

DES

# THE PENNSYLVANIA RAILROAD

---

## PHILADELPHIA REGION

(Except Atlantic District)

---

### Time-Table No. 8

In effect 2.01 A. M., Sunday, October 25, 1959

---

FOR THE GOVERNMENT OF EMPLOYES ONLY

---

EASTERN STANDARD TIME

---

P. M. ROEPER,  
General Manager Transportation.

G. C. VAUGHAN,  
Regional Manager.

W. G. DORWART,  
Superintendent Transportation.

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Original timetable from the collection of Tim Zukas

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2021

## INDEX

## PAGES

Index to Trains.....	3-11
List of Stations, Interlockings, Distances, Sidings, etc..	12-21
Schedule Pages:	
Holmes to Philadelphia-Banks-Darby	
Westward—Southward.....	22-83
Darby-Banks to Philadelphia-Holmes	
Eastward—Northward.....	84-149
Chestnut Hill Branch.....	150-157
West Chester Branch.....	158-171
Schuylkill Branch.....	172-174
Cumberland Valley Branch.....	175
Passenger Highway Bus Service.....	176
Ticket Offices Open for Sale of Tickets.....	177-178
Trains Wait for Connection.....	179-180
Extra Stops—Passenger Trains.....	180
U. S. Mail Work.....	180
Arranged Freight Train Service.....	181-188

## SPECIAL INSTRUCTIONS

Authority to Proceed as an Extra.....	202
Automatic Block Signal System.....	274-277
Automatic Interlockings.....	280
Cab Signals.....	274-279
Clearances:	
Freight.....	259-260
Overhead.....	260
Electrical Operation.....	262-272
Engine Restrictions.....	246-257
Engine Whistle Signals.....	194-195
Explosives and Other Dangerous Articles.....	261
Facing Hand-Operated Switches Connected With Manual	
Block Signals.....	277-278
First-Aid Boxes and Stretchers.....	193
Freight Train Operation.....	227-231
Freight and Passenger Train Operation.....	231-232
Fuseses and Torpedoes.....	195
General Orders, Bulletin Boards, Employes' Registers,	
Standard Clocks.....	196-197
General Order Zones.....	198
General Rules.....	189-193
Hand-Operated Switches Equipped With Electric Locks.....	215-216
Highway Crossing Protection, etc.....	204-212
Hospitals.....	192-193
Interlocking.....	280
Letters and Characters.....	194
Lost Articles.....	226
Manual Block Signal System.....	274-277
Medical Officers and Surgeons.....	190-191
Movable Bridge—Not Part of an Interlocking.....	203
Movement of Trains.....	200-203
Non-Interlocked Railroad Crossings at Grade.....	202
Non-Interlocking Switches and Signals.....	281
Normal Position of Switches.....	213
Other Equipment Restrictions.....	258-259
Passenger Train Operation.....	224-227
Signal Aspects Not in Conformity With Typical Aspects.....	277
Signal Rules.....	274-277
Slide Protection Fences.....	196
Speed Table.....	232
Speeds and Speed Restrictions.....	232-245
Spring Switches.....	217
Standard Time.....	194
Superiority of Trains.....	196
Switch Tenders—Hand-Operated Switches.....	213-214
Train Dispatchers.....	273
Train Phone.....	281
Track Assignments.....	219-224
Use of Sidings.....	218
Yard Limits.....	201

## Index to Trains

WESTWARD			EASTWARD		
No.	NAME OF TRAIN	Sched- ule Page	No.	NAME OF TRAIN	Sched- ule Page
1			2		
3	Penn Texas.....	79	4	Penn Texas.....	86
5			6		
7			8		
9	Railway Express Agency.....	27	10	Pittsburgh-New York Mail and Express.....	129
11			12		
13	New York-St. Louis Mail.....	25	14		
15			16	The Duquesne.....	141
17			18	Pittsburgh-New York Mail.....	85
19			20		
21			22	Manhattan Limited.....	85
23	Manhattan Limited.....	53	24	The New Englander.....	147
25	The Duquesne.....	36	26	The Juniata.....	139
27			28	Broadway Limited.....	95
29	Broadway Limited.....	73	30	Spirit of St. Louis.....	95
31	Spirit of St. Louis.....	70	32	The St. Louisan.....	127
33	The Juniata.....	46	34		
35	Harrisburg-Pittsburgh Mail and Express.....	23	36	The Juniata.....	138
37			38		
39	The Clevelander.....	77	40		
41			42		
43			44		
45			46		
47			48	The General.....	90
49	The General.....	71	50	The Admiral.....	115
51			52		
53			54		
55	Pennsylvania Limited.....	83	56		
57			58		
59			60	The Pittsburgher.....	86
61	The Pittsburgher.....	23	62		
63			64		
65			66		
67			68		
69			70		
71					

SOUTHWARD			NORTHWARD		
No.	NAME OF TRAIN	Schedule Page	No.	NAME OF TRAIN	Schedule Page
101	West Coast Champion	65	100	West Coast Champion	109
103			102		
105	East Coast Champion	60	104	East Coast Champion	104
107	Florida Special	44	106	Florida Special	128
109			108	The Edson—Piedmont Ltd.	85
111	The President	37	110		
113	Silver Meteor	57	112		
115	The Executive	41	114	Silver Meteor	102
117			116		
119			118	The Crescent	91
121	The Midday Congressional	45	120	The Potomac	105
123	The Representative	49	122	Washington-New York Express	113
125	The Legislator	51	124		
127	The Silver Star	43	128	The Legislator	110
129			128	The Silver Star	128
131	The Morning Congressional	31	130	The Midday Congressional	118
133			132	The Representative	123
135			134		
137	The Mt. Vernon-Peach Queen	76	136		
139			138		
141	Havana Special	81	140		
143			142	The Executive	126
145			144		
147			146		
149	The Crescent	55	148		
151	The Potomac-Southerner	60	150		
153	The Afternoon Congressional	68	152	The Afternoon Congressional	135
155	The Embassy	73	154	The Embassy	140
157			156	The Mt. Vernon	143
159	The Mount Vernon	77	158	The Evening Keystone	145
161	New York-Washington Express	83	160	The President	148
163			162		
165			164		
167			166		
169			168		
171	The Patriot	78	170	The Patriot	131
173	The Federal	26	172	The Federal	84
175	The Colonial	54	174	The Colonial	115
177			178		
179			178		
181			180		
183			182		
185			184		
187			186		
189			188		
191	New York-Washington Mail and Express	24	190	Washington-New York Mail and Express	85
193	New York-Washington Mail and Express	24	192	Washington-New York Mail and Express	143
195	New York-Washington Mail and Express	23	194	Washington-New York Mail and Express	85
197			198		
199			198		

WESTWARD			EASTWARD		
No.	NAME OF TRAIN	Schedule Page	No.	NAME OF TRAIN	Schedule Page
201	New York-Philadelphia Express	33	200	Philadelphia-New York Express	88
203			202	Philadelphia-New York Express	95
205			204	Philadelphia-New York Express	104
207	New York-Philadelphia Express	39	206	Philadelphia-New York Express	108
209			208		
211	New York-Philadelphia Express	48	210	Philadelphia-New York Express	114
213			212	Philadelphia-New York Express	117
215			214		
217	New York-Philadelphia Express	59	216	Philadelphia-New York Express	119
219	New York-Philadelphia Express	66	218	Philadelphia-New York Express	125
221	New York-Philadelphia Express	71	220	Philadelphia-New York Express	131
223			222	Philadelphia-New York Express	135
225	New York-Philadelphia Express	74	224		
227	New York-Philadelphia Express	77	226		
229			228		
231	New York-Philadelphia Express	22	230		
233			232		
235	New York-Washington Express	24	234	Philadelphia-New York Local	88
237			236	Philadelphia-New York Local	98
239			238	Philadelphia-New York Express	119
241			240		
243			242	Philadelphia-New York Local	126
245			244	Philadelphia-New York Local	137
247			246		
249			248		
251	New York-Philadelphia Mail and Express	25	250		
253	New York-Philadelphia Local	31	252	Philadelphia-New York Local	86
255	New York-Philadelphia Local	35	254	Philadelphia-New York Express	88
257	New York-Philadelphia Local	39	256	Philadelphia-New York Express	98
259			258	Philadelphia-New York Local	100
261	New York-Philadelphia Local	69	260	Philadelphia-New York Mail	147
263	New York-Philadelphia Express	73	262		
265			264	Philadelphia-New York Local	122
267			266	Philadelphia-New York Local	126
269			268		
271			270		
273	New York-Philadelphia Local	41	272		
275	New York-Philadelphia Local	68	274		
277			276		
279			278		
281			280	Philadelphia-New York Express	103
283			282	Philadelphia-New York Express	144
285	New York-Philadelphia Express	76	284	Philadelphia-New York Express	141
287	New York-Philadelphia Express	79	286		
289			288		
291			290		
293	New York-Philadelphia Express	23	292		
295			294		
297			296		
299			298	Philadelphia-New York Express	139



WESTWARD			EASTWARD		
No.	NAME OF TRAIN	Schedule Page	No.	NAME OF TRAIN	Schedule Page
301	Phila.-Paoli Local	26	300	Paoli-Phila. Local	87
303	Phila.-Paoli Local	28	302	Paoli-Phila. Local	89
305	Phila.-Paoli Local	29	304	Paoli-Phila. Express	91
307	Phila.-Paoli Local	32	306	Paoli-Phila. Express	93
309	Phila.-Paoli Local	34	308	Paoli-Phila. Local	94
311	Phila.-Bryn Mawr Local	35	310	Paoli-Phila. Express	95
011	Phila.-Paoli Local	37	312	Paoli-Phila. Express	98
313	Phila.-Paoli Local	38	012	Ardmore-Phila. Local	99
315	Phila.-Paoli Local	39	314	Paoli-Phila. Express	99
317	Phila.-Paoli Local	41	014	Haverford-Phila. Local	100
319	Phila.-Paoli Local	42	318	Paoli-Phila. Local	101
321	Phila.-Paoli Local	43	018	Bryn Mawr-Phila. Local	103
323	Phila.-Paoli Local	45	320	Paoli-Phila. Express	103
325	Phila.-Paoli Local	46	020	Haverford-Phila. Local	105
027	Phila.-Bryn Mawr Local	48	322	Paoli-Phila. Express	105
327	Phila.-Paoli Local	49	324	Paoli-Phila. Local	107
329	Phila.-Paoli Local	50	024	Bryn Mawr-Phila. Local	109
031	Phila.-Bryn Mawr Local	51	326	Paoli-Phila. Express	109
331	Phila.-Paoli Local	51	328	Paoli-Phila. Local	111
033	Phila.-Bryn Mawr Local	52	330	Paoli-Phila. Local	112
333	Phila.-Paoli Express	53	332	Paoli-Phila. Local	113
035	Phila.-Bryn Mawr Local	54	334	Paoli-Phila. Local	115
335	Phila.-Paoli Express	57	336	Paoli-Phila. Local	117
037	Phila.-Bryn Mawr Local	56	338	Paoli-Phila. Express	117
039	Phila.-Bryn Mawr Local	58	340	Paoli-Phila. Local	119
339	Phila.-Paoli Express	59	342	Paoli-Phila. Express	121
341	Phila.-Paoli Express	61	042	Bryn Mawr-Phila. Local	121
343	Phila.-Paoli Express	61	344	Paoli-Phila. Local	122
345	Phila.-Paoli Express	63	346	Paoli-Phila. Express	123
347	Phila.-Paoli Express	63	046	Bryn Mawr-Phila. Local	124
349	Phila.-Paoli Express	65	348	Paoli-Phila. Local	125
351	Phila.-Paoli Express	66	048	Bryn Mawr-Phila. Local	125
353	Phila.-Paoli Local	68	350	Paoli-Phila. Express	127
355	Phila.-Paoli Local	70	050	Bryn Mawr-Phila. Local	129
357	Phila.-Paoli Local	72	352	Paoli-Phila. Local	130
359	Phila.-Paoli Local	74	052	Bryn Mawr-Phila. Local	131
361	.....	.....	354	Paoli-Phila. Local	133
363	Phila.-Paoli Local	75	356	Paoli-Phila. Local	134
365	Phila.-Paoli Local	77	358	Paoli-Phila. Local	137
367	Phila.-Paoli Local	79	360	Paoli-Phila. Local	141
369	Phila.-Paoli Local	80	362	Paoli-Phila. Local	142
371	Phila.-Paoli Local	81	364	Paoli-Phila. Local	143
373	.....	.....	366	.....	.....
375	Phila.-Paoli Local	83	368	Paoli-Phila. Local	145
377	Phila.-Paoli Local	23	370	Paoli-Phila. Local	147
379	.....	.....	372	.....	.....
381	.....	.....	374	.....	.....
383	.....	.....	376	Paoli-Phila. Local	148
385	Phila.-Paoli Local	65	378	.....	.....
387	Phila.-Paoli Local	74	380	Paoli-Phila. Local	92
389	Phila.-Paoli Local	53	382	Paoli-Phila. Local	99
391	Phila.-Paoli Local	55	384	.....	.....
393	Phila.-Paoli Local	57	386	.....	.....
395	Phila.-Paoli Local	59	388	.....	.....
397	Phila.-Paoli Local	63	390	.....	.....
399	Phila.-Paoli Local	67	392	Paoli-Phila. Local	127
.....	.....	.....	394	Paoli-Phila. Local	131
.....	.....	.....	396	Paoli-Phila. Local	139

WESTWARD-SOUTHWARD			EASTWARD-NORTHWARD		
No.	NAME OF TRAIN	Schedule Page	No.	NAME OF TRAIN	Schedule Page
401	Phila.-Washington Express	28	400	Washington-Phila. Express	142
403	Phila.-Washington Express	41	406	.....	.....
409	.....	.....	408	.....	.....
411	.....	.....	410	Baltimore-Phila. Local	108
413	.....	.....	412	.....	.....
415	.....	.....	.....	.....	.....
419	Phila.-Baltimore Local	56	.....	.....	.....
421	.....	.....	.....	.....	.....
423	.....	.....	454	Del-Mar-Va Express	146
425	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
455	Del-Mar-Va Express	22	526	.....	.....
.....	.....	.....	528	The Susquehannock	111
.....	.....	.....	530	.....	.....
.....	.....	.....	538	.....	.....
525	.....	.....	548	Harrisburg-Washington Express	90
527	.....	.....	554	Harrisburg-Baltimore Express	128
529	The Susquehannock	64	570	Baltimore Day Express	139
633	.....	.....	572	Baltimore Day Express	140
635	.....	.....	574	Southern Express	90
549	Baltimore-Harrisburg Express	71	578	.....	.....
571	Buffalo Day Express	36	.....	.....	.....
573	Buffalo Day Express	38	.....	.....	.....
675	Northern Express	75	.....	.....	.....
.....	.....	.....	600	Harrisburg-Phila. Express	107
.....	.....	.....	602	Harrisburg-Phila. Express	92
.....	.....	.....	604	Harrisburg-Phila. Express	111
601	Phila.-Harrisburg Express	25	606	.....	.....
603	Phila.-Harrisburg Express	30	610	.....	.....
605	Phila.-Harrisburg Express	64	612	.....	.....
607	Phila.-Harrisburg Express	75	616	.....	.....
609	.....	.....	616	Parkesburg-Phila. Express	101
611	.....	.....	620	Parkesburg-Phila. Local	138
613	.....	.....	622	.....	.....
615	.....	.....	624	.....	.....
617	.....	.....	626	.....	.....
619	Phila.-Parkesburg Local	55	628	.....	.....
621	Phila.-Parkesburg Express	67	636	.....	.....
625	.....	.....	638	Hagerstown Local	175
835	Phila.-Harrisburg Express	82	644	.....	.....
645	Hagerstown Local	175	646	.....	.....
.....	.....	.....	.....	.....	.....
651	.....	.....	650	Norristown-Phila. Local	89-172
653	Phila.-Manayunk Local	33-172	652	Norristown-Phila. Local	97-172
655	Phila.-Manayunk Local	37-172	654	Norristown-Phila. Local	102-172
657	Phila.-Manayunk Local	40-172	656	Manayunk-Phila. Local	106-173
659	Phila.-Manayunk Local	43-173	658	Manayunk-Phila. Local	109-173
661	Phila.-Manayunk Local	47-173	660	Manayunk-Phila. Local	113-173
663	Phila.-Manayunk Local	51-173	662	Manayunk-Phila. Local	116-173
665	Phila.-Norristown Local	58-173	664	Manayunk-Phila. Local	121-174
667	Phila.-Norristown Local	65-174	666	Manayunk-Phila. Local	124-174
669	Phila.-Norristown Local	69-174	668	Norristown-Phila. Local	135-174
671	Phila.-Norristown Local	47-173	670	.....	.....
673	Phila.-Norristown Local	67-174	672	.....	.....
675	.....	.....	674	.....	.....
677	.....	.....	676	.....	.....
679	.....	.....	678	.....	.....
681	.....	.....	680	.....	.....
683	.....	.....	682	.....	.....
.....	.....	.....	684	.....	.....

SOUTHWARD			NORTHWARD		
No.	NAME OF TRAIN	Schedule Page	No.	NAME OF TRAIN	Schedule Page
701	Phila.-Media Express.....	25-158	700	Media-Phila. Local.....	87-158
0701	Media-West Chester Express...	158	702	Media-Phila. Local.....	89-158
703	Phila.-Media Local.....	27-159	704	Media-Phila. Local.....	91-158
0703	Media-West Chester Local.....	159	0706	West Chester-Media Local.....	159
705	Phila.-Media Local.....	27-159	706	Media-Phila. Express.....	93-159
0705	Media-West Chester Local.....	159	708	Media-Phila. Express.....	96-159
707	Phila.-Media Local.....	30-159	710	Media-Phila. Express.....	97-159
0707	Media-West Chester Express...	160	712	Media-Phila. Express.....	97-160
709	Phila.-Media Local.....	31-160	714	Media-Phila. Local.....	99-160
711	Phila.-Media Local.....	33-160	716	Media-Phila. Express.....	101-161
713	Phila.-Media Local.....	35-161	0718	West Chester-Media Local.....	161
715	Phila.-Media Local.....	38-161	718	Media-Phila. Express.....	102-161
717	Phila.-Media Local.....	40-161	720	Media-Phila. Local.....	105-161
719	Phila.-Media Local.....	42-162	722	Media-Phila. Local.....	106-162
0719	Media-West Chester Local.....	162	0724	West Chester-Media Local.....	163
721	Phila.-Media Local.....	43-162	724	Media-Phila. Local.....	107-163
723	Phila.-Media Local.....	44-163	726	Media-Phila. Local.....	108-163
725	Phila.-Media Local.....	45-163	728	Media-Phila. Local.....	110-163
727	Phila.-Media Local.....	47-163	730	Media-Phila. Local.....	112-163
729	Phila.-Media Local.....	49-163	732	Media-Phila. Local.....	113-164
731	Phila.-Media Local.....	50-163	734	Media-Phila. Local.....	115-164
733	Phila.-Media Local.....	52-164	736	Media-Phila. Local.....	117-165
0733	Media-West Chester Local.....	164	0738	West Chester-Media Local.....	165
735	Phila.-Media Local.....	53-164	738	Media-Phila. Local.....	119-165
737	Phila.-Media Local.....	55-165	740	Media-Phila. Local.....	120-165
739	Phila.-Media Local.....	57-165	742	Media-Phila. Local.....	122-165
0739	Media-West Chester Local.....	165	744	Media-Phila. Local.....	123-166
741	Phila.-Media Local.....	60-165	746	Media-Phila. Local.....	124-166
0741	Media-West Chester Local.....	166	748	Media-Phila. Local.....	127-166
743	Phila.-Media Express.....	61-166	750	Media-Phila. Local.....	130-167
745	Phila.-Media Local.....	62-166	752	Media-Phila. Local.....	132-167
747	Phila.-Media Local.....	63-167	0754	West Chester-Media Local.....	167
749	Phila.-Media Express.....	65-167	754	Media-Phila. Local.....	135-167
0749	Media-West Chester Local.....	167	756	Media-Phila. Local.....	135-167
751	Phila.-Media Local.....	67-167	758	Media-Phila. Local.....	137-168
753	Phila.-Media Local.....	69-167	760	Media-Phila. Local.....	141-169
755	Phila.-Media Local.....	70-168	0762	West Chester-Media Local.....	169
0755	Media-West Chester Local.....	168	762	Media-Phila. Local.....	143-169
757	Phila.-Media Local.....	71-168	764	Media-Phila. Local.....	145-170
759	Phila.-Media Local.....	73-169	0766	West Chester-Media Local.....	170
761	Phila.-Media Local.....	75-169	766	Media-Phila. Local.....	146-170
0761	Media-West Chester Local.....	169	768	Media-Phila. Local.....	84-171
763	Phila.-Media Local.....	78-169	770	.....	.....
765	Phila.-Media Local.....	80-170	780	Media-Phila. Local.....	93-159
767	Phila.-Media Local.....	83-170	782	Media-Phila. Local.....	97-160
769	Phila.-Media Local.....	23-158	784	Media-Phila. Local.....	103-161
771	.....	.....	0786	West Chester-Media Local.....	162
779	Phila.-Media Local.....	37-161	788	Media-Phila. Local.....	106-162
781	Phila.-Media Local.....	41-161	788	Media-Phila. Local.....	116-164
783	Phila.-Media Local.....	59-165	0790	West Chester-Media Local.....	188
785	Phila.-Media Local.....	72-169	790	Media-Phila. Local.....	137-168
787	.....	.....	0792	.....	.....
0787	.....	.....	792	Media-Phila. Local.....	144-169
789	.....	.....	794	Media-Phila. Local.....	147-171
0789	.....	.....	0798	West Chester-Media Local.....	169
791	.....	.....	.....	.....	.....
0791	.....	.....	.....	.....	.....
795	.....	.....	.....	.....	.....
0795	.....	.....	.....	.....	.....

WESTWARD			EASTWARD		
No.	NAME OF TRAIN	Schedule Page	No.	NAME OF TRAIN	Schedule Page
801	Chestnut Hill-Phila. Local.....	27-150	800	Phila.-Chestnut Hill Local.....	87-154
803	Chestnut Hill-Phila. Local.....	29-150	802	Phila.-Chestnut Hill Local.....	89-154
805	Chestnut Hill-Phila. Local.....	30-150	804	Phila.-Chestnut Hill Local.....	91-155
807	Chestnut Hill-Phila. Local.....	31-151	806	Phila.-Chestnut Hill Local.....	91-155
809	Chestnut Hill-Phila. Local.....	32-151	808	Phila.-Chestnut Hill Local.....	93-155
811	Chestnut Hill-Phila. Local.....	33-151	810	Phila.-Chestnut Hill Local.....	95-155
813	Chestnut Hill-Phila. Local.....	34-151	812	Phila.-Chestnut Hill Local.....	100-155
815	Chestnut Hill-Phila. Local.....	35-151	814	Phila.-Chestnut Hill Local.....	104-154
817	Chestnut Hill-Phila. Local.....	35-150	816	Phila.-Chestnut Hill Local.....	107-154
819	Chestnut Hill-Phila. Local.....	37-150	818	Phila.-Chestnut Hill Local.....	108-154
821	Chestnut Hill-Phila. Local.....	39-150	820	Phila.-Chestnut Hill Local.....	110-155
823	Chestnut Hill-Phila. Local.....	40-151	822	Phila.-Chestnut Hill Local.....	111-155
825	Chestnut Hill-Phila. Local.....	42-151	824	Phila.-Chestnut Hill Local.....	113-155
827	Chestnut Hill-Phila. Local.....	43-151	826	Phila.-Chestnut Hill Local.....	114-155
829	Chestnut Hill-Phila. Local.....	44-151	828	Phila.-Chestnut Hill Local.....	115-155
831	Chestnut Hill-Phila. Local.....	45-151	830	Phila.-Chestnut Hill Local.....	117-154
833	Chestnut Hill-Phila. Local.....	46-150	832	Phila.-Chestnut Hill Local.....	118-154
835	Chestnut Hill-Phila. Local.....	48-150	834	Phila.-Chestnut Hill Local.....	120-154
837	Chestnut Hill-Phila. Local.....	49-150	836	Phila.-Chestnut Hill Local.....	121-155
839	Chestnut Hill-Phila. Local.....	51-151	838	Phila.-Chestnut Hill Local.....	123-155
841	Chestnut Hill-Phila. Local.....	52-151	840	Phila.-Chestnut Hill Local.....	123-155
843	Chestnut Hill-Phila. Local.....	54-151	842	Phila.-Chestnut Hill Local.....	125-155
845	Chestnut Hill-Phila. Local.....	56-151	844	Phila.-Chestnut Hill Local.....	128-155
847	Chestnut Hill-Phila. Local.....	57-151	846	Phila.-Chestnut Hill Local.....	130-156
849	Chestnut Hill-Phila. Local.....	61-152	848	Phila.-Chestnut Hill Local.....	131-156
851	Chestnut Hill-Phila. Local.....	65-152	850	Phila.-Chestnut Hill Local.....	132-156
853	Chestnut Hill-Phila. Local.....	67-152	852	Phila.-Chestnut Hill Local.....	133-157
855	Chestnut Hill-Phila. Local.....	69-153	854	Phila.-Chestnut Hill Local.....	134-157
857	Chestnut Hill-Phila. Local.....	71-153	856	Phila.-Chestnut Hill Local.....	136-157
859	Chestnut Hill-Phila. Local.....	72-153	858	Phila.-Chestnut Hill Local.....	138-157
861	Chestnut Hill-Phila. Local.....	73-153	860	Phila.-Chestnut Hill Local.....	141-157
863	Chestnut Hill-Phila. Local.....	75-153	862	Phila.-Chestnut Hill Local.....	143-156
865	Chestnut Hill-Phila. Local.....	78-152	864	Phila.-Chestnut Hill Local.....	144-156
867	Chestnut Hill-Phila. Local.....	79-152	866	Phila.-Chestnut Hill Local.....	145-156
869	Chestnut Hill-Phila. Local.....	81-152	868	Phila.-Chestnut Hill Local.....	147-157
871	Chestnut Hill-Phila. Local.....	83-153	870	Phila.-Chestnut Hill Local.....	84-154
873	.....	.....	872	.....	.....
875	.....	.....	874	.....	.....
877	.....	.....	876	.....	.....
879	.....	.....	878	.....	.....

SOUTHWARD			NORTHWARD		
No.	NAME OF TRAIN	Sched- ule Page	No.	NAME OF TRAIN	Sched- ule Page
901			900	Wilmington-Phila. Local.....	87
903	Phila.-Wilmington Local.....	27	902		
905			904	Wilmington-Phila. Local.....	92
907	Phila.-Wilmington Local.....	28	906	Wilmington-Phila. Express.....	93
909	Phila.-Wilmington Local.....	29	908	Wilmington-Phila. Local.....	98
911	Phila.-Wilmington Local.....	31	910		
913	Phila.-Wilmington Local.....	32	912	Wilmington-Phila. Express.....	103
916	Phila.-Wilmington Local.....	38	914	Wilmington-Phila. Local.....	111
917	Phila.-Wilmington Local.....	45	916	Wilmington-Phila. Local.....	114
919	Phila.-Wilmington Local.....	47	918	Wilmington-Phila. Local.....	116
921	Phila.-Wilmington Local.....	53	920	Wilmington-Phila. Local.....	120
923			922	Wilmington-Phila. Local.....	125
925	Phila.-Wilmington Local.....	58	924	Wilmington-Phila. Local.....	129
927	Phila.-Wilmington Local.....	62	926		
929	Phila.-Wilmington Local.....	64	928	Wilmington-Phila. Local.....	133
931			930		
933	Phila.-Wilmington Local.....	69	932	Wilmington-Phila. Local.....	134
935	Phila.-Wilmington Local.....	74	934	Wilmington-Phila. Express.....	136
937	Phila.-Wilmington Local.....	77	936		
939	Phila.-Wilmington Local.....	80	938	Wilmington-Phila. Local.....	140
941	Phila.-Wilmington Local.....	81	940	Wilmington-Phila. Local.....	145
943			942	Wilmington-Phila. Local.....	148
945	Phila.-Wilmington Local.....	22	944		
947	Phila.-Wilmington Express.....	62	946		
949			948		
951			950	Wilmington-Phila. Local.....	105
953			952	Wilmington-Phila. Local.....	119
955			954		
957			956	Wilmington-Phila. Local.....	139
959	Phila.-Wilmington Local.....	50	958	Wilmington-Phila. Local.....	101
961			960		
963			962		
965			964	Wilmington-Phila. Local.....	94
967			966		
969			968	Chester-Phila. Express.....	94
971	Phila.-Chester Local.....	25	970	Chester-Phila. Local.....	96
973	Phila.-Chester Local.....	61	972		
975	Phila.-Chester Local.....	66	974		
977	Phila.-Chester Local.....	82	976	Chester-Phila. Local.....	137
979	Phila.-Chester Local.....	26	978	Chester-Phila. Local.....	89
981	Phila.-Chester Local.....	47	980	Chester-Phila. Local.....	101
983			982	Chester-Phila. Local.....	121
985			984	Chester-Phila. Local.....	107
987			986		
989			988		
991			990		
			992		
			994		
			996		

WESTWARD			EASTWARD		
No.	NAME OF TRAIN	Sched- ule Page	No.	NAME OF TRAIN	Sched- ule Page
1000			1001	Phila.-Atlantic City Express.....	97
1002			1003		
1004	Atlantic City-Phila. Express.....	34	1005		
1006			1007		
1008	Atlantic City-Phila. Express.....	39	1009		
1010			1011	Phila.-Atlantic City Express.....	112
1012			1013		
1014			1015		
1016			1017		
1018	Atlantic City-Phila. Express.....	49	1019		
1020			1021	Phila.-Atlantic City Express.....	118
1022	Atlantic City-Phila. Express.....	63	1023		
1024			1025		
1026	Atlantic City-Phila. Express.....	76	1027		
1028			1029	Phila.-Atlantic City Express.....	129
1030			1031	Phila.-Atlantic City Express.....	133
1032	Atlantic City-Phila. Express.....	79	1033	Phila.-Atlantic City Express.....	142
1034			1035		
1036			1037		
1038	Atlantic City-Phila. Express.....	81	1039		
1040			1041		
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		
3851	Trenton-Phila. Local.....	29	3850	Phila.-Trenton Local.....	87
3853	Trenton-Phila. Local.....	29	3852	Phila.-Trenton Express.....	132
3855			3854	Phila.-Trenton Local.....	133
3857	Trenton-Phila. Local.....	33	3856	Phila.-Trenton Local.....	136
3859	Trenton-Phila. Local.....	59	3858		
			3860	Phila.-Trenton Local.....	146

NOTE—Applies on pages 12 to 21, inclusive:

X Indicates in service continuously.

B Indicates in service part-time.

C Indicates controlled by.

O Indicates trainphone.

R Indicates remote controlled from.

### MAIN LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Jersey City	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			REGION POST (N. Y. Region)	78.0			
X	X	X	HOLMESBURG JCT.	77.2			
			HOLMES	77.2			
			TACONY	78.2			
			WISSINOMING	79.3			
			BRIDESBURG	80.1			
			FRANKFORD	80.9			
X	X	X	FORD	81.2			
			FRANKFORD JCT.	81.8			
X	X	X	SHORE	82.1			
			NORTH FENN	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—R-Overbrook	4.0			
X	X	X	OVERBROOK	5.4			
			OVERBROOK	5.4			
			MERION	6.0			
			NARBERTH	6.8			
			WYNNEWOOD	7.4			
			ARDMORE	8.5			
			HAVERFORD	9.1			
X	X	X	BRYN MAWR	10.1			
			BRYN MAWR	10.1			
			ROSEMONT	10.9			
			VILLANOVA	12.0			
			RADNOR	13.0			
			ST. DAVIDS	13.7			
			WAYNE	14.5			
			STRAFFORD	15.4			
			DEVON	16.4			
			BERWYN	17.5			
			DAYLESFORD	18.6			
X	X	X	PAOLI	19.8			
			PAOLI	19.9			
			MALVERN	21.8			
X			FRAZER	23.7			
			GLEN—R-Thorn	25.3			
			GLEN LOCH	25.4			
			SHIP ROAD	26.9			
			WHITELAND	27.5			
X			WHITFORD	28.2			
			DOWNS—R-Thorn	32.1			
			DOWNTOWN	32.3			
X	X	X	THORNDALE	35.0			
			THORN	35.0			
X			CALN—R-Thorn	36.6			
			COATESVILLE	38.4			
			POMEROY	41.9			
X	X	X-O	PARK	43.9			

(Continued)

### MAIN LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			PARKESBURG	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			
			LANCASTER	68.0			
X	X	X	CORK (Reading Company Crossing)	68.1			
X	B		LANDIS (Reading Co. Crossing)	75.2			
			MOUNT JOY	80.1			
			FLORIN	80.7			
			RHEEMS	83.6			
			ELIZABETHTOWN	86.8			
			CONEWAGO	90.2			
X			ROY—R-State	94.5			
X	X	X-O	MIDDLETOWN	94.7			
			STATE	104.6			
X	X	X-O	HARRISBURG	104.6			
X	X	X-O	HARRIS	104.8			
			ROCKVILLE	110.2			
			MARYSVILLE	112.0			
X	X	X-O	BANKS	113.2			
			REGION POST (Pgh. Region)	113.3			

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

Trainphone locations other than Block Stations—  
Harrisburg Station, Yard office east end;  
Harrisburg Station, Stationmaster's office.

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

Station	Hours in service
Landis	10.00 A.M. to 6.00 P.M. Daily except Saturday, Sunday and Thanksgiving, Nov. 26; Christmas, Dec. 25; New Years, Jan. 1.

### SUBURBAN LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	ZOO	2.4			
X	X	X	PHILA-30th ST. (Upper Level)	0.9			
			BROAD	0.4			
			SUBURBAN STATION, PHILA.	0.0			
X	X	X	ARSENAL	2.1			



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

Trainphone locations other than Block Stations—  
Penn Coach yard office;  
P-5 Yard office.

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

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

### CHESTNUT HILL BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from North Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	NORTH PHILADELPHIA				
			WESTMORELAND	0.6			
			QUEEN LANE	2.2			
			CHELLEN AVENUE	2.6			
			TULPEHOCKEN	3.3			
			UPSAL	3.6			
			CARPENTER	4.4			
			ALLEN LANE	4.8			
			ST. MARTINS	5.6			
			HIGHLAND	6.1			
X	B	B	CHESTNUT HILL	6.6			

Interlocking, 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.

