DAILY EX. SAT. ●766	●0792	●792	●0768	●768

STATIONS	FIRST CLASS		
	‡●653	‡●655	‡657
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
Leave	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN	\$ 8.25	\$ 9.25	\$ 10.30
PENNA.-30th ST. UL.	\$ 8.28	\$ 9.28	\$ 10.33
FIFTY-SECOND ST.	8.34	9.34	10.39
WYNNEFIELD AVE.	\$ 8.36	\$ 9.36	\$ 10.41
BALA	\$ 8.38	\$ 9.38	\$ 10.43
CYNWYD	\$ 8.40	\$ 9.40	\$ 10.45
BARMOUTH	F 8.42	F 9.42	F 10.47
MANAYUNK	\$ 8.45	\$ 9.45	\$ 10.50
SHAWMONT			
MIQUON			
SPRING MILL			
CONSHOHOCKEN			
ERNEST			
NORRIS			
NORRISTOWN			
HAWS AVE.			
	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
Arrive	A. M.	A. M.	A. M.
	653	655	657

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS		
	650	652	654
	A. M.	A. M.	A. M.
Arrive			
PHILADELPHIA			
SUBURBAN	\$ 7.20	\$ 8.16	\$ 8.45
PENNA.-30th ST. UL.	\$ 7.17	\$ 8.13	\$ 8.42
FIFTY-SECOND ST.	7.08	8.08	8.37
WYNNEFIELD AVE.	\$ 7.06	\$ 8.03	\$ 8.34
BALA	\$ 7.04	\$ 8.00	\$ 8.31
CYNWYD	\$ 7.02	\$ 7.57	\$ 8.28
BARMOUTH	\$ 7.00	\$ 7.54	\$ 8.25
MANAYUNK	\$ 6.58	\$ 7.52	\$ 8.22
SHAWMONT		F 7.50	F 8.20
MIQUON		F 7.48	F 8.18
SPRING MILL	F 6.54	F 7.46	F 8.16
CONSHOHOCKEN	\$ 6.52	\$ 7.44	\$ 8.14
ERNEST			
NORRIS	6.48	7.38	8.08
NORRISTOWN	\$ 6.47	\$ 7.36	\$ 8.07
HAWS AVE.	\$ 6.45	\$ 7.34	\$ 8.05
	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
Leave	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	‡●650	‡●652	‡●654

	FIRST CLASS				
	‡●659	●671	‡●661	‡●663	‡●665
	DAILY EX. SAT. & SUN.	SATURDAY ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	A. M.	P. M.	P. M.	P. M.	P. M.
	\$ 11.57	\$ 1.19	\$ 1.25	\$ 2.50	\$ 4.43
	\$ 12.00	\$ 1.22	\$ 1.28	\$ 2.53	\$ 4.46
	12.08	1.28	1.34	2.59	4.52
	\$ 12.08	\$ 1.30	\$ 1.36	\$ 3.01	\$ 4.54
	\$ 12.10	\$ 1.32	\$ 1.38	\$ 3.03	\$ 4.57
	\$ 12.12	\$ 1.34	\$ 1.40	\$ 3.05	\$ 5.00
	F 12.14	F 1.36	F 1.42	F 3.07	F 5.02
	\$ 12.17	\$ 1.38	\$ 1.45	\$ 3.10	\$ 5.04
		F 1.44			F 5.08
		\$ 1.46			\$ 5.10
		1.52			5.18
		\$ 1.54			\$ 5.20
		\$ 1.57			\$ 5.23
	MU	MU	MU	MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	659	671	661	663	665

## EASTWARD

	FIRST CLASS				
	656	658		660	662
	A. M.	A. M.		A. M.	P. M.
	\$ 9.20	\$ 10.23		\$ 11.30	\$ 1.01
	\$ 9.17	\$ 10.20		\$ 11.27	\$ 12.58
	9.10	10.13		11.20	12.50
	\$ 9.08	\$ 10.11		\$ 11.18	\$ 12.48
	\$ 9.06	\$ 10.09		\$ 11.16	\$ 12.46
	\$ 9.04	\$ 10.07		\$ 11.14	\$ 12.44
	F 9.02	F 10.05		F 11.12	F 12.42
	\$ 9.00	\$ 10.03		\$ 11.10	\$ 12.40
				No Baggage Service Saturday	
	MU	MU		MU	MU
	Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1		Will Not Run Nov. 28 Dec. 25 Jan. 1	Will Not Run Nov. 28 Dec. 25 Jan. 1
	A. M.	A. M.		A. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.		DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	‡●656	‡●658		‡660	‡●662



STATIONS	FIRST CLASS			
	645			
	DAILY			
Leave	P. M.			
HARRISBURG	\$ 10.45			
LEMOYNE	10.50			
CAMP	10.53			
MECHANICSBURG				
CARLISLE	\$ 11.19			
SPRING	11.37			
NEWVILLE				
SHIPPENSBURG				
PENNROAD	11.59			
WOOD	12.12			
CHAMBERSBURG	F 12.14			
GREENCASTLE	F 12.31			
TOWN	12.48			
HAGERSTOWN	\$ 12.65			
Arrive	A. M.			
	645			

## HAGERSTOWN TO HARRISBURG—NORTHWARD

STATIONS	FIRST CLASS			
	638			
	A. M.			
Arrive	A. M.			
HARRISBURG	\$ 4.25			
LEMOYNE	4.20			
CAMP	4.15			
MECHANICSBURG				
CARLISLE	\$ 3.47			
SPRING	3.29			
NEWVILLE				
SHIPPENSBURG				
PENNROAD	3.07			
WOOD	2.54			
CHAMBERSBURG	F 2.52			
GREENCASTLE	F 2.37			
TOWN	2.22			
HAGERSTOWN	\$ 2.20			
Leave	A. M.			
	DAILY			
	638			

## PASSENGER HIGHWAY BUS SERVICE—TRIPS

BETWEEN LANCASTER AND YORK		BETWEEN YORK AND LANCASTER	
STATIONS	STATIONS	STATIONS	STATIONS
0553 Daily	0559 Daily	0552	0558
A. M.	Daily	A. M.	P. M.
10.45	8.00	8.00	12.40
2.30	8.22	7.38	12.25
2.45	8.27	7.33	12.18
2.52	8.31	7.29	12.13
2.57	8.35	7.25	12.09
3.01	8.50	7.10	12.05
3.05		A. M.	11.50
3.20		Daily	9.10
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
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2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.
10.45	8.00	8.00	10.00
2.30	8.22	7.38	9.38
2.45	8.27	7.33	9.33
2.52	8.31	7.29	9.29
2.57	8.35	7.25	9.25
3.01	8.50	7.10	9.10
3.05		A. M.	P. M.
3.20		Daily	Daily
P. M.	P. M.	A. M.	P. M.

## TICKET OFFICES OPEN FOR SALE OF TICKETS

### MAIN LINE

Station	Monday to Friday	Saturday	Sunday
Suburban	6.00 AM to 1.00 AM	6.00 AM to 1.00 AM	6.00 AM to 1.00 AM
Penna.-30th St.	All Trains	All Trains	All Trains
North Phila.	All Trains	All Trains	All Trains
Frankford Jct.* (See Note)	3.45 PM to 5.15 PM	Closed	Closed
52nd Street*	6.00 AM to 9.10 AM	Closed	Closed
Overbrook*	7.05 AM to 4.05 PM	Closed	Closed
Merion*	7.00 AM to 11.59 AM; 12.30 PM to 3.30 PM	Closed	Closed
Narberth*	6.50 AM to 12.15 PM; 1.30 PM to 3.50 PM	Closed	Closed
Wynnewood*	7.00 AM to 11.45 AM; 1.00 PM to 4.00 PM	Closed	Closed
Ardmore*	7.00 AM to 5.15 PM	8.00 AM to 12 Noon; 1.00 PM to 4.30 PM	Closed
Haverford*	6.50 AM to 11.59 AM; 1.00 PM to 3.45 PM	Closed	Closed
Bryn Mawr	7.00 AM to 7.45 PM	7.00 AM to 7.45 PM	8.00 AM to 12 Noon; 1.00 PM to 5.00 PM
Rosemont*	7.10 AM to 10.55 AM	Closed	Closed
Villanova*	6.30 AM to 12.15 PM; 1.30 PM to 3.45 PM	Closed	Closed
Radnor*	6.50 AM to 11.55 AM; 1.15 PM to 3.50 PM	Closed	Closed
St. Davids*	6.30 AM to 12.35 PM; 2.10 PM to 4.05 PM	Closed	Closed
Wayne*	7.00 AM to 11.50 AM; 1.00 PM to 4.00 PM	8.00 AM to 11.59 AM; 12.30 PM to 4.30 PM	Closed
Strafford*	6.30 AM to 11.30 AM; 1.10 PM to 4.00 PM	Closed	Closed
Devon*	6.30 AM to 11.35 AM; 1.05 PM to 4.00 PM	Closed	Closed
Berwyn*	6.45 AM to 11.59 AM; 12.30 PM to 3.15 PM	Closed	Closed
Paoli	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM
Malvern*	7.30 AM to 11.45 AM; 12.45 PM to 4.30 PM	Closed	Closed
Whitford*	7.00 AM to 9.00 AM	7.00 AM to 9.00 AM	Closed
Downingtown*	7.30 AM to 11.00 AM; 3.30 PM to 5.00 PM	Closed	Closed
Coatesville	6.00 AM to 6.30 PM	Closed	Closed
Parkeburg*	7.00 AM to 10.30 AM	Closed	Closed
Lancaster	5.15 AM to 10.45 PM	5.15 AM to 10.45 PM	5.15 AM to 10.45 PM
Columbia*	8.00 AM to 11.59 AM; 1.00 PM to 5.00 PM	Closed	Closed
Elizabethtown*	6.45 AM to 9.45 AM; 3.30 PM to 4.15 PM	Closed	Closed
Middletown*	8.00 AM to 10.00 PM	Closed	Closed
Harrisburg	All Trains	All Trains	All Trains
Darby*	6.20 AM to 11.45 AM; 1.45 PM to 4.55 PM	Closed	Closed

\*Closed Nov. 28, Dec. 25, Jan. 1.

NOTE—When Race Train operates will open one hour in advance of arrival time of Race Train including Saturday.

### CHESTNUT HILL BRANCH

Station	Monday to Friday	Saturday	Sunday
Queen Lane*	6.40 AM to 11.50 AM; 12.50 PM to 3.40 PM	Closed	Closed
Cheltenham Ave.*	6.30 AM to 1.00 PM; 1.30 PM to 6.00 PM	Closed	Closed
Tulpehocken*	6.50 AM to 11.55 AM; 12.45 PM to 3.40 PM	Closed	Closed
Upsal*	6.30 AM to 11.59 AM; 12.30 PM to 3.00 PM	Closed	Closed
Carpenter*	6.50 AM to 11.55 AM; 12.30 PM to 3.30 PM	Closed	Closed
Allen Lane*	6.50 AM to 11.50 AM; 12.30 PM to 3.30 PM	Closed	Closed
St. Martins*	6.45 AM to 11.50 AM; 12.45 PM to 3.40 PM	Closed	Closed
Chestnut Hill	6.20 AM to 11.30 PM	6.20 AM to 11.30 PM	6.20 AM to 11.30 PM

### WEST CHESTER BRANCH

Station	Monday to Friday	Saturday	Sunday
Angora*	7.00 AM to 10.35 AM	Closed	Closed
Fernwood-Yeadon*	7.15 AM to 9.40 AM	Closed	Closed
Lansdowne*	6.50 AM to 11.15 AM; 11.59 AM to 3.35 PM	Closed	Closed
Clifton-Aldan*	6.50 AM to 10.00 AM	Closed	Closed
Primos*	6.45 AM to 8.45 AM	Closed	Closed
Secane*	6.45 AM to 11.15 AM	Closed	Closed
Morton-Rutledge*	6.45 AM to 11.59 AM; 1.25 PM to 4.10 PM	Closed	Closed
Swarthmore*	6.45 AM to 5.10 PM	7.45 AM to 11.30 AM; 11.59 AM to 4.15 PM	Closed
Wallingford*	6.50 AM to 11.20 AM; 12.10 PM to 3.40 PM	Closed	Closed
Moylan-Rose Valley*	6.40 AM to 12.10 PM; 1.05 PM to 3.35 PM	Closed	Closed
Media*	6.40 AM to 12.10 PM; 1.10 PM to 3.40 PM	Closed	Closed
Glen Riddle*	6.30 AM to 9.45 AM	Closed	Closed
Lenni*	11.40 AM to 11.59 AM; 1.00 PM to 3.45 PM	Closed	Closed
Wawa*	6.55 AM to 11.50 AM	Closed	Closed
Glen Mills*	7.30 AM to 11.30 AM; 12.30 PM to 4.30 PM	Closed	Closed
Cheyney*	7.45 AM to 11.59 AM; 12.59 PM to 4.45 PM	Closed	Closed
West Chester	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM

### SCHUYLKILL BRANCH

Station	Monday to Friday	Saturday	Sunday
Wynnefield Av.*	7.00 AM to 11.35 AM	Closed	Closed
Bala*	7.45 AM to 10.10 AM	Closed	Closed
Cynwyd*	7.45 AM to 11.35 AM	Closed	Closed
Conshohocken*	7.00 AM to 11.30 AM	Closed	Closed
Norristown*	7.30 AM to 4.30 PM	Closed	Closed

\*Closed Nov. 28, Dec. 25, Jan. 1.

### CUMBERLAND VALLEY BRANCH

Station	Monday to Friday	Saturday	Sunday
Mechanicsburg*	8.00 AM to 11.59 AM; 1.00 PM to 5.00 PM	Closed	Closed
Carlisle*	7.00 AM to 11.59 AM; 1.00 PM to 5.00 PM	Closed	Closed
Newville*	7.00 AM to 11.59 AM; 1.00 PM to 4.00 PM	Closed	Closed
Shippensburg*	7.00 AM to 11.00 AM; 11.59 AM to 4.00 PM	Closed	Closed
Chambersburg*	8.00 AM to 11.59 AM; 1.00 PM to 5.00 PM	Closed	Closed
Hagerstown*	8.00 AM to 1.00 PM	Closed	Closed

\*Closed Nov. 28, Dec. 25, Jan. 1.

### TRAINS WAIT FOR CONNECTION AT PENNA. STA.-30th STREET

Train No.	Penna. Sta.-30th St.	Mins. Wait	Train No.	Penna. Sta.-30th St.	For Psgrs.
377	12.48 AM	3	233	12.36 AM	
769	12.43 AM				
254	6.43 AM	3	{302	6.37 AM	
274	6.50 AM	3	{900	6.34 AM	
200	7.00 AM	3	{302	6.37 AM	
909	7.35 AM	2	{700	6.37 AM	
303	7.43 AM	3	{3851	7.20 AM	
911	7.58 AM	3	{3857	7.42 AM	
			{306	7.52 AM	
202	8.00 AM	3	{805	7.53 AM	
			{706	7.47 AM	
17	8.15 AM	15	{906	7.52 AM	
			{306	7.52 AM	
258	8.25 AM	3	{131	8.09 AM	
			{652	8.13 AM	
126	11.01 AM	5	{708	8.07 AM	
605	5.25 PM	5	{604	10.50 AM	
351	5.43 PM	3	{1022	5.15 PM	
621	5.48 PM				
399	5.48 PM	See Note	219	5.40 PM	
69	5.50 PM				
357	6.53 PM	3	221	6.37 PM	
757	6.48 PM	10	26	7.10 PM	
154	7.15 PM				
359	7.33 PM	5	{155	7.13 PM	
761	7.58 PM	3	{154	7.15 PM	
			{223	7.47 PM	
363	8.23 PM	2	{159	8.11 PM	
			{137	8.18 PM	
365	8.53 PM	3	{225	8.42 PM	
			{199	8.43 PM	
763	8.58 PM	3	{225	8.42 PM	
			{199	8.43 PM	
51	9.00 PM	15	{16	9.35 PM	
158	9.44 PM	15	16	9.35 PM	
371	10.23 PM	2	143	10.08 PM	

NOTE—No. 69 will wait at Pennsylvania Station-30th St. for connection as directed by Movement Director.

NOTE—Conductors of trains for which connections are held must notify the superintendent transportation whether or not they have passengers for such connections.

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

### AT NORTH PHILADELPHIA

Train No.	North Phila.	Mins. Wait	Train No.	North Phila.	For Psgrs.
254	6 53 AM	3	801	6.49 AM	
800	7.11 AM	3	3851	7.10 AM	
202	8.10 AM	3	807	8.04 AM	
864	11.01 AM	3	115	10.58 AM	
832	5.38 PM	3	219	5.30 PM	
834	5.58 PM	3	153	5.50 PM	
838	6.46 PM	3	221	6.27 PM	
840	7.51 PM	3	223	7.37 PM	
842	8.46 PM	3	{225	8.32 PM	
			{199	8.33 PM	
846	11 06 PM	3	231	10.52 PM	

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

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

### AT MEDIA

All trains shown in time-table as being a connecting train at Media must wait for connection, unless otherwise instructed by the Train Dispatcher.

### EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
0701	Nields St., West Chester....	To let off passengers.
0703	Nields St., West Chester....	To let off passengers.
0718	Nields St., West Chester....	To take on passengers Saturday only.
0730	Nields St., West Chester....	To take on passengers Saturday only.
0738	Nields St., West Chester....	To take on passengers.
0754	Nields St., West Chester....	To take on passengers.
14	Paoli.....	Employees.
55	Paoli.....	Employees.
615	Thorndale Coaling Station..	Employees.
615	Malvern.....	Employees.
621	Thorndale Coaling Station..	Employees.





## ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no time-table authority

Stations	B-1 (1) A.M.	MD-117 (1) A.M.	TH-1 (1) A.M.	S-82 (1) A.M.	S-3 (2) A.M.	EC-5 (1) A.M.	YE-1 (2) A.M.	PG-1 (1) A.M.	GC-5 (1) A.M.	BL-5 (1) A.M.	ER-3 (5) A.M.	BB-1 (5) P.M.	PG-5 (1) P.M.	TP-1 (3) P.M.	P-19 (1) P.M.	PT-85 (3) P.M.	TP-3 (1) P.M.	SF-1 (5) P.M.	P-33 (3) P.M.	MD-1 (1) P.M.	
Holmes																					
Jersey		6.15								11.15					1.15	1.15					
Frankford Jet		7.15								11.40					2.45	1.50					
Zoo					8.00																
Stadium					10.00					12.25		12.01		12.30		3.35					3.45
Brill																					
Jeff																					
Overbrook																					
Paoli									11.00												
Ma																	1.30	1.30			
Nest																					
Thorn																					
Reading					3.00																
Carbon																					
Parkeburg																					
Cork																					
Cres	6.10		6.15			8.00															
Cola	6.55		6.55																		
Cly							8.45														
State																					
Harrisburg											11.25										
Day	8.10		7.55			9.15	10.00		3.00			7.00					6.30	6.35		3.15	
Enola				8.00																	
Rockville				8.30																	
Banks								10.30	4.00			11.00	12.30								
Arrive																					

## ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no time-table authority

Stations	BP-5 (1) P.M.	P-1 (3) P.M.	EC-9 (1) P.M.	S-82 (1) P.M.	N-31 (15) P.M.	BF-5 (1) P.M.	EC-3 (1) P.M.	PG-3 (1) P.M.	BF-7 (3) P.M.	NL-5 (1) P.M.	TH-3 (1) P.M.	PG-7 (1) P.M.	PG-15 (1) P.M.	HC-3 (2) P.M.	MD-101 (2) P.M.	LCL-7 (11) P.M.	PC-1 (1) P.M.	MD-13 (1) P.M.	LCL-9 (4) P.M.	ED-3 (1) P.M.	
Holmes																					
Jersey																					
Frankford Jet					4.45																
Zoo					5.00																
Stadium	2.45																				
Brill	3.45																				
Jeff																					
Overbrook																					
Paoli																					
Ma		3.00																			
Nest		4.30																			
Thorn																					
Reading																					
Carbon																					
Parkeburg																					
Cork																					
Cres																					
Cola																					
Cly																					
State																					
Harrisburg																					
Day		8.30																			
Enola				4.25		5.15	6.00														
Rockville				4.55		5.45	6.30														
Banks								6.30													
Arrive																					



## ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	EH-2 (1) A.M.	CG-8 (1) A.M.	EC-6 (1) A.M.	AA-2 (1) A.M.	CB-8 (1) A.M.	NY-6 (1) A.M.	CWP-2 (1) A.M.	BL-6 (1) A.M.	CS-8 (1) A.M.	MD-14 (1) A.M.	BF-14 (1) A.M.	MD-116 (1) A.M.	S-6 (3) A.M.	WPB-2 (1) A.M.	NW-88 (1) A.M.	MD-16 (1) A.M.	EM-2 (1) A.M.	S-81 (1) A.M.	MD-6 (1) A.M.	HPY-2 (5) A.M.	
Banks		12.30	12.45	12.45	1.30		1.45		3.00					4.00	4.15					5.00	
Rockville			12.45				2.45		4.00					6.30			5.00				7.00
Enola			1.15											7.45			7.30				9.00
Day	12.30	1.30		6.45	2.30	1.45															9.30
Harrisburg																					
State																					
Cly																					
Cola																					
Cres	2.00				4.00																
Cork																					
Parkesburg																					
Thorn																					
Carbon																					
Reading													4.00								
Nest																					
Ma		5.15		12.45		5.45			8.30								1.00				
Paoli							7.15														
Overbrook							8.15														
Jeff													10.15								
Brill												3.45									
Zoo								2.45		3.30											
Stadium							9.15														
Frankford Jct.																					
Jersey							9.45					5.30									
Holmes								3.15		4.15											

## ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	PG-10 (1) A.M.	NY-8 (1) A.M.	CE-2 (1) A.M.	P-8 (1) A.M.	TP-2 (3) A.M.	AB-6 (1) A.M.	AC-10 (1) A.M.	MD-12 (1) A.M.	PC-6 (5) A.M.	N-30 (16) A.M.	SP-8 (8) A.M.	PG-2 (1) A.M.	BL-34 (1) A.M.	S-4 (2) A.M.	PNE-2 (1) A.M.	CNY-2 (1) A.M.	CP-8 (1) A.M.	YE-2 (2) P.M.	EC-2 (1) P.M.	TH-4 (1) P.M.
Banks	7.00						9.30		9.45			10.15	11.00			11.25	11.45			
Rockville																				
Enola																				
Day	9.00	7.45		8.00		9.30	1.30			10.00			5.00			2.25	12.45		2.00	1.30
Harrisburg																				
State																				
Cly																				
Cola																				
Cres		9.30		10.15		11.10	3.30													
Cork																				
Parkesburg																				
Thorn																				
Carbon																				
Reading																				
Nest																				
Ma		1.30																		
Paoli		2.30		1.30																
Overbrook											2.30		11.30			5.35	4.45			
Jeff																				
Brill																				
Zoo								9.30												
Stadium																				
Frankford Jct.																				
Jersey																				
Holmes								10.00		11.45										
Arrive	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

## ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	Leave	W-2	BP-2	SW-10	M-20	CG-2	HW-2	BF-4	FW-3	PG-4	WPB-4	S-83	B-2	PT-84	MD-10	M-16	BNY-16	ED-4	P-34	P-14	S-14	
		(3) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(6) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(3) P.M.	(7) P.M.	(2) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(2) P.M.
Banks.....																						
Enola.....	1.40											4.45										
Rockville.....	2.00						3.00				4.45	5.15										
Day.....							3.30															
Harrisburg.....																						
State.....																						
City.....																						
Cola.....																						
Cres.....																						
Parkeburg.....																						
Thorn.....																						
Carbon.....																						
Reading.....																						
Nest.....																						
Ma.....																						
Paoli.....																						
Overbrook.....																						
Jeff.....																						
Brill.....																						
Zoo.....																						
Stadium.....																						
Frankford Jct.....																						
Jersey.....																						
Holmes.....																						
Arrive																						

## ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	Leave	SP-2	MD-18	HC-2	B-3	FJ-6	TT-2	CE-4	B-6	NE-6	M-10	ET-2	MD-100	N-28	LCL-2	CIN-2	TT-4	N-8			
		(1) P.M.	(6) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(19) P.M.	(3) P.M.	(1) P.M.	(21) P.M.	(2) P.M.	(1) P.M.	(1) P.M.	(7) P.M.	(2) P.M.	(19) P.M.	(1) P.M.	(3) P.M.	(7) P.M.		
Banks.....																					
Enola.....																					
Day.....	7.30																				
Harrisburg.....																					
State.....																					
City.....																					
Cola.....																					
Cres.....																					
Parkeburg.....																					
Thorn.....																					
Carbon.....																					
Reading.....																					
Nest.....																					
Ma.....																					
Paoli.....																					
Overbrook.....																					
Jeff.....																					
Brill.....																					
Zoo.....																					
Stadium.....																					
Frankford Jct.....																					
Jersey.....																					
Holmes.....																					
Arrive																					



**Employees Permitted to Ride on Engines, etc.**

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

Movement Directors.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors of C. and S., Assistants, C. and S. Inspectors, Foremen, Power Directors, Linemen and Maintainers in their district.

Supervisors of Track, Assistants and Foremen in their districts.

Fire Marshal.

Special Duty Enginemen.

Instructors of Firemen and Air-Brake Instructor.

Smoke Inspector.

Rules Examiners.

Supervisor of Structures and Assistant.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Other persons must hold proper transportation issued by the superintendent transportation.

