

T.H.S. 400

THE PENNSYLVANIA RAILROAD

PHILADELPHIA REGION

(Except Atlantic District)

TIMETABLE No. 13

In effect 2.01 A. M., Sunday, April 29, 1962

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

A. M. HARRIS,
General Manager Transportation.

H. C. KOHOUT,
Regional Manager.

W. G. DORWART,
Superintendent Transportation.

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945	Phila.-Wilmington Local.....	78	950	Wilmington-Phila. Local.....	100
947	Phila.-Wilmington Express.....	55	956	Wilmington-Phila. Local.....	134
859	Phila.-Wilmington Local.....	44	958	Wilmington-Phila. Local.....	95
			964	Wilmington-Phila. Local.....	89
			968	Chester-Phila. Express.....	89
971	Phila.-Chester Local.....	19			
973	Phila.-Chester Local.....	55			
975	Phila.-Chester Local.....	60	970	Chester-Phila. Local.....	91
977	Phila.-Chester Local.....	77	976	Chester-Phila. Local.....	132
979	Phila.-Chester Local.....	20	978	Chester-Phila. Local.....	84
981	Phila.-Chester Local.....	41	980	Chester-Phila. Local.....	97
			982	Chester-Phila. Local.....	117
			984	Chester-Phila. Local.....	104
1004	Atlantic City-Phila. Express.....	29	1001	Phila.-Atlantic City Express.....	97
1008	Atlantic City-Phila. Express.....	34	1011	Phila.-Atlantic City Express.....	108
1022	Atlantic City-Phila. Express.....	56	1029	Phila.-Atlantic City Express.....	123
1026	Atlantic City-Phila. Express.....	71	1031	Phila.-Atlantic City Express.....	128
1038	Atlantic City-Phila. Express.....	75	1053	Phila.-Ocean City-Wildwood-Cape May Express.....	89
1054	Cape May-Wildwood-Ocean City-Phila. Express.....	51	1057	Phila.-Ocean City-Wildwood-Cape May Express.....	102
1056	Cape May-Wildwood-Ocean City-Phila. Express.....	61	1059	Phila.-Ocean City-Wildwood-Cape May Express.....	112
1060	Cape May-Wildwood-Ocean City-Phila. Express.....	75	1063	Phila.-Ocean City-Wildwood-Cape May Express.....	129
1066	Cape May-Wildwood-Ocean City-Phila. Express.....	73	1065	Phila.-Ocean City-Wildwood-Cape May Express.....	137

NOTE—Applies on pages 8 to 17, inclusive:
 X Indicates in service continuously.
 B Indicates in service part-time.
 C Indicates controlled by.
 O Indicates trainphone.
 R Indicates remote controlled from.
 A Indicates Automatic Interlocking.

MAIN LINE

Interlocking Station	Block Station	STATIONS	Distance from Jersey City	Sidings Assigned Direction Car Capacity 50 ft. cars		
				East	West	Both
		REGION POST (N. Y. Region)	76.0			
X	X	HOLMESBURG JCT.	77.2			
		HOLMES	77.2			
		TACONY	78.2			
		WISSINOMING	78.3			
		BRIDESBURG	80.1			
		FRANKFORD	80.9			
X	X	FORD	81.2			
		FRANKFORD JCT.	81.8			
X	X	SHORE	82.1			
		NORTH PENN	83.9			
X	X	NORTH PHILADELPHIA	85.0			
		NORTH PHILADELPHIA	85.1			
X	X	ZOO	88.1			
			Distance from Sub. Sta., Phila.			
X	X	ZOO (44th St.)	3.2			
		52nd STREET	3.9			
X		VALLEY—R-Overbrook	4.0			
X	X	OVERBROOK	5.4			
		OVERBROOK	5.4			
		MERION	6.5			
		NARBERTH	6.9			
		WYNNEWOOD	7.4			
		ARDMORE	8.5			
		HAVERFORD	9.1			
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	PAOLI	19.8			
		PAOLI	19.9			
		MALVERN	21.8			
X		FRAZER	23.7			
		GLEN—R-Thorn	25.3			
		WHITFORD	28.2			
X		DOWNES—R-Thorn	32.1			
		DOWNINGTOWN	32.3			
X	X	THORN	35.0			
		THORNDALE	35.0			
X		CALN—R-Thorn	36.6			
		COATESVILLE	38.4			
		POMEROY	41.9			
X	X	PARK	43.9			
		PARKESBURG	44.2			
		ATGLEN	47.1			
		CHRISTIANA	48.3			
		GAP	51.2			
		KINZER	54.1			
		LEAMAN PLACE	56.7			
		LEAMAN	57.0			
		GORDONVILLE	58.1			
		RONK	60.0			
		BIRD-IN-HAND	61.2			
		LANCASTER	68.0			
X	X	CORK (Reading Company Crossing)	68.1			

(Continued)

MAIN LINE

Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
				East	West	Both
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	MIDDLETOWN	94.7			
		STATE	104.6			
X	X	HARRISBURG	104.6			
X	X	HARRIS	104.8			
X	X	ROCKVILLE	110.2			
X	X	MARYSVILLE	112.0			
		BANKS	113.2			
		REGION POST (Pgh. Region)	113.3			
			Distance from Sub. Sta., Phila.			
X	X	ARSENAL	2.1			
X	X	BRILL	4.1			
		DARBY	6.0			
		REGION POST (Chesapeake Reg.)	6.3			

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

Trainphone locations other than Block Stations—

Harrisburg Station, Yard office east end;

Harrisburg Station, Stationmaster's office.

Lancaster (Dillerville) Yard office.

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

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

Station	Hours in service
Landis	9.00 A.M. to 5.00 P.M. Daily except Saturday, Sunday and Memorial Day May 30; Independence Day July 4; and Labor Day Sept. 3.

SUBURBAN LINE

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

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

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 ARSENAL	2.9			
The direction from Zoo to Arsenal is Southward.							
36th STREET CONNECTION							
X	X	X-O	ZOO				
X	X	X	PENN.	5000ft			
The direction from Zoo to Penn is Eastward. Trainphone locations other than Block Stations— Penn Coach yard office; P-5 Yard office.							
D. R. R. R. & B. CO. BRANCH							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	SHORE	8.2			
			FRANKFORD JUNCTION	8.5			
			DISTRICT POST (Atlantic Dist.)	10.9			
X	X	X	JERSEY (Atlantic District)	11.0			
The direction from Shore to Jersey is Eastward.							
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	0.3			
			WESTMORELAND	0.3			
			QUEEN LANE	0.3			
			CHELLEN AVENUE	0.3			
			TULPEHOCKEN	0.3			
			UPSAL	0.3			
			CARPENTER	0.3			
			ALLEN LANE	0.3			
			ST. MARTINS	5.6			
			HIGHLAND	6.1			
X	B	B	CHESTNUT HILL	6.6			
The direction from North Philadelphia to Chestnut Hill is Eastward.							
Interlocking, Block and Block-Limit Stations in service part-time as follows:							
Station	Hours in Service						
Chestnut Hill	5.20 A.M. to 10.40 P.M. Daily.						
When Chestnut Hill Block Station is not in service Eastward trains must report to operator North Philadelphia when clear of main track at Chestnut Hill.							

WEST PHILADELPHIA ELEVATED BRANCH							
Interlocking	Interlocking Station	Block Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ZOO				
X	X	X	ARSENAL	2.5			
X	X	X	BRILL	4.6			
The direction from Zoo to Brill is Southward.							
GRAYS FERRY BRANCH							
Interlocking	Interlocking Station	Block Station	STATIONS	Dist. from Zoo Interlocking	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ZOO				
X	X	X	ARSENAL	2.4			
The direction from Zoo to Arsenal is Southward.							
WEST CHESTER BRANCH							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sub. Sta., Phila.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
X	X	X	ARSENAL	2.1			
			FORTY-NINTH STREET	3.2			
			ANGORA	4.4			
			FERNWOOD-YEADON	5.4			
			LANSDOWNE	6.3			
			GLADSTONE	6.9			
			CLIFTON-ALDAN	7.5			
			PRIMOS	8.1			
			SECANE	8.8			
			MORTON-RUTLEDGE	9.9			
			SWARTHMORE	11.2			
			WALLINGFORD	12.3			
			MOYLAN-ROSE VALLEY	13.2			
X	X	X	MEDIA	14.0			
			ELWYN	15.0			
			WILLIAMSON SCHOOL	15.8			
			GLEN RIDDLE	16.6			
			LENNI	17.3			64
			WAWA	18.0			
			DARLINGTON	18.7			
			GLEN MILLS	20.2			
			LOCKSLEY	21.5			
			CHEYNEY	22.2			21
			WESTTOWN	23.9			
			END OF BLOCK SIGN	26.8			
			WEST CHESTER	27.4			
The direction from Arsenal to West Chester is Southward.							

SCHUYLKILL BRANCH									
SCHUYLKILL SECONDARY TRACK									
Interlocking Station	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	6.3				
				MANAYUNK	7.3				
				SHAWMONT	9.6				
				MIQUON	10.3				
				SPRING MILL	12.4				
				CONSHOHOCKEN	13.6				
				IVY ROCK	15.1				
				EARNEST	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-A				BETZWOOD	21.8				
				CREEK (Reading Co. Crossing)	24.6				
				OAKS	24.8			80	
				PHOENIXVILLE	28.1				
				CROMBY	30.4				
				SPRING CITY	32.3			155	
			X	PARKERFORD	35.1				
				LOCK—C-Norris	37.8			294	
				POTTSTOWN	40.3				
				MONOCACY	46.7				
				DYER	47.2				
				BIRDSBORO	49.1				
X	X	X-O		BROOKE (Reading Co. Xing)	49.2				
				READING	58.3				
				GROUND	62.8				
				TEMPLE	64.2				
			X	ORCHARD—C-Norris	67.1				
				LEESPORT	67.7				
			X	SHOEMAKERSVILLE	71.7			49	
				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	X	X	X	NEWTON—C-Norris	162.9				
				LAUREL JCT. } L.V.R.R.	157.7				

NOTE—Mileage Laurel Jct. to Newton is computed from Jersey City (via Lehigh Valley R. R.)
 The direction from Valley to Laurel Jct. is Westward.
 Trainphone locations other than Block Stations—
 Phoenixville, Agent's office;
 Pottstown, Yard office;
 Reading, Yard office.

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

Station	Hours in Service
Laurel Jct. (LVRR)	6.00 A.M. Monday to 6.00 A.M. following Saturday

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

The direction from Arsenal to Stadium is Eastward.

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

TRENTON BRANCH									
Interlocking Station	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					
		X-O	PLYMOUTH MEETING	17.6					
			NEST	15.7					
			EARNEST	15.7					
			RAMBO	14.4					
			TB-20	14.2					
			TB-22	12.5					
			KING	11.3					
X			HOWELLVILLE	7.7			62		
			DALE—R-Thorn	0.7			55		
X			GLEN—R-Thorn						

The direction from Morris to Glen is Westward.

PHILADELPHIA AND THORNDALE BRANCH

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

The direction from Dale to Thorn is Westward.

ATGLEN AND SUSQUEHANNA BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Park	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	PARK				
			Q	10.3			
			LG-14	16.4			
			SMITH	22.3	86		
			LG-21	23.3			
			LG-30	29.3			
X			PORT—R-Cola	33.7			
X			MANOR—R-Cola	36.6			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	48.3			
			WAGO JUNCTION	50.6			

The direction from Park to Wago Jct. is Westward.
Smith is an Emergency Block Station in service only when opened by Train Order or General Order.

COLUMBIA 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			

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-O	CORK	58.1			
X	X	X	MOUNTVILLE	75.6			
X	X	X	COLA	80.1			
X			COLUMBIA } (A. & S. Branch)	80.1			250
			SHOCKS R-Cola	87.4			
X			BILLMYER	89.2			
X			JEB—R-Cola	89.8			
X			BAINBRIDGE	90.9			
X			FALMOUTH	94.9			
X			ROY—R.State	98.9			
			STATIONS	Distance from Sub. Sta., Phila. via Main Line			
X			ROY—R.State	94.5			
			MIDDLETOWN	94.7			
			HIGHSPIRE	98.9			
			STEELTON	99.5			
X	X	X-O	STATE	104.6			

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

YORK HAVEN LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Calvert Sta., Balt.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			REGION POST (Chesapeake Region)	66.7			
			WAGO JUNCTION	66.7			
X	X	X-O	YORK HAVEN	69.5			
			CLY	69.9			175
			GOLDSBORO	72.4			
X	X	X	NEW CUMBERLAND	81.2			
X			LEMO	83.2			
X	X	X	DAY	85.8			

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

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			
				LEMOYNE	3.3			
				CAMP—R-Lemo	3.5			
				MECHANICSBURG	8.2			
				DILLSBURG JUNCTION	8.9			
				NEW KINGSTON	11.3			
				WATTS	17.1			
				CARLISLE	18.3			98
				GREASON	23.7			
				SPRING—C-Pennroad	29.1			130
				NEWVILLE	30.0			
				OAKVILLE	34.0			
X	X	X		SHIPPENSBURG	40.6			196
				PENNROAD	41.6			
				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			
				MAUGANSVILLE	70.5			
X	X	X		TOWN—(W. M. Rwy. Crossing)	73.7	171		
				HAGERSTOWN	74.2			55
X	X	X-O		HAGER—(W. M. Rwy. Crossing)	74.8			
				WILLIAMSPORT	80.6			
				POT—C-Hager	83.8			114
				FALLING WATERS	85.2			
				CV-37	86.7			
				BEDINGTON	87.8			
				GARD—C-Hager	89.8			
				BERKELEY	89.9			
				MARTINSBURG	93.0			
				TABLERS	98.2			
				INWOOD—C-Hager	101.5			
				BUNKER HILL	103.7			
				RIDGEWAY	106.1			
				CLEAR BROOK	109.2			
				BYRD—C-Hager	115.0			
				WINCHESTER	115.9			

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

WILLIAMSPORT BRANCH (MAIN LINE NORTHERN REGION)

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

* Includes 172 car lengths on Northern Region.

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

NEW HOLLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Downs	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			ENDS				
			End of Track (3100 feet west of M. P. 7)				
			HONEY BROOK	18.1			
			NARVON	21.9			
			CEDAR LANE	24.6			
			EAST EARL	25.1			
			NEW HOLLAND	25.1			
			LEOLA	29.4			
			GREENFIELD	33.0			
X	X	X	CORK	41.0			

The direction from Downs to Cork is Westward.

POMEROY SECONDARY TRACK

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

The direction from Pomeroy to Chatham is Southward.

QUARRYVILLE SECONDARY TRACK

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

The direction from Lancaster to Quarryville is Southward.

LEBANON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Conewago	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			CONEWAGO				
			BELLAIRE	5.0			
			LAWN	7.3			
			COLEBROOK	12.3			
			MOUNT GRETN	14.0			
			SUMMIT	16.1			
			CORNWALL	16.1			
			LEBANON	21.2			

The direction from Conewago to Lebanon is Eastward.

DILLSBURG SECONDARY TRACK

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

The direction from Dillsburg Junction to Dillsburg is Southward.

WAYNESBORO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Wood	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
			WOOD				
			FAYETTEVILLE	5.5			
			EAST FAYETTEVILLE	7.3			
			LEDY	10.3			
			MONT ALTO	12.3			
			KNEPPER	13.3			
			QUINCY	14.3			
			NUNNERY	16.3			
			WAYNESBORO	18.4			

The direction from Wood to Waynesboro is Southward.

MERCERSBURG SECONDARY TRACK

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

The direction from South Penn Junction to Mercersburg is Westward.

STATIONS	FIRST CLASS		
	⊕●601 DAILY EX. SAT. & SUN.	⊕●705 DAILY EX. SUN.	⊕●907 DAILY EX. SAT. & SUN.
	A. M.	A. M.	A. M.
HOLMESBURG JCT.	Will Not Run	Will Not Run	Will Not Run
TACONY	May 30	May 30	May 30
WISSINOMING	July 4	July 4	July 4
BRIDESBURG	Sept. 3	Sept. 3	Sept. 3
FRANKFORD			
JERSEY (Atl. Dist.)	MU	MU	MU
FRANKFORD JCT. SHORE			
NORTH PENN			
NORTH PHILA.			
ZOO			
PHILA. - { Lower Level 30th ST. Upper Level			
SUBURBAN - { Arrive Leave	\$ 6.00	\$ 6.04	
PHILA. - { Upper Level 30th ST. Lower Level	\$ 6.03	\$ 6.07	
ARSENAL	6.05	6.10	
BRILL		6.13	
DARBY		\$ 6.15	
ZOO			
FIFTY-SECOND ST.			
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER	\$ 5.50		
LANDIS			
MOUNT JOY	\$ 6.02		
ELIZABETHTOWN	\$ 6.09		
MIDDLETOWN	\$ 6.17		
OLY. York Haven LEMO. Line			
HARRISBURG	\$ 6.45		
ROCKVILLE			
BANKS			
	A. M.	A. M.	A. M.
	601	705	907

	FIRST CLASS				
	⊕●401 DAILY EX. SAT. & SUN.	●303 DAILY	⊕●655 DAILY EX. SAT. & SUN.	⊕●9 DAILY EX. SUN. & MON.	⊕●501 DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	Will Not Run		Will Not Run	5.43	\$ 5.51
	May 30		May 30	Will Not Run	\$ 5.54
	July 4		July 4	May 31	\$ 5.56
	Sept. 3		Sept. 3	July 5	\$ 5.58
				Sept. 4	\$ 6.00
		MU	MU		
					\$ 6.02
				5.48	6.03
				5.53	\$ 6.09
				5.68	6.14
					\$ 6.19
		\$ 6.10	\$ 6.20		\$ 6.22
	\$ 6.10	\$ 6.13	\$ 6.23	Run Via 52nd St. Freight Yard	
	6.13				
	6.16				
		6.16	6.26		
	\$ 6.19		6.29		
	\$ 6.22			6.45	
	\$ 6.24				
	\$ 6.26				
	\$ 6.28				
	\$ 6.30				
	\$ 6.32				
	\$ 6.34			6.50	
	\$ 6.36				
	\$ 6.38				
	\$ 6.40				
	\$ 6.42				
	\$ 6.44				
	\$ 6.46				
	\$ 6.48				
	\$ 6.50				
	\$ 6.52				
	\$ 7.00			7.00	
					Will Not Run May 30 July 4 Sept. 3
				8.22	
				8.35	
				# 10.45	
				10.55	
				11.05	
	A. M.	A. M.	A. M.	A. M.	A. M.
	401	303	655	9	501

STATIONS	FIRST CLASS		
	⊕●811 DAILY EX. SAT. & SUN. A. M.	⊕●711 DAILY EX. SAT. & SUN. A. M.	⊕●659 DAILY EX. SAT. & SUN. A. M.
	HOLMESBURG JOT. TACONY WISSINOMING BRIDESBURG FRANKFORD JERSEY (Atl. Dist.)	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
FRANKFORD JOT. SHORE NORTH PENN. NORTH PHILA. ZOO 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 WHITFORD DOWNINGTOWN THORN COATESVILLE PARKESBURG LANCASTER LANDIS MOUNT JOY ELIZABETHTOWN MIDDLETOWN CLY. York Haven LEMO. Line HARRISBURG ROCKVILLE BANKS			
	811	711	659

	FIRST CLASS				
	⊕●507 DAILY EX. SAT. & SUN. A. M.	⊕◇201 DAILY EX. SUN. A. M.	●309 DAILY A. M.	⊕●813 DAILY EX. SUN. A. M.	⊕●1004 DAILY EX. SUN. A. M.
	\$ 7.09	7.19			
	\$ 7.11	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	\$ 7.13				
	\$ 7.15				
	\$ 7.17				7.28
	MU		MU	MU	
	\$ 7.19				D 7.30
	7.20	7.24			7.31
	\$ 7.24	D 7.29		\$ 7.32	\$ 7.36
	7.28	7.34		7.36	7.40
		\$ 7.39			\$ 7.46
	\$ 7.33			\$ 7.40	
	\$ 7.36			\$ 7.43	
			\$ 7.38		
			\$ 7.41		
				7.44	
			\$ 7.47		
			\$ 7.50		
			\$ 7.52		
			\$ 7.54		
			\$ 7.56		
			\$ 7.58		
			\$ 8.00		
			\$ 8.02		
			\$ 8.04		
			\$ 8.06		
			\$ 8.08		
			\$ 8.10		
			\$ 8.12		
			\$ 8.14		
			\$ 8.16		
			\$ 8.18		
			\$ 8.20		
			\$ 8.25		
	Will Not Run May 30 July 4 Sept. 3				
	A. M.	A. M.	A. M.	A. M.	A. M.
	507	201	309	813	1004

STATIONS	FIRST CLASS		
	●317 DAILY A. M.	‡663 DAILY EX. SUN. A. M.	●781 SATURDAY ONLY A. M.
	HOLMESBURG JCT. TAOONY WISSINOMING BRIDESBURG FRANKFORD JERSEY (Act. Dist.) FRANKFORD JCT. SHORE NORTH PENN. NORTH PHILA. ZOO PHILA. - (Lower Level 30th ST. (Upper Level SUBURBAN - (Arrive Leave \$ 9.45 \$ 9.55 \$ 9.55 PHILA. - (Upper Level 30th ST. (Lower Level \$ 9.48 \$ 9.58 \$ 9.58 ARSENAL 10.00 BRILL DARBY ZOO 9.51 10.01 FIFTY-SECOND ST. 9.53 10.04 OVERBROOK \$ 9.56 MERION \$ 9.58 NARBERTH \$ 10.00 WYNNWOOD \$ 10.02 ARDMORE \$ 10.04 HAVERFORD \$ 10.06 BRYN MAWR \$ 10.08 ROSEMONT \$ 10.10 VILLANOVA \$ 10.12 RADNOR \$ 10.14 ST. DAVIDS \$ 10.16 WAYNE \$ 10.18 STRAFFORD \$ 10.20 DEVON \$ 10.22 BERWYN \$ 10.24 DAYLESFORD \$ 10.26 PAOLI \$ 10.30 MALVERN WHITFORD DOWNTOWN THORN COATESVILLE PARKESBURG LANCASTER LANDIS MOUNT JOY ELIZABETHTOWN MIDDLETOWN OLY York Haven LEMO Line HARRISBURG ROCKVILLE BANKS A. M. A. M. A. M. 317 663 781	Will Not Run May 30 July 4 Sept. 3	

	FIRST CLASS				
	●115 DAILY A. M.	‡825 DAILY EX. SUN. A. M.	‡319 DAILY EX. SUN. A. M.	‡719 DAILY EX. SAT. & SUN. A. M.	‡531 DAILY EX. SAT. & SUN. A. M.
	9.47 Will Not Run May 30 July 4 Sept. 3 MU 9.52 \$ 9.56 \$ 10.00 10.00 \$ 10.08 \$ 10.11 \$ 10.15 \$ 10.25 \$ 10.18 \$ 10.28 10.08 10.12 10.21 10.23 \$ 10.26 \$ 10.28 \$ 10.30 \$ 10.32 \$ 10.34 \$ 10.36 \$ 10.38 \$ 10.40 \$ 10.42 \$ 10.44 \$ 10.46 \$ 10.48 \$ 10.50 \$ 10.52 \$ 10.54 \$ 10.56 \$ 11.00 A. M. A. M. A. M. A. M. A. M. 115 825 319 719 531	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3

STATIONS	FIRST CLASS		
	●121 DAILY A. M.	‡●831 DAILY EX. SUN. A. M.	●323 DAILY A. M.
	HOLMESBURG JCT. TACONY WISSINOMING BRIDESBURG FRANKFORD JERSEY (Actl. Dist.) FRANKFORD JCT. SHORE NORTH PENN NORTH PHILA. ZOO 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 WHITFORD DOWNINGTOWN THORN COATESVILLE PARKESBURG LANCASTER LANDIS MOUNT JOY ELIZABETHTOWN MIDDLETOWN CLY. York Haven LEMO Line HARRISBURG ROCKVILLE BANKS	11.17 Will Not Run May 30 July 4 Sept. 3 MU 11.22 \$ 11.26 11.30 \$ 11.38 \$ 11.41 \$ 11.35 11.39 11.42 11.51 11.53 \$ 11.56 \$ 11.58 \$ 12.00 \$ 12.02 \$ 12.04 \$ 12.06 \$ 12.08 \$ 12.10 \$ 12.12 \$ 12.14 \$ 12.16 \$ 12.18 \$ 12.20 \$ 12.22 \$ 12.24 \$ 12.26 \$ 12.30	
	A. M.	A. M.	P. M.
	121	831	323

STATIONS	FIRST CLASS				
	●725 DAILY A. M.	‡●833 DAILY EX. SUN. NOON	‡●325 DAILY EX. SAT. & SUN. P. M.	‡●919 DAILY EX. SAT. & SUN. P. M.	●981 SATURDAY ONLY P. M.
	HOLMESBURG JCT. TACONY WISSINOMING BRIDESBURG FRANKFORD JERSEY (Actl. Dist.) FRANKFORD JCT. SHORE NORTH PENN NORTH PHILA. ZOO 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 WHITFORD DOWNINGTOWN THORN COATESVILLE PARKESBURG LANCASTER LANDIS MOUNT JOY ELIZABETHTOWN MIDDLETOWN CLY. York Haven LEMO Line HARRISBURG ROCKVILLE BANKS		Will Not Run May 30 July 4 Sept. 3 MU \$ 12.00 12.04 \$ 12.08 \$ 12.11 \$ 11.55 \$ 11.58 12.00 12.21 12.23 \$ 12.26 \$ 12.28 \$ 12.30 \$ 12.32 \$ 12.34 \$ 12.36 \$ 12.38 \$ 12.40 \$ 12.42 \$ 12.44 \$ 12.46 \$ 12.48 \$ 12.50 \$ 12.52 \$ 12.54 \$ 12.56 \$ 1.00	Will Not Run May 30 July 4 Sept. 3 MU \$ 12.15 \$ 12.18 12.26 12.29 \$ 12.31	Will Not Run May 30 July 4 Sept. 3 MU \$ 12.20 \$ 12.23 12.26 12.29 \$ 12.31
	NOON	P. M.	P. M.	P. M.	P. M.
	725	833	325	919	981

STATIONS	FIRST CLASS		
	⚡727 DAILY EX. SAT. & SUN. P. M.	⚡027 DAILY EX. SAT. & SUN. P. M.	211 DAILY P. M.
	HOLMESBURG JCT. TACONY WISSINOMING BRIDESBURG FRANKFORD JERSEY (Att. Dist.)	Will Not Run May 30 July 4 Sept. 3 MU	Will Not Run May 30 July 4 Sept. 3 MU	12.18 No Baggage Service Sun. and May 30 July 4 Sept. 3
FRANKFORD JCT. SHORE NORTH PENN. NORTH PHILA. ZOO 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 WHITFORD DOWNTOWN THORN COATESVILLE PARKESBURG LANCASTER LANDIS MOUNT JOY ELIZABETHTOWN MIDDLETOWN CLY. York Haven LEMO. Line HARRISBURG ROOKVILLE BANKS			12.23 \$ 12.27 12.32 \$ 12.37 \$ 12.25 \$ 12.28 12.30 12.36 12.38 \$ 12.41 \$ 12.43 \$ 12.45 \$ 12.47 \$ 12.49 \$ 12.51 \$ 12.54
	P. M.	P. M.	P. M.
	727	027	211

	FIRST CLASS				
	●835 DAILY P. M.	●327 DAILY P. M.	⚡729 DAILY EX. SUN. P. M.	33 DAILY P. M.	⚡837 DAILY EX. SUN. P. M.
				Will Not Run May 30 July 4 Sept. 3 MU	No Baggage Service Sun. and May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3 MU
	\$ 12.30 12.34				\$ 1.00 1.04
	\$ 12.38 \$ 12.41				\$ 1.08 \$ 1.11
		\$ 12.40 \$ 12.43	\$ 12.55 \$ 12.58	\$ 1.00	
			1.00		
		12.46 12.48		1.06 1.07	
	\$ 12.51 \$ 12.53 \$ 12.55 \$ 12.57 \$ 12.59			1.10	
	\$ 1.01 \$ 1.03 \$ 1.05 \$ 1.07 \$ 1.09			1.16	
	\$ 1.11 \$ 1.13 \$ 1.15 \$ 1.17 \$ 1.19				
	\$ 1.21 \$ 1.25			\$ 1.30	
				1.45	
				\$ 1.50 1.55	
				\$ 2.18	
				2.38	
				\$ 2.51 3.00	
				3.10	
				3.15	
	P. M.	P. M.	P. M.	P. M.	P. M.
	835	327	729	33	837