When Chestnut Hill Block Station is not in service Eastward trains must report to operator North Philadelphia when clear of main track at Chestnut Hill.

### WEST PHILADELPHIA ELEVATED BRANCH

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

NOTE—The direction from Zoo to Brill is Southward.

### GRAYS FERRY BRANCH

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

NOTE—The direction from Zoo to Arsenal is Southward.

### WEST CHESTER BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ARSENAL	2.1			
			FORTY-NINTH STREET	3.2			
			ANGORA	4.4			
			FERNWOOD-YEADON	5.4			
			LANDSOWNE	6.3			
			GLADSTONE	6.9			
			CLIFTON-ALDAN	7.5			
			PRIMOS	8.1			
			SECANE	8.8			
			MORTON-RUTLEDGE	9.9			
			SWARTHMORE	11.2			
			WALLINGFORD	12.3			
			MOYLAN-ROSE VALLEY	13.2			
X	X	X	MEDIA	14.0			
			ELWYN	15.0			
			WILLIAMSON SCHOOL	15.8			
			GLEN RIDDLE	16.6			
			LENNI	17.3			64
			WAWA	18.0			
			DARLINGTON	18.7			
			GLEN MILLS	20.2			
			LOCKSLEY	21.5			
			CHEYNEY	22.2			21
			WESTTOWN	23.9			
			OAKBOURNE	25.4			
			END OF BLOCK SIGN	26.8			
			WEST CHESTER	27.4			

SCHUYLKILL BRANCH									
SCHUYLKILL SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars			
						East	West	Both	
X				VALLEY—R-Overbrook	4.0				
X				JEFF—R-Overbrook	4.5				
				WYNNEFIELD AVE.	4.9				
				BALA	5.7				
				CYNWYD	6.1				
				BARMOUTH	6.8				
				MANAYUNK	7.8				
				SHAWMONT	9.6				
				MIQUON	10.8				
				SPRING MILL	12.4				
				CONSHOHOCKEN	13.6				
				IVY ROCK	15.1				
				ERNEST	15.9				
X	X	X-O		NORRIS	16.5				
X		X		NORRISTOWN	17.5				
				HAWS AVE.—R-Norris	18.1				
				PORT INDIAN	20.1				
X				BETZWOOD	21.8				
				CREEK (Auto. Reading Co. Xing)	24.6			80	
				OAKS	24.8				
				PHOENIXVILLE	28.1				
				CROMBY	30.4				
			X	SPRING CITY	32.3			155	
				PARKERFORD	35.1				
				LOCK—C-Norris	37.8			294	
				POTTSTOWN	40.3				
				MONOCACY	46.7				
				DYER	47.2				
X	X	X-O		BIRDSBORO	49.1				
				BROOKE (Reading Co. Xing)	49.2				
				GIBRALTAR	52.5				
				READING	58.3				
				GROUND	62.8				
				TEMPLE	64.2				
			X	ORCHARD—C-Norris	67.1				
				LEESPORT	67.7				
			X	SHOEMAKERSVILLE	71.7			80	
				HAMBURG—C-Norris	76.8			105	
				AUBURN	84.8				
			X	ADAMSDALE	88.0				
				ADAM—C-Norris	88.7				
				SCHUYLKILL HAVEN	90.6				
				CARBON	93.5				
				POTTSVILLE	94.7				
			X	ULMER—C-Norris	95.6				
				ST. CLAIR	97.5				
				MORRIS	99.7				
				ROCK	102.1				
				NEW BOSTON	104.6				
X	B	B	X	NEWTON—C-Norris	162.9				
				LAUREL JCT. } L.V.R.R.	157.7				

NOTE—Mileage Laurel Jct. to Newton is computed from Jersey City (via Lehigh Valley R. R.)

The direction from Haws Ave. to Laurel Jct. is Westward.

Trainphone locations other than Block Stations—  
Phoenixville, Agent's office;  
Pottstown, Yard office;  
Reading, Yard office.

DELAWARE EXTENSION									
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Ars. Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars				
					East	West	Both		
X	X	X	ARSENAL						
	X	X	PENROSE—R-Stadium	1.9					
			STADIUM	3.9					
X			PAY (Auto.) B. & O. Crossing	5.7					
NOTE—The direction from Arsenal to Stadium is Eastward.									
Trainphone locations other than Block Stations— Penrose, Yard office; D-16, Yard office.									
TRENTON BRANCH									
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Glen	Sidings Assigned Direction Car Capacity 50 ft. cars				
					East	West	Both		
X	X	X	MORRIS	46.0					
			MA	41.3					
			REGION POST (N. Y. Region)	41.0					
			LANGHORNE	37.4					
			ROXTON	33.8					
			HEATON	27.5					
			DRESHER	23.7					
			FORT HILL	21.5					
			WHITE MARSH	20.8					
			TB-16	19.4					
			PLYMOUTH MEETING	17.6					
		X-O	NEST	15.7					
			ERNEST	15.7					
			RAMBO	14.4					
			TB-20	14.2					
			TB-22	12.5					
			KING	11.3					
X			HOWELLVILLE	7.7			62		
			DALE—R-Thorn	0.7			55		
X			GLEN—R-Thorn						
NOTE—The direction from Morris to Glen is Westward.									
PHILADELPHIA AND THORNDALE BRANCH									
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Dale	Sidings Assigned Direction Car Capacity 50 ft. cars				
					East	West	Both		
X			DALE—R-Thorn						
X	X	X	THORN	10.4					
NOTE—The direction from Dale to Thorn is Westward.									

### ATGLEN AND SUSQUEHANNA BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Park	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	PARK				
			Q	10.8			
			LG-14	18.4			
			SMITH	22.2	86		
			LG-21	23.3			
			LG-30	29.8			
X			PORT—R-Cola	33.7			
X			MANOR—R-Cola	36.5			134
X	X	X	COLA	38.4			
X			COLUMBIA	38.4		62	
X			LAKE—R-Cola	40.0			134
X			SHOCKS—R-Cola	45.4			
			LG-54	48.8			
			WAGO JUNCTION	50.6			
X	X	X-O	YORK HAVEN } (York Haven Line)	52.4			
			CLY	53.8			

NOTE—The direction from Park to Wago Jct. is Westward.

### COLUMBIA AND PORT DEPOSIT BRANCH

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

NOTE—The direction from Cres to Port is Westward.

### COLUMBIA BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	CORK	68.1			
			MOUNTVILLE	75.6			
X	X	X	COLA	80.1			
X			COLUMBIA } (A. & S. Branch)	80.1			
			SHOCKS R-Cola	87.4			250
X			BILLMYER	89.2			
			JEB—R-Cola	89.2			
			BAINBRIDGE	90.5			
			FALMOUTH	94.5			
X			ROY—R-State	98.9			
			STATIONS	Distance from Sub. Sta., Phila. via Main Line			
X			ROY—R-State	94.5			
			MIDDLETOWN	94.7			
			HIGHSPIRE	98.9			
			STEELTON	99.5			
X	X	X-O	STATE	104.6			

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

### YORK HAVEN LINE

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

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

### CUMBERLAND VALLEY BRANCH WINCHESTER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		HARRISBURG STATE				
X	X	X		LEMO	1.5			
		X		LEMOYNE	3.3			
				CAMP—R-Lemo	8.2			
				MECHANICSBURG	8.9			
				DILLSBURG JUNCTION				
				NEW KINGSTON	11.8			
				WATTS	17.1			
				CARLISLE	18.3	80		98
				GREASON	23.7			
			X	SPRING—C-Pennroad	29.1			200
				NEWVILLE	30.0			
				OAKVILLE	34.0			
X	X	X		SHIPPENSBURG	40.6			196
				PENNSROAD	41.6			
			X	SCOTLAND	47.1			
				WOOD—R-Pennroad	50.3	272		
				CHAMBERSBURG	51.6			
				MARION	58.2			
				SOUTH PENN JUNCTION	59.1			
				GREEN CASTLE	63.3			57
				MASON-DIXON	68.0			
X	X	X-O		MAUGANSVILLE	70.5			
				TOWN—(W.M. Rwy. Crossing)	73.7	171		
				HAGERSTOWN	74.2			55
X	X	X		HAGER—(W.M. Rwy. Crossing)	74.8			
				WILLIAMSPORT	80.6			
		X		POT—C-Hager	83.8			114
				FALLING WATERS	85.2			
				CV-87	86.7			
				BEDINGTON	87.8			
		X		GARD—C-Hager	89.8			
				BERKELEY	89.9			
				MARTINSBURG	93.0			
				TABLERS	98.2			
		X		INWOOD—C-Hager	101.5			
				BUNKER HILL	103.7			
				RIDGEWAY	106.1			
				CLEAR BROOK	109.2			
		X		BYRD—C-Hager	115.0			
				WINCHESTER	115.9			

NOTE—The direction from Hager to Winchester is southward. Train order offices other than block stations are open as follows: Vardo—South end of Shomo Yard, Hagerstown. Trainphone locations other than Block Stations—Harrisburg: Stationmasters office, west end; Yard office, east end.

### WILLIAMSPORT BRANCH

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

\* Includes 172 car lengths on Northern Region.

### NEW HOLLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Downs	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			DOWNS				
			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 from Downs to Cork is Westward.

### POMEROY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pomeroy	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
			POMEROY				
			GLEN ROSE	2.7			
			BUCK RUN	4.4			
			DOE RUN	5.7			
			SPRINGDELL	6.4			
			GREEN LAWN	7.3			
			CLONMELL	9.3			
			CHATHAM	11.5			

NOTE—The direction from Pomeroy to Chatham is Southward.

### QUARRYVILLE SECONDARY TRACK

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

NOTE—The direction from Lancaster to Quarryville is Southward.

### LEBANON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Conewago	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			CONEWAGO				
			BELLAIRE	5.0			
			LAWN	7.8			
			COLEBROOK	9.8			
			MOUNT GREYNA	12.2			
			SUMMIT	14.0			
			CORNWALL	16.1			
			LEBANON	21.2			

NOTE—The direction from Conewago to Lebanon is Eastward.

### DILLSBURG SECONDARY TRACK

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

NOTE—The direction from Dillsburg Junction to Dillsburg is Southward.

### WAYNESBORO SECONDARY TRACK

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

NOTE—The direction from Wood to Waynesboro is Southward.

### MERCERSBURG SECONDARY TRACK

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

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



STATIONS	FIRST CLASS		
	‡455 DAILY EX. SUN.	‡◇231 DAILY EX. MON.	‡●945 DAILY EX. SUN & MON
	A. M.	A. M.	A. M.
Leave			
HOLMESBURG JCT. TACONY.....	Will Not Run Nov. 26 Dec. 25 Jan. 1	12.03	Will Not Run Nov. 27 Dec. 26 Jan. 2
WISSINOMING..... BRIDESBURG..... FRANKFORD.....	Will Run Feb. 22		
JERSEY.....(Atl. Dist.)			MU
FRANKFORD JCT. SHORE.....		12.08	
NORTH PENN.....			
NORTH PHILA.....	D	12.13	
ZOO.....		12.17	
PHILA.-{Lower Level 30th ST. {Upper Level	S	12.23	
SUBURBAN...{Arrive Leave			S 12.30
PHILA.-{Upper Level 30th ST. {Lower Level	S	12.05	S 12.33
ARSENAL.....	12.08		12.37
BRILL.....	12.12		12.40
DARBY.....			S 12.42
ZOO.....			
FIFTY-SECOND ST.....			
OVERBROOK.....			
MERION.....			
NARBERTH.....			
WYNNEWOOD.....			
ARDMORE.....			
HAVERFORD.....			
BRYN MAWR.....			
ROSEMONT.....			
VILLANOVA.....			
RADNOR.....			
ST. DAVIDS.....			
WAYNE.....			
STRAFFORD.....			
DEVON.....			
BERWYN.....			
DAYLESFORD.....			
PAOLI.....			
MALVERN.....			
FRAZER.....			
GLEN LOCH.....			
SHIP ROAD.....			
WHITELAND.....			
WHITFORD.....	Will Not Run Feb. 23		
DOWNINGTOWN.....			
THEORNDALE.....			
COATESVILLE.....			
PARKESBURG.....			
LANCASTER.....			
LANDIS.....			
MOUNT JOY.....			
ELIZABETHTOWN.....			
MIDDLETOWN.....			
CLY.....York Haven LEMO.....Line			
HARRISBURG.....			
ROCKVILLE.....			
BANKS.....			
Arrive	A. M.	A. M.	A. M.
	455	231	945

STATIONS	FIRST CLASS					
	‡●35 DAILY EX. SUN & MON	●769 DAILY	●377 DAILY	◇293	195 DAILY EX. MON.	61 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Leave						
HOLMESBURG JCT. TACONY.....				12.35	12.42	1.13
WISSINOMING..... BRIDESBURG..... FRANKFORD.....						
JERSEY.....(Atl. Dist.)		MU	MU			
FRANKFORD JCT. SHORE.....				12.40	12.47	1.18
NORTH PENN.....						
NORTH PHILA.....						C 1.22
ZOO.....						# 1.32
PHILA.-{Lower Level 30th ST. {Upper Level						
SUBURBAN...{Arrive Leave						
PHILA.-{Upper Level 30th ST. {Lower Level						
ARSENAL.....						
BRILL.....						
DARBY.....						
ZOO.....						
FIFTY-SECOND ST.....						
OVERBROOK.....						
MERION.....						
NARBERTH.....						
WYNNEWOOD.....						
ARDMORE.....						
HAVERFORD.....						
BRYN MAWR.....						
ROSEMONT.....						
VILLANOVA.....						
RADNOR.....						
ST. DAVIDS.....						
WAYNE.....						
STRAFFORD.....						
DEVON.....						
BERWYN.....						
DAYLESFORD.....						
PAOLI.....						
MALVERN.....						
FRAZER.....						
GLEN LOCH.....						
SHIP ROAD.....						
WHITELAND.....						
WHITFORD.....						
DOWNINGTOWN.....						
THEORNDALE.....						
COATESVILLE.....						
PARKESBURG.....						
LANCASTER.....						
LANDIS.....						
MOUNT JOY.....						
ELIZABETHTOWN.....						
MIDDLETOWN.....						
CLY.....York Haven LEMO.....Line						
HARRISBURG.....						
ROCKVILLE.....						
BANKS.....						
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	35	769	377	293	195	61









STATIONS	FIRST CLASS		
	✠805 DAILY EX. SUN.	●603 DAILY EX. SUN.	✠707 DAILY EX. SAT. & SUN.
Leave	A. M.	A. M.	A. M.
HOLMESBURG JCT.			
TACONY	Will Not Run		Will Not Run
WISSINOMING	Nov. 26		Nov. 26
BRIDESBURG	Dec. 25		Dec. 25
FRANKFORD	Jan. 1		Jan. 1
JERSEY.....(Atl. Dist.)	MU		MU
FRANKFORD JCT.			
SHORE			
NORTH PENN			
NORTH PHILA.....	\$ 7.36		
ZOO	7.41		
PHILA.-{Lower Level			
30th ST. {Upper Level	\$ 7.45		
SUBURBAN. {Arrive	\$ 7.48		\$ 7.50
PHILA.-{Upper Level			\$ 7.53
30th ST. {Lower Level	\$ 7.50		
ARSENAL			7.55
BRILL			
DARBY			
ZOO		7.55	
FIFTY-SECOND ST.		7.58	
OVERBROOK		8.00	
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR		8.06	
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI	\$ 8.18		
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE		8.33	
COATESVILLE	\$ 8.36		
PARKESBURG	8.42		
LANCASTER	\$ 9.04		
LANDIS			
MOUNT JOY			
ELIZABETH TOWN		9.24	
MIDDLETOWN			
CLY.....York Haven			
LEMO.....Line			
HARRISBURG	\$ 9.45		
ROCKVILLE			
BANKS			
Arrive	A. M.	A. M.	A. M.
	805	603	707

STATIONS	FIRST CLASS				
	✠911 DAILY EX. SAT. & SUN.	✠807 DAILY EX. SAT. & SUN.	●709 DAILY	✠253 DAILY EX. SUN.	✠131 DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.	A. M.
HOLMESBURG JCT.				\$ 7.35	7.50
TACONY	Will Not Run	Will Not Run		\$ 7.37	Will Not Run
WISSINOMING	Nov. 26	Nov. 26		\$ 7.39	Nov. 26
BRIDESBURG	Dec. 25	Dec. 25		\$ 7.41	Dec. 25
FRANKFORD	Jan. 1	Jan. 1		\$ 7.43	Jan. 1
JERSEY.....(Atl. Dist.)	MU	MU	MU	MU	
FRANKFORD JCT.				\$ 7.46	
SHORE				7.48	7.55
NORTH PENN				\$ 7.51	
NORTH PHILA.....					
ZOO		\$ 7.49		\$ 7.55	\$ 7.59
PHILA.-{Lower Level		7.53		8.00	8.03
30th ST. {Upper Level					
SUBURBAN. {Arrive		\$ 7.57		\$ 8.06	
PHILA.-{Upper Level		\$ 8.00		\$ 8.10	
30th ST. {Lower Level	\$ 7.55		\$ 8.05		
ARSENAL	\$ 7.58		\$ 8.08		\$ 8.09
BRILL	8.01		8.11		8.12
DARBY	\$ 8.04				8.17
ZOO	\$ 8.06				
FIFTY-SECOND ST.					
OVERBROOK					
MERION					
NARBERTH					
WYNNEWOOD					
ARDMORE					
HAVERFORD					
BRYN MAWR					
ROSEMONT					
VILLANOVA					
RADNOR					
ST. DAVIDS					
WAYNE					
STRAFFORD					
DEVON					
BERWYN					
DAYLESFORD					
PAOLI					
MALVERN					
FRAZER					
GLEN LOCH					
SHIP ROAD					
WHITELAND					
WHITFORD					
DOWNINGTOWN					
THORNDALE					
COATESVILLE					
PARKESBURG					
LANCASTER					
LANDIS					
MOUNT JOY					
ELIZABETH TOWN					
MIDDLETOWN					
CLY.....York Haven					
LEMO.....Line					
HARRISBURG					
ROCKVILLE					
BANKS					
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.
	911	807	709	253	131

STATIONS	FIRST CLASS		
	●809	‡0307	‡0913
	DAILY A. M.	DAILY EX. SUN. A. M.	DAILY EX. SAT. & SUN. A. M.
Leave	A. M.	A. M.	A. M.
HOLMESBURG JCT. TACONY		Will Not Run Nov. 26	Will Not Run Nov. 26
WISSINOMING		Dec. 25	Dec. 25
BRIDESBURG		Jan. 1	Jan. 1
FRANKFORD			
JERSEY.....(Atl. Dist.)	<b>MU</b>	<b>MU</b>	<b>MU</b>
FRANKFORD JCT. SHORE			
NORTH PENN			
NORTH PHILA	\$ 8.04		
ZOO	8.08		
PHILA. - { Lower Level 30th ST. { Upper Level	\$ 8.12		
SUBURBAN... { Arrive Leave	\$ 8.15	\$ 8.20	\$ 8.20
PHILA. - { Upper Level 30th ST. { Lower Level	\$ 8.23	\$ 8.23	\$ 8.23
ARSENAL			8.26
BRILL			8.29
DARBY			
ZOO		8.26	
FIFTY-SECOND ST.	\$ 8.29		
OVERBROOK	\$ 8.32		
MERION	\$ 8.34		
NARBERTH	\$ 8.36		
WYNNEWOOD	\$ 8.38		
ARDMORE	\$ 8.41		
HAVERFORD	\$ 8.43		
BRYN MAWR	\$ 8.46		
ROSEMONT	\$ 8.48		
VILLANOVA	\$ 8.50		
RADNOR	\$ 8.52		
ST. DAVIDS	\$ 8.54		
WAYNE	\$ 8.56		
STRAFFORD	\$ 8.58		
DEVON	\$ 9.00		
BERWYN	\$ 9.02		
DAYLESFORD	\$ 9.04		
PAOLI	\$ 9.10		
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY..... York Haven LEMO..... Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Arrive	A. M.	A. M.	A. M.
	809	307	913

	FIRST CLASS				
	‡0653	‡0711	‡0811	‡03857	‡0201
	DAILY EX. SAT. & SUN. A. M.	DAILY EX. SAT. & SUN. A. M.	DAILY EX. SAT. & SUN. A. M.	DAILY EX. SAT. & SUN. A. M.	DAILY EX. SUN. A. M.
	Will Not Run Nov. 26	Will Not Run Nov. 26	Will Not Run Nov. 26	\$ 8.08	8.19
	Dec. 25	Dec. 25	Dec. 25	\$ 8.10	
	Jan. 1	Jan. 1	Jan. 1	\$ 8.12	
				\$ 8.14	
				\$ 8.16	
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	
				\$ 8.18	
				8.19	8.24
				\$ 8.17	\$ 8.23
				8.21	8.28
				\$ 8.25	\$ 8.32
				\$ 8.28	\$ 8.35
	\$ 8.25	\$ 8.28			\$ 8.39
	\$ 8.28	\$ 8.31			
		8.34			
	8.31				
	8.34				
				Will Not Run Nov. 26	Will Not Run Nov. 26
				Dec. 25	Dec. 25
				Jan. 1	Jan. 1
	A. M.	A. M.	A. M.	A. M.	A. M.
	653	711	811	3857	201









STATIONS	FIRST CLASS		
	‡●717 DAILY EX. SUN.	‡●657 DAILY EX. SAT. & SUN.	‡●823 DAILY EX. SUN.
	A. M.	A. M.	A. M.
Leave			
HOLMESBURG JCT.			
TACONY	Will Not Run	Will Not Run	Will Not Run
WISSINOMING	Nov. 26	Nov. 26	Nov. 26
BRIDESBURG	Dec. 25	Dec. 25	Dec. 25
FRANKFORD	Jan. 1	Jan. 1	Jan. 1
JERSEY (Atl. Dist.)	MU	MU	MU
FRANKFORD JCT. SHORE			
NORTH PENN.			
NORTH PHILA.			\$ 10.28
ZOO			10.30
PHILA. - Lower Level			
30th ST. - Upper Level			\$ 10.34
SUBURBAN - Arrive			\$ 10.37
Leave	\$ 10.25	\$ 10.30	
PHILA. - Upper Level	\$ 10.28	\$ 10.33	
30th ST. - Lower Level			
ARSENAL	10.31		
BRILL			
DARBY			
ZOO		10.36	
FIFTY-SECOND ST.		10.39	
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY. - York Haven			
LEMO. - Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Arrive	A. M.	A. M.	A. M.
	717	657	823

	FIRST CLASS				
	‡403 DAILY EX. SUN.	●317 DAILY	●781 SATURDAY ONLY	273 SATURDAY ONLY	●115 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
Will Not Run				F 10.35	10.47
Nov. 26				F 10.37	
Dec. 25					
Jan. 1					
MU	MU	MU	MU		
				F 10.42	10.52
				10.44	
				\$ 10.49	\$ 10.56
				10.54	11.01
				\$ 10.59	
				\$ 11.02	
\$ 10.40	\$ 10.45	\$ 10.55			\$ 11.05
10.43	\$ 10.48	\$ 10.58			11.08
10.47					11.12
		10.51			
		10.53			
	\$ 10.58				
	\$ 10.58				
	\$ 11.00				
	\$ 11.02				
	\$ 11.04				
	\$ 11.06				
	\$ 11.08				
	\$ 11.10				
	\$ 11.12				
	\$ 11.14				
	\$ 11.16				
	\$ 11.18				
	\$ 11.20				
	\$ 11.22				
	\$ 11.24				
	\$ 11.26				
	\$ 11.30				
	A. M.	A. M.	A. M.	A. M.	A. M.
	403	317	781	273	115













STATIONS	FIRST CLASS		
	●733	⊕033	●841
	DAILY	DAILY EX. SAT. & SUN.	DAILY
Leave	P. M.	P. M.	P. M.
HOLMESBURG JCT.			
TACONY		Will Not Run	
WISSINOMING		Nov. 26	
BRIDESBURG		Dec. 25	
FRANKFORD		Jan. 1	
JERSEY.....(Atl. Dist.)	MU	MU	MU
FRANKFORD JCT. SHORE			
NORTH PENN			
NORTH PHILA.			\$ 2.59
ZOO			3.08
PHILA.-{ Lower Level			
30th ST. { Upper Level			\$ 3.07
SUBURBAN. { Arrive	\$ 2.55	\$ 3.00	\$ 3.10
PHILA.-{ Lower Level	\$ 2.58	\$ 3.03	
30th ST. { Upper Level			
ARSENAL	3.01		
BRILL			
DARBY			
ZOO		3.06	
FIFTY-SECOND ST.		\$ 3.09	
OVERBROOK		\$ 3.12	
MERION		\$ 3.14	
NARBERTH		\$ 3.16	
WYNNEWOOD		\$ 3.18	
ARDMORE		\$ 3.20	
HAVERFORD		\$ 3.22	
BRYN MAWR		\$ 3.24	
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY.....} York Haven			
LEMO.....} Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Arrive	P. M.	P. M.	P. M.
	733	033	841

STATIONS	FIRST CLASS				
	⊕921	23	⊕333	●389	⊕735
	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	SATURDAY ONLY	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
HOLMESBURG JCT.					
TACONY		2.58			
WISSINOMING	Will Not Run		Will Not Run		Will Not Run
BRIDESBURG	Nov. 26		Nov. 26		Nov. 26
FRANKFORD	Dec. 25		Dec. 25		Dec. 25
JERSEY.....(Atl. Dist.)	MU		MU	MU	MU
FRANKFORD JCT. SHORE					
NORTH PENN					
NORTH PHILA.					
ZOO					
PHILA.-{ Lower Level					
30th ST. { Upper Level					
SUBURBAN. { Arrive	\$ 3.10		\$ 3.15	\$ 3.15	\$ 3.25
PHILA.-{ Lower Level	\$ 3.13		\$ 3.18	\$ 3.18	\$ 3.28
30th ST. { Upper Level					
ARSENAL					
BRILL	3.16				3.31
DARBY	\$ 3.19				
ZOO	\$ 3.21				
FIFTY-SECOND ST.		3.17	3.21	3.21	
OVERBROOK		3.20	3.23	3.23	
MERION		3.22	3.25	\$ 3.26	
NARBERTH				\$ 3.28	
WYNNEWOOD				\$ 3.30	
ARDMORE			\$ 3.29	\$ 3.34	
HAVERFORD			\$ 3.31	\$ 3.36	
BRYN MAWR		3.28	\$ 3.33	\$ 3.38	
ROSEMONT			\$ 3.35	\$ 3.40	
VILLANOVA			\$ 3.37	\$ 3.42	
RADNOR			\$ 3.39	\$ 3.44	
ST. DAVIDS			\$ 3.41	\$ 3.46	
WAYNE			\$ 3.43	\$ 3.48	
STRAFFORD			\$ 3.45	\$ 3.50	
DEVON			\$ 3.47	\$ 3.52	
BERWYN			\$ 3.49	\$ 3.54	
DAYLESFORD			\$ 3.51	\$ 3.56	
PAOLI		\$ 3.40	\$ 3.56	\$ 4.00	
MALVERN					
FRAZER					
GLEN LOCH					
SHIP ROAD					
WHITELAND					
WHITFORD					
DOWNINGTOWN					
THORNDALE					
COATESVILLE					
PARKESBURG					
LANCASTER					
LANDIS					
MOUNT JOY					
ELIZABETHTOWN					
MIDDLETOWN					
CLY.....} York Haven					
LEMO.....} Line					
HARRISBURG					
ROCKVILLE					
BANKS					
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.
	921	23	333	389	735

STATIONS	FIRST CLASS		
	◇175	‡035	‡843
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.
HOLMESBURG JCT.	3.07		
TACONY		Will Not Run	Will Not Run
WISSINOMING		Nov. 26	Nov. 26
BRIDESBURG		Dec. 26	Dec. 26
FRANKFORD		Jan. 1	Jan. 1
JERSEY.....(Atl. Dist.)		MU	MU
FRANKFORD JCT.			
SHORE	3.12		
NORTH PENN.			
NORTH PHILA.....	\$ 3.16		\$ 3.29
ZOO	3.20		3.33
PHILA.- Lower Level			
30th ST. Upper Level			\$ 3.37
SUBURBAN..... Arrive			\$ 3.40
Leave	\$ 3.30	\$ 3.33	
PHILA.- Upper Level			
30th ST. Lower Level	\$ 3.25		
ARSENAL	3.28		
BRILL	3.32		
DARBY			
ZOO		3.36	
FIFTY-SECOND ST.		3.38	
OVERBROOK	\$ 3.41		
MERION	\$ 3.43		
NARBERTH	\$ 3.45		
WYNNWOOD	\$ 3.47		
ARDMORE	\$ 3.49		
HAVERFORD	\$ 3.51		
BRYN MAWR	\$ 3.54		
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
OLY..... York Haven			
LEMO..... Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Arrive	P. M.	P. M.	P. M.
	175	035	843

	FIRST CLASS			
	‡619	●391		‡737
	DAILY	DAILY		DAILY
	EX. SUN.	EX. SUN.		EX. SUN.
	P. M.	P. M.		P. M.
	Will Not Run	Will Run		Will Not Run
	Nov. 26	Sun. and		Nov. 26
	Dec. 26	Nov. 26		Dec. 26
	Jan. 1	Dec. 26		Jan. 1
	MU	MU		MU
				3.47
				3.52
				3.56
				4.00
	\$ 3.45	\$ 3.45		\$ 3.55
	\$ 3.48	\$ 3.48		\$ 3.58
				\$ 4.05
				4.08
				4.12
	3.51	3.51		
	3.53	3.53		
	\$ 3.56	\$ 3.56		
	\$ 3.58	\$ 3.58		
	\$ 4.00	\$ 4.00		
	\$ 4.02	\$ 4.02		
	\$ 4.04	\$ 4.04		
	\$ 4.06	\$ 4.06		
	\$ 4.08	\$ 4.08		
	\$ 4.10	\$ 4.10		
	\$ 4.12	\$ 4.12		
	\$ 4.14	\$ 4.14		
	\$ 4.16	\$ 4.16		
	\$ 4.18	\$ 4.18		
	\$ 4.20	\$ 4.20		
	\$ 4.22	\$ 4.22		
	\$ 4.24	\$ 4.24		
	\$ 4.26	\$ 4.26		
	\$ 4.30	\$ 4.30		
	F 4.33			
	F 4.42			
	\$ 4.50			
	4.54			
	\$ 5.00			
	\$ 5.10			
	P. M.	P. M.		P. M.
	619	391		737
				149







STATIONS	FIRST CLASS		
	#0947 DAILY EX. SAT. & SUN.	#0745 DAILY EX. SAT. & SUN.	#0927 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.
Leave			
HOLMESBURG JCT.			
TACONY	Will Not Run	Will Not Run	Will Not Run
WISSINOMING	Nov. 26	Nov. 26	Nov. 26
BRIDESBURG	Dec. 25	Dec. 25	Dec. 25
FRANKFORD	Jan. 1	Jan. 1	Jan. 1
JERSEY.....(Atl. Dist.)	MU	MU	MU
FRANKFORD JCT. SHORE			
NORTH PENN			
NORTH PHILA			
ZOO			
PHILA.- { Lower Level 30th ST. { Upper Level			
SUBURBAN..... { Arrive Leave	\$ 5.08	\$ 5.10	\$ 5.13
PHILA.- { Upper Level 30th ST. { Lower Level	\$ 5.11	\$ 5.13	\$ 5.16
ARSENAL	5.14	5.16	5.20
BRILL	5.18		5.23
DARBY			
ZOO			
FIFTY-SECOND ST.			
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY..... York Haven LEMO..... Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Arrive	P. M.	P. M.	P. M.
	947	745	927

STATIONS	FIRST CLASS				
	1022 DAILY	#0345 DAILY EX. SAT. & SUN.	0397 SATURDAY ONLY	#0747 DAILY EX. SUN.	#0347 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
Leave					
HOLMESBURG JCT.					
TACONY		Will Not Run		Will Not Run	Will Not Run
WISSINOMING		Nov. 26		Nov. 26	Nov. 26
BRIDESBURG		Dec. 25		Dec. 25	Dec. 25
FRANKFORD		Jan. 1		Jan. 1	Jan. 1
JERSEY.....(Atl. Dist.)	4.52	MU	MU	MU	MU
FRANKFORD JCT. SHORE	\$ 4.59				
NORTH PENN	5.00				
NORTH PHILA					
ZOO					
PHILA.- { Lower Level 30th ST. { Upper Level					
SUBURBAN..... { Arrive Leave	\$ 5.08	\$ 5.10	\$ 5.13	\$ 5.18	\$ 5.20
PHILA.- { Upper Level 30th ST. { Lower Level	\$ 5.11	\$ 5.13	\$ 5.16	\$ 5.21	\$ 5.23
ARSENAL	5.14	5.16	5.20	5.25	
BRILL	5.18		5.23		
DARBY					
ZOO					
FIFTY-SECOND ST.					
OVERBROOK					
MERION					
NARBERTH					
WYNNEWOOD					
ARDMORE					
HAVERFORD					
BRYN MAWR					
ROSEMONT					
VILLANOVA					
RADNOR					
ST. DAVIDS					
WAYNE					
STRAFFORD					
DEVON					
BERWYN					
DAYLESFORD					
PAOLI					
MALVERN					
FRAZER					
GLEN LOCH					
SHIP ROAD					
WHITELAND					
WHITFORD					
DOWNINGTOWN					
THORNDALE					
COATESVILLE					
PARKESBURG					
LANCASTER					
LANDIS					
MOUNT JOY					
ELIZABETHTOWN					
MIDDLETOWN					
CLY..... York Haven LEMO..... Line					
HARRISBURG					
ROCKVILLE					
BANKS					
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.
	1022	345	397	747	347