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

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

**Personal Injuries**

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

**100R-2A. Medical Officers and Surgeons**

Location	Name and Address	Telephone Number
Philadelphia	§R. J. Coyne, M.D. Medical Center—Room 474 Penna. Sta.-30th St.	EVergreen 2-1000 Ext. 2655
	George E. Firth, M.D. Office: 3258 Knorr Street, Residence: 1001 Howarth Street	MAYfair 4-6122 CUMbrlind 8-1130
	Wm. J. Harrison, M.D. 6609 Lincoln Drive	Victor 4-0994
	Joseph S. Kenny, M.D. 5500 Lansdowne Avenue	TRinity 7-9235
	L. W. Stavens, M.D. 133 S. 36th Street, or Presbyterian Hospital	EVergreen 2-2211 EVergreen 2-4200
	Leopold S. Vaccaro, M.D. 1917 S. Broad Street	DEwey 4-4370
	Van M. Ellis, M.D. (oculist) John Reichel, Jr., M.D. (oculist)	PEnnypcker 5-1332
	1528 Spruce Street W. Emory Burnett, M.D. Temple University Hospital	BALdwin 3-8000 BALdwin 3-6693
	Office: 3401 N. Broad Street George Willauer, M.D. Methodist Hospital	HOward 5-1234 LOcust 7-4486
	Office: 1930 Chestnut Street	
Narberth	E. C. Town, M.D. 200 Narberth Avenue	MOhawk 4-3640
Bryn Mawr	Alan P. Parker, M.D. Office: Bryn Mawr Medical Building Residence: Radnor and Fishers Roads	LAwrence 5-2037 LAwrence 5-3123
Paoli	R. C. Hughes, M.D. Darby and Lancaster Pike	Paoli 2092
Coatesville	C. H. Stone, M.D. 380 E. Chestnut Street	0740 or 1941

Location	Name and Address	Telephone Number
Lancaster	S. G. Pontius, M.D. 320 N. Lime Street	Express 2-1023
	C. R. Farmer, M.D. 573 West Lemon Street	Express 7-6257
	J. Z. Appel, M.D. 305 N. Duke Street	Express 7-6918
	§H. K. Cooper, M.D. 24 N. Lime Street (By Appointment)	Express 4-6901
Harrisburg	§C. H. Hartley, M.D. Passenger Station	CEdar 2-4141 Ext. 327 or 328
	Carson Coover, M.D. Harrisburg Hospital	CEdar 8-5221
	N. B. Shepler, M.D. 510 N. 2nd Street	CEdar 2-2845
	D. B. Stouffer, M.D. 301 State Street Building	CEdar 3-0851
	S. B. Fluke, M.D. 1609 N. 2nd Street	CEdar 2-0537
	J. E. Romig, M.D. (oculist) 921 North 2nd Street	CEdar 6-7542
	Edwin O. Daus, M.D. 1113 N. 2nd Street	CEdar 4-6749
	Champe C. Pool, M.D. 705 N. 2nd Street	CEdar 2-1335
	William K. McBride, M.D. 1919 N. Front Street	CEdar 3-8085
	C. B. Fager, M.D. (oculist) 126 Walnut Street	CEdar 2-1924
Lee Weinstein, M.D. (oculist) 1104 N. 2nd Street	CEdar 2-7102	
West Chester	I. Pemberton P. Hollingsworth, M.D. 411 North Walnut Street	Owen 6-3188
	W. F. Beyer, M.D. 19 S. Church Street Chester County Hospital	Owen 6-3524 Owen 6-7700
Norristown and Rambo	E. S. Buyers, M.D. 1533 DeKalb Street	Broadway 5-0350
Phoenixville	J. E. Gotwals, M.D. 500 Gay Street	WELLington 2525
Reading	§Edward A. Agnew, M.D. 730 North Second Street	Reading 4-7083
	W. A. Lebkicker, M.D. 249 North Fifth Street Residence: Sinking Spring	Reading 3-2472 Sinking Spring 8229
	M. B. DeWire, M.D. 225 North Sixth Street	Reading 2-5426
Hamburg	G. F. Potteiger, M.D. 13 North Fourth Street	Hamburg 562
Pottsville	§John C. Bryson, M.D. 204 West Market Street	Market 2-7567
Carlisle	R. M. Shepler, M.D. 21 South Pitt Street	97J
Chambersburg	Robert N. Richards, M.D. Craft Press Building	COLony 4-6211 COLony 3-3419
	Lewis H. Seaton, M.D. 236 Lincoln Way East D. M. Rabhauser, M.D. 634 Lincoln Way East (By Appointment)	COLony 3-2412 COLony 4-4416

Location	Name and Address	Telephone Number
Hagerstown	E. W. Ditto, III, M.D. 217 W. Washington Street (By Appointment)	REgent 3-3361
Martinsburg	§G. F. Pugh, M.D. Public Square	4313
Lebanon	§W. Horace Means, M.D. 4 S. 4th Street	2-1912

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

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

#### 100R-3A. Location of Hospitals

Location	Name and Address	Telephone Number
Philadelphia	Hahnemann Hospital Broad above Race Streets	LOcust 4-5000
	Presbyterian Hospital 39th and Filbert Streets	EVergreen 2-4200
	University Hospital 34th and Spruce Streets	EVergreen 2-4600
	St. Agnes' Hospital Broad and Mifflin Streets	HOward 5-2500
	Methodist Episcopal Hospital Broad and Wolf Streets	HOward 5-1234
	Albert Einstein Medical Center Southern Division 1429 South 5th Street	HOward 5-1100
	Jefferson Hospital 10th and Sansom Streets	WAlnut 3-1100
	Graduate Hospital (U. of P.) 19th and Lombard Streets	PEnpkr 5-2400
	Temple University Hospital Broad and Ontario Streets	BAldwin 3-8000
	St. Luke's Hospital Thompson and Franklin Streets	FRemont 7-2100
	Episcopal Hospital Front Street and Lehigh Avenue	GARfield 6-8000
	Northeastern Hospital Allegheny Avenue and Tulip Street	GARfield 6-7000
Frankford Hospital Frankford Ave. and Wakeling St.	JEfferson 5-1170	
Wills Eye Hospital 1601 Spring Garden Street	LOcust 7-3850	
Bryn Mawr	Bryn Mawr Hospital Bryn Mawr Avenue	LAwrence 5-1800
Coatesville	Coatesville Hospital 300 Strode Avenue	0606
Lancaster	General Hospital 528 N. Lime Street	Express 3-5801
Harrisburg	Harrisburg Hospital Front and Mulberry Streets	CEdar 8-5221
	Harrisburg Polyclinic Hospital 3rd and Polyclinic Avenue	CEdar 8-7361
Chestnut Hill	Chestnut Hill Hospital 8835 Germantown Avenue	CHesthil 7-4600
West Chester	Chester County Hospital Boot Road	Owen 6-7700

Location	Name and Address	Telephone Number
Roxborough	Memorial Hospital Ridge Ave. and Rector Street	IVyridge 3-4550
Norristown	Montgomery Hospital Powell and Fornance Streets	Broadway 5-6000
Phoenixville	Phoenixville Hospital Nutt Road	WELLington 3-5821
Pottstown	Pottstown Hospital 724 North Charlotte Street	Faculy 3-5000
Reading	Community General 135 North Sixth Street	Reading 5175
	Reading Hospital Sixth Avenue and Spruce Streets, West Reading	Reading 5101
	St. Joseph's Hospital Walnut and Birch Streets	Reading 7251
Pottsville	Pottsville Hospital Mauch Chunk and Jackson Streets	Market 2-6120
Columbia	Columbia Hospital Seventh and Popular Streets	4-2141
Carlisle	Carlisle Hospital 224 Parker Street	246
Chambersburg	Chambersburg Hospital Lincoln Way East	COLony 4-5171
Hagerstown	Washington County Hospital King Street	REgent 3-3000
Martinsburg	Kings Daughters Hospital East King Street	C&P 8981
Winchester	Winchester Hospital Stewart and Cork Streets	MOhawk 2-4121
Lebanon	Good Samaritan Hospital Fourth and Walnut Streets	2-7611
Waynesboro	Waynesboro Hospital East Main Street	United 391

#### 100R-4A. First-Aid Boxes and Stretchers, Location of

##### First-Aid Boxes:

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

##### Stretchers:

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



## OPERATING RULES

### STANDARD TIME

**1001-A1.** Eastern Standard Time applies on this Region.

### TIME-TABLES

#### Letters and Characters

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

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

#### 1004-B1.

- EE**—Regular stop, Monday only, for passengers and mail.
- MU**—Multiple unit.
- P**—Regular stop to receive or discharge passengers to or from points south of Washington.
- Q**—Regular stop to receive passengers for Lancaster and beyond.
- R**—Regular stop, Saturday, Sunday, New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas days.
- T**—Regular stop to receive passengers for Lancaster, Altoona and beyond.
- TT**—Regular stop to discharge passengers and to receive passengers for Altoona and beyond.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- UL**—Upper Level—Penna. Station-30th St.
- V**—Regular stop to receive passengers for Lancaster and points west of Harrisburg.
- VV**—Regular stop to discharge passengers and to receive passengers for points west of Harrisburg.
- W**—Stop only on notice to conductor to discharge passengers from points west of Pittsburgh.
- X**—Regular stop to receive passengers for Lewistown and beyond.
- Y**—Regular stop to receive passengers for Pittsburgh and beyond.
- YY**—Regular stop to discharge passengers and to receive passengers for Pittsburgh and beyond.

### ENGINE WHISTLE SIGNALS

**1014(dc)-A1.** Rule 14(dc) (- - - - o o) will apply:

TRACK	BETWEEN	AND
No. 1 Chestnut Hill Branch No. 1 Schuylkill Branch No. 1 West Chester Branch No. 1 D.R.R.R.&B. Co. Branch	North Phila. Jeff 49th Street Shore	Westmoreland Valley Arsenal Jersey

**1014(ec)-A1.** Rule 14(ec) (- - - - o o) will apply:

No. 2 Chestnut Hill Branch No. 2 Schuylkill Branch No. 2 West Chester Branch No. 2 D.R.R.R.&B. Co. Branch	Westmoreland Valley Arsenal Jersey	North Phila. Jeff 49th Street Shore
--	---	--

**1014(1)-A1.** Rule 14(1) (- - o -) will not be prolonged or repeated on Schuylkill Branch between:

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

**1014(1)-A2.** Portable whistle post (yellow disc with black letter W) will be placed to right side of track approximately 1250 feet in advance of the point where trackmen are working in following territory:

Trenton Branch  
Philadelphia and Thorndale Branch  
Atglen and Susquehanna Branch  
Columbia and Port Deposit Branch  
York Haven Line  
Columbia Branch  
Cumberland Valley Branch

**Rules 14(1) and 14(q)** will apply when portable whistle post is displayed.

**1014(r)-A1.** Rule 14(r) (- - o) will apply:

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

### USE OF SIGNALS

#### Fusees and Torpedoes

**1035-B1.** On account of fire hazard, lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

Fusees must not be used between Suburban Station and Zoo interlocking.

**1035-C1.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	20
Freight Service	12	24
Runner Service	6	12
Engines	3	6
Track Cars	10	10

**NOTE**—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during the trip, proper advance information must be given in order that the supply may be replenished at convenient points.

### Slide Protection Fence

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

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

#### 1043-A1. Slide protection fences in service:

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

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

### SUPERIORITY OF TRAINS

**1072-A1.** Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise provided by train order.

**1072-A2.** A delayed regular train is superior by direction to an opposing regular train that is to be run by the same crew and equipment.

### GENERAL ORDERS

#### Bulletin Boards, Employees' Registers, Standard Clocks

**1075-A1.** Location of Bulletin Boards on this Region and other railroads where General Orders of this Region will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Region, also locations on this Region where General Orders of other Regions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X		Tacony—Yard Office.	
X	X		Frankford Junction—Yardmaster's Office.	Atlantic-P.R.S.L.
X	X		C Street—Yard Office.	
X	X		Margie Street Yard—Yard Office.	
X	X		Midvale—Yard Office.	
X	X	X	Chestnut Hill Passenger Station.	New York
X	X		Engelside Freight Station—Agent's Office.	
X	X		Mantua Yard.	New York Chesapeake
X	X		Pennsylvania Coach Yard—Yardmaster's Office.	
X	X	X	Race Street Engine Terminal—Crew Dispatcher's Office.	N.Y. Chesapeake Atlantic-P.R.S.L. N.Y. & L.B.R.R. Wash. Terminal
X	X	X	Penna. Station—30th St.—Crew Dispatcher's Office.	N.Y. Chesapeake Atlantic-P.R.S.L. N.Y. & L.B.R.R. Wash. Terminal
X	X	X	Suburban Station.	Chesapeake New York
X	X		Tioga Street—Freight Agent's Office.	
X	X		Shackamaxon—Yard Office.	
X	X		Dock Street (Phila.)—Yard Office.	
X	X		D-16—Yard Office.	
X	X		Delaware Ave. and Morris St.—Yard Office.	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X		Tidewater Yard—Yard Office.	
X	X		Pennsylvania Produce Terminal Yard—Yard Office.	
X	X	X	South Philadelphia Engine House—Foreman's Office.	Chesapeake New York
X	X		Greenwich Yard—Yard Office.	
X	X		Greenwich Coal Yard—Yard Off.	
X	X		Girard Point—Yard Office.	Chesapeake
X	X		Penrose Yard—Yard Office.	Chesapeake
X	X		16th and Washington Avenue—Yard Office.	
X	X		Gray's Ferry—Yard Office.	Chesapeake
X	X	X	Media—Passenger Station.	Chesapeake
X	X	X	West Chester Passenger Station.	Chesapeake
X	X		44th Street—Yard Office.	
X	X	X	46th Street Engine House—Foreman's Office.	New York Atlantic-P.R.S.L. Chesapeake N.Y. & L.B.R.R. Wash. Terminal
X	X		Machinist's Office, Chain Street, Norristown.	
X	X	X	Phoenixville—Block Station.	
X	X		Pottstown—Yard Office.	
X	X	X	Reading—Block Station.	
X	X	X	Carbon—Yard Office.	Northern L.V.R.R. D.&H.R.R.
X	X	X	Paoli—Yard Office.	
X	X	X	Ernest—Yard Office.	New York
X	X	X	Thorndale—Coaling Station.	Chesapeake New York Atlantic-P.R.S.L.
X	X	X	Lancaster—Engine House.	Chesapeake New York
X	X	X	Lancaster—Dillerville Yard Office.	Chesapeake New York
X	X	X	Lebanon—Yard Office.	
X	X	X	Columbia—Yard Office.	Chesapeake New York
X	X	X	Enola—East End Yard Office.	Chesapeake New York Atlantic-P.R.S.L.
X	X	X	Enola—Brick Office.	Pittsburgh Northern Chesapeake New York Atlantic-P.R.S.L. Reading Co.
X	X	X	Enola—West Hump Yard Office.	
X	X	X	Enola—West End Yard Office.	Pittsburgh Northern
X	X	X	Harrisburg—Crew Dispatcher's Office, Passenger Station.	Pittsburgh Northern Chesapeake Wash. Terminal New York Reading Co.
X	X	X	Harrisburg—Reily Yard Office.	Pittsburgh Northern Chesapeake New York Atlantic-P.R.S.L. Reading Co.
X	X	X	Lemoine—Yard Office.	
X	X	X	Chambersburg—Yard Office.	
X	X	X	Hagerstown—Engine House, Shomo Yard Office.	Reading Co.
X	X	X	Cumbo—Yard Office.	Reading Co.
X	X		Lehigh Valley R. R. Crew Dispatcher—Delano.	Philadelphia
X	X	X	Reading Co., Rutherford—Hump Office, Engine House, West End.	Philadelphia

NOTE—X indicates in service.

### Standard Clocks

1075-A3. Standard clocks at other points:  
All Block and Interlocking Stations.  
Train Dispatcher's Offices.

### General Order Zones

1075-A4. General order zones of this region are as follows:

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

NOTE—Each zone also includes connecting yards in its respective territory (Enola in Zone D); Zone A extending southward to Callowhill Street and Zone B extending northward to Callowhill Street. (Delaware Avenue-Philadelphia.)

### Passenger Crews Reporting and Registering for Duty

1075-A6. Passenger crews, unless otherwise instructed, must report ready for duty and register not later than, nor more than, thirty minutes prior to scheduled leaving time of assigned train, except as shown at following points:

Location	Service	Number of minutes required to register in advance of departing time.				
		Passenger Trammels	Steam Engines	Passenger Engine Crews		MU Trains
				Electric or Diesel Engines		
Suburban Station	MU Trains	25	—	—	25	
Race St. Engine Terminal	Trains from Penna. Station-30th St., Zoo, Penna. coach yard and adjacent points . . . . . Trains from North Phila. Relief crews. Trains from Mail Platform.	—	—	70	—	
		—	60	60	—	
		—	—	—	25	
Penna. Station-30th Street	Trains from Penna. Station-30th St., Penna. coach yard, Mail Platform and adjacent points. Trains from North Phila., Zoo and Suburban Station . . . . .	35	—	—	—	
		60	—	—	—	
46th St. Engine Terminal	Trains from Zoo, North Phila., Penna. coach yard, Penna. Station-30th St. and adjacent points.	—	90	—	—	
Paoli	MU Trains	25	—	—	25	
Chestnut Hill	MU Trains	20	—	—	20	
Haws Avenue	MU Trains	20	—	—	20	
Media	MU Trains	25	—	—	25	
West Chester	MU Trains	25	—	—	25	
Riley Street Harrisburg	Through trains and originating trains.	—	75	75	—	
Harrisburg Passenger Station	Originating trains and No. 68. Other through trains; train crew reports 25 minutes ahead of scheduled arriving time.	25	25	25	—	

### Crews Relieved—No Register

1075-A7. Conductor of crew relieving a crew at point where there is no employees' register will be responsible for the engine and train crew when starting work, but all employees must personally register at the first opportunity after going on duty.

### OBSERVATION OF TRAINS FOR DEFECTS

#### Dragging Equipment Detector

1076-A2. At Landis when Block Station is not in service and Letter E is illuminated, trains will report promptly to Block Station in the rear that their train has actuated Dragging Equipment Detector. After complying with Rule 4076-A, a member of the crew will advise Block Station in rear.

### MOVEMENT OF TRAINS

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

#### Train Ready Indicators—Penna. Sta.-30th Street—Upper Level

**1084-A1.** When passenger trains enroute to Suburban Station are ready to leave, conductor will push button on post adjacent to track on which train is standing, unless interlocking signal is displayed for train to proceed. Receipt of signal by Broad will be indicated by flashlight. If flashlight is not received, conductor will call Broad on telephone located on platform. After train has started, train director at Broad will extinguish flashlight.

#### Train Ready Indicators—Penna. Sta.-30th Street—Lower Level

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

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

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

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

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

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

#### Train Ready Indicators—North Philadelphia—Eastward Platform—Westward Platform

**1084-A3.** On eastward platform, when passenger trains are ready to leave, conductor will push button on post adjacent to track on which train is standing, unless interlocking signal is displayed for train to proceed. Receipt of signal by operator North Philadelphia will be indicated by flashlight. If flashlight is not received, conductor will call operator North Philadelphia on telephone located at top of stairway.

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

On westward platform, train ready indicators located overhead, applying to trains on each track, made up of three (3) lights—green, yellow and lunar white, with push buttons at convenient locations marked conductor, flagman, starter and cancel.

The departure of a train will be effected as follows:

When travel in his vicinity has boarded train, flagman will press button marked flagman, illuminating yellow light on indicators. Conductor (or other member of his crew, at his direction) will press button marked conductor, illuminating green light on indicators. Station attendant will then press button marked Starter, illuminating lunar white light on indicators, and green light in light panel on operator's table in North Philadelphia.

The conductor will observe indicator, and when all lights are illuminated will give proper communicating signal to proceed. After train has departed, station attendant will press button marked Cancel, which will extinguish all lights on indicator.

#### Yard Limits

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

TRACK	BETWEEN	AND
West Chester Branch	Media	Darlington
	2785 feet south of M.P. 26	Southward Home Signal West Chester
Schuylkill Branch	Haws Ave.	M.P. 22
	1000 feet east of M.P. 28	890 feet west of M.P. 33
Schuylkill Branch and Schuylkill Secondary Track	3285 feet west of M.P. 37	1300 feet west of M.P. 42
	5050 feet west of M.P. 55	230 feet west of M.P. 61
Schuylkill Secondary Track	4110 feet west of M.P. 92	3215 feet west of M.P. 95
Cumberland Valley Branch	495 feet south of M.P. 17	1425 feet south of M.P. 19
	400 feet north of M.P. 40	Pennroad
Cumberland Valley Branch and Winchester Secondary Track	500 feet south of M.P. 49	750 feet south of M.P. 53
	3000 feet north of M.P. 72	2840 feet south of M.P. 75.
Winchester Secondary Track	2110 feet south of M.P. 89	M.P. 95
	M.P. 100	1784 feet south of M.P. 102
	3880 feet south of M.P. 112	End of track

**1093-B1. Rule D-93 in effect as follows:**

TRACK	BETWEEN	AND
All Main Tracks	North Phila.	Overbrook
	Zoo	Brill
	Zoo	Broad
	Broad	Arsenal
	Arsenal	Stadium

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

**Authority to Proceed as an Extra**

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

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

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

**Non-Interlocked Railroad Crossings At Grade**

**1098-A1.** Movement of trains or engines on tracks of this Region over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
P.R.R.-B.&O.R.R.: Delaware Ave. and Vandalia St.	P.R.R. Position Light B&O Color Light	Proceed 10 miles per hour	All switches are hand operated.	14
P.R.R.-Reading Co.: 60th St. Track	Semaphore	Proceed	Signals and derails must be operated by trainmen.	24
P.R.R.-Red Arrow R.R.: West Chester Pike at Llanerch, Pa.	Stop Sign	Stop		34
P.R.R.-Reading Co.: Pottsville	Position Light	Clear	Normal position is for P.R.R. movement.	
P.R.R.-Reading Co.: East of Downs, New Holland Track	Semaphore and Derails	Stop	Ground levers controlling signals and derails located at crossing will be operated by train and engine crews. Signals normally proceed for Reading Co. must be in stop position before movement is made over the crossing.	4
P.R.R.-Cornwall R.R.: Lebanon	Semaphore	Stop	Movements over the crossing must be protected by train or engine crews except when watchman is on duty. Signals normally clear for Cornwall R.R. Co. movements.	4

**NOTE:**

- Fixed signals over crossing controlled by Baltimore and Ohio Railroad. In case of signal failure between 3.30 p.m. and 11.30 p.m., daily except Saturdays, Sundays and Holidays, a B & O Clearance Card Form A must be procured to pass fixed signal in Stop indication. At other than time specified above, movements will pass fixed signal in Stop indication after first stopping and providing flag protection against B & O Railroad movement.
- Normal position of signals and derails: Reading Co. signals at stop and derails open; P. R. R. signals at proceed and derails closed.

If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will, after protecting crossing, ascertain that derails are in proper position for movement, pass signal in stop position and report to Superintendent Transportation from first point of communication where the report can be made without serious delay.

- Each railroad movement will approach this crossing at grade prepared to stop and before moving over this crossing a member of train crew equipped with a red flag by day and a red light by night must precede each movement.
- Cars must not be left standing within confines of crossing.

**Movable Bridge—Not Part of an Interlocking**

**1098-B1.** To authorize an engine with or without cars to pass a stop signal governing movements over Grays Ferry movable bridge, the following instructions will apply:

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

**Calling Flagman, Paoli, Overbrook and Phoenixville**

**1099-A1.** At Overbrook, engineman or conductor of eastward trains will call the flagman with push-button located in telephone box at eastward home signal bridge or on signal relay case 1,300 feet eastward from Overbrook interlocking station, operating call bells approximately 800 feet apart between Merion and Narberth.

**1099-A2.** At Paoli, engineman or conductor of eastward trains will call the flagman with push button located in telephone box at eastward home signal bridge, operating call bells approximately 800 feet apart, between Mile Posts 20 and 21.

Standard code will be used.

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

**1099-A3.** At Phoenixville, westward trains when stopped will not use engine whistle to recall flagman.

An electric horn is located at east end of Phoenixville Bridge to be operated from a switch located on east side of telephone box at westward home signal.

**Referring to First Paragraph Rule 103**

**1103-A1.** When multiple unit cars are being pushed or backed between Suburban Station, Pennsylvania Station-30th Street and the passenger car yards, or mail house, a back-up hose must be used and engineman notified.

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

**Automatic Highway Crossing Protection on Sidings, Yard or other Tracks**

**1103-A2.** At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Note
Newtown Square	Garrett Road	Upper Darby	
Warehouse	Gates Street	Manayunk	
Storage	Righter Street	Spring Mill	
Creek Siding	Synthane Corp.	Creek	
Storage	Bridge Street	Spring City	
Lock Siding	Moser Road	Pottstown	
	Keim Street		
	Hanover Street		
Hoppel Ind. and No. 1 and No. 2 Storage	State Highway Route No. 83	West of Monocacy	1
Storage	Main Street	Shoemakersville	
Siding	State Street	Hamburg	1
Station	York Haven Rd.	York Haven	
Yard	St. John's Church Road	First road crossing north of Mile Post 5	2
	Railroad Ave.	First road crossing south of Mile Post 5	
Industrial	All Streets	Mechanicsburg	
Siding	West Street College and North Sts. Cherry and Louther Sts.	Carlisle	
		Oakville	
Industrial	Fayette St.	Shippensburg	
Greencastle Old Line	U. S. Route 11	South of Greencastle	
No. 2 Running	Church St. Franklin St.	Hagerstown	
Industrial	John Street U. S. Route 11	Martinsburg	
Industrial	Route 672	Clearbrook	
Industrial	Wellstown Rd.	M. P. 113 north of Winchester	

**NOTES:**

- (1) If lights are not flashing a member of crew must operate push button located in box marked "PB" adjacent to crossing, hold it pushed, prior to and during movements and observe that crossing lights are operating properly. When movement is completed, the box must be closed and locked.
- (2) Trains and engines using this track must stop before crossing highway and assure themselves that the automatic crossing protection is working.

**Locations at which Signs Mark Operating Limits of Automatic Crossing Protection**

**1103-A4.** At the following locations, sign CC indicates point beyond which engines and cars will operate automatic crossing protection:

Track	Crossing	Location	Signs Located	Direction
No. 1	Swarthmore Avenue	Swarthmore	2,000 feet north of Swarthmore Station	Northward
No. 2	Wycombe Avenue	Lansdowne	945 feet south of block signal B-55	Southward
Industrial	Railroad Avenue	Shiremans-town		
Industrial	Fayette Street	Shippensburg		
Main Secondary Yard	Wilson Boulevard Virginia Avenue	Hagerstown	70 feet on either side of crossings	Both
No. 1	Oak Lane	Primos	600 feet south of crossing	Northward
No. 2	Oak Lane	Primos	500 feet north of crossing	Southward

**Interrupting Operation of Automatic Highway Crossing Protection Manually**

**1103-A5.** At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Note
Schuylkill Secondary	Walnut Street	Hamburg	1
	Pine Street		
	Washington Street		
	State Street		
No. 2 and Industrial	Manor Street	Mountville	2
Industrial	York Haven Rd.	York Haven	3
Industrial	Prince Street	Shippensburg	3
Greencastle Old Line	U. S. Route 11	South of Greencastle	2
Industrial	John Street	Martinsburg	3
Industrial	Route 672	Clearbrook	3
Industrial	Wellstown Rd.	M. P. 113 north of Winchester	3

**NOTES:**

- (1) Button located east of Walnut Street.
- (2) While making shifting movements, trainmen should operate

Highway Flashing light cut-out push-button, which is located on catenary pole or instrument case. When shifting movements are completed, or before movement is made over crossing, cut-in push-button must be operated to start operation of these flashing light signals. Small light located at push-button will be illuminated when flashing light signals are operating.

(3) Trains must stop before fouling grade crossing and operate push-button inside small box designated PB, located on side of instrument case. Push-button will operate flashing light signals and must be pressed until small light at push-button is illuminated, or until entire train has passed over the crossing.

#### Interrupting Operation of Automatic Highway Crossing Protection Automatically

**1103-A6.** At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Note	Location	
West Chester Branch: No. 1 and No. 2	Union Avenue	(4-6)	Lansdowne	
	Wycombe Avenue	(6)		
	No. 1 and No. 2	Oak Lane	(6-10)	Primos
	No. 1 (Northward)	Swarthmore Avenue	(5-6)	Swarthmore
No. 1 and No. 2	Turner Road		Wallingford	
Schuylkill Branch:	Synthane Corp.		Creek	
	Bridge Street	(3)	Spring City	
Main	Keim Street		Pottstown	
	Hanover Street	(2)		
	Schuylkill Road Route No. 83		West of Monocacy	
	Schuylkill Secondary	Temple Road		Temple
Main Street			Shoemakersville	
Walnut Street Pine Street Washington Street State Street			Hamburg	
Norwegian Street		(1)	Pottsville	
Arch Street				
Columbia Branch: No. 1		East Petersburg Rd.	(7)	Rohrerstown
Cumberland Valley Branch:	Walnut Street Arch Street Market Street Frederick Street High Street York Street Washington Street	(8)	Mechanicsburg	
				Main
Main	At Passenger Station	(9)	Carlisle	

**NOTE 1.**—Engines or trains shifting west of Norwegian Street, or moving eastward after making a movement over the crossing, must approach Norwegian Street not exceeding 5 miles per hour.

Before switching movements are made to or from freight house or old yard tracks, push buttons located in small box on pedestal adjacent to switch leading to freight house must be operated to insure full protection to highway traffic.

**NOTE 2.**—Eastward trains making station stop at Pottstown must clear insulated joints located 70 feet east of Hanover Street crossing.

Engines or trains shifting west of Hanover Street, or moving eastward after making a movement over the crossing, must approach Hanover Street not exceeding 5 miles per hour.

**NOTE 3.**—Eastward trains making station stop at Spring City must clear insulated joints located 70 feet east of Bridge Street crossing.

Engines or trains making movements from Spring City Yard to Royersford track must set switch for that track before switch from yard to main track is set to avoid delay to highway traffic.

**NOTE 4.**—To avoid unnecessary operation of automatic highway crossing protection signals at Union Ave., Lansdowne, by movements of southward trains from No. 2 track to the Newtown Square track, such trains must stop and not pass fixed signal B55, located 355 feet south of Fernwood passenger station, until switch is lined for movement to Newtown Square track.

**NOTE 5.**—Automatic highway crossing gates and flasher lights will operate when a train or engine is approximately 100 feet north of north end of Swarthmore Station platform, but will cease to operate 1 minute and 50 seconds after train stops between latter point and "CC" sign. If such movement stops, it must be assured that proper protection is provided before movement is continued over crossing.

Northward passenger trains on No. 1 track must platform first MU car or engine.

**NOTE 6.**—Attention is directed to 9th paragraph, Rule 4103-B.

**NOTE 7.**—Flashing light signals are equipped with cut-out circuit in No. 1 track, extending 500 feet west of Petersburg Road crossing which will permit flashing light signals to discontinue operating after front portion of train on this track has passed over crossing to perform shifting movements. When shifting movements are completed, trainmen must protect crossing and know highway traffic is under control before movement is made over crossing.

**NOTE 8.**—To avoid unnecessary operation, cars must not be permitted to stand on either side of crossing between insulated joints approximately 70 feet north of crossing and 70 feet south thereof, while making shifting movements.

**NOTE 9.**—Highway crossing signals discontinue operating at Pitt Street after northward trains have stopped, and at West Street after southward trains have stopped at Station on main track.

Northward and southward trains, after having stopped at Carlisle Station on main track, must approach Pitt Street and West Street prepared to stop, and not move over these crossings at grade until after highway crossing signals start operating to protect highway traffic.

**NOTE 10.**—Highway flasher lights will operate when approaching train or engine is within 1,760 feet of the crossing. If the movement consumes over one minute and thirty seconds between that point and the CC sign, the flasher lights will cease operating. When the movement passes the CC sign, the flasher lights will again operate to protect highway traffic.

Such movements must approach crossing prepared to stop and assure themselves the crossing lights are flashing before passing over the crossing.

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

Location	Crossing
Lebanon Secondary	Mt. Vernon Beverly
Shippensburg	King Street Fayette Street
Greencastle Old Line South of Greencastle	Route 11
Hagerstown	Church Street Franklin Street Washington Street Antietam Street
Martinsburg	John Street
Fayetteville	Route 30
East Fayetteville	Route 997
Waynesboro	Price's Crossing
South of Bunker Hill	Route 11
Clearbrook	Route 11
Winchester	Fairmount Ave.

#### Protection for Public Highway Crossings At Grade

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

Track	Crossing	Location	No crossing watchman on duty between the hours of	Note
Lancaster Yard	Prince and Walnut Sts.	Lancaster	11.30 P.M.-3.30 P.M.	1

NOTE 1.—Not protected on Saturdays, Sundays or following holidays: New Year's, Washington's Birthday, Decoration, Independence, Labor, Thanksgiving and Christmas. When holidays fall on Sunday no protection on following Monday.

**1103-B2.** Before switching movements are made over Union Street Grade Crossing, West Chester, a member of the crew must protect the crossing.