STATIONS	FIRST CLASS		
	●331	●733	‡●033
	DAILY	DAILY	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.
HOLMESBURG JCT.			
TACONY			
WISSINOMING			Will Not Run May 30 July 4 Sept. 3
BRIDESBURG			
FRANKFORD			
JERSEY (Atl. Dist.)	MU	MU	MU
FRANKFORD JCT. SHORE			
NORTH PENN.			
NORTH PHILA.			
ZOO			
PHILA. - Lower Level 30th ST. Upper Level			
SUBURBAN - Arrive Leave	\$ 1.45	\$ 1.55	\$ 2.00
PHILA. - Upper Level 30th ST. Lower Level	\$ 1.48	\$ 1.58	\$ 2.03
ARSENAL		2.00	
BRILL			
DARBY			
ZOO	1.51		2.06
FIFTY-SECOND ST.	1.53		\$ 2.09
OVERBROOK	\$ 1.56		\$ 2.12
MERION	\$ 1.58		\$ 2.14
NARBERTH	\$ 2.00		\$ 2.18
WYNNEWOOD	\$ 2.03		\$ 2.18
ARDMORE	\$ 2.05		\$ 2.20
HAVERFORD	\$ 2.07		\$ 2.22
BRYN MAWR	\$ 2.09		\$ 2.24
ROSEMONT	\$ 2.11		
VILLANOVA	\$ 2.13		
RADNOR	\$ 2.15		
ST. DAVIDS	\$ 2.17		
WAYNE	\$ 2.19		
STRAFFORD	\$ 2.21		
DEVON	\$ 2.23		
BERWYN	\$ 2.25		
DAYLESFORD	\$ 2.27		
PAOLI	\$ 2.32		
MALVERN			
WHITFORD			
DOWNTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY. York Haven LEMO. Line			
HARRISBURG			
ROCKVILLE			
BANKS			
	P. M.	P. M.	P. M.
	331	733	033

	FIRST CLASS				
	‡●921	●841	23	‡●333	●381
	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SAT. & SUN.	SATURDAY ONLY
	P. M.	P. M.	P. M.	P. M.	P. M.
			1.58		
Will Not Run May 30 July 4 Sept. 3				Will Not Run May 30 July 4 Sept. 3	
	MU	MU		MU	MU
			2.03		
				C 2.07	
		\$ 2.00	# 2.12		
		2.04	2.17		
		\$ 2.08			
		\$ 2.11			
	\$ 2.00			\$ 2.15	\$ 2.15
	\$ 2.03			\$ 2.18	\$ 2.18
	2.06				
	2.09				
	\$ 2.11				
				2.17	2.21
				2.20	2.23
				2.22	2.26
					\$ 2.28
					\$ 2.28
					\$ 2.30
					\$ 2.32
				\$ 2.29	\$ 2.34
				\$ 2.31	\$ 2.36
			2.28	\$ 2.33	\$ 2.38
				\$ 2.35	\$ 2.40
				\$ 2.37	\$ 2.42
				\$ 2.39	\$ 2.44
				\$ 2.41	\$ 2.46
				\$ 2.43	\$ 2.48
				\$ 2.45	\$ 2.50
				\$ 2.47	\$ 2.52
				\$ 2.49	\$ 2.54
				\$ 2.51	\$ 2.56
			\$ 2.40	\$ 2.56	\$ 3.00
				2.55	
				\$ 3.00	
				3.05	
				\$ 3.27	
				3.47	
				\$ 4.03	
				4.15	
				4.25	
				4.30	
	P. M.	P. M.	P. M.	P. M.	P. M.
	921	841	23	333	381

STATIONS	FIRST CLASS		
	⊕517	◇105	⊕341
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.
HOLMESBURG JOT.	\$ 3.28	3.40	
TACONY	\$ 3.30		Will Not Run
WISSINOMING	\$ 3.32		May 30
BRIDESBURG	\$ 3.34		July 4
FRANKFORD	\$ 3.36		Sept. 3
JERSEY..... (Atl. Dist.)	MU		MU
FRANKFORD JOT.			
SHORE	3.38	3.45	
NORTH PENN			
NORTH PHILA.....	\$ 3.43	\$ 3.50	
ZOO.....	3.48	3.54	
PHILA.- { Lower Level			
30th ST. { Upper Level	\$ 3.53		
SUBURBAN..... { Arrive	\$ 3.56		
{ Leave			\$ 4.03
PHILA.- { Upper Level			\$ 4.06
30th ST. { Lower Level		\$ 4.00	
ARSENAL		4.03	
BRILL		4.07	
DARBY			
ZOO.....			4.09
FIFTY-SECOND ST.			4.11
OVERBROOK			4.13
MERION			\$ 4.14
NARBERTH			
WYNNEWOOD			\$ 4.18
ARDMORE			
HAVERTFORD			\$ 4.22
BRYN MAWR			\$ 4.24
ROSEMONT			\$ 4.26
VILLANOVA			
RADNOR			\$ 4.30
ST. DAVIDS			
WAYNE			\$ 4.33
STRAFFORD			
DEVON			\$ 4.36
BERWYN			
DAYLESFORD			\$ 4.40
PAOLI			\$ 4.43
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY	Will Not Run		
ELIZABETHTOWN	May 30		
MIDDLETOWN	July 4		
	Sept. 3		
OLY..... York Haven			
LEMO..... Line			
HARRISBURG			
ROCKVILLE			
BANKS			
	P. M.	P. M.	P. M.
	517	105	341

	FIRST CLASS				
	⊕743	⊕973	⊕849	⊕947	⊕343
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run
	May 30	May 30	May 30	May 30	May 30
	July 4	July 4	July 4	July 4	July 4
	Sept. 3	Sept. 3	Sept. 3	Sept. 3	Sept. 3
	MU	MU	MU	MU	MU
			\$ 3.55		
			3.59		
				\$ 4.03	
				\$ 4.06	
	\$ 4.03	\$ 4.04		\$ 4.07	\$ 4.08
	\$ 4.06	\$ 4.07		\$ 4.10	\$ 4.11
	4.09	4.10		4.13	
				4.14	
				4.18	
		\$ 4.17			
					4.14
					4.17
					\$ 4.19
					\$ 4.23
					\$ 4.27
					\$ 4.31
					\$ 4.35
					\$ 4.38
					\$ 4.41
					\$ 4.44
					\$ 4.48
	P. M.	P. M.	P. M.	P. M.	P. M.
	743	973	849	947	343

STATIONS	FIRST CLASS		
	‡605 DAILY EX. SAT. & SUN. P. M.	‡673 DAILY EX. SAT. & SUN. P. M.	‡851 DAILY EX. SAT. & SUN. P. M.
	HOLMESBURG JOT. TACONY WISSINOMING BRIDESBURG FRANKFORD JERSEY (Atl. Dist.) FRANKFORD JCT. SHORE NORTH PENN NORTH PHILA. ZOO 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 WHITFORD DOWNINGTOWN THORN COATESVILLE PARKESBURG LANCASTER LANDIS MOUNT JOY ELIZABETHTOWN MIDDLETOWN CLY. York Haven LEMO. Line HARRISBURG ROCKVILLE BANKS P. M. 605	Will Not Run May 30 July 4 Sept. 3 MU MU \$ 4.17 4.21 \$ 4.27 \$ 4.30 \$ 4.25 \$ 4.28 \$ 4.25 4.30 4.32 4.35 4.35 4.41 5.09 5.13 \$ 5.17 \$ 5.25 \$ 5.50 6.11 \$ 6.25 P. M. 673	Will Not Run May 30 July 4 Sept. 3 MU MU \$ 4.17 4.21 \$ 4.27 \$ 4.30 \$ 4.25 \$ 4.28 \$ 4.25 4.30 4.32 4.35 4.35 4.41 5.09 5.13 \$ 5.17 \$ 5.25 \$ 5.50 6.11 \$ 6.25 P. M. 851

	FIRST CLASS				
	‡349 DAILY EX. SAT. & SUN. P. M.	◇113 DAILY P. M.	‡749 DAILY EX. SAT. & SUN. P. M.	●219 DAILY P. M.	‡351 DAILY EX. SAT. & SUN. P. M.
		Will Not Run May 30 July 4 Sept. 3 MU 4.15 \$ 4.20 4.25 \$ 4.30 \$ 4.33 \$ 4.30 4.33 4.37 4.36 4.38 4.40 \$ 4.46 \$ 4.48 \$ 4.50 \$ 4.52 \$ 4.54 \$ 4.56 \$ 4.58 \$ 5.00 \$ 5.02 \$ 5.04 \$ 5.06 \$ 5.08 \$ 5.14	4.10 \$ 4.20 4.25 \$ 4.30 \$ 4.33 \$ 4.30 4.33 4.41 4.37	Will Not Run May 30 July 4 Sept. 3 MU 4.26 D 4.30 4.35 \$ 4.40 \$ 4.35 \$ 4.38 \$ 4.38 4.41	4.21 D 4.30 4.35 \$ 4.40 \$ 4.35 \$ 4.38 \$ 4.38 4.41	Will Not Run May 30 July 4 Sept. 3 MU 4.46 4.48 4.50 $ 4.51 $ 4.55 $ 4.46 $ 4.48 $ 4.50 $ 4.52 $ 4.54 $ 4.56 $ 4.58 $ 5.00 $ 5.02 $ 5.04 $ 5.06 $ 5.08 $ 5.14
	P. M. 349	P. M. 113	P. M. 749	P. M. 219	P. M. 351

STATIONS	FIRST CLASS		
	‡0975	31	‡0751
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.
	P. M.	P. M.	P. M.
HOLMESBURG JCT.		4.28	
TACONY	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Atl. Dist.)	MU		MU
FRANKFORD JCT. SHORE		4.33	
NORTH PENN.			
NORTH PHILA.		C 4.37 # 4.42	
ZOO		4.47	
PHILA. - Lower Level 30th ST. Upper Level			
SUBURBAN - Arrive Leave	\$ 4.41		\$ 4.45
PHILA. - Upper Level 30th ST. Lower Level	\$ 4.44		\$ 4.48
ARSENAL		4.47	4.51
BRILL	4.51		
DARBY	\$ 4.54		
ZOO		4.47	
FIFTY-SECOND ST.		4.50	
OVERBROOK		4.53	
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR		4.59	
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI	\$ 5.12		
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN		5.27	
COATESVILLE			
PARKESBURG		5.35	
LANCASTER	\$ 5.57		
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN		6.17	
CLY. York Haven Line			
LEMO			
HARRISBURG	\$ 6.35 # 6.45		
ROCKVILLE		6.55	
BANKS		7.00	
	P. M.	P. M.	P. M.
	975	31	751

	FIRST CLASS				
	‡0621	0393	01056	‡0675	‡0853
	DAILY EX. SAT. & SUN.		SATURDAY ONLY	DAILY EX. SUN.	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	Will Not Run May 30 July 4 Sept. 3	Will Run Sat., Sun., May 30 July 4 Sept. 3	First Trip June 23	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	MU	MU	4.22	MU	MU
			D 4.28 4.29		
			\$ 4.35		\$ 4.45
			\$ 4.40		\$ 4.49
			\$ 4.45		\$ 4.53
	\$ 4.45	\$ 4.45		\$ 4.55	\$ 4.56
	\$ 4.48	\$ 4.48		\$ 4.58	
	4.51	4.51		5.01	
	4.53	4.53		5.04	
	\$ 4.56	\$ 4.56			
	\$ 4.68	\$ 4.68			
	\$ 5.00	\$ 5.00			
	\$ 5.02	\$ 5.02			
	\$ 5.04	\$ 5.04			
		\$ 5.06			
	\$ 5.08	\$ 5.08			
	\$ 5.10	\$ 5.10			
	\$ 5.12	\$ 5.12			
		\$ 5.14			
	\$ 5.15	\$ 5.16			
	\$ 5.18	\$ 5.18			
	\$ 5.19	\$ 5.20			
	\$ 5.22	\$ 5.22			
	\$ 5.22	\$ 5.24			
		\$ 5.26			
	\$ 5.27	\$ 5.30			
	F 5.30				
	F 5.36				
	\$ 5.43				
	\$ 5.47				
	\$ 5.52				
	\$ 5.58				
			Last Trip Sept. 1		
	P. M.	P. M.	P. M.	P. M.	P. M.
	621	393	1056	675	853

STATIONS	FIRST CLASS		
	●153	≠353	≠753
	DAILY P. M.	DAILY EX. SAT. & SUN. P. M.	DAILY EX. SUN. P. M.
HOLMESBURG JCT.	4.42		
TACONY		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Act. Dist.)		MU	MU
FRANKFORD JCT.			
SHORE	4.46		
NORTH PENN.			
NORTH PHILA.	\$ 4.50		
ZOO	4.54		
PHILA. - { Lower Level 30th ST. { Upper Level			
SUBURBAN - { Arrive Leave	\$ 5.05	\$ 5.10	
PHILA. - { Upper Level 30th ST. { Lower Level	\$ 4.59	\$ 5.08	\$ 5.13
ARSENAL	5.02		5.16
BRILL	5.06		
DARBY			
ZOO		5.11	
FIFTY-SECOND ST.		5.13	
OVERBROOK	\$ 5.16		
MERION	\$ 5.18		
NARBERTH	\$ 5.20		
WYNNEWOOD	\$ 5.22		
ARDMORE	\$ 5.24		
HAVERTOWN	\$ 5.26		
BRYN MAWR	\$ 5.28		
ROSEMONT	\$ 5.30		
VILLANOVA	\$ 5.32		
RADNOR	\$ 5.34		
ST. DAVIDS	\$ 5.36		
WAYNE	\$ 5.38		
STRAFFORD	\$ 5.40		
DEVON	\$ 5.42		
BERWYN	\$ 5.44		
DAYLESFORD	\$ 5.46		
PAOLI	\$ 5.52		
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY - { York Haven LEMO - { Line			
HARRISBURG			
ROCKVILLE			
BANKS			
	P. M.	P. M.	P. M.
	153	353	753

STATIONS	FIRST CLASS				
	●933	●855	523	≠519	≠355
	DAILY P. M.	DAILY EX. SAT. P. M.	SATURDAY ONLY P. M.	DAILY EX. SAT. & SUN. P. M.	DAILY EX. SUN. P. M.
HOLMESBURG JCT.					
TACONY			\$ 4.58	\$ 5.03	
WISSINOMING			F 5.00	F 5.04	Will Not Run May 30 July 4 Sept. 3
BRIDESBURG			F 5.02		
FRANKFORD			F 5.05		
JERSEY (Act. Dist.)		MU	MU		MU
FRANKFORD JCT.					
SHORE	4.46		F 5.07		
NORTH PENN.			5.08	5.10	
NORTH PHILA.	\$ 4.50				
ZOO	4.54		\$ 5.10	\$ 5.13	
PHILA. - { Lower Level 30th ST. { Upper Level			5.14	5.17	
SUBURBAN - { Arrive Leave	\$ 5.05	\$ 5.10	\$ 5.18	\$ 5.22	\$ 5.25
PHILA. - { Upper Level 30th ST. { Lower Level	\$ 4.59	\$ 5.08	\$ 5.21	\$ 5.25	\$ 5.28
ARSENAL	5.02		5.19		
BRILL	5.06		5.23		
DARBY			\$ 5.25		
ZOO		5.11			5.31
FIFTY-SECOND ST.		5.13			5.33
OVERBROOK	\$ 5.16				\$ 5.36
MERION	\$ 5.18				\$ 5.38
NARBERTH	\$ 5.20				\$ 5.40
WYNNEWOOD	\$ 5.22				\$ 5.42
ARDMORE	\$ 5.24				\$ 5.44
HAVERTOWN	\$ 5.26				\$ 5.46
BRYN MAWR	\$ 5.28				\$ 5.48
ROSEMONT	\$ 5.30				\$ 5.50
VILLANOVA	\$ 5.32				\$ 5.52
RADNOR	\$ 5.34				\$ 5.54
ST. DAVIDS	\$ 5.36				\$ 5.56
WAYNE	\$ 5.38				\$ 5.58
STRAFFORD	\$ 5.40				\$ 6.00
DEVON	\$ 5.42				\$ 6.02
BERWYN	\$ 5.44				\$ 6.04
DAYLESFORD	\$ 5.46				\$ 6.06
PAOLI	\$ 5.52				\$ 6.10
MALVERN					
WHITFORD					
DOWNINGTOWN					
THORN					
COATESVILLE					
PARKESBURG					
LANCASTER					
LANDIS					
MOUNT JOY					
ELIZABETHTOWN					
MIDDLETOWN					
CLY - { York Haven LEMO - { Line					
HARRISBURG					
ROCKVILLE					
BANKS					
	P. M.	P. M.	P. M.	P. M.	P. M.
	933	855	523	519	355

STATIONS	FIRST CLASS		
	●755 DAILY EX. SAT. P. M.	◇101 DAILY P. M.	‡857 DAILY EX. SAT. & SUN. P. M.
	HOLMESBURG JCT. TACONY WISSINOMING BRIDESBURG FRANKFORD JERSEY (Atl. Dist.) FRANKFORD JCT. SHORE NORTH PENN. NORTH PHILA. ZOO 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 WHITFORD DOWNINGTOWN THORN COATESVILLE PARKESBURG LANCASTER LANDIS MOUNT JOY ELIZABETHTOWN MIDDLETOWN CLY. York Haven LEMO. Line HARRISBURG ROCKVILLE BANKS.		5.11 5.16 5.21 5.25 5.28 5.31 5.34 5.38	Will Not Run May 30 July 4 Sept. 3 5.24 5.28 5.32 5.35
MU	MU		
	P. M.	P. M.	P. M.
	755	101	857

	FIRST CLASS				
	●221 DAILY EX. SAT. P. M.	◇49 DAILY P. M.	◇549 DAILY P. M.	‡677 DAILY EX. SAT. & SUN. P. M.	‡757 DAILY EX. SAT. & SUN. P. M.
		5.18	5.22		Will Not Run May 30 July 4 Sept. 3 MU
	5.23	5.27			
	D 5.27 5.32 \$ 5.37	C 5.32 5.37			
				\$ 5.35 \$ 5.38	\$ 5.45 \$ 5.48
					5.51
		5.37 5.40 5.42		5.41 5.44	
		5.48			
		\$ 6.00			
		6.15			
		6.23			
		\$ 6.45			
		7.05			
			6.55 7.15		
		\$ 7.17 7.35 7.45 7.50	\$ 7.20		
	P. M.	P. M.	P. M.	P. M.	P. M.
	221	49	549	677	757

STATIONS	FIRST CLASS		
	●357	‡●859	●785
	DAILY	DAILY EX. SUN.	SATURDAY ONLY
	P. M.	P. M.	P. M.
HOLMESBURG JCT.			
TACONY			
WISSINOMING		Will Not Run	
BRIDESBURG		May 30	
FRANKFORD		July 4	
		Sept. 3	
JERSEY (Atl. Dist.)	MU	MU	MU
FRANKFORD JCT.			
SHORE			
NORTH PENN			
NORTH PHILA.			
ZOO		\$ 5.49	
		5.53	
PHILA. - { Lower Level			
30th ST. { Upper Level		\$ 5.57	
SUBURBAN - { Arrive		\$ 6.00	
PHILA. - { Upper Level	\$ 5.50		\$ 6.00
30th ST. { Lower Level	\$ 5.53		\$ 6.03
ARSENAL			6.05
BRILL			
DARBY			
ZOO	5.56		
FIFTY-SECOND ST.	5.58		
OVERBROOK	\$ 6.01		
MERION	\$ 6.03		
NARBERTH	\$ 6.05		
WYNNEWOOD	\$ 6.07		
ARDMORE	\$ 6.09		
HAVERFORD	\$ 6.11		
BRYN MAWR	\$ 6.13		
ROSEMONT	\$ 6.15		
VILLANOVA	\$ 6.17		
RADNOR	\$ 6.19		
ST. DAVIDS	\$ 6.21		
WAYNE	\$ 6.23		
STRAFFORD	\$ 6.25		
DEVON	\$ 6.27		
BERWYN	\$ 6.29		
DAYLESFORD	\$ 6.31		
PAOLI	\$ 6.35		
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY. York Haven			
LEMO. Line			
HARRISBURG			
ROCKVILLE			
BANKS			
	P. M.	P. M.	P. M.
	357	859	785

	FIRST CLASS				
	●155	‡●861	‡521	‡●759	●29
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	5.63		6.03		6.12
		Will Not Run		Will Not Run	
		May 30		May 30	
		July 4		July 4	
		Sept. 3		Sept. 3	
		MU		MU	
	5.58		6.08		6.17
	\$ 6.03	\$ 6.11	\$ 6.14		U 6.21
	6.07	6.15	6.19		# 6.24
	\$ 6.13		\$ 6.24		6.29
		\$ 6.19			
		\$ 6.22			
				\$ 6.25	
	6.18			\$ 6.28	
	6.21				
	6.25			6.30	
					6.29
					6.32
					6.34
					6.39
					U 6.51
					7.06
					7.14
					7.34
					7.55
					U 8.04
					# 8.12
					8.22
					8.27
	P. M.	P. M.	P. M.	P. M.	P. M.
	155	861	521	759	29

STATIONS	FIRST CLASS		
	⊕●359 DAILY EX. SUN.	⊕●935 DAILY EX. SAT. & SUN.	⊕●225 DAILY
	P. M.	P. M.	P. M.
HOLMESBURG JCT.			6.28
TACONY	Will Not Run May 30	Will Not Run May 30	Will Not Run
WISSINOMING	July 4	July 4	Sept. 2
BRIDESBURG	Sept. 3	Sept. 3	
FRANKFORD			
JERSEY (Att. Dist.)	MU	MU	
FRANKFORD JCT. SHORE			6.33
NORTH PENN			
NORTH PHILA.			D 6.37
ZOO			6.42
PHILA. - Lower Level			\$ 6.47
30th ST. Upper Level			
SUBURBAN - Arrive	\$ 6.30	\$ 6.35	
Leave			
PHILA. - Upper Level	\$ 6.33	\$ 6.38	
30th ST. Lower Level			
ARSENAL		6.41	
BRILL		6.44	
DARBY		\$ 6.46	
ZOO	6.36		
FIFTY-SECOND ST.	6.38		
OVERBROOK	\$ 6.41		
MERION	\$ 6.43		
NARBERTH	\$ 6.45		
WYNNEWOOD	\$ 6.47		
ARDMORE	\$ 6.49		
HAVERFORD	\$ 6.51		
BRYN MAWR	\$ 6.53		
ROSEMONT	\$ 6.55		
VILLANOVA	\$ 6.57		
RADNOR	\$ 6.59		
ST. DAVIDS	\$ 7.01		
WAYNE	\$ 7.03		
STRAFFORD	\$ 7.05		
DEVON	\$ 7.07		
BERWYN	\$ 7.09		
DAYLESFORD	\$ 7.11		
PAOLI	\$ 7.15		
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
OLY York Haven			
LEMO Line			
HARRISBURG			
ROCKVILLE			
BANKS			
	P. M.	P. M.	P. M.
	359	935	225

	FIRST CLASS				
	⊕●607 DAILY EX. SAT. & SUN.	⊕●537 DAILY EX. SAT. & SUN.	●761 DAILY	●361 DAILY	●863 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 6.30			
	Will Not Run May 30	\$ 6.32			
	July 4	\$ 6.34			
	Sept. 3				
	MU	MU	MU	MU	MU
	\$ 6.37				
	6.38				
	\$ 6.43				\$ 6.51
	6.47				6.55
	\$ 6.53				\$ 6.59
	\$ 6.56		\$ 7.00	\$ 7.00	\$ 7.02
			\$ 7.03	\$ 7.03	
	\$ 6.55				
			7.05		
	7.00			7.06	
	7.02			7.08	
	7.05			\$ 7.11	
				\$ 7.13	
				\$ 7.15	
				\$ 7.17	
				\$ 7.19	
				\$ 7.21	
	7.11			\$ 7.23	
				\$ 7.25	
				\$ 7.27	
				\$ 7.29	
				\$ 7.31	
				\$ 7.33	
				\$ 7.35	
				\$ 7.37	
				\$ 7.39	
				\$ 7.41	
	\$ 7.23			\$ 7.45	
		Will Not Run May 30			
	\$ 7.37	July 4			
	7.42	Sept. 3			
	\$ 7.47				
	7.54				
	\$ 8.20				
	8.45				
	\$ 8.55				
	P. M.	P. M.	P. M.	P. M.	P. M.
	607	537	761	361	863

STATIONS	FIRST CLASS			
	☩●39 DAILY EX. SAT. P. M.	●37 P. M.	●159 SUNDAY ONLY P. M.	
	HOLMESBURG JOT. TACONY WISSINOMING BRIDESBURG FRANKFORD	Will Not Run May 29 July 3 Sept. 2	Will Run Sat. and May 29 July 3 Sept. 2	6.47
	JERSEY (Atl. Dist.)			
FRANKFORD JOT. SHORE			6.52	
NORTH PENN				
NORTH PHILA.			\$ 6.57	
ZOO			7.01	
PHILA.- (Lower Level 30th ST. Upper Level				
SUBURBAN (Arrive Leave				
PHILA.- (Upper Level 30th ST. Lower Level	\$ 7.20	\$ 7.20	\$ 7.07	
ARSENAL			7.10	
BRILL			7.14	
DARBY				
ZOO	7.25	7.25		
FIFTY-SECOND ST.	7.28	7.28		
OVERBROOK	7.30	7.30		
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR	7.36	7.36		
ROSEMONT				
VILLANOVA				
RADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI	\$ 7.48	\$ 7.48		
MALVERN				
WHITFORD				
DOWNINGTOWN				
THORN	8.03	8.03		
COATESVILLE				
PARKESBURG	8.11	8.11		
LANCASTER	\$ 8.33	\$ 8.33		
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN	8.53	8.53		
CLY (York Haven LEMO Line				
HARRISBURG	\$ 9.15	\$ 9.15		
ROCKVILLE	9.40	10.35		
BANKS	9.50	10.45		
BANKS	9.55	10.50		
	P. M.	P. M.	P. M.	
	39	37	159	

	FIRST CLASS					
	137 DAILY EX. SUN. P. M.	●937 DAILY P. M.	☩●227 DAILY EX. SUN. P. M.	●1026 DAILY P. M.	●363 DAILY P. M.	
		6.59		7.23		
				Will Not Run May 30 July 4 Sept. 3		
		MU		7.24	MU	
				D 7.30		
	7.03			7.31		
	\$ 7.07					
	# 7.09		D 7.32	\$ 7.36		
	7.13			7.40		
	\$ 7.18		\$ 7.42	\$ 7.46		
		\$ 7.35			\$ 7.45	
		\$ 7.38			\$ 7.48	
	7.28					
	7.31	7.41				
	7.35	7.44				
		\$ 7.46				
					7.51	
					7.53	
					\$ 7.56	
					\$ 7.58	
					\$ 8.00	
					\$ 8.02	
					\$ 8.04	
					\$ 8.06	
					\$ 8.08	
					\$ 8.10	
					\$ 8.12	
					\$ 8.14	
					\$ 8.16	
					\$ 8.18	
					\$ 8.20	
					\$ 8.22	
					\$ 8.24	
					\$ 8.26	
					\$ 8.30	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	137	937	227	1026	363	

STATIONS	FIRST CLASS		
	⊕●869 DAILY EX. SUN.	⊕●941 DAILY EX. SAT. & SUN.	●369 DAILY
	P. M.	P. M.	P. M.
HOLMESBURG JCT. TACONY	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	
WISSINOMING BRIDESBURG FRANKFORD			
JERSEY.....(Atl. Dist.)	MU	MU	MU
FRANKFORD JCT. SHORE			
NORTH PENN.			
NORTH PHILA.	\$ 9.29		
ZOO	9.33		
PHILA.-{Lower Level 30th ST. {Upper Level	\$ 9.37		
SUBURBAN...{Arrive Leave	\$ 9.40	\$ 9.50	\$ 9.50
PHILA.-{Upper Level 30th ST. {Lower Level	\$ 9.53	\$ 9.53	
ARSENAL		9.56	
BRILL		9.59	
DARBY	\$ 10.01		
ZOO		9.56	
FIFTY-SECOND ST.		9.58	
OVERBROOK		\$ 10.01	
MERION		\$ 10.03	
NARBERTH		\$ 10.05	
WYNNEWOOD		\$ 10.07	
ARDMORE		\$ 10.09	
HAVERTOWN		\$ 10.11	
BRYN MAWR		\$ 10.13	
ROSEMONT		\$ 10.15	
VILLANOVA		\$ 10.17	
RADNOR		\$ 10.19	
ST. DAVIDS		\$ 10.21	
WAYNE		\$ 10.23	
STRAFFORD		\$ 10.25	
DEVON		\$ 10.27	
BERWYN		\$ 10.29	
DAYLESFORD		\$ 10.31	
PAOLI		\$ 10.34	
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN			
CLY.....York Haven LEMO.....Line			
HARRISBURG			
ROCKVILLE			
BANKS			
	P. M.	P. M.	P. M.
	869	941	369