STATIONS	FIRST CLASS		
	●219 DAILY P. M.	⊕●351 DAILY EX. SAT. & SUN. P. M.	⊕●975 DAILY EX. SAT. & SUN. P. M.
<b>Leave</b>			
HOLMESBURG JCT.	5.21		
TACONY		Will Not Run Nov. 26	Will Not Run Nov. 26
WISSINOMING		Dec. 26	Dec. 26
BRIDESBURG		Jan. 1	Jan. 1
FRANKFORD			
JERSEY..... (Atl. Dist.)		<b>MU</b>	<b>MU</b>
FRANKFORD JCT. SHORE	5.28		
NORTH PENN.			
NORTH PHILA.	<b>D</b> 5.30		
ZOO	5.35		
PHILA. - (Lower Level 30th ST. {Upper Level	\$ 5.40		
SUBURBAN. {Arrive Leave	\$ 5.40	\$ 5.41	
PHILA. - (Upper Level 30th ST. {Lower Level	\$ 5.43	\$ 5.44	
ARSENAL			5.47
BRILL			5.51
DARBY			\$ 5.54
ZOO		5.48	
FIFTY-SECOND ST.		5.48	
OVERBROOK		5.50	
MERION	\$ 5.51		
NARBERTH			
WYNNEWOOD	\$ 5.55		
ARDMORE			
HAVERFORD	\$ 5.59		
BRYN MAWR.	6.01		
ROSEMONT	\$ 6.03		
VILLANOVA			
RADNOR	\$ 6.07		
ST. DAVIDS			
WAYNE	\$ 6.10		
STRAFFORD			
DEVON	\$ 6.13		
BERWYN			
DAYLESFORD	\$ 6.17		
PAOLI	\$ 6.22		
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WITELAND			
WHITFORD			
DOWNTOWN			
THORNDALE			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY..... York Haven LEMO..... Line			
HARRISBURG			
ROCKVILLE			
BANKS			
<b>Arrive</b>			
	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>
	<b>219</b>	<b>351</b>	<b>975</b>

	FIRST CLASS				
	⊕●751 DAILY EX. SUN. P. M.	⊕●621 DAILY EX. SAT. & SUN. P. M.	●399 SATURDAY ONLY P. M.	●673 SATURDAY ONLY P. M.	⊕●853 DAILY EX. SUN. P. M.
	Will Not Run Nov. 26	Will Not Run Nov. 26			Will Not Run Nov. 26
	Dec. 26	Dec. 26			Dec. 26
	Jan. 1	Jan. 1			Jan. 1
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
					\$ 5.47
					5.51
					\$ 5.55
					\$ 5.58
	\$ 5.45	\$ 5.45	\$ 5.45	\$ 5.55	
	\$ 5.48	\$ 5.48	\$ 5.48	\$ 5.58	
	6.51				
		5.51	5.51	6.01	
		5.53	5.53	6.04	
		\$ 5.56	\$ 5.56		
		\$ 5.58	\$ 5.58		
		\$ 6.00	\$ 6.00		
		\$ 6.02	\$ 6.02		
		\$ 6.04	\$ 6.04		
		\$ 6.06	\$ 6.06		
		\$ 6.08	\$ 6.08		
		\$ 6.10	\$ 6.10		
		\$ 6.12	\$ 6.12		
		\$ 6.14	\$ 6.14		
		\$ 6.15	\$ 6.16		
		\$ 6.18	\$ 6.18		
		\$ 6.19	\$ 6.20		
		\$ 6.22	\$ 6.22		
		\$ 6.22	\$ 6.24		
		\$ 6.26	\$ 6.26		
		\$ 6.27	\$ 6.30		
	F 6.29				
	F 6.31				
	F 6.35				
	F 6.36				
	F 6.37				
	\$ 6.41				
	6.44				
	\$ 6.48				
	\$ 6.58				
	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>
	<b>751</b>	<b>621</b>	<b>399</b>	<b>673</b>	<b>853</b>







STATIONS	FIRST CLASS			
	⊕●359 DAILY EX. SUN.	⊕●935 DAILY EX. SAT. & SUN.	●225 DAILY	●387
	Leave P. M.	P. M.	P. M.	P. M.
HOLMESBURG JCT.			7.28	Will Run Sun. and Nov. 26 Dec. 25 Jan. 1
TACONY.....	Will Not Run Nov. 26	Will Not Run Nov. 26		
WISSINOMING.....	Dec. 25	Dec. 25		
BRIDESBURG.....	Jan. 1	Jan. 1		
FRANKFORD.....				
JERSEY..... (Atl. Dist.)	MU	MU		MU
FRANKFORD JCT. SHORE.....			7.33	
NORTH PENN.....				
NORTH PHILA.....			D 7.37	
ZOO.....			7.42	
PHILA.- (Lower Level 30th ST. Upper Level)			\$ 7.47	
SUBURBAN..... (Arrive Leave)	\$ 7.30	\$ 7.32		\$ 7.50
PHILA.- (Upper Level 30th ST. Lower Level)	\$ 7.33	\$ 7.35		\$ 7.53
ARSENAL.....			7.38	
BRILL.....			7.42	
DARBY.....		\$ 7.44		
ZOO.....	7.38			7.56
FIFTY-SECOND ST.	7.38			7.58
OVERBROOK.....	\$ 7.41			\$ 8.01
MERION.....	\$ 7.43			\$ 8.03
NARBERTH.....	\$ 7.45			\$ 8.05
WYNNWOOD.....	\$ 7.47			\$ 8.07
ARDMORE.....	\$ 7.49			\$ 8.09
HAFERFORD.....	\$ 7.51			\$ 8.11
BRYN MAWR.....	\$ 7.53			\$ 8.13
ROSEMONT.....	\$ 7.55			\$ 8.15
VILLANOVA.....	\$ 7.57			\$ 8.17
RADNOR.....	\$ 7.59			\$ 8.19
ST. DAVIDS.....	\$ 8.01			\$ 8.21
WAYNE.....	\$ 8.03			\$ 8.23
STRAFFORD.....	\$ 8.05			\$ 8.25
DEVON.....	\$ 8.07			\$ 8.27
BERWYN.....	\$ 8.09			\$ 8.29
DAYLESFORD.....	\$ 8.11			\$ 8.31
PAOLI.....	\$ 8.15			\$ 8.35
MALVERN.....				
FRAZER.....				
GLEN LOCH.....				
SHIP ROAD.....				
WHELAND.....				
WHITFORD.....				
DOWNINGTOWN.....				\$ 8.57
THORNDALE.....				9.02
COATESVILLE.....				\$ 9.07
PARKESBURG.....				9.13
LANCASTER.....				\$ 9.38
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				9.58
CLY..... York Haven LEMO..... Line				9.58
HARRISBURG.....				10.18
ROCKVILLE.....				\$ 10.15 \$ 10.23
BANKS.....				11.00
				11.11
Arrive	P. M.	P. M.	P. M.	P. M.
	359	935	225	387

	FIRST CLASS				
	●761 DAILY	●863 DAILY	⊕●363 DAILY EX. SUN.	607 DAILY	575 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
			Will Not Run Nov. 26 Dec. 25 Jan. 1		
	MU	MU	MU		
		\$ 7.51			
		7.55			
		\$ 7.59			
		\$ 8.02			
	\$ 8.00		\$ 8.05		
	\$ 8.03		\$ 8.08		
				\$ 8.15	
	8.06				
			8.11	8.20	
			8.13	8.22	
			\$ 8.16	8.25	
			\$ 8.18		
			\$ 8.20		
			\$ 8.22		
			\$ 8.24		
			\$ 8.26		
			\$ 8.28	8.31	
			\$ 8.30		
			\$ 8.32		
			\$ 8.34		
			\$ 8.36		
			\$ 8.38		
			\$ 8.40		
			\$ 8.42		
			\$ 8.44		
			\$ 8.46		
			\$ 8.50	\$ 8.43	
				\$ 8.57	
				9.02	
				\$ 9.07	
				9.13	
				\$ 9.38	
				9.58	
					9.58
					10.18
				\$ 10.15	\$ 10.23
					11.00
					11.11
	P. M.	P. M.	P. M.	P. M.	P. M.
	761	863	363	607	575



STATIONS	FIRST CLASS			Arrive
	•865 DAILY EX. SUN.	•763 DAILY EX. SUN.	•171 DAILY	
Leave	P. M.	P. M.	P. M.	
HOLMESBURG JCT.			8.57	
TACONY	Will Not Run Nov. 26	Will Not Run Nov. 26		
WISSINOMING	Dec. 25	Dec. 25		
BRIDESBURG	Jan. 1	Jan. 1		
FRANKFORD				
JERSEY.....(Atl. Dist.)	MU	MU		
FRANKFORD JCT.				
SHORE			9.02	
NORTH PENN.				
NORTH PHILA.	\$ 8.39		\$ 9.07	
ZOO	8.43		9.11	
PHILA.-{Lower Level				
30th ST. {Upper Level	\$ 8.47			
SUBURBAN.	{Arrive \$ 8.50			
	{Leave \$ 9.00			
PHILA.-{Upper Level		\$ 9.08		
30th ST. {Lower Level			\$ 9.17	
ARSENAL		9.06	9.20	
BRILL			9.24	
DARBY				
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS.				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITEFORD				
DOWNINGTOWN				
THORNDALE				
COATESVILLE				
PARKESBURG				
LANCASTER				
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN				
CLY.....{York Haven				
LEMO.....{Line				
HARRISBURG				
ROCKVILLE				
BANKS				
	P. M.	P. M.	P. M.	
	865	763	171	

STATIONS	FIRST CLASS				
	•367 DAILY EX. SUN.	•1032	3	•287 SUNDAY ONLY	•867 DAILY EX. SAT.
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
HOLMESBURG JCT.			9.08	9.22	
TACONY	Will Not Run Nov. 26	Will Run Nov. 26			
WISSINOMING	Dec. 25	Dec. 25			
BRIDESBURG	Jan. 1	Jan. 1			
FRANKFORD					
JERSEY.....(Atl. Dist.)	MU	8.59			MU
FRANKFORD JCT.					
SHORE	\$ 9.06				
NORTH PENN.	9.07				
NORTH PHILA.			C 9.17		
ZOO	\$ 9.12		# 9.24	D 9.32	\$ 9.34
PHILA.-{Lower Level					
30th ST. {Upper Level			9.17		9.37
SUBURBAN.	{Arrive \$ 9.22			\$ 9.43	
	{Leave \$ 9.20				\$ 9.42
PHILA.-{Upper Level					
30th ST. {Lower Level					\$ 9.45
ARSENAL					
BRILL					
DARBY					
ZOO					
FIFTY-SECOND ST.	9.26		9.29		
OVERBROOK	9.28		9.32		
MERION	\$ 9.31		9.35		
NARBERTH	\$ 9.33				
WYNNEWOOD	\$ 9.35				
ARDMORE	\$ 9.37				
HAVERFORD	\$ 9.39				
BRYN MAWR	\$ 9.41				
ROSEMONT	\$ 9.43		9.41		
VILLANOVA	\$ 9.45				
RADNOR	\$ 9.47				
ST. DAVIDS.	\$ 9.49				
WAYNE	\$ 9.51				
STRAFFORD	\$ 9.53				
DEVON	\$ 9.55				
BERWYN	\$ 9.57				
DAYLESFORD	\$ 9.59				
PAOLI	\$ 10.01				
MALVERN	\$ 10.05		\$ 9.51		
FRAZER					
GLEN LOCH					
SHIP ROAD					
WHITELAND					
WHITEFORD					
DOWNINGTOWN					
THORNDALE					
COATESVILLE					
PARKESBURG					
LANCASTER					
LANDIS					
MOUNT JOY					
ELIZABETHTOWN					
MIDDLETOWN					
CLY.....{York Haven					
LEMO.....{Line					
HARRISBURG					
ROCKVILLE				\$ 11.10	
BANKS				# 11.25	
				11.35	
				11.40	
	P. M.	P. M.	P. M.	P. M.	P. M.
	367	1032	3	287	867





STATIONS	FIRST CLASS		
	635	977	
	DAILY		
Leave	P. M.	P. M.	
HOLMESBURG JCT.			
TACONY		Will Run	
WISSINOMING		Sat., Sun.,	
BRIDESBURG		Nov. 26	
FRANKFORD		Dec. 25	
JERSEY (Atl. Dist.)		Jan. 1	
		MU	
FRANKFORD JCT.			
SHORE			
NORTH PENN			
NORTH PHILA.			
ZOO			
PHILA. - Lower Level			
30th ST. Upper Level			
SUBURBAN - Arrive		\$ 11.15	
Leave		\$ 11.18	
PHILA. - Upper Level			
30th ST. Lower Level	\$ 11.15		
ARSENAL		11.21	
BRILL		11.24	
DARBY		\$ 11.26	
ZOO	11.20		
FIFTY-SECOND ST.	11.23		
OVERBROOK	11.25		
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR	11.30		
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI	\$ 11.43		
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE	11.58		
COATESVILLE	\$ 12.02		
PARKESBURG	12.08		
LANCASTER	\$ 12.29		
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN	12.39		
OLY. York Haven			
LEMO. Line			
HARRISBURG	\$ 1.10		
ROCKVILLE			
BANKS			
Arrive	A. M.	P. M.	
	635	977	

	FIRST CLASS				
	767	55	375	161	871
	DAILY	DAILY	DAILY		DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
		11.23		11.41	
				Will Run	
				Sun. and	
				Feb. 22	
	MU		MU		MU
		11.28		11.46	
		\$ 11.32			
		# 11.42		\$ 11.51	\$ 11.54
		11.47		11.55	11.58
	\$ 11.20		\$ 11.45		\$ 12.02
	\$ 11.23		\$ 11.48		\$ 12.05
				\$ 12.01	
	11.25			12.04	
				12.08	
		11.47	11.51		
		11.50	\$ 11.54		
		\$ 11.52	\$ 11.57		
			\$ 11.59		
			\$ 12.01		
			\$ 12.03		
			\$ 12.05		
			\$ 12.07		
		11.58	\$ 12.09		
			\$ 12.11		
			\$ 12.13		
			\$ 12.15		
			\$ 12.17		
			\$ 12.19		
			\$ 12.21		
			\$ 12.23		
			\$ 12.25		
			\$ 12.27		
		\$ 12.10	\$ 12.30		
				Will Not Run	
				Feb. 21	
		12.25			
		12.33			
		MO 12.53			
		1.14			
		\$ 1.30			
		1.50			
		2.00			
		2.05			
	P. M.	A. M.	A. M.	A. M.	A. M.
	767	55	375	161	871











STATIONS	FIRST CLASS		
	964	968	308
Arrive			
HOLMESBURG JCT.			
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY.....(Atl. Dist.)	MU	MU	MU
FRANKFORD JCT.			
SHORE			
NORTH PENN.			
NORTH PHILA.			
ZOO			
PHILA.- Lower Level			
30th ST. Upper Level			
SUBURBAN. Leave			
Arrive	\$ 8.00	\$ 8.06	\$ 8.06
PHILA.- Upper Level	\$ 7.57	\$ 8.03	\$ 8.03
30th ST. Lower Level			
ARSENAL	7.64	8.00	
BRILL	7.61	7.66	
DARBY	\$ 7.48	\$ 7.53	
ZOO			8.00
FIFTY-SECOND ST.			7.58
OVERBROOK			7.56
MERION			\$ 7.54
NARBERTH			\$ 7.52
WYNNEWOOD			\$ 7.49
ARDMORE			\$ 7.46
HAVERFORD			\$ 7.44
BRYN MAWR			\$ 7.42
ROSEMONT			\$ 7.39
VILLANOVA			\$ 7.37
RADNOR			\$ 7.34
ST. DAVIDS			\$ 7.32
WAYNE			\$ 7.30
STRAFFORD			\$ 7.28
DEVON			\$ 7.26
BERWYN			\$ 7.24
DAYLESFORD			\$ 7.22
PAOLI			\$ 7.14
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND		Will Not Run	Will Not Run
WHITFORD		Nov. 26	Nov. 26
DOWNINGTOWN		Dec. 25	Dec. 25
THORNDALE		Jan. 1	Jan. 1
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY..... York Haven			
LEMO..... Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Leave			
	A. M.	A. M.	A. M.
	SATURDAY ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	●964	‡968	‡308

	FIRST CLASS				
	30	310	28	202	810
A. M.					
	8.00		8.16	8.20	
MU					
	7.54		8.11	8.14	
	7.50		8.06	\$ 8.10	\$ 8.13
D	7.47		D 8.03		
	7.42		7.58	8.05	8.09
				\$ 8.00	
		\$ 8.13			\$ 8.05
		\$ 8.10			\$ 8.02
	7.42	8.07	7.58		
	7.39	8.05	7.55		
	7.36	\$ 8.03	7.53		
		\$ 8.00			
		\$ 7.58			
		\$ 7.56			
		\$ 7.54			
		\$ 7.52			
	7.30	\$ 7.50	7.47		
		\$ 7.40			
		\$ 7.36			
	\$ 7.19	\$ 7.29	D 7.36		
		Will Not Run		Will Not Run	Will Not Run
		Nov. 26		Nov. 26	Nov. 26
		Dec. 25		Dec. 25	Dec. 25
		Jan. 1		Jan. 1	Jan. 1
	7.02		7.21		
	6.54		7.13		
	\$ 6.33		6.53		
	6.13		6.33		
	# 6.08		# 6.24		
	\$ 5.55		D 6.19		
	5.45		6.09		
	5.40		6.04		
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	◇30	‡310	●28	‡202	‡810







STATIONS	FIRST CLASS		
	812	258	014
	A. M.	A. M.	A. M.
Arrive			
HOLMESBURG JCT.		\$ 9.04	
TACONY		\$ 9.01	
WISSINOMING		\$ 8.58	
BRIDESBURG			
FRANKFORD		\$ 8.54	
JERSEY (Atl. Dist.)	MU		MU
FRANKFORD JCT.		\$ 8.51	
SHORE		8.49	
NORTH PENN.			
NORTH PHILA.	\$ 8.41	\$ 8.45	
ZOO	8.37	8.39	
PHILA. - Lower Level		\$ 8.35	
30th ST. Upper Level	\$ 8.33		
SUBURBAN. Leave	\$ 8.30		
SUBURBAN. Arrive			\$ 8.36
PHILA. - Upper Level			\$ 8.33
30th ST. Lower Level			
ARSENAL			
BRILL			
DARBY			
ZOO			8.27
FIFTY-SECOND ST.			8.25
OVERBROOK			8.23
MERION			
NARBERTH		\$ 8.20	
WYNNEWOOD		\$ 8.18	
ARDMORE		\$ 8.16	
HAVERFORD		\$ 8.14	
BRYN MAWR		8.10	
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD		Will Not Run	Will Not Run
WHITELAND		Nov. 26	Nov. 26
WHITFORD		Dec. 25	Dec. 25
DOWNINGTOWN		Jan. 1	Jan. 1
THORNDALE		Feb. 22	Jan. 1
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY. York Haven			
LEMO. Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Leave			
	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	●812	‡258	‡014

	FIRST CLASS				
	958	716	316	980	618
	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive					
	MU	MU	MU	MU	MU
	\$ 8.38	\$ 8.40	\$ 8.42	\$ 8.43	\$ 8.33
	\$ 8.35	\$ 8.37	\$ 8.39	\$ 8.40	\$ 8.30
	8.31	8.34		8.36	
	8.28			8.33	
	\$ 8.25			\$ 8.30	
			8.34		8.24
			8.32		8.22
			\$ 8.30		8.20
			\$ 8.27		
			\$ 8.25		
			\$ 8.23		
			\$ 8.21		
			\$ 8.19		
			\$ 8.17		8.14
			\$ 8.14		
			\$ 8.12		
			\$ 8.09		
			\$ 8.07		
			\$ 8.05		
			\$ 8.03		
			\$ 8.01		
			\$ 7.59		
			\$ 7.57		
			\$ 7.55		\$ 8.02
					\$ 7.55
					F 7.50
					F 7.48
					F 7.45
	Will Run Sat., Sun.	Will Not Run		Will Not Run	F 7.43
	Nov. 26	Nov. 26		Nov. 26	\$ 7.42
	Dec. 26	Dec. 25		Dec. 25	\$ 7.37
	Jan. 1	Jan. 1		Jan. 1	F 7.33
					\$ 7.28
					\$ 7.22
					Will Not Run
					Nov. 26
					Dec. 25
					Jan. 1
	A. M.	A. M.	A. M.	A. M.	A. M.
		DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	●958	‡716	●316	‡980	‡618

STATIONS	FIRST CLASS		
	114	654	718
	A. M.	A. M.	A. M.
Arrive			
HOLMESBURG JCT.	9.05		
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Atl. Dist.)		MU	MU
FRANKFORD JCT.			
SHORE	8.59		
NORTH PENN			
NORTH PHILA.	\$ 8.55		
ZOO	8.50		
PHILA. - { Lower Level 30th ST. { Upper Level	8.45		
SUBURBAN - { Leave Arrive		\$ 8.45	\$ 8.45
PHILA. - { Upper Level 30th ST. { Lower Level	\$ 8.43	\$ 8.42	\$ 8.43
ARSENAL	8.39		8.40
BRILL	8.36		
DARBY			
ZOO		8.37	
FIFTY-SECOND ST.		8.35	
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
WHITFORD			
DOWNTOWN			
THORNDALE			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY - { York Haven LEMO. - { Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Leave			
	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	114	⊕ 654	⊕ 718

	FIRST CLASS				
	018	280	784	320	912
	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive					
		9.10			
	MU		MU	MU	MU
		9.04			
		\$ 9.00			
		8.55			
		\$ 8.50			
	\$ 8.49		\$ 8.55	\$ 8.55	\$ 8.56
	\$ 8.46		\$ 8.52	\$ 8.52	\$ 8.53
			8.47		8.50
					8.47
	8.43			8.47	
	8.41			8.45	
	\$ 8.39			8.43	
	\$ 8.37				
	\$ 8.35				
	\$ 8.33				
	\$ 8.31				
	\$ 8.29			\$ 8.38	
	8.25			\$ 8.35	
				\$ 8.33	
				\$ 8.31	
				\$ 8.29	
				\$ 8.27	
				\$ 8.25	
				\$ 8.23	
				\$ 8.21	
				\$ 8.19	
				\$ 8.17	
				\$ 8.15	
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Run Sun. and Nov. 26 Dec. 25 Jan. 1, Feb. 22		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.		SATURDAY ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	⊕ 018	0280	0784	⊕ 320	⊕ 912



STATIONS	FIRST CLASS			
	656	786	722	
Arrive	A. M.	A. M.	A. M.	
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY.....(Atl. Dist.)	MU	MU	MU	
FRANKFORD JCT. SHORE				
NORTH PENN.				
NORTH PHILA.				
ZOO				
PHILA.-{ Lower Level				
30th ST. { Upper Level				
SUBURBAN.....{ Leave				
Arrive	\$ 9.20	\$ 9.23	\$ 9.30	
PHILA.-{ Upper Level	\$ 9.17	\$ 9.20	\$ 9.27	
30th ST. { Lower Level				
ARSENAL		9.17	9.24	
BRILL				
DARBY				
ZOO	9.12			
FIFTY-SECOND ST.	9.10			
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND	Will Not Run			
WHITFORD	Nov. 28			
DOWNINGTOWN	Dec. 25			
THORNDALE	Jan. 1			
COATESVILLE				
PARKESBURG				
LANCASTER				
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN				
CLY.....} York Haven				
LEMO.....} Line				
HARRISBURG				
ROCKVILLE				
BANKS				
Leave	A. M.	A. M.	A. M.	
	DAILY EX.	SATURDAY	DAILY	
	SAT. & SUN.	ONLY	EX. SAT.	
	‡656	●786	●722	

	FIRST CLASS				
	816	324	600	724	984
	A. M.	A. M.	A. M.	A. M.	A. M.
			Will Not Run		
			Nov. 28		
			Dec. 25		
			Jan. 1		
	MU	MU		MU	MU
	\$ 9.41				
	9.37				
	\$ 9.33				
	\$ 9.30				
	\$ 9.45			\$ 9.50	\$ 9.57
	\$ 9.42			\$ 9.47	\$ 9.54
			\$ 9.35		
				9.44	9.51
					9.47
					\$ 9.44
			9.38	9.28	
			9.36	9.26	
		\$ 9.34			
		\$ 9.32			
		\$ 9.30			
		\$ 9.28			
		\$ 9.26			
		\$ 9.24			
		\$ 9.22	9.16		
		\$ 9.19			
		\$ 9.17			
		\$ 9.14			
		\$ 9.12			
		\$ 9.10			
		\$ 9.08			
		\$ 9.06			
		\$ 9.04			
		\$ 9.02			
		\$ 9.00	\$ 9.05		
	Will Not Run			Will Not Run	
	Nov. 28			Nov. 28	
	Dec. 25			Dec. 25	
	Jan. 1			Jan. 1	
			\$ 8.49		
			8.44		
			\$ 8.40		
			8.32		
			\$ 8.10		
			7.49		
			\$ 7.40		
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	SATURDAY
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	ONLY
	‡816	●324	‡600	‡724	●984

STATIONS	FIRST CLASS			
	206	818	410	
	A. M.	A. M.	A. M.	
Arrive				
HOLMESBURG JCT.	10.19			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)		MU		
FRANKFORD JCT.				
SHORE	10.13			
NORTH PENN				
NORTH PHILA.	\$ 10.09	\$ 10.11		
ZOO	10.04	10.07		
PHILA. - Lower Level	\$ 10.00			
30th ST. Upper Level		\$ 10.03		
SUBURBAN - Leave		\$ 10.00		
Arrive				
PHILA. - Upper Level				
30th ST. Lower Level			\$ 10.00	
ARSENAL			9.55	
BRILL			9.52	
DARBY			\$ 9.49	
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND	Will Not Run	Will Not Run	Will Not Run	
Nov. 26				
Dec. 25				
Jan. 1				
WHITFORD				
DOWNINGTOWN				
THORNDALE				
COATESVILLE				
PARKESBURG				
LANCASTER				
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN				
CLY. York Haven				
LEMO. Line				
HARRISBURG				
ROCKVILLE				
BANKS				
Leave	A. M.	A. M.	A. M.	
DAILY	DAILY	DAILY	DAILY EX.	
EX. SUN.	EX. SUN.	EX. SUN.	SAT. & SUN.	
‡●206	‡●818	‡◇410		

	FIRST CLASS				
	024	100	326	726	658
	A. M.	A. M.	A. M.	A. M.	A. M.
		10.29			
	MU		MU	MU	MU
		10.23			
		\$ 10.19			
		10.13			
		\$ 10.09			
	\$ 10.04		\$ 10.15	\$ 10.20	\$ 10.23
	\$ 10.01		\$ 10.12	\$ 10.17	\$ 10.20
		10.05		10.14	
		10.02			
	9.58		10.08		10.15
	9.54		10.06		10.13
	\$ 9.52		\$ 10.04		
	\$ 9.50		\$ 10.02		
	\$ 9.48		\$ 10.00		
	\$ 9.46		\$ 9.58		
	\$ 9.44		\$ 9.56		
	\$ 9.42		\$ 9.54		
	\$ 9.40		\$ 9.52		
			\$ 9.49		
			\$ 9.47		
			\$ 9.44		
			\$ 9.42		
			\$ 9.40		
			\$ 9.38		
			\$ 9.36		
			\$ 9.34		
			\$ 9.32		
			\$ 9.30		
	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run
	Nov. 26	Nov. 26	Nov. 26	Nov. 26	Nov. 26
	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX.	DAILY	DAILY	DAILY EX.	DAILY EX.
	SAT. & SUN.	SAT. & SUN.	EX. SUN.	EX. SUN.	SAT. & SUN.
	‡●024	◇100	‡●326	‡●726	‡●658







STATIONS	FIRST CLASS		
	916	826	210
Arrive	A. M.	P. M.	P. M.
HOLMESBURG JCT.			12.20
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY.....(Atl. Dist.)	MU	MU	
FRANKFORD JCT.			
SHORE			12.14
NORTH PENN.			
NORTH PHILA.....}	\$ 12.09	\$ 12.10	
ZOO		12.05	12.04
PHILA.-{Lower Level			\$ 12.00
30th ST. {Upper Level	\$ 12.01		
SUBURBAN. {Leave	\$ 11.55	\$ 11.58	
(Arrive)			
PHILA.-{Upper Level	\$ 11.52		
30th ST. {Lower Level			
ARSENAL	11.47		
BRILL	11.44		
DARBY	\$ 11.41		
ZOO			
FIFTY-SECOND ST.			
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERTOWN			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND		Will Not Run	
WHITFORD		Nov. 28	
DOWNINGTOWN		Dec. 25	
THORNDALE		Jan. 1	
COATESVILLE			
PARKESBURG			
LANCASTER.....}			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY.....} York Haven			
LEMO.....} Line			
HARRISBURG.....}			
ROCKVILLE			
BANKS			
Leave	A. M.	A. M.	NOON
	DAILY	DAILY	DAILY
	●916	‡826	●210

	FIRST CLASS				
	174	734	334	50	828
	P. M.	P. M.	P. M.	P. M.	P. M.
	12.28			1.05	
		MU	MU		MU
	12.22			12.59	
	\$ 12.18			12.55	\$ 12.45
				D 12.40	
	12.13			12.32	12.41
	\$ 12.09				
		\$ 12.20	\$ 12.25		
		\$ 12.17	\$ 12.22		\$ 12.37
					\$ 12.34
	12.06	12.14			
	12.03				
				12.16	12.32
				12.14	12.29
			\$ 12.12	12.26	
			\$ 12.10		
			\$ 12.08		
			\$ 12.06		
			\$ 12.04		
			\$ 12.02		
			\$ 12.00	12.21	
			\$ 11.58		
			\$ 11.56		
			\$ 11.54		
			\$ 11.52		
			\$ 11.50		
			\$ 11.48		
			\$ 11.46		
			\$ 11.44		
			\$ 11.42		
			\$ 11.40	\$ 12.10	
				11.52	
				K 11.47	
				11.42	
				\$ 11.20	
				11.00	
				10.50	
				\$ 10.39	
				10.29	
				10.24	
	P. M.	P. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	◇174	●734	‡834	50	●828

























STATIONS	FIRST CLASS		
	858	620	36
	P. M.	P. M.	P. M.
Arrive			
HOLMESBURG JCT.			
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Atl. Dist.)	MU	MU	
FRANKFORD JCT.			
SHORE			
NORTH PENN			
NORTH PHILA.	\$ 7.06		
ZOO	7.02		
PHILA. - { Lower Level			
30th ST. { Upper Level	\$ 6.58		
SUBURBAN - { Leave	\$ 6.55		
Arrive		\$ 6.55	
PHILA. - { Upper Level		\$ 6.52	
30th ST. { Lower Level			\$ 6.45
ARSENAL			
BRILL			
DARBY			
ZOO		6.46	6.36
FIFTY-SECOND ST.		6.44	6.34
OVERBROOK		\$ 6.42	6.32
MERION		\$ 6.40	
NARBERTH		\$ 6.38	
WYNNEWOOD		\$ 6.36	
ARDMORE		\$ 6.34	
HAVERFORD		\$ 6.32	
BRYN MAWR		\$ 6.30	6.26
ROSEMONT		\$ 6.28	
VILLANOVA		\$ 6.26	
RADNOR		\$ 6.24	
ST. DAVIDS		\$ 6.22	
WAYNE		\$ 6.20	Will Run Sun. and Nov. 26 Dec. 25 Jan. 1
STRAFFORD		\$ 6.18	
DEVON		\$ 6.16	
BERWYN		\$ 6.14	
DAYLESFORD		\$ 6.12	
PAOLI		\$ 6.10	\$ 6.15
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN		\$ 5.36	
THORNDALE		5.32	5.58
COATESVILLE		\$ 5.28	\$ 5.53
PARKESBURG		\$ 5.20	5.48
LANCASTER			\$ 5.26
LANDIS		Will Not Run Nov. 26 Dec. 25 Jan. 1	
MOUNT JOY			\$ 5.13
ELIZABETHTOWN			\$ 5.06
MIDDLETOWN			5.00
CLY - { York Haven			
LEMO - { Line			
HARRISBURG			4.50
			\$ 4.35
ROCKVILLE			4.25
BANKS			4.20
Leave	P. M.	P. M.	P. M.
	DAILY EX. SAT.	DAILY EX. SUN.	
	●858	⊕620	36

	FIRST CLASS				
	298	956	396	26	570
	P. M.	P. M.	P. M.	P. M.	P. M.
	7.20				
		MU	MU		
	7.14				
	\$ 7.10				
	7.05				
	\$ 7.00				
		\$ 7.06	\$ 7.15		
		\$ 7.03	\$ 7.12		
				\$ 7.10	
		7.00			
		6.57			
		\$ 6.54			
			7.06	7.01	
			7.04	6.59	
			\$ 7.02	6.57	
			\$ 7.00		
			\$ 6.58		
			\$ 6.56		
			\$ 6.54		
			\$ 6.52		
			\$ 6.50	6.51	
			\$ 6.48		
			\$ 6.46		
			\$ 6.44		
			\$ 6.42		
			\$ 6.40	Will Not Run Nov. 26 Dec. 25 Jan. 1	
			\$ 6.38		
			\$ 6.36		
			\$ 6.34		
			\$ 6.32		
			\$ 6.30	\$ 6.40	
	Will Run Sun. and Nov. 26 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 26 Dec. 25 Jan. 1	Will Run Sun. and Nov. 26 Dec. 25 Jan. 1		No Baggage Service East Harrisburg
				6.25	
				\$ 6.20	
				6.12	
				\$ 6.60	
				\$ 5.37	
				\$ 5.30	
				5.24	
					6.25
					6.06
				5.15	6.00
				\$ 4.50	\$ 5.43
				4.40	5.32
				4.35	
	P. M.	P. M.	P. M.	P. M.	P. M.
				DAILY EX SAT. & SUN	DAILY EX. SUN.
	●298	●956	●396	⊕26	570







STATIONS	FIRST CLASS			
	282	864	792	
Arrive	P. M.	P. M.	P. M.	
HOLMESBURG JCT.	9.35			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)		MU	MU	
FRANKFORD JCT.				
SHORE	9.29			
NORTH PENN.				
NORTH PHILA	\$ 9.25	\$ 9.31		
ZOO	9.20	9.27		
PHILA. - (Lower Level	\$ 9.15			
30th ST. (Upper Level		\$ 9.23		
SUBURBAN (Leave		\$ 9.20		
Arrive			\$ 9.25	
PHILA. - (Upper Level			\$ 9.22	
30th ST. (Lower Level				
ARSENAL			9.19	
BRILL				
DARBY				
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND	Will Run	Will Not Run	Will Run	
WHITFORD	Sun. and	Nov. 25	Sun. and	
DOWNTOWN	Nov. 26	Dec. 25	Nov. 26	
THORNDALE	Dec. 26	Jan. 1	Dec. 26	
	Jan. 1	Jan. 1	Jan. 1	
COATESVILLE				
PARKESBURG				
LANCASTER				
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN				
CLY. York Haven				
LEMO. Line				
HARRISBURG				
ROCKVILLE				
BANKS				
Leave	P. M.	P. M.	P. M.	
	●282	‡864	●792	