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

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

Track	Crossing	Location
Commerce Street	All public crossings	Philadelphia (Richmond)
Westmoreland Street	All public crossings	Philadelphia

Track	Crossing	Location
K & T	All public crossings (Aramingo Ave., at Tioga St., see Note F)	
Frankford Street	Aramingo Ave., be- tween Castor Ave., and Butler St.; At Roxborough St. At Church St. At Orthodox St. (see Note F) Margaret St. Bermuda Street	Philadelphia (Frankford Jct. District)
Frankford Arsenal	State Road (see Note A)	
Tacony	All public crossings (State Road see Note A)	
Bleigh Street	All public crossings (State Road see Note A)	
Bustleton	All public crossings	Philadelphia
Lead to Industrial Tracks, 31st and Market Streets	Chestnut Street	
Grays Ferry Avenue	West of 30th Street West of 35th Street	
Industrial	Grays Ferry Ave. and 34th Street (see Note C)	Philadelphia (Grays Ferry District)
Grays Ferry Yard	49th Street cross- ings	
60th Street	All public crossings (see Note A)	
Washington Avenue (All Tracks)	All public crossings between 24th Street and Dela- ware Avenue (see Notes B and D)	South Philadelphia
Girard Point	Magazine Lane	
Swanson Street	All public crossings	Philadelphia
Delaware Avenue	All public crossings	
West Chester Branch:		
Newtown Square	Pembroke Avenue Pembroke Yard State Road Cedar Lane Township Line Rd. West Chester Pike (see Note G) Eagle Road Paoli Road (see Note A)	Pembroke Pembroke Arlington Arlington North of Llanerch Llanerch  Grassland Newtown Square
Cardington	All public crossings	Delaware Co., Pa.
Naught and Yard	Lenni Station Road	Lenni



Track	Crossing	Location
Frazer	Market Street Biddle Street State Road 202	West Chester
Farm	Worthington Street (see Note D)	
Schuylkill Branch:		
Freight House	Wright Street	Manayunk
Norris	Conshohocken Highway (see Note A)	Ernest
Freight House	Mill Street	Norristown
Phoenixville Yard Running	Bridge and Pot- house Roads	Wilmer
Phoenixville Yard Running	Charlestown (see Note E)	
Yard	Keim Street	Pottstown
Lock Siding	Washington Street	
Pottstown Metal Products Company	Grosstown Road (see Note D)	
East Reading	Pump House Road	
North Reading, Carpenter Steel and Team	Exeter Street and all Carpenter Steel Company Pedestrian Crossings	Reading
North Reading and Carpenter Steel	Bern Street	
Court Street	Penn, Chestnut and Spruce Streets	
Industrial	U. S. Route No. 122	Tracks leading to Prizer - Painter and Orr & Sem- bower Compa- nies east of Reading
North Reading	U. S. Route No. 122	3,679 feet west of Junction with Main Track
Schuylkill Secondary		
Storage and Freight House	Temple Road	Temple
Storage	Water Street	Leesport
Shoemakersville Storage	Old Pottsville- Reading Pike (Main Street)	Shoemakersville
Glen Gery Shale Brick Corp.	U. S. Route No. 122 (see Note D)	
Siding	Grand Street	Hamburg
Siding, Coal and Warehouse	Walnut Street	
Siding	Pine Street	
Siding	Washington Street	

Track	Crossing	Location
Bradford Hills Quarry Inc. Track	Route 104	West of Whitford
Industrial	Manheim Avenue	Lancaster
Industrial	Route 230	Mount Joy
Industrial	Reily Street	Harrisburg Yard
Henderson Industrial	South of Main track switch	Swedeland
	Church Road	Henderson
Columbia Branch	Union and Perry Sts. (shifting movements)	Columbia
	Industrial	Fridy Street
New Holland Secondary	Lancaster Avenue Washington Ave. To Reading Co. Station Creek Road	E. Downingtown
	Routes 122 and 322	Honey Brook
	Custer Avenue Railroad Avenue Brimmer Avenue	New Holland
	Newport Road	West of Leola
Pomeroy Secondary	Route 41	Chatham
Quarryville Secondary	All within City Limits Route 332 Route 72	Lancaster South of Lancaster South of Baumgardner New Providence Quarryville
	Route 222 State Street	
Lebanon Secondary	All within City Limits	Lebanon
Industrial	Route 15 Township Highway —Potts track	Lemoyne Yard Mechanicsburg
	Route 11—Wolf track Leitersburg Street	Chambersburg Greencastle
Winchester Secondary	King Street	Martinsburg
Industrial	Amherst and Water St.	Winchester
Dillsburg Secondary	Route 641 Route 15	Mechanicsburg Dillsburg
Waynesboro Secondary	Route 16	Waynesboro
Mercersburg Secondary	Route 11	South of Marion
Richmond Running	Route 30	Fort Loudon

NOTE A.—In addition, before movement is made, or when a train is standing on this crossing between sunset and sunrise, a burning fusee must be placed on crossing, on both sides of train. After train clears crossing fusees must be extinguished and removed from crossing.

NOTE B.—Broad and Washington Avenue Highway Crossing Standard Highway Traffic Signals in service.

When a movement is to be made across Broad Street, the following will govern:

All movements must stop clear of sidewalks.

Movement must not be made across Broad Street when traffic lights for Broad Street indicate green or proceed.

Before making movement across Broad Street, conductor, engineman, or his representative, must go to signal control box on traffic light post, located at southwest corner of South Broad Street and Washington Avenue, open door of small iron box, secured by standard switch lock, and push button marked "Pedestrian" which will cause the traffic signal to display Green for traffic on Washington Avenue. Switch key must then be placed in slot marked PRR, turn key counter-clockwise and hold pressure on key in that position. This will hold traffic signal Green until pressure is released on the switch key after which traffic signal will resume normal operation. A member of crew must precede such movement to warn the public of approaching engine or cars. Movement may then proceed across Broad Street.

Sixteenth Street at Washington Avenue must not be blocked longer than two minutes while cars of the Philadelphia Transportation Company are waiting, except in case of a moving train.

NOTE C.—Grays Ferry Avenue and 34th Street highway crossing; Standard highway traffic signals in service.

When a movement is to be made across 34th Street the following will govern: All movements must stop clear of sidewalks.

Movement must not be made across 34th Street when traffic lights for 34th Street indicate green or proceed.

Before making movement across 34th Street, conductor, engineman, or his representative, must go to the nearest of the two signal control boxes (located at the southwest and southeast corners of the crossing and secured with a standard switch lock), open the box, and when traffic signals indicate stop for movement over 34th Street the small switch located in the box is to be operated. This will hold the traffic signals Red for movement of City traffic across 34th Street. A member of crew must precede each movement to warn the public of approaching engine with or without cars. Movement may then proceed across 34th Street. When movement across 34th Street has been completed, conductor, engineman, or his representative, must operate the switch in the signal control box, traffic lights on 34th Street will be restored to automatic operation. The control of the traffic signals may be taken or restored to automatic operation from either control box or can be taken from one control box and restored from the other.

Signal control box must be locked when movement is completed.

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

NOTE E.—Prior to and during the passage of trains over Charlestown Road Crossing, Phoenixville track, Wilmer, Pa., a member of the crew equipped with a red flag during daylight hours, and with a red and a white lantern during hours of darkness, must be stationed on each side of the crossing to provide protection to traffic.

NOTE F.—Traffic lights governing movement of highway traffic, in service. Rail movements, before obstructing highway traffic on Aramingo Avenue will be governed as follows:

Stop before obstructing crossing. Crossing must not be obstructed while traffic lights indicate Green for highway traffic to proceed. Conductor, engineman, or his representative must operate switch located in control box on either side of Aramingo Avenue which will cause the traffic lights to indicate Red for highway traffic. In addition, a member of the crew must precede each rail movement over the crossing to warn public of approaching rail movement. When rail movement is clear of the crossing,

the conductor, engineman, or his representative must operate switch in either control box to release traffic lights and permit their automatic operation. Control of the traffic lights may be taken or restored to their normal operation from either control box, or can be taken from one control box and restored from the other, at each of these separate grade crossings. Control boxes must be kept locked at all times, except when in use, to insure safety of operation and to prevent vandalism.

NOTE G.—Traffic lights governing movement of highway traffic (and of the Red Arrow Lines) on West Chester Pike, in service.

Rail movements, before obstructing traffic on West Chester Pike will be governed as follows:

Stop before obstructing crossing. Crossing must not be obstructed while traffic lights indicate Green for highway (and Red Arrow Lines) traffic to proceed. Conductor, engineman, or his representative must operate switch located in control box on either side of West Chester Pike which will cause the traffic lights to indicate Red for highway traffic. In addition, a member of the crew must precede each rail movement over the crossing to warn public of approaching rail movement. When rail movement is clear of the crossing, the conductor, engineman, or his representative must operate switch in either control box to release traffic lights and permit their automatic operation. Control of the traffic lights may be taken or restored to their normal operation from either control box, or can be taken from one control box and restored from the other. Control boxes must be kept locked at all times, except when in use, to insure safety of operation and to prevent vandalism.

#### Automatic Highway Crossing Protection

1103-D1. When tubular train is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

#### 1104-A1. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position Is for Movements
Shore Interlocking	G. E. Track	No. 5 Track	Through on No. 5 Track
Penna. Coach Yard	Car Washing Track	Run Down and No. 37 Track	Through on Car Washing Track
Penna. Station-30th Street	No. 11 Track	No. 12 Track	Through on No. 11 Track
Paoli Yard	Running Track	Ladder Tracks	Through on Running Track
	No. 3 and No. 4 Shop Storage Tracks	Ladder Tracks	Through on No. 3 and No. 4 Shop Storage Tracks
170 feet north of Hagerstown Passenger Station	Running Track	Running Track	To Running Track
3170 feet south of M.P. 89	Winchester Secondary Track	Cumbo Secondary Track	To Cumbo Secondary Track

**1104-A2. Switches B. & O.**

All switches in Baltimore and Ohio Railroad tracks between Penrose and Stadium equipped with Baltimore and Ohio and Pennsylvania Railroad switch locks and switches must be lined in normal position when not in use.

**Clearing Main Track—Chestnut Hill**

**1104-A3.** When Chestnut Hill Block Station is not in service, eastward trains must report to operator at North Philadelphia immediately when clear of Main track.

**1104-B2. Switch tenders are stationed at and have charge of yard switches for movements as indicated:**

Location	Switches for Movements	Note
Frankford Junction District—"K-1"	In area between D.R.R.R.&B. Co. Branch Overhead Bridge and WYE track switch west of Butler St., inclusive.	
Frankford Junction District—"K-2"	In area between Castor Ave. Undergrade Bridge and switch leading to Tioga St. Branch, inclusive.	2
South Phila. District—11th St.	Eastward from private road crossing to ramp including west end No. 5 and No. 6 Departure tracks.	
South Phila. District—Stadium	Eastward from end of Main Track, Broad St. Overhead Bridge, to private road crossing to ramp, including leads to Coal Receiving Yard.	3
Penna. Coach Yard—north of Spring Garden St. Overhead Bridge Box No. 0	Via No. 1 and No. 2 Leads.	
Penna. Coach Yard—150 feet north of Yardmaster's Office Box No. 1	Via No. 1, No. 2 Leads; Nos. 30 to 37 Tracks, inclusive; Plug Track.	
Penna. Coach Yard—between No. 26 and No. 27 Tracks Box No. 2	Via No. 1, No. 2 Leads; Nos. 20 to 29 Tracks, inclusive.	
Penna. Coach Yard—between No. 11 Yard Running Track and Race St. Engine Terminal Box No. 3	Via No. 1 Lead; No. 11 Yard Running Track; Lead to U. S. Post Office facilities; Lead to Race St. Engine Terminal (north end).	
South of Mail Platforms—between Chestnut and Walnut Sts. Box No. 4	In area between No. 18 Track, U. S. Post Office (south end) and Penn interlocked signal 375 feet south of Walnut St. Overhead Bridge on No. 37 track.	
52nd St. District—"M-1"	In area eastward from 44th St. Overhead Bridge to 42nd St. Overhead Bridge, inclusive.	1
52nd St. District—44th St.	In area westward from 44th St. Overhead Bridge to Thompson St., inclusive.	1
Harrisburg McClay Street	East End No. 4 Receiving, East End No. 3 Relay yard, Eastward, Westward, Leads to Tracks 11 and 12.	

Location	Switches for Movements	Note
Harrisburg Lane (G1-8)	West End No. 4 Receiving, West End No. 3 Relay yard, No. 1 Receiving yard, East End No. 5 yard Eastward and Westward.	
Marysville PF-2	Leads to East End East and West yards.	
Enola 4-B	East End Enola Westward Receiving yard.	
Enola W-11	West End Enola Westward Receiving yard.	
Enola 23-B	Leads to Engine House Eastward and Westward Running tracks.	
Enola 111-B	West End Eastward Receiving yard.	
Enola 111-L	Tracks B, C and D.	

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

NOTE 2.—On duty 7.00 A.M. to 11.00 P.M. only.

NOTE 3.—Proper fixed signal will be authority for movement to proceed over switches that are located between the opposing fixed signals, without hand signal from switchtender.

**1104-C1. Operators in Charge of Main Track Hand-Operated Switches When Block Station Is Open:**

Location	Switches
Landis	Crossover Main Line.

**Hand-Operated Switches Equipped With Electric Locks**

**1104-D1.** The following switches are equipped with electric lock; permission to unlock must be obtained from employe in charge before switch lock is removed from keeper:

Location	Switch	Controlled By
Main Line: No. 4 track, Holmes.....	Prison	Holmes
38th St. Phila.....	Hall & Smedley	Zoo
Westward from 42nd St. Overhead Bridge, Phila.....	Operated from M-1 switch cabin by switch tender (through freight route Zoo Interlocking)	Zoo
52nd Street.....	No. 2 main track and east end No. 3 yard track	Overbrook
Rosemont.....	Mehl and Latta	Bryn Mawr
Downingtown.....	No. 4 to Chester Valley Yard No. 4 to New Holland track	Thorn
Thorndale.....	All hand-operated switches within Interlocking	Thorn
Coatesville.....	All hand-operated switches within Interlocking	Thorn

Location	Switch	Controlled By
Pomeroy.....	No. 1 track to Pomeroy yard	Park
Parkesburg.....	No. 4 track to Wood's	
Lancaster.....	All hand-operated switches within Interlocking	Cork
Landis.....	No. 2 to No. 1 track	Landis
Harrisburg.....	0 track to Kingan's East end of 5Y, 6Y, 7Y and 8Y Paxton St.	State
	6C track to Industrial track	Harris
Marysville Yard.....	No. 3 track to track A No. 3 track into Yard	PF-2
Day.....	No. 4 track to Coal Yard track Track G to Stock Yard	Day
Philadelphia, North of 71st St. Overhead Bridge.....	General Electric Co.	Brill
Philadelphia, South of 71st St. Overhead Bridge.....		
Darby, North of.....		
Chestnut Hill Branch:	Hahn Shoe Mfg. Co.	North Phila.
West Chester Branch: Arsenal Interlocking.....		
Delaware Extension Arsenal Interlocking.....	United States Quartermaster Depot Philadelphia Electric Co.	Arsenal
Between Penrose and Stadium.....		
Philadelphia, Grays Ferry.....	Barrett Co.	Grays Ferry— Movable Bridge Operator
Schuykill Branch: Ernest.....	Eastward end extension Westward end running track	Norris
Norristown-Ford St.....		
Reading.....	Main track to stock track Main track to North Reading track (trailing for eastward movement) Main track to North Reading track (facing for eastward movement)	Reading
East end, Brooke.....	Main Track to Birdsboro Steel Foundry & Machine Co. No. 2	Brooke
Trenton Branch: Ernest.....	No. 2 track to Middle track No. 1 track to Middle track	Nest
King.....	No. 1 track to No. 2 track	Thorn
Dale.....	No. 2 track to Phoenixville track	
Columbia Branch:	No. 1 track to Lace Mill No. 2 track to Columbia siding (west end) No. 2 track (Columbia Br.) to Reading Co.	
Columbia.....		
Billmyer.....	Crossover between main track and siding. Main track to J. E. Baker Co. track	Lemo
Cumberland Valley Branch: Lemoyne.....	East leg of Wye to Little Yard	
Camp.....	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	
Hagerstown.....	Main Track to Iron Works track	

**1104-D2.** The following switches are equipped with electric lock, not controlled by operator:

Location	Switch	Method of Operation
1,375 feet east of Allen Lane Passenger Station.	Center thrown locking device on crossover between No. 1 and No. 2 tracks.	See Note 1
1,535 feet east of Allen Lane Passenger Station.	Facing switch in No. 1 track leading to Fort Washington yard running track.	See Note 1
Between Secane and Morton.....	Facing hand-operated switch, No. 2 track leading to Lansdowne Iron and Steel Company.	See Note 1
Between Clifton-Aldan and Primos.....	Facing hand-operated switch, No. 1 track leading to J. W. Jones Coal Company track.	See Note 1
Between Arsenal and Penrose.....	Center thrown locking device between facing hand-operated switch and No. 2 track 2,090 feet west of Penrose and hand-operated split derail on east end No. 3 track.	See Note 1
Manayunk.....	Crossover switches between No. 1 and No. 2 tracks and switch leading to storage tracks.	See instructions in telephone booth
Spring Mill.....	Facing hand-operated switch, No. 2 track leading to eastward and Cherry Street storage track.	See Note 1
Conshohocken.....	Crossover switches between No. 1 and No. 2 tracks and switch leading to westward and Cherry Street storage track.	See instructions in telephone booth
Creek (Between Interlocking Signals)	Main track to B. F. Goodrich Co. track. Main track to Alan Wood Steel Co. track.	See Instructions Posted in Shelter Box
Smth.....	Facing crossover between No. 1 track and No. 2 track. Trailing switch from No. 1 track to Siding.	See Notes 2 and 3

**NOTES:**

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

Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper it will be necessary for a period of approximately five (5) minutes to elapse before electric lock can be released.

After electric lock releases step on bottom treadle to release handle of switch mechanism.

Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.

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

(3) Electric locks of hand-operated switches may be released by manipulation of double throw switch in telephone box located on west end of tower.

**1105-A1. Spring Switches Located:**

Location	Normal Position	Route for Which Sprung	Note
Pennroad— South end of siding	Main track	Southward movement from siding	
Wood— South end of siding	Main track	Southward movement from siding	
Town— 1485 feet north of M.P. 72	Main track	Northward movement from siding	
Cumbo— Connection of No. 1 pull-out track and Secondary track	Secondary track	No. 1 pull-out	

**Chestnut Hill**

**1105-B2.** Power operated split switch derails on both No. 1 and No. 2 station tracks, located fifty feet east of Home signals governing westward movement from station. These derails are normally set to derail a westward movement from the station and are controlled by the Interlocking Station. Each derail is equipped with a switch lamp for westward movement from the station displaying Purple (Stop) when set for derauling and Yellow (Proceed at Reduced speed) when set for a westward movement to proceed. Westward trains must not start from platform until Yellow aspect appears on switch lamp in addition to the Home signal governing westward movement indicating other than Stop.

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

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

**Secondary Tracks**

**1110-A1.** Trains and engines will protect against following movements on secondary tracks as indicated:

Track	Between	And
Cumbo	Gard	Cumbo Yard

**Use of Sidings**

**1111-B1.** Sidings listed at following locations must not be used without permission from designated employe:

Siding	Employe
Creek Spring City Lock	Operator Phoenixville
Shoemakersville Hamburg	Operator Reading
Shocks*	Operator Cola
Cly*	Operator Cly
Carlisle	Operator Lemo
Spring Pennroad* Wood	Operator Pennroad
Greencastle Town*	Operator Town
Pot	Operator Hager

\*Note—Fixed signal will be used in lieu of verbal permission.

**Running Tracks**

**1112-A1.** Trains and engines will protect against following movements as indicated:

Track	Between	And
Belmont	Zoo	Belmont
Westward Jersey	Zoo	44th Street
Eastward Jersey	44th Street	Zoo
Westward	Zoo	44th Street
Eastward	44th Street	Zoo
Westward Belt	44th Street	52nd Street
Eastward Belt	52nd Street	44th Street
No. 15	52nd Street	Overbrook
D	West end Enola	Banks
No. 4	Rockville	Banks
Naught	PF-2	West end bridge
No. 3	PF-2	Rockville
A	PF-2	111-B
No. 3	Banks	PF-2
A	Banks	PF-2

**Track Assignments**  
**1151-A1. Single Track**

Track	Between	And
West Chester Branch	Media	Southward Home Signal West Chester
Schuylkill Branch	Haws Ave.	Reading
Columbia Branch	Shocks	Roy
York Haven Line	Region Post (Chesapeake Region)	Cly
Cumberland Valley Branch	State	Town

**1151-B1. Two or More Tracks**

Current of traffic is as follows:

Between:	Main Line:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Region Post (New York Region) and Zoo .....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger	
Zoo and Overbrook .....	Westward Passenger		Eastward Freight	Eastward Passenger	
Overbrook and Park .....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger	
Park and Cork .....	Westward Passenger		Eastward Freight	Eastward Passenger	
Cork and State .....			Westward Passenger	Eastward Passenger	
Harris and Region Post (Pittsburgh Region) .....			Westward Passenger	Eastward Passenger	
Arsenal and Brill .....	Southward Passenger			Northward Passenger	
Brill and Region Post (Chesapeake Region) .....	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger	
<b>Branches:</b>	<b>No. 4 Track</b>	<b>No. 3 Track</b>	<b>No. 2 Track</b>	<b>No. 1 Track</b>	
D. R. R. & B. Co. Shore and Jersey .....			Westward Passenger	Eastward Passenger	
Chestnut Hill North Phila. and East End of Chestnut Hill Interlocking ..			Westward Passenger	Eastward Passenger	
Suburban Line Zoo Interlocking Station and 34th St. O. H. Br. ....		Inward Passenger	Outward Passenger		
Zoo and Broad .....	Westward Passenger	Westward Passenger	Eastward Passenger	Eastward Passenger	
Broad and Arsenal .....	Southward Passenger			Northward Passenger	
<b>River Line</b>					
Zoo and Penn .....	Southward Passenger			Northward Passenger	
Penn and Arsenal .....	Southward Passenger			Northward Passenger	
<b>West Chester</b>					
Arsenal and Media .....			Southward Passenger	Northward Passenger	
<b>West Phila. Elevated</b>					
Zoo and Brill .....		Southward Freight	Northward Freight		
<b>Delaware Extension</b> Arsenal and End of Main Track. (Broad St. overhead bridge)			Westward Freight	Eastward Freight	

Between:	Branches:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Schuylkill Valley and Haws Avenue .....				Westward Passenger	Eastward Passenger
Trenton Branch Region Post (New York Region) and Glen .....				Westward Freight	Eastward Freight
Philadelphia and Thorndale Branch Dale and Thorn .....				Westward Freight	Eastward Freight
Atglen and Susquehanna Branch Park and Wago Junction .....				Westward Freight	Eastward Freight
Columbia and Port Deposit Branch Region Post (Chesapeake Region) and Port .....				Westward Freight	Eastward Freight
Columbia Branch Cork and Cola .....				Westward Freight	Eastward Freight
Roy and State .....				Westward Freight	Eastward Freight
<b>York Haven Line</b>					
Cly and Lemo .....				Westward Passenger	Eastward Passenger
Wago Junction and Day .....		Westward Freight	Eastward Freight		
Lemo and Day .....				Westward Freight	Eastward Freight
<b>Williamsport Branch</b> Rockville and Region Post (Northern Region) .....				Westward Passenger	Eastward Passenger

**NOTE—Tracks are numbered from south to north or east to west.**
**NOTE—Within North Philadelphia Interlocking; Station tracks, North Philadelphia Station are designated:**

Westward station track—Westward passenger.

Eastward station track—Eastward passenger.

**Within Penn Interlocking; Station tracks, Lower Level, Penna.**

Station-30th Street are designated:

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

**Within Broad Interlocking, Station tracks, Upper Level,**

Penna. Station-30th Street are designated:

Nos. 1, 2, 1M, 4M, 3 and 4.

**Lancaster—**

Track A—Eastward Station track.

Track B—Westward Station tracks

**1151-C1. Secondary Tracks of Assigned Direction**

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission From	Notes
Marietta	Shocks	Columbia	Eastward	Cola	Operator Cola	

## 1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Schuylkill	(W) Reading	Laurel Jct.	Reading	1-5
Nescopeck	(W) Gum Run	End of track	Nescopeck	2-3
	End of track	Nescopeck (Northern Region)		
New Holland	(W) Downs	Glen Moore	Thorn	
	Honey Brook	Cork	Cork	
Pomeroy	(S) Pomeroy	End of track	Park	
Quarryville	(S) Lancaster	End of track	Cork	
Lebanon	(E) Conewago	9th St. Lebanon	State	
Lemoynes	(S) Lemo	Camp	Lemo	
Dillsburg	(S) Dillsburg Junction	End of track	Lemo	
Waynesboro	(S) Wood	End of track	Pennroad	
Mercersburg	(W) South Penn Junction	End of track	Pennroad	
Winchester	(S) Town	Winchester	Hager	1-5
Cumbo	(S) Connection with Winchester Secondary Track	Cumbo Yard	Hager	4

(E) (W) (N) (S) Indicates time-table direction, from point first named.

## NOTES:

- (1) Extra trains, except passenger extras, will run on signal indication or verbal permission of the operator when authorized by the Superintendent Transportation; authority for the movement of passenger extras must be in writing.
- (2) Extra trains, except passenger extras, will run on signal indication or verbal permission of the operator, when authorized by the Superintendent Transportation of the Northern Region. Authority for movement of passenger extras must be in writing.
- (3) In charge of train dispatcher Northern Region.
- (4) Trains entering Security Lime Company track must report clear. The arrival of southward movements at Cumbo must be reported promptly to operator, Hager.
- (5) In charge of train dispatcher.

## 1151-F1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission From	Notes
Eastward	Rockville	Maclay St.	Eastward	Yard Master Reily	Yard Master Reily	1
Westward	Maclay St.	Rockville	Westward	Yard Master Reily	Yard Master Reily	1
No. 11	Maclay St.	Harris	Eastward	Harris	Operator Harris	1 3
No. 12	Harris	Maclay St.	Westward	Harris	Operator Harris	1 3
F	Day	Switch at Ramp trk. opp't yrd. office west-bnd. hump	Westward	Day	Operator Day	3
G	Day	PF-2	Westward	Day	Operator Day	2 3
H	Day	Switch at Ramp trk., opp't yrd. office west-bnd. hump	Westward	Day	Operator Day	3
K	Day	Switch at Ramp trk., opp't yrd. office west-bnd. hump	Westward	Day	Operator Day	3
No. 44	Electric Pit	East End Yard Office	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
Westward	Eastbound Hump	23-B	Westward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
Eastward	23-B	111-B	Eastward	Switch Tender 23-B	Switch Tender 23-B	1
Westward	23-B	West End Enola	Westward	Asst. Yard Master West End	Asst. Yard Master West End	1
High Line	23-B	W-11	Westward	Asst. Yard Master W. B. Hump	Asst. Yard Master W. B. Hump	1
No. 2 & No. 16 in Receiving Yard	4-B	W-11	Westward	Asst. Yard Master W. B. Hump	Asst. Yard Master W. B. Hump	1
No. 1 & No. 2 in Receiving Yard	111-B	Brick Office	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
D	West End Enola	Banks	Westward	Banks	Operator Banks	1
C	West End Enola	Spring Switch West of 111-L	Westward	Asst. Yard Master West End	Asst. Yard Master West End	1
B	Rockville Bridge	111-B	Eastward	Rockville	Operator Rockville	1
No. 4	Rockville	Banks	Westward	Rockville	Operator Rockville	1
O	PF-2	West End Bridge	Eastward	Rockville	Operator Rockville	1
No. 3	PF-2	Rockville	Eastward	Rockville	Operator Rockville	1
A	PF-2	111-B	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
No. 3	Banks	PF-2	Eastward	Banks	Operator Banks	1
A	Banks	PF-2	Eastward	Banks	Operator Banks	1

## NOTES:

- (1) A fixed signal, or a hand signal from a switch tender routing to a running track will convey authority to move on that track.
- (2) Westward movements made on signal indication at Day. Permission must be obtained from Day to use this track at any point between Day and PF-2.
- (3) Movements must be made prepared to stop short of stored cars.