STATIONS	FIRST CLASS					
	⊕●543 DAILY EX. SAT. & SUN.	●635 DAILY	●977	141 DAILY	●767 DAILY	●371 DAILY
	P.M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOLMESBURG JCT. TACONY	\$ 9.44		Will Run Sat., Sun. May 30 July 4 Sept. 3	9.57		
WISSINOMING BRIDESBURG FRANKFORD	\$ 9.46					
JERSEY.....(Atl. Dist.)	\$ 9.48					
FRANKFORD JCT. SHORE	\$ 9.50					
NORTH PENN.	MU		MU		MU	MU
NORTH PHILA.	\$ 9.52					
ZOO	9.53			10.02		
PHILA.-{Lower Level 30th ST. {Upper Level	\$ 9.59			\$ 10.07		
SUBURBAN...{Arrive Leave	10.04			10.12		
PHILA.-{Upper Level 30th ST. {Lower Level	\$ 10.09			\$ 10.17		
ARSENAL	\$ 10.12		\$ 10.15		\$ 10.25	\$ 10.45
BRILL			\$ 10.16		\$ 10.26	\$ 10.46
DARBY			\$ 10.18		\$ 10.28	\$ 10.48
ZOO			10.21		10.30	
FIFTY-SECOND ST.			10.24		10.34	
OVERBROOK			\$ 10.26			
MERION		10.20				10.51
NARBERTH		10.23				\$ 10.54
WYNNEWOOD		10.25				\$ 10.57
ARDMORE						\$ 10.59
HAVERTOWN						\$ 11.01
BRYN MAWR						\$ 11.03
ROSEMONT						\$ 11.05
VILLANOVA						\$ 11.07
RADNOR						\$ 11.09
ST. DAVIDS						\$ 11.11
WAYNE						\$ 11.13
STRAFFORD						\$ 11.15
DEVON						\$ 11.17
BERWYN						\$ 11.19
DAYLESFORD						\$ 11.21
PAOLI						\$ 11.23
MALVERN						\$ 11.25
WHITFORD						\$ 11.27
DOWNINGTOWN						\$ 11.30
THORN						
COATESVILLE						
PARKESBURG						
LANCASTER						
LANDIS						
MOUNT JOY						
ELIZABETHTOWN						
MIDDLETOWN						
CLY.....York Haven LEMO.....Line						
HARRISBURG						
ROCKVILLE						
BANKS						
	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	543	635	977	141	767	371

STATIONS	FIRST CLASS		
	286 A. M.	194 A. M.	108 A. M.
HOLMESBURG JCT.	12.25	1.35	4.50
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Atl. Dist.)			
FRANKFORD JCT.			
SHORE	12.19	1.29	4.44
NORTH PENN.			
NORTH PHILA.	\$ 12.13	# 1.25	\$ 4.40
ZOO	12.08	1.14	4.35
PHILA. (Lower Level)	\$ 12.03	# 1.10	# 4.30
30th ST. (Upper Level)			
SUBURBAN (Leave Arrive)			
PHILA. (Upper Level)			
30th ST. (Lower Level)	E 12.45	\$ 4.25	
ARSENAL	12.41	4.21	
BRILL	12.38	4.18	
DARBY			
ZOO			4.33
FIFTY-SECOND ST.			4.30
OVERBROOK			4.27
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR			4.21
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS.			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			D 4.10
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			3.55
COATESVILLE			
PARKEBURG			3.47
LANCASTER			# 3.26
LANDIS			# 3.21
MOUNT JOY		Will Not Run	
ELIZABETHTOWN		May 30	
MIDDLETOWN		July 4	
		Sept. 3	
OLY. (York Haven Line)			
LEMO.			
HARRISBURG			# 2.50
ROCKVILLE			\$ 2.30
BANKS			2.20
			2.15
	A. M.	A. M.	A. M.
	SUNDAY ONLY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	●286	‡194	‡◇108

	FIRST CLASS				
	288 A. M.	190 A. M.	110 A. M.	502 A. M.	22 A. M.
	4.50	5.01	5.01	5.05	5.10
				\$ 5.02	
				MU	
				\$ 4.58	
	4.44	4.54	4.55	4.57	5.04
	\$ 4.40	4.50	\$ 4.51	\$ 4.53	5.00
	4.35	4.47	4.47	4.47	D 4.45
	\$ 4.30	# 4.42	# 4.42		4.33
				\$ 4.43	
				\$ 4.35	
		E 4.32	\$ 4.32		
		4.29	4.29		
		4.26	4.26		
					4.33
					4.30
					4.27
					4.21
			Will Run		
			Sat., Sun,		
			May 30		
			July 4		
			Sept. 3		
					D 4.10
					3.55
					3.47
					# 3.26
					# 3.21
		Will Not Run		Will Not Run	
		May 30		May 30	
		July 4		July 4	
		Sept. 3		Sept. 3	
					3.00
					# 2.50
					\$ 2.30
					2.20
					2.15
	A. M.	A. M.	A. M.	A. M.	A. M.
	SAT. & SUN.	DAILY EX. SAT. & SUN.		DAILY EX. SAT. & SUN.	DAILY
	●288	‡190	110	‡502	22

STATIONS	FIRST CLASS		
	60	800	900
	A. M.	A. M.	A. M.
HOLMESBURG JCT.	5.25		
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Act. Dist.)		MU	MU
FRANKFORD JCT.			
SHORE	5.19		
NORTH PENN.			
NORTH PHILA.	D 5.15	\$ 5.36	
ZOO	5.07	5.32	
PHILA.- Lower Level	5.02		
30th ST. Upper Level		\$ 5.28	
SUBURBAN - Leave		\$ 5.25	
Arrive			\$ 5.30
PHILA.- Upper Level			\$ 5.27
30th ST. Lower Level	D 4.47		
ARSENAL			5.24
BRILL			5.21
DARBY			\$ 5.18
ZOO	4.40		
FIFTY-SECOND ST.	4.38		
OVERBROOK	4.35		
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR	4.29		
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS	Will Not Run		
WAYNE	May 30		
STRAFFORD	July 4		
DEVON	Sept. 3		
BERWYN			
DAYLESFORD			
PAOLI	4.18		
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN	4.02		
COATESVILLE			
PARKEsburg	3.54		
LANCASTER	3.32		
LANDIS	Will Not Run	Will Not Run	
MOUNT JOY	May 30	May 30	
ELIZABETHTOWN	July 4	July 4	
MIDDLETOWN	Sept. 3	Sept. 3	
CLY. York Haven			
LEMO. Line			
HARRISBURG	# 3.00		
	\$ 2.51		
ROCKVILLE	2.41		
BANKS	2.36		
	A. M.	A. M.	A. M.
	DAILY	DAILY EX.	DAILY EX.
	EX. SUN.	SAT. & SUN.	SAT. & SUN.
	†●60	†●800	†●900

	FIRST CLASS				
	700	504	300	254	650
	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 6.02		6.00	
		\$ 5.58			
		\$ 5.56			
		\$ 5.54			
		\$ 5.52			
	MU	MU	MU		MU
		\$ 5.50			
		5.49		5.54	
		\$ 5.45		\$ 5.50	
		5.40		5.44	
		\$ 5.36		\$ 5.40	
		\$ 5.33			
	\$ 5.33		\$ 5.36		\$ 5.57
	\$ 5.30		\$ 5.32		\$ 5.54
	5.27				
			5.28		5.51
			\$ 5.26		5.48
			\$ 5.23		
			\$ 5.21		
			\$ 5.19		
			\$ 5.17		
			\$ 5.15		
			\$ 5.13		
			\$ 5.11		
			\$ 5.08		
			\$ 5.06		
			\$ 5.04		
			\$ 5.02		
			\$ 5.00		
			\$ 4.58		
			\$ 4.56		
			\$ 4.54		
			\$ 4.52		
			\$ 4.50		
	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run
	May 30	May 30	May 30	May 30	May 30
	July 4	July 4	July 4	July 4	July 4
	Sept. 3	Sept. 3	Sept. 3	Sept. 3	Sept. 3
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX.	DAILY	DAILY EX.	DAILY EX.
	EX. SUN.	SAT. & SUN.	EX. SUN.	SAT. & SUN.	SAT. & SUN.
	†●700	†●504	†●300	†●254	†●650

STATIONS	FIRST CLASS			
	200	234	802	978
	A. M.	A. M.	A. M.	A. M.
HOLMESBURG JCT.	6.19	6.20		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)			MU	MU
FRANKFORD JCT.				
SHORE	6.13	6.14		
NORTH PENN.				
NORTH PHILA.	\$ 6.09	\$ 6.10	\$ 6.14	
ZOO	6.04	6.04	6.10	
PHILA. - Lower Level	\$ 6.00	\$ 6.00		
80th ST. Upper Level			\$ 6.06	
SUBURBAN - Leave			\$ 6.03	
Arrive				\$ 6.10
PHILA. - Upper Level				\$ 6.07
80th ST. Lower Level				
ARSENAL				6.04
BRILL				6.01
DARBY				\$ 5.58
ZOO				
FIFTY-SECOND ST.				
OVERBROOK				
MERION				
NARBERTH				
WYNNEWOOD				
ARDMORE				
HAVERFORD				
BRYN MAWR				
ROSEMONT				
VILLANOVA				
EADNOR				
ST. DAVIDS				
WAYNE				
STRAFFORD				
DEVON				
BERWYN				
DAYLESFORD				
PAOLI				
MALVERN				
WHITFORD				
DOWNINGTOWN				
THORN				
COATESVILLE				
PARKESBURG				
LANCASTER				
LANDIS				
MOUNT JOY	Will Not Run May 30		Will Not Run May 30	Will Not Run May 30
ELIZABETHTOWN	July 4		July 4	July 4
MIDDLETOWN	Sept. 3		Sept. 3	Sept. 3
OLY - York Haven Line				
LEMO - Line				
HARRISBURG				
ROCKVILLE				
BANKS				
	A. M.	A. M.	A. M.	A. M.
DAILY EX. SAT. & SUN.		SATURDAY ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	‡●200	●234	‡●802	‡●978

FIRST CLASS					
	118	804	702	302	4
	A. M.	A. M.	A. M.	A. M.	A. M.
	6.35				6.45
		MU	MU	MU	
	6.29				6.39
	D 6.25	\$ 6.28			6.35
					D 6.29
	6.19	6.24			6.18
	6.15				
		\$ 6.20			
		\$ 6.17			
			\$ 6.20	\$ 6.30	
			\$ 6.17	\$ 6.27	
	D 6.12				
			6.14		
	6.08				
	6.05				
				6.22	6.18
				\$ 6.19	6.15
				\$ 6.18	6.12
				\$ 6.13	
				\$ 6.11	
				\$ 6.09	
				\$ 6.07	
				\$ 6.05	
				\$ 6.03	6.08
				\$ 6.00	
				\$ 5.58	
				\$ 5.55	
				\$ 5.53	
				\$ 5.51	
				\$ 5.49	
				\$ 5.47	
				\$ 5.45	
				\$ 5.43	
				\$ 5.41	D 5.55
					5.41
					5.38
					5.11
					4.50
					# 4.40
					\$ 4.28
					4.19
					4.14
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY
	●118	‡●804	‡●702	‡●302	4

STATIONS	FIRST CLASS		
	48 A. M.	548 A. M.	710 A. M.
HOLMESBURG JCT.	7.30		
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Atl. Dist.)			MU
FRANKFORD JCT.			
SHORE	7.24		
NORTH PENN.			
NORTH PHILA.	7.20		
ZOO	7.17		
PHILA. - Lower Level			
30th ST. - Upper Level			
SUBURBAN - Leave Arrive			\$ 7.16
PHILA. - Upper Level			\$ 7.13
30th ST. - Lower Level			
ARSENAL			7.10
BRILL			
DARBY			
ZOO	7.11		
FIFTY-SECOND ST.	7.08		
OVERBROOK	7.05		
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERFORD			
BRYN MAWR	6.59		
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI	D 6.48		
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN	6.32		
COATESVILLE			
PARKESBURG	6.24		
LANCASTER	\$ 6.03		
LANDIS			Will Not Run
MOUNT JOY			May 30
ELIZABETHTOWN			July 4
MIDDLETOWN	5.40		Sept. 3
CLY - York Haven		6.00	
LEMO - Line		5.40	
HARRISBURG	# 5.30	\$ 5.35	
ROCKVILLE	\$ 5.05		
	4.55		
BANKS	4.50		
	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY EX.
	◇48	548	SAT. & SUN.
			‡●710

	FIRST CLASS				
	312 A. M.	712 A. M.	782 A. M.	506 A. M.	908 A. M.
				\$ 7.49	
				\$ 7.46	
				\$ 7.44	
				\$ 7.42	
	MU	MU	MU	MU	MU
				\$ 7.40	
				7.39	
				\$ 7.35	
				7.29	
				\$ 7.25	
				\$ 7.22	
	\$ 7.20	\$ 7.20	\$ 7.20		\$ 7.24
	\$ 7.17	\$ 7.17	\$ 7.17		\$ 7.21
		7.14	7.14		7.18
					7.15
	7.13				
	7.11				
	7.08				
	7.01				
	\$ 6.57				
	\$ 6.54				
	\$ 6.52				
	\$ 6.50				
	\$ 6.48				
	\$ 6.48				
	\$ 6.44				
	\$ 6.42				
	\$ 6.40				
	\$ 6.29				
	Will Not Run	Will Not Run			Will Not Run
	May 30	May 30			May 30
	July 4	July 4			July 4
	Sept. 3	Sept. 3			Sept. 3
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX.	DAILY EX.	SATURDAY	SATURDAY	DAILY EX.
	SAT. & SUN.	SAT. & SUN.	ONLY	ONLY	SAT. & SUN.
	‡●312	‡●712	●782	506	‡●908

STATIONS	FIRST CLASS		
	126	660	728
	A. M.	A. M.	A. M.
HOLMESBURG JOT.	10.02		
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Act. Dist.)		MU	MU
FRANKFORD JOT.			
SHORE	9.56		
NORTH PENN.			
NORTH PHILA.	\$ 9.52		
ZOO	9.47		
PHILA. - { Lower Level	\$ 9.43		
30th ST. { Upper Level			
SUBURBAN { Leave		\$ 9.45	\$ 9.50
{ Arrive			
PHILA. - { Upper Level		\$ 9.42	\$ 9.47
30th ST. { Lower Level			
ARSENAL	9.40		9.44
BRILL	9.37		
DARBY			
ZOO		9.37	
FIFTY-SECOND ST.		9.35	
OVERBROOK			
MERION			
NARBERTH			
WYNNEWOOD			
ARDMORE			
HAVERTOWN			
BRYN MAWR			
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS		Will Not Run	Will Not Run
MOUNT JOY		May 30	May 30
ELIZABETHTOWN		July 4	July 4
MIDDLETOWN		Sept. 3	Sept. 3
OLY { York Haven			
LEMO { Line			
HARRISBURG			
ROCKVILLE			
BANKS			
	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.
	●126	‡660	‡728

	FIRST CLASS				
	914	328	604	822	100
	A. M.	A. M.	A. M.	A. M.	A. M.
					10.29
					10.23
				\$ 10.15	\$ 10.19
				10.11	10.14
				\$ 10.07	\$ 10.09
				\$ 10.04	
	\$ 9.54	\$ 9.55			
	\$ 9.51	\$ 9.52			
			\$ 9.60		
	9.47				10.05
	9.44				10.02
	\$ 9.41				
		9.46	9.42		
		9.44	9.39		
		\$ 9.42	9.37		
		\$ 9.40			
		\$ 9.38			
		\$ 9.36			
		\$ 9.34			
		\$ 9.32			
		\$ 9.30	9.31		
		\$ 9.28			
		\$ 9.26			
		\$ 9.24			
		\$ 9.22			
		\$ 9.20		Will Not Run	
		\$ 9.18		May 30	
		\$ 9.16		July 4	
		\$ 9.14		Sept. 3	
		\$ 9.12			
		\$ 9.10	\$ 9.20		
				\$ 9.02	
				8.57	
				\$ 8.52	
				8.47	
				\$ 8.25	
				\$ 8.05	
				7.59	
				\$ 7.50	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY EX.	DAILY	DAILY
	EX. SUN.	EX. SUN.	SAT. & SUN.	EX. SUN.	EX. SUN.
	●914	●328	‡604	‡822	◇100

STATIONS	FIRST CLASS			
	210	826	174	
	A. M.	A. M.	A. M.	
HOLMESBURG JOT.	11.20		11.33	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY (Atl. Dist.)		MU		
FRANKFORD JOT.				
SHORE	11.14		11.27	
NORTH PENN.				
NORTH PHILA.	\$ 11.10	\$ 11.15	\$ 11.23	
ZOO	11.04	11.11	11.18	
PHILA. - Lower Level	\$ 11.00		11.14	
30th ST. Upper Level		\$ 11.07		
SUBURBAN - Leave		\$ 11.04		
Arrive				
PHILA. - Upper Level			\$ 11.09	
30th ST. Lower Level				
ARSENAL			11.08	
BRILL			11.03	
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				
WHITFORD				
DOWNINGTOWN				
THORN				
COATESVILLE				
PARKESBURG				
LANCASTER				
LANDIS				
MOUNT JOY		Will Not Run		
ELIZABETHTOWN		May 30		
MIDDLETOWN		July 4		
		Sept. 3		
OLY. York Haven				
LEMO. Line				
HARRISBURG				
ROCKVILLE				
BANKS.				
	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	●210	‡826	◇174	

	FIRST CLASS				
	734	334	50	534	828
	A. M.	A. M.	A. M.	A. M.	A. M.
			11.50	\$ 11.49	
				\$ 11.46	
				\$ 11.44	
	MU	MU			
				\$ 11.40	
			11.44	11.39	
			11.40	\$ 11.35	\$ 11.45
			D 11.25		
			11.18	11.30	11.41
				\$ 11.28	\$ 11.37
				\$ 11.23	\$ 11.34
	\$ 11.20	\$ 11.20			
	\$ 11.17	\$ 11.17			
	11.14				
		11.11	11.18		
		11.09	11.15		
	\$ 11.07		11.12		
	\$ 11.05				
	\$ 11.03				
	\$ 11.01				
	\$ 10.59				
	\$ 10.57				
	\$ 10.55	11.06			
	\$ 10.53				
	\$ 10.51				
	\$ 10.49				
	\$ 10.47				
	\$ 10.45				
	\$ 10.43				
	\$ 10.41				
	\$ 10.39				
	\$ 10.37				
	\$ 10.35	\$ 10.55			
			10.39		
			K 10.34		
			10.29		
			\$ 10.08		
		Will Not Run		Will Not Run	
		May 30		May 30	
		July 4		July 4	
		Sept. 3		Sept. 3	
			9.45		
			9.35		
			\$ 9.24		
			9.14		
			9.09		
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY EX.	DAILY
	●734	‡334	50	SAT. & SUN.	●828

STATIONS	FIRST CLASS			
	384	32	554	
	P. M.	P. M.	P. M.	
HOLMESBURG JCT.		3.43		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
JERSEY.....(Atl. Dist.)	MU			
FRANKFORD JCT.				
SHORE		3.37		
NORTH PENN.				
NORTH PHILA.		# 3.33		
ZOO		\$ 3.30		
PHILA. { Lower Level				
30th ST. { Upper Level				
SUBURBAN. { Leave	\$ 3.25			
ARRIVE				
PHILA. { Upper Level	\$ 3.22			
30th ST. { Lower Level				
ARSENAL				
BRILL				
DARBY				
ZOO	3.16	3.22		
FIFTY-SECOND ST.	3.14	3.19		
OVERBROOK	\$ 3.12	3.17		
MERION	\$ 3.10			
NARBERTH	\$ 3.08			
WYNNEWOOD	\$ 3.06			
ARDMORE	\$ 3.04			
HAVERTFORD	\$ 3.02			
BRYN MAWR	\$ 3.00	3.11		
ROSEMONT	\$ 2.98			
VILLANOVA	\$ 2.98			
RADNOR	\$ 2.94			
ST. DAVIDS	\$ 2.92			
WAYNE	\$ 2.90			
STRAFFORD	\$ 2.48			
DEVON	\$ 2.46			
BERWYN	\$ 2.44			
DAYLESFORD	\$ 2.42			
PAOLI	\$ 2.40	\$ 3.00		
MALVERN				
WHITFORD				
DOWNINGTOWN				
THORN		2.42		
COATESVILLE	\$	2.38		
PARKESBURG		2.32		
LANCASTER		\$ 2.10		
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN		1.48		
CLY. { York Haven			2.05	
LEMO. { Line			1.45	
HARRISBURG	# 1.38	\$ 1.40		
ROCKVILLE	\$ 1.28			
BANKS		1.18		
	P. M.	P. M.	P. M.	
	SATURDAY ONLY	DAILY	DAILY	
	●384	●32	554	

	FIRST CLASS				
	844	668	050	1029	514
	P. M.	P. M.	P. M.	P. M.	P. M.
					\$ 4.12
					\$ 4.10
					\$ 4.08
					\$ 4.06
	MU	MU	MU	4.08	MU
				C 3.56	\$ 4.02
					3.54
	\$ 3.85			\$ 3.50	\$ 3.56
	3.31			3.45	3.50
				\$ 3.40	
	\$ 3.27				\$ 3.46
	\$ 3.24				\$ 3.43
		\$ 3.33	\$ 3.39		
		\$ 3.30	\$ 3.36		
		3.26	3.33		
		3.24	\$ 3.30		
			\$ 3.27		
			\$ 3.25		
			\$ 3.23		
			\$ 3.21		
			\$ 3.19		
			\$ 3.17		
			\$ 3.15		
	Will Not Run	Will Not Run	Will Not Run		Will Not Run
	May 30	May 30	May 30		May 30
	July 4	July 4	July 4		July 4
	Sept. 3	Sept. 3	Sept. 3		Sept. 3
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.
	‡●844	‡●668	‡●050	1029	‡●514

STATIONS	FIRST CLASS		
	052 P. M.	170 P. M.	850 P. M.
HOLMESBURG JCT.		4.28	
TACONY			
WISSINOMING			
BRIDESBURG			
FRANKFORD			
JERSEY (Act. Dist.)	MU		MU
FRANKFORD JCT.			
SHORE		4.22	
NORTH PENN.			
NORTH PHILA.	\$ 4.18	\$ 4.23	
ZOO		4.14	4.19
PHILA.- Lower Level	\$ 4.09		
30th ST. Upper Level		\$ 4.15	
SUBURBAN Leave	\$ 4.09	\$ 4.12	
Arrive	\$ 4.06		
PHILA.- Upper Level	\$ 4.06		
30th ST. Lower Level			
ARSENAL		4.08	
BRILL		4.03	
DARBY			
ZOO	4.02		
FIFTY-SECOND ST.	\$ 4.00		
OVERBROOK	\$ 3.57		
MERION	\$ 3.55		
NARBERTH	\$ 3.53		
WYNNEWOOD	\$ 3.51		
ARDMORE	\$ 3.49		
HAVERFORD	\$ 3.47		
BRYN MAWR	\$ 3.45		
ROSEMONT			
VILLANOVA			
RADNOR			
ST. DAVIDS			
WAYNE			
STRAFFORD			
DEVON			
BERWYN			
DAYLESFORD			
PAOLI			
MALVERN			
WHITFORD			
DOWNINGTOWN			
THORN			
COATESVILLE			
PARKESBURG			
LANCASTER			
LANDIS	Will Not Run		
MOUNT JOY	May 30		
ELIZABETHTOWN	July 4		
MIDDLETOWN	Sept. 3		
CLY York Haven			
LEMO Line			
HARRISBURG			
ROCKVILLE			
BANKS			
	P. M.	P. M.	P. M.
	DAILY EX.	DAILY	DAILY
	SAT. & SUN.		
	‡●052	●170	●850

STATIONS	FIRST CLASS				
	518 P. M.	752 P. M.	928 P. M.	354 P. M.	852 P. M.
HOLMESBURG JCT.	\$ 4.40				
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
JERSEY (Act. Dist.)	MU	MU	MU	MU	MU
FRANKFORD JCT.					
SHORE	4.32				
NORTH PENN.					
NORTH PHILA.	\$ 4.28				\$ 4.36
ZOO	4.23				4.32
PHILA.- Lower Level	\$ 4.19				\$ 4.28
30th ST. Upper Level	\$ 4.16				\$ 4.25
SUBURBAN Leave	\$ 4.20	\$ 4.23	\$ 4.25		
Arrive	\$ 4.17	\$ 4.20	\$ 4.22		
PHILA.- Upper Level					
30th ST. Lower Level					
ARSENAL		4.12	4.17		
BRILL			4.14		
DARBY			\$ 4.11		
ZOO				4.16	
FIFTY-SECOND ST.				4.14	
OVERBROOK				\$ 4.12	
MERION				\$ 4.10	
NARBERTH				\$ 4.08	
WYNNEWOOD				\$ 4.06	
ARDMORE				\$ 4.04	
HAVERFORD				\$ 4.02	
BRYN MAWR				\$ 4.00	
ROSEMONT				\$ 3.58	
VILLANOVA				\$ 3.56	
RADNOR				\$ 3.54	
ST. DAVIDS				\$ 3.62	
WAYNE				\$ 3.50	
STRAFFORD				\$ 3.48	
DEVON				\$ 3.46	
BERWYN				\$ 3.44	
DAYLESFORD				\$ 3.42	
PAOLI				\$ 3.40	
MALVERN					
WHITFORD					
DOWNINGTOWN					
THORN					
COATESVILLE					
PARKESBURG					
LANCASTER					
LANDIS	Will Not Run				
MOUNT JOY	May 30				
ELIZABETHTOWN	July 4				
MIDDLETOWN	Sept. 3				
CLY York Haven					
LEMO Line					
HARRISBURG					
ROCKVILLE					
BANKS					
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX.	DAILY	DAILY EX.	DAILY	DAILY EX.
	SAT. & SUN.	EX. SUN.	SAT. & SUN.		SAT. & SUN.
	‡●518	‡●752	‡●928	●354	‡●852

STATIONS	FIRST CLASS		
	±●801 DAILY EX. SAT. & SUN.	±●803 DAILY EX. SAT. & SUN.	±●805 DAILY EX. SUN.
	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 5.27	\$ 5.53	\$ 6.15
HIGHLAND	\$ 5.28	\$ 5.57	\$ 6.18
ST. MARTINS	\$ 5.29	\$ 5.58	\$ 6.18
ALLEN LANE	\$ 5.31	\$ 6.00	\$ 6.20
CARPENTER	\$ 5.33	\$ 6.02	\$ 6.22
UPSAL	\$ 5.35	\$ 6.04	\$ 6.24
TULPEHOCKEN	\$ 5.37	\$ 6.06	\$ 6.26
CHELLEN AVENUE	\$ 5.39	\$ 6.08	\$ 6.28
QUEEN LANE	\$ 5.41	\$ 6.10	\$ 6.30
WESTMORELAND	\$ 5.43	\$ 6.12	\$ 6.33
NORTH PHILA.	\$ 5.46	\$ 6.16	\$ 6.36
ZOO	\$ 5.50	\$ 6.20	\$ 6.40
PHILA.-30th ST. UL.	\$ 5.54	\$ 6.24	\$ 6.44
SUBURBAN	\$ 5.57	\$ 6.27	\$ 6.47
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.
	801	803	805

STATIONS	FIRST CLASS		
	±●817 DAILY EX. SUN.	±●819 DAILY EX. SUN.	●821 DAILY
	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 7.41	\$ 8.11	\$ 8.41
HIGHLAND	\$ 7.42	\$ 8.12	\$ 8.42
ST. MARTINS	\$ 7.43	\$ 8.13	\$ 8.43
ALLEN LANE	\$ 7.45	\$ 8.15	\$ 8.45
CARPENTER	\$ 7.47	\$ 8.17	\$ 8.47
UPSAL	\$ 7.49	\$ 8.19	\$ 8.49
TULPEHOCKEN	\$ 7.51	\$ 8.21	\$ 8.51
CHELLEN AVENUE	\$ 7.53	\$ 8.23	\$ 8.53
QUEEN LANE	\$ 7.55	\$ 8.25	\$ 8.55
WESTMORELAND	\$ 7.57		
NORTH PHILA.	\$ 8.00	\$ 8.30	\$ 9.00
ZOO	\$ 8.04	\$ 8.34	\$ 9.04
PHILA.-30th ST. UL.	\$ 8.10	\$ 8.38	\$ 9.08
SUBURBAN	\$ 8.13	\$ 8.41	\$ 9.11
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	
	A. M.	A. M.	A. M.
	817	819	821

STATIONS	FIRST CLASS		
	±●833 DAILY EX. SUN.	●835 DAILY	±●837 DAILY EX. SUN.
	A. M.	P. M.	P. M.
CHESTNUT HILL	\$ 11.41	\$ 12.11	\$ 12.41
HIGHLAND	\$ 11.42	\$ 12.12	\$ 12.42
ST. MARTINS	\$ 11.43	\$ 12.13	\$ 12.43
ALLEN LANE	\$ 11.45	\$ 12.15	\$ 12.45
CARPENTER	\$ 11.47	\$ 12.17	\$ 12.47
UPSAL	\$ 11.49	\$ 12.19	\$ 12.49
TULPEHOCKEN	\$ 11.51	\$ 12.21	\$ 12.51
CHELLEN AVENUE	\$ 11.53	\$ 12.23	\$ 12.53
QUEEN LANE	\$ 11.55	\$ 12.25	\$ 12.55
WESTMORELAND	\$ 11.57	\$ 12.27	
NORTH PHILA.	\$ 12.00	\$ 12.30	\$ 1.00
ZOO	\$ 12.04	\$ 12.34	\$ 1.04
PHILA.-30th ST. UL.	\$ 12.08	\$ 12.38	\$ 1.08
SUBURBAN	\$ 12.11	\$ 12.41	\$ 1.11
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.
	833	835	837