STATIONS	FIRST CLASS				
	940	764	158	368	866
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.
HOLMESBURG JCT.			10.05		
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
JERSEY (Atl. Dist.)		MU	MU	MU	MU
FRANKFORD JCT.					
SHORE			9.59		
NORTH PENN.					
NORTH PHILA			\$ 9.55		\$ 10.11
ZOO			9.50		10.07
PHILA. - (Lower Level			\$ 9.45		
30th ST. (Upper Level					\$ 10.03
SUBURBAN (Leave					\$ 10.00
Arrive	\$ 9.31	\$ 9.40		\$ 10.00	
PHILA. - (Upper Level	\$ 9.28	\$ 9.37		\$ 9.57	
30th ST. (Lower Level					
ARSENAL	9.25	9.34	9.40		
BRILL	9.22		9.37		
DARBY	\$ 9.19				
ZOO				9.51	
FIFTY-SECOND ST.				9.49	
OVERBROOK				\$ 9.47	
MERION				\$ 9.45	
NARBERTH				\$ 9.43	
WYNNEWOOD				\$ 9.41	
ARDMORE				\$ 9.39	
HAVERFORD				\$ 9.37	
BRYN MAWR				\$ 9.35	
ROSEMONT				\$ 9.33	
VILLANOVA				\$ 9.31	
RADNOR				\$ 9.29	
ST. DAVIDS				\$ 9.27	
WAYNE				\$ 9.25	
STRAFFORD				\$ 9.23	
DEVON				\$ 9.21	
BERWYN				\$ 9.19	
DAYLESFORD				\$ 9.17	
PAOLI				\$ 9.15	
MALVERN					
FRAZER					
GLEN LOCH					
SHIP ROAD					
WHITELAND					
WHITFORD		Will Not Run			Will Not Run
DOWNTOWN		Nov. 26			Nov. 26
THORNDALE		Dec. 25			Dec. 25
		Jan. 1			Jan. 1
COATESVILLE					
PARKESBURG					
LANCASTER					
LANDIS					
MOUNT JOY					
ELIZABETHTOWN					
MIDDLETOWN					
CLY. York Haven					
LEMO. Line					
HARRISBURG					
ROCKVILLE					
BANKS					
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY EX.
	●940	‡764	●158	●368	SAT. & SUN.
					‡866

STATIONS	FIRST CLASS		
	454	3860	766
Arrive	P. M.	P. M.	P. M.
HOLMESBURG JCT.		11.16	
TACONY		\$ 11.12	
WISSINOMING			
BRIDESBURG			
FRANKFORD		\$ 11.08	
JERSEY (Atl. Dist.)		MU	MU
FRANKFORD JCT.		\$ 11.06	
SHORE		11.05	
NORTH PENN.			
NORTH PHILA.		\$ 11.00	
ZOO		10.55	
PHILA. - { Lower Level			
30th ST. { Upper Level		\$ 10.50	
SUBURBAN. { Leave		\$ 10.47	
{ Arrive			\$ 10.50
PHILA. - { Upper Level			\$ 10.47
30th ST. { Lower Level	\$ 10.35		
ARSENAL	10.31		10.44
BRILL	10.28		
DARBY			
ZOO			
FIFTY-SECOND ST.			
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND	Will Not Run	Will Not Run	Will Not Run
WHITFORD	Nov. 26	Nov. 26	Nov. 26
DOWNINGTOWN	Dec. 25	Dec. 26	Dec. 25
THOENDALE	Jan. 1	Jan. 1	Jan. 1
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
OLY. { York Haven			
LEMO. { Line			
HARRISBURG			
ROCKVILLE			
BANKS			
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	‡454	‡●3860	‡●766

	FIRST CLASS				
	868	794	370	260	24
	P. M.	P. M.	P. M.	P. M.	P. M.
				11.45	
	MU	MU	MU		
				11.39	
	\$ 11.11			E 11.35	
	11.07			11.29	
	\$ 11.03			E 11.25	
	\$ 11.00				
		\$ 11.10	\$ 11.15		
		\$ 11.07	\$ 11.12		
					\$ 11.30
		11.04			
				11.06	11.20
				11.04	11.18
			\$ 11.02		11.16
			\$ 11.00		
			\$ 10.58		
			\$ 10.56		
			\$ 10.54		
			\$ 10.52		
			\$ 10.50		11.11
			\$ 10.48		
			\$ 10.46		
			\$ 10.44		
			\$ 10.42		
			\$ 10.40		
			\$ 10.38		
			\$ 10.36		
			\$ 10.34		
			\$ 10.32		
			\$ 10.30		\$ 11.00
		Will Run			
		Sun. and			
		Nov. 26			
		Dec. 25			
		Jan. 1			10.45
					10.37
					# 10.17
					\$ 10.11
					9.50
					# 9.40
					\$ 9.26
					9.16
					9.11
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY		DAILY	DAILY	DAILY
	●868	●794	●370	260	24



STATIONS	FIRST CLASS		
	‡●801 DAILY EX. SUN.	‡●803 DAILY EX. SAT. & SUN.	‡●805 DAILY EX. SUN.
	A. M.	A. M.	A. M.
Leave			
CHESTNUT HILL	\$ 6.28	\$ 6.56	\$ 7.15
HIGHLAND	\$ 6.29	\$ 6.57	\$ 7.16
ST. MARTINS	\$ 6.30	\$ 6.58	\$ 7.18
ALLEN LANE	\$ 6.32	\$ 7.00	\$ 7.20
CARPENTER	\$ 6.34	\$ 7.02	\$ 7.22
UPSAL	\$ 6.36	\$ 7.04	\$ 7.24
TULPEHOCKEN	\$ 6.38	\$ 7.06	\$ 7.26
CHELLEN AVENUE	\$ 6.40	\$ 7.08	\$ 7.28
QUEEN LANE	\$ 6.42	\$ 7.10	\$ 7.30
WESTMORELAND	\$ 6.44	\$ 7.12	\$ 7.33
NORTH PHILA.	\$ 6.46	\$ 7.15	\$ 7.36
ZOO	\$ 6.50	\$ 7.19	\$ 7.41
PHILA.-30th ST. UL.	\$ 6.55	\$ 7.24	\$ 7.45
SUBURBAN	\$ 6.58	\$ 7.27	\$ 7.48
PHILADELPHIA			
	<b>MU</b>	<b>MU</b>	<b>MU</b>
	Will Not Run Nov. 26	Will Not Run Nov. 26	Will Not Run Nov. 26
	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1
Arrive	A. M.	A. M.	A. M.
	<b>801</b>	<b>803</b>	<b>805</b>

STATIONS	FIRST CLASS		
	‡●817 DAILY EX. SUN.	‡●819 DAILY EX. SUN.	●821 DAILY
	A. M.	A. M.	A. M.
Leave			
CHESTNUT HILL	\$ 8.38	\$ 9.10	\$ 9.42
HIGHLAND	\$ 8.39	\$ 9.11	\$ 9.43
ST. MARTINS	\$ 8.40	\$ 9.12	\$ 9.44
ALLEN LANE	\$ 8.42	\$ 9.14	\$ 9.46
CARPENTER	\$ 8.44	\$ 9.16	\$ 9.48
UPSAL	\$ 8.46	\$ 9.18	\$ 9.50
TULPEHOCKEN	\$ 8.48	\$ 9.20	\$ 9.52
CHELLEN AVENUE	\$ 8.50	\$ 9.22	\$ 9.54
QUEEN LANE	\$ 8.52	\$ 9.24	\$ 9.56
WESTMORELAND	\$ 8.54	\$ 9.26	\$ 9.58
NORTH PHILA.	\$ 8.57	\$ 9.29	\$ 10.00
ZOO	\$ 9.02	\$ 9.33	\$ 10.04
PHILA.-30th ST. UL.	\$ 9.07	\$ 9.37	\$ 10.10
SUBURBAN	\$ 9.10	\$ 9.40	\$ 10.13
PHILADELPHIA			
	<b>MU</b>	<b>MU</b>	<b>MU</b>
	Will Not Run Nov. 26	Will Not Run Nov. 26	
	Dec. 25	Dec. 25	
	Jan. 1	Jan. 1	
Arrive	A. M.	A. M.	A. M.
	<b>817</b>	<b>819</b>	<b>821</b>

STATIONS	FIRST CLASS		
	‡●833 DAILY EX. SUN.	●835 DAILY	‡●837 DAILY EX. SUN.
	P. M.	P. M.	P. M.
Leave			
CHESTNUT HILL	\$ 12.35	\$ 1.10	\$ 1.40
HIGHLAND	\$ 12.36	\$ 1.11	\$ 1.41
ST. MARTINS	\$ 12.37	\$ 1.12	\$ 1.42
ALLEN LANE	\$ 12.39	\$ 1.14	\$ 1.44
CARPENTER	\$ 12.41	\$ 1.16	\$ 1.46
UPSAL	\$ 12.43	\$ 1.18	\$ 1.48
TULPEHOCKEN	\$ 12.45	\$ 1.20	\$ 1.50
CHELLEN AVENUE	\$ 12.47	\$ 1.22	\$ 1.52
QUEEN LANE	\$ 12.49	\$ 1.24	\$ 1.54
WESTMORELAND	\$ 12.51	\$ 1.26	\$ 1.56
NORTH PHILA.	\$ 12.54	\$ 1.29	\$ 1.59
ZOO	\$ 12.58	\$ 1.33	\$ 2.03
PHILA.-30th ST. UL.	\$ 1.02	\$ 1.37	\$ 2.07
SUBURBAN	\$ 1.05	\$ 1.40	\$ 2.10
PHILADELPHIA			
	<b>MU</b>	<b>MU</b>	<b>MU</b>
	Will Not Run Nov. 26		Will Not Run Nov. 26
	Dec. 25		Dec. 25
	Jan. 1		Jan. 1
Arrive	P. M.	P. M.	P. M.
	<b>833</b>	<b>835</b>	<b>837</b>

	FIRST CLASS				
	‡●807 DAILY EX. SAT. & SUN.	●809 DAILY	‡●811 DAILY EX. SAT. & SUN.	‡●813 DAILY EX. SUN.	‡●815 DAILY EX. SAT. & SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.30	\$ 7.45	\$ 7.58	\$ 8.10	\$ 8.24
	\$ 7.31	\$ 7.46	\$ 7.59	\$ 8.11	\$ 8.25
	\$ 7.32	\$ 7.47	\$ 8.00	\$ 8.13	\$ 8.26
	\$ 7.34	\$ 7.49	\$ 8.02	\$ 8.15	\$ 8.28
	\$ 7.36	\$ 7.51	\$ 8.04	\$ 8.17	\$ 8.30
	\$ 7.38	\$ 7.53	\$ 8.06	\$ 8.19	\$ 8.32
	\$ 7.40	\$ 7.55	\$ 8.08	\$ 8.21	\$ 8.34
	\$ 7.42	\$ 7.57	\$ 8.10	\$ 8.23	\$ 8.36
	\$ 7.44	\$ 7.59	\$ 8.12	\$ 8.25	\$ 8.38
	\$ 7.46	\$ 8.01	\$ 8.14	\$ 8.28	\$ 8.40
	\$ 7.49	\$ 8.04	\$ 8.17	\$ 8.32	\$ 8.43
	\$ 7.53	\$ 8.08	\$ 8.21	\$ 8.36	\$ 8.47
	\$ 7.57	\$ 8.12	\$ 8.25	\$ 8.40	\$ 8.51
	\$ 8.00	\$ 8.15	\$ 8.28	\$ 8.43	\$ 8.54
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
	Will Not Run Nov. 26		Will Not Run Nov. 26	Will Not Run Nov. 26	Will Not Run Nov. 26
	Dec. 25		Dec. 25	Dec. 25	Dec. 25
	Jan. 1		Jan. 1	Jan. 1	Jan. 1
	A. M.	A. M.	A. M.	A. M.	A. M.
	<b>807</b>	<b>809</b>	<b>811</b>	<b>813</b>	<b>815</b>

	FIRST CLASS				
	‡●823 DAILY EX. SUN.	‡●825 DAILY EX. SUN.	●827 DAILY	‡●829 DAILY EX. SUN.	‡●831 DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	P. M.
	\$ 10.07	\$ 10.40	\$ 11.15	\$ 11.45	\$ 12.10
	\$ 10.08	\$ 10.41	\$ 11.16	\$ 11.46	\$ 12.11
	\$ 10.09	\$ 10.42	\$ 11.17	\$ 11.47	\$ 12.12
	\$ 10.11	\$ 10.44	\$ 11.19	\$ 11.49	\$ 12.14
	\$ 10.13	\$ 10.46	\$ 11.21	\$ 11.51	\$ 12.16
	\$ 10.15	\$ 10.48	\$ 11.23	\$ 11.53	\$ 12.18
	\$ 10.17	\$ 10.50	\$ 11.25	\$ 11.55	\$ 12.20
	\$ 10.19	\$ 10.52	\$ 11.27	\$ 11.57	\$ 12.22
	\$ 10.21	\$ 10.54	\$ 11.29	\$ 11.59	\$ 12.24
	\$ 10.23	\$ 10.56	\$ 11.31	\$ 12.01	\$ 12.26
	\$ 10.26	\$ 10.59	\$ 11.34	\$ 12.04	\$ 12.29
	\$ 10.30	\$ 11.03	\$ 11.38	\$ 12.08	\$ 12.33
	\$ 10.34	\$ 11.07	\$ 11.42	\$ 12.12	\$ 12.37
	\$ 10.37	\$ 11.10	\$ 11.45	\$ 12.15	\$ 12.40
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
	Will Not Run Nov. 26	Will Not Run Nov. 26		Will Not Run Nov. 26	Will Not Run Nov. 26
	Dec. 25	Dec. 25		Dec. 25	Dec. 25
	Jan. 1	Jan. 1		Jan. 1	Jan. 1
	A. M.	A. M.	A. M.	P. M.	P. M.
	<b>823</b>	<b>825</b>	<b>827</b>	<b>829</b>	<b>831</b>

	FIRST CLASS				
	‡●839 DAILY EX. SUN.	●841 DAILY	‡●843 DAILY EX. SUN.	‡●845 DAILY EX. SUN.	●847 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.10	\$ 2.40	\$ 3.10	\$ 3.40	\$ 4.10
	\$ 2.11	\$ 2.41	\$ 3.11	\$ 3.41	\$ 4.11
	\$ 2.12	\$ 2.42	\$ 3.12	\$ 3.42	\$ 4.12
	\$ 2.14	\$ 2.44	\$ 3.14	\$ 3.44	\$ 4.14
	\$ 2.16	\$ 2.46	\$ 3.16	\$ 3.46	\$ 4.16
	\$ 2.18	\$ 2.48	\$ 3.18	\$ 3.48	\$ 4.18
	\$ 2.20	\$ 2.50	\$ 3.20	\$ 3.50	\$ 4.20
	\$ 2.22	\$ 2.52	\$ 3.22	\$ 3.52	\$ 4.22
	\$ 2.24	\$ 2.54	\$ 3.24	\$ 3.54	\$ 4.24
	\$ 2.26	\$ 2.56	\$ 3.26	\$ 3.56	\$ 4.26
	\$ 2.29	\$ 2.59	\$ 3.29	\$ 3.59	\$ 4.29
	\$ 2.33	\$ 3.03	\$ 3.33	\$ 4.03	\$ 4.33
	\$ 2.37	\$ 3.07	\$ 3.37	\$ 4.07	\$ 4.37
	\$ 2.40	\$ 3.10	\$ 3.40	\$ 4.10	\$ 4.40
	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
	Will Not Run Nov. 26		Will Not Run Nov. 26	Will Not Run Nov. 26	Will Not Run Nov. 26
	Dec. 25		Dec. 25	Dec. 25	Dec. 25
	Jan. 1		Jan. 1	Jan. 1	Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	<b>839</b>	<b>841</b>	<b>843</b>	<b>845</b>	<b>847</b>

STATIONS	FIRST CLASS		
	‡●849 DAILY EX. SUN.	‡●851 DAILY EX. SAT.&SUN.	‡●853 DAILY EX. SUN.
	P. M.	P. M.	P. M.
Leave			
CHESTNUT HILL	\$ 4.38	\$ 5.00	\$ 5.28
HIGHLAND	\$ 4.37	\$ 5.01	\$ 5.29
ST. MARTINS	\$ 4.38	\$ 5.02	\$ 5.30
ALLEN LANE	\$ 4.40	\$ 5.04	\$ 5.32
CARPENTER	\$ 4.42	\$ 5.06	\$ 5.34
UPSAL	\$ 4.44	\$ 5.08	\$ 5.36
TULPEHOCKEN	\$ 4.46	\$ 5.10	\$ 5.38
CHELLEN AVENUE	\$ 4.48	\$ 5.12	\$ 5.40
QUEEN LANE	\$ 4.50	\$ 5.14	\$ 5.42
WESTMORELAND	\$ 4.52	\$ 5.16	\$ 5.44
NORTH PHILA.	\$ 4.55	\$ 5.19	\$ 5.47
ZOO	\$ 4.59	\$ 5.23	\$ 5.51
PHILA. -30th ST. UL.	\$ 5.03	\$ 5.27	\$ 5.55
SUBURBAN	\$ 5.06	\$ 5.30	\$ 5.58
PHILADELPHIA			
	MU	MU	MU
Will Not Run	Nov. 26	Nov. 26	Nov. 26
	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1
Arrive	P. M.	P. M.	P. M.
	849	851	853

STATIONS	FIRST CLASS		
	‡●865 DAILY EX. SUN.	●867 DAILY EX. SAT.	‡●869 DAILY EX. SUN.
	P. M.	P. M.	P. M.
Leave			
CHESTNUT HILL	\$ 8.20	\$ 9.15	\$ 10.10
HIGHLAND	\$ 8.21	\$ 9.16	\$ 10.11
ST. MARTINS	\$ 8.22	\$ 9.17	\$ 10.12
ALLEN LANE	\$ 8.24	\$ 9.19	\$ 10.14
CARPENTER	\$ 8.26	\$ 9.21	\$ 10.16
UPSAL	\$ 8.28	\$ 9.23	\$ 10.18
TULPEHOCKEN	\$ 8.30	\$ 9.25	\$ 10.20
CHELLEN AVENUE	\$ 8.32	\$ 9.27	\$ 10.22
QUEEN LANE	\$ 8.34	\$ 9.29	\$ 10.24
WESTMORELAND	\$ 8.36	\$ 9.31	\$ 10.26
NORTH PHILA.	\$ 8.39	\$ 9.34	\$ 10.29
ZOO	\$ 8.43	\$ 9.38	\$ 10.33
PHILA. -30th ST. UL.	\$ 8.47	\$ 9.42	\$ 10.37
SUBURBAN	\$ 8.50	\$ 9.45	\$ 10.40
PHILADELPHIA			
	MU	MU	MU
Will Not Run	Nov. 26		Nov. 26
	Dec. 25		Dec. 25
	Jan. 1		Jan. 1
Arrive	P. M.	P. M.	P. M.
	865	867	869

	FIRST CLASS				
	●855 DAILY EX. SAT.	‡●857 DAILY EX. SAT.&SUN.	‡●859 DAILY EX. SUN.	‡●861 DAILY EX. SAT.&SUN.	●863 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.52	\$ 6.10	\$ 6.30	\$ 6.50	\$ 7.32
	\$ 5.53	\$ 6.11	\$ 6.31	\$ 6.51	\$ 7.33
	\$ 5.54	\$ 6.12	\$ 6.32	\$ 6.52	\$ 7.34
	\$ 5.56	\$ 6.14	\$ 6.34	\$ 6.54	\$ 7.36
	\$ 5.58	\$ 6.16	\$ 6.36	\$ 6.56	\$ 7.38
	\$ 6.00	\$ 6.18	\$ 6.38	\$ 6.58	\$ 7.40
	\$ 6.02	\$ 6.20	\$ 6.40	\$ 7.00	\$ 7.42
	\$ 6.04	\$ 6.22	\$ 6.42	\$ 7.02	\$ 7.44
	\$ 6.06	\$ 6.24	\$ 6.44	\$ 7.04	\$ 7.46
	\$ 6.08	\$ 6.26	\$ 6.46	\$ 7.06	\$ 7.48
	\$ 6.10	\$ 6.29	\$ 6.49	\$ 7.09	\$ 7.51
	\$ 6.15	\$ 6.34	\$ 6.53	\$ 7.13	\$ 7.55
	\$ 6.19	\$ 6.37	\$ 6.57	\$ 7.17	\$ 7.59
	\$ 6.22	\$ 6.40	\$ 7.00	\$ 7.20	\$ 8.02
	MU	MU	MU	MU	MU
Will Not Run	Nov. 26	Nov. 26	Nov. 26	Nov. 26	
	Dec. 25	Dec. 25	Dec. 25	Dec. 25	
	Jan. 1	Jan. 1	Jan. 1	Jan. 1	
	P. M.	P. M.	P. M.	P. M.	P. M.
	855	857	859	861	863

	FIRST CLASS				
	●871 DAILY				
	P. M.				
	\$ 11.35				
	\$ 11.36				
	\$ 11.37				
	\$ 11.39				
	\$ 11.41				
	\$ 11.43				
	\$ 11.45				
	\$ 11.47				
	\$ 11.49				
	\$ 11.51				
	\$ 11.54				
	\$ 11.58				
	\$ 12.02				
	\$ 12.05				
	MU				
	A. M.				
	871				

STATIONS	FIRST CLASS		
	870	800	802
Arrive	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 12.45	\$ 6.58	\$ 7.36
HIGHLAND	\$ 12.43	\$ 6.53	\$ 7.34
ST. MARTINS	\$ 12.42	\$ 6.52	\$ 7.33
ALLEN LANE	\$ 12.40	\$ 6.50	\$ 7.31
CARPENTER	\$ 12.38	\$ 6.48	\$ 7.29
UPSAL	\$ 12.36	\$ 6.46	\$ 7.27
TULPEHOCKEN	\$ 12.34	\$ 6.44	\$ 7.25
CHELTEN AVENUE	\$ 12.32	\$ 6.42	\$ 7.23
QUEEN LANE	\$ 12.30	\$ 6.40	\$ 7.21
WESTMORELAND	\$ 12.28	\$ 6.38	\$ 7.19
NORTH PHILA.	\$ 12.26	\$ 6.36	\$ 7.17
ZOO	\$ 12.22	\$ 6.32	\$ 7.13
PHILA.-30th ST. UL.	\$ 12.18	\$ 6.28	\$ 7.09
SUBURBAN	\$ 12.15	\$ 6.25	\$ 7.06
PHILADELPHIA			
	MU	MU	MU
		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Leave	A. M.	A. M.	A. M.
	DAILY ●870	DAILY EX. SAT. & SUN. ‡800	DAILY EX. SUN. ‡802

STATIONS	FIRST CLASS		
	814	816	818
Arrive	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 9.30	\$ 10.00	\$ 10.30
HIGHLAND	\$ 9.28	\$ 9.58	\$ 10.28
ST. MARTINS	\$ 9.27	\$ 9.57	\$ 10.27
ALLEN LANE	\$ 9.25	\$ 9.55	\$ 10.25
CARPENTER	\$ 9.23	\$ 9.53	\$ 10.23
UPSAL	\$ 9.21	\$ 9.51	\$ 10.21
TULPEHOCKEN	\$ 9.19	\$ 9.49	\$ 10.19
CHELTEN AVENUE	\$ 9.17	\$ 9.47	\$ 10.17
QUEEN LANE	\$ 9.15	\$ 9.45	\$ 10.15
WESTMORELAND	\$ 9.13	\$ 9.43	\$ 10.13
NORTH PHILA.	\$ 9.11	\$ 9.41	\$ 10.11
ZOO	\$ 9.07	\$ 9.37	\$ 10.07
PHILA.-30th ST. UL.	\$ 9.03	\$ 9.33	\$ 10.03
SUBURBAN	\$ 9.00	\$ 9.30	\$ 10.00
PHILADELPHIA			
	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN. ‡814	DAILY EX. SUN. ‡816	DAILY EX. SUN. ‡818

STATIONS	FIRST CLASS		
	830	832	834
Arrive	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 1.34	\$ 2.04	\$ 2.34
HIGHLAND	\$ 1.32	\$ 2.02	\$ 2.32
ST. MARTINS	\$ 1.31	\$ 2.01	\$ 2.31
ALLEN LANE	\$ 1.29	\$ 1.99	\$ 2.29
CARPENTER	\$ 1.27	\$ 1.97	\$ 2.27
UPSAL	\$ 1.25	\$ 1.95	\$ 2.25
TULPEHOCKEN	\$ 1.23	\$ 1.93	\$ 2.23
CHELTEN AVENUE	\$ 1.21	\$ 1.91	\$ 2.21
QUEEN LANE	\$ 1.19	\$ 1.89	\$ 2.19
WESTMORELAND	\$ 1.17	\$ 1.87	\$ 2.17
NORTH PHILA.	\$ 1.15	\$ 1.85	\$ 2.15
ZOO	\$ 1.11	\$ 1.81	\$ 2.11
PHILA.-30th ST. UL.	\$ 1.07	\$ 1.77	\$ 2.07
SUBURBAN	\$ 1.04	\$ 1.74	\$ 2.04
PHILADELPHIA			
	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN. ‡830	DAILY EX. SUN. ‡832	DAILY EX. SUN. ‡834

	FIRST CLASS				
	804	806	808	810	812
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.47	\$ 8.00	\$ 8.15	\$ 8.32	\$ 9.00
	\$ 7.45	\$ 7.58	\$ 8.13	\$ 8.30	\$ 8.58
	\$ 7.44	\$ 7.57	\$ 8.12	\$ 8.29	\$ 8.57
	\$ 7.42	\$ 7.55	\$ 8.10	\$ 8.27	\$ 8.55
	\$ 7.40	\$ 7.53	\$ 8.08	\$ 8.25	\$ 8.53
	\$ 7.38	\$ 7.51	\$ 8.06	\$ 8.23	\$ 8.51
	\$ 7.36	\$ 7.49	\$ 8.04	\$ 8.21	\$ 8.49
	\$ 7.34	\$ 7.47	\$ 8.02	\$ 8.19	\$ 8.47
	\$ 7.32	\$ 7.45	\$ 8.00	\$ 8.17	\$ 8.45
	\$ 7.30	\$ 7.43	\$ 7.58	\$ 8.15	\$ 8.43
	\$ 7.28	\$ 7.41	\$ 7.56	\$ 8.13	\$ 8.41
	\$ 7.24	\$ 7.37	\$ 7.52	\$ 8.09	\$ 8.37
	\$ 7.20	\$ 7.33	\$ 7.48	\$ 8.05	\$ 8.33
	\$ 7.17	\$ 7.30	\$ 7.45	\$ 8.02	\$ 8.30
	MU	MU	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN. ‡804	DAILY EX. SUN. ‡806	DAILY EX. SAT. & SUN. ‡808	DAILY EX. SUN. ‡810	DAILY EX. SUN. ‡812

	FIRST CLASS				
	820	822	824	826	828
	A. M.	A. M.	P. M.	P. M.	P. M.
	\$ 11.04	\$ 11.34	\$ 12.04	\$ 12.28	\$ 1.04
	\$ 11.02	\$ 11.32	\$ 12.02	\$ 12.26	\$ 1.02
	\$ 11.01	\$ 11.31	\$ 12.01	\$ 12.25	\$ 1.01
	\$ 10.59	\$ 11.29	\$ 11.59	\$ 12.23	\$ 12.59
	\$ 10.57	\$ 11.27	\$ 11.57	\$ 12.21	\$ 12.57
	\$ 10.55	\$ 11.25	\$ 11.55	\$ 12.19	\$ 12.55
	\$ 10.53	\$ 11.23	\$ 11.53	\$ 12.17	\$ 12.53
	\$ 10.51	\$ 11.21	\$ 11.51	\$ 12.15	\$ 12.51
	\$ 10.49	\$ 11.19	\$ 11.49	\$ 12.13	\$ 12.49
	\$ 10.47	\$ 11.17	\$ 11.47	\$ 12.11	\$ 12.47
	\$ 10.45	\$ 11.15	\$ 11.45	\$ 12.09	\$ 12.45
	\$ 10.41	\$ 11.11	\$ 11.41	\$ 12.05	\$ 12.41
	\$ 10.37	\$ 11.07	\$ 11.37	\$ 12.01	\$ 12.37
	\$ 10.34	\$ 11.04	\$ 11.34	\$ 11.58	\$ 12.34
	MU	MU	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
	A. M.	A. M.	A. M.	A. M.	P. M.
	DAILY EX. SUN. ‡820	DAILY EX. SUN. ‡822	DAILY EX. SUN. ‡824	DAILY EX. SUN. ‡826	DAILY EX. SUN. ‡828

	FIRST CLASS				
	836	838	840	842	844
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3.04	\$ 3.34	\$ 4.04	\$ 4.30	\$ 4.53
	\$ 3.02	\$ 3.32	\$ 4.02	\$ 4.28	\$ 4.50
	\$ 3.01	\$ 3.31	\$ 4.01	\$ 4.27	\$ 4.49
	\$ 2.99	\$ 3.29	\$ 3.99	\$ 4.25	\$ 4.47
	\$ 2.97	\$ 3.27	\$ 3.97	\$ 4.23	\$ 4.45
	\$ 2.95	\$ 3.25	\$ 3.95	\$ 4.21	\$ 4.43
	\$ 2.93	\$ 3.23	\$ 3.93	\$ 4.19	\$ 4.41
	\$ 2.91	\$ 3.21	\$ 3.91	\$ 4.17	\$ 4.39
	\$ 2.89	\$ 3.19	\$ 3.89	\$ 4.15	\$ 4.37
	\$ 2.87	\$ 3.17	\$ 3.87	\$ 4.13	\$ 4.35
	\$ 2.85	\$ 3.15	\$ 3.85	\$ 4.11	\$ 4.33
	\$ 2.81	\$ 3.11	\$ 3.81	\$ 4.07	\$ 4.29
	\$ 2.87	\$ 3.07	\$ 3.87	\$ 4.03	\$ 4.25
	\$ 2.84	\$ 3.04	\$ 3.84	\$ 4.00	\$ 4.22
	MU	MU	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN. ‡836	DAILY EX. SUN. ‡838	DAILY EX. SUN. ‡840	DAILY EX. SUN. ‡842	DAILY EX. SUN. ‡844

STATIONS	FIRST CLASS		
	846	848	850
Arrive	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 5.21	\$ 5.33	\$ 5.43
HIGHLAND	\$ 5.19	\$ 5.31	\$ 5.40
ST. MARTINS	\$ 5.17	\$ 5.30	\$ 5.37
ALLEN LANE	\$ 5.15	\$ 5.28	\$ 5.35
CARPENTER	\$ 5.13	\$ 5.26	\$ 5.33
UPSAL	\$ 5.11	\$ 5.24	\$ 5.31
TULPEHOCKEN	\$ 5.09	\$ 5.22	\$ 5.29
CHELLEN AVENUE	\$ 5.07	\$ 5.20	\$ 5.27
QUEEN LANE	\$ 5.05	\$ 5.18	\$ 5.25
WESTMORELAND	\$ 5.03		\$ 5.23
NORTH PHILA.	\$ 5.01	\$ 5.13	\$ 5.21
ZOO	\$ 4.57	\$ 5.10	\$ 5.17
PHILA.-30th ST. UL.	\$ 4.53		\$ 5.13
SUBURBAN	\$ 4.50	\$ 5.05	\$ 5.10
PHILADELPHIA			
	MU	MU	MU
	Will Not Run	Will Not Run	
	Nov. 26	Nov. 26	
	Dec. 25	Dec. 25	
	Jan. 1	Jan. 1	
Leave	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY
	±●846	±●848	●850

STATIONS	FIRST CLASS		
	862	864	866
Arrive	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 8.55	\$ 9.50	\$ 10.30
HIGHLAND	\$ 8.53	\$ 9.48	\$ 10.28
ST. MARTINS	\$ 8.52	\$ 9.47	\$ 10.27
ALLEN LANE	\$ 8.50	\$ 9.45	\$ 10.25
CARPENTER	\$ 8.48	\$ 9.43	\$ 10.23
UPSAL	\$ 8.46	\$ 9.41	\$ 10.21
TULPEHOCKEN	\$ 8.44	\$ 9.39	\$ 10.19
CHELLEN AVENUE	\$ 8.42	\$ 9.37	\$ 10.17
QUEEN LANE	\$ 8.40	\$ 9.35	\$ 10.15
WESTMORELAND	\$ 8.38	\$ 9.33	\$ 10.13
NORTH PHILA.	\$ 8.36	\$ 9.31	\$ 10.11
ZOO	\$ 8.32	\$ 9.27	\$ 10.07
PHILA.-30th ST. UL.	\$ 8.28	\$ 9.23	\$ 10.03
SUBURBAN	\$ 8.25	\$ 9.20	\$ 10.00
PHILADELPHIA			
	MU	MU	MU
		Will Not Run	Will Not Run
		Nov. 26	Nov. 26
		Dec. 25	Dec. 25
		Jan. 1	Jan. 1
Leave	P. M.	P. M.	P. M.
	DAILY EX. SAT.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	●862	±●864	±●866

	FIRST CLASS				
	852	854	856	858	860
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.00	\$ 6.20	\$ 6.42	\$ 7.25	\$ 8.10
	\$ 5.58	\$ 6.18	\$ 6.40	\$ 7.23	\$ 8.08
	\$ 5.56	\$ 6.16	\$ 6.39	\$ 7.22	\$ 8.07
	\$ 5.54	\$ 6.14	\$ 6.37	\$ 7.20	\$ 8.05
	\$ 5.52	\$ 6.12	\$ 6.35	\$ 7.18	\$ 8.03
	\$ 5.50	\$ 6.10	\$ 6.33	\$ 7.16	\$ 8.01
	\$ 5.48	\$ 6.08	\$ 6.31	\$ 7.14	\$ 7.99
	\$ 5.46	\$ 6.06	\$ 6.29	\$ 7.12	\$ 7.97
	\$ 5.43	\$ 6.03	\$ 6.27	\$ 7.10	\$ 7.95
	\$ 5.40	\$ 6.00	\$ 6.25	\$ 7.08	\$ 7.93
	\$ 5.38	\$ 5.98	\$ 6.23	\$ 7.06	\$ 7.91
	\$ 5.34	\$ 5.94	\$ 6.19	\$ 7.02	\$ 7.87
	\$ 5.30	\$ 5.90	\$ 6.15	\$ 6.98	\$ 7.83
	\$ 5.27	\$ 5.87	\$ 6.12	\$ 6.95	\$ 7.80
	MU	MU	MU	MU	MU
	Will Not Run	Will Not Run	Will Not Run		Will Not Run
	Nov. 26	Nov. 26	Nov. 26		Nov. 26
	Dec. 25	Dec. 25	Dec. 25		Dec. 25
	Jan. 1	Jan. 1	Jan. 1		Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT.	DAILY EX. SUN.
	±●852	±●854	±●856	●858	±●860