## 1151-G1. Running Tracks of No Assigned Direction

Track	Between	And	Employs In Charge	Note
Belmont (N)....	Zoo (Connection West Phila. Elev. Branch)	Belmont (Reading Co.)	Train Director Zoo for Yardmaster 44th Street	1
Westward Jersey (W).....	Zoo (East-End Mantua)	44th Street	Yardmaster 44th Street	1
Eastward Jersey (E).....	44th Street	Zoo (East-End Mantua)	Yardmaster 44th Street	1
Westward (W) ..	Zoo (Connection West Phila. Elev. Branch)	44th Street	Yardmaster 44th Street	1
Eastward (E)...	44th Street	Zoo (Connection West Phila. Elev. Branch)	Yardmaster 44th Street	1
Westward Belt (W).....	44th Street	52nd Street	Yardmaster 44th Street	1
Eastward Belt (E).....	52nd Street	44th Street	Yardmaster 44th Street	1
No. 15 (W).....	52nd Street	Overbrook	Yardmaster 44th Street	1
No. 5 (River Line) (S).....	Penn Interlocking	Shifting track	Train Director Penn	1
No. 11 (River Line) (S).....	Penn Interlocking	South End Mall House	Train Director Penn	1
Fort Washington (E).....	Connection with Chestnut Hill Branch	End of track 1.8 miles east of Allen Lane	Train Dispatcher	1
Shifting (S).....	Walnut Street Overhead Bridge	Arsenal	Operator Arsenal	1
Naught (S).....	Grays Ferry Yard	Brill	Yardmaster Grays Ferry Yd.	1
60th Street (S) ..	Connection with Naught track north of Brill	Chester and Phila. track south of Fort Mifflin	Operator Brill	1-2
Chester and Phila. (S).....	Fort Mifflin	Island Road Grade Crossing	Operator Brill	1
Newtown Sq. (S).....	Connection with No. 2 track (Fernwood)	Newtown Square	Operator Media	1
Naught (N).....	550 feet north of Wawa Passenger Station	Region Post (Chesapeake Region) (Chester Creek Secondary Track)	Operator Media	1
Octoraro (S).....	550 feet north of Wawa Passenger Station	Region Post (Chesapeake Region) (Octoraro Secondary Track)	Operator Media	1
Frazer (E).....	Frazer	West Chester Market St.	Operator Thorn	1
No. 1 Thorofare (E) ..	Stadium	Spring switch leading to B.&O.R.R.	Operator Stadium	1
No. 2 Thorofare (W)	Spring switch leading to B.&O.R.R.	Stadium	Operator Stadium	1

Track	Between	And	Employs In Charge	Note
Running.....	Ford Street	Norris	Operator Norris	1
Norris (E).....	Norris	Ernest including wye tracks	Operator Norris	1
Phoenixville (W).....	Phoenixville	Devault	Operator Phoenixville	1
Minersville (W) ..	Ulmer	Lytle	Operator Reading	1
Marysville, No. 4 East yard (W) ..	PF-2	West end yard	Switch Tender PF-2	1
Marysville, Track between yards (W).....	PF-2	West end yard	Switch Tender PF-2	1
Hagerstown (S) ..	Town	Hager	Operator Hager	1
Richmond (N) ..	Mercersburg Jct.	Richmond	Operator Fenroad	1

(S) (N) (E) (W) Indicates time-table direction from point first named.

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

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

## 1151-G2. B.&amp;O. No. 3 and No. 4 Yard Tracks—Penrose—Stadium

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

## PASSENGER TRAIN OPERATION

## Train Announcements

1154-A1. Announcements must be made in each car before train departs from Suburban Station and between Suburban Station and Penna. Station-30th Street to enable passengers who have boarded wrong train to transfer.

The same announcements must be made on all trains between Penna. Station-30th Street and North Phila. station. Trainmen making these announcements must face passengers.

## Train Brake Tests at Other Than Initial Terminals

1154-A2. Referring to paragraph 5 of Instruction 14 (page 39), Brake and Train Air Signal Instructions (99-D1), brake tests will be made at North Philadelphia, Zoo, Penn and Harrisburg Terminal. Engineman being relieved will verbally inform relieving engineman of the condition of the train brakes and conductors will advise each other in like manner.

## Station Stop Markers—Penna. Station-30th Street—Lower Level

1154-A3. To properly platform train at Penna. Station-30th St., engineman will stop train with the front of the engine opposite the respective station stop marker as follows:



## NORTHWARD TRAINS—No. 3 AND No. 4 TRACKS

Total Cars in Train	Station Stop Markers
Up to 12 cars.....	12
13 cars.....	13
14 cars.....	14
15 cars.....	15
16 cars.....	16
17 cars.....	17
18 cars.....	18

## SOUTHWARD TRAINS—No. 5 AND No. 6 TRACKS

Total Cars in Train	All Working	1 Non-Working	2 Non-Working	3 Non-Working	4 Non-Working	STATION STOP MARKERS							
						12	13	14	15	16	17	18	
Up to 12 cars	12	13	14	15	16	17	18						
13 cars.....	13	14	15	16	17	18							
14 cars.....	14	15	16	17	18								
15 cars.....	15	16	17	18									
16-17-18 cars	16	17	17	18	18								

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

When the first car is a working baggage or mail car the front of the engine must not be moved beyond the No. 15 station stop marker on northward trains and the No. 16 station stop marker on southward trains in order to platform first car. Double-headed trains will count the second engine as one deadhead car.

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

**Station Stop Markers—Paoli**

**1154-A4.** In making station stop, passenger trains (except MU trains) will be guided as follows:

**Eastward—**Stop with engine opposite numbered marker corresponding with number of cars in train. These markers are located on station platform light standards adjacent to No. 1 track.

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

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

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

**Fuel Oil and Water Stops—****Penna. Station-30th St.—Lower Level**

**1154-A5.** When engines take fuel oil or water, the train will stop, regardless of the number of cars in the train or make-up, as follows:

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

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

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

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

**Frankford Junction Passenger Station—Station Stop**

**1154-A6.** Westward passenger trains from the Atlantic District having schedule stop at Frankford Junction station must not run the cab of engine beyond the home signal at Shore interlocking, when signal is in proceed position.

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

**Station Stops—Authority for**

**1154-A7.** The station master at Suburban Station, Penna. Station-30th Street and North Philadelphia station is authorized to verbally instruct the conductors of trains to stop at Penna. Station-30th Street, North Philadelphia, Frankford Jct. and 52nd Street stations.

**Passenger Car Lighting**

**1154-A8.** Referring to Rule 4154-J—Daylight Burning. Trainmen will turn on lights in passenger cars occupied by passengers, as follows:

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

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

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

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

Trains from Suburban Station and Penna. Station-30th Street (Lower Level) when possible will have the lights turned off by the time trains pass the above points.

**CT 220—Preparation of**

**1154-A9.** When interdivisional trains change crews at Philadelphia it will not be necessary for the conductor taking charge of the train to compile a CT 220 report when the consist of the train has not been changed or the position of the cars reversed.

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

Passenger conductors in preparing CT 220 reports will show the initials of members of engine and train crews in addition to the surnames.

**Doors of Toilets—Locked, Etc.**

**1154-A10.** At Philadelphia—Passenger trainmen and employees of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked within the zone bounded by Suburban Station, Overbrook, North Philadelphia and Arsenal and when standing in station at Paoli.

At Harrisburg—Between Reading Company bridge and State Street bridge.

On trains terminating at or starting from Chestnut Hill, West Chester and Media, doors of toilet rooms in passenger equipment must be locked within yard limits.

Exceptions to these rules may be made when passengers are in distress.

### Lost Articles

**1154-A11.** Referring to **Rule 4154-F**, articles found on trains terminating at the following stations must be delivered to the point designated:

Suburban Station—to Station Master's Office; when closed, to Station Master's representative.

Penna. Station-30th St. —Lost and Found Bureau.  
Paoli —to Yard Clerk; when not available, to Operator at Paoli.

Bryn Mawr, Chestnut Hill,  
Media, West Chester —to Agent.

**NOTE**—When agencies are closed, articles found must be protected and delivered to Lost and Found Bureau, Penna. Station-30th St. or Station Master's Office, Suburban station, as soon as practicable.

### Passenger Cars—Interchange of—North Philadelphia

**1154-A13.** Conductor making interchange of passenger cars at North Philadelphia will leave duplicate car reports at office of yardmaster at Margie Street yard.

### Handling of Cars Occupied by Passengers

**1154-A14.** Road engines being attached to or detached from passenger trains; and yard and road engines handling cars or trains occupied by passengers must be handled by engineman.

### Employes Carried on Mail Trains, etc.

**1154-A16.** Employes may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

### Station Announcements

**1154-A17.** At stations where high train platforms are in service trainmen will in addition to the usual station announcements warn passengers to watch their step while leaving or entering train.

## FREIGHT TRAIN OPERATION

### Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

#### Starting Trains with Electric or Diesel Engines on Rear

**1155-A1.** When starting trains where an electric or diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to electric or diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher on the rear, the following procedure must be followed:

When train is ready to start, power will be used to start the train by the hauling engines. If the hauling engines cannot start the train a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the electric or diesel pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

It is important that the engineman of the pusher engine observe the brake pipe pointer on the gauge very closely after the brakes have been applied with the 25-lb. brake pipe reduction. Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start the train.

The four (4) minute interval must be timed with a watch by both the hauling and pushing engineman.

During the four (4) minute interval, if necessary for pusher engine to apply the independent brake to keep the slack from running out, be sure to have independent brake released at end of four (4) minute interval.

### Starting Freight Trains—Descending Grades, East of Paoli

**1155-A3.** Before starting trains, enginemen must assure themselves that air brakes have been properly released in accordance with the current issue of the Brake and Train Air Signal Instructions, after which engineman will move engine approximately 6 to 8 feet, apply the independent brake and stop, then move 6 to 8 feet further and continue to follow this procedure until the slack has run out on the entire train. It may be necessary to hold the independent brake slightly applied to overcome the final run-out of slack and until the entire train is moving.

If difficulty is experienced in starting train where slack must be taken, and it is not possible to start the train in the manner prescribed above, then as much slack as possible should be taken and continue to follow the procedure outlined above.

Where retainers are used, trainmen must turn down retainers, release the brakes and turn the retainers up again before signalling enginemen to start.

**NOTE:** There is approximately one foot of slack action between freight cars; a train consisting of 125 cars has approximately 3 to 4 car lengths of slack.

### Air Brakes—Test, Retainers and Brake Pipe Pressure

**1155-A4.** Retaining valves will be used in slow direct release on the front end of eastward freight trains between Paoli and Valley as follows:

Trains of empty cars—50 or more cars, 10%.

All other trains of 60 or more cars, 25%.

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

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

### Schuylkill Secondary track—Newton to Pottsville

**1155-A7.** Instructions supplementing Air Brake and Train Air Signal Instruction Book 99-D-1 for controlling freight trains with power brakes on descending grades:

Trains of less than 65 tons per effective brake are not required to make the terminal and retaining valve tests as prescribed by Air Brake and Train Air Signal Instructions, Rules 56-a and 56-b at Newton and will be governed by the following instructions between these points:

Inspectors at originating points will make the air brake tests as required by rules and furnish conductor and engineman in charge of train with MP 261-A form. Cars added after leaving originating terminal must have terminal and retaining valve tests made by crew in charge before leaving Newton and conductor will prepare a new MP 261-A form to cover such additional cars.

Enginemen on eastward freight trains approaching Newton will increase the brake pipe pressure to between 95 and 100 pounds. A road test of the train brake will then be made and retaining valves turned up before leaving that point. Retaining valves will be turned down on arrival at Carbon Yard, or at Ulmer, if a stop is made at that point.

In moving eastward between Newton and Pottsville not more than 3500 gross tons may be moved in any train.

### Air Brake Tests Various Locations

**1155-A8.** A running test of the air brakes must be made before descending grades on the Minersville and Phoenixville running tracks.

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

### Shifting Movements on Grades

**1155-A9.** On account of grade, when performing service at following locations, engine and cars must have air brake hose coupled and air brakes operative:

- Allied Chemical Corp., Grays Ferry.
- Fels Co., Darby.
- Lachmen's Track, Phoenixville.
- Atlantic and Pacific Tea Co. Tracks, Fernwood.

### Instruction 14-E of 99-D-1

**1155-A10.** At Enola, Harrisburg and Marysville yards, train air brakes will be tested as indicated in the above Instructions on the following trains:

Eastward	Westward
Empty car trains	Empty car trains
Coal trains	Ore trains
Symbolled trains	Symbolled trains

### Freight Train Stops

**1155-A11.** Nest—To prevent blocking of Gravers Road crossing (1855 feet east of westward Home signal) westward freight trains consisting of 35 cars or more will stop east of this crossing when westward Home signal governing the movement is in Stop indication and contact the operator for instructions.

**1155-A12.** LG-21 (A & S Branch)—When Block signal L-246 is in Stop-and-proceed indication eastward trains on No. 1 track must stop west of clearance point of switches at LG-21 and ask for instructions.

**1155-A13.** Shocks (Columbia Branch)—Account ascending grade, when eastward Home signal indicates Stop, eastward freight trains with 90 or more cars, or with 80% or more of its engine rating, will stop at telephone one-half mile west of this signal and contact operator Cola for instructions.

**1155-A14.** Billmyer (Columbia Branch)—To prevent blocking road crossing to J. E. Baker Company plant, westward trains using siding will stop east of this crossing (approximately 50 car lengths east of Jeb) and ask for instructions.

If signal at Jeb is in Stop indication westward trains using main track will stop east of this crossing and ask for instructions.

**1155-A15.** Harrisburg—When signal 1015 on No. 2 track, Columbia Branch, indicates approach or stop and proceed, westward freight trains consisting of more than 25 cars will stop at signal and ask for instructions from State before proceeding.

**1155-A16.** Day—Account ascending grade, when block signal N-831 indicates Approach or Stop-and-proceed, westward trains on this track with more than 45 cars will stop at signal and contact the operator for instructions.

### Pusher Engines

**1155-B1.** When lunar white electric light is lighted on eastward side of Overbrook Interlocking Station, or on westward home signal bridge at Bryn Mawr, it will indicate to crews of westward trains with pusher engines that pusher will be detached to clear west end of that interlocking.

**1155-B2.** Pusher engines of freight trains over Bala grade must not detach from the train until the entire train is over the grade.

**1155-B3.** When pushing freight trains pusher engines will ease off passing over crossovers or turnouts when making diverging movements exercising care to avoid slack action.

**1155-B4.** Maximum power on rear of freight trains must not exceed 5000 diesel horsepower or 7800 electric horsepower. When diesel engine and electric engine are coupled and used together as pushers, the 7800 electric horsepower factor will apply but diesel horsepower must not exceed 2500.

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

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

**1155-B6.** When ready to detach pusher while moving, trainman will close angle cock on rear of cabin car, pull cutting pin on cabin car coupler and separate air hoses between the cabin car and pusher. (Chains are provided on cabin car couplers and air hoses to permit safe uncouplings.) The air hose separation will result in an emergency application of the air brakes on the pusher.

### Freight Crews Relieved—Instructions to

**1155-C3.** When freight road crews are relieved on the Phila. Region, short of their destination, the road conductor will turn over his wheel reports together with the tickets to the conductor, who will fill in the upper left hand column on the reverse side of the wheel report.

### Movements Over Firing Range—Frankford Arsenal

**1155-C4.** Before entering Frankford Arsenal from Naught track, movements must stop and obtain permission from guard stationed at gate.

Movements must not be made over firing range while red flag at the range target is displayed or the red blinker lights are operating at range target or Proof House.

### Trains—Blocking Station Platforms

**1155-C5.** Movements on No. 0 and No. 5 tracks between Holmes and North Philadelphia and No. 5 track at Darby must not block the platforms at stations so that passenger trains cannot discharge or receive passengers and must approach stations looking out for passengers.

### Illuminated Sign—Use of—Overbrook

**1155-C6.** Electrically illuminated sign, located northwest corner of interlocking station, designating track number to which eastward freight trains are routed at Woodbine Avenue and track on which set-off is to be made in 53rd Street receiving yard.

When the letter E is displayed—set-off will be made on the eastward end of the track designated.

When the letter W is displayed—set-off will be made on the westward end of the track designated.

The letter L displayed—indicates Ladder track, etc.

**Numbers on Catenary Poles—Use of—Villanova-Ardmore**

**1155-C7.** Between Villanova and Ardmore: For the information of train and engine crews of eastward freight trains, numerals, indicating the number of car lengths including two engine lengths, have been stencilled on catenary poles to right of No. 1 track, to indicate when the rear of their train is over the apex of the grade at Villanova and Bryn Mawr as follows:

Eastward from Villanova	Eastward from Bryn Mawr
Passenger Station	Passenger Station
50 cars—Pole 11.70	50 cars—Pole 9.40
75 cars—Pole 11.52	75 cars—Pole 9.22
100 cars—Pole 11.30	100 cars—Pole 9.05
125 cars—Pole 11.01	125 cars—Pole 8.82

**Thorndale—Stop for Work**

**1155-C8.** Thorndale—Eastward trains of more than 70 cars, operating via tracks 2, 5 or 6, requiring work, will (unless otherwise instructed) pull to the east end of these tracks and return to the Wharf via other tracks for such work.

Westward trains of more than 75 cars, operating via tracks 3, 5 or 6, requiring work, will (unless otherwise instructed) pull to the west end of these tracks and return to the Wharf via other tracks for such work.

**Doubling Train—Bala Grade**

**1155-C9.** Eastward freight trains having tonnage that require doubling over Bala grade will leave the rear portion of their train at Manayunk, eastward from the passenger station, while moving the front portion to Cynwyd.

**Shifting Movements Stadium**

**1155-C10.** While shifting at Stadium, movements may be made beyond the Home signal on No. 1 track by permission of the operator and under flag protection. Before giving such permission, operator at Stadium must have Home signal levers governing eastward movement on No. 1 track at Penrose in their normal position, indicating Stop, these levers blocked with standard blocking devices and must know that the track between Penrose and Stadium is clear of other train movements. When permission has been given for such shifting movement, the operator at Stadium must know that the movement has been completed before admitting another movement to enter No. 1 track either at Penrose or between Penrose and Stadium.

Conductor of such switching movement will be responsible for securing permission, notifying engineman that they have permission, assuring themselves that proper flag protection is provided and of reporting clear to operator when movement is completed.

**1155-C11.** Stadium—West end coal yard ladders, (tracks 1 to 10, inc.). Switching movements must not foul ladders until permission is obtained from Operator Stadium to do so.

When switching is completed and ladders are clear, the conductor must report clear to Operator Stadium. Operator Stadium will not permit road movement to proceed on coal yard leads until all switching movements are reported clear.

**FREIGHT AND PASSENGER TRAIN OPERATION****Attaching and Detaching Helper Engines**

**1156-A1.** After attaching or detaching helper engines in passenger or freight train service, an application and release test of the train brakes must be made from the engine in charge of the train, provided a terminal test had been previously made from the hauling engine. Inspectors or trainmen will note that the rear brakes of the train apply and then signal for a release. Pushing engines may be detached from rear of train without making the brake test.

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

**Referring to Rule 4156-A**

**1156-A2.** Cars delivered to 52nd Street district must be secured by hand brakes placed on both eastward and westward ends of cut.

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

**Forms—Preparation and Use of**

**1156-A3.** Conductors and enginemen of trains will prepare Form MP-217a (for passenger equipment) and Form MP-401 (for freight equipment) in cases where defects are found or where repairs are made by train or engine crews. For any repairs made or material applied to Pullman, private or foreign passenger cars and foreign and individual freight cars, full information must be shown including place repairs are made, number of parts, whether new or second hand and reason for repairs.

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

**Hot Journals**

**1156-A4.** Equipment for sponging hot journals, with hose connection, located as follows:

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

When a car is set out of a train on account of hot journal and the sponging is smoldering or on fire, the crew must make a careful inspection of the underside of wooden flooring to determine that it has not been ignited by the blaze from the hot journal and must extinguish all fire before proceeding with the train.

The use of sand or dirt for extinguishing fires in journal boxes is prohibited. When water or fire extinguisher is not available the sponging must be pulled from the journal box and extinguished on the ground.

**Storage Tracks—Harrisburg**

**1156-A5.** Harrisburg Passenger Station—Tracks 3, 6, 7, 24, 1-E, all tracks in Mulberry Street, State Street and Cumberland Valley Yards and all single end tracks are storage tracks.

### Nescopeck Secondary Track

1156-A6. L. V. R. R. trains are subject to the Pennsylvania Railroad Rules for Conducting Transportation and Special Instructions of the Phila. Region.

### Between Town, Hager and Vardo:

1156-A7. Movements between Town, Hager and Vardo (N. & W. R. R.) made on signal indication or on permission of operator, Hager, superseding time-table superiority.

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

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

### Tubular Train—Diesel Power Car Operation in Tunnels or Confined Locations Penna. Station—30th Street (Lower Level)

1156-A8. Load on diesel engines in power car must be reduced by placing heat control switch on lighting switchboard panel in one or more tubular coaches in "LOW HEAT" position.

Load must be so reduced before passing ZOO Interlocking Station—Southward and Eastward, and Arsenal Interlocking Station—Northward. Full heat cannot be obtained in any tubular coach unless heat control switches in all tubular coaches are in "FULL HEAT" position.

### SPEED RESTRICTIONS

#### 1157-A. Speed Table

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
0	36	100	1	12	50
0	38	95	1	20	45
0	40	90	1	30	40
0	42	85	1	43	35
0	45	80	2	00	30
0	48	75	2	24	25
0	51	70	3	00	20
0	55	65	4	00	15
1	00	60	6	00	10
1	05	55	12	00	5

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

1157-B1. The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded. Trains having an average tonnage of less than 51 tons per effective brake:

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

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

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

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

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

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

**PASSENGER TRAINS AND FREIGHT TRAINS  
1157-C1. Maximum Speeds, unless otherwise Specified**

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Tracks	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Region Post (New York Region) and Holmes Interlocking Station.....	80	50	75	50	75	50	80	50		
Holmes Interlocking Station and Shore Interlocking Station.....	75	50	75	50	75	50	75	50		
Shore Interlocking Station and Eastward Limit North Phila. Interlocking.....	70	45	70	45	70	45	70	45		
Through N. Phila. Interlocking.....	50	40	50	40	50	40	50	40	50	40
Westward Limit North Phila. Interlocking and Girard Ave. UG Br....	70	45	70	45	70	45	70	45		
Girard Ave. UG Br. and Zoo Interlocking Station.....	30	20	30	20	30	20	30	20		
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway Westward Track.....									35	35
Eastward track.....									30	20
44th St. OH Br. and 52nd St.....	50	30			50	20	50	20		
52nd St. and Overbrook westward interlocking limits.....	70	45			50	20	65	20		
Overbrook westward interlocking limits and Ardmore Passenger Station.....	70	50	70	50	70	50	70	50		
Passing Ardmore Passenger Station.....							45	45		
Ardmore Passenger Station and Mile Post 21.....	70	50	70	50	70	50	70	50		
Mile Post 21 and Thorn*.....	75	50	70	50	70	50	75	50		
Thorn and Park*.....	75	50	60	50	70	50	75	50		
Park and Cork*.....	75	50			70	50	75	50		
Cork and State*.....					75	50	75	50		
Harris and Region Post (Pittsburgh Region).....					75	50	75	50		
Arsenal Interlocking Sta. and GF Ave. OH Br.....	50	40					50	40		
GF Ave. OH Br. and Brill Interlocking Station.....	75	40					75	40		
Brill Interlocking Station and Region Post (Chesapeake Region).....	75	50	75	50	75	40	75	40		

\*Note—For freight trains TT-1, TT-2, TT-3 and TT-4 when consist is entirely of TrucTrain Service Flat Cars and hauling engine has permissible speeds in excess of 50 m.p.h. with passenger train as indicated by Special Instruction 1157-G1. .60 M.P.H.

Branches Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
<b>Suburban Line</b> Zoo Interlocking Station and 34th St. OH Br. (Zoo Interlocking).....					30	20	30	20		
44th St. OH Br. and 34th St. OH Br. (Zoo Interlocking).....			50	20			30	20	50	20
34th St. OH Br. and Penna. Sta.-30th St. Upper Level—Suburban Station (Broad Interlocking).....			30		30		30		30	
Penna. Sta.-30th St. Upper Level (Broad Interlocking) and north end Market St. Tunnel (Arsenal Interlocking).....			30						30	
North End Market St. Tunnel and Sig. Br. Southward from Market St. Tunnel (Arsenal Interlocking).....			30	20					30	20
Sig. Br. southward from Market St. Tunnel and Arsenal Interlocking Sta.....			40	20					40	20
<b>River Line</b> Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes.....			60	30					60	30
Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking.....										
South end of Penn Interlocking and Arsenal Interlocking Station.....			60	30					60	30
36th St. Connection. Connection with Main Line 38th St. (Zoo Interlocking) and Penna. Sta.-30th St. Penn. Interlocking).....			30	15					30	15
<b>D.R.R.R. &amp; B. Co. Branch</b> Shore Interlocking Station and District Post (Atlantic District).....							30	30	30	30
<b>Chestnut Hill Branch</b> North Philadelphia and East End of Interlocking Chestnut Hill except MU Trains.....							50	25	50	40
Multiple Unit Trains.....							60		60	
<b>West Philadelphia Elevated Branch</b> Zoo and Arsenal Interlocking Station, Arsenal Interlocking Station and Brill Interlocking Station.....					30	30	30	30		
					45	40	45	40		
<b>Grays Ferry Branch</b> Zoo Interlocking and Arsenal Interlocking.....							30	20		
<b>West Chester Branch</b> Arsenal Interlocking Station and Media Except MU Trains.....							50	40	50	40
MU Trains.....							60		60	
Through Media Interlocking.....	15	15								
Media and Darlington Except MU Trains.....	50	30								
MU Trains.....	55									
Darlington and Yard-Limit Board 2,783 feet South Mile Post 26, West Chester Except MU Trains.....	50	30								
MU Trains.....	60									
Yard-Limit Board 2,783 feet South Mile Post 26, West Chester and end of Main Track.....	50	30								
<b>Delaware Extension</b> Arsenal Interlocking and End of Main Track.....							30	30	30	30

Branches Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		
	Pegr.	Frt.	Pegr.	Frt.	Pegr.	Frt.	Pegr.	Frt.	Pegr.	Frt.	
<b>Miles per Hour</b>											
<b>Schuylkill Branch</b>											
Multiple Unit Trains Valley to Haws Ave.								60		60	
Except MU Trains								50	30	50	20
Valley and Cynwyd								50	30	50	40
Cynwyd and Barmouth								50	40	50	40
Barmouth and Norris Interlocking Station								50	35	50	35
Norris Interlocking Station and Haws Avenue								50	35	50	35
Haws Avenue and Reading	45	45									
<b>Trenton Branch</b>											
Region Post (New York Region) and Glen								40	40	50	50
<b>Phila. and Thorndale Branch</b>											
Dale and Thorn								40	40	50	50
<b>Atglen and Susquehanna Branch</b>											
Park and M. P. 3								45	45	45	45
M. P. 3 and Wago Jct.								40	40	40	40
<b>Columbia Branch</b>											
Cork and Cola								40	35	40	35
Shocks and Roy	35	35						35	35	35	35
Roy and State								35	35	35	35
<b>Columbia and Port Deposit Branch</b>											
Region Post (Chesapeake Region)								30	30	30	30
Land Port								30	30	30	30
<b>York Haven Line</b>											
Region Post (Chesapeake Region) and City	60	40						60	40	60	40
City and Lemo								40	40	40	40
Wago Jct. and Lemo			40	40	40	40		25	25	25	25
Lemo and Day			25	25	25	25		25	25	25	25
<b>Cumberland Valley Branch</b>											
State and Lemo	30	30									
Lemo and Town	40	35									
<b>Norfolk and Western Rwy.</b>											
Hager and Vardo (Shomo Yard)	30	20									
<b>Williamsport Branch</b>											
Rockville and Region Post (Northern Region)								60	45	60	45

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

<b>1157-C2. Wreck Trains and Work Trains With Crane.*</b>		
	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line</b>		
<b>Between:</b>		
Region Post (New York Region) and Mile Post 21	50	40
Mile Post 21 and Region Post (Pittsburgh Region)	50	40
Passenger Tracks	40	30
Freight Tracks	50	40
Arsenal Interlocking Sta. and Region Post (Chesapeake Region)	30	20
<b>Suburban Line</b>	30	20
<b>River Line</b>	30	20
<b>D. R. R. &amp; B. Co. Branch</b>	30	20
<b>Chestnut Hill Branch</b>	40	30
<b>West Philadelphia Elevated Branch</b>	30	20
<b>Delaware Extension</b>	20	20
<b>Grays Ferry Branch</b>	20	20
<b>West Chester Branch</b>	40	30
<b>Schuylkill Branch</b>		
Valley and Haws Avenue	40	30
Haws Avenue and Reading	35	25
<b>Schuylkill Secondary Track</b>	30	25
<b>Nescopeck Secondary Track</b>	25	20
<b>Trenton Branch</b>	35	30
<b>Philadelphia and Thorndale Branch</b>	35	30
<b>Atglen and Susquehanna Branch</b>	35	30
<b>Columbia Branch</b>	35	30
<b>Columbia and Port Deposit Branch</b>	30	30
<b>York Haven Line</b>		
Region Post (Chesapeake Region)		
Wago Jct. and Lemo	35	30
Lemo and Day	25	25
<b>Cumberland Valley Branch</b>	35	30
<b>Winchester Secondary Track</b>	30	25
<b>Williamsport Branch</b>	35	25
<b>New Holland, Pomeroy, Quarryville, Lebanon, Dillsburg, Waynesboro, and Mercersburg secondary tracks</b>	15	10

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

Main Line	Miles per Hour	
	Psgr.	Fr.
1157-C4. Circus Trains.....	*40	
Circus Trains, Schuylkill Branch, West of Haws Avenue.....	30	
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, pile drivers, etc.; moving on own wheels see Rule 4155-A. —on straight track.....	*30	
—on curves.....	*20	
1157-C6. Freight trains with 30 or more cars mineral freight.....	*35	
Eastward between Wynnewood and Overbrook Freight trains that consist of 50 per cent or more mineral freight and freight trains that consist of over 125 cars.....	20	
Freight trains with one or more cars Class HK, HM or HMA Jenny Type hoppers loaded or empty.....	*25	
NOTE—When handling such trains conductors must know that enginemen have been so advised.		
1157-C7. Snow Plows in service.....	*20	
Snow Flangers in service.....	*15	
Passing station platform and trains on adjacent tracks	* 5	
* When operating over territory other than Main Line shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.		
1157-C8. Operating against current of traffic, except where Rule 261 is in effect— Main Line:		
Region Post (New York Region) and Region Post (Pittsburgh Region).....	50	40
Arsenal Interlocking Sta. and Region Post (Chesapeake Region).....	50	40
<b>Branches:</b>		
Chestnut Hill.....	40	30
West Chester—Arsenal to Media except No. 1 track Fernwood to Lansdowne.....	40	30
Fernwood to Lansdowne—No. 1 track.....	30	30
Schuylkill—Valley to Haws Avenue.....	50	30
Williamsport Branch.....	50	40
Trenton Branch.....	40	40
Philadelphia and Thorndale Branch.....	40	40
Atglen and Susquehanna Branch.....	40	40
York Haven Line.....	50	40

Main Line and Branches	Miles per Hour
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine..... Schuylkill Branch—West of Haws Avenue.....	30 20
1157-C12. Pushing Cars—Passenger Trains.....	25
—Freight Trains.....	20
—Multiple Unit Cars Multiple Unit Trains.....	30
Schuylkill Branch—West of Haws Avenue { Psgr... Fr.....	20 20
1157-C13. Track Cars—unless otherwise restricted... —when hauling track cars or trailers.....	20 15
—through crossovers and turnouts, over highway and railroad crossings and when passing trains on adjacent tracks.....	5
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement.....	30
1157-C16. Trains having in consist Foamite fire fighting cars..... NOTE—Conductors must notify enginemen when car is in train.....	50*
1157-C17. Troop trains consisting of freight equipment or of mixed passenger and freight equipment...	40*
1157-C18. Freight trains hauling FNA cars loaded with anti-aircraft twin gun mounts.....	40*
*NOTE—Where maximum freight train speeds are slower, the slower speed shall not be exceeded.	
1157-C19. Portable ballast cleaning outfits.....	20
1157-C20. Movements on car washing track Penn coach yard, through car washing machine..... NOTE—After cars have been washed, movement must be stopped, to permit M. E. employes to leave cars	2
1157-C22. Where speed is restricted, the specified speed must be observed, while engine and any portion of train is within restricted limits, except where speed is restricted for the purpose of delivering United States mail, newspapers, or due to engine restrictions.	