STATIONS	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.
CHESTNUT HILL	\$ 6.30	\$ 6.45	\$ 6.58	\$ 7.10	\$ 7.24
HIGHLAND	\$ 6.31	\$ 6.46	\$ 6.59	\$ 7.11	\$ 7.25
ST. MARTINS	\$ 6.32	\$ 6.47	\$ 7.00	\$ 7.13	\$ 7.26
ALLEN LANE	\$ 6.34	\$ 6.49	\$ 7.02	\$ 7.15	\$ 7.28
CARPENTER	\$ 6.36	\$ 6.51	\$ 7.04	\$ 7.17	\$ 7.30
UPSAL	\$ 6.38	\$ 6.53	\$ 7.06	\$ 7.19	\$ 7.32
TULPEHOCKEN	\$ 6.40	\$ 6.55	\$ 7.08	\$ 7.21	\$ 7.34
CHELLEN AVENUE	\$ 6.42	\$ 6.57	\$ 7.10	\$ 7.23	\$ 7.36
QUEEN LANE	\$ 6.44	\$ 6.59	\$ 7.12	\$ 7.25	\$ 7.38
WESTMORELAND	\$ 6.46	\$ 7.01	\$ 7.14	\$ 7.28	\$ 7.40
NORTH PHILA.	\$ 6.49	\$ 7.04	\$ 7.17	\$ 7.32	\$ 7.43
ZOO	\$ 6.53	\$ 7.08	\$ 7.21	\$ 7.36	\$ 7.47
PHILA.-30th ST. UL.	\$ 6.57	\$ 7.12	\$ 7.25	\$ 7.40	\$ 7.51
SUBURBAN	\$ 7.00	\$ 7.15	\$ 7.28	\$ 7.43	\$ 7.54
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.	A. M.	A. M.
	807	809	811	813	815

STATIONS	FIRST CLASS				
	±●823 DAILY EX. SUN.	±●825 DAILY EX. SUN.	±●827 DAILY EX. SUN.	●829 DAILY	±●831 DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 9.11	\$ 9.41	\$ 10.11	\$ 10.41	\$ 11.11
HIGHLAND	\$ 9.12	\$ 9.42	\$ 10.12	\$ 10.42	\$ 11.12
ST. MARTINS	\$ 9.13	\$ 9.43	\$ 10.13	\$ 10.43	\$ 11.13
ALLEN LANE	\$ 9.15	\$ 9.45	\$ 10.15	\$ 10.45	\$ 11.15
CARPENTER	\$ 9.17	\$ 9.47	\$ 10.17	\$ 10.47	\$ 11.17
UPSAL	\$ 9.19	\$ 9.49	\$ 10.19	\$ 10.49	\$ 11.19
TULPEHOCKEN	\$ 9.21	\$ 9.51	\$ 10.21	\$ 10.51	\$ 11.21
CHELLEN AVENUE	\$ 9.23	\$ 9.53	\$ 10.23	\$ 10.53	\$ 11.23
QUEEN LANE	\$ 9.25	\$ 9.55	\$ 10.25	\$ 10.55	\$ 11.25
WESTMORELAND	\$ 9.27		\$ 10.27	\$ 10.57	
NORTH PHILA.	\$ 9.30	\$ 10.00	\$ 10.30	\$ 11.00	\$ 11.30
ZOO	\$ 9.34	\$ 10.04	\$ 10.34	\$ 11.04	\$ 11.34
PHILA.-30th ST. UL.	\$ 9.38	\$ 10.08	\$ 10.38	\$ 11.08	\$ 11.38
SUBURBAN	\$ 9.41	\$ 10.11	\$ 10.41	\$ 11.11	\$ 11.41
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.	A. M.	A. M.
	823	825	827	829	831

STATIONS	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.
CHESTNUT HILL	\$ 1.11	\$ 1.41	\$ 2.11	\$ 2.41	\$ 3.13
HIGHLAND	\$ 1.12	\$ 1.42	\$ 2.12	\$ 2.42	\$ 3.14
ST. MARTINS	\$ 1.13	\$ 1.43	\$ 2.13	\$ 2.43	\$ 3.15
ALLEN LANE	\$ 1.15	\$ 1.45	\$ 2.15	\$ 2.45	\$ 3.17
CARPENTER	\$ 1.17	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.19
UPSAL	\$ 1.19	\$ 1.49	\$ 2.19	\$ 2.49	\$ 3.21
TULPEHOCKEN	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51	\$ 3.23
CHELLEN AVENUE	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53	\$ 3.25
QUEEN LANE	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55	\$ 3.27
WESTMORELAND	\$ 1.27	\$ 1.57	\$ 2.27		\$ 3.29
NORTH PHILA.	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.32
ZOO	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.36
PHILA.-30th ST. UL.	\$ 1.38	\$ 2.08	\$ 2.38	\$ 3.08	\$ 3.40
SUBURBAN	\$ 1.41	\$ 2.11	\$ 2.41	\$ 3.11	\$ 3.43
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.	P. M.
	839	841	843	845	847

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS		
	±●849 DAILY EX. SUN.	±●851 DAILY EX. SAT. & SUN.	±●853 DAILY EX. SUN.
	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 3.37	\$ 4.00	\$ 4.27
HIGHLAND			F 4.28
ST. MARTINS	\$ 3.39	\$ 4.02	\$ 4.29
ALLEN LANE	\$ 3.40	\$ 4.03	\$ 4.31
CARPENTER	\$ 3.42	\$ 4.04	\$ 4.33
UPSAL	\$ 3.44	\$ 4.06	\$ 4.35
TULPEHOCKEN	\$ 3.46	\$ 4.08	\$ 4.37
CHELTON AVENUE	\$ 3.48	\$ 4.10	\$ 4.39
QUEEN LANE	\$ 3.50	\$ 4.12	\$ 4.41
WESTMORELAND	\$ 3.52	\$ 4.14	
NORTH PHILA.	\$ 3.55	\$ 4.17	\$ 4.45
ZOO	\$ 3.59	\$ 4.21	\$ 4.49
PHILA.-30th ST. UL.	\$ 4.03	\$ 4.27	\$ 4.53
SUBURBAN	\$ 4.06	\$ 4.30	\$ 4.56
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	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.
CHESTNUT HILL	\$ 7.21	\$ 8.18	\$ 9.11
HIGHLAND	F 7.22	\$ 8.17	F 9.12
ST. MARTINS	\$ 7.23	\$ 8.18	\$ 9.13
ALLEN LANE	\$ 7.25	\$ 8.20	\$ 9.15
CARPENTER	\$ 7.27	\$ 8.22	\$ 9.17
UPSAL	\$ 7.29	\$ 8.24	\$ 9.19
TULPEHOCKEN	\$ 7.31	\$ 8.26	\$ 9.21
CHELTON AVENUE	\$ 7.33	\$ 8.28	\$ 9.23
QUEEN LANE	\$ 7.35	\$ 8.30	\$ 9.25
WESTMORELAND			
NORTH PHILA.	\$ 7.39	\$ 8.34	\$ 9.29
ZOO	\$ 7.43	\$ 8.38	\$ 9.33
PHILA.-30th ST. UL.	\$ 7.47	\$ 8.42	\$ 9.37
SUBURBAN	\$ 7.50	\$ 8.45	\$ 9.40
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.
	865	867	869

WESTWARD

	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.
	\$ 4.53	\$ 5.06	\$ 5.31	\$ 5.54	\$ 6.33
	F 4.54	F 5.07	F 5.32	F 5.55	\$ 6.34
	\$ 4.55	\$ 5.08	\$ 5.33	\$ 5.56	\$ 6.35
	\$ 4.57	\$ 5.10	\$ 5.35	\$ 5.58	\$ 6.37
	\$ 4.59	\$ 5.12	\$ 5.37	\$ 6.00	\$ 6.39
	\$ 5.01	\$ 5.14	\$ 5.39	\$ 6.02	\$ 6.41
	\$ 5.03	\$ 5.16	\$ 5.41	\$ 6.04	\$ 6.43
	\$ 5.05	\$ 5.18	\$ 5.43	\$ 6.06	\$ 6.45
	\$ 5.07	\$ 5.20	\$ 5.45	\$ 6.08	\$ 6.47
	\$ 5.10	\$ 5.24	\$ 5.49	\$ 6.11	\$ 6.51
	\$ 5.14	\$ 5.28	\$ 5.53	\$ 6.15	\$ 6.55
	\$ 5.18	\$ 5.32	\$ 5.57	\$ 6.19	\$ 6.59
	\$ 5.21	\$ 5.35	\$ 6.00	\$ 6.22	\$ 7.02
	MU	MU	MU	MU	MU
		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	
	P. M.	P. M.	P. M.	P. M.	P. M.
	855	857	859	861	863

	FIRST CLASS				
	●871 DAILY				
	P. M.				
	\$ 10.36				
	F 10.37				
	\$ 10.38				
	\$ 10.40				
	\$ 10.42				
	\$ 10.44				
	\$ 10.46				
	\$ 10.48				
	\$ 10.50				
	\$ 10.54				
	\$ 10.58				
	\$ 11.02				
	\$ 11.05				
	MU				
	P. M.				
	871				

STATIONS	FIRST CLASS	
	800	802
	A. M.	A. M.
CHESTNUT HILL	\$ 6.58	\$ 6.32
HIGHLAND		
ST. MARTINS	\$ 6.51	\$ 6.30
ALLEN LANE	\$ 6.49	\$ 6.28
CARPENTER	\$ 6.47	\$ 6.26
UPSAL	\$ 6.45	\$ 6.24
TULPEHOOKEN	\$ 6.43	\$ 6.22
CHELLEN AVENUE	\$ 6.41	\$ 6.20
QUEEN LANE	\$ 6.39	\$ 6.18
WESTMORELAND		\$ 6.16
NORTH PHILA.	\$ 6.36	\$ 6.14
ZOO	\$ 6.32	\$ 6.10
PHILA.-30th ST. UL.	\$ 6.28	\$ 6.08
SUBURBAN	\$ 6.25	\$ 6.03
	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	‡●800	‡●802

STATIONS	FIRST CLASS		
	814	816	818
	A. M.	A. M.	A. M.
CHESTNUT HILL	\$ 8.34	\$ 9.03	\$ 9.32
HIGHLAND	\$ 8.32	\$ 9.01	
ST. MARTINS	\$ 8.31	\$ 9.00	\$ 9.30
ALLEN LANE	\$ 8.29	\$ 8.98	\$ 9.28
CARPENTER	\$ 8.27	\$ 8.96	\$ 9.26
UPSAL	\$ 8.25	\$ 8.94	\$ 9.24
TULPEHOOKEN	\$ 8.23	\$ 8.92	\$ 9.22
CHELLEN AVENUE	\$ 8.21	\$ 8.90	\$ 9.20
QUEEN LANE	\$ 8.19	\$ 8.88	\$ 9.18
WESTMORELAND	\$ 8.17		
NORTH PHILA.	\$ 8.15	\$ 8.45	\$ 9.15
ZOO	\$ 8.11	\$ 8.41	
PHILA.-30th ST. UL.	\$ 8.07	\$ 8.37	\$ 9.07
SUBURBAN	\$ 8.04	\$ 8.34	\$ 9.04
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
	‡●814	‡●816	‡●818

STATIONS	FIRST CLASS		
	830	832	834
	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 12.32	\$ 1.04	\$ 1.32
HIGHLAND		\$ 1.02	
ST. MARTINS	\$ 12.30	\$ 1.01	\$ 1.30
ALLEN LANE	\$ 12.28	\$ 1.00	\$ 1.28
CARPENTER	\$ 12.26	\$ 1.00	\$ 1.26
UPSAL	\$ 12.24	\$ 1.00	\$ 1.24
TULPEHOOKEN	\$ 12.22	\$ 1.00	\$ 1.22
CHELLEN AVENUE	\$ 12.20	\$ 1.00	\$ 1.20
QUEEN LANE	\$ 12.18	\$ 1.00	\$ 1.18
WESTMORELAND		\$ 1.00	
NORTH PHILA.	\$ 12.16	\$ 1.00	\$ 1.16
ZOO	\$ 12.11	\$ 1.00	\$ 1.11
PHILA.-30th ST. UL.	\$ 12.07	\$ 1.00	\$ 1.07
SUBURBAN	\$ 12.04	\$ 1.00	\$ 1.04
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	
	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
	‡●830	‡●832	●834

	FIRST CLASS				
	804	806	808	810	812
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.46	\$ 7.00	\$ 7.14	\$ 7.31	\$ 8.04
		\$ 6.58		\$ 7.29	\$ 8.02
	\$ 6.44	\$ 6.57	\$ 7.12	\$ 7.28	\$ 8.00
	\$ 6.42	\$ 6.55	\$ 7.10	\$ 7.26	\$ 7.99
	\$ 6.40	\$ 6.53	\$ 7.08	\$ 7.24	\$ 7.97
	\$ 6.38	\$ 6.51	\$ 7.06	\$ 7.22	\$ 7.95
	\$ 6.36	\$ 6.49	\$ 7.04	\$ 7.20	\$ 7.93
	\$ 6.34	\$ 6.47	\$ 7.02	\$ 7.18	\$ 7.91
	\$ 6.32	\$ 6.45	\$ 7.00	\$ 7.16	\$ 7.89
	\$ 6.30	\$ 6.43	\$ 6.98	\$ 7.14	\$ 7.87
	\$ 6.28	\$ 6.41	\$ 6.96	\$ 7.12	\$ 7.85
	\$ 6.24	\$ 6.37	\$ 6.92	\$ 7.08	\$ 7.81
	\$ 6.20	\$ 6.33	\$ 6.88	\$ 7.04	\$ 7.77
	\$ 6.17	\$ 6.30	\$ 6.85	\$ 7.01	\$ 7.74
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY
	‡●804	‡●806	‡●808	‡●810	●812

	FIRST CLASS				
	820	822	824	826	828
	A. M.	A. M.	A. M.	A. M.	P. M.
	\$ 10.02	\$ 10.33	\$ 11.02	\$ 11.32	\$ 12.03
					\$ 12.01
	\$ 10.00	\$ 10.31	\$ 11.00	\$ 11.30	\$ 12.00
	\$ 9.98	\$ 10.29	\$ 10.98	\$ 11.28	\$ 11.98
	\$ 9.96	\$ 10.27	\$ 10.96	\$ 11.26	\$ 11.96
	\$ 9.94	\$ 10.25	\$ 10.94	\$ 11.24	\$ 11.94
	\$ 9.92	\$ 10.23	\$ 10.92	\$ 11.22	\$ 11.92
	\$ 9.90	\$ 10.21	\$ 10.90	\$ 11.20	\$ 11.90
	\$ 9.88	\$ 10.19	\$ 10.88	\$ 11.18	\$ 11.88
	\$ 9.86	\$ 10.17			
	\$ 9.45	\$ 10.15	\$ 10.45	\$ 11.15	\$ 11.45
	\$ 9.41	\$ 10.11	\$ 10.41	\$ 11.11	\$ 11.41
	\$ 9.37	\$ 10.07	\$ 10.37	\$ 11.07	\$ 11.37
	\$ 9.34	\$ 10.04	\$ 10.34	\$ 11.04	\$ 11.34
	MU	MU	MU	MU	MU
		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
	●820	‡●822	‡●824	‡●826	●828

	FIRST CLASS				
	836	838	840	842	844
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.03	\$ 2.34	\$ 3.03	\$ 3.30	\$ 3.56
	\$ 2.01	\$ 2.32	\$ 3.01	\$ 3.28	\$ 3.53
	\$ 2.00	\$ 2.31	\$ 3.00	\$ 3.27	\$ 3.51
	\$ 1.98	\$ 2.29	\$ 2.98	\$ 3.25	\$ 3.49
	\$ 1.96	\$ 2.27	\$ 2.96	\$ 3.23	\$ 3.47
	\$ 1.94	\$ 2.25	\$ 2.94	\$ 3.21	\$ 3.45
	\$ 1.92	\$ 2.23	\$ 2.92	\$ 3.19	\$ 3.43
	\$ 1.90	\$ 2.21	\$ 2.90	\$ 3.17	\$ 3.41
	\$ 1.88	\$ 2.19	\$ 2.88	\$ 3.15	\$ 3.39
	\$ 1.86	\$ 2.17		\$ 3.13	\$ 3.37
	\$ 1.45	\$ 2.15	\$ 2.45	\$ 3.11	\$ 3.35
	\$ 1.41	\$ 2.11	\$ 2.41	\$ 3.07	\$ 3.31
	\$ 1.37	\$ 2.07	\$ 2.37	\$ 3.03	\$ 3.27
	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.00	\$ 3.24
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SUN.
	‡●836	‡●838	●840	‡●842	‡●844

STATIONS	FIRST CLASS		
	846	848	850
	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 4.21	\$ 4.33	\$ 4.45
HIGHLAND	\$ 4.19	\$ 4.31	\$ 4.42
ST. MARTINS	\$ 4.17	\$ 4.30	\$ 4.39
ALLEN LANE	\$ 4.15	\$ 4.28	\$ 4.37
CARPENTER	\$ 4.13	\$ 4.26	\$ 4.35
UPSAL	\$ 4.11	\$ 4.24	\$ 4.33
TULPEHOCKEN	\$ 4.09	\$ 4.22	\$ 4.31
CHELTON AVENUE	\$ 4.07	\$ 4.20	\$ 4.29
QUEEN LANE	\$ 4.05	\$ 4.18	\$ 4.27
WESTMORELAND	\$ 4.03	\$ 4.16	\$ 4.25
NORTH PHILA.	\$ 4.01	\$ 4.13	\$ 4.23
ZOO	\$ 3.57	\$ 4.10	\$ 4.19
PHILA.-30th ST. UL.	\$ 3.53	\$ 4.05	\$ 4.15
SUBURBAN	\$ 3.50	\$ 4.05	\$ 4.12
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	
	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY
	†●846	†●848	●850

STATIONS	FIRST CLASS		
	862	864	866
	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 7.53	\$ 8.49	\$ 9.28
HIGHLAND	\$ 7.51	\$ 8.47	\$ 9.26
ST. MARTINS	\$ 7.49	\$ 8.44	\$ 9.24
ALLEN LANE	\$ 7.47	\$ 8.42	\$ 9.23
CARPENTER	\$ 7.45	\$ 8.40	\$ 9.20
UPSAL	\$ 7.43	\$ 8.38	\$ 9.18
TULPEHOCKEN	\$ 7.41	\$ 8.36	\$ 9.16
CHELTON AVENUE	\$ 7.39	\$ 8.34	\$ 9.14
QUEEN LANE	\$ 7.37	\$ 8.32	\$ 9.12
WESTMORELAND	\$ 7.35	\$ 8.30	\$ 9.10
NORTH PHILA.	\$ 7.33	\$ 8.28	\$ 9.08
ZOO	\$ 7.31	\$ 8.26	\$ 9.06
PHILA.-30th ST. UL.	\$ 7.29	\$ 8.24	\$ 9.04
SUBURBAN	\$ 7.27	\$ 8.22	\$ 9.02
	MU	MU	MU
		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	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.
	\$ 4.58	\$ 5.20	\$ 5.50	\$ 6.25	\$ 7.10
	\$ 4.56	\$ 5.18	\$ 5.48	\$ 6.23	\$ 7.08
	\$ 4.54	\$ 5.16	\$ 5.46	\$ 6.22	\$ 7.07
	\$ 4.52	\$ 5.14	\$ 5.44	\$ 6.20	\$ 7.05
	\$ 4.50	\$ 5.12	\$ 5.42	\$ 6.18	\$ 7.03
	\$ 4.48	\$ 5.10	\$ 5.40	\$ 6.16	\$ 7.01
	\$ 4.46	\$ 5.08	\$ 5.38	\$ 6.14	\$ 6.99
	\$ 4.44	\$ 5.06	\$ 5.36	\$ 6.12	\$ 6.97
	\$ 4.41	\$ 5.03	\$ 5.34	\$ 6.10	\$ 6.95
	\$ 4.38	\$ 5.00	\$ 5.32	\$ 6.08	\$ 6.93
	\$ 4.36	\$ 4.98	\$ 5.30	\$ 6.06	\$ 6.91
	\$ 4.32	\$ 4.94	\$ 5.26	\$ 6.02	\$ 6.87
	\$ 4.28	\$ 4.90	\$ 5.22	\$ 5.98	\$ 6.83
	\$ 4.25	\$ 4.87	\$ 5.19	\$ 5.95	\$ 6.80
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3
	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	870			
	P. M.	P. M.			
	\$ 10.29	\$ 11.43			
	\$ 10.27	\$ 11.41			
	\$ 10.26	\$ 11.39			
	\$ 10.24	\$ 11.37			
	\$ 10.22	\$ 11.35			
	\$ 10.20	\$ 11.33			
	\$ 10.18	\$ 11.31			
	\$ 10.16	\$ 11.29			
	\$ 10.14	\$ 11.27			
	\$ 10.11	\$ 11.26			
	\$ 10.07	\$ 11.22			
	\$ 10.03	\$ 11.18			
	\$ 10.00	\$ 11.15			
	MU	MU			
	P. M.	P. M.			
	DAILY ●868	DAILY ●870			

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	±●701 DAILY EX. SAT.&SUN.	±●0701 DAILY EX. SAT.&SUN.	●703 DAILY EX. SAT.
	A. M.	A. M.	A. M.
SUBURBAN	\$ 4.15		\$ 5.84
PHILA.-30th ST. UL.	\$ 4.18		\$ 5.87
ARSENAL	4.20		5.39
FORTY-NINTH ST.			5.41
ANGORA			5.45
FERNWOOD-YEADON			5.46
LANSDOWNE	\$ 4.26		5.47
GLADSTONE			5.48
CLIFTON-ALDAN			5.50
PRIMOS			5.52
SECANE			5.54
MORTON-RUTLEDGE	\$ 4.34		5.56
SWARTHMORE	\$ 4.36		5.58
WALLINGFORD			6.00
MOYLAN-ROSE VALLEY			6.02
MEDIA	\$ 4.45	\$ 4.46	6.09
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			6.10
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
WEST CHESTER			
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	
	A. M.	A. M.	A. M.
	701	0701	703

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	700	702	704
	A. M.	A. M.	A. M.
SUBURBAN	\$ 5.33	\$ 6.20	\$ 6.38
PHILA.-30th ST. UL.	\$ 5.30	\$ 6.17	\$ 6.35
ARSENAL	5.27	6.14	6.31
FORTY-NINTH ST.	5.22	6.09	6.26
ANGORA	\$ 5.20	\$ 6.07	\$ 6.24
FERNWOOD-YEADON	\$ 5.18	\$ 6.05	\$ 6.22
LANSDOWNE	\$ 5.16	\$ 6.03	\$ 6.20
GLADSTONE	\$ 5.14	\$ 6.01	
CLIFTON-ALDAN	\$ 5.12	\$ 5.99	\$ 6.17
PRIMOS	\$ 5.10	\$ 5.97	\$ 6.15
SECANE	\$ 5.08	\$ 5.95	\$ 6.13
MORTON-RUTLEDGE	\$ 5.06	\$ 5.93	\$ 6.11
SWARTHMORE	\$ 5.04	\$ 5.91	\$ 6.09
WALLINGFORD	\$ 5.02	\$ 5.89	\$ 6.07
MOYLAN-ROSE VALLEY	\$ 5.00	\$ 5.87	\$ 6.05
MEDIA	\$ 4.98	\$ 5.85	\$ 6.03
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			6.17
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
WEST CHESTER			
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT.&SUN.
	±●700	±●702	±●704

SOUTHWARD

	FIRST CLASS				
	±●0703 DAILY EX. SAT.&SUN.	±●705 DAILY EX. SUN.	●0705 SATURDAY ONLY	±●707 DAILY EX. SAT.&SUN.	±●0707 DAILY EX. SAT.&SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.00			\$ 6.50	
	\$ 6.03			\$ 6.53	
	6.05			6.55	
	6.07			6.57	
	6.09			6.59	
	6.11			7.01	
	6.13			7.03	
	6.14				
	6.16			7.05	
	6.18			7.07	
	6.20			7.09	
	6.22			7.11	
	6.24			7.13	
	6.26				
	6.28				
	\$ 6.16	\$ 6.33	\$ 6.34	\$ 7.20	\$ 7.21
F	6.21		F 6.40		F 7.25
F	6.23		F 6.42		F 7.27
F	6.25				
	6.29		F 6.47		F 7.32
	6.32		F 6.51		F 7.35
	6.34		F 6.54		F 7.38
	6.44		\$ 7.03		\$ 7.44
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.	A. M.	A. M.
	0703	705	0705	707	0707

NORTHWARD

	FIRST CLASS				
	0706	706	780	708	710
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.60	\$ 6.50	\$ 6.50	\$ 7.10	\$ 7.16
	6.47	6.47	6.47	7.07	7.13
	6.44	6.44	6.44	7.04	7.10
		6.39			7.06
		6.37		6.58	
	6.37	6.35			7.03
	6.34	6.33		6.55	
	6.32	6.31			6.59
	6.28	6.28	\$ 6.52		6.56
	6.26	6.26	6.48		
	6.24	6.24	6.44		6.58
	6.22	6.22			
	6.20	6.20			6.49
	6.18	6.18			6.47
	6.16	6.16	\$ 6.40		6.45
	\$ 6.15				
F	6.09				
F	6.05				
F	6.03				
F	6.01				
F	5.57				
F	5.55				
F	5.54				
F	5.51				
\$	5.48				
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Run Sat., Sun. May 30, July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT.&SUN.	DAILY EX. SAT.&SUN.		DAILY EX. SAT.&SUN.	DAILY EX. SAT.&SUN.
	±●0706	±●706	●780	±●708	±●710

STATIONS	FIRST CLASS		
	●709 DAILY	±●711 DAILY EX. SAT. & SUN.	±●713 DAILY EX. SUN.
	A. M.	A. M.	A. M.
SUBURBAN	\$ 7.05	\$ 7.28	\$ 7.55
PHILA. -30th ST. UL.	\$ 7.08	\$ 7.31	\$ 7.58
ARSENAL	\$ 7.10	\$ 7.33	\$ 8.00
FORTY-NINTH ST.	\$ 7.12	\$ 7.35	\$ 8.02
ANGORA	\$ 7.14	\$ 7.37	\$ 8.04
FERNWOOD-YEADON	\$ 7.16	\$ 7.39	\$ 8.06
LANSDOWNE	\$ 7.18	\$ 7.41	\$ 8.08
GLADSTONE	\$ 7.19	\$ 7.42	\$ 8.09
CLIFTON-ALDAN	\$ 7.21	\$ 7.44	\$ 8.11
PRIMOS	\$ 7.23	\$ 7.46	\$ 8.13
SECANE	\$ 7.25	\$ 7.48	\$ 8.15
MORTON-RUTLEDGE	\$ 7.27	\$ 7.50	\$ 8.17
SWARTHMORE	\$ 7.29	\$ 7.52	\$ 8.19
WALLINGFORD	\$ 7.31	\$ 7.54	\$ 8.21
MOYLAN-ROSE VALLEY	\$ 7.33	\$ 7.56	\$ 8.23
MEDIA	\$ 7.40	\$ 8.03	\$ 8.80
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
WEST CHESTER			
	MU	MU	MU
		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.
	709	711	713

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	782	718	714
	A. M.	A. M.	A. M.
SUBURBAN	\$ 7.20	\$ 7.20	\$ 7.30
PHILA. -30th ST. UL.	\$ 7.17	\$ 7.17	\$ 7.27
ARSENAL	\$ 7.14	\$ 7.14	\$ 7.24
FORTY-NINTH ST.	\$ 7.09		\$ 7.17
ANGORA	\$ 7.07	\$ 7.10	\$ 7.15
FERNWOOD-YEADON	\$ 7.06		\$ 7.16
LANSDOWNE	\$ 7.03	\$ 7.06	\$ 7.13
GLADSTONE	\$ 7.01		\$ 7.11
CLIFTON-ALDAN	\$ 6.59	\$ 7.02	\$ 7.09
PRIMOS	\$ 6.57		\$ 7.07
SECANE	\$ 6.55	\$ 6.58	\$ 7.06
MORTON-RUTLEDGE	\$ 6.53		\$ 7.03
SWARTHMORE	\$ 6.51	\$ 6.55	\$ 7.01
WALLINGFORD	\$ 6.49		\$ 6.59
MOYLAN-ROSE VALLEY	\$ 6.47		\$ 6.57
MEDIA	\$ 6.45	\$ 6.50	\$ 6.55
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
WEST CHESTER			
	MU	MU	MU
		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.
	SATURDAY ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	782	±718	±714