	FIRST CLASS				
	868				
	P. M.				
	\$ 11.30				
	\$ 11.28				
	\$ 11.27				
	\$ 11.25				
	\$ 11.23				
	\$ 11.21				
	\$ 11.19				
	\$ 11.17				
	\$ 11.15				
	\$ 11.13				
	\$ 11.11				
	\$ 11.07				
	\$ 11.03				
	\$ 11.00				
	MU				
	P. M.				
	DAILY				
	●868				

**WEST CHESTER BRANCH**

STATIONS	FIRST CLASS		
	●769	±701	±0701
	DAILY A. M.	DAILY EX. SAT. & SUN. A. M.	DAILY EX. SAT. & SUN. A. M.
Leave			
PHILADELPHIA			
SUBURBAN	\$ 12.40	\$ 5.15	
PHILA -30th ST. UL	\$ 12.43	\$ 5.18	
ARSENAL	12.46	5.21	
FORTY-NINTH ST.	\$ 12.48		
ANGORA	\$ 12.50		
FERNWOOD-YEADON	\$ 12.52		
LANDSLOWNE	\$ 12.54	\$ 5.28	
GLADSTONE	\$ 12.55		
CLIFTON-ALDAN	\$ 12.57		
PRIMOS	\$ 12.59		
SECANE	\$ 1.01		
MORTON-RUTLEDGE	\$ 1.03	\$ 5.36	
SWARTHMORE	\$ 1.05	\$ 5.38	
WALLINGFORD	\$ 1.07		
MOYLAN-ROSE VALLEY	\$ 1.09		
MEDIA	\$ 1.15	\$ 5.45	\$ 5.46
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
OAKBOURNE			\$ 6.10
WEST CHESTER			
	MU	MU	MU
		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Arrive	A. M.	A. M.	A. M.
	769	701	0701

**WEST CHESTER BRANCH**

STATIONS	FIRST CLASS		
	700	702	704
	A. M.	A. M.	A. M.
Arrive			
PHILADELPHIA			
SUBURBAN	\$ 6.38	\$ 7.20	\$ 7.38
PHILA -30th ST. UL	\$ 6.35	\$ 7.17	\$ 7.35
ARSENAL	6.32	7.14	7.31
FORTY-NINTH ST.	\$ 6.27	\$ 7.09	\$ 7.26
ANGORA	\$ 6.25	\$ 7.07	\$ 7.24
FERNWOOD-YEADON	\$ 6.23	\$ 7.06	\$ 7.22
LANDSLOWNE	\$ 6.21	\$ 7.03	\$ 7.20
GLADSTONE	\$ 6.19	\$ 7.01	
CLIFTON-ALDAN	\$ 6.17	\$ 6.59	\$ 7.17
PRIMOS	\$ 6.15	\$ 6.57	\$ 7.15
SECANE	\$ 6.13	\$ 6.55	\$ 7.13
MORTON-RUTLEDGE	\$ 6.11	\$ 6.53	\$ 7.11
SWARTHMORE	\$ 6.09	\$ 6.51	\$ 7.09
WALLINGFORD	\$ 6.07	\$ 6.49	\$ 7.07
MOYLAN-ROSE VALLEY	\$ 6.05	\$ 6.47	\$ 7.05
MEDIA	\$ 6.03	\$ 6.45	\$ 7.03
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
OAKBOURNE			
WEST CHESTER			
	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN. ±700	DAILY EX. SUN. ±702	DAILY EX. SAT. & SUN. ±704

**SOUTHWARD**

	FIRST CLASS				
	●703	±0703	±0705	●0705	±0707
	DAILY EX. SAT. A. M.	DAILY EX. SAT. & SUN. A. M.	DAILY EX. SUN. A. M.	SATURDAY ONLY A. M.	DAILY EX. SAT. & SUN. A. M.
	\$ 6.34		\$ 7.00		\$ 7.50
	\$ 6.37		\$ 7.03		\$ 7.53
	6.40		7.06		7.56
	\$ 6.42		\$ 7.08		\$ 7.57
	\$ 6.44		\$ 7.10		\$ 7.59
	\$ 6.46		\$ 7.12		\$ 8.01
	\$ 6.48		\$ 7.14		\$ 8.03
	\$ 6.49		\$ 7.15		
	\$ 6.51		\$ 7.17		\$ 8.05
	\$ 6.53		\$ 7.19		\$ 8.07
	\$ 6.55		\$ 7.21		\$ 8.09
	\$ 6.57		\$ 7.23		\$ 8.11
	\$ 6.59		\$ 7.25		\$ 8.13
	\$ 7.01		\$ 7.27		
	\$ 7.03		\$ 7.29		
	\$ 7.09	\$ 7.16	\$ 7.33	\$ 7.84	\$ 8.20
		F 7.21			
		F 7.23		F 7.40	
		F 7.25		F 7.42	
		F 7.26			
		F 7.28		F 7.47	
		F 7.29			
		F 7.32		F 7.51	
		F 7.34		F 7.54	
	\$ 7.44			\$ 8.03	
	MU	MU	MU	MU	MU
		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1		Will Not Run Nov. 26 Dec. 25 Jan. 1
	A. M.	A. M.	A. M.	A. M.	A. M.
	703	0703	705	0705	707

**NORTHWARD**

	FIRST CLASS				
	0706	706	780	708	710
	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 7.50	\$ 7.50	\$ 8.10	\$ 8.16
		\$ 7.47	\$ 7.47	\$ 8.07	\$ 8.13
		7.44	7.44	8.04	8.10
			\$ 7.39		\$ 8.06
			\$ 7.37	\$ 7.58	
		\$ 7.37	\$ 7.35		\$ 8.03
		\$ 7.34	\$ 7.33	\$ 7.55	
		\$ 7.32	\$ 7.31		\$ 7.59
			\$ 7.30	\$ 7.52	
		\$ 7.28	\$ 7.28		\$ 7.56
		\$ 7.26	\$ 7.26	\$ 7.48	
		\$ 7.24	\$ 7.24		\$ 7.53
		\$ 7.22	\$ 7.22	\$ 7.44	
		\$ 7.20	\$ 7.20		\$ 7.49
		\$ 7.18	\$ 7.18		\$ 7.47
		\$ 7.16	\$ 7.16	\$ 7.40	\$ 7.45
	S 7.15				
	F 7.09				
	F 7.07				
	F 7.05				
	F 7.03				
	F 7.01				
	F 6.57				
	F 6.55				
	F 6.54				
	F 6.51				
	\$ 6.46				
	MU	MU	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Run Sat., Sun. Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN. ±0706	DAILY EX. SAT. & SUN. ±0706	780	DAILY EX. SAT. & SUN. ±0708	DAILY EX. SAT. & SUN. ±0710





### WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	⚡●719 DAILY EX. SAT.&SUN.	⚡●0719 DAILY EX. SAT.&SUN.	●721 DAILY
	A. M.	P. M.	A. M.
PHILADELPHIA			
SUBURBAN	\$ 11.25		\$ 11.55
PHILA.-30th ST. UL	\$ 11.28		\$ 11.58
ARSENAL	\$ 11.31		\$ 12.01
FORTY-NINTH ST.	\$ 11.33		\$ 12.03
ANGORA	\$ 11.35		\$ 12.05
FERNWOOD-YEADON	\$ 11.37		\$ 12.07
LANSDOWNE	\$ 11.39		\$ 12.09
GLADSTONE	\$ 11.40		\$ 12.10
CLIFTON-ALDAN	\$ 11.42		\$ 12.12
PRIMOS	\$ 11.44		\$ 12.14
SECANE	\$ 11.46		\$ 12.16
MORTON-RUTLEDGE	\$ 11.48		\$ 12.18
SWARTHMORE	\$ 11.50		\$ 12.20
WALLINGFORD	\$ 11.52		\$ 12.22
MOYLAN-ROSE VALLEY	\$ 11.54		\$ 12.24
MEDIA	\$ 12.00	\$ 12.01	\$ 12.30
ELWYN			
WILLIAMSON SCHOOL		F 12.04	
GLEN RIDDLE		F 12.06	
LENNI		F 12.08	
WAWA		F 12.10	
DARLINGTON		F 12.12	
GLEN MILLS		F 12.15	
LOCKSLEY			
CHEYNEY		F 12.18	
WESTTOWN		F 12.21	
OAKBOURNE			
WEST CHESTER		\$ 12.30	
	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	
Arrive	NOON	P. M.	P. M.
	719	0719	721

### WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	0786	786	722
	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN		\$ 9.23	\$ 9.30
PHILA.-30th ST. UL		\$ 9.20	\$ 9.27
ARSENAL		\$ 9.17	\$ 9.24
FORTY-NINTH ST.		\$ 9.12	\$ 9.19
ANGORA		\$ 9.10	\$ 9.17
FERNWOOD-YEADON		\$ 9.08	\$ 9.15
LANSDOWNE		\$ 9.06	\$ 9.13
GLADSTONE		\$ 9.04	\$ 9.11
CLIFTON-ALDAN		\$ 9.02	\$ 9.09
PRIMOS		\$ 9.00	\$ 9.07
SECANE		\$ 8.58	\$ 9.05
MORTON-RUTLEDGE		\$ 8.56	\$ 9.03
SWARTHMORE		\$ 8.54	\$ 9.01
WALLINGFORD		\$ 8.52	\$ 8.59
MOYLAN-ROSE VALLEY		\$ 8.50	\$ 8.57
MEDIA	\$ 8.47	\$ 8.48	\$ 8.55
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE	F 8.36		
LENNI			
WAWA	F 8.33		
DARLINGTON	F 8.32		
GLEN MILLS	F 8.29		
LOCKSLEY			
CHEYNEY	F 8.27		
WESTTOWN	F 8.24		
OAKBOURNE	F 8.22		
WEST CHESTER	\$ 8.18		
	MU	MU	MU
	Leave	Leave	Leave
	A. M.	A. M.	A. M.
	SATURDAY ONLY	SATURDAY ONLY	DAILY EX. SAT.
	0786	786	722

### SOUTHWARD

	FIRST CLASS				
	⚡●723 DAILY EX. SUN.	●725 DAILY	⚡●727 DAILY EX. SAT.&SUN.	⚡●729 DAILY EX. SUN.	⚡●731 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 12.25	\$ 12.55	\$ 1.25	\$ 1.55	\$ 2.25
	\$ 12.28	\$ 12.58	\$ 1.28	\$ 1.58	\$ 2.28
	\$ 12.31	\$ 1.01	\$ 1.31	\$ 2.01	\$ 2.31
	\$ 12.33	\$ 1.03	\$ 1.33	\$ 2.03	\$ 2.33
	\$ 12.35	\$ 1.05	\$ 1.35	\$ 2.05	\$ 2.35
	\$ 12.37	\$ 1.07	\$ 1.37	\$ 2.07	\$ 2.37
	\$ 12.39	\$ 1.09	\$ 1.39	\$ 2.09	\$ 2.39
	\$ 12.40	\$ 1.10	\$ 1.40	\$ 2.10	\$ 2.40
	\$ 12.42	\$ 1.12	\$ 1.42	\$ 2.12	\$ 2.42
	\$ 12.44	\$ 1.14	\$ 1.44	\$ 2.14	\$ 2.44
	\$ 12.46	\$ 1.16	\$ 1.46	\$ 2.16	\$ 2.46
	\$ 12.48	\$ 1.18	\$ 1.48	\$ 2.18	\$ 2.48
	\$ 12.50	\$ 1.20	\$ 1.50	\$ 2.20	\$ 2.50
	\$ 12.52	\$ 1.22	\$ 1.52	\$ 2.22	\$ 2.52
	\$ 12.54	\$ 1.24	\$ 1.54	\$ 2.24	\$ 2.54
	\$ 1.00	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00
	MU	MU	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	723	725	727	729	731

### NORTHWARD

	FIRST CLASS				
	0724	724	726	728	730
	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 9.50	\$ 10.20	\$ 10.50	\$ 11.20
		\$ 9.47	\$ 10.17	\$ 10.47	\$ 11.17
		\$ 9.44	\$ 10.14	\$ 10.44	\$ 11.14
			\$ 10.08	\$ 10.38	\$ 11.08
			\$ 10.06	\$ 10.36	\$ 11.06
		\$ 9.39	\$ 10.04	\$ 10.34	\$ 11.04
		\$ 9.37	\$ 10.02	\$ 10.32	\$ 11.02
		\$ 9.35	\$ 10.00	\$ 10.30	\$ 11.00
		\$ 9.34	\$ 9.59	\$ 10.29	\$ 10.59
		\$ 9.30	\$ 9.57	\$ 10.27	\$ 10.57
		\$ 9.28	\$ 9.55	\$ 10.25	\$ 10.55
		\$ 9.26	\$ 9.53	\$ 10.23	\$ 10.53
		\$ 9.24	\$ 9.51	\$ 10.21	\$ 10.51
		\$ 9.24	\$ 9.49	\$ 10.19	\$ 10.49
		\$ 9.22	\$ 9.47	\$ 10.17	\$ 10.47
	\$ 9.19	\$ 9.20	\$ 9.45	\$ 10.15	\$ 10.45
	F 9.09				
	F 9.07				
	F 9.04				
	F 9.03				
	F 9.00				
	F 8.58				
	F 8.55				
	\$ 8.50				
	MU	MU	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
	0724	724	726	728	730

STATIONS	FIRST CLASS		
	●733	⊕●733	⊕●735
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.
PHILADELPHIA			
SUBURBAN	\$ 3.55		\$ 3.25
PHILA.-30th ST. UL	\$ 3.58		\$ 3.28
ARSENAL	\$ 3.01		\$ 3.31
FORTY-NINTH ST.	\$ 3.03		\$ 3.33
ANGORA	\$ 3.05		\$ 3.35
FERNWOOD-YEADON	\$ 3.07		\$ 3.37
LANSDOWNE	\$ 3.09		\$ 3.39
GLADSTONE	\$ 3.10		\$ 3.40
CLIFTON-ALDAN	\$ 3.12		\$ 3.42
PRIMOS	\$ 3.14		\$ 3.44
SECANE	\$ 3.16		\$ 3.46
MORTON-RUTLEDGE	\$ 3.18		\$ 3.48
SWARTHMORE	\$ 3.20		\$ 3.50
WALLINGFORD	\$ 3.22		\$ 3.52
MOYLAN-ROSE VALLEY	\$ 3.24		\$ 3.54
MEDIA	\$ 3.30		\$ 4.00
ELWYN		F T T S	\$ 3.31
WILLIAMSON SCHOOL		F T T S	\$ 3.35
GLEN RIDDLE		F F F	\$ 3.37
LENNI		F F F	\$ 3.39
WAWA		F F F	\$ 3.41
DARLINGTON		F F F	\$ 3.43
GLEN MILLS		F F F	\$ 3.45
LOCKSLEY		F F F	\$ 3.49
CHEYNEY		F F F	\$ 3.50
WESTTOWN		F F F	\$ 3.53
OAKBOURNE		F F F	\$ 3.56
WEST CHESTER		F F F	\$ 4.00
	MU	MU	MU
		Will Not Run	Will Not Run
		Nov. 26	Nov. 26
		Dec. 25	Dec. 25
		Jan. 1	Jan. 1
Arrive	P. M.	P. M.	P. M.
	733	0733	735

## WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	732	734	788
	A. M.	P. M.	P. M.
Arrive			
PHILADELPHIA			
SUBURBAN	\$ 11.40	\$ 12.20	\$ 12.50
PHILA.-30th ST. UL	\$ 11.37	\$ 12.17	\$ 12.47
ARSENAL	\$ 11.34	\$ 12.14	\$ 12.44
FORTY-NINTH ST.	\$ 11.33	\$ 12.08	\$ 12.38
ANGORA	\$ 11.31	\$ 12.06	\$ 12.36
FERNWOOD-YEADON	\$ 11.29	\$ 12.04	\$ 12.34
LANSDOWNE	\$ 11.27	\$ 12.02	\$ 12.32
GLADSTONE	\$ 11.25	\$ 12.00	\$ 12.30
CLIFTON-ALDAN	\$ 11.24	\$ 11.59	\$ 12.29
PRIMOS	\$ 11.22	\$ 11.57	\$ 12.27
SECANE	\$ 11.20	\$ 11.55	\$ 12.25
MORTON-RUTLEDGE	\$ 11.19	\$ 11.53	\$ 12.23
SWARTHMORE	\$ 11.18	\$ 11.51	\$ 12.21
WALLINGFORD	\$ 11.14	\$ 11.49	\$ 12.19
MOYLAN-ROSE VALLEY	\$ 11.12	\$ 11.47	\$ 12.17
MEDIA	\$ 11.10	\$ 11.45	\$ 12.15
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
OAKBOURNE			
WEST CHESTER			
	MU	MU	MU
	Will Not Run		
	Nov. 26		
	Dec. 25		
	Jan. 1		
Leave	A. M.	A. M.	P. M.
	DAILY	DAILY	SATURDAY ONLY
	⊕●732	●734	●788

STATIONS	FIRST CLASS				
	⊕●737	●739	●0739	●783	⊕●741
	DAILY EX. SUN.	DAILY	SATURDAY ONLY	SATURDAY ONLY	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA					
SUBURBAN	\$ 3.55	\$ 4.25		\$ 4.45	\$ 4.55
PHILA.-30th ST. UL	\$ 3.58	\$ 4.28		\$ 4.48	\$ 4.58
ARSENAL	\$ 4.01	\$ 4.31		\$ 4.51	\$ 5.01
FORTY-NINTH ST.	\$ 4.03	\$ 4.33		\$ 4.53	
ANGORA	\$ 4.05	\$ 4.35		\$ 4.55	
FERNWOOD-YEADON	\$ 4.07	\$ 4.37		\$ 4.57	\$ 5.07
LANSDOWNE	\$ 4.09	\$ 4.39		\$ 4.59	\$ 5.09
GLADSTONE	\$ 4.10	\$ 4.40		\$ 5.00	
CLIFTON-ALDAN	\$ 4.12	\$ 4.42		\$ 5.02	
PRIMOS	\$ 4.14	\$ 4.44		\$ 5.04	\$ 5.13
SECANE	\$ 4.16	\$ 4.46		\$ 5.06	
MORTON-RUTLEDGE	\$ 4.18	\$ 4.48		\$ 5.08	\$ 5.17
SWARTHMORE	\$ 4.20	\$ 4.50		\$ 5.10	\$ 5.19
WALLINGFORD	\$ 4.22	\$ 4.52		\$ 5.12	\$ 5.21
MOYLAN-ROSE VALLEY	\$ 4.24	\$ 4.54		\$ 5.14	\$ 5.23
MEDIA	\$ 4.30	\$ 5.00		\$ 5.20	\$ 5.28
ELWYN			F	\$ 5.01	
WILLIAMSON SCHOOL			F	\$ 5.03	
GLEN RIDDLE			F	\$ 5.06	
LENNI			F	\$ 5.08	
WAWA			F	\$ 5.11	
DARLINGTON			F	\$ 5.14	
GLEN MILLS			F	\$ 5.17	
LOCKSLEY			F	\$ 5.19	
CHEYNEY			F	\$ 5.22	
WESTTOWN			F	\$ 5.30	
OAKBOURNE			F	\$ 5.30	
WEST CHESTER			F	\$ 5.30	
	MU	MU	MU	MU	MU
	Will Not Run				Will Not Run
	Nov. 26				Nov. 26
	Dec. 25				Dec. 25
	Jan. 1				Jan. 1
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.
	737	739	0739	783	741

## NORTHWARD

STATIONS	FIRST CLASS				
	736	0738	738	740	742
	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive					
PHILADELPHIA					
SUBURBAN	\$ 1.20		\$ 1.50	\$ 2.20	\$ 2.50
PHILA.-30th ST. UL	\$ 1.17		\$ 1.47	\$ 2.17	\$ 2.47
ARSENAL	\$ 1.14		\$ 1.44	\$ 2.14	\$ 2.44
FORTY-NINTH ST.	\$ 1.08		\$ 1.38	\$ 2.08	\$ 2.38
ANGORA	\$ 1.06		\$ 1.36	\$ 2.06	\$ 2.36
FERNWOOD-YEADON	\$ 1.04		\$ 1.34	\$ 2.04	\$ 2.34
LANSDOWNE	\$ 1.02		\$ 1.32	\$ 2.02	\$ 2.32
GLADSTONE	\$ 1.00		\$ 1.30	\$ 2.00	\$ 2.30
CLIFTON-ALDAN	\$ 12.59		\$ 1.29	\$ 1.59	\$ 2.29
PRIMOS	\$ 12.57		\$ 1.27	\$ 1.57	\$ 2.27
SECANE	\$ 12.55		\$ 1.25	\$ 1.55	\$ 2.25
MORTON-RUTLEDGE	\$ 12.53		\$ 1.23	\$ 1.53	\$ 2.23
SWARTHMORE	\$ 12.51		\$ 1.21	\$ 1.51	\$ 2.21
WALLINGFORD	\$ 12.49		\$ 1.19	\$ 1.49	\$ 2.19
MOYLAN-ROSE VALLEY	\$ 12.47		\$ 1.17	\$ 1.47	\$ 2.17
MEDIA	\$ 12.45	\$ 1.14	\$ 1.15	\$ 1.45	\$ 2.15
ELWYN		F	1.03		
WILLIAMSON SCHOOL		F	12.58		
GLEN RIDDLE		F	12.55		
LENNI		F	12.51		
WAWA		F	12.51		
DARLINGTON		F	12.51		
GLEN MILLS		F	12.51		
LOCKSLEY		F	12.51		
CHEYNEY		F	12.51		
WESTTOWN		F	12.51		
OAKBOURNE		F	12.51		
WEST CHESTER		F	12.51		
	MU	\$ 12.45	MU	MU	MU
	Will Not Run		Will Not Run		Will Not Run
	Nov. 26		Nov. 26		Nov. 26
	Dec. 25		Dec. 25		Dec. 25
	Jan. 1		Jan. 1		Jan. 1
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.
	●736	⊕●0738	⊕●738	●740	⊕●742

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	‡●0741	‡●743	‡●745
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.
PHILADELPHIA			
SUBURBAN		\$ 5.03	\$ 5.10
PHILA. -30th ST. UL. ARSENAL		\$ 5.06	\$ 5.13
		5.09	5.16
FORTY-NINTH ST. ANGORA		\$ 5.14	\$ 5.20
FERNWOOD-YEADON			\$ 5.24
LANSDOWNE		\$ 5.19	\$ 5.26
GLADSTONE			\$ 5.28
CLIFTON-ALDAN		\$ 5.23	\$ 5.30
PRIMOS			\$ 5.32
SECANE		\$ 5.26	\$ 5.34
MORTON-RUTLEDGE		\$ 5.28	\$ 5.36
SWARTHMORE		\$ 5.30	\$ 5.38
WALLINGFORD		\$ 5.32	\$ 5.41
MOYLAN-ROSE VALLEY		\$ 5.34	\$ 5.43
MEDIA		\$ 5.40	\$ 5.49
ELWYN	F 5.39		
WILLIAMSON SCHOOL	F 5.33		
GLEN RIDDLE	F 5.35		
LENNI	F 5.37		
WAWA	F 5.39		
DARLINGTON	F 5.41		
GLEN MILLS	F 5.44		
LOCKSLEY	F 5.47		
CHEYNEY	F 5.48		
WESTTOWN	F 5.51		
OAKBOURNE	F 5.54		
WEST CHESTER	S 5.58		
	MU	MU	MU
	Will Not Run	Will Not Run	Will Not Run
	Nov. 25	Nov. 25	Nov. 25
	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1
Arrive	P. M.	P. M.	P. M.
	0741	743	745

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	744	746	748
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
Arrive	P. M.	P. M.	P. M.
PHILADELPHIA			
SUBURBAN	\$ 3.20	\$ 3.50	\$ 4.20
PHILA. -30th ST. UL. ARSENAL	\$ 3.17	\$ 3.47	\$ 4.17
	3.14	3.44	4.14
FORTY-NINTH ST. ANGORA	\$ 3.08	\$ 3.38	\$ 4.08
FERNWOOD-YEADON	\$ 3.06	\$ 3.36	\$ 4.06
LANSDOWNE	\$ 3.04	\$ 3.34	\$ 4.04
GLADSTONE	\$ 3.02	\$ 3.32	\$ 4.02
CLIFTON-ALDAN	\$ 3.00	\$ 3.30	\$ 4.00
PRIMOS	\$ 2.59	\$ 3.29	\$ 3.59
SECANE	\$ 2.57	\$ 3.27	\$ 3.57
MORTON-RUTLEDGE	\$ 2.55	\$ 3.25	\$ 3.55
SWARTHMORE	\$ 2.53	\$ 3.23	\$ 3.53
WALLINGFORD	\$ 2.51	\$ 3.21	\$ 3.51
MOYLAN-ROSE VALLEY	\$ 2.49	\$ 3.19	\$ 3.49
MEDIA	\$ 2.47	\$ 3.17	\$ 3.47
ELWYN	\$ 2.45	\$ 3.15	\$ 3.45
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
OAKBOURNE			
WEST CHESTER			
	MU	MU	MU
	Will Not Run	Will Not Run	Will Not Run
	Nov. 25	Nov. 25	Nov. 25
	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1
Leave	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. ‡●744	DAILY EX. SAT. & SUN. ‡●746	DAILY EX. SAT. & SUN. ‡●748

SOUTHWARD

	FIRST CLASS				
	‡●747	‡●749	‡●0749	‡●751	‡●753
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.18	\$ 5.35		\$ 5.45	\$ 6.10
	5.21	5.38		5.48	6.13
	5.25	5.41		5.51	6.16
	5.27			5.55	6.18
	5.29			5.57	6.21
	5.31			5.59	6.23
	5.33	\$ 5.47		5.01	6.25
	5.35			5.03	6.27
	5.37	\$ 5.50		5.05	6.29
	5.39			5.07	6.31
	5.41			5.09	6.33
	5.43	\$ 5.54		5.11	6.35
	5.45	\$ 5.57		5.14	6.38
	5.48			5.16	6.41
	5.50			5.18	6.43
	5.57	\$ 6.01		5.25	6.49
		6.05		6.06	
				6.08	
				6.10	
				6.12	
				6.14	
				6.16	
				6.18	
				6.21	
				6.23	
				6.25	
				6.28	
				6.31	
				6.35	
	MU	MU	MU	MU	MU
	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run
	Nov. 25	Nov. 25	Nov. 25	Nov. 25	Nov. 25
	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	747	749	0749	751	753

NORTHWARD

	FIRST CLASS				
	750	752	0754	754	756
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.50	\$ 5.20		\$ 5.50	\$ 6.10
	4.47	5.17		5.47	6.07
	4.44	5.12		5.44	6.04
	4.38	5.08		5.38	5.58
	4.36	5.06		5.36	5.56
	4.34	5.04		5.34	5.54
	4.32	5.02		5.32	5.52
	4.30	5.00		5.30	5.50
	4.29	4.59		5.29	5.49
	4.27	4.57		5.27	5.47
	4.25	4.55		5.25	5.45
	4.23	4.53		5.23	5.43
	4.21	4.51		5.21	5.41
	4.19	4.49		5.19	5.39
	4.17	4.47		5.17	5.37
	4.15	4.45		5.15	5.35
				5.14	
				5.10	
				5.08	
				5.06	
				5.04	
				5.02	
				5.01	
				4.58	
				4.56	
				4.53	
				4.51	
				4.49	
				4.45	
	MU	MU	MU	MU	MU
	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run
	Nov. 25	Nov. 25	Nov. 25	Nov. 25	Nov. 25
	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. ‡●750	DAILY EX. SAT. & SUN. ‡●752	DAILY EX. SAT. & SUN. ‡●0754	DAILY EX. SAT. & SUN. ‡●754	DAILY EX. SAT. & SUN. ‡●756

**WEST CHESTER BRANCH**

STATIONS	FIRST CLASS		
	●755 DAILY EX. SAT.	±●0755 DAILY EX. SAT. & SUN.	±●0757 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.
Leave			
PHILADELPHIA			
SUBURBAN	\$ 6.25		\$ 6.45
PHILA. -30th ST. UL	\$ 6.28		\$ 6.48
ARSENAL	6.31		6.51
FORTY-NINTH ST.	\$ 6.34		\$ 6.53
ANGORA	\$ 6.36		\$ 6.55
FERNWOOD-YEADON	\$ 6.38		\$ 6.57
LANSDOWNE	\$ 6.40		\$ 6.59
GLADSTONE	\$ 6.42		\$ 7.00
CLIFTON-ALDAN	\$ 6.44		\$ 7.02
PRIMOS	\$ 6.46		\$ 7.04
SECANE	\$ 6.48		\$ 7.06
MORTON-RUTLEDGE	\$ 6.50		\$ 7.08
SWARTHMORE	\$ 6.52		\$ 7.10
WALLINGFORD	\$ 6.54		\$ 7.12
MOYLAN-ROSE VALLEY	\$ 6.56		\$ 7.14
MEDIA	7.02	\$ 7.05	\$ 7.20
ELWYN		F 7.07	
WILLIAMSON SCHOOL		F 7.09	
GLEN RIDDLE		F 7.11	
LENNI		F 7.13	
WAWA		F 7.15	
DARLINGTON		F 7.17	
GLEN MILLS		F 7.20	
LOCKSLEY			
CHEYNEY		F 7.23	
WESTTOWN		F 7.26	
OAKBOURNE			
WEST CHESTER	\$ 7.34		
	MU	MU	MU
		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Arrive	P. M.	P. M.	P. M.
	755	0755	757

**WEST CHESTER BRANCH**

STATIONS	FIRST CLASS		
	0790	790	758
	P. M.	P. M.	P. M.
Arrive			
PHILADELPHIA			
SUBURBAN		\$ 6.40	\$ 6.53
PHILA. -30th ST. UL		\$ 6.37	\$ 6.50
ARSENAL		6.32	6.47
FORTY-NINTH ST.		\$ 6.28	\$ 6.41
ANGORA		\$ 6.26	\$ 6.39
FERNWOOD-YEADON		\$ 6.24	\$ 6.37
LANSDOWNE		\$ 6.22	\$ 6.35
GLADSTONE		\$ 6.20	\$ 6.33
CLIFTON-ALDAN		\$ 6.19	\$ 6.32
PRIMOS		\$ 6.17	\$ 6.30
SECANE		\$ 6.15	\$ 6.28
MORTON-RUTLEDGE		\$ 6.13	\$ 6.26
SWARTHMORE		\$ 6.11	\$ 6.24
WALLINGFORD		\$ 6.09	\$ 6.22
MOYLAN-ROSE VALLEY		\$ 6.07	\$ 6.20
MEDIA	\$ 6.04	\$ 6.05	\$ 6.18
ELWYN			
WILLIAMSON SCHOOL	F 5.55		
GLEN RIDDLE	F 5.53		
LENNI	F 5.51		
WAWA	F 5.49		
DARLINGTON			
GLEN MILLS	F 5.46		
LOCKSLEY			
CHEYNEY	F 5.42		
WESTTOWN	F 5.40		
OAKBOURNE			
WEST CHESTER	\$ 5.35		
	MU	MU	MU
			Will Not Run Nov. 26 Dec. 25 Jan. 1
Leave	P. M.	P. M.	P. M.
	SATURDAY ONLY ●0790	SATURDAY ONLY ●790	DAILY EX. SAT. & SUN. ±●758

**SOUTHWARD**

	FIRST CLASS				
	●785 SATURDAY ONLY	±●0759 DAILY EX. SAT. & SUN.	●761 DAILY	±●0761 DAILY EX. SAT. & SUN.	±●0763 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 7.00	\$ 7.25	\$ 8.00		\$ 9.00
	\$ 7.03	\$ 7.28	\$ 8.03		\$ 9.03
	\$ 7.06	\$ 7.31	\$ 8.06		\$ 9.06
	\$ 7.08	\$ 7.33	\$ 8.08		\$ 9.08
	\$ 7.10	\$ 7.35	\$ 8.10		\$ 9.10
	\$ 7.12	\$ 7.37	\$ 8.12		\$ 9.12
	\$ 7.14	\$ 7.39	\$ 8.14		\$ 9.14
	\$ 7.15	\$ 7.40	\$ 8.15		\$ 9.15
	\$ 7.17	\$ 7.42	\$ 8.17		\$ 9.17
	\$ 7.19	\$ 7.44	\$ 8.19		\$ 9.19
	\$ 7.21	\$ 7.46	\$ 8.21		\$ 9.21
	\$ 7.23	\$ 7.48	\$ 8.23		\$ 9.23
	\$ 7.25	\$ 7.50	\$ 8.25		\$ 9.25
	\$ 7.27	\$ 7.52	\$ 8.27		\$ 9.27
	\$ 7.29	\$ 7.54	\$ 8.29		\$ 9.29
	\$ 7.35	\$ 8.00	\$ 8.35	\$ 8.36	\$ 9.35
				F 8.39	
				F 8.42	
				F 8.44	
				F 8.47	
				F 8.50	
				F 8.53	
					\$ 9.05
	MU	MU	MU	MU	MU
		Will Not Run Nov. 26 Dec. 25 Jan. 1		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	785	759	761	0761	763

**NORTHWARD**

	FIRST CLASS				
	0798	760	0762	762	792
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 7.45		\$ 8.50	\$ 9.25
		\$ 7.42		\$ 8.47	\$ 9.22
		7.36		8.44	9.19
		\$ 7.33		\$ 8.38	\$ 9.13
		\$ 7.31		\$ 8.36	\$ 9.11
		\$ 7.29		\$ 8.34	\$ 9.09
		\$ 7.27		\$ 8.32	\$ 9.07
		F 7.25		\$ 8.30	\$ 9.05
		\$ 7.24		\$ 8.29	\$ 9.04
		\$ 7.22		\$ 8.27	\$ 9.02
		\$ 7.20		\$ 8.25	\$ 9.00
		\$ 7.18		\$ 8.23	\$ 8.98
		\$ 7.16		\$ 8.21	\$ 8.96
		\$ 7.14		\$ 8.19	\$ 8.94
		\$ 7.12		\$ 8.17	\$ 8.92
	6.55	\$ 7.10	\$ 8.14	\$ 8.15	\$ 8.90
			F 8.07		
			F 8.04		
			F 8.02		
			F 8.00		
				F 7.59	
				F 7.56	
				F 7.52	
				F 7.50	
	6.38		\$ 7.45		
	MU	MU	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Run Sun. and Nov. 26 Dec. 25, Jan. 1
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. ±●0798	DAILY ●760	DAILY EX. SAT. & SUN. ±●0762	DAILY EX. SUN. ±●0762	●792