## TURNOUTS

## 1157-D1. Maximum Speeds, unless otherwise Specified

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Pennroad— South end of siding.....	Trailing—Springing switch through turnout.....	15
Wood— South end of siding.....	Trailing—Springing switch through turnout.....	15
Town— North end of siding.....	Trailing—Springing switch through turnout.....	15

Other Crossovers and Turnouts	Miles per Hour	
	Forward	Backward
Non-Interlocked turnouts—diverging movements, except class M-1, I-1, J and HH-1 engines through No. 8 crossovers and turnouts.....	15	15
Class M-1, I-1, J and HH-1 engines through No. 8 crossovers or turnouts must not exceed speed indicated.....	10	5

NOTE—This applies to diverging movement over all hand-operated switches and following interlocked switches:

PHOENIXVILLE	Switch between main track, and engine storage track, 715 feet east of Phoenixville Block Station.
	Switch between engine storage track and east end Phoenixville Yard track.
	Switch to Reading Co. tracks, 165 feet west of Block Station.
	Switch to west end Birdsboro track.
BROOKE	Switch to Birdsboro Freight Station.
	Switch to Brooke track, 394 feet west of Block Station.
	Switch to west end of Brooke track:
READING	—Switch to Court Street track.
LEMO	—Switch to east leg of Wye.
HAGER	{ Crossover between main track and No. 2 yard track.

1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a track not Protected by both a Home Signal and a Distant Signal

Location	Miles per Hour
D. R. R. R. & B. Co. Branch. Jersey (against current of traffic).....	15

## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum Speeds, unless otherwise Specified

Main Line	Miles per Hour
Curve eastward from Ford.....	60
Curve between Shore and Ford.....	50
Curve North Penn to 2nd St. overhead Br.....	65
Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track.....	60
Through Valley interlocking No. 2 track.....	30
Between 52nd St. and westward end of Valley curve No. 4 track.....	30
Curve between Mile Post 5 and eastward limit Overbrook interlocking No. 4 track.....	60
Curve from Narberth passenger station eastward to Merion.....	65
Curve eastward from St. Davids.....	60
Curve westward from Devon.....	65
Curve eastward from Berwyn.....	45
1st and 2nd Curves 1200 feet west of Block Signal 295.....	60
Note { For freight trains TT-1, TT-2, TT-3 and TT4 ONLY, when their consist is entirely of Truc- Train Service Flat Cars: 1st curve west of Block Signal 295—all tracks... Curve at Park Interlocking—No. 2 track.....	55
Curve west of Atglen No. 2 track.....	55
Curve at Gap.....	50
Curve west of Gap.....	50
Eastward freight trains No. 1 track, Main Line, between west end Cork Interlocking and Lancaster Passenger Station.....	30
Curve west of Middletown.....	70
Westward trains No. 2 track at westward home signal, Dock Street, State—Passenger Trains.....	50
—Freight Trains.....	25
1st Curve west of Harris Interlocking.....	30
Curve west of Maclay Street.....	50
Curve east of Rockville.....	50
Curve at Rockville.....	30
Curve west end Rockville bridge No. 1 track.....	30
Curve west end Rockville bridge No. 2 track.....	40
1st Curve east of Banks.....	60
1st Curve west of Banks.....	60
Curve from Grays Ferry overhead Br. to M.P.3.....	60
<b>River Line:</b>	
All curves between Zoo Interlocking Station and 34th St. overhead Br.....	30
All curves 34th St. overhead Br. to South St. overhead Bridge.....	40
All curves South St. overhead Br. to Arsenal Interlocking Station.....	50
<b>Chestnut Hill Branch:</b>	
Curve at North Phila. station.....	15
Curve westward from Westmoreland passenger station.....	50
Curve between Queen Lane and Cheltenham Ave.....	40
Curve between Cheltenham Ave. passenger station and undergrade Br. 3.10 eastward.....	25
First curve eastward from Allen Lane.....	40
Curve between Signal bridge westward from Chestnut Hill passenger station and Highland.....	40

	Miles per Hour
<b>West Chester Branch:</b>	
Curves Arsenal interlocking to Woodland Ave. overhead Br.	40
Curve northward from Fernwood	45
Curve southward from Lansdowne	50
Northward trains and engines on No. 1 track between Secane and Bishop Avenue Crossing	30
Morton, No. 1 and No. 2 track, Amosland Road, Morton Ave., Woodland Ave., and Blue Church Rd.	30
Curve at Swarthmore	50
First curve southward from Swarthmore	50
Curve at Moylan-Rose Valley	45
Media curve southward to Br. 14.41, Ridley Creek	45
Curve southward from Br. 14.41	45
Curve at Elwyn passenger station	45
First curve southward from Elwyn passenger station	30
Lenni curve	50
Parkmount crossing Lenni freight station; yard and running tracks	6
First curve northward from Wawa	40
Curve southward from Wawa passenger station	40
All curves southward from Darlington passenger station to curve northward from Locksley passenger station	45
Curve at Cheyney passenger station	50
West Chester, Niclds Street Crossing	5
West Chester, Union St., Crossing	5
NOTE—For movement of wreck derrick, see Special Instruction 1160-C3.	
<b>Schuylkill Branch:</b>	
Curve at Valley interlocking, No. 2 track	15
Curve between Jefferson St. Br. and 52nd St., No. 1 track	20
Bala reverse curve westward from platform, No. 2 track	30
Curve eastward from Wynnefield Ave.	50
Curves Cynwyd to Manayunk	40
Mile Post 8 to Mile Post 9	45
Curve westward from Mile Post 10	40
Curve at Miquon	40
Curve westward from Mile Post 11	50
Curve at Spring Mill	50
Curve eastward from Conshohocken	20
Conshohocken Street Crossings	20
Curve eastward from Mile Post 14	50
All curves from Mile Post 14 to Ivy Rock	50
Curve at Ernest	55
Curves Norris to Haws Ave.	40
Norristown (Chain St.)	17
Creek, Reading Co. crossing	30
First curve west of Mile Post 27	35
Curves Phoenixville to tunnel	40
First and second curves west of Phoenixville tunnel	35
Between 1000 feet east and 1000 feet west of Hanover St. Crossing, Pottstown	15
First and second curves east of Birdsboro	40
Crossing, Reading Co. Brooke	15
Reverse curve east of Bridge 56.03	45
First curve west of Bridge 56.03	40
Curve at west end East Reading yard	30
Between Mile Post 58 and Mile Post 59	30
First curve west of Mile Post 59	30
Reading, over Exeter Street and Bern Street crossings	30

	Miles per Hour
<b>Schuylkill Secondary Track:</b>	
First curve east of Mile Post 93	10
Washington St., Pottsville to Mile Post 95	20
Crossing, Reading Co. Pottsville	20
Curve at Mile Post 95	25
First and second curves east and first and second curves west of Mile Post 103	20
Cemetery road crossing, 1500 ft. west of Newton	10
Between a point 800 ft. east and 800 ft. west of Vulcan Road undergrade (8000 ft. or approximately 1.5 miles west of Newton-L.V.R.R.)	10
All curves between Newton and Pottsville	15
Curve, Mile Post 5 Minersville yard running track	10
<b>Trenton Branch:</b>	
Bridge 21.82, east of Fort Hill	30
<b>Atglen and Susquehanna Branch:</b>	
Trains on No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides	20
<b>Columbia Branch:</b>	
Curve 8254 feet west of Block Signal C-697	35
Curve 4000 feet west of Block Signal C-721	30
Curve 6002 feet west of Block Signal C-721	30
Curve to York Secondary Track	15
<b>York Haven Line:</b>	
1st and 2nd Curves west of York Haven	45
Curve west of Goldsboro	45
1st and 2nd Curves east of Lemo	30
Curve between York Haven Line and Cumberland Valley bridge	10
Crossing frogs Lemo	15
West Leg of Wye, Lemo	10
Curve west of Lemo	25
Bridge 83.16, west of Lemo	25
<b>Cumberland Valley Branch:</b>	
Curve at Watts	35
Bridge 41.14 North of Pennroad	Yard tracks between connection to Cumberland Valley Branch and connection to Reading Co. tracks to Rutherford.
Bridge 41.25 North of Pennroad	
Bridge 41.36 North of Pennroad	
<b>Winchester Secondary Track:</b>	
Switches and Crossings at Town and Hager	15
Wye at Hagerstown	5

	Miles per Hour
<b>Williamsport Branch:</b>	
Curve 1700 feet west of Rockville.....	30
1st Curve 6978 feet west of Rockville.....	45
<b>New Holland Secondary Track:</b>	
Curve at Honey Brook.....	15
Curve east of Greenfield.....	15
<b>Lebanon Secondary Track:</b>	
Bridge 0.63 Lebanon.....	10
Bridge 16.29 Cornwall Class L-1 engines.....	15
<b>Waynesboro Secondary Track:</b>	
Bridge 10.30 North of Mont Alto.....	15
Bridge 11.96 South of Knepper.....	15
Bridge 14.00 North of Nunnery.....	15
<b>Mercersburg Secondary Track:</b>	
Bridge 61.37 Hother (see note).....	15
Bridge 70.20 Mercersburg Jct. (see note).....	15
Wye Mercersburg Junction.....	10
NOTE—Cars of gross load of 210,000 lbs. or more, 120 tons or heavier wrecking derrick, or a disabled engine must be separated from engine under steam and other loaded cars by two empty cars, when moving over these bridges.	
<b>Speed Ordinances:</b>	
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....	12
Mechanicsburg.....	20
Carlisle.....	20
Shippensburg.....	6
Hagerstown.....	12
Martinsburg.....	10
Winchester.....	12
Waynesboro.....	6

### ENGINES

#### 1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour			
	Backward	Forward—Light	Forward—With Train	
			Passenger	Freight
A.....	20	20	20	20
B.....	25	25	25	25
C.....	20	20	20	20
E.....	35	50	75	50
G.....	35	50	75	50
H.....	35	40	50	50
HH-1.....	25	35	35	35
I.....	25	40	50	50
J.....	..	..	..	..
K.....	35	50	75	50
L.....	35	40	50	50
M.....	35	50	75	50
N.....	30	40	50	50
Q.....	40	40	50	50
Reading Class K and I.....	25	40	50	50
Rail Motor Cars.....	65	65	65	..

Class Electric Engines	Miles per Hour		
	Light	With Train	
		Passenger	Freight
B.....	25	25	25
DD.....	50	50	50
E.....	50	50	50
FF-2.....	50	50	50
GG.....	50	80	50
L.....	50	50	50
O.....	50	80	50
P.....	50	70	50
R.....	50	80	50
MU Engines (with Trains).....	..	65	..

Class Diesel Engines	Miles per Hour		
	Light	With Train	
		Passenger	Freight
<b>Road:</b>			
Passenger Engines.....	60	80	50
Freight Engines, except EH-15.....	50	65	50
EH-15.....	50	50	50
Freight-Passenger Engines.....	50	75	50
<b>Road Shifters:</b>			
All classes, except ES-15a.....	50	60	50
ES-15a.....	50	55	50
<b>Yard Shifters:</b>			
All classes, except A6B, GS4 and ES-6 (5911 only).....	50	50	50
GS4.....	30	30	30
ES-6 (No. 5911 only).....	40	40	40
PRSL-BS-15ms (Frt. Eng.).....	30	65	45
PRSL-BS-16ms (Psg. Eng.).....	30	80	45
PRSL-BS-16ms (Frt. Eng.).....	30	70	45

#### NOTE—

#### Diesel Engines

First letter designates builder:

"A"—American Locomotive Works-General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation.

"F"—Fairbanks, Morse and Company.

"G"—General Electric Locomotive Works.

"L"—Lima Locomotive Works.

Second letter (and third letter where used) designates service:

"F"—Freight

"H"—Freight with lower speed gearing, primarily for helper service.

"P"—Passenger.

"FP"—Normally freight, but equipped for use in passenger service.

"S"—Shifting service.

Numerals indicate engine horsepower in nearest hundreds.

#### Electric Engines—Horsepower

Class E2B (2 units).....5000 horsepower

Class E2C (2 units).....6000 horsepower

Class E3B (2 units).....6000 horsepower

Class FF2.....3000 horsepower

Class P5.....3750 horsepower

Class GG1.....4620 horsepower

**SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**
**1157-H1. Maximum Speeds, unless otherwise Specified**

Track	Between	And	Miles per Hour
No. 5 and No. 6.	Thorn.....	Caln.....	30
"G".....	Day.....	PF-2.....	20
"A".....	Banks.....	111-B.....	35
"D".....	West end Enola.	Banks.....	20
No. 3 and No. 4.	Rockville.....	Banks.....	35
	Reading.....	Pottsville.....	30
	Pottsville.....	Newton.....	25
	Newton.....	Laurel Jct.....	30
Schuylkill.....	Newton (Eastward)	Pottsville.....	See Special Instruc- tion 1157-B1
Nescopeck.....	Gum Run.....	End of track...	30
Nescopeck.....	End of track...	Nescopeck.....	30
New Holland...	Downs.....	Glen Moore.....	15
New Holland...	Honeybrook...	Cork.....	20
Pomeroy.....	Pomeroy.....	End of track...	15
Quarryville.....	Lancaster.....	End of track...	15
Marietta.....	Shocks.....	West end of Col- umbia Yard...	15
Lebanon.....	Conewago.....	9th Street Lebanon.....	20
Lemoyne.....	Lemo.....	Camp.....	15
Dillsburg.....	Dillsburg Jct...	End of track...	20
Northward sid- ing Carlisle.			10
Waynesboro...	Wood.....	End of track...	20
Waynesboro...	Highw'y Crossing at Mont Alto.		10
Mercersburg...	South Penn Jct..	End of track...	20
Hagerstown...	Town.....	Hager.....	10
Winchester.....	Town.....	Hager.....	10
Winchester.....	Hager.....	Winchester.....	30
Cumbo.....	Connection with Winchester Secondary track.....	Cumbo yard...	15
All other sidings.			15

**ENGINE RESTRICTIONS**
**1160-A1. Engines are restricted at locations shown below:**
**NOTE—Letters and figures indicate:**
**X—Prohibited.**
**A—Backward movement prohibited.**
**B—Backward movement restricted to speed indicated.**
**D—Operation of engines coupled prohibited.**
**E—Operation of engines coupled restricted to speed indicated.**
**R—Restricted account of light rail.**
**Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.**
**The small number in parenthesis shown in location column indicates reference NOTE shown at end of table.**
**Engines of classes other than those listed shall not be run over any portion of the region unless authorized by Superintendent Transportation.**
**Class of engines listed under each numbered column of this page will apply to same numbered columns of all succeeding pages of this Instruction.**

CLASS OF ENGINES												
SYMBOL	1	2	3	4	5	6	7	8	9	10	11	12
LOCATION	AS, AS6, AS6, ASH, B1, B56, B56a, B57, E56, G54	AS10, AS10a, AS10b, AS10c, AS10d, AS10e, AS10f, AS10g, AS10h, AS10i, AS10j, AS10k, AS10l, AS10m, AS10n, AS10o, AS10p, AS10q, AS10r, AS10s, AS10t, AS10u, AS10v, AS10w, AS10x, AS10y, AS10z	E, L6, O1	G, AP, BP20, EP, FP	H6	HF-9, HF, AF, BF, DH, DS24M, EF, EFP, EH, FL, LS	I	K	L	M	BH60, P5, GG-1, E2B, E2C, E3B, FF2	Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
<b>MAIN LINE:</b>												
Between Region Post (New York Region) and Zoo.....							X					
Prison track.....												
Engines used in shifting service may use straight track.			X	X	X	X	X	X	X	X	X	X
Br. 77.68—Princeton St.....				70	70		X	60	45	35		60
Br. 78.29—Magee St.....				70	70		X	60	45	45		60
Br. 78.51—Levick St.....				70	70		X	60	45	45		60
Br. 80.71—Tacony.....				60	60		X	60	45	45		60
Br. 81.53—Castor Ave.....							X		45	45		60
Br. 83.93—Allegheny Ave.....							X		45	45		60
Br. 84.30—12th St.....							X	50	40	40		40
North Philadelphia												
Reading Interchange.....			X	X	X	X	X	X	X	X	X	X
International Harvester.....			X	X	X	X	X	X	X	X	X	X
Ward Baking Co.....			X	X	X	X	X	X	X	X	X	X
Margie St. Yard Tracks 7 to 10, inc.....			X	X	X	X	X	X	X	X	X	X
Este Yard Tracks 7 to 12, inc.....			X	X	X	X	X	X	X	X	X	X
Br. 85.61—Dauphin St.....							X	55	45	35		45
Br. 85.76—25th Street.....							X		45	45		60
Diamond St. Yard No. 6 Track.....			X	X			X	X		X	X	X
<b>BUSTLETON TRACK:</b>												
0.81 trestle.....		10	X	X	10	10	X	X	X	X	X	X
<b>FORD TO KENSINGTON:</b>												
RI engines prohibited.												
All bridges and viaducts.....		15	15	15	15	15	15	15	15	15	15	15
<b>K. &amp; T. TRACK:</b>												
.....			X	X	X	X	X	X	X	X	X	X
<b>FRANKFORD STREET TRACK:</b>												
.....			X	X	X	X	X	X	X	X	X	X
<b>C. STREET YARD:</b>												
Tracks 7 to 12, inc.....			X				X	X		X	X	X
<b>FAIRHILL YARD LEADS:</b>												
Fairhill District industry tracks.....			X	X	X	X	X	X	X	X	X	X
<b>OXFORD ROAD TRACK:</b>												
Br. 1.53 (Tacony Creek).....		15	X	X	15	X	X	X	X	X	X	X
<b>ENGELSIDE:</b>												
Yard except No. 1 Track.....			X	X	X	X	X	X	X	X	X	X
No. 1 Track and No. 1 Spur.....										X	X	X



CLASS OF ENGINES												
SYMBOL	1	2	3	4	5	6	7	8	9	10	11	12
<b>ELIZABETHTOWN:</b>												
A. Buch Sons Co. both tracks (8).....				X			X	X	X	X	X	X
Klein Chocolate Co. track.....				X			X	X	X	X	X	X
Warehouse track.....				X			X	X	X	X	X	X
Grubb and Brannemans track.....				X			X	X	X	X	X	X
Hoffer Bros. track.....				X			X	X	X	X	X	X
Stoak and Sinclair track.....				X			X	X	X	X	X	X
Muth Bros. track (1).....				X		X	X	X	X	X	X	X
Farmers Fertz. Works track.....				X			X	X	X	X	X	X
Masonic Home track.....				X			X	X	X	X	X	X
<b>MIDDLETOWN:</b>												
Brick Yard track.....						X	X	X	X	X	X	X
New Siding.....				X		X	X	X	X	X	X	X
Bridge 94.74.....					40				45			
Destrick Coal Co. track (1).....				X		X	X	X	X	X	X	X
Metropolitan Edison Co. track.....					X		X	X	X	X	X	X
Wincroft Stove Co. track.....					X		X	X	X	X	X	X
Boiler Works track.....					X		X	X	X	X	X	X
Fuelane Co. track.....					X		X	X	X	X	X	X
Aviation track (1).....					X		X	X	X	X	X	X
<b>HIGHSPIRE:</b>												
Bridge 97.04 east of Highspire.....							40					
Beth. Steel Co. Boiler Works track.....							X	X	X	X	X	X
Yard tracks 1, 2, 3.....							X	X	X	X	X	X
Wheatena Corp. track.....							X	X	X	X	X	X
Hosiery Mill track.....							X	X	X	X	X	X
<b>ROCKVILLE INTERLOCKING:</b>												
East end of bridge to West end of Interlocking including curve track B and west leg of "Y".....							5		5	5		
							5		5	5		
<b>ROCKVILLE YARD:</b>												
All tracks except No. 3 track.....							X	X	X	X	X	X
No. 3 track (most southerly track).....							X		X	X	X	X
<b>BETWEEN BRILL AND CHESAPEAKE REGION POST:</b>												
Br. 6.19—Darby.....							20		40	30		30
General Electric Co. tracks (portion of).....							X	X	X	X	X	X
Fels & Co.....				X	X	X	X	X	X	X	X	X
(Wreck derricks must not use trestle.)												
Breyer, Brady-Hindle, and Kealy tracks.....				X	X	X	X	X	X	X	X	X
Other industry tracks.....				X	X		X	X	X	X	X	X
<b>SUBURBAN LINE: ZOO—BROAD—ARSENAL:</b>												
Eastward Shuttle Track—Upper Level 30th Street.....											X	
<b>PASSENGER REPAIR YARD:</b>												
Scrap dock Track.....				X	X	X	X	X	X	X	X	X
Curve at west end No. 1 and 2 Shops.....				X	X	X	X	X	X	X	X	X
Oil House Track.....				X	X	X	X	X	X	X	X	X
Leads to Steam Heat Plant and Storehouse.....				X	X		X	X	X	X	X	X
<b>D. R. R. &amp; B. Co. BRANCH:</b>												
Between Shore and westward end viaduct.....							X		15	10		
Between westward end viaduct and Jersey Int. Sta.....							X		15	10		15
See Special Instruction 1160-A2.....		15	15	15	15	15	X		15	10	15	15
<b>CHESTNUT HILL BRANCH:</b>												
North Philadelphia Interlocking.....							X				X	
Between North Phila. and Allen Lane.....							X				X	
Allen Lane and Chestnut Hill.....				X	X		X	X	X	X	X	X
Electric Storage Battery Co. (Straight Track only).....				X	X		X	X	X	X	X	X
(Curves).....				X	X		X	X	X	X	X	X
Zingers, American Ice, Pioneer Paper, Chevrolet Co.....				X	X	X	X	X	X	X	X	X
Budd's at Hunting Park.....				X	X	X	X	X	X	X	X	X
Midvale Yard—Industrial Tracks. Lead to Chelton Ave. Yard.....				X	X	X	X	X	X	X	X	X
Br. 3.47—Pomona St.....				50	50		X	X	50	20	20	30
Upland Station Track.....				X	X		X	X	X	X	X	X
Germantown steam heat plant.....				X	X		X	X	X	X	X	X
Br. 5.44—Cresheim Valley.....	10	5	X	X	5	X	X	X	X	X	X	X

CLASS OF ENGINES												
SYMBOL	1	2	3	4	5	6	7	8	9	10	11	12
<b>FORT WASHINGTON RUNNING TRACK:</b>												
St. Martins Coal Co. Pa., Inst. D. and D., R. C. White, Globe Hoist Co., Metlab Co., National Crucible Co., Public Delivery and Century Vault Co.) All Other Tracks.....							X			X		
<b>WEST PHILA. ELEVATED BRANCH:</b>												
							20			20		
<b>BELMONT TRACK:</b>												
M engines may be used in pas- senger detour service only. Grays Ferry Movable Bridge.....							15	X	X	15	15	X
<b>60th STREET, CHESTER and PHILADELPHIA, track:</b>												
Haenn Lumber Co.....				X	X	X	X	X	X	X	X	X
<b>WASHINGTON AVENUE:</b>												
B, E, G and H engines may be used only on the north and south tracks. Wooden trestle between Arsenal and 24th St.....							X	X	X	X	X	X
							15	X	X	15	15	X
<b>GRAYS FERRY BRANCH:</b>												
									X		X	
<b>DELAWARE EXTENSION:</b>												
Arsenal Movable Bridge.....							15	15	15	15	15	15
Industrial Leads—D-6 to Passyunk. Lead to Phila. Electric Co.....							X	X	X	X	X	X
<b>GIRARD POINT:</b>												
Mud Yard—all tracks.....									X	X	X	X
Storage Yard—all tracks.....									X	X	X	X
New Yard—all tracks.....									X	X	X	X
Old Yard—all tracks.....									X	X	X	X
<b>SWANSON STREET:</b>												
E, G and H types prohibited on industrial tracks.....									X	X	X	X
<b>GREENWICH:</b>												
East End Tidewater Yard.....				X	X	X	X	X	X	X	X	X
West End Tidewater Yard.....				X	X		X	X	X	X	X	X
Produce Terminal Leads.....				X	X		X	X	X	X	X	X
Long Curve Running Track to Pay Yard.....				X	X		X	X	X	X	X	X
Short Curve Running Track to Pay Yard.....				X	X		X	X	X	X	X	X
Lead to Swanson St. Track at Pay Yard.....				X	X	X	X	X	X	X	X	X
Under Ore Loading Hoppers on loop tracks.....	X	X	X	X	X	X	X	X	X	X	X	X
<b>DELAWARE AVENUE:</b>												
Between Greenwich and Junction Trenton Ave. Elevated.....				X	X		X	X	X	X	X	X
<b>CANAL STREET:</b>												
Commerce St. Washington Ave. to South St.....				X	X	X	X	X	X	X	X	X
<b>WEST CHESTER BRANCH:</b>												
Large tenders prohibited on ac- count of clearance. Coal height on regular tenders must not exceed normal dimensions of tender without coal. E6, G61 and P5 engines single unit only may be operated between Arsenal and West Chester. Two H8, H9, or H10, K2, K4 may be operated between Arsenal and Angora. When operated beyond Angora they must be spaced by two cars. Not more than 2 G5 types or a G5 with light type engine coupled may be operated on West Chester and Newtown Square yard running track. Br. 4.79—Angora.....				X			X		X	X	X	X
Br. 7.11—Gladstone.....	35	35	30	30	30	30	X	X	X	X	25	X
Br. 11.87—N. of Wallingford.....	35	35	15	15	15	15	X	X	X	X	15	X
Br. 14.41—Media.....	30	30	30	30	30	30	X	X	X	X	25	X
Br. 20.31—N. of Glen Mills.....	30	30	30	30	30	30	X	X	X	X	25	X
Br. 25.75—S. of Oakbourne.....	20	20	20	20	20	20	X	X	X	X	25	X
	25	25	25	25	25	25	X	X	X	X	25	X