STATIONS	FIRST CLASS				
	●779 SATURDAY ONLY	●715 DAILY	±●717 DAILY EX. SUN.	●781 SATURDAY ONLY	±●719 DAILY EX. SAT. & SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$ 8.25	\$ 8.55	\$ 9.25	\$ 9.55	\$ 10.25
PHILA. -30th ST. UL.	\$ 8.28	\$ 8.58	\$ 9.28	\$ 9.58	\$ 10.28
ARSENAL	\$ 8.30	\$ 9.00	\$ 9.30	\$ 10.00	\$ 10.30
FORTY-NINTH ST.	\$ 8.32	\$ 9.02	\$ 9.32	\$ 10.02	\$ 10.32
ANGORA	\$ 8.34	\$ 9.04	\$ 9.34	\$ 10.04	\$ 10.34
FERNWOOD-YEADON	\$ 8.36	\$ 9.06	\$ 9.36	\$ 10.06	\$ 10.36
LANSDOWNE	\$ 8.38	\$ 9.08	\$ 9.38	\$ 10.08	\$ 10.38
GLADSTONE	\$ 8.39	\$ 9.09	\$ 9.39	\$ 10.09	\$ 10.39
CLIFTON-ALDAN	\$ 8.41	\$ 9.11	\$ 9.41	\$ 10.11	\$ 10.41
PRIMOS	\$ 8.43	\$ 9.13	\$ 9.43	\$ 10.13	\$ 10.43
SECANE	\$ 8.45	\$ 9.15	\$ 9.45	\$ 10.15	\$ 10.45
MORTON-RUTLEDGE	\$ 8.47	\$ 9.17	\$ 9.47	\$ 10.17	\$ 10.47
SWARTHMORE	\$ 8.48	\$ 9.19	\$ 9.49	\$ 10.19	\$ 10.49
WALLINGFORD	\$ 8.51	\$ 9.21	\$ 9.51	\$ 10.21	\$ 10.51
MOYLAN-ROSE VALLEY	\$ 8.53	\$ 9.23	\$ 9.53	\$ 10.23	\$ 10.53
MEDIA	\$ 9.00	\$ 9.30	\$ 10.00	\$ 10.30	\$ 11.00
ELWYN					
WILLIAMSON SCHOOL					
GLEN RIDDLE					
LENNI					
WAWA					
DARLINGTON					
GLEN MILLS					
LOCKSLEY					
CHEYNEY					
WESTTOWN					
WEST CHESTER					
	MU	MU	MU	MU	MU
			Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.	A. M.	A. M.
	779	715	717	781	719

NORTHWARD

STATIONS	FIRST CLASS				
	716	0718	718	784	720
	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$ 7.40		\$ 7.46	\$ 7.55	\$ 8.05
PHILA. -30th ST. UL.	\$ 7.37		\$ 7.43	\$ 7.52	\$ 8.02
ARSENAL	\$ 7.34		\$ 7.40	\$ 7.49	\$ 7.59
FORTY-NINTH ST.	\$ 7.29			\$ 7.43	\$ 7.54
ANGORA	\$ 7.27			\$ 7.41	\$ 7.52
FERNWOOD-YEADON	\$ 7.25			\$ 7.39	\$ 7.50
LANSDOWNE	\$ 7.23		\$ 7.33	\$ 7.37	\$ 7.48
GLADSTONE	\$ 7.21			\$ 7.35	\$ 7.46
CLIFTON-ALDAN	\$ 7.19			\$ 7.33	\$ 7.44
PRIMOS	\$ 7.17			\$ 7.31	\$ 7.42
SECANE	\$ 7.15			\$ 7.29	\$ 7.40
MORTON-RUTLEDGE			\$ 7.27	\$ 7.27	\$ 7.38
SWARTHMORE			\$ 7.25	\$ 7.25	\$ 7.36
WALLINGFORD			\$ 7.23	\$ 7.23	\$ 7.34
MOYLAN-ROSE VALLEY			\$ 7.21	\$ 7.21	\$ 7.32
MEDIA	\$ 7.07	\$ 7.18	\$ 7.19	\$ 7.19	\$ 7.30
ELWYN		F	7.12		
WILLIAMSON SCHOOL		F	7.10		
GLEN RIDDLE		F	7.08		
LENNI		F	7.06		
WAWA		F	7.04		
DARLINGTON		F	7.03		
GLEN MILLS		F	7.00		
LOCKSLEY		F	6.58		
CHEYNEY		F	6.56		
WESTTOWN		F	6.53		
WEST CHESTER		F	6.49		
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	SATURDAY ONLY	DAILY EX. SAT. & SUN.
	±716	±0718	±718	784	±720

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	‡0719 DAILY EX. SAT. & SUN. A. M.	0721 DAILY A. M.	‡0723 DAILY EX. SUN. A. M.
	SUBURBAN	\$ 10.55	\$ 11.25
PHILA.-30th ST. UL ARSENAL	\$ 10.58 11.00	\$ 11.28 11.30	
FORTY-NINTH ST. ANGORA	\$ 11.02 11.04	\$ 11.32 11.34	
FERNWOOD-YEADON LANDS DOWNE GLADSTONE	\$ 11.06 11.08 11.09	\$ 11.36 11.38 11.39	
OLIFTON-ALDAN PRIMOS SECANE	\$ 11.11 11.13 11.15	\$ 11.41 11.43 11.45	
MORTON-RUTLEDGE SWARTHMORE	\$ 11.17 11.19	\$ 11.47 11.49	
WALLINGFORD MOYLAN-ROSE VALLEY MEDIA	\$ 11.21 11.23 11.01	\$ 11.51 11.53 12.00	
ELWYN WILLIAMSON SCHOOL GLEN RIDDLE LENNI WAWA	F 11.06 F 11.08 F 11.10		
DARLINGTON GLEN MILLS LOCKSLEY OHEYNEY WESTTOWN WEST CHESTER	F 11.15 F 11.18 F 11.21 \$ 11.30 MU		
	Will Not Run May 30 July 4 Sept. 3 A. M.	Will Not Run May 30 July 4 Sept. 3 NOON	
	0719	721	723

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	0786 A. M.	786 A. M.	722 A. M.
	SUBURBAN	\$ 8.28	\$ 8.80
PHILA.-30th ST. UL ARSENAL	\$ 8.20 8.17	\$ 8.27 8.24	
FORTY-NINTH ST. ANGORA	\$ 8.12 8.10	\$ 8.19 8.17	
FERNWOOD-YEADON LANDS DOWNE GLADSTONE	\$ 8.08 8.06 8.04	\$ 8.15 8.13 8.11	
OLIFTON-ALDAN PRIMOS SECANE	\$ 8.02 8.00 7.58	\$ 8.09 8.07 8.05	
MORTON-RUTLEDGE SWARTHMORE	\$ 7.56 7.54	\$ 8.03 8.01	
WALLINGFORD MOYLAN-ROSE VALLEY MEDIA	\$ 7.52 7.50 7.47	\$ 7.59 7.57 7.55	
ELWYN WILLIAMSON SCHOOL GLEN RIDDLE LENNI WAWA	F 7.35 F 7.32		
DARLINGTON GLEN MILLS LOCKSLEY OHEYNEY WESTTOWN WEST CHESTER	F 7.31 F 7.28 F 7.26 F 7.23 \$ 7.18 MU		
	A. M.	A. M.	A. M.
	SATURDAY ONLY 0786	SATURDAY ONLY 0786	DAILY EX. SAT. 0722

SOUTHWARD

	FIRST CLASS				
	0725 DAILY A. M.	‡0727 DAILY EX. SAT. & SUN. P. M.	‡0729 DAILY EX. SUN. P. M.	‡0731 DAILY EX. SUN. P. M.	0733 DAILY P. M.
		\$ 11.55 11.58 12.00	\$ 12.25 12.28 12.30	\$ 12.55 12.58 1.00	\$ 1.25 1.28 1.30
	\$ 12.02 12.04 12.06 12.08 12.09	\$ 12.32 12.34 12.36 12.38 12.39	\$ 1.02 1.04 1.06 1.08 1.09	\$ 1.32 1.34 1.36 1.38 1.39	\$ 2.02 2.04 2.06 2.08 2.09
	\$ 12.11 12.13 12.15 12.17 12.19	\$ 12.41 12.43 12.45 12.47 12.49	\$ 1.11 1.13 1.15 1.17 1.19	\$ 1.41 1.43 1.45 1.47 1.49	\$ 2.11 2.13 2.15 2.17 2.19
	\$ 12.21 12.23 12.30	\$ 12.51 12.53 1.00	\$ 1.21 1.23 1.30	\$ 1.51 1.53 2.00	\$ 2.21 2.23 2.30
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3 P. M.	Will Not Run May 30 July 4 Sept. 3 P. M.	Will Not Run May 30 July 4 Sept. 3 P. M.	Will Not Run May 30 July 4 Sept. 3 P. M.	Will Not Run May 30 July 4 Sept. 3 P. M.
	725	727	729	731	733

NORTHWARD

	FIRST CLASS				
	0784 A. M.	724 A. M.	726 A. M.	728 A. M.	730 A. M.
		\$ 8.50 8.47 8.44	\$ 9.20 9.17 9.14	\$ 9.50 9.47 9.44	\$ 10.20 10.17 10.14	$ 10.20 10.17 10.14
	\$ 8.12 8.10 8.08 8.06 8.04	\$ 8.19 8.17 8.15 8.13 8.11	\$ 8.08 8.06 8.04 8.02 8.00	\$ 8.38 8.36 8.34 8.32 8.30	\$ 10.08 10.06 10.04 10.02 10.00
	\$ 8.02 8.00 7.58 7.56 7.54	\$ 8.09 8.07 8.05 8.03 8.01	\$ 8.59 8.57 8.55 8.53 8.51	\$ 9.29 9.27 9.25 9.23 9.21	\$ 9.59 9.57 9.55 9.53 9.51
	\$ 8.24 8.22 8.20	\$ 8.49 8.47 8.45	\$ 9.19 9.17 9.15	\$ 9.49 9.47 9.45	\$ 9.49 9.47 9.45
	F 8.09 F 8.07				
	F 8.04				
	F 8.03 F 8.00				
	F 7.58 F 7.55 \$ 7.50 MU				
	Will Not Run May 30 July 4 Sept. 3 A. M.	Will Not Run May 30 July 4 Sept. 3 A. M.	Will Not Run May 30 July 4 Sept. 3 A. M.	Will Not Run May 30 July 4 Sept. 3 A. M.	Will Not Run May 30 July 4 Sept. 3 A. M.
	DAILY EX. SAT. & SUN. ‡0784	DAILY EX. SUN. ‡0724	DAILY EX. SUN. ‡0726	DAILY EX. SUN. ‡0728	DAILY 0730

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	±●0733 DAILY EX. SAT.&SUN.	±●735 DAILY EX. SUN.	±●737 DAILY EX. SUN.
	P. M.	P. M.	P. M.
SUBURBAN	\$ 2 25	\$ 2 55	
PHILA. 30th ST. UL.	\$ 2 28	\$ 2 58	
ARSENAL	2 30	3 00	
FORTY-NINTH ST.	\$ 2 32	\$ 3 02	
ANGORA	\$ 2 34	\$ 3 04	
FERNWOOD-YEADON	\$ 2 36	\$ 3 06	
LANDSOWNE	\$ 2 38	\$ 3 08	
GLADSTONE	\$ 2 39	\$ 3 09	
CLIFTON-ALDAN	\$ 2 41	\$ 3 11	
PRIMOS	\$ 2 43	\$ 3 13	
SECANE	\$ 2 45	\$ 3 15	
MORTON-RUTLEDGE	\$ 2 47	\$ 3 17	
SWARTHMORE	\$ 2 49	\$ 3 19	
WALLINGFORD	\$ 2 51	\$ 3 21	
MOYLAN-ROSE VALLEY	\$ 2 53	\$ 3 23	
MEDIA	\$ 2 31	\$ 3 00	\$ 3 80
ELWYN	\$ 2 33		
WILLIAMSON SCHOOL	\$ 2 35		
GLEN RIDDLE	\$ 2 37		
LENNI	\$ 2 39		
WAWA	\$ 2 41		
DARLINGTON	\$ 2 43		
GLEN MILLS	\$ 2 46		
LOCKSLEY	\$ 2 49		
CHEYNEY	\$ 2 50		
WESTTOWN	\$ 2 53		
WEST CHESTER	\$ 3 00		
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.
	0733	735	737

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	732	734	738
	A. M.	A. M.	A. M.
SUBURBAN	\$ 10 40	\$ 11 20	\$ 11 55
PHILA. 30th ST. UL.	\$ 10 37	\$ 11 17	\$ 11 52
ARSENAL	10 34	11 14	11 49
FORTY-NINTH ST.	\$ 10 33	\$ 11 08	\$ 11 43
ANGORA	\$ 10 31	\$ 11 06	\$ 11 41
FERNWOOD-YEADON	\$ 10 29	\$ 11 04	\$ 11 39
LANDSOWNE	\$ 10 27	\$ 11 02	\$ 11 37
GLADSTONE	\$ 10 25	\$ 11 00	\$ 11 35
CLIFTON-ALDAN	\$ 10 24	\$ 10 59	\$ 11 34
PRIMOS	\$ 10 22	\$ 10 57	\$ 11 32
SECANE	\$ 10 20	\$ 10 55	\$ 11 30
MORTON-RUTLEDGE	\$ 10 18	\$ 10 53	\$ 11 28
SWARTHMORE	\$ 10 16	\$ 10 51	\$ 11 26
WALLINGFORD	\$ 10 14	\$ 10 49	\$ 11 24
MOYLAN-ROSE VALLEY	\$ 10 12	\$ 10 47	\$ 11 22
MEDIA	\$ 10 10	\$ 10 45	\$ 11 20
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
WEST CHESTER			
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	SATURDAY ONLY
	±●732	●734	●738

SOUTHWARD

	FIRST CLASS				
	●739 DAILY	●0739 SATURDAY ONLY	●783 SATURDAY ONLY	±●741 DAILY EX. SAT.&SUN.	±●0741 DAILY EX. SAT.&SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3 26		\$ 3 45	\$ 3 55	
	\$ 3 28		\$ 3 48	\$ 3 58	
	\$ 3 31		\$ 3 50	\$ 4 01	
	\$ 3 33		\$ 3 52		
	\$ 3 35		\$ 3 54		
	\$ 3 37		\$ 3 56	\$ 4 08	
	\$ 3 39		\$ 3 58	\$ 4 10	
	\$ 3 40		\$ 3 59		
	\$ 3 42		\$ 4 01		
	\$ 3 44		\$ 4 03	\$ 4 14	
	\$ 3 46		\$ 4 05	\$ 4 17	
	\$ 3 48		\$ 4 07	\$ 4 19	
	\$ 3 50		\$ 4 09	\$ 4 21	
	\$ 3 52		\$ 4 11	\$ 4 23	
	\$ 3 54		\$ 4 13	\$ 4 25	
	\$ 4 00	\$ 4 01	\$ 4 20	\$ 4 28	\$ 4 29
		F 4 03			F 4 31
		F 4 06			F 4 33
		F 4 08			F 4 35
					F 4 37
					F 4 39
		F 4 11			F 4 41
		F 4 14			F 4 44
					F 4 47
					F 4 48
		F 4 17			F 4 51
		F 4 19			F 4 53
		\$ 4 30			\$ 4 58
	MU	MU	MU	MU	MU
				Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.	P. M.
	739	0739	783	741	0741

NORTHWARD

	FIRST CLASS					
	736	0738	738	740	742	744
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 12 20		\$ 12 50	\$ 1 20	\$ 1 60	\$ 2 20
	\$ 12 17		\$ 12 47	\$ 1 17	\$ 1 47	\$ 2 17
	\$ 12 14		\$ 12 44	\$ 1 14	\$ 1 44	\$ 2 14
	\$ 12 08		\$ 12 38	\$ 1 08	\$ 1 38	\$ 2 08
	\$ 12 06		\$ 12 36	\$ 1 06	\$ 1 36	\$ 2 06
	\$ 12 04		\$ 12 34	\$ 1 04	\$ 1 34	\$ 2 04
	\$ 12 02		\$ 12 32	\$ 1 02	\$ 1 32	\$ 2 02
	\$ 12 00		\$ 12 30	\$ 1 00	\$ 1 30	\$ 2 00
	\$ 11 59		\$ 12 29	\$ 12 59	\$ 1 29	\$ 1 59
	\$ 11 57		\$ 12 27	\$ 12 57	\$ 1 27	\$ 1 57
	\$ 11 55		\$ 12 25	\$ 12 55	\$ 1 25	\$ 1 55
	\$ 11 53		\$ 12 23	\$ 12 53	\$ 1 23	\$ 1 53
	\$ 11 51		\$ 12 21	\$ 12 51	\$ 1 21	\$ 1 51
	\$ 11 49		\$ 12 19	\$ 12 49	\$ 1 19	\$ 1 49
	\$ 11 47		\$ 12 17	\$ 12 47	\$ 1 17	\$ 1 47
	\$ 11 45	\$ 12 14	\$ 12 15	\$ 12 45	\$ 1 15	\$ 1 45
		F 12 03				
		F 11 57				
		F 11 53				
		F 11 50				
		\$ 11 45				
	MU	MU	MU	MU	MU	MU
		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SAT.&SUN.	DAILY EX. SUN.
	●736	±●0738	±●738	●740	±●742	±●744

WEST CHESTER BRANCH

STATIONS	FIRST CLASS		
	±●743 DAILY EX. SAT.&SUN.	±●745 DAILY EX. SAT.&SUN.	±●747 DAILY EX. SUN.
	P. M.	P. M.	P. M.
SUBURBAN	\$ 4.03	\$ 4.10	\$ 4.18
PHILA. 30th ST. UL.	\$ 4.06	\$ 4.13	\$ 4.21
ARSENAL	4.09	4.16	4.25
FORTY-NINTH ST. ANGORA	\$ 4.15	\$ 4.20	\$ 4.27
FERNWOOD-YEADON	\$ 4.19	\$ 4.24	\$ 4.29
LANDSOWNE	\$ 4.19	\$ 4.26	\$ 4.31
GLADSTONE	\$ 4.23	\$ 4.26	\$ 4.36
CLIFTON-ALDAN	\$ 4.23	\$ 4.30	\$ 4.37
PRIMOS	\$ 4.26	\$ 4.32	\$ 4.39
SECANE	\$ 4.26	\$ 4.34	\$ 4.41
MORTON-RUTLEDGE	\$ 4.28	\$ 4.36	\$ 4.43
SWARTHMORE	\$ 4.30	\$ 4.38	\$ 4.45
WALLINGFORD	\$ 4.32	\$ 4.41	\$ 4.48
MOYLAN-ROSE VALLEY	\$ 4.34	\$ 4.43	\$ 4.50
MEDIA	\$ 4.40	\$ 4.49	\$ 4.57
ELWYN			
WILLIAMSON SCHOOL			
GLEN RIDDLE			
LENNI			
WAWA			
DARLINGTON			
GLEN MILLS			
LOCKSLEY			
CHEYNEY			
WESTTOWN			
WEST CHESTER			
	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.
	743	745	747

WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	746	748	750	752
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 2.50	\$ 3.20	\$ 3.50	\$ 4.20
PHILA. 30th ST. UL.	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17
ARSENAL	2.44	3.14	3.44	4.12
FORTY-NINTH ST. ANGORA	\$ 2.38	\$ 3.08	\$ 3.38	\$ 4.08
FERNWOOD-YEADON	\$ 2.36	\$ 3.06	\$ 3.36	\$ 4.06
LANDSOWNE	\$ 2.34	\$ 3.04	\$ 3.34	\$ 4.04
GLADSTONE	\$ 2.32	\$ 3.02	\$ 3.32	\$ 4.02
GLADSTONE	\$ 2.30	\$ 3.00	\$ 3.30	\$ 4.00
CLIFTON-ALDAN	\$ 2.29	\$ 2.59	\$ 3.29	\$ 3.59
PRIMOS	\$ 2.27	\$ 2.57	\$ 3.27	\$ 3.57
SECANE	\$ 2.25	\$ 2.55	\$ 3.25	\$ 3.55
MORTON-RUTLEDGE	\$ 2.23	\$ 2.53	\$ 3.23	\$ 3.53
SWARTHMORE	\$ 2.21	\$ 2.51	\$ 3.21	\$ 3.51
WALLINGFORD	\$ 2.19	\$ 2.49	\$ 3.19	\$ 3.49
MOYLAN-ROSE VALLEY	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47
MEDIA	\$ 2.15	\$ 2.45	\$ 3.15	\$ 3.45
ELWYN				
WILLIAMSON SCHOOL				
GLEN RIDDLE				
LENNI				
WAWA				
DARLINGTON				
GLEN MILLS				
LOCKSLEY				
CHEYNEY				
WESTTOWN				
WEST CHESTER				
	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT.&SUN.	DAILY	DAILY EX. SAT.&SUN.	DAILY EX. SUN.
	±●746	●748	±●750	±●752

SOUTHWARD

	FIRST CLASS				
	±●749 DAILY EX. SAT.&SUN.	±●0749 DAILY EX. SAT.&SUN.	±●751 DAILY EX. SUN.	±●753 DAILY EX. SUN.	●755 DAILY EX. SAT.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.36		\$ 4.46	\$ 5.10	\$ 5.26
	\$ 4.38		\$ 4.48	\$ 5.13	\$ 5.28
	4.41		4.51	5.16	5.31
			\$ 4.55	\$ 5.18	\$ 5.34
			\$ 4.57	\$ 5.21	\$ 5.36
			\$ 4.59	\$ 5.23	\$ 5.38
	\$ 4.47		\$ 5.01	\$ 5.25	\$ 5.40
			\$ 5.03	\$ 5.27	\$ 5.42
	\$ 4.50		\$ 5.05	\$ 5.29	\$ 5.44
			\$ 5.07	\$ 5.31	\$ 5.46
			\$ 5.09	\$ 5.33	\$ 5.48
	\$ 4.54		\$ 5.11	\$ 5.35	\$ 5.50
	\$ 4.57		\$ 5.14	\$ 5.38	\$ 5.52
	\$ 4.59		\$ 5.16	\$ 5.41	\$ 5.54
	\$ 5.01		\$ 5.18	\$ 5.43	\$ 5.56
	\$ 5.05		\$ 5.25	\$ 5.49	\$ 6.02
		F 5.08			
		F 5.10			
		F 5.12			
		F 5.14			
		F 5.16			
		F 5.18			
		F 5.21			
		F 5.24			
		F 5.25			
		F 5.28			
		F 5.35			
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.	P. M.
	749	0749	751	753	755

NORTHWARD

	FIRST CLASS				
	0754	754	756	0790	758
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.50	\$ 4.50	\$ 5.10		\$ 5.40
	\$ 4.47	\$ 4.47	\$ 5.07		\$ 5.37
		4.44	5.04		5.32
	\$ 4.38	\$ 4.38	\$ 4.58		\$ 5.28
	\$ 4.36	\$ 4.36	\$ 4.56		\$ 5.26
	\$ 4.34	\$ 4.34	\$ 4.54		\$ 5.24
	\$ 4.32	\$ 4.32	\$ 4.52		\$ 5.22
	\$ 4.30	\$ 4.30	\$ 4.50		\$ 5.20
	\$ 4.29	\$ 4.29	\$ 4.49		\$ 5.19
	\$ 4.27	\$ 4.27	\$ 4.47		\$ 5.17
	\$ 4.25	\$ 4.25	\$ 4.45		\$ 5.15
	\$ 4.23	\$ 4.23	\$ 4.43		\$ 5.13
	\$ 4.21	\$ 4.21	\$ 4.41		\$ 5.11
	\$ 4.19	\$ 4.19	\$ 4.39		\$ 5.09
	\$ 4.17	\$ 4.17	\$ 4.37		\$ 5.07
	\$ 4.15	\$ 4.15	\$ 4.35	\$ 5.04	\$ 5.18
	\$ 4.09				
	\$ 4.07			F 4.55	
	\$ 4.05			F 4.53	
	\$ 4.03			F 4.51	
	\$ 4.01			F 4.49	
	\$ 4.00				
	\$ 3.57			F 4.46	
	\$ 3.55				
	\$ 3.52				
	\$ 3.50			F 4.42	
	\$ 3.45			F 4.40	
				\$ 4.35	
	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT.&SUN.	DAILY	DAILY EX. SAT.&SUN.	SATURDAY ONLY	SATURDAY ONLY
	±●0754	●754	±●756	●0790	●790
					DAILY EX. SAT.&SUN.
					±●758

WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	±0755	±0757	0785	±0759
	DAILY EX. SAT. & SUN. P. M.	DAILY EX. SAT. & SUN. P. M.	SATURDAY ONLY P. M.	DAILY EX. SAT. & SUN. P. M.
SUBURBAN	\$ 5.45	\$ 6.00	\$ 6.25	\$ 6.25
PHILA. 30th ST. UL ARSENAL	\$ 5.48	\$ 6.03	\$ 6.28	\$ 6.28
	\$ 5.51	\$ 6.05	\$ 6.30	\$ 6.30
FORTY-NINTH ST. ANGORA	\$ 5.53	\$ 6.07	\$ 6.32	\$ 6.32
FERNWOOD-YEADON	\$ 5.55	\$ 6.09	\$ 6.34	\$ 6.34
LANSDOWNE	\$ 5.57	\$ 6.11	\$ 6.36	\$ 6.36
GLADSTONE	\$ 5.59	\$ 6.13	\$ 6.38	\$ 6.38
	\$ 6.00	\$ 6.14	\$ 6.39	\$ 6.39
CLIFTON-ALDAN	\$ 6.02	\$ 6.16	\$ 6.41	\$ 6.41
PRIMOS	\$ 6.04	\$ 6.18	\$ 6.43	\$ 6.43
SECANE	\$ 6.06	\$ 6.20	\$ 6.45	\$ 6.45
MORTON-RUTLEDGE	\$ 6.08	\$ 6.22	\$ 6.47	\$ 6.47
SWARTHMORE	\$ 6.10	\$ 6.24	\$ 6.49	\$ 6.49
WALLINGFORD	\$ 6.12	\$ 6.26	\$ 6.51	\$ 6.51
MOYLAN-ROSE VALLEY MEDIA	\$ 6.14	\$ 6.28	\$ 6.53	\$ 6.53
	\$ 6.05	\$ 6.20	\$ 6.35	\$ 7.00
ELWYN	F 6.07			
WILLIAMSON SCHOOL	F 6.09			
GLEN RIDDLE	F 6.11			
LENNI	F 6.13			
WAWA	F 6.15			
DARLINGTON	F 6.17			
GLEN MILLS	F 6.20			
LOCKSLEY				
CHEYNEY	F 6.23			
WESTTOWN	F 6.26			
WEST CHESTER	S 6.34			
	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3		Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.
	0755	757	785	759

WEST CHESTER BRANCH

STATIONS	FIRST CLASS			
	0798	760	0762	762
	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 6.45	\$ 7.60		\$ 7.50
PHILA. 30th ST. UL ARSENAL	\$ 6.42	\$ 7.47		\$ 7.44
	\$ 6.36			\$ 7.44
FORTY-NINTH ST. ANGORA	\$ 6.38	\$ 7.38		\$ 7.38
FERNWOOD-YEADON	\$ 6.31	\$ 7.36		\$ 7.36
LANSDOWNE	\$ 6.29	\$ 7.34		\$ 7.34
GLADSTONE	\$ 6.27	\$ 7.32		\$ 7.32
	F 6.25	\$ 7.30		\$ 7.30
CLIFTON-ALDAN	\$ 6.24	\$ 7.29		\$ 7.29
PRIMOS	\$ 6.22	\$ 7.27		\$ 7.27
SECANE	\$ 6.20	\$ 7.25		\$ 7.25
MORTON-RUTLEDGE	\$ 6.18	\$ 7.23		\$ 7.23
SWARTHMORE	\$ 6.16	\$ 7.21		\$ 7.21
WALLINGFORD	\$ 6.14	\$ 7.19		\$ 7.19
MOYLAN-ROSE VALLEY MEDIA	\$ 6.12	\$ 7.17		\$ 7.17
	5.58	\$ 6.10	\$ 7.14	\$ 7.15
ELWYN			F 7.07	
WILLIAMSON SCHOOL			F 7.04	
GLEN RIDDLE			F 7.02	
LENNI			F 7.00	
WAWA			F 7.00	
DARLINGTON			F 6.59	
GLEN MILLS			F 6.56	
LOCKSLEY				
CHEYNEY			F 6.52	
WESTTOWN			F 6.50	
WEST CHESTER	S 6.45			
	MU	MU	MU	MU
	Will Not Run Sun. and May 30 July 4 Sept. 3	Will Not Run Sun. and May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. ±0798	DAILY 0760	DAILY EX. SAT. & SUN. ±0762	DAILY EX. SUN. ±0762

SOUTHWARD

STATIONS	FIRST CLASS					
	0761	±0761	±0763	0765	0767	0769
	DAILY P. M.	DAILY EX. SAT. & SUN. P. M.	DAILY EX. SUN. P. M.	DAILY P. M.	DAILY P. M.	DAILY P. M.
	\$ 7.00		\$ 8.00	\$ 9.00	\$ 10.25	\$ 11.40
	\$ 7.03		\$ 8.03	\$ 9.03	\$ 10.28	\$ 11.43
	\$ 7.05		\$ 8.05	\$ 9.05	\$ 10.30	\$ 11.45
	\$ 7.07		\$ 8.07	\$ 9.07	\$ 10.32	\$ 11.47
	\$ 7.09		\$ 8.09	\$ 9.09	\$ 10.34	\$ 11.49
	\$ 7.11		\$ 8.11	\$ 9.11	\$ 10.36	\$ 11.51
	\$ 7.13		\$ 8.13	\$ 9.13	\$ 10.38	\$ 11.53
	\$ 7.14		\$ 8.14	\$ 9.14	\$ 10.39	\$ 11.54
	\$ 7.16		\$ 8.16	\$ 9.16	\$ 10.41	\$ 11.56
	\$ 7.18		\$ 8.18	\$ 9.18	\$ 10.43	\$ 11.58
	\$ 7.20		\$ 8.20	\$ 9.20	\$ 10.45	\$ 12.00
	\$ 7.22		\$ 8.22	\$ 9.22	\$ 10.47	\$ 12.02
	\$ 7.24		\$ 8.24	\$ 9.24	\$ 10.49	\$ 12.04
	\$ 7.26		\$ 8.26	\$ 9.26	\$ 10.51	\$ 12.06
	\$ 7.28		\$ 8.28	\$ 9.28	\$ 10.53	\$ 12.08
	\$ 7.35	\$ 7.36	\$ 8.35	\$ 9.35	\$ 10.55	\$ 12.15
		F 7.39				
		F 7.42				
		F 7.44				
		F 7.47				
		F 7.50				
		F 7.53				
		S 8.05				
	MU	MU	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3				
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
	761	0761	763	765	767	769