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
PHILA.-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			
NORRIS			
NORRISTOWN			
HAWS AVE.			
	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Arrive	A. M.	A. M.	A. M.
	653	655	657

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS		
	650	652	654
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
Arrive	A. M.	A. M.	A. M.
PHILADELPHIA			
SUBURBAN	\$ 7.20	\$ 8.16	\$ 8.45
PHILA.-30th ST. UL.	\$ 7.17	\$ 8.13	\$ 8.42
FIFTY-SECOND ST.	7.08	8.08	8.35
WYNNEFIELD AVE.	\$ 7.06	\$ 8.03	\$ 8.32
BALA	\$ 7.04	\$ 8.00	\$ 8.29
CYNWYD	\$ 7.02	\$ 7.57	\$ 8.26
BARMOUTH	\$ 7.00	\$ 7.54	\$ 8.23
MANAYUNK	\$ 6.58	\$ 7.52	\$ 8.20
SHAWMONT		F 7.50	F 8.18
MIQUON		F 7.48	F 8.16
SPRING MILL	F 6.54	F 7.46	F 8.14
CONSHOHOCKEN	\$ 6.52	\$ 7.44	\$ 8.12
NORRIS	6.48	7.38	8.07
NORRISTOWN	\$ 6.47	\$ 7.36	\$ 8.06
HAWS AVE.	\$ 6.45	\$ 7.34	\$ 8.04
	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Leave	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & 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
	12.06	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 5.07
		F 1.44			F 5.09
		\$ 1.46			\$ 5.11
		1.52			5.16
		\$ 1.54			\$ 5.18
		\$ 1.57			\$ 5.21
	MU	MU	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 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
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.		DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	A. M.	A. M.		A. M.	P. M.
	\$ 9.20	\$ 10.23		\$ 11.30	\$ 12.55
	\$ 9.17	\$ 10.20		\$ 11.27	\$ 12.52
	9.10	10.13		11.20	12.45
	\$ 9.08	\$ 10.11		\$ 11.18	\$ 12.43
	\$ 9.06	\$ 10.09		\$ 11.16	\$ 12.41
	\$ 9.04	\$ 10.07		\$ 11.14	\$ 12.39
	F 9.02	F 10.05		F 11.12	F 12.37
	\$ 9.00	\$ 10.03		\$ 11.10	\$ 12.35
	MU	MU		MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1		Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
	A. M.	A. M.		A. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.		DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	‡●656	‡●658		‡●660	‡●662

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS		
	‡●667 DAILY EX. SAT. & SUN.	●673 SATURDAY ONLY	‡●669 DAILY EX. SAT. & SUN.
	Leave P. M.	P. M.	P. M.
PHILADELPHIA			
SUBURBAN	\$ 5.25	\$ 5.55	\$ 6.12
PHILA.-30th ST. UL	\$ 5.28	\$ 5.58	\$ 6.15
FIFTY-SECOND ST.	5.35	6.04	6.20
WYNNEFIELD AVE.	\$ 5.37	\$ 6.06	\$ 6.23
BALA	\$ 5.40	\$ 6.08	\$ 6.26
CYNWYD	\$ 5.43	\$ 6.10	\$ 6.29
BARMOUTH	\$ 5.45	\$ 6.12	\$ 6.31
MANAYUNK	\$ 5.47	\$ 6.14	\$ 6.33
SHAWMONT	F 5.49		F 6.35
MIQUON	F 5.51		F 6.37
SPRING MILL	F 5.53		F 6.39
CONSHOHOCKEN	\$ 5.56	\$ 6.22	\$ 6.41
NORRIS	6.03	6.27	6.46
NORRISTOWN	\$ 6.05	\$ 6.29	\$ 6.48
HAWS AVE.	\$ 6.09	\$ 6.35	\$ 6.51
	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1		Will Not Run Nov. 26 Dec. 25 Jan. 1
Arrive	P. M.	P. M.	P. M.
	667	673	669

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS		
	664	666	668
	Arrive P. M.	P. M.	P. M.
PHILADELPHIA			
SUBURBAN	\$ 2.20	\$ 3.45	\$ 6.00
PHILA.-30th ST. UL	\$ 2.17	\$ 3.42	\$ 5.57
FIFTY-SECOND ST.	2.11	3.35	5.52
WYNNEFIELD AVE.	\$ 2.08	\$ 3.33	\$ 5.50
BALA	\$ 2.06	\$ 3.31	\$ 5.48
CYNWYD	\$ 2.04	\$ 3.29	\$ 5.46
BARMOUTH	F 2.02	F 3.27	
MANAYUNK	\$ 2.00	\$ 3.25	\$ 5.42
SHAWMONT			
MIQUON			
SPRING MILL			
CONSHOHOCKEN			\$ 5.37
NORRIS			5.33
NORRISTOWN			\$ 5.32
HAWS AVE.			\$ 5.30
	MU	MU	MU
	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1	Will Not Run Nov. 26 Dec. 25 Jan. 1
Leave	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	‡●664	‡●666	‡●668

## HARRISBURG TO HAGERSTOWN—SOUTHWARD

STATIONS	FIRST CLASS		
	◇645 DAILY		
	Leave P. M.		
HARRISBURG	\$ 11.05		
LEMOYNE	11.10		
CAMP	11.13		
MECHANICSBURG			
CARLISLE	\$ 11.39		
SPRING	12.01		
NEWVILLE			
SHIPPENSBURG			
PENNROAD	12.23		
WOOD	12.36		
CHAMBERSBURG	F 12.38		
GREENCASTLE	F 12.56		
TOWN	1.13		
HAGERSTOWN	\$ 1.30		
Arrive	A. M.		
	645		

## HAGERSTOWN TO HARRISBURG—NORTHWARD

STATIONS	FIRST CLASS		
	638 A. M.		
	Arrive A. M.		
HARRISBURG	\$ 4.30		
LEMOYNE	4.25		
CAMP	4.20		
MECHANICSBURG			
CARLISLE	\$ 3.52		
SPRING	3.34		
NEWVILLE			
SHIPPENSBURG			
PENNROAD	3.12		
WOOD	2.59		
CHAMBERSBURG	F 2.57		
GREENCASTLE	F 2.42		
TOWN	2.27		
HAGERSTOWN	\$ 2.25		
Leave	A. M.		
	DAILY		
	◇638		



## PASSENGER HIGHWAY BUS SERVICE—TRIPS

## BETWEEN LANCASTER AND YORK

0553	0557	0559	0567	STATIONS				0552	0554	0558	0560	0572
Daily	Daily	Daily	Daily	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
10.30	3.10	8.00	10.05	Lv.	LANCASTER	Ar.	8.00	9.10	3.05	6.20	9.55	
	3.25				MOUNTVILLE				2.45			
10.52	3.32	8.22	10.27		COLUMBIA		7.33	8.43	2.38	5.53	9.28	
10.57	3.37	8.27	10.32		WRIGHTSVILLE		7.28	8.38	2.33	5.48	9.23	
11.01	3.41	8.31	10.36		STRICKLER		7.24	8.34	2.29	5.44	9.19	
11.05	3.45	8.35	10.40		HELLAM		7.20	8.30	2.25	5.40	9.15	
11.25	4.05	8.55	11.00	Ar.	YORK	Lv.	7.05	8.15	2.10	5.25	9.00	
A. M.	P. M.	P. M.	P. M.				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
							Daily	Daily	Daily	Daily	Daily	Daily
							Will Not Run	Will Run				
							Nov. 26	Nov. 26				
							Dec. 25	Dec. 25				
							Jan. 1	Jan. 1				

## BETWEEN YORK AND LANCASTER

25	33	49	39	CONNECTING TRAIN				600	604	32	16	24
A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
10.20	2.15	7.43	9.45		DUE LANCASTER		8.10	9.23	3.12	6.33	10.11	

## 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
Phila.-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 (Note)	Closed
Overbrook*	7.05 AM to 4.05 PM	Closed	Closed
Merion*	7.00 AM to 11.55 AM; 12.55 PM to 3.30 PM	Closed	Closed
Narberth*	6.50 AM to 12.15 PM; 1.30 PM to 3.50 PM	Closed	Closed
Wynnswood*	7.00 AM to 11.45 AM; 1.00 PM to 4.00 PM	Closed	Closed
Ardmore*	7.00 AM to 5.15 PM	Closed	Closed
Haverford*	6.45 AM to 11.59 AM; 1.05 PM to 3.45 PM	Closed	Closed
Bryn Mawr*	7.00 AM to 7.45 PM	7.00 AM to 7.45 PM	8.00 AM to 12 Noon; 1.00 PM to 5.00 PM
Rosemont*	7.10 AM to 10.55 AM	Closed	Closed
Villanova*	6.30 AM to 12.15 PM; 1.30 PM to 3.45 PM	Closed	Closed
Radnor*	6.50 AM to 11.55 AM; 1.15 PM to 3.50 PM	Closed	Closed
St. Davids*	6.30 AM to 12.35 PM; 2.10 PM to 4.05 PM	Closed	Closed
Wayne*	6.40 AM to 11.59 AM; 1.10 PM to 3.40 PM	8.00 AM to 12.30 PM; 1.00 PM to 4.30 PM	Closed
Strafford*	6.30 AM to 11.30 AM; 1.10 PM to 4.00 PM	Closed	Closed
Devon*	7.00 AM to 11.59 AM; 1.00 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 11.59 AM; 12.45 PM to 4.30 PM	Closed	Closed
Whitford*	7.00 AM to 9.00 AM	Closed	Closed
Downingtown*	7.30 AM to 11.00 AM	Closed	Closed
Coatesville*	7.15 AM to 12 Noon; 1.00 PM to 4.15 PM	Closed	Closed
Parkeeburg*	7.00 AM to 10.30 AM	Closed	Closed
Lancaster	6.00 AM to 10.45 PM	6.00 AM to 10.45 PM	6.00 AM to 10.45 PM
Elizabethtown*	6.45 AM to 8.45 AM	Closed	Closed
Middletown*	7.00 AM to 7.30 AM	Closed	Closed
Harrisburg	All Trains	All Trains	All Trains
Darby*	6.20 AM to 8.40 AM	Closed	Closed

\*Closed Thanksgiving, Nov. 26; Christmas, Dec. 25; New Years, Jan. 1 and Washington's Birthday, Feb. 22.

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 11.59 AM; 12.59 PM to 3.40 PM	Closed	Closed
Cheltenham Ave.*	6.30 AM to 11.59 AM; 12.30 PM to 3.30 PM	Closed	Closed
Carpenter*	6.50 AM to 11.50 AM; 12.30 PM to 3.30 PM	Closed	Closed
Chestnut Hill	6.20 AM to 11.30 PM	6.20 AM to 11.30 PM	6.20 AM to 11.30 PM

**WEST CHESTER BRANCH**

Station	Monday to Friday	Saturday	Sunday
Angora*	7.15 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 9.45 AM	Closed	Closed
Morton-Rutledge*	6.45 AM to 11.59 AM; 1.25 PM to 4.10 PM	Closed	Closed
Swarthmore*	6.45 AM to 5.10 PM	7.45 AM to 11.59 AM; 12.30 PM to 4.15 PM	Closed
Wallingford*	6.50 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
Glen Mills*	7.30 AM to 11.30 AM	Closed	Closed
West Chester*	7.30 AM to 9.00 AM	Closed	Closed

**SCHUYLKILL BRANCH**

Station	Monday to Friday	Saturday	Sunday
Wynnefield Av.*	7.00 AM to 11.35 AM	Closed	Closed
Bala*	7.45 AM to 9.10 AM	Closed	Closed
Cynwyd*	7.45 AM to 11.15 AM	Closed	Closed
Norristown*	7.30 AM to 10.30 AM	Closed	Closed

\*Closed Thanksgiving, Nov. 26; Christmas, Dec. 25; New Years, Jan. 1 and Washington's Birthday, Feb. 22.

**TRAINS WAIT FOR CONNECTION**

AT 30th STREET STA.-PHILA.

Train No.	30th St. Sta.-Phila.	Mins. Wait	Train No.	30th St. Sta.-Phila.	For Psgrs.			
945 769 377	12.33 AM 12.43 AM 12.48 AM	5	231	12.23 AM				
254	6.40 AM					3	900 700 300	6.32 AM 6.35 AM 6.36 AM
907 401	7.07 AM 7.10 AM							
909 305	7.35 AM 7.45 AM	3	3851 3857	7.20 AM 7.42 AM				
911	7.58 AM				3	306 706 306 906	7.52 AM 7.47 AM 7.52 AM 7.52 AM	
202	8.00 AM							3
395 339 605	4.48 PM 4.53 PM 5.25 PM	5	217 1022	4.45 PM 5.15 PM				
351 621	5.43 PM 5.48 PM				5	219	5.40 PM	
399 757	5.48 PM 6.48 PM							5
357 298	6.53 PM 7.00 PM	5	36 26	6.45 PM 7.10 PM				
154 387	7.17 PM 7.53 PM				5	225 159	7.47 PM 8.38 PM	
937 365	8.42 PM 8.48 PM							5
367 941	9.23 PM 10.53 PM	5	141	10.47 PM				
371	10.53 PM							

**AT NORTH PHILADELPHIA**

Train No.	North Phila.	Mins. Wait	Train No.	North Phila.	For Psgrs.
870	12.26 AM	3	231	12.13 AM	
254	6.50 AM	3	801	6.46 AM	
202	8.10 AM	3	809	8.04 AM	
204	9.10 AM	3	817	8.57 AM	
206	10.09 AM	3	821	10.01 AM	
852	5.38 PM	3	219	5.30 PM	
854	5.58 PM	3	153	5.50 PM	
858	7.06 PM	3	155	7.03 PM	
860	7.51 PM	3	225	7.37 PM	
862	8.36 PM	3	159 227	8.29 PM 8.32 PM	

NOTE—Conductors of trains running late with passengers for P.R.S.L. trains (South Jersey seashore points) who will miss connection with these trains at North Philadelphia must notify the Superintendent Transportation the number and destination of such passengers who desire to make connection.

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.

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 30th Street Sta., Phila. with the last local train, the conductor must notify the superintendent transportation as to the number of passengers and their destinations.

### AT MEDIA

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	Niels St., West Chester.....	To let off passengers.
0703	Niels St., West Chester.....	To let off passengers.
0738	Niels St., West Chester.....	To take on passengers.
0754	Niels St., West Chester.....	To take on passengers.
18	Paoli.....	Employees.
621	Thorndale.....	Employees.

### U. S. MAIL WORK

STATIONS	Westward						Eastward	
	61	13	601	25	605	607	22	600
Paoli	D-5-H*						E	
Malvern								
Frazer								
Downingtown				CD-H	E	E-2		E
Thorndale				D-1				
Coatesville			E	E	E	E-1		E-2
Parkesburg								
Lancaster		DK-4						
Mount Joy								
Florin			E	CD-2				
Rheems				CD-1				
Elisabethtown			E	CD-2H				
Royalton								
Middletown			E	CD-2H				
Marysville				CD-1				

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered or both.

H—Reduce speed to 25 miles per hour.

K—Reduce speed to 20 miles per hour.

1—Daily except Sundays and Holidays.

2—Daily except Sunday.

3—Daily except Saturdays, Sundays and Holidays.

4—Daily except Sundays and Mondays.

5—Daily except Sundays, Mondays and Holidays.

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

NOTE—Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

### ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no time-table authority

Stations	EC-9 (1) A.M.	TT-3 (7) A.M.	LCL-3 (10) A.M.	P-7 (10) A.M.	NWC-1 (1) A.M.	TT-1 (10) A.M.	YE-3 (8) A.M.	S-1 (2) A.M.	P-5 (10) A.M.	ET-1 (1) A.M.	EM-1 (1) A.M.	N-3 (11) A.M.	N-21 (8) A.M.	EC-1 (26) A.M.	PC-1 (1) A.M.	P-17 (1) A.M.	B-9 (1) A.M.	BC-5 (8) A.M.	PG-11 (1) A.M.	BF-3 (1) A.M.	
Holmes.....						1.40						4.00	4.30								
Jersey.....												7.15	7.45								
Frankford Jct.....				1.00		2.25									5.00	5.00					
Stadium.....															7.00	7.00					
Brill.....																					
52nd St.....																					
Jeff.....																					
Overbrook.....																					
Paoli.....				4.40		3.20									7.40	7.40				5.15	
MA.....					1.30						4.00										
Nest.....		12.01	12.45																		
Norris.....									2.00												
Reading.....									2.45												
Carbon.....																					
Thorn.....																					
Cork.....																					
Thorn.....																					
Cres.....																					
Colls.....																					
Cly.....																					
State.....																					
Harrisburg.....		3.45																			
Day.....			4.30		5.45		3.00		6.45	8.15	10.50			4.45	11.40	12.01	7.00	6.30	10.30	6.00	
Enola.....														5.15							6.30
Rockville.....																					
Banks.....		5.00	5.30		7.15	6.25									1.45			7.30			
Arrive		A.M.	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.

## ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no time-table authority

Stations	M-9 (1)	B-1 (1)	TH-1 (1)	MD-117 (1)	MD-7 (1)	S-9 (18)	CV-61 (2)	EC-5 (1)	S-80 (1)	S-3 (2)	S-5 (2)	PG-1 (1)	YE-1 (1)	BL-5 (1)	CV-85 (1)	TP-1 (8)	PG-5 (1)	PT-85 (8)	SF-1 (5)	S-11 (2)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Holmes.....					6.30									11.15				1.15		
Jersey.....				6.15														1.50		
Frankford Jct.....				7.15						8.30				11.40		12.30		3.35		
Stadium.....														1.10		1.15				
Brill.....				8.15	7.15					9.15	9.30									
52nd St.....																				
Jeff.....																				
Overbrook.....																			1.30	
Paoli.....																				
MA.....																				
Nest.....										10.00	11.30									2.00
Norris.....										4.30										4.15
Reading.....						7.00														
Carbon.....						Gowah 10.30														
Conk.....		6.10	6.15																	
Cres.....		6.30						8.00	9.15											
Cola.....													10.45							
Cly.....																				
State.....																				
Harrisburg.....																				
Day.....		8.10	7.55										12.30						6.35	
Enola.....									8.00											
Rockville.....						Hagers- town 2.30						10.30								10.30
Banks.....	6.00																			
Arrive	A.M.	A.M.	P.M.	A.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 — WESTWARD - SOUTHWARD

The time shown conveys no time-table authority

Stations	P-1 (8)	P-19 (1)	MD-1 (14)	HW-3 (1)	S-82 (1)	N-31 (26)	BF-5 (1)	EC-3 (1)	PG-3 (1)	PG-7 (1)	TH-35 (1)	WC-15 (1)	EC-7 (1)	PG-15 (1)	MD-101 (2)	LCL-7 (20)	MD-13 (1)	BP-5 (1)	GWC-1 (1)	LCL-9 (4)	
Leave	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Holmes.....						4.45															
Jersey.....		3.15				5.00															
Frankford Jct.....		4.45				6.45															
Stadium.....																					
Brill.....																					
52nd St.....		5.45																			
Jeff.....																					
Overbrook.....																					
Paoli.....		6.25																			
MA.....	3.00																				
Nest.....	4.30																				
Norris.....																					
Reading.....																					
Carbon.....																					
Thorn.....																					
Conk.....																					
Cres.....																					
Cola.....																					
Cly.....																					
State.....																					
Harrisburg.....		10.45																			
Day.....	8.30				4.25		5.15	6.00			8.45	12.15									
Enola.....					4.55		5.45	6.30			10.15	2.15	8.00	8.30							
Rockville.....									6.30	7.30	10.15	2.15	8.00	8.30							
Banks.....				3.30																	
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.





## ARRANGED FREIGHT TRAIN SERVICE — EASTWARD · NORTHWARD

The time shown conveys no time-table authority

Stations	Leave	TT-2 (10) P.M.	LCL-2 (10) P.M.	CE-4 (1) P.M.	B-6 (1) P.M.	NE-6 (24) P.M.	M-10 (1) P.M.	MD-100 (17) P.M.	N-28 (2) P.M.	CIN-2 (1) P.M.	HW-2 (1) P.M.	B-8 (1) P.M.	ET-2 (1) P.M.	TT-4 (8) P.M.	N-8 (17) P.M.	FL-2 (17) P.M.
Banks	7.55	8.45		9.00		9.15	9.30		11.00	11.15				11.45		
Rockville																
Enola																
Harrisburg		10.15		11.00	9.00											11.59
State	8.55					10.45								12.45		
Cly																
Cola				12.30	10.30											
Cres																
Cork																1.45
Thorn																3.00
Carbon																
Reading																
Norris																
Nest																
MA																
Paoli	10.55	1.00														
Overbrook																
Jeff																
62nd St.																
Brill																
Stadium								9.45								
Frankford Jet	11.50	2.00						10.40								5.30
Jersey								11.15								6.00
Holmes	12.15	2.20						12.30								
Arrive																

## SPECIAL INSTRUCTIONS

## GENERAL RULES

## Uniforms

**100J-A1.** Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive. The uniform designated for summer use only or standard mohair coat may be worn May 1st to October 31st, both inclusive.

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

Passenger trainmen in suburban commuter service may perform their duties without uniform coats and vests during the period May 15 to September 15, both dates inclusive or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long sleeves, a black four-in-hand tie, black belt, black hose and black shoes. Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

## Instructions While on Property—Oil Refineries

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

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

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

Electric hand lanterns are located at the assistant yardmaster's office at Girard Point, and it is the duty of the conductor of a crew entering or doing work on either of the above properties to know that his crew is equipped with electric hand lanterns.

## Discovery of Fire—Girard Point District

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

## Snow Melting Oil—Use of

**100L-4A.** Oil for melting snow is used on switches of interlockings.

Unauthorized employes are prohibited from handling hydrocarbon (snow melting oil) or containers, regardless of whether they are loaded or empty.

Smoking or using open flame (including oil hand lanterns) where this oil is stored is prohibited.

## Employes Permitted to Ride on Engines, etc.

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

Movement Directors.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

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

Supervisors of Track, Assistants and Foremen in their districts.

Fire Marshal.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

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

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

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

#### Personal Injuries

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

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

Location	Name and Address	Telephone Number	
Philadelphia	§W. V. Mattaucci, M.D. Medical Center—Room 474 30th St. Sta., Phila.	EVergreen 2-1000 Ext. 2655	
	George E. Firth, M.D. Office: 3258 Knorr Street, Residence: 1001 Howarth Street	MAyfair 4-6122 CUMbrlnd 8-1130	
	L. W. Stevens, M.D. 133 S. 36th Street, or Presbyterian Hospital	EVergreen 2-2211 EVergreen 2-4200	
	Leopold S. Vaccaro, M.D. 1721 Arch Street	RIppenhouse 6-8185	
	Van M. Ellis, M.D. (oculist) John Reichel, Jr., M.D. (oculist) 1528 Spruce Street	PEnnypcker 5-1392	
	W. Emory Burnett, M.D. Temple University Hospital Office: 3401 N. Broad Street	BAldwin 3-8000 BAldwin 3-6693	
	George Willauer, M.D. Methodist Hospital Office: 1930 Chestnut Street	HOward 5-1234 LOcust 7-4486	
	H. K. Katz, M.D. (oculist) 1351 Tabor Road	LIvingston 8-0576	
	Bryn Mawr	Alan P. Parker, M.D. Office: Bryn Mawr Medical Building Residence: Radnor and Fishers Roads	LAwrence 5-2037 LAwrence 5-3123
	Coatesville	C. H. Stone, M.D. 380 E. Chestnut Street	0740 or 1941
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	
	§H. K. Cooper, M.D. 734 N. Franklin Street (By Appointment)	EXpress 4-6901	

Location	Name and Address	Telephone Number
Harrisburg	§H. G. O'Donnell, M.D. Passenger Station	CEdar 2-4141 Ext. 327 or 328
	G. A. Berkheimer, M.D. 325 N. Front Street	CEdar 8-4759
	N. B. Shepler, M.D. 510 N. 2nd Street	CEdar 2-2845
	J. E. Romig, M.D. (oculist) 921 North 2nd Street	CEdar 6-7542
	Edwin O. Daue, 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
	Gordon D. Myers, M.D. 124 State Street	CEdar 4-7427
West Chester	I. Pemberton P. Hollingsworth, M.D. 411 North Walnut Street W. F. Beyer, M.D. 19 S. Church Street Chester County Hospital	OWen 6-3188 OWen 6-3524 OWen 6-7700
Norristown	Robert A. Buyers, M.D. 1327 DeKalb Street	BRoadway 5-0597
Phoenixville	Vasilios A. Vlachos, M.D. 750 South Main Street Phoenixville, Pa.	WEllington 3-7978
Reading	§Edward A. Agnew, M.D. 730 North Second Street	REading 4-7083
	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
Chambersburg	Robert N. Richards, M.D. Craft Press Building	COlony 4-6211 COlony 3-3419
	§D. M. Rahauer, M.D. 634 Lincoln Way East (By Appointment)	COlony 4-4416
Carlisle	T. B. Armstrong, M.D. 64 South Pitt Street	CArlisle 1772
Hagerstown	§E. W. Ditto, III, M.D. 217 W. Washington Street (By Appointment)	REgent 3-3361
Martinsburg	Frank J. Gavlus, M.D. 119 E. King St.	AMherst 7-8151
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	DEwey 6-3300	
	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	KIngsley 6-4500	
	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	GArdfield 6-8000	
	Northeastern Hospital Allegheny Avenue and Tulip Street	GArdfield 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	Coatesville 4200
Lancaster	General Hospital 528 N. Lime Street	EXpress 3-5801	
Harrisburg	Harrisburg Hospital Front and Mulberry Streets	CEdar 6-7011	
	Harrisburg Polyclinic Hospital 3rd and Polyclinic Avenue	CEdar 6-3031	
Chestnut Hill	Chestnut Hill Hospital 8835 Germantown Avenue	CHesthil 7-4600	
West Chester	Chester County Hospital Boot Road	OWen 6-7700	
Roxborough	Memorial Hospital Ridge Ave. and Rector Street	IVyridge 3-4550	
Norristown	Montgomery Hospital Powell and Fornance Streets	BRoadway 5-6000	
Phoenixville	Phoenixville Hospital Nutt Road	WEllington 3-5821	
Pottstown	Pottstown Hospital 724 North Charlotte Street	FAculty 3-5000	
Reading	Community General 135 North Sixth Street	REading 6-4881	
	Reading Hospital Sixth Avenue and Spruce Streets, West Reading	REading 6-3811	
	St. Joseph's Hospital Walnut and Birch Streets	REading 6-7251	

Location	Name and Address	Telephone Number
Pottsville	Pottsville Hospital Mauch Chunk and Jackson Streets	MArket 2-1200
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	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.**
- EX**—Regular stop except Saturday, for express, mail or newspapers.
  - MO**—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.
  - R**—Regular stop, Saturday, Sunday, New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas days.
  - U**—Regular stop to receive passengers for west of Pittsburgh.
  - UL**—Upper Level—30th St. Station, Philadelphia.

### 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 Secondary Track between:

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

**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.

### TRAIN SIGNALS

**1019-A.** Night signals will be displayed on rear of trains while passing through tunnels.

**1019-A1.** Trains of foreign railroads may display train signals as required by the operating rules of their respective railroad when on this region.

### USE OF SIGNALS

#### Fusees and Torpedoes

**1035-B1.** On account of fire hazard, lighted fusees must not be displayed on open deck 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	10
Freight Service	12	12
Engines	3	3
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	0
Detector Cars and Burro Cranes	6	12

**NOTE**—In event that the supply becomes depleted during the trip, proper advance information must be given in order that the supply may be replenished at convenient points.

### 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.

Employs 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 where General Orders of this region, other regions and other railroads are posted and delivered.

Locations on this region of Employees' Registers and Standard clocks.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X		Tacony	
X	X		Frankford Junction— Yardmaster's Office.	Atlantic-P.R.S.L.
X	X		C Street	
X	X		Margie Street Yard	
X	X		Midvale	
X	X	X	Chestnut Hill Passenger Station.	New York
X	X		Engelside Freight Station	
X	X		Asst. Trainmaster's Office 38th and Wyalusing Ave.	Chesapeake
X	X	X	Pennsylvania Coach Yard	
X	X	X	30th St. Station, Philadelphia	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		D-16—Yard Office.	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X		Tidewater Yard	
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	
X	X		Greenwich Coal Yard	
X	X		Girard Point	Chesapeake
X	X		Penrose Yard	Chesapeake
X	X		16th and Washington Avenue	
X	X		Gray's Ferry	Chesapeake
X	X	X	Media—Passenger Station.	Chesapeake
X	X	X	44th Street	Chesapeake
X	X		Haws Avenue	
X	X	X	Phoenixville	
X	X		Pottstown	
X	X	X	Reading—Yard Office	
X	X	X	Pottsville	Northern L.V.R.R. D.&H.R.R.
X	X	X	Paoli	
X	X	X	Ernest	New York
X	X	X	Thorndale	Chesapeake New York Atlantic-P.R.S.L.
X	X	X	Lancaster—Engine House.	New York
X	X	X	Lancaster—Dillerville Yard Office.	New York
X	X	X	Lebanon	
X	X	X	Columbia	
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. Atlantic-P.R.S.L.
X	X	X	Harrisburg—Reily Yard Office.	Reading Co.
X	X	X	Harrisburg—Dormitory-7th and Reily Streets.	Pittsburgh Northern Chesapeake New York Atlantic-P.R.S.L. Reading Co.
X	X	X	Lemoyne	
X	X	X	Chambersburg	
X	X	X	Hagerstown—Engine House, Shomo Yard Office.	Reading Co.
X	X	X	Cumbo	Reading Co.
X			Lehigh Valley R. R. Crew Dis- patcher—Delano.	
X	X	X	Reading Co. Rutherford— Hump Office, Engine House, West End.	

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
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.)

Nescopeck Running Track is in Zone C.

**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 Trainmen	Passenger Engine Crews Electric or Diesel Electric Engines	MU Trains
Suburban Station	MU Trains .....	25	—	25
30th St. Station, Philadelphia	Trains from 30th St. Sta., Phila., Zoo, Penna. coach yard and adjacent points .....	—	70	—
	Trains from North Phila. ....	—	90	—
	Relief crews .....	—	60	—
	Trains from Mail Platform .....	—	—	25
	Trains from 30th St. Sta., Phila., Penna. coach yard, Mail Platform and adjacent points .....	35	—	—
	Trains from North Phila., Zoo and Suburban Station .....	60	—	—
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
Raily Street, Harrisburg	Through trains and originating trains .....	—	75	—
Harrisburg Passenger Station	Originating trains .....	25	25	—
	Through trains; train crew reports 25 minutes ahead of scheduled arriving time.			

**Crews Relieved—No Register**

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

**Deadheading**

**1075-A8.** When deadheading is necessary in connection with all classes of service, it will be combined with service (4-E-1), unless otherwise notified.

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

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

### 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—30th St. Station, Philadelphia—Upper Level

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

#### Train Ready Indicators—30th St. Station, Philadelphia—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. Receipt of signal by operator North Philadelphia will be indicated by light near pushbutton. If light is not received, conductor will call operator North Philadelphia on telephone.

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

On westward platform, train ready indicators located overhead for each track consisting of one green light and one yellow light with push buttons at convenient locations marked conductor, flagman and cancel. Flagman will press button marked flagman when travel in his vicinity has boarded train, which will illuminate yellow light on indicators. Conductor (or other member of his crew at his direction) will press button marked conductor which will illuminate green light on indicator and light panel on operator's table in Block Station. Conductor will observe indicator and when both lights are showing, will give proper signal to start train. After train has departed, station attendant will press button marked cancel which will extinguish lights on indicator.

### 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	End of Block Sign West Chester
Schuylkill Secondary Track	Haws Ave.	M.P. 22
	1000 feet east of M.P. 28	890 feet west of M.P. 33
	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
Cumberland Valley Branch	4110 feet west of M.P. 92	3215 feet west of M.P. 95
	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, 30th Street Station, Philadelphia, 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 Vandallia St.	P.R.R. Position Light B&O Color Light	Proceed 10 miles per hour	All switches are hand operated.	1-4
P.R.R.-Reading Co.: 60th St. Track	Semaphore	Proceed	Signals and derails must be operated by trainmen.	2-4
P.R.R.-Red Arrow R.R.: West Chester Pike at Llanerch, Pa.	Stop Sign	Stop		3-4
P.R.R.-Reading Co.: East of Downs, New Holland Track	Stop Sign	Stop		3-5
P.R.R.-Cornwall R.R.: Lebanon	Semaphore	Stop		6

**NOTE:**

1. Movements will pass fixed signal in Stop indication after first stopping and providing flag protection against B & O Railroad movement.

2. 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.

3. 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.

4. Cars must not be left standing within confines of crossing.

5. PRR movements must stop at Stop sign governing their movement and provide flag protection against Reading Company movements before proceeding over crossing.

Reading Company movements will stop at Stop sign governing their movement (255 feet on either side of crossing) then proceed over crossing if crossing is clear.

In the event PRR and Reading Company movements arrive at Stop signs governing their particular movements at approximately the same time, the Reading Company will have prior right to the crossing.

6. 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.

**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:

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

**Calling Flagman, Overbrook and Paoli**

**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.

**Referring to First Paragraph Rule 103**

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

At Paoli in the movement of MU equipment where the back-up hose is not used, the requirements of 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	
Siding	Synthane Corp. Road	Oaks	2
Synthane Corp.	Synthane Corp. Road	Oaks	2
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	2
Siding	State Street	Hamburg	2
Station	York Haven Rd.	York Haven	
Yard { Cumberland Valley Branch:	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 Louthers Sts.	Carlisle	
Industrial	Fayette St.	Shippensburg	
Greencastle Old Line	U. S. Route 11	South of Greencastle	
Industrial	John Street	Martinsburg	
Industrial	Route 672	Clearbrook	
Industrial	Wellstown Rd.	M. P. 113 north of Winchester	

**NOTES:**

- (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. If Automatic Highway Crossing Protection fails to function properly a member of the crew must provide proper protection to highway traffic.