CLASS OF ENGINES												
SYMBOL	1	2	3	4	5	6	7	8	9	10	11	12
<b>NEWTOWN SQUARE TRACK:</b>			X			X	X	X	X	X	X	X
Br. 11.22—S. of Lanerch.....	20	X	X	20	20	X	X	X	X	X	X	X
<b>CARDINGTON TRACK:</b>						X	X	X	X	X	X	X
<b>NAUGHT TRACK WAWA:</b>			X			X	X	X	X	X	X	X
<b>SCHUYLKILL BRANCH:</b>												
Between 52nd St. and Jeff No. 2 Main Track.....						X	X		X	X	X	X
Between 52nd St. and Jeff No. 1 Yard Track.....						X			X	5	X	
Industrial Tracks, Wynnefield Ave. to Manayunk Station.....			X	X		X	X	X	X	X	X	X
Br. 5.29—Woodbine Ave.....			X	X	X	20		40	25		X	X
Pencoyd Track.....			X	X	X	X	X	X	X	X	X	X
<b>MANAYUNK:</b>												
Hendren Coal Track.....			X	X	X	X	X	X	X	X	X	X
Robinson Steel Co. Track.....			X	X								
<b>MIQUON:</b>												
Industrial Track.....			X	X		X	X	X	X	X	X	X
<b>SPRING MILL:</b>												
Lee Tire and Rubber Co.....			X	X	X	X	X	X	X	X	X	X
Quaker Oil Products Co.....			X	X		X	X	X	X	X	X	X
<b>CONSHOHOCKEN:</b>												
Back Track at Freight Station F. & J. H. Davis, Geo. J. McFadden Tracks.....			X	X	X	X	X	X	X	X	X	X
Leroy & Williams Track.....			X	X		X	X	X	X	X	X	X
<b>IVY ROCK:</b>												
Industrial Tracks.....			X			X		X	X	X	X	X
<b>ERNEST:</b>												
Capital Furniture Co.....		X	X	X	X	X	X	X	X	X	X	X
W. A. Case & Son Mfg. Co.....		X	X	X	X	X	X	X	X	X	X	X
Atlantle Refinery, American Equipment Co. and Cochran Corp. to end of trestle only.....			X	X		X	X	X	X	X	X	X
Lukens & Yerkes.....			X	X	X	X	X	X	X	X	X	X
<b>NORRIS:</b>												
Classification Tracks, East End Extension Track.....										X		
Mann Co. Track to Scale only.....			X	X		X	X	X	X	X	X	X
Kneass Lumber Co.....			X	X		X	X	X	X	X	X	X
V. Arens & Sons.....			X	X	X	X	X	X	X	X	X	X
Rambo & Regar, Reading Screw and W. F. Doran.....		X	X	X	X	X	X	X	X	X	X	X
<b>HAWS AVENUE:</b>												
Dill Co. Track.....			X	X	X	X	X	X	X	X	X	X
Other Industrial and Yard Tracks Br. 18.10—Haws Ave.....			X	X		40		40		40		
<b>BETZWOOD:</b>												
Taylor Track.....						X	X	X	X	X	X	X
Team Track.....						X			X	X	X	X
<b>BETWEEN BETZWOOD AND CREEK:</b>												
Philadelphia Protectory for Boys from Main Track connection to Pawling road crossing.....				X		X	X	X	X	X	X	X
From Pawling road crossing to end of Track.....			X	X	X	X	X	X	X	X	X	X
<b>CREEK:</b>												
B. F. Goodrich Co.....	B5	B5	X	B5	X	X	X	X	X	X	X	X
<b>BETWEEN OAKS AND PHOENIXVILLE:</b>												
Container Corp. Co. Track 1600 feet west Mile Post 26.....			X							X		
Bridge 28.42: 2215 feet west Mile Post 26.....						40			45	X		
Bridge 27.24: 1255 feet west Mile Post 27.....						40			45	X		
<b>PHOENIXVILLE:</b>												
Phoenixville Running Track from Phoenixville to Mile Post 2.....							X		X	X	X	
Phoenixville Running Track west of Mile Post 2.....							X	X	X	X	X	X
Jet. Phoenixville Running Track to Freight Station.....			X	X	X	X	X	X	X	X	X	X
New Mill coal trestle, Phoenix Iron Co.....			X	X	X	X	X	X	X	X	X	X
Industrial Tracks.....			X	X	X	X	X	X	X	X	X	X

CLASS OF ENGINES												
SYMBOL	1	2	3	4	5	6	7	8	9	10	11	12
<b>BRIDGE 31.70:</b>												
2,253 feet east of Spring City.....								X		45	X	
<b>SPRING CITY:</b>												
Canal Track.....			X	X	X	X	X	X	X	X	X	X
Dust Mill.....			X	X	X	X	X	X	X	X	X	X
Tracks south of Freight Station.....			X	X	X	X	X	X	X	X	X	X
Royersford Track.....			X	X	X	X	X	X	X	X	X	X
Royersford Spring Bed.....			X	X	X	X	X	X	X	X	X	X
Buckwalter No. 1.....			X	X	X	X	X	X	X	X	X	X
Royersford Fdry. & Mach. Co.....			X	X	X	X	X	X	X	X	X	X
Diamond Glass Co., No. 2.....			X	X	X	X	X	X	X	X	X	X
State School, West Spring City.....			X	X	X	X	X	X	X	X	X	X
<b>PARKERFORD:</b>												
Track between station track and H. W. Johnson coal trestle.....								X	X	X	X	X
H. W. Johnson coal trestle.....								X	X	X	X	X
Wm. E. Wells except trestle.....								X	X	X	X	X
Wm. E. Wells trestle.....	X	X	X	X	X	X	X	X	X	X	X	X
Kinsey Distillery Corporation beyond a point 280 feet east of bridge over Schuylkill River.....			X	X	X	X	X	X	X	X	X	X
<b>POTTSTOWN:</b>												
Firestone Tire & Rubber Co.....								X	X	X	X	X
Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14.....								X	X	X	X	X
Bethlehem Steel Co.....			X	X	X	X	X	X	X	X	X	X
Mayer-Pollock Co.....			X	X	X	X	X	X	X	X	X	X
Stowe-Extension.....			X	X	X	X	X	X	X	X	X	X
Track off Public Delivery to Sunshine Stores, Inc.....			X	X	X	X	X	X	X	X	X	X
<b>MONOCACY:</b>												
West of: J. T. Dyer Quarry Co. No. 2.....								X	X	X	X	X
Reading Casting Co.....								X	X	X	X	X
Samuel Hoppel.....								X	X	X	X	X
<b>BRIDGE 48.78:</b>												
722 feet east of Birdsboro.....								45		45	X	
<b>BRIDGE 48.87:</b>												
254 feet east of Birdsboro.....								35		45	X	
<b>BIRDSBORO:</b>												
Track west of Brooke Block Station leading to Reading Company.....								X	X	X	X	X
Focht & Lacey Company.....								X	X	X	X	X
West End, Brooke track.....								X	X	X	X	X
Freight House Track.....							X	X	X	X	X	X
Birdsboro Steel Foundry & Machine Co.....								X	X	X	X	X
<b>GIBRALTAR:</b>												
Station Track.....								X	X	X	X	X
<b>BRIDGE 54.63:</b>												
1,856 feet east of Mile Post 55.....								45		45	X	
<b>BRIDGE 55.38:</b>												
1,848 feet west of Mile Post 55.....								35		40	X	
<b>READING:</b>												
East Reading Yard.....								X	X	X	X	X
Water St. Track.....								X	X	X	X	X
Court Street Track.....			X	X	X	X	X	X	X	X	X	X
North Reading Track.....			X	X	X	X	X	X	X	X	X	X
Carpenter Steel Co.....			X	X	X	X	X	X	X	X	X	X
Track to Wm. Fryermuth.....								X	X	X	X	X
Berks Art Metal Service.....								X	X	X	X	X
Switch must be lined for No. 2 or No. 3 Fr. Sta.....								X	X	X	X	X
<b>MUHLBERG:</b>												
Fair Ground Track.....								X	X	X	X	X
<b>TEMPLE:</b>												
Quarry Track.....								X	X	X	X	X
Beryllium Co.....								X	X	X	X	X
Trestle Station Track.....			X	X	X	X	X	X	X	X	X	X
<b>LEESPORT:</b>												
All Industrial Tracks.....								X		X	X	X
<b>MOHRSVILLE:</b>												
Station Track.....								X		X	X	X
<b>SHOEMAKERSVILLE:</b>												
Alleman Track east of derail.....							X		X	X	X	X

CLASS OF ENGINES												
SYMBOL	1	2	3	4	5	6	7	8	9	10	11	12
<b>HAMBURG:</b>												
Spiedel Elevator Corp.			X	X			X	X	X	X	X	X
Hahn Motor Truck Co.			X	X	X	X	X	X	X	X	X	X
Penn Electric Steel Casting Company			X	X	X	X	X	X	X	X	X	X
Boiler Works							X	X	X	X	X	X
Allen Sherman Hoff Co.							X	X	X	X	X	X
Coal Trestle							X	X	X	X	X	X
Other Industrial Tracks							X			X	X	X
<b>SCHUYLKILL HAVEN:</b>												
Team Track			X	X			X	X	X	X	X	X
Trestle at Freight Station		X	X	X	X	X	X	X	X	X	X	X
<b>CARBON YARD:</b>												
North side, west end Nos. 3 and 4 Tracks			X	X			X	X	X	X	X	X
South Side, Spur Track							X	X	X	X	X	X
<b>POTTSVILLE:</b>												
Freight Station Tracks Nos. 1, 2, 3 and 4 from Main Track switch to a point designated by a yellow stripe on rail				X			X	X	X	X	X	X
South side No. 5 Track				X			X	X	X	X	X	X
National Biscuit Co.				X			X	X	X	X	X	X
<b>BRIDGE 157 NBS:</b>												
East, Laurel Junction							15			15		
<b>MINERSVILLE RUNNING TRACK:</b>												
Lytle Coal Co. empty and condemned coal tracks			X	X	X	X	X	X	X	X	X	X
<b>MOREA TRACK:</b>												
										X	X	X
<b>NESCOPECK SECONDARY:</b>												
							X	X	X	X	X	X
<b>TRENTON BRANCH:</b>												
<b>PLYMOUTH MEETING:</b>												
Lavino's track			X				X	X	X	X	X	X
Henderson track							X	X	X	X	X	X
Swedeland track										X	X	X
<b>PHILA. and THORNDALE BRANCH:</b>												
Bridge 24.74 west of Dale							30					
<b>ATGLEN and SUSQUEHANNA BRANCH:</b>												
Bridge 13.54, 2nd bridge west of Block Signal L-125							30					
<b>COLUMBIA BRANCH:</b>												
Bridge 70.00 west of Lancaster							25					
Sico Oil Co.							X			X		X
<b>MOUNTVILLE:</b>												
Station track							X			X		X
Paper Mill track							X			X		X
New Holland Machine Co. track			X	X	X	X	X	X	X	X	X	X
Brick Co. track (1)			X	X	X	X	X	X	X	X	X	X
<b>COLUMBIA:</b>												
Bridge 78.86 east of Columbia			X	X			25	X	X	35	X	X
Gas Company track			X	A	X	X	X	X	X	A	X	X
Curve to York Branch										A		
Crossover to Reading Co.										X		
Keeley Stove Co. track (1)			X	X	X	X	X	X	X	X	X	X
No. 2 track to west end										A		
<b>MARIETTA:</b>												
Station track							X			X		
Cargill track							X			X		
Zeigler Coal Co. track (1)			X	X	X	X	X	X	X	X	X	X
O'Connor Coal track			X	X	X	X	X	X	X	X	X	X
Baker Tobacco Co. track			X	X	X	X	X	X	X	X	X	X
<b>BILLMYER:</b>												
All tracks except track adjacent to main track				X			X	X	X	X	X	X
No. 8 track to Rotary Mill				X			X	X	X	X	X	X
<b>YORK HAVEN LINE:</b>												
York Haven Paper Mill track							X	X	X	X	X	X
Bridge 68.63 west of York Haven, Nos. 1 and 2 tracks							30			40		
<b>CLY:</b>												
Wye track							X	X	X	X	X	X
<b>BRIDGE 72.05 east of Goldsboro, Nos. 1 and 2 tracks</b>												
							30			50		

CLASS OF ENGINES												
SYMBOL	1	2	3	4	5	6	7	8	9	10	11	12
<b>MARSH RUN:</b>												
U. S. Depot track							X	X	X	X	X	X
<b>BRIDGE 82.72 east of Lemo, No. 1 track</b>												
							50					
<b>LEMO:</b>												
Curve to C. V. Bridge							X		B5	X	X	
West leg of "Y"							X	X		X	X	
<b>ROHERSTOWN:</b>												
Miller and Bushong							X			X		X
Station track							X			X		X
<b>WEAVERS:</b>												
Newcomers Mill track							X			X		X
<b>FRAZER TRACK (3)</b>												
			X				X	X	X	X	X	X
<b>NEW HOLLAND SECONDARY (8)</b>												
							X	X	X	X	X	X
<b>COATESVILLE (Strode Ave.) TRACK</b>												
			X				X	X	X	X	X	X
<b>POMEROY SECONDARY</b>												
Buck Run: General Paper Co. track (1)			X	X	X	X	X	X	X	X	X	X
<b>QUARRYVILLE SECONDARY</b>												
			X				X	X	X	X	X	X
<b>LEBANON SECONDARY (2)</b>												
Bridge 16.29 west of Cornwall (7)							X	X	15	X	X	X
<b>HARRISBURG—STELTON</b>												
Freight Station track							X	X	X	X	X	X
<b>CUMBERLAND VALLEY BRANCH:</b>												
<b>CAMP:</b>												
Kinney Shoe Co. track			X	X	X	X	X	X	X	X	X	X
Spangler Flour Mill track			X	X	X	X	X	X	X	X	X	X
General Foods Corp. track			X	X	X	X	X	X	X	X	X	X
Pennay Supply Co. track			X	X	X	X	X	X	X	X	X	X
<b>SHIREMANSTOWN:</b>												
Kinney Shoe Co. track			X	X	X	X	X	X	X	X	X	X
Quaker Oats track			X	X	X	X	X	X	X	X	X	X
Ralston-Purina Co. track			X	X	X	X	X	X	X	X	X	X
Paul Eberly track			X	X	X	X	X	X	X	X	X	X
U. S. Steel Homes track			X	X	X	X	X	X	X	X	X	X
<b>MECHANICSBURG:</b>												
Beitzel track				X			X	X	X	X	X	X
D. Wilcox track				X			X	X	X	X	X	X
<b>CARLISLE:</b>												
Ettinger & Sons track				X			X	X	X	X	X	X
Beetern side track (1)				X			X	X	X	X	X	X
Land & Improvement Co. track				X			X	X	X	X	X	X
<b>SHIPPENSBURG:</b>												
Bridge 37.85 north of Shippensburg							25			40	X	
Elevator track			X				X	X	X	X	X	X
<b>SCOTLAND:</b>												
Orphan School track			X				X	X	X	X	X	X
<b>BRIDGE 48.68 north of Wood</b>												
										45	X	
<b>CHAMBERSBURG:</b>												
<b>Rots Lumber Co. track (1)</b>												
Track inside T. B. Wood Sons gate				X			X	X	X	X	X	X
Wolf side track north of bridge at College			X	X	X	X	X	X	X	X	X	X
Wolf Side track (4)			X	X	X	X	X	X	X	X	X	X
Connection with W. M. at Engineering Company							X	X	X	X	X	X
Tracks at Reclamation Plant Yard and No. 8 track along erecting shop							X	X	X	X	X	X
Slyder track				X			X	X	X	X	X	X
Second St. Crossing				X			X	X	X	X	X	X
Electric Light & Speer Co. track				X			X	X	X	X	X	X
Former paint shop tracks and delivery tracks west of Freight Station, including switch near track scales							X	X	X	X	X	X
Hollinger track				X	X	X	X	X	X	X	X	X
House and Transfer tracks				X	X	X	X	X	X	X	X	X
Speer low track	X	X	X	X	X	X	X	X	X	X	X	X



SYMBOL	CLASS OF ENGINES													
	1	2	3	4	5	6	7	8	9	10	11	12		
BRIDGE 51.87 south of Chbg.....								30				40	X	
<b>GREENCASTLE:</b>														
Milk track.....				X							X	X	X	
Omwake and Oliver.....				X			X	X	X	X	X	X	X	
BRIDGE 63.91 south of Greencastle..								35				40	X	
<b>WINCHESTER SECONDARY:</b>														
<b>HAGERSTOWN:</b>														
North ladder No. 1 yard.....							X	X	X	X	X	X	X	
Storage and transfer track No. 1 Yard.....			X	X	X	X	X	X	X	X	X	X	X	
No. 1 west, No. 1, 2 east transfer tracks.....			X	X	X	X	X	X	X	X	X	X	X	
Other transfer tracks.....			X	X	X	X	X	X	X	X	X	X	X	
Merchant Wholesale Grocery Co. track.....			X	X	X	X	X	X	X	X	X	X	X	
J. W. Myers Co. track.....			X	X	X	X	X	X	X	X	X	X	X	
Standard Oil track.....			X	X	X	X	X	X	X	X	X	X	X	
Back Stockyard track.....			X	X	X	X	X	X	X	X	X	X	X	
BRIDGE 82.13 Potomac River.....								25				25	X	
<b>CV-87:</b>														
DuPont tracks.....							X	X	X	X	X	X	X	
<b>BERKELEY:</b>														
Security Cement & Lime Co. track.....							X	X	X	X	X	X	X	
W. S. Frey track.....							X	X	X	X	X	X	X	
<b>MARTINSBURG:</b>														
Bridge 92.56 north of Martinsburg.....								20				20	X	
North leg of "Y".....							X	X	X	X	X	X	X	
South leg of "Y".....							X	X	X	X	X	X	X	
Thorn Lumber Co. south track (1).....			X	X	X	X	X	X	X	X	X	X	X	
Berkley Grocery Co. track.....			X	X	X	X	X	X	X	X	X	X	X	
City Water Works track (1).....	X	X	X	X	X	X	X	X	X	X	X	X	X	
Other yard and industrial tracks.....							X	X	X	X	X	X	X	
Bridge 106.56, south of Ridgeway.....							X	X	X	X	X	X	X	
<b>DILLSBURG SECONDARY:</b>														
Bridge 15.15 north of Dillsburg.....				15	15	15	X	X	X	X	X	X	X	
<b>WAYNESBORO SECONDARY:</b>														
.....							X	X	X	X	X	X	X	
<b>MERCERSBURG SECONDARY:</b>														
Bridge 61.37—Hother (7).....	15	15	15	15	15	15	X	X	X	X	X	X	X	
Bridge 70.20—Mercersburg Jct. (7).....	15	15	15	15	15	15	X	X	X	X	X	X	X	
<b>RICHMOND RUNNING:</b>														
.....							X	X	X	X	X	X	X	

## NOTE:

- (1) Engines must not use track beyond point designated.
- (2) Class BS 24 M engines restricted due to close side clearance.
- (3) Class G, K, L and Road Diesel engines may use this track between Frazer and Morstein.
- (4) Engine must not be used on bridge or trestle.
- (5) Engines must not go beyond P.R.R. portion of this track.
- (6) All classes of engines are permitted to use track to secure water at plug.
- (7) Diesel engines, except Class AS-16a and BS-24m, may operate double headed over the following bridges:
  - Bridge 16.29—West of Cornwall
  - Bridge 61.37—Hother
  - Bridge 70.20—Mercersburg Jct.

Single unit diesel engines Class AS-16a and BS-24m, may operate over these bridges not exceeding 15 miles per hour. When double headed or moving disabled engines of any other class, all engines must be separated and moved singly over these bridges, unless there are four cars between the engines.

- (8) Maximum speed on Nos. 1, 3 and 6 tracks:

TRACKS	CLASS OF ENGINES						
	I	M	L, K, BH60, BP60A	H8-9-10	G	P5, E2B, E3B, E2C	GG1, R1, All diesels except BH50 and BP60A
1	10	20	30	45	50	70	75
3	10	20	30	45	50	60	60
6	10	20	30	45	50	60	60

- (9) The following classes of engines are prohibited from using A. O. Smith Co. plant track east of Leola, New Holland Secondary Track:

All Steam Engines.  
All Road Diesel Engines.  
Yard Diesel Engines, FS-10 and FS-20.

- (10) Class E, G and H-6 engines restricted to 5 miles per hour. Class AP20, BP20, EP20, EP22, FP20 and FP20A Diesels restricted to 10 miles per hour.

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

**1160-A2.** Except in detour service M type engine coupled to any type engine must not be operated between westward end of approach viaduct and Jersey Interlocking Station.

Between westward end of approach viaduct and Jersey Interlocking Station: When M, L, K5, K4, H9, H8 engine coupled to GG-1, P-5, DD-2, R1, etc., in **Passenger Detour Service** or the M type is used singly in any service the train dispatcher must see that no train is permitted on adjacent track while such movement is being made.

If M, L1, K5, K4, H9, H8 engine is used with GG-1, P-5, DD-2, R1, in **Freight Detour Service**, engines must be separated by at least ten cars of gross weight not exceeding 100,000 lbs. each and no trains must be operated on adjacent track.

Not more than two engines coupled, steam, electric, or diesel electric (except diesel engines listed below) shall be operated in this territory. Additional engines of any class must be spaced from the two coupled engines with at least ten cars between them and in either case train dispatcher must see that no train is permitted on adjacent track while such movement is being made.

If train consists of mineral, grain or other heavy lading, operated by M type engine, the engine must be separated from such mineral, grain or other heavy lading, by at least ten cars not exceeding 100,000 lbs. gross weight per car, and if an additional M engine is used such engine must be similarly separated both from the M engine operating the train and the mineral, grain or other heavy lading. If a lighter engine is used such engine must be similarly separated only from the M engine operating the train. In either case train dispatcher must see that no train is permitted on adjacent track while such movements are being made.

In emergency, in passenger detour service only, if the engine or engines operating the train are disabled, the following movements may be made: L type or lighter engine may move the M type engine coupled to an electric engine with train on the approach viaduct; or the L type or lighter engine may be moved light on adjacent track on the approach viaduct to pass an M type coupled to an electric engine standing; H type or lighter engine may move M type coupled to electric engine with train on the four truss spans of the bridge; or H type or lighter may be moved light on adjacent track to pass M type engine coupled to electric engine standing on the four truss spans of the bridge.

Two or three engines of the following class diesel engines may operate over this territory coupled together when adjacent track is clear of other trains:

AS6, BS6, BS7, ES6, AS10, AS10AM, AS10AS, AS10S, BS10, BS10A, BS12M, BS12AMS, ES10, ES12M, EP22, AS16, BS16S, BS24M, EFS17, ES15M, LS25.

Two or three units of the following class diesel engines may operate over this territory coupled together, when adjacent track is clear of other trains:

AFP20, BP20, EP20, FP20, AF16, AF15, BF15, BF15A, BF16, BF16Z, EF15A, EH15, EFP15, FF16, FF20;

#### Chestnut Hill Branch

**1160-A3.** Two engines, except multiple unit engines, must not be coupled together crossing the bridge over Cresheim Valley; at least one empty car must be placed between any two engines operating over the bridge.

#### Arsenal Movable Bridge

**1160-A4.** When three or more electric engines (except FF-2) or diesel engine units, coupled together, are operated over the Arsenal Movable Bridge and approaches thereto, the train dispatcher and operator at Arsenal must see that no train is permitted on adjacent track while such movement is being made.

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

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

#### Suburban Line

**1160-A5.** Steam and Diesel engines must not enter the Subway of Suburban line eastward of 20th Street unless otherwise instructed by the Superintendent Transportation.

#### River Line

**1160-A6.** Steam engines must not operate under overhead structures Penna. Station-30th Street, all tracks, unless otherwise instructed by the Superintendent Transportation.

#### Rail Motor Cars

**1160-A7.** The handling of freight cars by Diesel rail motor cars, is prohibited.

#### Diesel or Electric Engines—Movement Over Humps

**1160-A8.** Diesel or Electric engines with articulated trucks must not be operated over humps.

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

**1160-A9.** Reading Company Class T-1 engines may run over this region (except between Belmont and Pavonia Yard) subject to the same restriction as PRR Class I engines.

**1160-A10.** Reading Company Class T-1 engines on No. 1 track between Day and Lemo must have windshields closed account close clearance.

**1160-A11.** Reading Company engines Class G1 and G2 will be governed by restrictions applying to P.R.R. engines, Class K4.

**1160-A13.** Reading Co. 2,400 H.P. Diesel engines, Class RS-4 and RS-4B are prohibited over Bridge 1:53 south of Sears, Roebuck & Co. on Oxford Road Track.

**1160-A14.** P.R.S.L. Diesel engines Class BS-15ms and BS-16ms, same restrictions as P.R.R. Class H-8, H-9 and H-10.

#### Frankford Junction Engine House

**1160-A15.** Movement of H Class engines or larger on No. 3, No. 4, No. 5 and No. 6 tracks is prohibited.

H Class engines or larger are prohibited on No. 2 Running track beyond a point 480 feet east of switch leading from D.R.R.R. & B. Company branch, Shore Interlocking.

#### P-5 Electric Engines Restricted— Powelton Avenue Yard

**1160-A16.** Powelton Avenue Yard curves on Tracks No. 3 to No. 17 between Powelton Avenue overhead bridge and 30th Street.

#### Class FF-2 Electric Engines

**1160-A17.** From top of rail to top of pantograph in down position Class FF-2 electric engines measure 16 feet 4 inches, which is approximately 16 inches higher than Class GG-1 engines.

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

#### Philadelphia District

Main Line—Holmes and East end (Mantua End) Zoo Interlocking.

D.R.R.R.&B. Co. Branch—Entire.

Chestnut Hill Branch—Entire.

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

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

West Chester Branch—Entire.

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

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

No. 5 track—entire (River Line);

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

Paoli, Duckunder track.

#### Harrisburg District

State Interlocking—Overhead bridges—

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

Bridge 104.59 (Baggage Concourse)—track 7.

Bridge 104.60 (Psgr. Concourse)—track 9.

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

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

Not more than two (2) Class FF-2 engines may be used coupled, whether or not in multiple, between Zoo and Greenwich because of weight restriction on Arsenal Movable Bridge. (See Special Instructions **1160-A4**).

#### OTHER EQUIPMENT RESTRICTIONS

##### Cars 50 Feet or More in Length

**1160-B2.** Cars 50 feet or longer must be handled separately on industrial tracks where engines are prohibited or nothing larger than a Class A-5 engine can operate on account of curvature.

##### Passenger Carrying Cars Moved in Freight Service

**1160-B3.** Class MP-54 and MU cars moved deadhead in freight trains must be placed on rear of train just ahead of cabin car and in such trains that will not require pusher service.

### Passenger Equipped Cars Prohibited— Cardington Track

**1160-B4.** Movement of all passenger equipped cars prohibited through arch tunnel No. 8.21 under Philadelphia-West Chester Pike, Cardington track.

### Movement of Cars Maximum Weight—Various Tracks

**1160-B5.** A maximum weight of 251,000 pounds (car and lading) can be handled over the Philadelphia Region, except as follows:

Cars exceeding a maximum weight (car and lading) of 210,000 pounds, must not be accepted for movement over the following tracks:

Bustleton	West Chester Branch
D. R. R. R. & B. Co. Br.	Newtown Square
Frankford St.	John Hess track, Vintage
Fairhill	New Holland Secondary
Oxford Road	Pomeroy Secondary
Stiftown	Dillsburg Secondary
Washington Ave.	Waynesboro Secondary
60th Street	Mercersburg Secondary
Phoenixville Running track	Richmond Running
Spring City—Royersford track	
Spring City—On Siding over Bridge 32.55	
Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.	

### Chestnut Hill Branch

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

### Oxford Road (Bridge 1.53 Tacony Creek)

Cars exceeding maximum weight (car and lading) of 169,000 pounds must not be accepted for movement over this bridge, unless separated from the engine and from other cars exceeding 169,000 pounds, by three or more cars weighing 169,000 pounds or less.

### Model 40 Burro Cranes

**1160-B6.** Model 40 Burro Cranes with booms greater than 35 feet in length must be stopped while movements are being made on adjacent tracks.

### 1160-B7. Winchester Secondary Track:

Norfolk and Western Railroad class J engine or PM passenger cars must not exceed a speed of 15 miles per hour over Bridge 82.13 south of Williamsport and 20 miles per hour over Bridge 92.56 north of Martinsburg.

### 250-TON DERRICKS

**1160-C1.** 250-ton derricks are restricted on this Region except: Main Line—between Paoli and Banks. Branches—Trenton, Phila. and Thorndale, Atglen and Susquehanna, Columbia, York Haven Line, and Cumberland Valley.

#### NOTE:

When in the above territory they must be governed by restrictions applying to Class I engines as shown in Special Instructions 1160-A1.

### DERRICKS OTHER THAN 250-TON DERRICKS

#### Chestnut Hill Branch (Cresheim Valley Bridge)

**1160-C2.** Wreck derricks over 150 tons prohibited. Wreck derricks 150 tons or less may be moved over this bridge not exceeding 5 miles per hour, and must have at least 2 empty cars between the derrick and engine.

No other movement must be made on adjacent track while derrick is being moved over this bridge.

### West Chester Branch

**1160-C3.** Trains hauling wreck derrick must not exceed speed indicated over the following bridges:

- Br. 4.79 Angora 25 miles per hour.
- Br. 7.11 Gladstone 15 miles per hour.
- Br. 11.87 Northward from Wallingford 25 miles per hour.
- Br. 14.41 Media 25 miles per hour.
- Br. 20.31 Northward from Glen Mills 20 miles per hour.
- Br. 25.75 Southward from Oakbourne 25 miles per hour.
- Br. 11.22 Southward from Llanerch 10 miles per hour.  
(Newtown Square running track.)

### Wreck Derricks—Prohibited

**1160-C4.** On account of weight wreck derricks must not be moved over the following bridges:

- Bridge No. 1.32 Wissinoming Creek, Kensington and Tacony Track.
- Bridge No. 1.50 Frankford Street Track, Kensington and Tacony Track.
- Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.

### Greenwich—Ore Loading Hoppers on Loop Tracks

**1160-C5.** Ladings and cars exceeding 13 feet 6 inches from top of rail and all classes of engines are prohibited from passing under Ore Loading Hoppers on Loop Tracks.

## FREIGHT TRAIN CLEARANCES

### Este's Yard

**1162-A1.** Employees are warned of close clearance between track No. 0 and catenary poles Nos. 85.64, 85.69 and 85.75 westward from Este's Yard, there being approximately 18 inches clearance between poles and side of standard equipment, also catenary pole south side of ladder track eastward end, Este's yard, will not clear a man on side of car.

### Harrisburg Passenger Station

**1162-A2.** Employees are warned that close clearance exists between No. 13 and No. 14 tracks east end Harrisburg passenger station and will not clear a man on side of car or engine.

### Handling X31 cars etc., North Philadelphia-15th St. Yard

**1162-A3.** North Philadelphia, 15th Street yard: X31 cars and similar type equipment must be handled with extreme care and not coupled to other cars while being moved over Reading Bridge on track leading to Power House.

### Handling Diesel Engines and Cars certain industrial tracks, North Philadelphia

**1162-A4.** Movements between No. 5 track and No. 7 Hill track (lead to J. M. Bruner and Company Coal Yard) with Diesel type engine or with cars longer than 41 feet, and to and from W. J. Alexander and Sons industrial track, with Diesel type engine, must not be made without first obtaining permission from the operator North Philadelphia, and movements on No. 4 track protected as prescribed by Rule 99. While cars are being placed upon or removed from industrial tracks used by

Weil McLain and Co.  
Tri-State Dist. Co.  
North American Warehouse Co.

connected with naught track, cars and engines will not properly clear passing trains on No. 1 track.