NORTHWARD

STATIONS	FIRST CLASS					
	792	764	0766	766	794	768
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.25	\$ 8.40		\$ 9.50	\$ 10.10	\$ 11.30
	\$ 8.22	\$ 8.37		\$ 9.47	\$ 10.07	\$ 11.27
	\$ 8.19	\$ 8.34		\$ 9.44	\$ 10.04	\$ 11.24
	\$ 8.13	\$ 8.28		\$ 9.38	\$ 10.03	\$ 11.23
	\$ 8.11	\$ 8.26		\$ 9.36	\$ 10.01	\$ 11.21
	\$ 8.09	\$ 8.24		\$ 9.34	\$ 9.99	\$ 11.19
	\$ 8.07	\$ 8.22		\$ 9.32	\$ 9.97	\$ 11.17
	\$ 8.05	\$ 8.20		\$ 9.30	\$ 9.95	\$ 11.15
	\$ 8.04	\$ 8.19		\$ 9.29	\$ 9.94	\$ 11.14
	\$ 8.02	\$ 8.17		\$ 9.27	\$ 9.92	\$ 11.12
	\$ 8.00	\$ 8.15		\$ 9.25	\$ 9.90	\$ 11.10
	\$ 7.58	\$ 8.13		\$ 9.23	\$ 9.88	\$ 11.08
	\$ 7.56	\$ 8.11		\$ 9.21	\$ 9.86	\$ 11.06
	\$ 7.54	\$ 8.09		\$ 9.19	\$ 9.84	\$ 11.04
	\$ 7.52	\$ 8.07		\$ 9.17	\$ 9.82	\$ 11.02
	\$ 7.50	\$ 8.05	\$ 9.14	\$ 9.15	\$ 9.80	\$ 11.00
			F 9.09			
			F 9.07			
			F 9.05			
			F 9.03			
			F 9.01			
			F 9.00			
			F 8.57			
			F 8.55			
			F 8.52			
			F 8.50			
			S 8.45			
	MU	MU	MU	MU	MU	MU
	Will Run Sun. and May 30 July 4, Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Run Sun. and May 30 July 4, Sept. 3	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	0792	±0764	±0766	±0766	0794	0768

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	⊕●651	⊕●653	⊕●655	⊕●657
	DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SAT.&SUN.	DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 5.10	\$ 5.50	\$ 6.20	\$ 6.53
PHILA.-30th ST. UL...	\$ 5.13	\$ 5.53	\$ 6.23	\$ 6.56
FIFTY-SECOND ST...	5.19	5.59	6.29	7.02
WYNNEFIELD AVE.	\$ 5.21	\$ 6.01	\$ 6.31	\$ 7.04
BALA.....		\$ 6.03	\$ 6.33	\$ 7.06
CYNWYD.....		\$ 6.05	\$ 6.35	\$ 7.08
BARMOUTH.....				
MANAYUNK.....	\$ 5.25	\$ 6.10	\$ 6.40	\$ 7.13
	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.	A. M.
	651	653	655	657

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	650	652	654	656
	A. M.	A. M.	A. M.	A. M.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 5.57	\$ 6.46	\$ 7.15	\$ 7.45
PHILA.-30th ST. UL...	\$ 5.54	\$ 6.43	\$ 7.12	\$ 7.42
FIFTY-SECOND ST...	5.48	6.35	7.04	7.36
WYNNEFIELD AVE.	\$ 5.43	\$ 6.30	\$ 6.58	\$ 7.30
BALA.....	\$ 5.41	\$ 6.28	\$ 6.56	\$ 7.28
CYNWYD.....	\$ 5.39	\$ 6.26	\$ 6.54	\$ 7.26
BARMOUTH.....	\$ 5.37	\$ 6.24	\$ 6.52	\$ 7.24
MANAYUNK.....	\$ 5.35	\$ 6.23	\$ 6.50	\$ 7.22
	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SAT.&SUN.	DAILY EX. SUN.
	⊕●650	⊕●652	⊕●654	⊕●656

WESTWARD

FIRST CLASS					
⊕●659	⊕●661	⊕●663	⊕●665	⊕●667	⊕●669
DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
\$ 7.30	\$ 8.50	\$ 9.55	\$ 11.10	\$ 1.35	\$ 2.40
\$ 7.33	\$ 8.53	\$ 9.58	\$ 11.13	\$ 1.38	\$ 2.43
7.39	8.59	10.04	11.19	1.44	2.49
\$ 7.41	\$ 9.01	\$ 10.06	\$ 11.21	\$ 1.46	\$ 2.51
\$ 7.43	\$ 9.03	\$ 10.08	\$ 11.23	\$ 1.48	\$ 2.53
\$ 7.45	\$ 9.05	\$ 10.10	\$ 11.25	\$ 1.50	\$ 2.55
	\$ 9.07	\$ 10.12	\$ 11.27	\$ 1.52	\$ 2.57
\$ 7.50	\$ 9.10	\$ 10.15	\$ 11.30	\$ 1.55	\$ 3.00
MU	MU	MU	MU	MU	MU
Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
659	661	663	665	667	669

EASTWARD

FIRST CLASS					
658	660	662	664	666	668
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
\$ 8.20	\$ 9.45	\$ 10.60	\$ 12.10	\$ 2.30	\$ 3.33
\$ 8.17	\$ 9.42	\$ 10.47	\$ 12.07	\$ 2.27	\$ 3.30
8.11	9.35	10.41	12.01	2.21	3.24
\$ 8.08	\$ 9.33	\$ 10.38	\$ 11.58	\$ 2.17	\$ 3.20
\$ 8.06	\$ 9.31	\$ 10.36	\$ 11.56	\$ 2.15	\$ 3.18
\$ 8.04	\$ 9.29	\$ 10.34	\$ 11.54	\$ 2.13	\$ 3.16
A 8.02	A 9.27	A 10.32	A 11.52		
\$ 8.00	\$ 9.25	\$ 10.30	\$ 11.50	\$ 2.10	\$ 3.13
MU	MU	MU	MU	MU	MU
Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT.&SUN.	DAILY EX. SUN.	DAILY EX. SUN.
⊕●658	⊕●660	⊕●662	⊕●664	⊕●666	⊕●668

STATIONS	FIRST CLASS			
	†●671 DAILY EX. SUN.	†●673 DAILY EX. SAT. & SUN.	†●675 DAILY EX. SUN.	†●677 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 3.43	\$ 4.25	\$ 4.55	\$ 5.38
PHILA.-30th ST. UL.....	\$ 3.46	\$ 4.28	\$ 4.58	\$ 5.38
FIFTY-SECOND ST.....	3.52	4.35	5.04	5.44
WYNNEFIELD AVE.....	\$ 3.54	\$ 4.37	\$ 5.06	\$ 5.48
BALA.....	\$ 3.56	\$ 4.39	\$ 5.08	\$ 5.48
CYNWYD.....	\$ 3.58	\$ 4.41	\$ 5.10	\$ 5.50
BARMOUTH.....	\$ 4.00	\$ 4.43	\$ 5.12	\$ 5.52
MANAYUNK.....	\$ 4.04	\$ 4.47	\$ 5.16	\$ 5.58
	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.
	671	673	675	677

SCHUYLKILL BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	670	672	674	676
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 4.37	\$ 5.17	\$ 5.46	\$ 6.28
PHILA.-30th ST. UL.....	\$ 4.34	\$ 5.14	\$ 5.43	\$ 6.23
FIFTY-SECOND ST.....	4.28	5.08	5.37	6.17
WYNNEFIELD AVE.....	\$ 4.24	\$ 5.04	\$ 5.33	\$ 6.13
BALA.....	\$ 4.22	\$ 5.02	\$ 5.31	\$ 6.11
CYNWYD.....	\$ 4.20	\$ 5.00	\$ 5.29	\$ 6.09
BARMOUTH.....				
MANAYUNK.....	\$ 4.17	\$ 4.57	\$ 5.26	\$ 6.06
	MU	MU	MU	MU
	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3	Will Not Run May 30 July 4 Sept. 3
	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	†●670	†●672	†●674	†●676

PASSENGER HIGHWAY BUS SERVICE—TRIPS

BETWEEN LANCASTER AND YORK

STATIONS	0557	0559	0567
Daily	Daily	Daily	Daily
A. M.	P. M.	P. M.	P. M.
9.30	2.30	6.55	9.00
....	2.45	....	....
9.52	2.52	7.17	9.22
9.57	2.57	7.22	9.27
10.01	3.01	7.26	9.31
10.05	3.05	7.30	9.35
10.25	3.20	7.50	9.55
A. M.	P. M.	P. M.	P. M.

BETWEEN YORK AND LANCASTER

STATIONS	0552	0558	0560	0562	0572
Will Not Run Sept. 3	0552	0558	0560	0562	0572
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
7.00	2.00	5.20	6.20	8.50	
....	1.40	....	....	....
6.33	1.33	4.53	5.53	8.23	
6.28	1.28	4.48	5.48	8.18	
6.24	1.24	4.44	5.44	8.14	
6.20	1.20	4.40	5.40	8.10	
6.05	1.05	4.25	5.25	7.55	
A. M.	P. M.	P. M.	P. M.	P. M.	
Daily	Daily	Daily	Sat. Only	Daily Ex. Sat.	

25	33	49	39-37	600	32	16	18	24
9.22	2.18	6.45	8.33	7.13	2.10	5.36	6.36	9.12
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.

...CONNECTING TRAIN...
DUE LANCASTER....

TICKET OFFICES OPEN FOR SALE OF TICKETS

MAIN LINE

Station	Monday to Friday	Saturday	Sunday
Suburban	5.00 AM to 11.45 PM	5.00 AM to 10.00 PM	9.00 AM to 6.30 PM
Phila. 30th St.	4.00 AM to 12.00 MID.	4.00 AM to 12.00 MID.	4.00 AM to 12.00 MID.
North Phila.	5.00 AM to 12.00 MID	5.00 AM to 12.00 MID.	5.00 AM to 12.00 MID.
Frankford Jct.*	2.45 PM to 4.15 PM (See Note)	Closed (See Note)	Closed
Overbrook*	6.05 AM to 3.05 PM	Closed	Closed
Merion*	6.00 AM to 10.55 AM; 11.55 AM to 2.30 PM	Closed	Closed
Narberth*	5.50 AM to 11.15 AM; 12.30 PM to 2.50 PM	Closed	Closed
Wynnewood*	6.00 AM to 10.45 AM; 12.00 Noon to 3.00 PM	Closed	Closed
Ardmore*	6.00 AM to 4.15 PM	Closed	Closed
Haverford*	5.45 AM to 11.00 AM; 12.05 PM to 2.45 PM	Closed	Closed
Bryn Mawr*	6.00 AM to 6.45 PM	6.00 AM to 6.45 PM	7.00 AM to 11.00 AM; 12.00 Noon to 4.00 PM
Rosemont*	6.10 AM to 9.55 AM	Closed	Closed
Villanova*	5.30 AM to 11.15 AM; 12.30 PM to 2.45 PM	Closed	Closed
Radnor*	5.50 AM to 10.55 AM; 12.15 PM to 2.50 PM	Closed	Closed
St. Davids*	5.30 AM to 11.35 AM; 1.10 PM to 3.05 PM	Closed	Closed
Wayne*	5.40 AM to 11.00 AM; 12.10 PM to 2.40 PM	7.00 AM to 11.30 AM; 11.50 AM to 3.30 PM	Closed
Strafford*	5.30 AM to 10.30 AM; 11.59 AM to 2.30 PM	Closed	Closed
Deven*	6.00 AM to 11.00 AM; 11.59 PM to 3.00 PM	Closed	Closed
Berwyn*	5.45 AM to 10.59 AM; 11.30 AM to 2.15 PM	Closed	Closed
Paoli	5.30 AM to 8.15 PM	5.30 AM to 8.15 PM	5.30 AM to 8.15 PM
Malvern*	6.30 AM to 11.00 AM; 11.45 AM to 3.30 PM	Closed	Closed
Whitford*	6.00 AM to 8.00 AM		Closed
Downingtown*	6.30 AM to 9.15 AM	Closed	Closed
Coatesville*	6.15 AM to 9.00 AM; 12.30 PM to 3.15 PM	Closed	Closed
Parkeburg*	9.30 AM to 11.00 AM	Closed	Closed
Lancaster	5.00 AM to 9.45 PM	5.00 AM to 9.45 PM	5.00 AM to 9.45 PM
Elizabethtown*	5.45 AM to 7.45 AM	Closed	Closed
Harriaburg	All Trains	All Trains	All Trains
Darby*	5.20 AM to 7.40 AM	Closed	Closed

*Closed Memorial Day May 30, Independence Day July 4 and Labor Day September 3.

NOTE: When Atlantic City or Garden State race trains operate, 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*	5.30 AM to 11.00 AM; 12.15 PM to 2.30 PM	Closed	Closed
Chelton Ave.*	5.30 AM to 11.00 AM; 11.30 AM to 2.30 PM	Closed	Closed
Carpenter*	5.50 AM to 10.50 AM; 11.30 AM to 1.30 PM	Closed	Closed
Chestnut Hill	5.20 AM to 10.30 PM	5.20 AM to 10.30 PM	5.20 AM to 10.30 PM

WEST CHESTER BRANCH

Station	Monday to Friday	Saturday	Sunday
Angora*	6.15 AM to 9.35 AM	Closed	Closed
Fernwood- Yeadon*	6.00 AM to 8.40 AM	Closed	Closed
Lansdowne*	5.50 AM to 10.15 AM; 11.00 AM to 2.35 PM	Closed	Closed
Clifton-Aldan*	5.50 AM to 9.00 AM	Closed	Closed
Primos*	5.45 AM to 7.45 AM	Closed	Closed
Secane*	5.45 AM to 8.45 AM	Closed	Closed
Morton- Rutledge*	5.45 AM to 11.00 AM; 12.25 PM to 3.10 PM	Closed	Closed
Swarthmore*	5.45 AM to 4.10 PM	6.45 PM to 11.00 AM; 11.30 AM to 3.15 PM	Closed
Wallingford*	5.40 AM to 10.50 AM; 11.20 AM to 2.10 PM	Closed	Closed
Moylan-Rose Valley*	5.40 AM to 11.10 AM; 12.05 PM to 2.35 PM	Closed	Closed
Media*	5.40 AM to 11.10 AM; 12.10 PM to 2.40 PM	Closed	Closed
Glen Riddle*	5.30 AM to 8.45 AM	Closed	Closed
Glen Mills*	6.30 AM to 10.30 AM	Closed	Closed
West Chester*	6.30 AM to 8.00 AM	Closed	Closed

SCHUYLKILL BRANCH

Station	Monday to Friday	Saturday	Sunday
Wynnefield Av.*	6.45 AM to 10.35 AM	Closed	Closed
Bala*	6.45 AM to 8.10 AM	Closed	Closed
Cynwyd*	6.45 AM to 10.15 AM	Closed	Closed

*Closed Memorial Day May 30, Independence Day July 4 and Labor Day September 3.

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.
254	5.40 AM	3	{900 300 700	5.27 AM 5.32 AM 5.30 AM	
907	6.07 AM	3	801	5.54 AM	
401	6.10 AM				
909	6.35 AM				
305	6.45 AM				
911	6.58 AM	3	501	6.19 AM	
202	7.00 AM	3	503	6.41 AM	
			306	6.52 AM	
			{706 306 906	6.47 AM 6.52 AM 6.52 AM	
605	4.25 PM	5	1022	4.10 PM	
351	4.43 PM	5	219	4.40 PM	
621	4.48 PM				
393	4.48 PM				
757	5.48 PM				
357	5.53 PM	5	221	5.37 PM	
607	7.00 PM	5	225	6.47 PM	
363	7.48 PM	5	227	7.42 PM	
365	8.33 PM	5	171	8.17 PM	
160	10.40 PM	5	24	10.30 PM	
945	11.38 PM	5	231	11.23 PM	
769	11.43 PM				
373	11.48 PM				

AT NORTH PHILADELPHIA

Train No.	North Phila.	Mins. Wait	Train No.	North Phila.	For Psgrs.
254	5.50 AM	3	801	5.45 AM	
202	7.10 AM	3	809	7.04 AM	
204	8.10 AM	3	817	8.00 AM	
206	9.09 AM	3	821	9.00 AM	
210	11.10 AM	3	829	11.00 AM	
218	3.09 PM	3	845	3.03 PM	
852	4.36 PM	3	219	4.30 PM	
854	5.01 PM	3	153	4.50 PM	
856	5.30 PM	3	221	5.27 PM	
860	6.51 PM	3	225	6.37 PM	
862	7.36 PM	3	227	7.32 PM	
866	9.11 PM	3	143	8.58 PM	
868	10.11 PM	3	141	10.07 PM	
870	11.26 PM	3	{231 161	11.13 PM 11.06 PM	

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

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

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

Conductors of trains for which connections are held must notify the Superintendent Transportation whether or not they have passengers for such connections.

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

AT MEDIA

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

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

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
0701	Nields St., West Chester.....	To let off passengers.
0703	Nields St., West Chester.....	To let off passengers.
0738	Nields St., West Chester.....	To take on passengers.
0754	Nields St., West Chester.....	To take on passengers.
621	Thorn.....	Employees.
618	Thorn.....	Employees.
18	Paoli.....	Employees.

U. S. MAIL WORK

STATIONS	Westward				Eastward		
	61	13	25	605	22	600	50
Paoli	D-5-H*	D-4-H*			E		
Downingtown			CD-H	E		E	
Coatesville			E	E		E-2	D-2H
Lancaster		DK-4					
Florin			CD-2G				
Rheems			CD-1				
Elisabethtown			CD-2H				
Middletown			CD-2H				

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

G—Reduce speed to 50 miles per hour.

H—Reduce speed to 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	TT-SPL (34) P.M.	BF-5 (1) P.M.	S-82 (1) P.M.	N-31 (28) P.M.	HW-3 (1) P.M.	EC-3 (1) P.M.	PG-3 (1) P.M.	MD-1 (36) P.M.	PG-7 (1) P.M.	WC-15 (1) P.M.	MD-101 (2) P.M.	EC-7 (8) P.M.	PG-15 (1) P.M.	LCL-7 (4) P.M.	LCL-9 (6) P.M.	NWC-1 (1) P.M.	MD-13 (1) P.M.	P-85 (1) P.M.	LCL-3 (34) P.M.	BP-5 (1) P.M.	BF-7 (1) P.M.	
Holmes.....	2.00			4.45				7.00							8.40		9.30					
Jersey.....											7.45											
Frankford Jet.....	2.45			5.00							9.00			8.30							8.45	
Stadium.....				6.45							10.15			9.40	10.00		10.15				10.15	
Brill.....								8.15														
62nd St.....																						
Jef.....																						
Overbrook.....	3.40									7.45				10.15	10.35	8.45			9.30			
Paoli.....																						
MA.....																						
Nest.....																						
Norris.....																						
Reading.....																						
Carbon.....																						
Thorn.....																						
Conk.....																						
Cres.....																						
Cola.....																						
Cly.....																						
State.....	5.45													1.00	1.15							
Harrisburg.....																						
Day.....																						
Enola.....		3.45	4.30			6.30																
Rockville.....		4.15	5.00			7.00																
Banks.....	6.45				5.30		7.00		7.30	2.15		8.00	8.30	9.00	2.15	2.45						9.45
																						10.15

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ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no time-table authority

Stations	GWC-1 (2) P.M.	ISWC-1 (1) P.M.	LCL-5 (4) P.M.	PE-3 (11) P.M.	LCL-3 (4) P.M.	MRR-1 (6) P.M.	P-9 (1) P.M.	S-15 (2) P.M.	TT-3 (21) P.M.	P-3 (1) P.M.	TT-23 (4) P.M.	LCL-1 (4) P.M.	
Holmes.....							10.45				11.45		
Jersey.....							12.01				12.35		
Frankford Jet.....							N. Phila. 1.00				1.00		
Stadium.....	10.00												
Brill.....													
62nd St.....													
Jef.....													
Overbrook.....													
Paoli.....	12.40						2.00		11.15	11.15		11.45	
MA.....		10.15				10.30							
Nest.....													
Norris.....													
Reading.....													
Carbon.....													
Thorn.....	1.15												
Cork.....	2.45												
Cres.....			10.15	10.30									
Cola.....													
Cly.....													
State.....													
Harrisburg.....													
Day.....	4.55	2.40	12.01	11.45								3.00	
Enola.....													
Rockville.....													
Banks.....	6.10	5.15	1.30	6.30								4.00	
													A.M.

- Daily.
- Daily except Sunday.
- Daily except Sunday and Monday.
- Daily except Sunday and Holidays.
- As required.
- Daily except Sunday, Monday and Holidays.
- Daily except Sunday, Monday, Tuesday and days after Holidays.
- Daily except Monday.
- Daily except Monday and Tuesday.
- Daily except Monday and days after Holidays.
- Daily except Tuesday.
- Daily except Tuesday and Wednesday.
- Daily except Tuesday, Wednesday and Thursday.
- Daily except Wednesday.
- Daily except Thursday.
- Daily except Friday and Saturday.
- Daily except Friday and Saturday.
- Daily except Saturday.
- Daily except Saturday, Sunday and Holidays.
- Daily except Saturday, Sunday, Monday and Holidays.
- Daily except Saturday, Sunday and Monday.
- Will run Monday, Wednesday and Friday.
- Will run Tuesday, Wednesday and Thursday.
- Will run Tuesday and Thursday.
- Will run Tuesday, Thursday and Saturday.
- Will run Tuesday, Thursday and Sunday.
- Will run Wednesday, Friday and Sunday.
- Will run Wednesday and Thursday.
- Daily except Sunday and Tuesday.
- Will run Sunday and Tuesday.
- Will run Saturday only.
- Will run Monday, Wednesday and Thursday.

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ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	CC-8 (1) A.M.	WPR-4 (1) A.M.	N-8 (2) A.M.	BL-6 (8) A.M.	MD-116 (1) A.M.	EC-6 (1) A.M.	CS-8 (1) A.M.	EM-2 (1) A.M.	BF-14 (1) A.M.	EH-2 (1) A.M.	MD-16 (1) A.M.	NW-48 (1) A.M.	S-91 (1) A.M.	FG-6 (1) A.M.	YE-4 (8) A.M.	TI-PSL (35) A.M.	S-2 (2) A.M.	MD-6 (1) A.M.	P-8 (1) A.M.	CE-2 (1) A.M.		
Banks	12.30	12.45				3.00	3.00		4.00			4.35	5.00	5.45		6.50					8.00	
Rockville						3.30			4.30				5.30									7.45
Enola						3.30																
Day	1.30	2.45				4.00	3.30		4.00							7.50						
Harrisburg								7.30														
Cly																						
Cola										5.30												
Cork		4.30																				
Thorn																						
Carbon			Phila. Region GO 302														7.00					
Reading			Fg. 178														11.01					
Norris			Col. 3					10.00									11.30					
Nest							8.30															
MA	5.15																					1.30
Paoli																						
Overbrook																						
Jeff																						
52nd St.					2.45	2.45					4.30							7.30				
Brill																						
Stadium			2.00																			
Frankford Jct.			4.15		4.30																	4.45
Jersey																						
Holmes			4.30																			
			A.M.																			
			A.M.																			

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ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no time-table authority

Stations	AC-10 (1) A.M.	N-30 (80) A.M.	CV-60 (20) A.M.	SP-8 (1) A.M.	MD-12 (1) A.M.	BL-34 (1) A.M.	PNE-2 (1) A.M.	TP-2 (8) A.M.	CNY-2 (1) P.M.	AB-6 (1) P.M.	FJ-6 (1) P.M.	CP-8 (1) P.M.	S-4 (2) P.M.	JET-2 (10) P.M.	BP-2 (1) P.M.	SW-10 (1) P.M.	M-20 (1) P.M.	CG-2 (1) P.M.	BF-4 (1) P.M.	YE-2 (1) P.M.	
Banks	9.30																				
Rockville			Hager 10.00																		
Enola			4.00			11.00															
Day																					
Harrisburg				10.00		5.00	11.00		1.00	12.30											
State	2.00																				
Cly																					
Cola										1.55											
Cres	4.00																				
Cork																					
Thorn																					
Carbon																					
Reading																					
Norris																					
Nest																					
MA						11.30	3.45														
Paoli																					
Overbrook																					
Jeff																					
52nd St.																					
Brill					10.00			11.35													
Stadium		10.00						1.00													
Frankford Jct.		11.00																			
Jersey																					
Holmes		11.45			10.30																

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ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The times shown convey no time-table authority

Stations	NF-4 (27) P.M.	NY-4 (1) P.M.	FW-6 (1) P.M.	PT-64 (8) P.M.	EC-2 (8) P.M.	B-2 (1) P.M.	TH-4 (1) P.M.	CV-66 (1) P.M.	BNT-16 (1) P.M.	P-64 (1) P.M.	M-16 (2) P.M.	S-43 (14) P.M.	ED-4 (1) P.M.	TT-2 (10) P.M.	P-14 (1) P.M.	TT-20 (18) P.M.	S-14 (2) P.M.	SP-2 (1) P.M.	MD-18 (1) P.M.	
Banks.....	4.00		4.15					Hager 5.50	6.30		6.30	6.45	6.50	6.55						
Rockville.....					5.15							7.15								
Enola.....				5.30		5.15														
Day.....		4.00	6.00			5.15	5.30	10.00	6.30	6.00			6.20		7.00			7.30		
Harrisburg.....									8.00					7.55						
State.....	5.30									8.00										
Cly.....																				
Cols.....						6.45	7.00													
Cork.....																				
Thorn.....										8.00										
Carbon.....																				
Reading.....																				
Norris.....																				
Nest.....																				
MA.....		8.45																		
Paoli.....	7.35		9.00						11.15				11.45	9.55		11.59		11.30		
Overbrook.....																				
Jeff.....																				
52nd St.....		8.05	9.45																	
Brill.....																				
Stadium.....				4.30									12.45	10.50		12.55		1.80		7.45
Frankford Jet.....				6.15									1.15							
Jersey.....				6.30																
Holmes.....	8.40		10.45						12.45											
	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.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.

Phila.

Region

GO 302

Pg. 180

Col. 18

ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The times shown convey no time-table authority

Stations	CE-4 (1) P.M.	B-6 (1) P.M.	W-2 (1) P.M.	NF-6 (26) P.M.	TT-4 (10) P.M.	M-10 (1) P.M.	2/TT-4 (10) P.M.	MD-100 (19) P.M.	TT-6 (10) P.M.	CIN-2 (1) P.M.	N-28 (2) P.M.	TT-24 (1) P.M.	HW-2 (1) P.M.	TT-SPL (27) P.M.	B-6 (1) P.M.	ET-2 (1) P.M.	F-2 (1) P.M.			
Banks.....	9.06			9.15	9.20	9.30	9.40		10.05	11.06			11.15	11.20						
Rockville.....			9.00																	
Enola.....			9.45																	
Day.....					10.35															
Harrisburg.....										1.00										
State.....				10.45					11.05				12.20							
Cly.....																				
Cols.....																				
Cres.....	12.30	10.30																		
Thorn.....																				
Carbon.....																				
Reading.....																				
Norris.....																				
Nest.....																				
MA.....										5.30										
Paoli.....				12.50	1.20															
Overbrook.....																				
Jeff.....				1.20																
52nd St.....																				
Brill.....																				
Stadium.....																				
Frankford Jet.....									2.30											
Jersey.....																				
Holmes.....				1.55																
	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.

N. Phila.

4.45

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms

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

The uniform designated for summer use only or standard mohair coat may be worn May 1 to October 31, inclusive.

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

A black four-in-hand or black clip-on bow tie of dacron-wool material with square ends, 4½ inches long and 1¾ inches wide may be worn.

Passenger trainmen in suburban commuter service may perform their duties without uniform coats and vests during the period May 15 to September 15, inclusive, or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long or short elbow-length sleeves (trainmen who have objectionable markings on the forearm, tattoos, etc., must not wear short elbow length sleeves), black belt, black hose and black shoes.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

Instructions While on Property—Oil Refineries

100L-1A. 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.

Discovery of Fire—Girard Point District

100L-2A. 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-3A. Oil for melting snow is used on switches of interlockings.

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

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

Safety Rule Book S-7-A

100M-1A. Train and Engine Service Employes are required to know the Safety Rule of the day, which is printed on Page 272. They are also required to know the meaning, intent and application of the Rule.

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

Employes Permitted to Ride on Engines, etc.

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.

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 7.30 a.m. to 3.30 p.m., Daily except Saturday, Sunday and Holidays, telephone EVergreen 2-1000, extension 2655.