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

1103-A4. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

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

**NOTES:**

- (1) Before switching movements are made to or from yard tracks, push-button must be operated to insure full protection to highway traffic.
- (2) Trains must stop before fouling grade crossing and operate push-button inside small box designated PB, located on side of instrument case. Push-button will operate flashing light signals and must be pressed until small light at push-button is illuminated, or until entire train has passed over the crossing.
- (3) See instructions posted in telephone box.
- (4) Engines and cars must stop before fouling grade crossing, crew member must operate push-button marked start on either side of crossing and wait 15 seconds before fouling crossing. When movement is completely clear of crossing crew member must operate push-button marked stop.
- (5) Hand-operated switch in circuit controller boxes.

### Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

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

NOTE 1.—To avoid unnecessary operation of automatic highway crossing protection signals at Union Ave., Lansdowne, by movements of southward trains from No. 2 track to the Newtown Square track, such trains must stop and not pass fixed signal B55, located 355 feet south of Fernwood passenger station, until switch is lined for movement to Newtown Square track.

NOTE 2.—Automatic highway crossing gates and flashing lights will operate when a train or engine is approximately 100 feet north of north end of Swarthmore Station platform, but will cease to operate 1 minute and 50 seconds after train stops between latter point and "CC" sign. If such movement stops, it must be assured that proper protection is provided before movement is continued over crossing.

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

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

NOTE 4.—Flashing light signals are equipped with cut-out circuit in No. 1 track, extending 500 feet west of Petersburg Road crossing which will permit flashing light signals to discontinue operating after front portion of train on this track has passed over crossing to perform shifting movements. When shifting movements are completed, trainmen must protect crossing and know highway traffic is under control before movement is made over crossing.

NOTE 5.—Trains, after having stopped, must approach street crossings in vicinity of station prepared to stop, and not move over these crossings at grade until after highway crossing signals resume operation.

NOTE 6.—See instructions posted in telephone box.

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

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

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

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

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
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
K & T	All public crossings (Aramingo Ave., at Tioga St., see Note C)	
Frankford Street	Aramingo Ave., between Castor Ave., and Butler St.; At Roxborough St. At Church St. At Orthodox St. (see Note C) Margaret St. Bermuda Street Butler St. Wheatshaf Lane	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

Track	Crossing	Location
Grays Ferry Avenue	West of 30th Street West of 35th Street	Philadelphia (Grays Ferry District)
Industrial	Grays Ferry Ave. and 34th Street (see Note C)	
Grays Ferry Yard	49th Street crossings	
60th Street	All public crossings (see Note A)	South Philadelphia
Washington Avenue (All Tracks)	All public crossings between 24th Street and Delaware Avenue (see Notes B and D)	
Girard Point	Magazine Lane	Philadelphia
Swanson Street	All public crossings	
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 C) 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
Frazer	Market Street Biddle Street	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

**Schuylkill Secondary:**

Devault Running	Bridge and Pot-house Roads	Wilmer
Devault Running	Charlestown (see Note E)	
Yard	Keim Street	Pottstown
Lock Siding	Washington Street	
Pottstown Metal Products Company	Grosstown Road (see Note D)	

Track	Crossing	Location
East Reading	Pump House Road	Reading
North Reading, Carpenter Steel and Team	Exeter Street and all Carpenter Steel Company Pedestrian Crossings	
North Reading and Carpenter Steel	Bern Street	
Court Street	Penn, Chestnut and Spruce Streets	
Industrial	U. S. Route No. 122	Tracks leading to Prizer - Painter and Orr & Sembower Companies east of Reading
North Reading	U. S. Route No. 122	3,679 feet west of Junction with Secondary Track
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)	Hamburg
Siding	Grand Street	
Siding, Coal and Warehouse	Walnut Street	
Siding	Pine Street	
Siding	Washington Street	West of Whitford
Bradford Hills Quarry Inc. Track	Route 104	
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	Mountville

Track	Crossing	Location
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
	All State Street	South of New Providence Quarryville
Lebanon Secondary	All within City Limits	Lebanon
Industrial	Route 15 Township Highway —Potts track	Lemoyne Yard
	Route 11—Wolf track	Mechanicsburg
	Leitersburg Street	Chambersburg Greencastle
All Yard	Church Street Franklin Street Washington Street Antietam Street	Hagerstown
Winchester Secondary	King Street	Martinsburg
Industrial	Amherst and Water St.	Winchester
Dillsburg Secondary	Route 641 Route 15	Mechanicsburg Dillsburg
Waynesboro Secondary	Route 16	Waynesboro
Mercersburg Secondary	Route 11	South of Marion

NOTE 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 "To Cross Street" which will cause the traffic signals to display Green for traffic on Washington Avenue. Switch key must then be placed in slot marked PRR, turn key clockwise and

hold pressure on key in that position. This will hold traffic signal Green until pressure is released on the switch key after which traffic signal will resume normal operation. A member of crew must precede such movement to warn the public of approaching engine or cars. Movement may then proceed across Broad Street.

**NOTE C.**—Traffic lights governing movement of highway traffic, in service. Rail movements before obstructing highway traffic will be governed as follows:

Stop before obstructing crossing. Crossing must not be obstructed while traffic lights indicate Green for highway traffic to proceed. Conductor, engineman, or his representative must operate switch located in control box on either side of crossing 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.

**NOTED.**—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, Devault Running Track, Wilmer, Pa., a member of the crew equipped with a red flag during daylight hours, and with a red and a white lantern during hours of darkness, must be stationed on each side of the crossing to provide protection to traffic.

#### 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
30th St. Sta., Phila.	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
Harrisburg Yard *GI-8	Eastward Running Track	Other Yard Tracks	Through on Eastward Running Track
	Westward Running Track	Ramp and Westbound Rec'y Yard	To Ramp and Westbound Rec'y Yard
3170 feet south of M P 89	Winchester Secondary Track	Cumbo Secondary Track	To Cumbo Secondary Track

\*Trains will stop clear of all switches at this point and ask yardmaster Reily Street (Phone 210) for instructions.

#### 1104-B2. Switch Tenders are Stationed at and have Charge of Yard Switches as indicated

Location	Switches for Movements	Note
Frankford Junction District—"K-1"	In area between D.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
Greenwich Stadium	Eastward from end of Main Track, Broad St. Overhead Bridge, to ramp, including leads to Coal Receiving Yard, West End No. 5 and No. 6 Departure Tracks.	3

Location	Switches for Movements	Note
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. Over- head Bridge on No. 37 track.	
44th Street—(M-1)	Yard Tracks between 42nd St. Overhead Bridge and East End 46th St. Engine House.	1
Harrisburg McClay Street	East End No. 4 Receiving, East End No. 3 Relay yard, Eastward, Westward, Leads to Tracks 11 and 12.	
Enola 4-B	East End Enola Westward Receiving yard.	
Enola W-11	West End Enola Westward Receiving yard.	
Enola 23-B	Leads to Engine House East- ward 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 3.00 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.

#### Automatic Hand-Operated Switch—East End Marysville

1104-C2. Trailing automatic hand-operated switch for westward movement in No. 4 Running track leading to west end Running Track "G." A trailing movement (westward) through this switch will automatically throw the switch for the movement and the switch will remain in that position. It is equipped with switch target showing white disc (green light at night) when set for through movement on No. 4 Running track; yellow disc (yellow light at night) when set for movement to or from Track "G."

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

#### 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
<b>Main Line:</b> No. 4 track, Holmes.....	Prison	Holmes
38th St. Phila.....	Hall & Smedley	
Westward from 42nd St. Overhead Bridge, Phila.....	Operated from M-1 switch cabin by switch tender (No. 2 track Zoo Interlocking)	Zoo
52nd Street.....	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	
Thorndale.....	All hand-operated switches within Interlocking	Thorn
Coatesville.....	All hand-operated switches within Interlocking	
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 8Y, 8Y, 7Y and 8Y Paxton St.	State
	6C track to Industrial track	Harris
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.....	Keystone Coal Co. Woolford Co.	
Darby, North of.....		
<b>Chestnut Hill Branch:</b>	Hahn Shoe Mfg. Co.	North Phila.
<b>West Chester Branch:</b> Arsenal Interlocking.....	Breyer Co.	
<b>Delaware Extension:</b> Arsenal Interlocking.....	United States Quartermaster Depot Philadelphia Electric Co.	Arsenal
<b>West Phila. Elevated Branch:</b> Philadelphia, Grays Ferry.....	Barrett Co.	Grays Ferry— Movable Bridge Operator
<b>Schuylkill Branch:</b> Ernest.....	Eastward end extension Westward end running track	Norris
Norristown-Ford St.....		
<b>Schuylkill Secondary Track:</b> East end, Brooke.....	Birdsboro Steel Foundry & Machine Co. No. 2	Brooke
<b>Trenton Branch:</b> Ernest.....	No. 2 track to Middle track No. 1 track to Middle track	Nest
King.....	No. 1 track to No. 2 track	
Dale.....	No. 2 track to Phoenixville track	Thorn
<b>Columbia Branch:</b>		
Columbia.....	No. 1 track to Lace Mill No. 2 track to Columbia siding (west end) No. 2 track (Columbia Br.) to Reading Co.	Cola
Billmyer.....	Crossover between main track and siding. Main track to J. E. Baker Co. track	

Location	Switch	Controlled By
<b>Cumberland Valley Branch:</b> Lemoine.....	East leg of Wye to Little Yard	Lemo
Camp.....	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	
Hagerstown.....	Main Track to Iron Works track	

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

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

#### NOTES:

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

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

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

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

- (2) The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch. Electric locks of hand-operated switches may be released by manipulation of double throw switch in telephone box located on west end of tower.

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

#### 1105-A1. 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-B1.** 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 derailling 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 derailling 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	Controlled by
Oaks Spring City Lock Shoemakersville Hamburg	Norris
Dale*	Thorn
Shocks*	Cola
Cly*	Cly
Carlisle	Lemo
Spring Pennroad* Wood	Pennroad
Greencastle Town*	Town
Hager* Pot	Hager
Rockville* Hecks*	Rockville

\*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
No. 3	Banks	Rockville
A	Banks	111-B

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

Track	Between	And
West Chester Branch	Media	End of Block Sign, West Chester
Columbia Branch	Shocks	Roy
York Haven Line	Region Post (Chesapeake Region)	Cly
Cumberland Valley Branch	State	Town
Williamsport Branch	Rockville	Region Post (North- ern Region)

**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 Glen .....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger	
Glen and Downs .....	Westward Passenger		Eastward Freight	Eastward Passenger	
Downs and Park .....	Westward Passenger	Westward Freight	Eastward Freight	Eastward Passenger	
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>	<b>Southward Passenger</b>				<b>Northward Passenger</b>
Zoo and Penn. ....	Southward Passenger				Northward Passenger
Penn and Arsenal .....	Southward Passenger				Northward Passenger
38th Street Connection Zoo (38th Street—connection with Suburban Line) and Penn (River Line) .....	Westward Passenger				Eastward Passenger
West Chester Arsenal and Media .....			Southward Passenger	Northward Passenger	
West Phila. Elevated Zoo and Brill .....		Southward Freight	Northward Freight		

Branches: Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Delaware Extension Arsenal and End of Main Track. (Broad St. overhead bridge)			Westward Freight	Eastward Freight
Schuylkill Valley and Haws Avenue.....			Westward Passenger	Eastward Passenger
Trenton Branch Region Post (New York Region) and Dale.....			Westward Freight	Eastward Freight
Dale and Glen.....			Westward 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
York Haven Line Cly and Lemo.....			Westward Passenger	Eastward Passenger
Wago Junction and Day.....	Westward Freight	Eastward Freight		
Lemo and Day.....			Westward Freight	Eastward Freight

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

**NOTE—Within North Philadelphia Interlocking; Station tracks, North Philadelphia Station are designated:  
Westward station track—Westward passenger.  
Eastward station track—Eastward passenger.**

**Within Penn Interlocking; Station tracks, Lower Level, 30th St. Station, Phila. are designated:  
Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.**

**Within Broad Interlocking, Station tracks, Upper Level, 30th St. Station, Phila. are designated:  
Nos. 1, 2, 1M, 4M, 3 and 4.**

**Harrisburg Passenger Station—Within State and Harris Interlocking, Station tracks are designated:  
Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.**

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

Track	Between	And	Controlled by	Note
Schuylkill	(W) Haws Ave.	Laurel Jct.	Norris	1-3
Marietta	(E) Shocks	Cola	Cola	
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	
Lemoyne	(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) Hager	Winchester	Hager	1-4
Cumbo	(S) Connection with Winchester Secondary Track	Cumbo Yard	Hager	2

(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) Trains entering Security Lime Company track must report clear. The arrival of southward movements at Cumbo must be reported promptly to operator, Hager.
- (3) In charge of train dispatcher.
- (4) Fixed signal indication in lieu of verbal permission will be used at Hager.

## 1151-F1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Notes
No. 6	Thorn	Caln	Westward	Thorn	4
No. 5	Caln	Thorn	Eastward	Thorn	4
Eastward	Rockville	Maclay St.	Eastward	Yard Master Reily	1
Westward	Maclay St.	Rockville	Westward	Yard Master Reily	1
No. 11	Maclay St.	Harris	Eastward	Harris	1 3
No. 12	Harris	Maclay St.	Westward	Harris	1 3
F, H and K	Day	Switch at Ramp track opposite yard office west-bound hump	Westward	Day	3
G	Day	Connection with No. 4 Running track, east end Marysville	Westward	Day	2 3
No. 44	Electric Pit	East End Yard Office	Eastward	Asst. Yard Master E. B. Hump	1
Westward	Eastbound Hump	23-B	Westward	Asst. Yard Master E. B. Hump	1
Eastward	23-B	111-B	Eastward	Switch Tender 111-B	1
Westward	23-B	West End Enola	Westward	Asst. Yard Master West End	1
High Line	23-B	W-11	Westward	Asst. Yard Master W. B. Hump	1
No. 2 in Receiving Yard	4-B	W-11	Westward	Asst. Yard Master W. B. Hump	1
No. 1 & No. 2 in Receiving Yard	111-B	Brick Office	Eastward	Asst. Yard Master E. B. Hump	1
D	West End Enola	Banks	Westward	Banks	1
C	West End Enola	Spring Switch West of 111-L	Westward	Asst. Yard Master West End	1
B	Rockville Bridge	111-B	Eastward	Rockville	1
No. 4	Rockville	Banks	Westward	Day	1
No. 3	Banks	Rockville	Eastward	Rockville	1
A	Banks	111-B	Eastward	Asst. Yard Master E. B. Hump	1

## NOTES:

- (1) A fixed signal, or a hand signal from a switch tender routing to a running track will convey authority to move on that track.
- (2) Westward movements made on signal indication at Day. Permission must be obtained from Day to use this track at any point between Day and connection with No. 4 Running track, east end Marysville.
- (3) Movements must be made prepared to stop short of stored cars.
- (4) Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employes in charge at these locations will report movement when it is clear.

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

Track	Between	And	Controlled by	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		1
Eastward Jersey (E) . . . . .	44th Street	Zoo (East-End Mantua)		1
Westward (W) . . . . .	Zoo (Connection West Phila. Elev. Branch)	44th Street		1
Eastward (E) . . . . .	44th Street	Zoo (Connection West Phila. Elev. Branch)	Yardmaster 44th Street	1
Westward Belt (W) . . . . .	44th Street	52nd Street		1
Eastward Belt (E) . . . . .	52nd Street	44th Street		1
No. 15 (W) . . . . .	52nd Street	Overbrook		1
No. 5 (River Line) (S) . . . . .	Penn Interlocking	Shifting track	Train Director Penn	1
No. 11 (River Line) (S) . . . . .	Penn Interlocking	South End Mail House		1
Fort Washington (E) . . . . .	Connection with Chestnut Hill Branch	End of track 1.6 miles east of Allen Lane	Train Dispatcher	1
Shifting (S) . . . . .	Walnut Street Overhead Bridge	Arsenal	Arsenal	1
Naught (S) . . . . .	Grays Ferry Yard	Brill	Yardmaster Grays Ferry Yd.	1
60th Street (S) . . . . .	Connection with Naught track north of Brill	Chester and Phila. track south of Fort Mifflin	Brill	1-2
Chester and Phila. (S) . . . . .	Fort Mifflin	Island Road Grade Crossing		1
Newtown Sq. (S) . . . . .	Connection with No. 2 track (Farnwood)	Newtown Square		1
Naught (N) . . . . .	550 feet north of Wawa Passenger Station	Region Post (Chesapeake Region) (Chester Creek Secondary Track)	Media	1
Octoraro (S) . . . . .	550 feet north of Wawa Passenger Station	Region Post (Chesapeake Region) (Octoraro Secondary Track)		1
Station . . . . . (West Chester)	End of Block Sign	End of track		1-3
Frazer (E) . . . . .	Frazer	West Chester Market St.	Thorn	1
No. 1 Thorofare (E) . . . . .	Stadium	Spring switch leading to B.&O.R.R.	Stadium	1
No. 2 Thorofare (W) . . . . .	Spring switch leading to B.&O.R.R.	Stadium		1
Running . . . . .	Ford Street	Norris		1
Norris (E) . . . . .	Norris	Ernest including wye tracks	Norris	1
Devault (W) . . . . .	Phoenixville	Devault		1
Minersville (W) . . . . .	Ulmer	Lytle		1
Nescopeck (W) . . . . .	Gum Run	End of track (3.5 miles west of Gum Run)	Train Dispatcher Phila.	1



Track	Between	And	Controlled by	Note
Camp (S) .....	Crossover 1200 feet north Mile Post 6	Connection with Main Track Dillsburg Jct.	Lemo	1
Hagerstown (S).	Town	A point 3895 feet south of Town	Town	1
Hagerstown (S).	A point 3895 feet south of Town	Hager	Hager	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.

Note 3—Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.

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

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

### 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 30th St. Sta., Phila. to enable passengers who have boarded wrong train to transfer.

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

#### Station Stop Markers—30th St. Sta., Phila.—Lower Level

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

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

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

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

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

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

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

Conductors will advise enginemen the position of the first working baggage or mail car to be platformed. When, on account of the make-up, trains cannot be properly platformed in accordance with the above instructions, the conductor will advise 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 except, No. 18 will stop with working cars just west of station building. These markers are located on station platform light standards adjacent to No. 1 track.

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

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

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

#### Fuel Oil and Water Stops—

##### 30th St. Station, Phila.—Lower Level

1154-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, enginemen 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, 30th St. Sta., Phila. and North Philadelphia station is authorized to verbally instruct the conductors of trains to stop at 30th St. Sta., Phila., North Philadelphia, Frankford Jct. and 52nd Street stations.

**Passenger Car Lighting**

1154-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 30th St. Sta., Phila. (Lower Level) when possible will have the lights turned off by the time trains pass the above points.

**CT 220—Preparation of**

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

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

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

**Doors of Toilets—Locked, Etc.**

1154-A10. At Philadelphia—Passenger trainmen and employes 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 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.

30th St. Station, Philadelphia—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, 30th St. Station, Philadelphia, or Station Master's Office, Suburban station, promptly.

**Tubular Train—Diesel Power Car  
Operation in Tunnels or Confined Locations  
30th St. Station, Philadelphia (Lower Level)**

1154-A12. 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.

**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.**

1155-A1. Except between Lemo and Winchester, the following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-D-1 in handling freight trains will apply:

Trains having 40 percent or less loaded cars will be considered empty trains.

Trains having 25 percent or more of the cars in train loaded with mineral freight or grain, are considered mineral freight trains and all instructions pertaining to mineral freight trains apply.

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

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

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

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

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

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

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

All other trains—25 percent.

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

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

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

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

**1155-A2.** When starting trains where an electric or diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to electric or diesel engine on the rear standing without power applied.

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

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

Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start train.

#### Starting Freight Trains on Descending Grades

**1155-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 six (6) to eight (8) feet, apply the independent brake and stop, then move 6 to 8 feet further and continue to follow this procedure until the slack has run out on the entire train. It may be necessary to hold the independent brake slightly applied to overcome the final run-out of slack and until the entire train is moving.

#### Schuylkill Secondary Track—Newton to Pottsville

**1155-A4.** Special Instructions for controlling freight trains with power brakes on heavy descending grades—Instructions 54 to 60 of the 99-D-1, Brake and Train Air Signal Instructions will apply.

Brake pipe pressure to be increased to 100 pounds.

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

#### Air Brake Tests Various Locations

**1155-A5.** A running test of the air brakes must be made before descending grades on the Minersville and Devault running tracks.

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

#### Shifting Movements on Grades

**1155-A6.** On account of grade when performing service at the following locations, engines and cars must have air brake hose coupled and air brake operative:

Atlantic and Pacific Tea Company, Fernwood, Pa.

Before descending grade into any of the following plants, the brake pipe pressure will be raised to 95 lbs., air brake test made in accordance with instruction 11-b of the 99-D-1, Brake and Train Air Signal Instructions, and sufficient time allowed to effect complete charging of the equipment:

Philadelphia Rubber Waste Company, Oxford Road track, Phila.

Budd Company, Chestnut Hill Branch, Midvale.

Allied Chemical Corporation, Grays Ferry.

Fels Company, Darby.

Lachmen's track, Phoenixville.

#### Freight Train Stops

**1155-A7.** Nest—To prevent blocking of Gravers Road crossing (1855 feet east of westward Home signal) westward freight trains consisting of 35 cars or more will stop east of this crossing when westward Home signal governing the movement is in Stop indication and contact the operator for instructions.

**1155-A8.** 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-A9.** Shocks (Columbia Branch)—Account ascending grade, when eastward Home signal indicates Stop, eastward freight trains with 90 or more cars, or with 80% or more of its engine rating, will stop at telephone one-half mile west of this signal and contact operator Cola for instructions.

**1155-A10.** Billmyer (Columbia Branch)—To prevent blocking road crossing to J. E. Baker Company plant, westward trains using siding will stop east of this crossing (approximately 50 car lengths east of Jeb) and ask for instructions.

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

**1155-A11.** 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-A12.** 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-B2.** 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-B4.** 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-B5.** 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

#### 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 at Penrose.

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.

#### Between Hager and Vardo:

1156-A7. Movements between Hager and Vardo (N. & W. R. R.) made on signal indication or on permission of operator at 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 crossings at Town or Hager detached from engines or train.

### 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
TOTAL		10.8		39

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

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

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

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

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

## PASSENGER TRAINS AND FREIGHT TRAINS

## 1157-C1. Maximum Speeds, unless otherwise Specified

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Tracks	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
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 East- ward Limit North Phla. Inter- locking.....	70	45	70	45	70	45	70	45		
Through N. Phla. Interlocking.....	50	40	50	40	50	40	50	40	50	40
Westward Limit North Phla. Inter- locking and Girard Ave. UG Br....	70	45	70	45	70	45	70	45		
Girard Ave. UG Br. and Zoo Inter- locking 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 Paoli.....	70	50	70	50	70	50	70	50		
Paoli and Glen.....	70	50	60	50	60	50	70	50		
Glen and Downs*.....	70	50			60	50	70	50		
Downs and Park*.....	70	50	60	50	60	50	70	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 Inter- locking 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	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
<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 30th St. Station, Phila. Upper Level—Suburban Station (Broad Interlocking).....			30		30		30		30	
30th St. Station, Phila. Upper Level (Broad Interlocking) and north end Market St. Tunnel (Arsenal Interlocking).....			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 South- ward 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 Inter- locking.	All Routes, passenger and freight 30 miles per hour in either direction.									
South end of Penn Interlocking and Arsenal Interlocking Station.....			60	30					60	30
<b>36th Street Connection</b>										
Zoo (36th St.—Conn. with Suburban Line) and Penn (Conn. with River Line).....			30	15					30	15
<b>D.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 Inter- locking.....							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 2,785 feet South Mile Post 26, West Chester Except MU Trains.....	50	30								
MU Trains.....	60									
Yard-Limit Board 2,785 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	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per Hour										
<b>Schuylkill Branch</b>										
MU Trains Valley to Haws Ave.....							60		60	
Other Than MU Trains:										
Valley and Cynwyd.....							60	30	50	20
Cynwyd and Barmouth.....							50	30	50	40
Barmouth and Norris Interlocking Station.....							50	40	50	40
Norris Interlocking Station and Haws Avenue.....							50	35	50	35
<b>Trenton Branch</b>										
Region Post (New York Region) and Dale.....							40	40	50	50
Dale and Glen.....							40	40		
<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								
Roy and State.....							35	35	35	35
<b>Columbia and Port Deposit Branch</b> Region Post (Chesapeake Region) and Port.....										
							30	30	30	30
<b>York Haven Line</b>										
Region Post (Chesapeake Region) and City.....	50	40								
City and Lemo.....							50	40	50	40
Wago Jct. and Lemo.....			40	40	40	40				
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								

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

**1157-C2. Operating against current of traffic, except where Rule 261 is in effect unless otherwise specified.**

Main Line:	Miles per Hour	
	Pagr.	Frt.
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
Trenton Branch.....	40	40
Philadelphia and Thorndale Branch.....	40	40
Atglen and Susquehanna Branch.....	40	40

**1157-C3. Wreck Trains and Work Trains With Crane. †**

	Miles per Hour	
	Boom Trailing	Boom Forward
<b>Main Line</b>		
<b>Between:</b>		
Region Post (New York Region) and Paoli.....	50	40
Paoli and Region Post (Pittsburgh Region)		
Passenger Tracks.....	50	40
Freight Tracks.....	40	30
Arsenal Interlocking Sta. and Region Post (Chesapeake Region).....	50	40
<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>		
<b>Between:</b>		
Valley and Haws Avenue.....	40	30
<b>Schuylkill Secondary Track.....</b>	30	25
<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>		
<b>Between:</b>		
Region Post (Chesapeake Region) 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.

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

Main Line*	Miles per Hour
<b>1157-C4. Circus Trains</b> .....	40
<b>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.</b>	
—on straight track.....	30
—on curves.....	20
<b>1157-C6. Freight trains with 30 or more cars mineral freight</b> .....	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, HMA, U-22 or similar Jenny Type hoppers loaded or empty.....	25
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
<b>1157-C7. Snow Plows in service</b> .....	20
Snow Flangers in service.....	15
Passing station platform and trains on adjacent tracks	5
<b>1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine</b> .....	30
Schuylkill Secondary Track.....	20
<b>1157-C12. Pushing Cars—Passenger Trains</b> .....	25
—Freight Trains.....	20
—Multiple Unit Cars Multiple Unit Trains.....	30
<b>1157-C13. Track Cars—unless otherwise restricted</b> ..	20
—when hauling track cars or trailers.....	15
—through crossovers and turnouts, over highway and railroad crossings and when passing trains on adjacent tracks.....	5
<b>1157-C14. Highway Rail Cars</b>	
—unless otherwise restricted	
—Fairmont A-34.....	30
—Fairmont A-30.....	20
—Willys Jeep.....	20
—Evans auto railer.....	20
—through crossovers and turnouts, and over highway and railroad crossings.....	5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.	
<b>1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement</b> .....	30
<b>1157-C16. Trains having in consist Foamite fire fighting cars</b> .....	50
NOTE—Conductors must notify enginemen when car is in train.....	
<b>1157-C17. Troop trains consisting of freight equipment or of mixed passenger and freight equipment</b> ...	40
<b>1157-C18. Freight trains hauling FNA cars loaded with anti-aircraft twin gun mounts</b> .....	40

NOTE—\*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.

	Miles per Hour	
<b>1157-C19. Portable ballast cleaning outfits</b> .....	20	
<b>1157-C20. Movements on car washing track Penn coach yard, through car washing machine</b> .....	2	
NOTE—After cars have been washed, movement must be stopped, to permit M. E. employes to leave cars.		
<b>TURNOUTS</b>		
<b>1157-D1. Maximum Speed</b>		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Pennroad— South end of siding.....	Trailing—Springing switch through turnout.....	15
Wood— South end of siding.....	Trailing—Springing switch through turnout.....	15
Town— North end of siding.....	Trailing—Springing switch through turnout.....	15
Non-Interlocked turnouts—diverging movements, through No. 8 crossovers and turnouts.....		15
NOTE—This applies to all hand-operated Crossovers and Turnouts and the following interlocked Crossovers or Turnouts:		
BROOKE	Switch to Reading Co. tracks, 165 feet west of Block Station. Switch to west end Birdsboro track. Switch to Birdsboro Freight Station.	
LEMO	Switch to Brooke track, 394 feet west of Block Station. Switch to west end of Brooke track.	
HAGER	—Switch to east leg of Wye. { Crossover between main track and No. 2 yard track.	
<b>1157-E1. Maximum Speeds approaching a Movable Bridge on a track not protected by both a Home Signal and a Distant Signal</b>		
Location	Miles per Hour	
D. R. R. & B. Co. Branch. Jersey (against current of traffic).....	15	



## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum Speed

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
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..... —Freight Trains.....	50 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>D.R.R.R. &amp; B. Co. Branch</b>	
No. 1 track on bridge over Delaware River.....	20
<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. Curve at Swarthmore.....	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, Niels 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
<b>Schuylkill Secondary Track</b>	
Between 1000 feet east and 1000 feet west of Hanover St. Crossing, Pottstown.....	15
Crossing, Reading Co. Brooke.....	15
Curve 1750 feet west of Mile Post 60.....	15
First curve east of Mile Post 93.....	10
Washington St., Pottsville to Mile Post 95.....	20
Curve at Mile Post 95.....	25
First and second curves east and first and second curves west of Mile Post 103.....	20
Cemetery road crossing, 1500 ft. west of Newton.....	10
Between a point 800 ft. east and 800 ft. west of Vulcan Road undergrade (8000 ft. or approximately 1.5 miles west of Newton-L.V.R.R.).....	10
All curves between Newton and Pottsville.....	15
Curve, Mile Post 5 Minersville yard running track.....	10

	Miles per Hour
<b>Trenton Branch</b>	
Bridge 21.82, east of Fort Hill.....	30
<b>Atglen and Susquehanna Branch</b>	
No. 2 track between Block Signal L-255 and Block Signal L-325, except within Fire Interlocking, look- ing for slides.....	20
Fire Interlocking.....	40
<b>Columbia Branch</b>	
No. 1 track over Union, Perry and Mill Sts., Columbia.	20
No. 2 track over Mill, Perry and Union Sts., Columbia.	15
Curve 8254 feet west of Block Signal C-697.....	35
Curve 4000 feet west of Block Signal C-721.....	30
Curve 6002 feet west of Block Signal C-721.....	30
<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	20
Bridge 41.25 North of Pennroad	
Bridge 41.36 North of Pennroad	
Yard tracks between connection to Cumberland Valley Branch and connec- tion to Reading Co. tracks to Rutherford.	
<b>Winchester Secondary Track</b>	
Switches and W. M. Crossings at Town and Hager...	15
Wye at Hagerstown.....	5
<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

	Miles per Hour	
<b>Mercersburg Secondary Track</b>		
Bridge 61.37 Hother (see note).....	15	
Bridge 70.20 Mercersburg Jct. (see note).....	15	
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 hauling engine 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.....		
Mechanicsburg.....	10	
Carlisle.....	20	
Shippensburg.....	20	
Hagerstown.....	6	
Martinsburg.....	10	
Winchester.....	10	
Waynesboro.....	12	
	6	
<b>ENGINES</b>		
<b>1157-G1. Maximum Speeds, unless otherwise restricted</b>		
Class	Miles per Hour	
	Light	With Train
<b>Electric Units:</b>		
B1.....	25	25
DD1.....	50	50
DD2.....	50	70
E2B, E2C, E3B.....	50	60
FF2.....	50	50
GG1 (Nos. 4800, 4858-4938 incl.).....	50	100
GG1 (Nos. 4801-4857 incl.).....	50	90
L6, L6a.....	50	50
01a, 01c.....	50	90
P5, P5a, P5b.....	50	70
MU Cars (Multiple Units) except Class E5 and E6.....	65	
MU Cars (Multiple Units) E5 and E6.....	90	
MU Cars (Multiple Units) Budd Cars Class MP 85.....	80	
Rail Motor Car or Cars.....	65	
RDC (Budd Cars) Multiple Units.....	80	
RDC (Budd Cars) Single Units.....	50	

	Miles per Hour	
	Multiple Light	With Train
<b>Diesel Units:</b>		
Road "A" and "B" Unit Types—		
Passenger.....	60	95
Freight, except EH-15.....	50	65
EH-15.....	50	50
Freight-Passenger.....	60	75
<b>Shifter Types—</b>		
All Classes, except following:	50	60
APS-24MS.....	60	75
AS-16MS, EFS-17M, ES-15MS.....	50	65
ES-15A.....	30	55
ES-6 (No. 5911 only).....	30	40
GS-4, GS-4M.....	30	30
A6-B.....	20	20
Pennsylvania-Reading Seashore Lines—		
BS-16ms (Nos. 6011-6016, 6024-6027 incl.).....	50	80
BS-16ms (Nos. 6007-6010 incl.).....	50	65
BS-16m.....	50	65
BS-15ms.....	50	65
<b>Single Units—Light—</b>		
All Classes, except A6-B.....	30	
A6-B.....	20	

**NOTE—**

Diesel unit type designations:

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

"P"—Passenger.

"F"—Freight.

"H"—Freight (Helper).

"FP"—Freight-Passenger.

"S"—Shifter.

"PS"—Shifter, Passenger.

"FS"—Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

**Electric Units—Horsepower**

Class E2B.....	2500 horsepower
Class E2C.....	3000 horsepower
Class E3B.....	3000 horsepower
Class FF2.....	3000 horsepower
Class P5, P5a.....	3750 horsepower
Class P5b.....	5350 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.....	Connection with No. 4 Running track, East end Marysville....	*20
"A".....	Banks.....	111-B.....	35
"D".....	West end Enola.	Banks.....	20
No. 3.....	Rockville.....	Banks.....	35
No. 4.....	Rockville.....	Banks.....	*35
	Haws Avenue...	Pottsville.....	30
	Pottsville.....	Newton.....	25
Schuylkill.....	Newton.....	Laurel Jct.....	30
	Newton.....	Pottsville.....	See Special Instruction 1157-B1
	(Eastward)		
New Holland...	Downs.....	Glen Moore....	15
New Holland...	Honeybrook...	Cork.....	20
Pomeroy.....	Pomeroy.....	End of track...	15
Quarryville....	Lancaster.....	End of track...	15
Marietta.....	Shocks.....	Cola.....	15
Lebanon.....	Conewago.....	9th Street Lebanon....	20
Lemoyne.....	Lemo.....	Camp.....	15
Dillsburg.....	Dillsburg Jct....	End of track....	20
Northward siding Carlisle.....			10
Waynesboro....	Wood.....	End of track....	20
Waynesboro....	High'w'y Crossing at Mont Alto.....		10
Mercersburg....	South Penn Jct..	End of track....	20
Hagerstown....	Town.....	Hager.....	15
Winchester....	Town.....	Hager.....	15
Winchester....	Hager.....	Winchester....	30
Cumbo.....	Connection with Winchester Secondary track.....	Cumbo yard....	15
All other sidings.....			15

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

1157-J2. 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.