Movement to and from these tracks must not be made without first obtaining permission from the operator at North Philadelphia and movement on No. 1 track protected as prescribed by Rule 99.

After movement has been completed and switches returned to normal, operator must be advised.

#### West Chester Branch—Arsenal—Fernwood

1162-A5. Cars, loads or other equipment for movement between Arsenal and 540 feet south of 49th Street must not exceed 15 feet 8 inches above top of rail. Refrigerator hatch covers in open position must not exceed 16 feet 3 inches.

#### Brown Hoist and Speno Ballast Cleaning Equipment; Track Sweeper—Suburban Line

1162-A6. Due to close overhead clearance, the Brown Hoist Ballast Cleaning Equipment, Speno Ballast Cleaning Equipment and Track Sweepers must not be moved on No. 1 main track under 44th and 42nd Street overhead bridges, or on any track between Pennsylvania Station-30th Street and Suburban station.

#### Overhead Clearance

1163-A1. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:\*

Bridge No.	Location	Description
0.19	D. R. R. & B. Co. Branch—Overhead Bridge.	Overhead bridge over Frankford Junction Yard tracks.
	Wheatsheaf Lane—Overhead Bridge.	Nos. 1 and 2 Yard tracks at first and second catenary bridges—west of.
83.02	Front Street.	Tracks, south side.
0.52	Luzerne Street—Oxford Road. Broad Street—East Side—North Philadelphia.	Concrete Arch. General Electric Co.
1.76	Abbottsford Road—Chestnut Hill Branch.	Yard tracks leading to Midvale Yard.
85.11	Margie Street.	Nos. 0 and 5 tracks—Entrance to Continental Distilling Co.
86.36	Montgomery Avenue.	Nos. 0 and 5 tracks.
86.76	33rd Street (Engelside).	No. 0 track.
1.33	Belmont—Belmont Tunnel.	Tunnel bridge.
1.30	Belmont—Belmont Tunnel.	Tunnel bridge.
1.15	Belmont—Girard Avenue.	Overhead bridge.
0.14	Belmont—Montgomery Ave. Walnut Street—South St. Yard. Walnut Street—South St. Yard. Walnut Street—South St. Yard.	Overhead bridge. Entrance to 31st and Chestnut Streets freight station. Track Dead Ending under Walnut Street bridge. Spur track—Old Hay Warehouse.

Bridge No.	Location	Description
	Kingsessing Avenue—Foot Bridge—West Chester Branch.	Track to 47th and Woodland Avenue freight yard.
	Gay Street—West Chester.	Overhead bridge.
	Greenwich.	Under ore loading hoppers on loop tracks.
	44th Street.	Overhead bridge.
	52nd Street (Phila. Transfer).	North Side No. 9 platform. South side No. 11 platform.
	Ernest.	W. A. Case and Son.
3.17	Norristown. Norristown. Norristown. Norristown.	Lukens and Yerkes track. Mann Iron & Steel Co. track. Reading Screw Co. track. W. F. Doran Co. track.
21.74	Betzwood.	
0.54	Phoenixville Yard Running track.	
	Phoenixville.	Phoenix Iron Works Corp., tracks Nos. 1, Brick House and New Mill.
	Phoenixville-Reading.	Coal loaders.
	Spring City.	Keystone Drawn Steel Co. track. Royersford Foundry and Machine Co. track.
	Parkerford.	Kinsey Distilling Corporation tracks.
36.51	Frick's Lock.	
40.71	Pottstown.	
	Pottstown.	Pottstown Metal Processing Co. track. Bethlehem Steel Co., tracks Nos. 5 and Reading Connection. Firestone Tire and Rubber Co. tracks, Nos. 1 and 5.
	Monocacy.	Barrett Company track.
48.56	Birdsboro.	
	Reading.	Orr and Sembower track. Carpenter Steel Co., tracks Nos. 4 and 5. Reading Milling Co. track. Parish Pressed Steel Co., all tracks. Wilhelm Paint Company tracks.

Bridge No.	Location	Description
54.89 61.19 61.23	Reading, East of Reading.	
71.13	Shoemakersville.	
	Hamburg.	Allen-Sherman-Hoff track. Penn Electric Co. track. Hamburg Boiler Works Co. track.
83.40	Auburn.	
88.27	Adamsdale.	
90.96	Schuylkill Haven.	
	Mt. Carbon.	Power line supports on turntable.
94.29	Pottsville.	
4.95	Minersville Yard Running track.	
1.35	St. Clair.	
35.00	Mountain Grove.	Scotch Valley Lead.
	Frazer Track.	West Chester and Fern Hill.
	New Holland Track.	Downs and Glen Moore. Honey Brook and Cork.
	Pomeroy Track.	Pomeroy and Chatham.
	Lancaster Yards.	Lancaster Freight Station and connection with Columbia Branch.
	Quarryville Track.	Lancaster and Quarryville.
	Lebanon Track.	Conewago and Lebanon.
	Harrisburg Yard.	Maclay Street and Rockville.
	Williamsport Branch.	Rockville and Region Post (Northern Region).
	Enola—Marysville Yards.	Day and Banks.
2.35	Washington Avenue (Grays Ferry Avenue). Washington Avenue (Grays Ferry Avenue).	Portals of Grays Ferry Movable Bridge. Abattoir track.
3.11	49th Street Bridge—Grays Ferry.	Tracks under bridge.
	B. & O. Bridge—Grays Ferry.	No. 5 track.
	Brill Interlocking—60th Street.	No. 5 track—non-energized overhead wire.

Bridge No.	Location	Description
6.09	4th Street—Darby.	No. 5 track.
	Marietta Track.	Columbia and Shocks.
	York Haven Line	Wago Junction and Cly.
	Cumberland Valley Branch.	Lemoyme and Town.
	Dillsburg Track.	Dillsburg Junction and Dillsburg.
	Mercersburg Track.	South Penn Jct. and Mercersburg.
	Winchester Track.	Town and Winchester.

\*This instruction also applies to all yard tracks, not herein listed, serving enginehouses, shops, warehouses, piers, wharves, coal breakers, collieries, or other facilities, where there are overhead pipes or structures over such tracks.

**1163-B1.** Unless adjacent tracks are clear, the following classes of engines must not be operated between the points indicated below:

Class of Engines	Location	Tracks
HH	<b>Main Line</b>	
	Curve East End Rockville Bridge	No. 2 & No. 3 No. 1, No. 2 & No. 3
AP-20, BP-20, FP-20, EP-20, EP-22, AF-15, BF-15, BF-16, EF-15, EF-15A, EH-15, FF-20, BP-60A, BH-50	<b>York Haven Line</b>	
	Curve at York Haven	No. 4
H-9	Between 20th and 25th Sts. Washington Ave.	Middle and Northward

#### EXPLOSIVES AND OTHER DANGEROUS ARTICLES

**1165-C1.** Cars containing shipments of class A explosives, except laboratory samples; all class B and C explosives in excess of 200 pounds are prohibited under all overhead structures, on all tracks, Penna. Station-30th Street, Lower Level, and Suburban Station.

#### Cars Placarded Explosives

**1165-C2.** Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

## ELECTRICAL OPERATION

1167-A1. Electrical operating instructions CT-290, in effect.

1167-A2. Power directors are located at Penna. Station-30th Street (Telephone 666) and at Harrisburg (Telephone 333) and have jurisdiction over power supply on following tracks equipped for A.C. electrical operation:

MAIN LINE:	BETWEEN	AND
All Main tracks	Region Post (New York Region)	Harrisburg.
	Arsenal Interlocking	Region Post (Chesapeake Region)
BRANCHES	BETWEEN	AND
D.R.R.R. & B. Co.	Shore	Jersey, including hand-operated crossover and Wye switch, at Frankford Jet.
Chestnut Hill	North Phila.	Chestnut Hill, including hand-operated crossover 1375 feet east of Allen Lane, crossovers and station tracks at Chestnut Hill.
Suburban Line	Zoo	Arsenal, Upper Level via Broad Suburban Station, including all Suburban Station tracks, No. 5, Run Down and shifting track.
River Line	Zoo	Arsenal, all tracks except sand track Race St., engine terminal and No. 10 track, Walnut St. yard.
36th Street connection	Zoo (connection with Main Tracks 38th Street)	Penna. Station—30th Street (Connection with River Line).
Grays Ferry	Zoo	Arsenal.
West Chester	Arsenal	West Chester, including hand-operated crossover 700 feet south Fernwood, hand-operated switch south end Media yard, Media yard tracks 1, 2, 3, 4 and 5, and Cheyney siding. Station track and express track West Chester.
West Philadelphia Elevated	Zoo	Brill, including hand-operated crossovers at 49th Street; and Naught track, between 49th St. and Brill.
Delaware Extension	Arsenal	End of main tracks including Interlocked crossover between No. 1 and No. 2 main tracks West end Penrose.
Schuylkill	Valley	Haws Avenue, including hand-operated crossovers 2075 feet west of Manayunk, 1600 feet east of Conshohocken and 100 feet east of Ivy Rock. Extension track and 900 feet of eastward end of Norris running track. Front and back track at Chain St. Yard connecting track and No. 1 and No. 2 coach yard tracks, Haws Avenue.
Trenton	Region Post (New York Region)	Glen, including hand-operated crossovers at Heaton, Fort Hill, Rambo and King; No. 1 to Middle track, ladder and middle tracks to No. 2 track and shop track, Nest; Howellville siding; Fort Hill track.
Philadelphia and Thorndale	Dale	Thorn.
Atglen and Susquehanna	Park	Wago junction, including hand-operated switches at "Q" Sidings at Smith, LG21, Manor Columbia and Lake.
Columbia	Cork	Cola.
	Shocks	State including siding between Shocks and Jeb and hand-operated crossover at overhead bridge Highspire.
Columbia and Port Deposit	Cres	Port.
York Haven Line	Wago Jct.	Cly. (No. 3 and No. 4 Tracks).
	Cly	Day. (Nos. 1, 2, 3 and 4 Tracks).

OTHER TRACKS  
BETWEEN HOLMES AND HARRISBURG YARD

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
Frankford Junction yard	No. 0	From its junction with westward track to a point 30 feet east from Frankford passenger station.
	Eastward	From No. 0 track to its connection with westward track 300 feet east of Venango Street.
	Westward	From No. 0 track to Ontario St.
	Wye and 3rd	Connecting D.R.R.R. & B. Co. Br. with eastward (KI).
Shore Interlocking	No. 1 Receiving Yard	From its connection with eastward track westward a distance of 300 feet.
	No. 0	475 feet westward from Shore Interlocking Station.
North Philadelphia Interlocking and Margie yard	No. 5	From a point 630 feet west of Margie St. overhead bridge extending east 6100 feet to a point 475 feet east of Germantown Ave. undergrade bridge.
33rd Street	No. 5	Connecting with No. 4 main track at 33rd Street eastward a distance of 1200 feet.
Mantua yard	No. 19 No. 20	375 feet from east end of tracks.
Zoo to 44th St.	Eastward Jersey	Entire.
	Westward Yd. Running	Entire.
M-1	Westward Jersey	Between connections with Eastward Jersey track and westward yard running track west of 44th St.
	Cut	Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. overhead bridge).
	Departure	Between connection with No. 2 track Zoo Interlocking and Cut track.
	Crossovers	All connections between energized tracks.
44th St.	C 1	200 feet, east end.
	A 26	250 feet, east end.
	A 27	100 feet, east end.
	B 18 B 19	125 feet, east end. 200 feet, east end.
46th St. Engine House	Eastward Engine	Between connection with Eastward Jersey at 44th St. and 150 feet west of switch to engine yard.
	Elec. Eng. Insp. Pit	Entire.
	Nos. 1 and 2 Elec. Eng. Storage	Entire.
44th St. to 52nd St.	Westward Belt	Entire.
	6 Overflow	Entire.

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
52nd St.	7 Overflow	325 feet, west end.
	Overflow Ladder	Between connections with No. 6 Overflow track and No. 14 track.
	Eastward Belt	Between connections with No. 14 track and Overflow Ladder.
	Westward Engine	Between connections with Westward Belt and No. 1 PSV track.
	No. 15	Entire.
	No. 14	Entire.
	A 12	160 feet, west end.
	B 20	280 feet, west end.
	Departure	315 feet, west end.
	Crossovers	All connections between energized tracks.
	No. 1 PSV	Between connection with Westward Engine track and Jeff.
	59th St. Receiving yd.	No. 14 and No. 15.
10 Ladder		Entire.
No. 8		775 feet, west end.
No. 7		700 feet, west end.
Nos. 3 to 6, inc.		Entire.
Ladder (West end)		Entire.
Crossovers		All connections between energized tracks.
Bryn Mawr		Psgr. Car trk. (South Side)
Paoli Coach yard	Pit	Entire.
	Nos. 0 to 8 inc.	Entire.
	Hill	Entire.
Paoli West yard	Connecting	Entire.
	Freight	Entire.
	Running	Entire.
Paoli Shop	Nos. 3 and 4	Entire.
	Duck Under	Entire.
	Nos. 1 to 5 inc.	Leading to Shop Bldg. (East and West sides).
Thorndale	No. 5 and No. 6	Entire.
	A-B-C-D	West end to A.C. Motor stop sign.
	A-B-C-D	East end to A.C. Motor stop sign.
Lancaster	A-B (Station Tracks)	Entire.
	No. 0	Entire.
	Mail and Exps.	Entire.
	Spur	Entire.
	No. 1 and No. 2	Dillerville yard.
	Old eastward	From connection with No. 1 track Columbia Branch to A.C. Motor stop sign.

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
Long Park Yard	Nos. 1, 2 and 3	West end to A.C. Motor stop sign.
State	Single	State to Lemo.
	12-E, 13-E	Entire.
	No. 0 and 9-C	State to A.C. Motor stop sign.
State Street yard	No. 34, 36 and 37	Entire.
	No. 35	West end to A.C. Motor stop sign.
Harrisburg Station	No. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10	Entire.
Harris	1E, 2E, 1X, 2X, 3X, 4X, 3D, 4D, 3C, 4C, 5C, 6C, 32, 33 and No. 2 main	To A.C. Motor stop sign.
Harrisburg yard	No. 4P and 5P	Harris to Reilly, including crossovers east of Reilly leading into these tracks.
	No. 11 and No. 12	Harris to Maclay Street, also all connections and crossovers to No. 11 and No. 12 tracks on east end.
No. 1 classification yard	Nos. 8 to 13 inclusive	To A.C. Motor stop sign.
No. 3 relay yard	Nos. 5, 6, 7 and eastward	Maclay Street to A.C. Motor stop sign.
No. 4 receiving yard	Nos. 13 to 18 inclusive	Entire.
Harrisburg Enginehouse	4E inward engine track	To A.C. Motor stop sign.
	5E and 6E electric engine storage tracks	Entire.

### OTHER TRACKS BETWEEN ZOO AND ARSENAL

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
Spring Garden Street yard	Nos. 1 to 8, No. 11 (Derrick)	Entire.
Powelton Ave. MU yard	All	Entire.
Penna. Coach Yard	All except Plug	Entire.
Race St. Eng. Term.	All except Spur	Entire.
North of 30th St. Station	Race St. Spur	Entire.
Penna. Sta.-30th St.	Nos. 1 to 12 inclusive	Entire.
South of 30th St. Station	Dravo	Entire.
	5 River Line	Entire.
U. S. Post Office facilities	All	Entire.
Arsenal	Shifting	Entire.
Arsenal	Run down	Entire.

**OTHER TRACKS  
BETWEEN ARSENAL AND DARBY**

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
Grays Ferry	No. 8	Between Arsenal and No. 0 track, 49th St.
	Nos. 9 and 10	300 feet on north and south ends.
	No. 0	Between south end No. 8 track and Brill.

**OTHER TRACKS  
BETWEEN STADIUM AND GREENWICH**

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
Stadium	Crossovers	Connections between energized yard tracks.
Greenwich	1 and 2 Thoroughfare	7900 feet eastward from Broad St. overhead bridge.
	Crossovers	7525 feet eastward from Broad St. overhead bridge (Between 1 and 2 thoroughfare tracks).
	North and South Leads	Entire.
	Crossovers	Connection between North Lead and E yard Lead.
	8 Departure	2170 feet, west end.
	7 Departure	2030 feet, west end.
	E yd. Lead	830 feet, west end.
	5 and 6 Departure	700 feet, west end.
	11 and 12 Inbound Rec. yd.	Entire, including connection to Inward Eng. track.
	13 and 14 Inbound Rec. yd.	Entire.
	Crossovers	Connecting Ladder track, (east end Inbound Rec. yd.) and Engine track.
	Ladder	Between east end Inbound Rec. yd. and a point 80 feet west of Greenwich switch cabin.
	3 Departure	465 feet from west end.
	4 Departure	1135 feet from west end.
	2 Departure	460 feet eastward from connection with No. 3 Departure.
Westward Steam Engine	Entire.	
Greenwich Coal Receiving yd.	North Ladder	Entire.
	South Ladder	390 feet eastward from connection with North ladder.
	7	180 feet, west end.
	9 and 10	Entire.
South Phila. Enginehouse Facilities	Ladder	Between 7 and 10 tracks (east end of Hump).
	Engine R'ng.	Entire.
	Inward Engine	1425 feet eastward from connection with Engine running track.
	Pit	Entire.
	Eng. Storage	1000 feet, west end.
Cabin	300 feet, west end.	

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
West End of Ore Yard	No. 14	840 feet from west end.
	No. 15	595 feet from west end.
	No. 16	1075 feet from west end.
	No. 18	740 feet from west end.
	No. 19	580 feet from west end.
	No. 20	615 feet from west end.
	Ladder	Between west ends No. 14 and No. 20.

**OTHER TRACKS—BRANCHES**

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
Ernest	Middle	Entire.
	East middle	
	West end of west middle	To A.C. Motor stop sign.
	West end No. 1 and No. 2	
	East end No. 1, No. 2 and No. 3	
Columbia	New No. 6	Entire.
	Manor set off track	To A.C. Motor stop sign.
	Ladder east end yard	
	Ladder west end yard	
	East end Nos. 3, 4, 5 and No. 6	
	West end Nos. 3, 4, 5 and No. 6	
Lemoyné	No. 1 and No. 2 East leg of Wye	To A.C. Motor stop sign.
Enola Yard:	Ramp	Entire.
	F and G	To A.C. Motor stop sign.
Westbound Receiving yard	Ramp and G	To Westbound hump.
	No. 2 to No. 16 inclusive	Day to west end of tracks.
Relay yard	No. 6 to No. 10 inclusive	To A.C. Motor stop sign.
Eastbound classification yard	Paint Shop and Ladder Track	Entire.
	No. 11 to No. 18 and No. 20 to No. 40 inclusive	To A.C. Motor stop sign.
Enola Enginehouse	High Line	West end of westbound receiving yard to A.C. Motor stop sign west of coal wharf.
	Electric engine	West of coal wharf to inspection pit.
	E2, E3 and E4 electric engine storage yard	Entire.
	Electric engine (No. 44)	Between electric engine storage yard and east end yard office.

**High Wire and Low Wire—52nd Street District**

1167-A3. HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks.



**High Wire Standpipe Sections**

1167-A6. Standpipes at the following points can be used under high wire and are equipped to automatically de-energize trolley wire for at least 50 feet in each direction when standpipe is moved into position for taking water. Limits of these sections are designated by **STANDPIPE SECTION** signs.

Tracks or Sidings	Location
No. 1 and No. 2	Heaton
No. 2 and No. 5	Thorndale—West of Thorn
No. 3 and No. 6	Caln
No. 1 and No. 2	"Q"
Manor	Manor
No. 1	Cola
No. 2 and Lake	Cola
No. 4	Cly
High Line	Enola—West of West Hump Office

**Phase Break  
1167-A7.**

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
MAIN LINE Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 33.78	360 Ft. Eastward
		Cat. Br. 33.71	360 Ft. Westward
P. AND T. BRANCH Thorndale Sub-station	1 2	Cat. Br. P-33.21	285 Ft. Eastward
		Cat. Br. P-33.16	285 Ft. Westward

**1167-A8. Position Light Phase Break Indicator**

Location	Tracks	Location of Indicators	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
MAIN LINE: Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 34.14	4190 Ft. East of Thorn
		Cat. Br. 33.39	8167 Ft. East of Thorn
P. AND T. BRANCH: Thorndale Sub-station	1 2	Cat. Br. 34.14	4190 Ft. East of Thorn
		Cat. Br. P-32.84	8235 Ft. East of Thorn

**West Chester Branch PB Signs**

1167-A9. A wood stick section break ten feet long in the catenary system located 1,300 feet north of Lenni Station. Power must not be used while any pantograph is under this section break.

**EXAMINATION OF PANTOGRAPHS****Passenger Service**

1167-A10. During sleet storms pantographs of electric engines will be examined by maintenance forces on trains making schedule stops at:

**NORTH PHILADELPHIA:**

Enginemen will stop with engine opposite the inspection platforms located on top of the shelter sheds at the extreme end.

**PAOLI:**

Enginemen of westward passenger trains will stop with front end of engine at station stop marker Eng. Stop. With double-headed engines at marker D-1. Eastward trains stop with leading engine at station stop marker No. 14.

**LANCASTER:**

Enginemen will stop with engine at extreme departing end of platform.

**PENNA. STA.-30TH ST. (RIVER LINE):**

Enginemen will stop front of leading engine at end of platform for northward trains, and not beyond station stop marker No. 15 for southward trains.

When requested by inspectors at the above points, enginemen will lower pantographs immediately to permit qualified employees to make the inspection. Enginemen must not raise pantographs until after the inspection has been made and so advised.

In all cases firemen must be prepared to place boiler in manual operation immediately when request to lower pantographs has been made.

**Freight Service**

52nd Street—Westward when routed via yard.

Paoli—Eastward at Home signal if retainers are to be set; otherwise at 52nd Street if routed via yard.

Thorndale—

Westward at water plug Caln.

Eastward at coaling station.

West Phila. Elevated Branch—

Northward—Home Signal, Zoo, 34th Street.

Southward—Arsenal Interlocking station.

Trenton Branch—at Nest\*

\*Note—Eastward trains with tonnage which would cause difficulty starting or moving over grade Nest to Plymouth Meeting, will detach engine at Rambo and move lite to Nest for pantograph inspection.

Atglen and Susquehanna and Columbia Branches—

Westward—At water plug east of Cola.

Eastward—At water plug west of Cola.

**Power Removal**

1167-A11. When necessary to have the power removed for the purpose of going to the roof of multiple unit equipment or electric locomotives, the engineman must personally arrange to have the power removed and to have the power restored; unless a Class "A" employe is in charge.

**Removal or Application of Control Jumpers**

1167-A12. When necessary to remove or apply control jumpers between electric engines, all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during time of insertion or removal of jumpers.

### Blowers—Multiple Unit Equipment

**1167-A13.** On multiple unit trains departing from Suburban Station, car inspectors will close all blower motor switches four (4) minutes before scheduled departing time. As soon as practical after train has departed from Suburban station the train crew will make a check on all cars to determine if the blower is running, as a car operating without ventilating air will overheat the transformer and main motors and cause this equipment to fail. Car inspectors will open blower motor switches on all cars upon arrival of trains at Suburban station.

When cab signal test cannot be made with the blower stopped, the blower motor switch must be closed.

Multiple unit equipment moving deadhead to and from Powelton Avenue multiple unit yard and Suburban station must have all blower motor switches closed. Shifting crews must close blower motor switches on all multiple unit cars prior to making shifting movements in Suburban station or Powelton Avenue multiple unit yard.

### Employes—High Equipment

**1167-A14.** Employes must not be on top of box cars, engine or other high equipment when movements are being made from sidings, yards or other tracks, which are not electrified, to tracks which are electrified, except in High Wire Territory.

### Employes Working on or Near Energized Wires Permission—Proper Protection

**1167-A15.** Employes working on or near energized wires must obtain permission and proper protection from power director.

Conductors are responsible for knowing that trainmen; engine-men are responsible for knowing that firemen; foremen are responsible for knowing that their men understand and comply with instructions for electrical operation.

When inexperienced employes are required to work in electrified territory, experienced employes must call their attention to the danger.

### Operation of (1) Multiple Unit Car

**1167-A16.** Operation of one (1) multiple unit car is prohibited except when shifting in yards or for movement between Suburban station and Mail Platform, Penna. Sta.-30th St., Powelton Avenue multiple unit yard and Pennsylvania coach yard. Before moving one (1) multiple unit car, the air brake and both hand brakes must be tested and known to be operative. The engineman operating the car and the trainman accompanying him, must be stationed one at each end of the car and both must be prepared to control it with the hand brake in the event of failure of the air brake. These movements must not exceed a speed of 10 miles per hour.

This instruction does not apply to MU cars which are equipped with a special emergency brake system to permit single car operation at maximum speeds for MU trains.

In the operation of MU cars equipped with special emergency brake system, an EMERGENCY BRAKE SWITCH is located in each motorman's operating compartment. The special emergency brake system is operated by placing the EMERGENCY BRAKE SWITCH, in the operating compartment from which the car is being operated, in the "ON" position. It is to be used only in event of failure of the regular air brake system. The switch must normally remain in the "OFF" position. When in single car operation, the special emergency brake system on these cars must be tested from operating end before each trip by placing the EMERGENCY BRAKE SWITCH in "ON" position with brakes released and control plug inserted, noting that brakes are immediately applied on both trucks. When switch is placed in "OFF" position brakes must release on both trucks. This test should immediately follow the normal initial terminal air brake test as prescribed in Instruction 11-b of 99-D-1, Brake and Train Air Signal Instructions.

### Operation of Steam Heat Boilers Under Catenary

**1167-A17.** At Penna. Station-30th Street, Upper Level, boiler may be operated in low flame position.

At Penna. Station-30th Street, Lower Level, when outside temperature is below 40 degrees, the boiler may be operated in low flame position. When outside temperature is above 40 degrees, the boiler must be shut down and the main valve closed while passing Zoo or Arsenal when approaching station. On departing trains the boiler must not be started until engine has cleared the overhead portion of the station.

At Suburban Station and U. S. Post Office facilities at 30th Street, steam heat boiler must be shut down.

**1167-A18.** At Harrisburg Passenger Station tracks No. 1 to 9, inclusive, fire in boiler must be regulated to avoid safety valves lifting.

Boilers must not be operated in high flame position between State Street and Mulberry Street overhead bridges.

Fire in boiler of arriving engines must not be extinguished until arrival on disposal track at enginehouse.

### Operation of Steam Heat Generators Under Catenary

**1167-A19.** Steam heat generators may be operated under low wire.

At Penna. Station-30th Street, Lower Level, terminating trains equipped with steam generators must have the train-line steam valve closed before passing Zoo or Arsenal.

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

### Display of Heat Numerals

**1167-A20.** Heat numeral signs 0-1-2-3 will be displayed at:

- Station Master's Office, Suburban station;
- Assistant Yard Master's Office, Suburban station;
- Powelton Avenue Multiple Unit yard;
- Chestnut Hill Passenger station;
- Assistant Yard Master's Office, Paoli;
- Ticket office, Media;
- Ticket office, West Chester;
- Outside second floor window, Norris interlocking station;
- Park interlocking station.

Employes at Haws Avenue must obtain information from operator at Norris as to which heat board is in effect.

The temperature of the first car in a multiple unit train averages several degrees warmer than the other cars due to the front door being kept closed; it is the duty of the train crews to reduce the amount of heat in this car whenever practical.

### Heater Switches—Use of

**1167-A21.** Heater switches on all cars in multiple unit trains destined to Suburban Station must be opened not later than just after passing North Philadelphia, 52nd Street, 49th Street station or Brill interlocking station.

### Position of Pantographs (Sleet Storms)

**1167-A22.** During sleet-forming weather, when multiple unit cars are lying in yards or terminals pantographs should be kept against the wires and heaters turned on in the car, so that the roof will be warm, with the blower motors shut down until the car is moved.

On short turn-around trains at outlying terminals, where no multiple unit car inspectors are on duty, the pantographs are not to be lowered during sleet storms when ice is forming on the pantograph for the purpose of making a pantograph test unless a drop order is in effect.

When practicable, multiple unit trains arriving at a terminal in making turn-around movements, the train shall be prepared as promptly as possible and pantographs lowered, unless special instructions prevent, or it is necessary to heat the train. The pantographs should not, under ordinary conditions, be raised more than 10 minutes before the train leaves.

### Lowering and Raising Pantographs

**1167-A23.** At Suburban station—Car inspectors will confer with Broad interlocking station before lowering and before raising pantographs.

Sectionalizing switches operated from Broad interlocking station serve to individually de-energize catenary over each track in Suburban station. The proper sectionalizing switch must be opened before raising or before lowering pantographs in Suburban station. Trains must not be allowed to enter tracks when catenary is de-energized.

Grounding switch may be closed on cars standing on tracks in Suburban station, in accordance with the following:

First—The train director at Broad interlocking station must open the trolley switch on the proper track.

Second—The pantograph must be lowered on car in question if it has not already been lowered automatically or otherwise.

Third—The grounding switch must be closed and safety key inserted, the employe performing this operation must stand on the end ladder of car.

On account of close catenary clearance on tracks, employes must not go on roof of multiple unit cars to work unless catenary is de-energized and a proper ground applied.