100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone Number	
Philadelphia	§T. F. Cooper, M.D. Medical Center—Room 474 30th St. Sta., Phila.	EVergreen 2-1000 Ext. 2655	
	George E. Firth, M.D. Office: 3258 Knorr Street, Residence: 1001 Howarth Street	MAyfair 4-6122 CUmbrind 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	RIttenhouse 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
		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 §R. M. Landis, M.D. 653 W. Chestnut Street	EXpress 7-6257 EXpress 4-8263	

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
	J. E. Romig, M.D. (oculist) 209 State Street	CEdar 6-7542
	Edwin O. Daue, M.D. 2800 Green Street	CEdar 4-6749
	Champe C. Pool, M.D. 2800 Green Street	CEdar 2-1335
	William K. McBride, M.D. 1919 N. Front Street	CEdar 3-8085
	C. B. Fager, M.D. (oculist) 126 Walnut Street	CEdar 2-1924
	Lee Weinstein, M.D. (oculist) 1104 N. 2nd Street	CEdar 2-7102
	Gordon D. Myers, M.D. 124 State Street	CEdar 4-7427
West Chester	W. F. Beyer, M.D. 19 S. Church Street Chester County Hospital	OWen 6-3524 OWen 6-7700
Norristown	Robert A. Buyers, M.D. 1308 DaKalb Street	BRoadway 9-8686
Phoenixville	Vasilios A. Vlachos, M.D. 286 Griffin Street	WELLington 3-7978
Reading	§Edward A. Agnew, M.D. 730 North Second Street	FRanklin 4-7083
	M. B. DeWire, M.D. 225 North Sixth Street	FRanklin 2-5426
Hamburg	G. F. Potteiger, M.D. 13 North Fourth Street	Hamburg 562
Pottsville	§John C. Bryson, M.D. 307 Mahantongo Street	MArket 2-7567
Chambersburg	Robert N. Richards, M.D. Craft Press Building	COlony 4-6211 COlony 3-3419
	§D. M. Rabausser, M.D. 634 Lincoln Way East (By Appointment)	COlony 4-4416
Carlisle	T. S. Armstrong, M.D. 64 South Pitt Street	CArllisle 1772
Hagerstown	§E. W. Ditto, III, M.D. 217 W. Washington Street Hagerstown, Md. (By Appointment)	REgent 3-3361
Martinsburg		
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	POplar 9-2100	
	Episcopal Hospital Front Street and Lehigh Avenue	GARfield 6-8000	
	Northeastern Hospital Allegheny Avenue and Tulip Street	GARfield 5-7600	
	Frankford Hospital Frankford Ave. and Wakeling St.	JEfferson 3-9400	
	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 St. Joseph's Hospital Walnut and Birch Streets	REading 6-3811 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.**
EE—Regular stop daily except Saturday and Sunday for express, mail or newspapers.
EX—Regular stop daily except Sunday and Monday for express, mail or newspapers.
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.

SIGNALS

1007-A1. Head Trainman (Train Baggage man where no Head Trainman is assigned or Conductor when train crew consists of less than three (3) men) must place a red flag and white light in head car of MU trains, also trains hauled by rail-motor cars or other self-propelled cars of similar type, for use as prescribed by Rule 7.

ENGINE WHISTLE SIGNALS

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

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

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

No. 2 Chestnut Hill Branch	Westmoreland	North Phila.
No. 2 Schuylkill Branch	Valley	Jeff
No. 2 West Chester Branch	Arsenal	49th Street
No. 2 D.R.R.&B. Co. Branch	Jersey	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.
Siding switches, Hamburg.
Carbon and Pottsville. } Account local ordinances.

1014(1)-A2. Portable whistle post (yellow disc with black letter W) will be placed to right side of track approximately 1250 feet in advance of the point where trackmen are working in following territory: Trenton Branch, Philadelphia and Thorn-dale Branch, Atglen and Susquehanna Branch, Columbia and Port Deposit Branch, York Haven Line, Columbia Branch and 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.

1019-A2. In the application of Rule 19, authorized reflector discs may be used as markers in territory listed below:
Winchester Secondary track.

1019-A3. In the application of Rule 19, authorized flashing type lamps may be used as markers.

USE OF SIGNALS

1030-A1. Enginemen of MU engines will use the whistle in complying with Rule 30.

1030-A2. Enginemen of MU engines are relieved of sounding engine bell or whistle when engine is about to move from a station stop, except when required in an emergency.

1035-A1. In the application of Rule 35, the following signals will be used by flagmen:

Day signals—A red flag, torpedoes and fuseses.
Night signals—A white light, torpedoes and fuseses.

Fuseses and Torpedoes

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

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

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

	Fuseses	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	3	3
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	None
Detector Cars and Burro Cranes	6	12

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

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.

Employees 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 234 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 Employee's 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	.....	Ast. 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	
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		Paoli—Yard Office.	
X	X	X	Earnest	New York
X	X	X	Thorndale	
X	X	X	Cork Block and Interlocking Sta.	
X	X	X	Lancaster—Engine House.	New York Atlantic-P.R.S.L. Chesapeake
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.	
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. Pittsburgh Northern Chesapeake New York Atlantic-P.R.S.L.
X	X	X	Lemoine	
X	X	X	Chambersburg	
X	X	X	Hagerstown—Engine House, Shomo Yard Office.	New York Reading Co.
X	X	X	Cumbo	Reading Co.
X	X	X	Lehigh Valley R. R. Crew Dispatcher—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 Office.
Paoli Station Waiting Room Eastward Side.

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 Arsenal and Region Post (Chesapeake Region)	Suburban Line River 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)	Lemoine
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		Number of minutes required to register in advance of departing time.		
		Passenger Trainmen	Passenger Engine Crews	
Location	Service		Electric or Diesel 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
Media	MU Trains	25	—	25
West Chester	MU Trains	25	—	25
Lancaster	MU Trains	25	—	25
Raily Street, Harrisburg	Through trains and originating trains	—	75	—
Harrisburg Passenger Station	Originating trains	25	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-A1. 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 Indicator—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 Indicator—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 Indicator—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	Orchard Block Limit Station
	4110 feet west of M.P. 92	3215 feet west of M.P. 95
Cumberland Valley Branch	Camp	M.P. 6
	2850 feet north of M.P. 17	3100 feet south of M.P. 20
	400 feet north of M.P. 40	Pennroad
	500 feet south of M.P. 49	3400 feet south of M.P. 54
Cumberland Valley Branch and Winchester Secondary Track	M.P. 62	M.P. 65
	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—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 Vandalla St.	None	None	All Penna. R.R. movements must stop and provide flag protection against B. & O. R. R. movements. All switches are hand operated.	3
P.R.R.-Reading Co.: 60th St. Track	Semaphore	Proceed	Signals and derails must be operated by trainmen.	1-3
P.R.R.-Red Arrow R.R.: West Chester Pike at Lanserch, Pa.	Stop Sign	Stop	See Notes	2-3
P.R.R.-Reading Co.: East of Dowus, New Holland Track	Stop Sign	Stop	See Notes	2-4
P.R.R.-Reading Co.: Bradford Hills Quarry Track, 600 feet east of Main Track Switch	Stop Sign	Stop	See Note	6
P.R.R.-Cornwall R.R.: Lebanon	Semaphore	Stop	See Note	5

NOTE:

1. 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 engineer 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.

2. 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.

3. Cars must not be left standing within confines of crossing;

4. 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.

5. All PRR movements must stop and provide flag protection against Cornwall RR movements, then proceed over the crossing.
6. Reading Company movements must stop at stop sign and if crossing is clear, proceed over crossing.
PRR movements must stop at stop sign and if crossing is clear proceed over crossing under flag protection.
Reading Company movements have preference over PRR movements that arrive at the crossing simultaneously.

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 1300 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	
	Moser Road		
	Keim Street	Pottstown	
Lock Siding	Hanover Street		
Hoppel Ind. and No. 1 and No. 2 Storage	State Highway Route No. 83	West of Monocacy	1
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	
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
Trenton Branch No. 2	Henderson Road	TB-22	3
Schuylkill Secondary	Schuylkill Road Route 83	West of Monocacy	1
	Walnut Street Pine Street Washington Street State Street	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	
Schuylkill Branch:			
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	
Trenton Branch: No. 2	Henderson Road	TB-22	6
Columbia Branch: No. 1	East Petersburg Rd.	Rohrerstown	3-4
Cumberland Valley Branch:			
Main	Walnut Street Arch Street Market Street Frederick Street High Street York Street Washington Street	Mechanicsburg	3
	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 8th Street
Shippensburg	King Street Fayette Street
Greencastle Old Line South of Greencastle	Route 11
Martinsburg	John Street
Fayetteville	Route 30
East Fayetteville	Route 997
Waynesboro	Price's Crossing
South of Bunker Hill	Route 11
Clearbrook	Route 11
Winchester	Fairmount Ave.
Industrial Track Northeast Airport	Grant 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	10.30 P.M.-12.00 Mid. 12.00 Mid.-2.30 P.M.	1

NOTE 1.—Not protected on Saturdays, Sundays, New Year's Day, Washington's Birthday, Decoration Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. When any of the above holidays fall on Sunday there will be no protection on the 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-B3. Shifting movements on No. 1 track between hand-operated switch leading to Swedeland track and hand-operated switch leading to Henderson track must stop before passing over Henderson Road crossing at grade and a member of the crew must be stationed on crossing and provide protection to pedestrian and vehicular traffic.

1103-C1. 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	Note
Commerce Street	All public crossings	Philadelphia (Richmond)	
Westmoreland Street	All public crossings	Philadelphia	
K & T	All public crossings (Aramingo Ave., at Tioga St.)		3
Frankford Street	Aramingo Ave., between Castor Ave., and Butler St.; At Roxborough St. At Church St. At Orthodox St.	Philadelphia (Frankford Jct. District)	3
	Margaret St. Bermuda St. Butler St. Wheatsheaf Lane	Philadelphia (Frankford Jct. District)	
Frankford Arsenal	State Road		1
Tacony	All public crossings (State Road See Note 1)	Philadelphia (Frankford Jct. District)	
Bleigh Street	All public crossings (State Road See Note 1)		
Bustleton	All public crossings	Philadelphia	

Track	Crossing	Location	Note
Grays Ferry Avenue	West of 30th Street West of 35th Street	Philadelphia (Grays Ferry District)	3
Industrial	Grays Ferry Ave. and 34th Street		
Grays Ferry Yard	49th Street crossings		
60th Street	All public crossings		1
Washington Avenue (All Tracks)	All public crossings between 24th Street and Delaware Avenue	South Philadelphia	24
Girard Point	Magazine Lane		
Swanson Street	All public crossings	Philadelphia	
Delaware Avenue	All public crossings		
West Chester Branch:			
Newtown Square	Pembroke Avenue	Pembroke	3
	Pembroke Yard	Pembroke	
	State Road	Arlington	
	Cedar Lane	Arlington	
	Township Line Rd.	North of Llanerch	
West Chester Pike	Llanerch		1
Eagle Road	Grassland		
Paoli Road	Newtown Square		
Cardington	All public crossings	Delaware Co., Pa.	
Naught and Yard	Lenni Station Road	Lenni	
Frazer	Market Street Biddle Street	West Chester	4
Farm	Worthington Street		
Schuylkill Branch:			
Freight House	Wright Street	Manayunk	
Main	Ford Street	Norristown	4
Norris	Conshohocken Highway	Earnest	1
Freight House	Mill Street	Norristown	
Schuylkill Secondary:			
Devault Running	Bridge and Pot-house Roads	Wilmer	5
Devault Running	Charlestown		
Yard	Keim Street	Pottstown	4
Lock Siding	Washington Street		
Pottstown Metal Products Company	Grosstown Road		

Track	Crossing	Location	Note
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 & Sem- bower Compa- nies east of Reading	
	U.S. Route No. 122	3679 feet west of Junction with Secondary Track	
Storage and Freight House	Temple Road	Temple	
Storage	Water Street	Leesport	
Glen Gery Shale Brick Corporation	U.S. Route No. 122	Shoemakersville	4
Siding	Grand Street	Hamburg	
Siding, Coal and Warehouse	Walnut Street		
Siding	Pine Street		
Siding	Washington Street		
Bradford Hills Quarry Inc. Track	Route 104	West of Whitford	
Industrial	Manheim Avenue	Lancaster	
Industrial	Route 230	Mount Joy	
Industrial	Reily Street	Harrisburg Yard	
Henderson Industrial	South of Main track switch	Swedeland	
	Church Road	Henderson	
Columbia	Union and Perry Sts. (shifting movements)	Columbia	
Industrial	Fridy Street	Mountville	

Track	Crossing	Location	Note
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 222	Lancaster South of Lancaster Between New Providence and West Willow (Seners Road)	
	All	Quarryville	
	State Street	Quarryville	
Lebanon Secondary	All within City Limits except South 8th St.	Lebanon	6
Industrial	Route 15 Township Highway —Potts track	Lemoyne Yard Mechanicsburg	
	Route 11—Wolf track	Chambersburg	
	Leitersburg Street	Greencastle	
All Yard J. W. Myers	Church Street Walnut Street	Hagerstown	
Winchester Secondary	King Street	Martinsburg	
Industrial	Amherst and Water St.	Winchester	
Dillsburg Secondary	Route 641 Route 15	Mechanicsburg Dillsburg	
Waynesboro Secondary	Route 16	Waynesboro	
Mercersburg Secondary	Route 11	South of Marion	

NOTE 1.—In addition, before movement is made, or when a train is standing on this crossing between sunset and sunrise, a burning fusee must be placed on crossing, on both sides of train. After train clears crossing fusees must be extinguished and removed from crossing.

NOTE 2.—Broad and Washington Avenue Highway Crossing Standard Highway Traffic Signals in service.

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

All movements must stop clear of sidewalks.

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

Before making movement across Broad Street, conductor, engineman, or his representative, must go to signal control box on traffic light post, located at 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 3.—Traffic lights governing movement of highway traffic, in service. Rail movements before obstructing highway traffic will be governed as follows:

Stop before obstructing crossing. Crossing must not be obstructed while traffic lights indicate Green for highway traffic to proceed. Conductor, engineman, or his representative must go to one of the signal control boxes located on each side of the crossing, insert switch key in the slot, turn key clockwise and hold pressure on key; this will cause traffic light signals to indicate RED for highway traffic until pressure is released on switch key. Highway traffic signals must remain RED for highway traffic while any part of train or engine is obstructing crossing.

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

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

NOTE 4.—A member of the train crew, equipped with a red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness, precede each and every movement of each engine, car or train across the crossing at grade, and properly warn the traveling public of the approach of such engine, car or train.

NOTE 5.—Prior to and during the passage of trains over Charlestown Road Crossing, Devault Running Track, Wilmer, Pa., a member of the crew equipped with a red flag during daylight hours, and with a red and a white lantern during hours of darkness, must be stationed on each side of the crossing to provide protection to traffic.

NOTE 6.—Track circuits which operate Automatic Highway Crossing Protection at south 8th Street, Lebanon, Pa., extend a distance of 70 feet on each side of the crossing and trains and engines must stop on track circuit but clear of crossing and allow flashing light signals and short arm gates to operate a minimum of 20 seconds before proceeding over the crossing.

In the event Automatic Highway Crossing Protection is not operating a member of the crew must protect the crossing in advance of each movement over the crossing.

1103-C3. Manually operated flashing light highway crossing signals, located at Grant Avenue, first grade crossing west of Northeast Airport on industrial track leading to Northeast Airport are controlled from the signal control boxes located on each one of the flashing light signal masts. Trains and engines must stop clear of crossing and conductor, engineman or his representative will insert a switch key in the slot, turn key clockwise and hold pressure on the key which will cause flashing light signals to operate until pressure is released on the switch key. Flashing light signals must be operated a minimum of 20 seconds before proceeding over or blocking the crossing and they may be operated from either control box. Flashing light signals must be operated continuously while any part of train or engine is obstructing crossing.

In the event flashing light signals are not operating, a member of the crew must protect the crossing in advance of each movement over the crossing.

1103-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
Powelton Ave. Yard (East End)	No. 3 Yard Track	No. 4 M Main Track	Through on Connecting Track and No. 3 Track
30th St. Sta., Phila.	No. 11 Track	No. 12 Track	Through on No. 11 Track
1110 feet west 52nd St. Psgr. Sta.	No. 4 Yard Track Lead	B Yard Ladder	Through to Derail on No. 4 Yard Track Lead
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
Two Crossovers 111-L	Running Track C	Running Track D	Through on Running Tracks C and D
Harrisburg Yard *GI-8	Eastward Running Track	Other Yard Tracks	Through on Eastward Running Track
	Westward Running Track	Ramp and Westbound Receiving Yard	To Ramp and Westbound Receiving Yard
Harrisburg Yard West of Lane—GI-8	Westward Running Track	Yard Tracks	Through on Westward Running Track
3170 feet south of M P 89	Winchester Secondary Track	Cumbo Secondary Track	To Cumbo Secondary Track

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

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

Location	Switches	Note
Frankford Junction District—"K-1"	In area between D.R.R.R.&B. Co. Branch Overhead Bridge and 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 Street overhead bridge to private road crossing to ramp, including leads to coal receiving yard.	3-4

Location	Switches	Note
Greenwich 11th Street	Eastward from private road crossing to ramp including west end No. 5 and No. 6 departure tracks.	
Penna. Coach Yard—150 feet north of Yardmaster's Office Box No. 1	Via No. 1, No. 2 Leads; Nos. 30 to 37 Tracks, inclusive; Plug Track.	
Penna. Coach Yard—between No. 26 and No. 27 Tracks Box No. 2	Via No. 1, No. 2 Leads; Nos. 20 to 29 Tracks, inclusive.	
Penna. Coach Yard—between No. 11 Yard Running Track and Race St. Engine Terminal Box No. 3	Via No. 1 Lead; No. 11 Yard Running Track; Lead to U. S. Post Office facilities; Lead to Race St. Engine Terminal (north end).	
South of Mail Platforms—between Chestnut and Walnut Sts. Box No. 4	In area between No. 18 Track, U. S. Post Office (south end) and Penn interlocked signal 375 feet south of Walnut St. Overhead Bridge on No. 37 track.	
44th Street—(M-1)	Yard Tracks between 42nd St. Overhead Bridge and East End 46th St. Engine House.	1
Harrisburg McClay Street	East End No. 4 Receiving, East End No. 3 Relay yard, Eastward, Westward, Leads to Tracks 11 and 12.	
Enola 4-B	East End Enola Westward Receiving yard.	
Enola W-11	West End Enola Westward Receiving yard.	
Enola 23-B	Leads to Engine House Eastward and Westward Running tracks.	
Enola 111-B	West End Eastward Receiving yard. Also Power Operated Crossover and Low Home Signals at 111-L. Note 3 applies at 111-L only.	3

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

NOTE 2.—On duty 6.00 A.M. to 2.00 P.M. daily except Saturday, Sunday and Holidays.

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

NOTE 4.—On duty 2.00 P.M. Monday to 10.00 P.M. following Saturday. When switchtender at Stadium is not on duty, switches at Stadium and 11th St. will be in charge of switchtender at 11th St.

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 operator before switch lock is removed from keeper;

Location	Switch	Controlled By
Main Line: 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 (West of)	No. 2 track to 53rd St. yard	Overbrook
52nd Street (East of)	No. 2 track to B-21 (Departure) yard track	Overbrook
Rosemont.....	Mehl and Latta	Bryn Mawr
Downingtowa.....	No. 4 to Chester Valley Yard No. 4 to New Holland track	
Thorn.....	All hand-operated switches within Interlocking	Thorn
Coatesville.....	All hand-operated switches within Interlocking	
Pomeroy.....	No. 1 track to Pomeroy yard	Park
Parkesburg.....	No. 4 track to Wood's	
Lancaster.....	All hand-operated switches within Interlocking	Cork
Lands.....	No. 2 to No. 1 track	Lands
Harrisburg.....	0 track to Kingan's East end of 5Y, 6Y, 7Y and 8Y Paxton St.	State
	8C 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.....		
Chestnut Hill Branch: North Philadelphia Interlocking.....	Hahn Shoe Mfg. Co.	North Phila.
West Chester Branch: Arsenal Interlocking.....	Breyer Co.	
Delaware Extension: Arsenal Interlocking.....	United States Quartermaster Depot Philadelphia Electric Co.	Arsenal
West Phila. Elevated Branch: Philadelphia, Grays Ferry.....	Barrett Co.	Grays Ferry— Movable Bridge Operator
Schuylkill Branch: Earnest.....	Eastward end extension Westward end running track	Norris
Norristown-Ford St.....		
Schuylkill Secondary Track: East end, Brooke.....	Birdsboro Steel Foundry & Machine Co. No. 2	Brooke
Trenton Branch: Earnest.....	No. 2 track to Middle track No. 1 track to Middle track	Nest
King.....	No. 1 track to No. 2 track	
Dale.....	No. 2 track to Phoenixville track	Thorn
Columbia Branch: Columbia.....	No. 1 track to Lace Mill No. 2 track to Columbia siding (west end) No. 2 track (Columbia Br.) to Reading Co.	Cola

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

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

Location	Switch	Note
Glen.....	Facing hand-operated Crossover for eastward movement between No. 2 Trenton branch and Siding.	
Leaman.....	Facing and trailing hand-operated crossovers between No. 4 and No. 2 tracks.	
1375 feet east of Allen Lane Passenger Station.	Center thrown locking device on crossover between No. 1 and No. 2 tracks.	
1535 feet east of Allen Lane Passenger Station.	Facing hand-operated switch in No. 1 track leading to Fort Washington yard running track.	1
Between Secane and Morton.....	Facing hand-operated switch, No. 2 track leading to Lansdowne Iron and Steel Company.	
Between Clifton-Aldan and Primos.....	Facing hand-operated switch, No. 1 track leading to J. W. Jones Coal Company track.	
Between Arsenal and Penrose.....	Center thrown locking device between facing hand-operated switch in No. 2 track 2,090 feet west of Penrose and hand-operated split derail on east end No. 3 track.	
Manayunk.....	Crossover switches between No. 1 and No. 2 tracks and switch leading to storage tracks.	See Instructions in telephone booth
Spring Mill.....	Facing hand-operated switch, No. 2 track leading to eastward end Cherry Street storage track.	1
Creek.....	B. F. Goodrich Co. track. Alan Wood Steel Co. track.	See Instructions Posted in Shelter Box
Smith.....	Facing hand-operated crossover between No. 1 track and No. 2 track. Trailing hand-operated switch from No. 1 track to Siding.	2

NOTES:

- (1) Referring to **Rule 502**, the switch lock on these switches must not be removed from keeper until after permission has been obtained from operator.
Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper it will be necessary for a period of approximately five (5) minutes and thirty (30) seconds to elapse before electric lock can be released.
After electric lock releases step on bottom treadle to release handle of switch mechanism.
Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.
- (2) The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch. Electric locks of hand-operated switches may be released by manipulation of double throw switch in telephone box located on west end of building;

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	
Combo— 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 derailing and Yellow (Proceed at Reduced speed) when set for a westward movement to proceed. Westward trains must not start from platform until Yellow aspect appears on switch lamp in addition to the Home signal governing westward movement indicating other than Stop.

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

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

Secondary Tracks

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

Track	Between	And
Combo	Gard	Combo Yard

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 U.G. Br.
Eastward Belt	52nd Street U.G. Br.	44th Street
No. 14	Overbrook	52nd Street U.G. Br.
No. 15	52nd Street U.G. Br.	Overbrook
D	West end Enola	Banks
No. 4	Rockville	Banks
A	Banks	111-B

Track Assignments 1151-A1. Single Track

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

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 (44th St.) and Overbrook ...	Westward Passenger			Eastward Freight	Eastward Passenger
Overbrook and Glen	Westward Passenger		Westward Freight	Eastward Freight	Eastward Passenger
Glen and Downs	Westward Passenger			Eastward Freight	Eastward Passenger
Downs and Park Interlocking Station	Westward Passenger		Westward Freight	Eastward Freight	Eastward Passenger
Park Interlocking Station and Park westward Interlocking Limits	Westward Passenger				Eastward Passenger
Park Westward Interlocking Limits and Cork eastward Interlocking Limits	Westward Passenger			Eastward Passenger	
Cork Eastward Interlocking Limits and State				Westward Passenger	Eastward Passenger
Harris and Region Post (Pittsburgh Region)				Westward Passenger	Eastward Passenger
Arsenal and Brill	Southward Passenger				Northward Passenger
Brill and Region Post (Chesapeake Region)	Southward Passenger	Southward Freight	Northward Freight	Northward Freight	Northward Passenger
Branches:					
Between:					
D. R. R. & B. Co.					
Shore and Jersey				Westward Passenger	Eastward Passenger
Chestnut Hill					
North Phila. and East End of Chestnut Hill Interlocking ..				Westward Passenger	Eastward Passenger
Suburban Line					
Zoo Int. 44th St. to 34th St.	Westward Passenger			Eastward Freight	Eastward Passenger
34th St. OH. Br. and conn. with No. 1 and No. 4 River Line Via 36th St. tunnel			Westward Passenger	Eastward Passenger	
Zoo (34th St.) and Broad	Westward Passenger	Westward Passenger	Eastward Passenger	Eastward Passenger	Eastward Passenger
Broad (30th St. Station) Upper Level and Arsenal Inter- locking Station	4M Track Southward Passenger				1M Track Northward Passenger
River Line					
Zoo and Penn	Southward Passenger				Northward Passenger
Penn and Arsenal Int. Station ...	Southward Passenger				Northward Passenger

Branches:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
36th Street Connection Zoo (36th Street—connection with Suburban Line) and Penn (River Line).....	Westward Passenger			Eastward Passenger
West Chester Arsenal Int. Station and Media..			Southward Passenger	Northward Passenger
West Phila. Elevated Zoo and Brill.....		Southward Freight	Northward Freight	
Delaware Extension Arsenal and End of Main Track. (Broad St. overhead bridge)			Westward Freight	Eastward Freight
Schuylkill Valley and Haws Avenue.....			Westward Passenger	Eastward Passenger
Trenton Branch Region Post (New York Region) and Dale.....			Westward Freight	Eastward Freight
Philadelphia and Thorndale Branch Dale and Thorn.....			Westward Freight	Eastward Freight
Atglen and Susquehanna Branch Park and Wago Junction.....			Westward Freight	Eastward Freight
Columbia and Port Deposit Branch Region Post (Chesapeake Region) and Port.....			Westward Freight	Eastward Freight
Columbia Branch Cork and Cola.....			Westward Freight	Eastward Freight
Roy and State.....			Westward Freight	Eastward Freight
York Haven Line Cly and Lemo.....			Westward Passenger	Eastward Passenger
Wago Junction and Day.....	Westward Freight	Eastward Freight		
Lemo and Day.....			Westward Freight	Eastward Freight

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

NOTE—Within North Philadelphia Interlocking; North Philadelphia Station tracks are designated:

Eastward Station, No. 1, No. 4 and Westward Station.

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

Within Broad Interlocking; Suburban Station tracks are designated: 5, 6, 7, 8, 9, 10, 11, 12. 30th St. Station tracks, Upper Level, are designated: Nos. 1, 2, 1M, 4M, 3 and 4.

Within Cork Interlocking; Lancaster Station tracks are designated: Westward Station and Eastward Station.

Within State and Harris Interlockings; Harrisburg Station tracks are designated: Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Schuylkill (W)	Haws Ave.	Laurel Jct.	Norris	1
Marietta (E)	Shocks	Tunnel at west end Columbia Yard	Cola	4
New Holland (W)	Downs	End of track 3100 feet west M.P. 7	Thorn	4
	End of track 2640 feet east M.P. 18	Cork	Cork	4
Pomeroy (S)	Pomeroy	End of track	Park	4
Quarryville (S)	Lancaster	End of track	Cork	4
Lebanon (E)	Conewago	9th St. Lebanon	State	4
Lemoyne (S)	Lemo	Camp	Lemo	4
Dillsburg (S)	Dillsburg Junction	End of track	Lemo	4

Track	Between	And	Controlled By	Note
Waynesboro (S)	Wood	End of track	Pennroad	4
Mercersburg (W)	South Penn Junction	End of track	Pennroad	4
Winchester (S)	Town	Winchester	Hager	1-3
Cumbo (S)	Connection with Winchester Secondary Track	Cumbo Yard	Hager	2-4

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

NOTES:

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

1151-E1. Employees in Charge of Sidings of Assigned Direction.

Siding	Employee in Charge	Note
Wood—Southward	Pennroad	
Town—Northward	Town	1

Sidings listed will not be used without permission from designated employee.

NOTE 1—Fixed signal will be used in lieu of verbal permission.

1151-E2. Employees in Charge of Sidings of No Assigned Direction.

Siding	Employee in Charge	Note
Oaks, Spring City, Lock, Shoemakersville, Hamburg	Norris	
Dale	Thorn	1
Shocks	Cola	1
Cly	Cly	1
Carlisle	Lemo	
Spring	Pennroad	
Pennroad	Pennroad	1
Greencastle	Town	
Hager	Hager	1
Pot	Hager	
Rockville	Rockville	1

Sidings listed will not be used without permission from designated employee.

NOTE 1—Fixed signal will be used in lieu of verbal permission.