SYMBOL	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
<b>D. R. R. &amp; B. Co. BRANCH:</b> Between Shore and westward end viaduct.....							25	15	X	X		
Between westward end viaduct and Jersey Int. Sta.....					15	15	10	X	X			
Engines coupled restricted to speed indicated. See Special Instruction 1160-A2.	15	15	15	15	15	15	10	X	X			
<b>CHESTNUT HILL BRANCH:</b> North Philadelphia Interlocking.....						X			X	X		
Between— North Phila. and } Allen Lane and } Allen Lane and } Chestnut Hill } Electric Storage Battery Co. (Straight Track only). (Curves)					X	X	X	X	X	X		
Zingers, American Ice, Pioneer Paper, Chevrolet Co., Budd's at Hunting Park, Midvale Yard—Industrial Tracks, Lead to Chelton Ave. Yard, Br. 3.47—Pomona St., Upsal Station Track, Germantown steam heat plant, Br. 5.44—Cresheim Valley (h).	X	X	X	X	X	X	X	X	X	X		
<b>FORT WASHINGTON RUNNING TRACK:</b> St. Martins Coal Co., R. C. White, Globe Holst Co., Metab Co., National Crucible Co., Public Delivery and Century Vault Co., All Other Tracks.				X	X	X	X	X	X	X		
<b>WEST PHILA. ELEVATED BRANCH:</b>							20	20	X			
<b>BELMONT TRACK:</b> M engines may be used in passenger detour service only.							X	X	X			
<b>GRAYS FERRY MOVABLE BRIDGE:</b>	15	15	15	15	X	X	X	X	X			
<b>60th STREET, CHESTER and PHILADELPHIA, track:</b> Haenn Lumber Co.			X	X	X	X	X	X	X			
<b>WASHINGTON AVENUE:</b> Wooden trestle between Arsenal and 24th St.	15	15	15	15	X	X	X	X	X			
<b>GRAYS FERRY BRANCH:</b>							X	X	X			
<b>DELAWARE EXTENSION:</b> Arsenal Movable Bridge..... See Special Instruction 1160-A4. Industrial Leads—D-6 to Passyunk. Lead to Phila. Electric Co.	15	15	15	15	15	15	15	15	X			
<b>GIRARD POINT:</b> Mud Yard—Storage Yard..... New Yard—Old Yard.....					X		X	X	X			
<b>SWANSON STREET:</b>			X	X	X	X	X	X	X			
<b>GREENWICH:</b> East End Tidewater Yard..... West End Tidewater Yard..... Produce Terminal Leads..... Long Curve Running Track to Pay Yard..... Short Curve Running Track to Pay Yard..... Lead to Swanson St. Track at Pay Yard..... Under Ore Loading Hoppers on loop tracks.....	X	X	X	X	X	X	X	X	X	X		
<b>DELAWARE AVENUE:</b> Between Greenwich and Junction Trenton Ave. Elevated.....				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			

SYMBOL	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
<b>WEST CHESTER BRANCH:</b> Large tenders prohibited on account of clearance. Coal height on regular tenders must not exceed normal dimensions of tender without coal. GG1 and P5 engines single unit only may be operated between Arsenal and West Chester. Two Col. 5 engines must not be operated beyond Angora unless spaced by two cars. Br. 4.79—Angora..... Br. 7.11—Gladstone..... Br. 11.87—N. of Wallingford..... Br. 14.41—Media..... Br. 20.31—N. of Glen Mills..... Br. 25.75—S. of Oakbourne..... All Industrial tracks.....	35	35	25	25	25	25	X	X	X	X		
<b>NEWTOWN SQUARE TRACK:</b> Wm. Roberts Coal Co., Washington Lumber Co., Br. 11.22—S. of Llanerch.	X	X	X	X	X	X	X	X	X	X		
<b>CARDINGTON TRACK:</b> Phila. & Western Ry. Co.	X	X	X	X	X	X	X	X	X	X		
<b>NAUGHT TRACK WAWA:</b>						X	X	X	X	X		
<b>WEST CHESTER:</b> Trestle—C. C. Hipple No. 1..... Trestle—C. C. Hipple No. 2..... Trestle—J. L. Haggerty.....	X	X	X	X	X	X	X	X	X	X		
<b>SCHUYLKILL BRANCH:</b> Between 52nd St. and Jeff No. 2 Main Track..... Between 52nd St. and Jeff No. 1 Yard Track..... Industrial Tracks, Wynnefield Ave. to Manayunk Station..... Br. 5.29—Woodbine Ave., Pencoed Track.....						X	X	X	X	X		
<b>MANAYUNK:</b> Hendren Coal Track..... Robinson Steel Co. Track.....			X	X	X	X	X	X	X	X		
<b>MIQUON:</b> Industrial Track.....			X	X	X	X	X	X	X	X		
<b>SPRING MILL:</b> Lee Tire and Rubber Co., Quaker Oil Products Co.			X	X	X	X	X	X	X	X		
<b>CONSHOHOCKEN:</b> Back Track at Freight Station..... P. & J. H. Davis, Geo. J. McFadden Tracks..... Leroy & Williams Track.....			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., W. A. Case & Son Mfg. Co., Atlantic Refinery, American Equipment Co. and Cochran Corp. to end of trestle only, Lukens & Yerkes.	X	X	X	X	X	X	X	X	X	X		
<b>NORRIS:</b> Classification Tracks, East End Extension Track..... Mann Co. Track to Scales only..... Kneass Lumber Co., V. Arena & Sons, Rambo & Regar, Reading Screw and W. F. Doran.				X	X	X	X	X	X	X		
<b>HAWS AVENUE:</b> Dill Co. Track..... Other Industrial and Yard Tracks..... Br. 18.10—Haws Ave.			X	X	X	X	X	X	X	X		
<b>SCHUYLKILL SECONDARY:</b> <b>BETZWOOD:</b> Taylor Track..... Team Track.....						X	X	X	X	X		



SYMBOL	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
<b>STELTON:</b> Freight Station track .....						X	X	X	X	X		
<b>YORK HAVEN LINE:</b> York Haven Paper Mill track .....				X	X	X	X	X	X	X		
Bridge 68.63 west of York Haven, Nos. 1 and 2 tracks .....								40	30	X		
<b>CLY:</b> Wye track .....			X	X	X	X	X	X	X	X		
<b>BRIDGE 72.05 east of Goldsboro, Nos. 1 and 2 tracks .....</b>								50	30	X		
<b>MARSH RUN:</b> U. S. Depot track .....						X	X	X	X	X		
<b>LEMO:</b> Curve to C. V. Bridge .....						X	B5	X	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 (c)</b> .....								X	X	X		
<b>NEW HOLLAND SECONDARY:</b> O. A. Smith Co. track .....		X	X	X	X	X	X	X	X	X		
<b>POMEROY SECONDARY:</b> Buck Run: General Paper Co. track (a) .....				X	X	X	X	X	X	X		
<b>QUARRYVILLE SECONDARY:</b> .....				X	X	X	X	X	X	X		
<b>LEBANON SECONDARY (b)</b> Bridge 16.29 west of Cornwall (g) .....						X		X	X	X		
						X	15	X	X	X		
<b>CUMBERLAND VALLEY BRANCH:</b>												
<b>CAMP:</b> Summit Corp. track .....												
Spangler Flour Mill track .....												
General Foods Corp. track .....				X	X	X	X	X	X	X		
Pennsy Supply Co. track .....												
Moore's Wholesale Co. track .....												
<b>SHIREMANSTOWN:</b> Kinney Shoe Co. track .....												
Quaker Oats track .....				X	X	X	X	X	X	X		
Halston-Purina Co. track .....												
Paul Eberly track .....												
U. S. Steel Homes track .....												
<b>MECHANICSBURG:</b> D. Wilcox track .....				X	X	X	X	X	X	X		
<b>CARLISLE:</b> Ettinger & Sons track .....						X	X	X	X	X		
Beetm side track (a) .....												
Land & Improvement Co. track .....												
<b>SHIPPENSBURG:</b> Bridge 37.85 north of Shippensburg. Elevator track .....				X	X	X	X	X	25	X	X	
<b>SCOTLAND:</b> Orphans School track .....				X	X	X	X	X	X	X		
<b>CHAMBERSBURG:</b> Rota Lumber Co. track (a) .....												
Track inside T. B. Wood Sons gate. Wolf side track north of bridge at College .....												
Wolf Side track (d) .....												
Connection with W. M. at En- gineering Company .....												
Tracks at Reclamation Plant Yard and No. 8 track along erecting shop .....				X	X	X	X	X	X	X		
Slyder track .....												
Second St. Crossing .....												
Electric Light & Speer Co. track ..												
Shop tracks and delivery tracks west of Freight Station .....												
Hollinger track .....												
House and Transfer tracks .....												
Speer low track .....	X	X	X	X	X	X	X	X	X	X		

SYMBOL	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
<b>BRIDGE 51.87 south of Chbg</b> .....						X					30	X
American Stores Abattoir track .....						X						X
<b>GREENCASTLE:</b> Milk track .....						X		X	X	X	X	X
Omwake and Oliver .....				X	X	X		X	X	X	X	X
<b>WINCHESTER SECONDARY:</b>												
<b>HAGERSTOWN:</b> North ladder No. 1 yard .....							X	X	X	X	X	X
Storage and transfer track No. 1 Yard .....												
No. 1 west, No. 1, 2 east transfer tracks .....												
Other transfer tracks .....							X	X	X	X	X	X
Merchant Wholesale Grocery Co. track .....												
J. W. Myers Co. track .....												
Standard Oil track .....												
Back Stockyard track .....												
<b>BRIDGE 82.13 Potomac River</b> .....												X
<b>CV-87:</b> DuPont tracks .....							X	X	X	X	X	X
<b>CUMBO SECONDARY:</b> Security Cement & Lime Co. track ..							X	X	X	X	X	X
W. S. Frey track .....												
<b>MARTINSBURG:</b> Bridge 92.56 north of Martinsburg. North leg of "Y" .....							X	X	20	20	X	X
South leg of "Y" .....							X	X	X	X	X	X
Thorn Lumber Co. south track (a) ..							X	X	X	X	X	X
Johnson Supply track .....							X	X	X	X	X	X
City Water Works track .....	X	X	X	X	X	X	X	X	X	X	X	X
Other yard and industrial tracks ..							X	X	X	X	X	X
Bridge 106.55 south of Ridgeway ..										30	20	X
<b>DILLSBURG SECONDARY</b> .....							15	X	X	X	X	X
<b>WAYNESBORO SECONDARY</b> .....								X	X	X	X	X
See 1157-F1.												
<b>MERCERSBURG SECONDARY</b> Bridges 61.37—Hother (g) .....	15	15	15	15	15	X	X	X	X	X	X	X
Bridge 70.20—Mercersburg Jct. (g) ..												
See 1157-F1.												

## NOTE:

- (a) Engines must not use track beyond point designated.
- (b) Class BS 24 M engines restricted due to close side clearance.
- (c) Class L and Road Diesel engines may use this track between Frazer and Morstein.
- (d) Engine must not be used on bridge or trestle.
- (e) Engines must not go beyond P.R.R. portion of this track.
- (g) Diesel engines, except Class AS-16a and BS-24m, may operate double headed over the following bridges:  
 Bridge 16.29—West of Cornwall  
 Bridge 61.37—Hother  
 Bridge 70.20—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.
- (h) 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.
- (k) Double heading of engines of any class prohibited. All engines must be separated and moved singly unless they are separated by at least 3 cars with gross weight not exceeding 169,000 lbs. each.



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

**1160-A2.** 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 and operators Shore and Jersey must see that no train is permitted on adjacent track while such movement is being made.

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.

**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.** Diesel engines must not enter the Subway of Suburban line eastward of 20th Street 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-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 AS10AM.

**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.&B. Co. Branch—Entire.

Chestnut Hill Branch—Entire.

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

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

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

West Chester Branch—Entire.

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

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

No. 5 track—entire (River Line);

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

Paoli, Duckunder track.

**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 (Psg. Concourse)—track 9.

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

Not more than three (3) Class FF-2 engines may be used coupled, 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 Instruction 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 AS-6 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
Stifftown	Dillsburg Secondary
Washington Ave.	Waynesboro Secondary
60th Street	Mercersburg Secondary

Devault Running track

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 Instruction 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 North Phila. 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 30th St. Sta., Phila. and Suburban Station.

### Bustleton Track

1162-A7. Cars, loads or other equipment higher than 15 feet 3 inches are prohibited under Willetts Road overhead bridge 2.62 (2.62 miles east of Holmes).

### Overhead Clearance

1163-A1. Employees are prohibited from riding on top of moving box cars, engines or other high equipment except:

All yard humps excluding electrified territory where LOW WIRE signs are in service.

### 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, 30th Street Station, Philadelphia, 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 30th Street Station, Phila. (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 Jct.
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 Suburban Line 36th Street)	Penn Interlocking (Connection with River Line).
Grays Ferry	Zoo	Arsenal.
West Chester	Arsenal	West Chester, including hand-operated crossovers 700 feet south Fernwood; 835 ft. north mile post 10; 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, 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; Fort Hill track; Howellville siding; Dale Siding.
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 (K1).
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.
	Eastward Jersey	Entire.
Zoo to 44th St.	Westward Yd. Running	Entire.
	Westward Jersey	Between connections with Eastward Jersey track and westward yard running track west of 44th St.
M-1	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 energised tracks.
	C 1	200 feet, east end.
44th St.	A 26	250 feet, east end.
	A 27	100 feet, east end.
	B 18	125 feet, east end.
	B 19	200 feet, east end.
46th 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.	Entire.
	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	Pagr. Car trk. (South Side)	381 feet.
Paoli Coach yard	Pit	Entire.
	Nos. 0 to 8 inc.	Entire.
	Hill	Entire.
	Connecting	Entire.
Paoli West yard	Freight	Entire.
	Running	Entire.
	Nos. 3 and 4	Entire.
	Duck Under	Entire.
Paoli Shop	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	No. 0	Entire.
	Mail and Exps.	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, 14X, 6X, 7X, 8X, 9X, 10X, 5X, 6Y, 6Y, 7Y, 8Y, 9Y, 7C, 8C	Entire.
	No. 0 and 9-C	State to A.C. Motor stop sign.
	No. 36 and 37	Entire.
State Street yard	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, 34 and No. 2 Main	To A.C. Motor stop sign.
Harrisburg yard	No. 4P and 5P	Harris to Reily, including crossovers east of Reily 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.
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.
	1 and 2 Thoroughfare	7900 feet eastward from Broad St. overhead bridge.
Greenwich	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 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.
	Ladder	Between 7 and 10 tracks (east end of Hump).
South Phila. Enginehouse Facilities	Engine R'ng.	Entire.
	Inward Engine	1425 feet eastward from connection with Engine running track.
	Pit	Entire.
	Eng. Storage	1000 feet, west end.
West End of Ore Yard	Cabin	300 feet, west end.
	No. 14	840 feet from west end.
	No. 15	595 feet from west end.
	No. 16	1075 feet from west end.
	No. 18	740 feet from west end.
	No. 19	580 feet from west end.
	No. 20	615 feet from west end.
Ladder	Between west ends No. 14 and No. 20.	

### 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
Lemoine	No. 1 and No. 2 East leg of Wye	To A.C. Motor stop sign.
Enola Yard: Westbound Relay yard	Ramp	Entire.
	F, G, H and K	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.

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

**1167-A4.** Employees 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 employees are required to work in electrified territory, experienced employees must call their attention to the danger.

### Phase Break

#### 1167-A6.

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

#### 1167-A7. Position Light Phase Break Indicator

Location	Tracks	Location of Indicators	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
<b>MAIN LINE:</b> Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 34.14 Cat. Br. 33.39	4190 Ft. East of Thorn 8167 Ft. East of Thorn
<b>P. AND T. BRANCH:</b> Thorndale Sub-station	1 2	Cat. Br. 34.14 Cat. Br. P-32.34	4190 Ft. East of Thorn 8235 Ft. East of Thorn

### West Chester Branch PB Signs

**1167-A8.** 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.

### Employees—High Equipment

**1167-A9.** Employees 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.

### 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.

#### 30TH ST. STATION PHILA., (RIVER LINE):

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

When requested by inspectors at the above points, engine men 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.

When request to lower pantographs has been made, place boiler in manual operation immediately.

### Examination of Pantographs—Freight Service

52nd Street—Westward when routed via yard.

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

#### Thorndale—

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.

When two or more electric engines (except MU engines) are in use in multiple and electrical trouble develops in which it is necessary to haul one of the engines dead, the control jumpers must be removed from the defective engine to avoid damage which may result because of wiring defects.

### 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.

### Operation of (1) Multiple Unit Car

**1167-A15.** Operation of one (1) multiple unit car is prohibited except when shifting in yards or for movement between Suburban station and Mail Platform, 30th St. Station Phila., 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 30th St. Station, Phila., Upper Level, boiler may be operated in low flame position.

At 30th Street Station, Philadelphia, Lower Level, when outside temperature is above 40 degrees, the boiler must be shut down. Approaching trains will do this passing Zoo and Arsenal. Boiler will not be started until engine is clear of overhead structure.

When outside temperature is below 40 degrees, the boiler must be operated in low flame.

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

**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 30th St. Station, Phila., 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.

Employees 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 or diesel 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.

#### Stainless Steel MU Equipment

1167-A25. Class MP 85 MU equipment (acquired from Budd Company) is equipped with air springs. If there is a failure on any of the air springs, their movement must not exceed a speed of thirty miles per hour, and diverting movements a speed of fifteen miles per hour, to the next terminal. Failure of an air spring will be known by the riding qualities or a possible list of the car.

### TRAIN DISPATCHERS

#### 1201-A1. Location of Train Dispatchers—

Philadelphia (30th St. Station)

Harrisburg (Passenger Station)

Train Dispatchers in charge as follows:

**Main Line:** Between Holmes and Banks  
Between Arsenal and Brill

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

**Secondary Tracks:** 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 Secondary Track

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 need not be supplied to helping engines except when assisting engine is coupled ahead.

## SIGNAL RULES

## 1250-A1. Movement of Trains by Block Signal System Rules

X—Indicates Rules in Effect.

COLUMN 1—Movement of trains in the same direction by Block Signals  
Rules 251, 253 and 254.COLUMN 2—Opposing and following movement of trains by Block Signals  
Rules 261, 262, 263 and 264.COLUMN 3—Movement of trains on Secondary Tracks  
Rules 271, 272 and 273.COLUMN 4—Manual Block Signal System  
Rules 305 to 373 inclusive, except Rule 316.COLUMN 5—Manual Block Signal System  
Rules 305 to 373 inclusive, except Rule 317.COLUMN 6—Manual Block Signal System  
Rule 316, for movements against the current of traffic.COLUMN 7—Manual Block Signal System  
Rule 317, for movements against the current of traffic.COLUMN 8—Automatic Block Signal System  
Rules 501 to 512, with the current of traffic and on single track.COLUMN 9—Automatic Block Signal System  
Rules 501 to 512, against the current of traffic.COLUMN 10—Cab Signals  
Rules 551 to 570, with the current of traffic and on single track.COLUMN 11—Cab Signals  
Rules 551 to 570, against the current of traffic.

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Region Post (New York Region)	Zoo	MAIN LINE 1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	A
Zoo (44th St.)	Overbrook	4	X	...	...	...	...	...	X	X	...	X	...	
Zoo (44th St.)	Overbrook	1	...	X	...	...	...	...	...	X	X	X	...	
Zoo (44th St.)	Overbrook	2	...	X	...	...	...	...	...	X	X	X	X	
New York and Pgh. Subway	Zoo Interlocking	Westward Eastward	...	...	...	...	...	...	...	...	...	X	X	B B
Overbrook	Paoli	1, 2 and 4	X	...	...	...	...	...	X	X	...	X	...	C
Overbrook	Paoli	3	...	X	...	...	...	...	...	X	X	X	X	
Paoli	Glen	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	
Glen	Downs	1 and 4	X	...	...	...	...	...	X	X	...	X	...	
Glen	Downs	2	...	X	...	...	...	...	...	X	X	X	X	
Downs	Park	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	D
Thorn	Cahn	5 and 6 running	...	...	...	...	...	...	...	X	...	X	...	D
Park	Cork	1, 2 and 4	X	...	...	...	...	...	X	X	...	X	...	
Cork	State	1 and 2	X	...	...	...	...	...	X	X	...	X	...	E
State	Harris	Station and Storage tracks	...	...	...	...	...	...	...	...	...	...	...	F
Harris	Region Post (Pgh. Region)	1 and 2	X	...	...	...	...	...	X	X	...	X	...	
Block Sig. 1130	Banks	3 and A running	...	...	...	...	...	...	...	X	...	X	...	
Block Sig. 1125	Banks	4 and D running	...	...	...	...	...	...	...	X	...	X	...	
Arsenal	Brill	1 and 4	X	...	...	...	...	...	X	X	...	X	...	

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
Brill	Region Post (Chesapeake Reg.)	1, 2, 3 and 4	X	...	...	...	...	...	...	X	X	...	X	...	G	
Zoo (34th St.)	Broad	Branches Secondary Tracks and Sidings  Suburban Line 1, 2, 3 and 4	...	X	...	...	...	...	...	...	X	X	...	...	H	
44th St.	34th St.	1 and 4	...	...	...	...	...	...	...	...	X	...	X	...	H	
38th St.	34th St.	4	...	...	...	...	...	...	...	...	...	...	...	X	H	
44th St.	Conn. with West Phila. Elevated Br. (Zoo Int.)	2	...	...	...	...	...	...	...	...	X	...	X	X	H	
Zoo Int. Sta. (38th St. tunnel)	34th St. OH Br.	2 and 3	...	...	...	...	...	...	...	...	X	...	X	...	H	
30th St. Sta. Upper Level (Broad)	Arsenal Int. Sta.	1M and 4M	...	...	...	...	...	...	...	...	X	...	...	...	H	
38th St.	Penn	36th St. Conn. Zoo (Conn. with Suburban Line 1 and 4)	...	...	...	...	...	...	...	...	...	X	...	X	H	
Zoo	Penn	River Line 1 and 4	X	...	...	...	...	...	...	...	...	X	...	X	H	
Penn Inter.		3, 4, 5 and 6	...	...	...	...	...	...	...	...	...	...	...	X	H	
Penn	Arsenal	1 and 4	X	...	...	...	...	...	...	...	...	X	...	X	H	
Penn Inter.		N3 route	...	...	...	...	...	...	...	...	...	...	...	X	X	H
Shore	Jersey (Dist. Post, Atlantic Dist.)	D.R.R. & B. Co. Branch 1 and 2	X	...	...	...	...	...	...	...	...	X	X	X		
North Phila.	Chestnut Hill	Chestnut Hill Branch 1 and 2	X	...	...	...	...	...	...	...	...	X	X	...		
N. Phila. Inter.		2	...	...	...	...	...	...	...	...	...	...	...	X		
Zoo (Conn. with NY & P Subway tracks)	Brill	West Phila. Elevated Br. 2 and 3	...	...	...	...	...	...	...	...	...	X	X	X		
Zoo	Arsenal	Grays Ferry Branch	...	...	...	...	...	...	...	...	...	...	X	...	H	
Arsenal	Media	West Chester Branch 1 and 2	X	...	...	...	...	...	...	...	...	X	X	...		
Media	West Chester	Single	...	...	...	X	...	...	...	...	...	...	...	...		
Valley	Haws Avenue	Schuykill Branch 1 and 2	X	...	...	...	...	...	...	...	...	X	X	...		
Haws Avenue	Laurel Jct.	Schuykill Secondary Track	...	...	X	X	...	...	...	...	...	...	...	...		
Newton	Ulmer (Eastward)	Secondary	...	...	...	X	...	...	...	...	...	...	...	...		
Arsenal	Stadium	Delaware Extension 1 and 2	...	...	...	...	...	...	...	...	...	X	X	X		

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
Region Post (New York Region)	Dale	Trenton Branch														
		1 and 2							X	X		X				
Dale	Glen	2		X							X	X	X			
Dale	Thorn	Philadelphia and Thorndale Branch									X	X		X		
		1 and 2									X	X		X		
Park	Cola	Atglen and Susquehanna Branch									X	X		X		
		1 and 2									X	X		X		
Cola	Lake	1		X							X	X	X	X		
Cola	Lake	Siding									X		X			
Cola	Shocks	2		X							X	X	X	X		
Lake	Wago Jct.	1									X	X		X		
Shocks	Wago Jct.	2									X	X		X		
Port	Region Post (Chesapeake Region)	Columbia and Port Deposit Branch									X	X		X		
		1 and 2									X	X		X		
Cork	Cola	Columbia Branch									X	X		X		
Shocks	Roy	Single		X							X		X			
Roy	State	1 and 2									X	X		X		
Region Post (Chesapeake Region)	Cly	York Haven Line		X								X				
		Single		X								X				
Cly	Lemo	1 and 2		X							X	X		X		
Wago Jct.	Day	3 and 4									X	X		X		J
Lemo	Day	1 and 2									X	X		X		
State	Lemo	Cumberland Valley Branch Single												X		
Lemo	Camp	Single		X									X			
Camp	Town	Single				X										
Hager	Winchester	Winchester Secondary Track Secondary				X	X									
Rockville	Region Post (Northern Reg.)	Williamsport Branch														
		Single		X										X		

NOTE—Interlocking Rules will apply to movement:

- A—On No. 4 track between Holmes and New York Region Post and on Eastward and Westward station tracks North Philadelphia.
- B—New York and Pittsburgh Subway tracks.
- C—On No. 1 track between a point 7,545 feet west of Bryn Mawr Interlocking Station and that Station.
- D—On No. 5 and No. 6 Running tracks between Thorn and Caln, on No. 1 track between a point 21,910 feet west of Thorn Interlocking Station and that Station, and on No. 1 track between a point 10,365 feet east of Park Interlocking Station and that Station.

E—On No. 2 track between a point 14,440 feet east of Harrisburg Station and that Station (controlled by State).

F—Between Harris and State.

G—On No. 1 track between Region Post (Chesapeake Region) and Brill.

H—On all main tracks between Zoo, Broad, Penn and Arsenal.

J—On No. 4 track between a point 10,385 feet east of Cly and Cly.

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



INDICATION—STOP.

INDICATION—PROCEED AT RESTRICTED SPEED.

NAME: Stop—Signal.

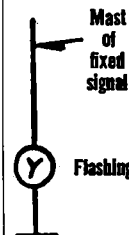
NAME: Restricting.

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

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).



Mast  
of  
fixed  
signal

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.

#### Facing Hand-operated Switches Connected With Manual Block Signal

1362-A. Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

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

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 Birdsboro track east end Brooke interlocking, must report clear of interlocking.

#### 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.

**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

**1559-A1.** On permission of the operator when authorized by the Superintendent Transportation MU trains may be dispatched from their Terminal with cab signal apparatus not in operative condition between:

6.00 A.M., and 9.00 A.M.,  
3.30 P.M., and 6.00 P.M.,

if cab signal test cannot be completed because of failure of equipment or the leading car extends beyond testing section. Such trains may proceed at Authorized speed governed by fixed signal indication and must not pass Stop-and-proceed signal (**Rule 291**) or Restricting signal (**Rule 290**) except when governed by interlocking signals, unless permitted by the operator when authorized by the Superintendent Transportation.

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

- (a) Wire, work and wreck trains, and ballast cleaners to and from work.
- (b) Engines in transfer service.
- (c) Engines moving to and from shop.
- (d) Detour trains.
- (e) Trains and engines from connecting regions or railroads (in emergencies).
- (f) Passenger or freight engines in back-up service, with or without cars.
- (g) Yard or runner engines with or without cars; east of Merion and between Harris and Rockville.
- (h) Road freight trains between Zoo and Stadium to and from Schuylkill Branch.
- (i) Northern Region trains between Harris and Rockville.
- (j) Baltimore & Ohio R. R. trains between Penrose and Stadium.
- (k) Cumberland Valley Branch trains between Lemo and Day.
- (l) N&W Ry. between Hager and Vardo; movements on Main track may be made not equipped with cab signals at restricted speed.

### INTERLOCKING

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

All Interlockings except—	
Landis	Pay (Auto.)
Media	Pennroad
Norris	Hager
Haws Ave.	
Creek (Auto.)	
Brooke	

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**  
Automatic interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
Schuylkill Secondary track	Creek	Reading Co.	Shelter box
South Phila. Swanson St. tracks	Pay	B&O R.R.	Shelter box

At locations listed above, when a train, engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor, engineman or driver track car must be governed by the Instructions posted at the crossing.

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 the engine crew has observed the signal or until one of the trainmen has personally notified the engine crew 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
Block Station . . . . .	Nest—First catenary pole east thereof

**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 Enola Yard, when necessary to pass a non-interlocked signal, when signal cannot be cleared.

#### 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 on Schuylkill Branch and Schuylkill Secondary Track

**1703-A1.** In using trainphones, persons will announce on what channel they are talking when making call.

Between Valley and Haws Avenue (inclusive) Channel 1 will be used.

Between Haws Avenue (exclusive) and Ulmer, Channel 2 will be used and Norris will use Channel 2 when talking to trains, engines and other stations in this territory.

Home Region \_\_\_\_\_ Name \_\_\_\_\_ Occupation \_\_\_\_\_

QUALIFIED FOR SERVICE		
REGION	ZONE	PART OF ZONE QUALIFIED FOR

**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 19, 1959.

**GENERAL ORDER No. 801**

**Effective 2.01 A.M., Sunday, October 25, 1959**

**Applies in All Zones**

- (a) Time-Table No. 8 in effect. It contains the necessary instructions issued in general orders up to and including No. 714, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 8 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 7 to bulletin board attendant after Time-Table No. 8 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**

Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:

Revisions of April 28, 1957:

**Rule 104**, page 34.  
**Rule 331**, page 77.  
**Rule 365**, page 79.  
**Rule 629**, page 90.  
**Form C**, page 98.  
**Form K**, page 99.  
**Rule 4076-J** (added), page 112.

Revisions of October 27, 1957:

**Rule 30**, page 23.  
**Rule 400C-1** (added), page 100.  
**Rule 4103-B**, page 113.  
**Rule 4165-A**, page 131.

Revisions of September 1, 1958:

**Rules G and H**, page 8.  
**Rule R**, third paragraph, page 10.  
**Rule 103**, portion of last paragraph, page 34.  
**Rules 104 and 105**, pages 34 and 35.  
**Rule 502**, page 80.  
**Rule 400N-21**, pages 107 and 108.  
**Rule 4076-F**, page 112, and Index, page 3, 18th line.  
**Rule 4076-I**, page 112.  
**Rule 4154-B**, pages 115 and 116.  
**Rule 4165-A**, page 131.  
**Rule 283**, page 56, NOTE 2 added.  
**Rule 400N-4**, page 105, added.  
**Rule 4076-J**, page 112, in sequence.

Revisions of February 27, 1959:

**Rule 26**, second and third paragraphs, page 23.  
**Rule 34**, page 24.  
**Rule 75**, pages 25 and 26.  
**Rule 76**, second and fourth paragraphs, page 26.  
**Rule 77**, second paragraph, page 26.  
**Rule 99**, fourth paragraph, page 32.  
**Rule 106**, page 35.  
**Rule 204**, third paragraph, page 37.  
**Rule 293-A**, page 68.  
**Rule 365**, second and fifth paragraphs, page 79.  
**Rule 568**, page 87.  
**Rules 701, 702, 703, 704, 705, 706, 707 and 708**, pages 92, 93, 94 and 95.

**Form K**, second paragraph of instructions, page 99.  
**Rule 4165-A**, page 131.

Employes must paste Rule revision in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

- (d) **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 A**

(e) **ATGLEN AND SUSQUEHANNA BRANCH**  
LG-21—PORT

No. 1 track from a point 1450 feet west of Mile Post 26 to a point 2125 feet west of Mile Post 26, out of service. Block Signal L-262 governing eastward movement on No. 1 track, out of service.

Interlocking and Block Station named FIRE located 1300 feet west of Mile Post 26 and south of No. 1 track, consisting of following switches and signals, in service:

Facing switch in No. 2 track for eastward movement, 1450 feet west of Mile Post 26, leading to No. 1 track, equipped for A.C. Electrical Operation:

Facing switch in No. 2 track for westward movement, 2125 feet west of Mile Post 26, leading to No. 1 track, equipped for A.C. Electrical Operation:

Home Signal (pedestal type) governing westward movement on No. 2 track, 1200 feet west of Mile Post 26:

Low Home Signal governing westward movement from No. 1 track, 1200 feet west of Mile Post 26:

Home Signal (pedestal type) governing eastward movement from No. 1 track, 2450 feet west of Mile Post 26:

Low Home Signal governing eastward movement on No. 2 track, 2450 feet west of Mile Post 26.

Page 19 Time-Table No. 7, changed.

Special Instruction 1167-A2, changed.

Trains and engines must not exceed a speed of 20 miles per hour on No. 2 track between Fixed Signal L-255 and Fixed Signal L-325 except, within Fire Interlocking, 40 miles per hour.

Special Instruction 1157-F1, applies.

**Applies in Zone B**

(f) **WEST CHESTER BRANCH**  
SWARTHMORE—WALLINGFORD

Trailing hand-operated switch in No. 1 track 415 feet south of Swarthmore Passenger Station, leading to Swarthmore College track, out of service.

**Applies in Zone D**

(g) **COLUMBIA BRANCH**  
HIGHSPIRE—STATE

Paragraph (e) General Order No. 712, referring to temporary speed restriction of 20 miles per hour on No. 2 track between a point 5280 feet west Fixed signal 981 and Fixed signal 1015, annulled.

Special Instruction 1157-F1, changed.

**Applies in Zone E**

(h) **CUMBERLAND VALLEY BRANCH**  
SOUTH PENN JUNCTION—MASON DIXON

**(Temporary Speed Restriction.)**

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 62 and Mile Post 65, account track conditions.

Special Instruction 1157-F1, changed.

(i) **CUMBERLAND VALLEY BRANCH**  
GREENCASTLE—MAUGANSVILLE

**(Temporary Speed Restriction.)**

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 67 and Mile Post 70, account track conditions.

Special Instruction 1157-F1, changed.

This General Order is printed in Time-Table No. 8 and will not be issued in sticker form.

**W. G. DORWART,**  
Superintendent Transportation