At Harrisburg Station—Pantographs must not be dropped while on Station tracks No. 1 to No. 10, inclusive, nor at Lancaster Station while under passenger bridge, or under other close overhead structures, except in case of emergency, and then only after controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

### Detour of Trains Hauled by Electric Engines

**1167-A24.** Trains hauled by electric engines, detoured via foreign lines or to tracks other than normal route, with steam engines coupled ahead, will keep their pantographs against the wire until just prior to leaving the electrified territory in order to assist the steam engine. Trains received from other regions or railroads in detour service, will immediately, upon reaching electrified territory, place their pantographs against the wire and assist in hauling of the trains, unless orders to the contrary are received.

### TRAIN DISPATCHERS

**1201-A1.** Location of Train Dispatchers—  
Philadelphia (Penna. Station-30th Street)  
Harrisburg (Passenger Station)

Train Dispatchers in charge as follows:

<b>Main Line:</b>	Between Holmes and Banks Between Arsenal and Brill	
<b>Branches:</b>	D.R.R.R. & B. Co. Chestnut Hill Suburban Line River Line Grays Ferry West Chester West Phila. Elevated Delaware Extension	Schuylkill Trenton Philadelphia and Thorndale Atglen and Susquehanna Columbia York Haven Line (except single track south of Cly) Cumberland Valley
<b>Secondary Tracks:</b>	Schuylkill Winchester	

**1201-A2.** Movements on above tracks in charge of train dispatcher of this Region, except:

	Between	And	Note
Main Line	Region Post— N. Y. Region	Holmes	1
	Banks	Region Post— Pittsburgh Reg.	2
	Brill	Region Post— Chesapeake Reg.	3
Columbia and Port Deposit Branch	Region Post— Chesapeake Reg.	Cres	3
York Haven Line (Single Track)	Region Post— Chesapeake Reg.	Cly	3
Williamsport Branch	Rockville	Region Post— Northern Reg.	4

where movements will be in charge of:

Note 1—Train Dispatcher, New York Region.

Note 2—Train Dispatcher, Pittsburgh Region.

Note 3—Train Dispatcher, Chesapeake Region.

Note 4—Train Dispatcher, Northern Region.

and orders issued over signature of the Superintendent Transportation of that Region.

Movements on portions of the main tracks of connecting Regions listed below will be in charge of train dispatcher of this Region:

	Between	And	
Trenton Branch	Region Post— N. Y. Region	MA	

and orders issued over signature of Superintendent Transportation of this Region.

### Schuylkill Branch

**1201-A3.** Movements on New Boston Branch of Lehigh Valley Railroad will be in charge of train dispatcher at Philadelphia and employes will be governed by the Pennsylvania Railroad Book of Rules, Rules for Conducting Transportation and Philadelphia Region time-table.

### Referring to Rule 204

**1204-A1.** A copy of the train order for the engineman of each helping engine pushing the train need not be supplied on this Region.

## SIGNAL RULES

### Movement of Trains in the same Direction by Block Signals 1251-A1. Rules 251, 253 and 254 in effect:

	TRACK	BETWEEN	AND
Main Line	No. 1, No. 2, No. 3, No. 4 and Westward and Eastward Station tracks, North Phila.	Region Post (New York Region)	Zoo
	No. 4	Zoo	Overbrook
	No. 1, No. 2 and No. 4	Overbrook	Paoli
	No. 1, No. 2, No. 3 and No. 4	Paoli	Park
	No. 1, No. 2 and No. 4	Park	Cork
	Westward Station Eastward Station	Cork Interlocking	
	No. 1 and No. 2	Cork	State
	No. 1 and No. 2	Harris	Region Post (Pittsburgh Region)
	No. 1 and No. 4	Arsenal	Brill
	No. 1, No. 2, No. 3 and No. 4	Brill	Region Post (Chesapeake Region)
D.R.R.R. & B. Co. Branch	No. 1 and No. 2	Shore	Jersey
Chestnut Hill Branch	No. 1 and No. 2	North Phila.	Chestnut Hill
West Chester Branch	No. 1 and No. 2	Arsenal	Media
Schuylkill Branch	No. 1 and No. 2	Valley	Haws Avenue
Williamsport Branch	No. 1 and No. 2	Rockville	Region Post (Northern Region)
York Haven Line	Single	Region Post (Chesapeake Region)	Cly
	No. 1 and No. 2	Cly	Lemo

### Opposing and Following Movement of Trains by Block Signals

#### 1261-A1. Rules 261, 262, 263 and 264 in effect:

	TRACK	BETWEEN	AND
Main Line	No. 1 and No. 2	Zoo	Overbrook
	No. 3	Overbrook	Paoli
Suburban Line	No. 1, No. 2, No. 3 and No. 4	Zoo	Broad
Trenton Branch	No. 1 and No. 2	Dale	Glen
Atglen and Susquehanna Branch	No. 1	Cola	Lake
	No. 2	Cola	Shocks
Columbia Branch	Single	Shocks	Roy
Cumberland Valley Branch	Single	Lemo	Camp

### Movement of Trains on Secondary Tracks Where Block Signal System Rules Are in Effect:

#### 1271-A1. Rules 271, 272 and 273 in effect:

Track	Between	And	Note
Schuylkill (W)	Reading	Laurel Jct.	
Nescopeck (W)	Gum Run	End of track	
	End of track	Nescopeck	1
Winchester (S)	Town	Winchester	

(W) (S) Indicates time-table direction, from point first named.

Note 1—Fixed signal indication in lieu of verbal permission will be used at Nescopeck, Town and Hager.

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



INDICATION—STOP.

NAME: Stop—Signal.

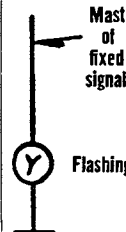
In service—Enola—Track A, on Overview overhead bridge.  
Track B, 400 feet east of Overview overhead bridge.  
Note: R-Red; Y-Yellow.



INDICATION—PROCEED AT RESTRICTED SPEED.

NAME: Restricting.

In service at: Thorn—Main Line, No. 3 and No. 4.  
Phila. & Thorndale Branch, No. 2.  
Park —Main Line, No. 1, No. 2, No. 3 and No. 4.  
Atglen and Susquehanna Branch, No. 1.  
Cork —Main Line, No. 1 and No. 4.  
Columbia Branch, No. 1 and No. 2 (Eastward).



INDICATION—Orders.

NAME: Train-order.

Note—Will apply to trains governed by fixed signal under which located.

### YORK HAVEN LINE

#### Region Post (Chesapeake Region)—CLY

1291-B1. Trains must not pass Stop-and-proceed signals on this Single Track unless permitted by operator when authorized by the Superintendent Transportation.

Operator must not give permission to trains to pass Stop-and-proceed signals to enter occupied blocks except when authorized by the Superintendent Transportation.

### MANUAL BLOCK SIGNAL SYSTEM

**1305-A1.** Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Region as specified:

	Track	Between	And
West Chester Branch	Single	Media	West Chester
Schuylkill Branch	Single	Haws Avenue	Reading
Schuylkill	Secondary	Reading	Laurel Junction
Cumberland Valley Branch	Single	Camp	Town
Nescopeck	Secondary	Gum Run	End of Track
		End of Track	Nescopeck
Winchester	Secondary	Town	Winchester

**1316-A1.** Rule 316 will apply:

	Track	From	To
Schuylkill	Secondary	Newton (Eastward)	Ulmer

**1317-A1.** Rule 317 will apply:

	Track	Between	And
West Chester Branch	Single	Media	West Chester
Schuylkill Branch	Single	Haws Avenue	Reading
Schuylkill	Secondary	Reading (Except Eastward Movement Newton to Ulmer)	Laurel Junction (See Special Instruction 1316-A1)
Cumberland Valley Branch	Single	Camp	Town
Nescopeck	Secondary	Gum Run	End of Track
		End of Track	Nescopeck
Winchester	Secondary	Town	Winchester

#### For Movements Against Current of Traffic

On two or more main tracks except where Rule 261 is in effect.

#### Referring to Rule 342

**1342-A1.** During the hours West Chester block station is not in service, the lights in northward block signal will remain lighted.

The signal will then function as a distant signal to the following hand-operated switches:

Facing —Grocery Products Mfg. Corp. track. Concrete Products Co. track.

Trailing—Lead to yard north of Nields Street.

#### Facing Hand-Operated Switches

**1362-A.** Train orders must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal.

#### Facing Hand-Operated Switches Connected with Manual Block Signal

**1362-B.** Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
<b>West Chester Branch:</b> Media	Southward	Single	Block Station and M. P. 15
West Chester	Northward	Single	Block Station and M. P. 26
<b>Schuylkill Branch:</b>			
Haws Avenue	Westward	Single	Block Station and M. P. 19
Phoenixville	Westward	Single	Block Station and M. P. 30 Block Station and Eastward Home Signal Creek
	Eastward	Single	
Brooke	Eastward	Single	Block Station and M. P. 47 Block Station and M. P. 52
	Westward	Single	
Reading (East Reading)	Eastward	Single	Block Station (East Reading) and M. P. 56
<b>Cumberland Valley Branch:</b> Camp	Southward	Single	Block Station and fixed signal No. 63
Wood	Southward	Single	Block Station and M. P. 53 Block Station and Scotland
	Northward	Single	
Town	Northward	Single	Block Station and M. P. 70

**NOTE**—A train or engine receiving train order to pass a Manual Block Signal, which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

#### Referring to Rule 365

**1365-A1.** Trains routed to Reading track at west end Reading interlocking, and Birdsboro track east end Brooke interlocking, must report when clear.

### AUTOMATIC BLOCK SIGNAL SYSTEM

**1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Region as follows:**

For movements with current of traffic.

	Track	Between	And
Main Line	All Main Tracks	Region Post (New York Region)	Region Post (Pittsburgh Region)
	No. 1 and No. 4	Arsenal	Brill
	No. 1, No. 2, No. 3 and No. 4	Brill	Region Post (Chesapeake Region)
Suburban Line	No. 1 and No. 4	34th Street	44th Street
	No. 2 and No. 3 (36th St. Tunnel)	Zoo Interlocking Station	34th Street OH Br.
	No. 1, No. 2, No. 3 and No. 4	Zoo (34th St.)	Broad
	No. 2	44th St.	Connection with No. 3 track, West Phila. Elevated Branch
	1M and 4M	Penna. Station— 30th St. Upper Level (Broad Interlocking)	Arsenal Interlocking Station
River Line	No. 1 and No. 4 (36th St. Connection)	Zoo (38th St.)	Penn Interlocking
	No. 1 and No. 4	Zoo Penn	Penn Arsenal
D.R.R.R. & B. Co. Branch	No. 1 and No. 2	Shore	District Post (Atlantic Dist.)
Chestnut Hill Branch	No. 1 and No. 2	North Phila.	Chestnut Hill
West Philadelphia Elevated Branch	No. 3	Westward New York and Pgh. subway track	Brill
	No. 2	Brill	Eastward New York and Pgh. subway track
Grays Ferry Branch		Zoo	Arsenal
West Chester Branch	No. 1 and No. 2	Arsenal	Media
Schuylkill Branch	No. 1 and No. 2	Valley	Haws Avenue

	Track	Between	And
Delaware Extension	No. 1 and No. 2	Connection with West Phila. Elevated tracks (Arsenal Int.)	End of Main tracks
Trenton Branch	No. 1 and No. 2	Region Post (New York Region)	Glen
Philadelphia and Thorndale Branch	No. 1 and No. 2	Dale	Thorn
Atglen and Susquehanna Branch	No. 1 and No. 2	Park	Wago Jct.
	Lake siding	Cola	Lake
Columbia and Port Deposit Branch	No. 1 and No. 2	Cres	Port
Columbia Branch	No. 1 and No. 2	Cork	Cola
	No. 1 and No. 2	Roy	State
York Haven Line	No. 1 and No. 2	Cly	Day
	No. 3 and No. 4	Wago Jct.	
Williamsport Branch	No. 1 and No. 2	Rockville	Region Post (Northern Region)

For movements on single track.

Columbia Branch	Single	Shocks	Roy
York Haven Line	Single	Region Post (Chesapeake Region)	Cly
Cumberland Valley Branch	Single	State	Camp

For movements against current of traffic.

Main Line	No. 1 and No. 2	Zoo (44th St.)	Overbrook
	No. 3	Paoli	Overbrook
Suburban Line	No. 1, No. 2, No. 3 and No. 4	Zoo	Broad
Trenton Branch	No. 1 and No. 2	Dale	Glen
Atglen and Susquehanna Branch	No. 1	Cola	Lake
	No. 2	Cola	Shocks

**1509-A1. Referring to Rule 509:**

At Landis—During the hours closed, when home signal indicates Stop and means of communication have failed, after having complied with instructions governing the actuation of dragging equipment detector and no other cause for detaining the train be known, movement will be governed as follows:

After having ascertained switches are properly lined, conductor will reach full understanding with engineman, provide full protection against trains on the Reading Company Railroad, after which train may pass Stop signal and proceed over the crossing.

**CAB SIGNALS**

**1551-A1.** Cab Signal Rules 551 to 570, inclusive, are in effect on portions of the region as follows:

For movements with current of traffic.

	Track	Between	And	
Main Line	No. 1, No. 2, No. 3 and No. 4	Region Post (New York Region)	Zoo Interlocking Station	
	Westward Station Eastward Station	North Phila.		
	Westward Eastward	New York and Pittsburgh Subway		
	No. 1, No. 2 and No. 4	44th Street	Overbrook	
	No. 1, No. 2, No. 3 and No. 4	Overbrook	Park	
	No. 5 and No. 6	Thorn	Caln	
	No. 1, No. 2 and No. 4	Park	Cork	
	No. 1 and No. 2	Cork	State	
	No. 1 and No. 2	Harris	Region Post (Pittsburgh Region)	
	No. 3 and track A	Block Signal 1130	Banks	
	No. 4 and track D	Block signal 1125	Banks	
	No. 1 and No. 4	Arsenal	Brill	
	No. 1, No. 2, No. 3 and No. 4	Brill	Region Post (Chesapeake Region)	
	Suburban Line	No. 1 and No. 4	44th Street	34th Street
		No. 2	44th Street	Southward limits Zoo Interlocking (West Phila. Elevated Beh.)
		No. 2 and No. 3	Zoo Interlocking Station (36th St. Tunnel)	34th Street
River Line	No. 1 and No. 4 (36th St. Conn.)	Zoo	Penn	
	No. 1 and No. 4	Zoo	Penn	
	No. 3, No. 4, No. 5, No. 6 and N3 route	Penn Interlocking		
	No. 1 and No. 4	Penn	Arsenal	
D.R.R.R. & B. Co. Branch	No. 1 and No. 2	Shore	District Post (Atlantic District)	
Chestnut Hill Branch	No. 2	North Phila. Interlocking		

	Track	Between	And
West Phila. Elevated Branch	No. 2	Brill	Eastward New York and Pittsburgh Subway track (Zoo Interlocking)
	No. 3	Westward New York and Pittsburgh Subway track (Zoo Interlocking)	Brill
Delaware Extension	No. 1 and No. 2	Connection with No. 2 and No. 3 tracks, West Phila. Elevated Bch. (Arsenal Interlocking)	End of Main track
Trenton Branch	No. 1 and No. 2	Region Post (N. Y. Region)	Glen and Dale
Philadelphia and Thorndale Br.	No. 1 and No. 2	Dale	Thorn
Atglen and Susquehanna Branch	No. 1 and No. 2	Park	Wago Junction
	Lake Siding	Cola	Lake
Columbia and Port Deposit Branch	No. 1 and No. 2	Cres	Port
Columbia Branch	No. 1 and No. 2	Cork	Cola
	No. 1 and No. 2	Roy	State
York Haven Line	No. 1 and No. 2	Cly	Day
	No. 3 and No. 4	Wago Jet.	
For movements on single track.			
Columbia Branch	Single	Shocks	Roy
For movements against current of traffic.			
Main Line	No. 3	Paoli	Overbrook
	No. 2	Zoo Southward Interlocking Limits (West Phila. Elevated Branch)	Overbrook
Zoo Interlocking	Westward	New York and Pittsburgh Subway	
	No. 4	38th Street	34th Street
Penn Interlocking	Northward N3 Route	Race Street	Spring Garden Street O. H. Bridge
River Line	No. 4	Arsenal	Penn
Atglen and Susquehanna Br.	No. 1	Cola	Lake
	No. 2	Shocks	Cola

**1551-A2.** Testing sections, in addition to those at terminals, located:

**Chestnut Hill Branch\***

No. 2 track from a point 5800 feet east of North Phila. to North Phila.

**Schuylkill Branch\***

No. 1 track from Jeff to Valley.

**Lebanon Track—**

200 feet east of connection with Main Line (Conewago).

\*NOTE—A member of the train crew of multiple unit trains must observe the indications of the cab signals on the opposite end from which the engineman is operating while making cab signal test on running test sections, and check with engineman immediately after the test.

**Cab Signal Test**

**1551-A3.** When making cab signal departure tests, except on MU equipment, the fireman or helper must operate the switch for the test circuit.

On MU equipment the conductor will operate the switch for the test circuit. Where test of cab signal is required on additional MU cars in a train, it is permissible to close the cab signal warning whistle (on other than the leading car) after the test has been made. On arrival at turning point of this equipment, both the conductor and engineman must personally know that the cab signal warning whistle cock is cut in on the operating end that had previously received cab signal test.

**Control Plug—Requirements When Removed or Re-Set Is Necessary**

**1551-A5.** When necessary for the engineman of multiple unit equipment to remove the control plug for the purpose of operating the re-set circuit or move the controller to the reverse position, the cab signal warning whistle must be permitted to sound until the control plug is again placed in its normal operating position.

**Exceptions Authorized**

**1560-A1.** Following exceptions authorized for trains and engines not equipped with cab signals:

Work, wire and wreck trains.

Passenger or freight engines in back-up service, with or without cars.

Yard or runner engines with or without cars; east of Merion and between Harris and Rockville.

Class A and B engines enroute to or from shops.

Road freight trains between Zoo and Stadium.

Northern Region trains between Harris and Rockville.

Baltimore and Ohio R.R. trains between Penrose and Stadium.

Cumberland Valley Branch trains between Lemo and Day.

**1560-A2.** On Main track of N & W Ry. between Hager and Vardo movements not equipped with cab signals may be made but must not exceed restricted speed.



## INTERLOCKING

**1606-A1. Emergency Signals—Whistle or Horn, in service as follows:**

Holmes, Ford, Shore, North Phila., Zoo, Valley, Overbrook, Bryn Mawr, Paoli, Downs, Thorn and Caln. Park—First catenary pole east thereof.  
Cork—West of Conestoga Creek bridge.  
Signal bridge 2450 feet east of Cork.  
Reading Co. connection.  
Signal bridge 2200 feet west of Cork.  
Columbia Branch—connection to yard.  
State—West end No. 18 track.  
800 feet east of Paxton St. bridge.  
Harris—500 feet west of North Street.  
300 feet east of Market Street.  
Rockville—East end of bridge.  
West end of bridge.  
Brill, Broad, Penn, Arsenal, Penrose.  
Chestnut Hill  
Nest—First catenary pole east thereof.  
Dale, Glen, Port, Manor, Cola, Lake and Shocks.  
Cly—First catenary pole west thereof.  
Lemo—First catenary pole south thereof.  
Day—East end interlocking.

### Referring to Rule 606

**1606-A2. SOUND: o o—**

INDICATION: Call for car inspector.

### CT-405 (Special Instruction Governing Operation of Signals and Interlockings)

**1616-A1.** Employees governed by C.T. 405 must assure themselves that no lever of the interlocking in their charge controlling a switch over which the tubular train equipment is routed, will be operated until they know that the entire train is clear of the involved switch. Where practicable, blocking devices must be used for this purpose.

### 1663-A. Interlockings Operated Automatically Schuylkill Branch—Creek

When a train is stopped by the interlocking home signal and there is no train approaching on Reading Railroad Company track, and no other cause for detaining train be known, the conductor or engineman shall know that signals are in Stop position on Reading Railroad Company track.

If signals on Reading Railroad Company track are in Stop position, the movement over crossing will be governed as follows:

Conductor or engineman will operate push button and time release marked "PRR" located in shelter box near the crossing in accordance with instructions posted in shelter box.

After interlocking home signal displays an indication to proceed for movement to be made, train may proceed over the crossing.

If the interlocking home signal does not display an indication to proceed after manual operation of signal controls within three (3) minutes, protection will be provided as follows:

Conductor or engineman will report the fact to the Superintendent Transportation and be governed by his instructions.

A reverse movement after a forward movement, or a forward movement after a reverse movement with entire train must not be made over the crossing on main track except on authority of Superintendent Transportation.

When a train or engine is stopped by the interlocking home signal and manual operation as described in shelter box fails to clear fixed signal and means of communication have failed, should no cause for not proceeding over the crossing be known, the conductor or engineman will, after a thorough understanding with each other, provide full protection against trains on the Reading Railroad Company track, pass stop signal and proceed over the crossing.

Track cars must stop at interlocking home signal, then pass Stop signal, proceed to and stop short of the crossing, ascertain that no trains are approaching on Reading Railroad Company track, provide protection, and then proceed over the crossing.

Cars must not be left standing between interlocking home signals.

A preference control manually operated is located at Phoenixville Block Station controlling movements in either direction on the Reading Railroad Company track. Instructions for operating the preference control are posted in Phoenixville Block Station.

When a train is delayed within approach limits (approaching distant signals to home signals) on any track, a member of the crew must push the button marked "push when shifting" and hold it pushed for approximately three (3) seconds. When movement of delayed train is resumed, a member of the crew must push the button marked "push when shifting is completed" and hold it pushed for approximately three (3) seconds.

Push buttons are located in boxes marked "PB" adjacent to crossover and turnouts.

### 1663-A1. South Philadelphia—Pay

When a train is stopped by an interlocking home signal and there is no train approaching on Baltimore and Ohio Railroad Company track, and no other cause for detaining train be known, the conductor or engineman shall know that signals are in Stop position on Baltimore and Ohio Railroad Company track.

If signals on Baltimore and Ohio Railroad Company track are in the Stop position, the movement over the crossing will be governed as follows:

Follow instructions posted in shelter box near crossing.

After interlocking home signal displays an indication to proceed for movement to be made, train may proceed over the crossing.

If the interlocking home signal does not display an indication to proceed after manual operation of signal controls within one (1) minute, protection will be provided as follows:

It must be reported to the yardmaster at the Produce Terminal and should no cause be known for not proceeding over the crossing, the movement will, after a thorough understanding between the conductor and engineman, provide proper protection, and, after protection is provided, the train may pass Stop signal and proceed over the crossing.

The Superintendent Transportation must be advised as promptly as possible.

Cars must not be left standing between interlocking home signals.

Track cars must stop at interlocking home signal, then pass Stop signal, proceed to and stop short of the crossing, ascertain that no trains are approaching on Baltimore and Ohio Railroad Company track, provide protection, and then proceed over the crossing.

Track circuit limits of this interlocking are indicated by a sign on either side of the crossing approximately 300 feet in advance of the interlocking home signal; sign governing PRR movement reads CC in black letters on white background.

### Referring to Rule 663

**1663-A2.** Suburban Station—Westward movements must not start from station tracks when the interlocking signal governing that movement at the westward end of the station platform indicates stop unless authorized verbally by the train director to advance to that signal.

When the engine stands west of that interlocking signal so that the indication cannot be seen by the engineman, the movement must not start westward until a member of the crew personally notifies the engineman the indication of the signal.

Harrisburg—When an engine with or without cars is standing beyond the interlocking signal at end of station tracks, at Harris or State, in such a position that the indication cannot be seen by the engine crew, the engine 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.

## NON-INTERLOCKING SWITCHES AND SIGNALS

### Emergency Signals

**1697-1.** Whistle or Horn at the following non-interlocked locations. The requirements of **Rule 606** must be observed.

Yard Masters' Offices . . . . . 44th Street and Greenwich  
 Push Button Office . . . . . 52nd Street  
 Operator's Office . . . . . Stadium

### Movement of Trains and Engines at Stadium, M-1, 44th Street, 52nd Street and Enola

**1697-2.** Movements will be governed by fixed signals. Permission in writing must be obtained from operator at Stadium, yard master or his representative at M-1, 44th Street, 52nd Street and Switchtender 23B (Enola Yard), when necessary to pass a non-interlocked signal, when signal cannot be cleared.

### Movement of Trains or Engines at West Chester

**1697-3.** Movements will be governed by non-interlocked fixed signals.

During the hours West Chester Block station is in service and non-interlocked signals cannot be cleared, permission in writing must be obtained from the operator to pass a signal, and it must also be known that switches are properly lined before movement is made.

During the hours West Chester Block station is not in service, this permission in writing must be authorized by the train dispatcher.

### Suburban Station Tracks

**1697-4.** Low fixed signal, indication fixed at Restricting, 180 feet westward from block end of each track governing eastward movement on station tracks may be passed on verbal permission of train director, Broad, when imperfectly displayed.

## USE OF TRAINPHONE FOR MANUAL BLOCK SIGNAL SYSTEM OPERATION

**1708-A1.** Rule 708 in effect as follows:—

	Between	And
Main Line	Banks	Region Post (Pittsburgh Region)
Williamsport Branch	Rockville	Region Post (Northern Region)
York Haven Line	Region Post (Chesapeake Region)	Cly

Occupation

Name

Home Region

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

REGION

### To All Employees:

Your company, co-operating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Pennsylvania Railroad Company are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety!

**W. G. DORWART,**  
Superintendent Transportation

**G. C. VAUGHAN,**  
Appd: Regional Manager

## THE PENNSYLVANIA RAILROAD PHILADELPHIA REGION

PHILADELPHIA, PA., October 21, 1957.

### GENERAL ORDER No. 401

Effective 2.01 A.M., Sunday, October 27, 1957

#### Applies in All Zones

- (a) Time-Table No. 4 in effect. It contains the necessary instructions issued in general orders up to and including No. 317, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 4 to see that his copy is complete, pages properly lined up, and note changes. Employes must turn in Time-Table No. 3 to bulletin board attendant after Time-Table No. 4 takes effect.
- 
- (b) DISTRIBUTION OF REGIONAL TIME-TABLE  
Philadelphia Region Time-Table (except Atlantic District) is issued in two books; one of which embraces all of the zones, the other embracing **Zone D** only. Employes of the Pittsburgh Region and those of the Northern Region who are qualified in **Zone D** or a portion of it, will be supplied only with the Time-Table embracing **Zone D**. This instruction also applies to employes of the Philadelphia Region who are qualified only in **Zone D** or a portion of it.
- 
- (c) BOOK OF RULES  
RULES FOR CONDUCTING TRANSPORTATION  
Book of Rules—Rules for Conducting Transportation, changed.  
**Rule 30**, page 23, changed.  
**Rule 400C-1**, page 100, added.  
**Rule 4103-B**, page 113, changed.  
**Rule 4165-A**, page 131, changed.  
Sticker coupons have been issued and all employes concerned must obtain copies of sticker coupons and paste in their copy of the Book of Rules—Rules for Conducting Transportation as follows:  
**Rule 30** over corresponding Rule, page 23.  
Page 100 over corresponding page 100.  
Page 101 over corresponding page 101.  
Seventh paragraph **Rule 4103-B** over corresponding paragraph, page 113.  
Page 131 over corresponding page 131.  
All Rules for Conducting Transportation remain in force.
- 
- (d) TIME-TABLE AUTHORITY  
Attention is directed to changes in following Special Instructions:  
**1155-A4**. Use of retaining valves on eastward freight trains between Paoli and Valley, page 241.  
**1155-C3**. Maximum speeds—Work trains combined with **1157-C2**—Wreck trains, page 251.  
**1160-A1**. Engine restrictions. Columns numbered for use as indicated by instructions on format, page 261.  
**1167-A17**, **1167-A18** and **1167-A19**. Operation of steam heat boilers and generators under catenary, page 289.

## (e) TONNAGE AND CURRENT RATINGS

## TONNAGE RATING—FREIGHT

Maximum permissible tonnage ratings, 52nd Street, Philadelphia and Enola and Harrisburg via A and S Branch for trains of mineral freight.

HAULER	HELPER (52nd Street to PAOLI)	FLAT TONS
Two E2C or Two E3B	Two BS-24m	8000
Three E2B	Two BS-24m	8000

## Authorized Current Ratings

Type	Overload Relay Setting	Maximum Accelerating Current	
	Amperes	Amperes	Notch
FF-2	850	700 550 400	Starting 1-24 25 and above
P-5a	4000	Below 4000 3500	1-16 17-18

These ratings are supplementary to those shown on pages 40, 41 and 43 of the CT-290, dated 7-21-52, Electrical Operating Instructions.

**Applies in Zone C**

## (f) SCHUYLKILL SECONDARY TRACK

## READING - GROUNDS

Secondary track between a point 1200 feet west of Mile Post 62 and a point 3300 feet west of Mile Post 62 moved northward a maximum of 60 feet.

Trains and engines must not exceed a speed of twenty miles per hour between these points account bridge construction.

Special Instruction **1157-F1** (page 256), changed.

**Applies in Zone D**

## (g) ELECTRICAL OPERATION

## ENOLA WESTBOUND RELAY YARD

Tracks H and K equipped and in service for A.C. electrical operation.

Special Instruction **1167-A2**, changed.

**Applies in Zone A**

**Effective 9.01 A.M., Monday, October 28, 1957**

## (h) MAIN LINE

## SHORE

Hand-operated switch in lead to General Electric Co. track 65 feet west of No. 5 track leading to Kraft Food Co. track, capacity 14 cars, in service.

This General Order is printed in Time-Table No. 4 and will not be issued in sticker form.

**W. G. DORWART,**  
**Superintendent Transportation.**