1151-F1. Running Tracks of Assigned Direction					
Track	From	To	Assigned Direction	Controlled by	Note
No. 6	Thorn	Caln	Westward	Thorn	4
No. 5	Caln	Thorn	Eastward	Thorn	4
Eastward	Rockville	Maclay St.	Eastward	Yard Master Rely	1-4
Westward	Maclay St.	Rockville	Westward	Yard Master Rely	1-4
No. 11	Maclay St.	Harris	Eastward	Harris	1 2
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	Asst. Yard Master W. B. Hump	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
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	Yardmaster 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)		1	
Westward Belt (W).....	44th Street	52nd Street UG Bridge		1	
Eastward Belt (E).....	52nd Street UG Bridge	44th Street		1	
No. 14 (E).....	Overbrook	52nd Street UG Bridge		1	
No. 15 (W)....	52nd Street UG Bridge	Overbrook		1	
No. 5 (River Line) (S)....	Penn Interlocking	Shifting track		Train Director Penn	1
No. 11 (River Line) (S)....	Penn Interlocking	South End Mall 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	Connection with Chester and Phila. track south of Fort Mifflin	Brill	1-2	
Chester and Phila. (S)....	Connection with 60th St. track south of Fort Mifflin	Region Post (Chesapeake Region)		1-4	
Newtown Sq. (S).....	Connection with No. 2 track (Fernwood)	Newtown Square		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 (S)..... (West Chester)	End of Block Sign	End of track		1-3	
Fraser (E).....	Fraser	West Chester Market St.	Thorn	1	
No. 1 Thorofare (E)...	Stadium	Spring switch leading to B.&O.R.R.		1	
No. 2 Thorofare (W)	Spring switch leading to B.&O.R.R.	Stadium	Stadium	1	
Westward Engine (W)...	South Phila. Engine House	Stadium		1	
Running (E)....	Ford Street	Norris		1	
Norris (E).....	Norris	Earnest including wye tracks	Norris	1	
Middle (W).....	1635 feet west of Haws Ave.	Conn. with Montgomery Running Track		1	

Track	Between	And	Controlled by	Note
Montgomery (W)	Haws Ave. Interlocking	850 feet west of M.P. 19	Norris	1
Devault (W).....	Phoenixville	Devault		1
Minersville (W)	Ulmer	Lytle	Train Dispatcher Phila.	1
Nescopeck (W)...	Gum Run	End of track (17030 feet west of Gum Run)		1
Camp (S).....	Crossover 1200 feet north Mile Post 6	Connection with Main Track Dillsburg Jct.	Lemo	1
	Town	A point 3895 feet south of Town	Town	1
Hagerstown (S)	A point 3895 feet south of Town	Hager	Hager	1
Run-Around (South leg of Wye)	Winchester Secondary Track 2895 feet south of Hager	Brick Yard Tracks	Hager	1
Port Richmond	Conn. with Rdg. Co. at Belgrade St.	Conn. with DRRR. & B. Co. Branch (W.R.)	Yardmaster Frankford Jct.	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.

Note 4—Bell Telephone (LEhigh 4-8933) located in "T" box at Island Road.

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 engineman 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 deadhead) are located along north side of No. 4 track. A second engine will be considered as a car.

Fuel Oil and Water Stops—

30th St. Station, Phila.—Lower Level

1154-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.

North Phila.—

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

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.

30th St. Station, Philadelphia—Lost and Found Bureau.

Paoli —to Operator Paoli.

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

NOTE—When agencies are closed, articles found must be protected and delivered to Lost and Found Bureau, 30th St. Station, Philadelphia, or Station Master's Office, Suburban station, promptly.

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

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

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

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

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

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

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

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

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

All other trains—25 percent.

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

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

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

Starting Trains With Electric or Diesel Engines on Rear

1155-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.

Keystone Coal Co., Kensington, Pa.

Great American Foods, Inc., 6th St., N. Phila.

Budd Company, Chestnut Hill Branch, Midvale.

Allied Chemical Corporation, Grays Ferry.

Fels Company, Darby.

Lachmen's track, Phoenixville.

J. W. Myers track, Hagerstown.

Freight Train Stops

1155-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.

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 and the Yardmaster 44th St. must be advised of the number of hand brakes applied.

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

Forms—Preparation and Use of

1156-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.

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

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:	Other Tracks		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										
Region Post (New York Region) and Holmes Interlocking Station			80	50	75	50	75	50	80	50
Holmes Interlocking Station and Shore Interlocking Station			75	50	75	50	75	50	75	50
Shore Interlocking Station and Eastward Limits North Phila. Interlocking			70	45	70	45	70	45	70	45
Through N. Phila. Interlocking			50	40	50	40	50	40	50	40
Westward Station	50	40								
Eastward Station	50	40								
Westward Limits North Phila. Interlocking and Girard Ave. UG Br.			70	45	70	45	70	45	70	45
Girard Ave. UG Br. and Zoo Interlocking Station			30	20	30	20	30	20	30	20
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway Westward Track	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 eastward interlocking limits			70	50	70	50	70	50	70	50
Through Paoli interlocking			65	40	65	40	70	50	70	50
Paoli westward interlocking limits and Glen			75	50	60	50	60	50	75	50
Glen and Downs			75	50			60	50	75	50
Downs and Park Interlocking Station			75	50	60	50	60	50	75	50
Park Interlocking Station and Park Westward Interlocking limits			75	50					75	50
Park Westward Interlocking limits and Cork Eastward Interlocking limits			75	50			75	50		
Through Cork Interlocking							75	50	75	50
Westward Station	60	50								
Eastward Station	60	50								
Cork Westward Interlocking Limits and State							75	50	75	50
Harris and Region Post (Pittsburgh Region)							75	50	75	50
Arsenal Interlocking Sta. and GF Ave. OH Br.			50	40					50	40
GF Ave. OH Br. and Brill Interlocking Station			75	40					75	40
Brill Interlocking Station and Region Post (Chesapeake Region)			75	50	75	50	75	40	75	40

NOTE—On tracks where maximum speed is 60 or more miles per hour, Passenger trains with Box and Refrigerator type freight cars not equipped for passenger service and trains consisting of more than 30 cars of all passenger equipment may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

Between Paoli and State on tracks where maximum authorized speed for passenger trains is 60 or more miles per hour, except where otherwise restricted, freight trains with TT, LCL, and JET symbols when consist is confined to TTX, BTTX, ETTX,

Box, Stock, Refrigerator type cars, NYNH&H covered gondola cars numbered 62000 to 62014, inc., PRR 261000 series and GACX covered hopper cars are authorized to operate at a maximum speed of 60 miles per hour also cars in series designated below may be operated in JET symbolled trains at a maximum authorized speed of 60 miles per hour provided maximum gross weight for each series is not exceeded:

SERIES	Maximum gross weight
GATX 83462-83479	242,000 lbs.
GATX 76314-76343	230,000 lbs.
GATX 39600-39609	230,000 lbs.
SHPX 12747-12769	246,000 lbs.
UTLX 83919-83934	231,500 lbs.

When handling such trains conductors must know that engine have been so advised.

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

Branches Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	
Miles per Hour											
Suburban Line											
Conn. with No. 1 and No. 4 River Line and 34th St. OH Br. (Zoo Interlocking).....					30	20	30	20			
44th St. OH Br. and 34th St. OH Br. (Zoo Interlocking).....			50	20			30	20	50	20	
34th St. OH Br. and 30th St. Station, Phila. Upper Level—Suburban Station (Broad Interlocking).....			30		30		30		30		
30th St. Station, Phila. Upper Level (Broad Interlocking) and north end Market St. Tunnel (Arsenal Interlocking) 1M and 4M.....	30										
North End Market St. Tunnel and Sig. Br. Southward from Market St. Tunnel (Arsenal Interlocking).....			30	20					30	20	
Sig. Br. southward from Market St. Tunnel and Arsenal Interlocking Sta.....			40	20					40	20	
River Line											
Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes.....			60	30					60	30	
Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking.....	All Routes, passenger and freight 30 miles per hour in either direction.										
South end of Penn Interlocking and Arsenal Interlocking Station.....			60	30					60	30	
38th Street Connection											
Zoo (38th St.—Conn. with Suburban Line) and Penn (Conn. with River Line).....			30	15					30	15	
D.R.R.R. & B. Co. Branch											
Shore Interlocking Station and District Post (Atlantic District).....							30	30	30	30	
Chestnut Hill Branch											
North Philadelphia and West End of Interlocking Chestnut Hill except MU trains.....							50	25	50	40	
Multiple Unit Trains.....							60		60		
West Philadelphia Elevated Branch											
Zoo and Arsenal Interlocking Station, Arsenal Interlocking Station and Brill Interlocking Station.....					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											
Grays Ferry Branch											
Zoo Interlocking and Arsenal Interlocking.....	30	20									
West Chester Branch											
Arsenal Interlocking Station and Media.....							50	40	50	40	
Through Media Interlocking.....	15	15									
Media and End of Block Sign, 3155 feet north of West Chester Passenger Station.....	50	30									
Delaware Extension											
Arsenal Interlocking and End of Main Track.....							30	30	30	30	
Schuylkill Branch											
Valley and Cynwyd.....							50	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	
Trenton Branch											
Region Post (New York Region) and Dale.....							40	40	50	50	
Dale and Glen.....	40	40									
Phila. and Thorndale Branch											
Dale and Thorn.....							40	40	50	50	
Atglen and Susquehanna Branch											
Park and M. P. 3.....							45	45	45	45	
M. P. 3 and Wago Jet.....							40	40	40	40	
Columbia Branch											
Cork and Cola.....							40	35	40	35	
Shocks and Roy.....	35	35									
Roy and State.....							35	35	35	35	
Columbia and Port Deposit Branch											
Region Post (Chesapeake Region) and Port.....							30	30	30	30	
York Haven Line											
Region Post (Chesapeake Region) and Cly.....	50	40									
Cly and Lemo.....							50	40	50	40	
Wago Jet. and Lemo.....			40	40	40	40	25	25	25	25	
Lemo and Day.....			25	25	25	25	25	25	25	25	
Cumberland Valley Branch											
State and Lemo.....	30	30									
Lemo and Town.....	40	35									
Norfolk and Western Hwy.											
Hager and Vardo (Shomo Yard).....	30	20									
Williamsport Branch											
(Main Line Northern Region) Rockville and Region Post (Northern Region).....	60	45									

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
Branches:		
Chestnut Hill.....	40	30
West Chester—Arsenal to Media except No. 1 track		
Fernwood to Lansdowne.....	40	30
Fernwood to Lansdowne—No. 1 track.....	30	30
Schuylkill—Valley to Haws Avenue.....	50	30
Trenton Branch.....	40	40
Philadelphia and Thorndale Branch.....	40	40
Atglen and Susquehanna Branch.....	40	40

1157-C3. Wreck Trains and Work Trains		
	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Region Post (New York Region) and Paoli	50	40
Paoli and Region Post (Pittsburgh Region) Passenger Tracks	50	40
Freight Tracks	40	30
Arsenal Interlocking Sta. and Region Post (Chesapeake Region)	50	40
Suburban Line	30	20
River Line	30	20
D. R. R. R. & B. Co. Branch	30	20
Chestnut Hill Branch	40	30
West Philadelphia Elevated Branch	30	20
Grays Ferry Branch	20	20
West Chester Branch	40	30
Schuylkill Branch		
Between:		
Valley and Haws Avenue	40	30
Schuylkill Secondary Track	30	25
Delaware Extension	20	20
Trenton Branch	35	30
Philadelphia and Thorndale Branch	35	30
Atglen and Susquehanna Branch	35	30
Columbia and Port Deposit Branch	30	30
Columbia Branch	35	30
York Haven Line		
Between:		
Region Post (Chesapeake Region) and Lemo	35	30
Lemo and Day	25	25
Cumberland Valley Branch	35	30
Winchester Secondary Track	30	25
Williamsport Branch (Main Line Northern Region)	35	25
New Holland, Pomeroy, Quarryville, Lebanon, Dillsburg, Waynesboro, and Mercersburg secondary tracks ..	15	10

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

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

Main Line*	Miles per Hour
1157-C4. Circus Trains	*40
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, pile drivers, etc.; moving on own wheels	
Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.	
The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 210,000 lbs., and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and they are subject to special restrictions. Trains with loaded coupled Jenny type hopper or gondola cars are subject to the restrictions in Special Instruction 1160-A1 as follows:	
Main Line, Region Post (New York Region) and Zoo—Column M.	
All other territory—column I.	
1157-C7. Snow Plows in service	*20
Snow Flangers in service	*15
Passing Station Platforms, trains on adjacent tracks and all grade crossings	5
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine	30
Schuylkill Secondary Track	20
1157-C12. Pushing Cars—Passenger Trains	25
—Freight Trains	20
—Multiple Unit Car or Cars	30
1157-C13. Track Cars—unless otherwise restricted ..	20
—when hauling track cars or trailers	15
—through crossovers and turnouts, over highway and railroad crossings and when passing trains on adjacent tracks	5
1157-C14. Highway Rail Cars	
—unless otherwise restricted	
—Fairmont A-34	30
—Fairmont A-30	20
—Willys Jeep	20
—Evans auto railer	20
—through crossovers and turnouts, and over highway and railroad crossings	5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.	
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement	30
1157-C16. Trains having in consist Foamite fire fighting cars	50
NOTE—Conductors must notify enginemen when car is in train	
1157-C20. Movements on car washing track Penn coach yard, through car washing machine	2
NOTE—After cars have been washed, movement must be stopped, to permit M. E. employes to leave cars.	
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.	

TURNOUTS

1157-D1. Maximum Speed

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Pennroad— South end of siding.....	Trailing—Springing switch through turnout.....	15
Wood— South end of siding.....	Trailing—Springing switch through turnout.....	15
Town— North end of siding.....	Trailing—Springing switch through turnout.....	15
Non-Interlocked turnouts—diverging movements, through No. 8 crossovers and turnouts.....		15

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

BROOKE	{	Switch to Reading Co. tracks, 165 feet west of Block Station.
		Switch to west end Birdsboro track.
		Switch to Birdsboro Freight Station.
		Switch to Brooke track, 394 feet west of Block Station.
LEMO	{	Switch to west end of Brooke track.
		—Switch to east leg of Wye.
HAGER	{	Crossover between secondary track and No. 2 yard track.

1157-E1. Maximum Speed, approaching a Movable Bridge on a track not protected by both a Home Signal and a Distant Signal

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

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speed

Main Line: Region Post (New York Region) to Region Post (Pittsburgh Region)	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.....	60
Curve eastward from St. Davids.....	60
Curve westward from Devon.....	65
Curve eastward from Berwyn.....	45
1st and 2nd Curves 1200 feet west of Block Signal 295..	60
Note { For freight trains with TT, LCL and JET symbols only, when consist is confined to cars shown in 2nd paragraph of Note to Special Instruction 1157-C1, pages 225 and 226:	
1st curve west of Block Signal 295—all tracks..	55
Curve at Gap.....	50
Curve west of Gap.....	50
Eastward freight trains No. 1 track, Main Line, between west end Cork Interlocking and Lancaster Passenger Station.....	30
Curve west of Middletown.....	70
Westward trains No. 2 track at westward home signal, Dock Street, State—Passenger Trains.....	50
—Freight Trains.....	25
1st Curve west of Harris Interlocking.....	30
Curve west of Maclay Street.....	50
Curve east of Rockville.....	50
Curve at Rockville.....	30
Curve west end Rockville bridge No. 1 track.....	30
Curve west end Rockville bridge No. 2 track.....	40
1st Curve east of Banks.....	60
1st Curve west of Banks.....	60
Main Line: Arsenal to Region Post (Chesapeake Region)	
Curve from Grays Ferry Ave. overhead Br. to M.P. 3.	60
River Line	
All curves between Zoo Interlocking Station and 34th St. overhead Br.....	30
All curves 34th St. overhead Br. to South St. overhead Bridge.....	40
All curves South St. overhead Br. to Arsenal Interlocking Station.....	50
Chestnut Hill Branch	
Curve at North Phila. station.....	15
Curve 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
West Chester Branch	
Curves Arsenal interlocking to Woodland Ave. over- head Br.....	40
Curve northward from Fernwood.....	45
Northward trains and engines on No. 1 track between Secane and Bishop Avenue Crossing.....	30
Morton, No. 1 and No. 2 track, Amosland Road, Morton Ave., Woodland Ave., and Blue Church Rd.....	30
Curve at Moylan-Rose Valley.....	45
Media curve southward to Br. 14.41, Ridley Creek... Curve southward from Br. 14.41.....	45
Curve at Elwyn passenger station.....	45
First curve southward from Elwyn passenger station... Parkmount crossing Lenni freight station; yard and running tracks.....	30
First curve northward from Wawa.....	6
Curve southward from Wawa passenger station.....	40
All curves southward from Darlington passenger sta- tion to curve northward from Locksley passenger station.....	40
West Chester, Nields Street Crossing.....	45
West Chester, Union St., Crossing.....	5
NOTE—For movement of wreck derrick, see Special Instruction 1160-C3.	5
Schuylkill Branch	
Curve at Valley interlocking, No. 2 track.....	15
Curve between Jefferson St. Br. and 52nd St., No. 1 track.....	20
Curves Cynwyd to Manayunk.....	40
Mile Post 8 to Mile Post 9.....	45
Curve westward from Mile Post 10.....	40
Curve at Miquon.....	40
Curve eastward from Conshohocken.....	20
Conshohocken Street Crossings.....	20
Curves Norris to Haws Ave.....	40
Schuylkill Secondary Track	
Between 1000 feet west of Hanover Street and Keim Street Grade Crossing, Pottstown.....	15
Crossing, Reading Co. Brooke.....	15
Curve 1750 feet west of Mile Post 60.....	15
First curve east of Mile Post 93.....	10
Washington St., Pottsville to Mile Post 95.....	20
Curve at Mile Post 95.....	25
First and second curves east and first and second curves west of Mile Post 103.....	20
Cemetery road crossing, 1500 ft. west of Newton.....	10
Between a point 800 ft. east and 800 ft. west of Vulcan Road undergrade (8000 ft. or approximately 1.5 miles west of Newton-L.V.R.R.).....	10
All curves between Newton and Pottsville.....	15
Curve, Mile Post 5 Minersville yard running track....	10
Trenton Branch	
Bridge 21.82, east of Fort Hill No. 1 track.....	40
Atglen and Susquehanna Branch	
No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....	20
Columbia Branch	
No. 1 track over Union, Perry and Mill Sts., Columbia.....	20
No. 2 track over Mill, Perry and Union Sts., Columbia.....	15
Curve 8254 feet west of Block Signal C-697.....	35
Curve 4000 feet west of Block Signal C-721.....	30
Curve 6002 feet west of Block Signal C-721.....	30

	Miles per Hour
York Haven Line	
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
Cumberland Valley Branch	
Curve at Watts.....	35
Bridge 41.14 North of Pennroad } Yard tracks between Bridge 41.25 North of Pennroad } connection to Bridge 41.36 North of Pennroad } Cumberland Valley Branch and connec- tion to Reading Co. tracks to Rutherford.	20
Winchester Secondary Track	
Switches and W. M. Crossings at Town and Hager... Wye at Hagerstown.....	15
Williamsport Branch (Main Line Northern Region)	
Curve 1700 feet west of Rockville.....	30
1st Curve 6978 feet west of Rockville.....	45
New Holland Secondary Track	
Curve at Honey Brook.....	15
Curve east of Greenfield.....	15
Lebanon Secondary Track	
Bridge 0.63 Lebanon.....	10
Bridge 16.29 Cornwall.....	15
Waynesboro Secondary Track	
Bridge 10.30 North of Mont Alto.....	15
Bridge 11.96 South of Knepper.....	15
Bridge 14.00 North of Nunnery.....	15
Mercersburg Secondary Track	
Bridge 61.37 Hother (see note).....	15
Bridge 70.20 west of Lehmasters (see note).....	15
NOTE—Cars of gross load of 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.	
Speed Ordinances	
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....	10
Mechanicsburg.....	20
Carlisle.....	20
Shippensburg.....	6
Hagerstown.....	10
Martinsburg.....	10
Winchester.....	12
Waynesboro.....	6

ENGINES

1157-G1. Maximum Speeds unless otherwise restricted

Class	Miles per Hour*	
	Light	With Train
Electric Units:		
B1.....	25	25
DD1.....	50	50
DD2.....	50	70
E2B, E2C, E3B.....	50	60
E44.....	50	70
FF2.....	50	50
GG1 (Nos. 4859-4938 inclusive, except Nos. 4865, 4866, 4867, 4872, 4874, 4875)	50	100
GG1 (Nos. 4800-4858 inclusive and Nos. 4865, 4866, 4867, 4872, 4874, 4875)	50	90
L6, L6a.....	50	50
P5, P5a.....	50	70
MU Cars (Multiple Units) except Budd Cars, Class MP-85.....	65	
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	
Rail Detector Cars.....	50	

*NOTE—Conveys no authority to exceed maximum authorized speed.

Electric Units—Horsepower

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

	Miles per Hour*	
	Multiple Light	With Train
Diesel Units:		
Road "A" and "B" Unit Types—		
Passenger.....	60	95
Freight, except EH-15.....	50	65
EH-15.....	50	50
Freight-Passenger.....	60	75
Shifter Types—		
All Classes, except following:	50	60
APS-24MS.....	60	75
AS-16MS, EFS-17M, ES-15MS.....	50	65
ES-15A.....	30	55
ES-6 (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
Single Units—Light—		
All Classes, except A6-B.....	30	
A6-B.....	20	

*NOTE—Conveys no authority to exceed maximum authorized speed.

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:

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum Speeds unless otherwise Specified

Track	Between	And	Miles per Hour
No. 5 and No. 6. "G".....	Thorn..... Day.....	Caln..... Connection with No. 4 Running track, East end Marysville....	30 *20
"A".....	Banks.....	111-B.....	35
"D".....	West end Enola.	Banks.....	20
No. 4.....	Rockville.....	Banks.....	*35
	Haws Avenue...	Pottsville.....	30
	Pottsville.....	Newton.....	25
	Newton.....	Laurel Jct.....	30
Schuylkill.....	Newton (Eastward)	Pottsville.....	See Special Instruc- tion 1157-B1
New Holland...	Downs.....	Glen Moore.....	15
New Holland...	Honeybrook.....	Cork.....	20
Pomeroy.....	Pomeroy.....	End of track...	15
Quarryville.....	Lancaster.....	End of track...	15
Marietta...	Shocks.....	Cola.....	15
Lebanon.....	Conewago.....	9th Street Lebanon.....	20
Lemoyne.....	Lemo.....	Camp.....	15
Dillsburg.....	Dillsburg Jct....	End of track...	20
Northward sid- ing Carlisle....			10
Waynesboro....	Wood.....	End of track...	20
Waynesboro....	Highw'y Crossing at Mont Alto....		10
Mercersburg....	South Penn Jct..	End of track...	20
Hagerstown....	Town.....	Hager.....	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.

ENGINE AND SPECIAL LOAD RESTRICTIONS

1160-A1. Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

E—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

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

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

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this instruction.

COLUMN	CLASS OF ENGINES						SPECIAL LOADS						
	1	2	3	4	5	6	L	M	I	J			
LOCATION	ASS, ABR, BSE, BSSA, BS7, BS7M, ESS, GSA, GSAM, BI ASIO, ASIOA, ASIOM, ASTHAS, ASTOAMS, ASTOM, ASIBS, ASIOM, BS10, BS10A, BS10M, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, BS12S, BS12M, ES10 ASIEM, ASIEM, ASIEM, ASIEM, AF15, AF15, BF15, BF15A, BF15, BF15, BS15, BS15M, BS15M, BF15M, BF15, EF15, EF15A, EF15, EF15, FS12, FS12M, FS12M, FS12M, FS20M, FF16 ASIOM, ASZAM, AP20, AP20, BS16M, BS16M, EP20, EP20, FP20A, LG ASIOM, APSZAMS, BS24, BS24M, BF12Z, BP20, ES15A, ES17M, FS24M, FF20, LS25, LS25M BH50, GG1, FF2, PS, P5A, DDI, DD2, EZB, EZC, EZB, EZC, E44 (See 1160-A17 for FF-2)												
MAIN LINE: Between Region Post (New York Region) and Zoo.....												X	X
Industry Tracks Holmesburg.....			X	X	X	X						X	X
Br. 77.68—Princeton St.....													
Br. 78.29—Magee St.....					70	70		45	45	20		X	
Br. 78.51—Levick St.....													
Br. 80.71—Tacony St.....					60	60		45	45	45		X	
Br. 81.53—Caster Ave.....								45	45	40		X	
Br. 83.93—Allegheny Ave.....								45	45	35		X	
Br. 84.16—Germantown Ave.....								40	40	25		X	
Br. 84.30—12th St.....													
North Philadelphia All Industry Tracks Mangle St. Yard Tracks 7 to 10, Inc. Este Yard Tracks 7 to 12, Inc. Diamond St. Yard No. 6 Track Br. 85.61—Dauphin St.....			X	X	X	X		X	X	X		X	
Br. 85.76—25th Street.....								45	35	20		X	
BUSTLETON TRACK: 0.81 trestle.....		10	10	10	X	X		X	X	X		X	
FORD TO KENSINGTON: All bridges and viaducts.....	15	15	15	15	15	15		15	15	15		X	

COLUMN	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
K. & T. TRACK				X	X	X	X	X	X	X		
FRANKFORD STREET TRACK				X	X	X				X		
C. STREET YARD: Tracks 7 to 12, Inc.....			X	X	X	X	X	X	X	X		
FAIRHILL YARD LEADS Fairhill District Industry tracks.....				X	X	X	X	X	X	X		
OXFORD ROAD TRACK Br. 1.53 (Tacony Creek) (k).....		15	X	X	X	X	X	X	X	X		
ENGELSIDE: Yard except No. 1 Track and 1 Spur..... No. 1 Track and No. 1 Spur.....		X	X	X	X	X	X	X	X	X		
Zoo-Overbrook Curves at west end of Tracks 3 to 12, Mantua Yard..... Tracks 13 to 19 inc. Mantua Yard..... Curves at west end of Track 20, Mantua Yard..... No. 3 West Phila. Elevated at Junction with N. Y. & P. Sub.—Zoo..... No. 1 Main track under 42nd Street Bridge..... Hall and Smedley Track (38th St.)..... South Side Yard, Tracks 1, 2 and 3. Industrial Tracks..... Oil House Lead Track..... Coal Track, Park Power Plant..... Crossover and Curves to Parkside Ave. Public Delivery Tracks..... 092 Ladder East of 52nd St..... Eastward Belt Track between west end No. 6 Overflow Track and 52nd Street Undergrade Bridge Class P6 engines—5 miles per hour..... Bridge 4.17 (Jumpover)..... Industrial Tracks 59th Street to Overbrook.....						X	X	X	X	X		
Overbrook—Paoli: Wynnewood: Br. 7.52..... Haverford: Smedley & Mehl..... Bryn Mawr: All Yard Tracks except No. 1..... Rosemont: Team Track..... Mehl & Latta Track..... Radnor: Br. 13.06..... St. David's: Industrial Tracks..... Wayne: Burkete Coal Track..... Br. 14.54..... Stratford: Industrial Tracks..... Berwyn: Industrial and Shifting Tracks..... Paoli: Yard Tracks 4 to 8 inclusive. Industrial and Team Tracks..... East end of Car Shop Tracks..... West end of Car Shop Tracks and west end of No. 4 Spur Track..... Duck Under Track.....							45	40	25	X		
MALVERN: Atlantic Refining Co. track..... J. V. Nolan track (a).....				X	X	X	X	X	X	X		
WHITFORD: Station track and Coal Trestle.....				X	X	X	X	X	X	X		
DOWNINGTOWN: Beloit Eastern (a)..... Eastward over West leg of "Y" Public delivery trestle..... Bridge 34.38.....		X	X	X	X	X	X	X	X	X		
THORNDALE: Public delivery track..... Bridge 35.27: No. 6 Track..... Bridge 36.63: West of Caln.....				X	X	X	X	X	X	X		
COATESVILLE Richard Scully track (a)..... Yard tracks 4, 5, 6, 7 and Strade Ave..... Sensenigs track..... W. & N. Junction (a).....				X	X	X	X	X	X	X		

COLUMN	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
POMEROY "Y" TRACK					X	X	X	X	X	X		
PARKEBURG: Coal track off electric light track..... Bridge 44.15..... Bridge 44.70, West of Parksburg.....					X	X	X	X	X	X	40	30
ATGLEN: Coal trestle.....				X	X	X	X	X	X	X		
CHRISTIANA: Mullen & Faddis track (a).....					X	X	X	X	X	X		
GAP: Coal and Lumber track..... Feed Mill track.....						X	X	X	X	X		
KINZER (WEST OF): John Hess track.....				X	10	X	X	X	X	X		
LEAMAN PLACE: Paradise track..... Denlinger track (a).....		X	X	X	X	X	X	X	X	X		
BIRD-IN-HAND: Warehouse track.....						X		X	X	X		
WITMER: Stauffer track (d).....						X		X	X	X		
LANCASTER: Bridge 67.54..... Industrial track..... R. C. A. track..... Armstrong Cork track..... Dydee Laundry Co. track..... Bearings Co. track..... Penn Gas track..... Malleable Casting track..... Hay Siding track..... D. Knight Coal Co. track..... Rost Tobacco Co. track..... Hubley Mfg. Co. track..... Bogar Lumber Co. track..... Peoples Coal Co. track..... L. C. Smith Coal Co. track..... Burnham Coal Co. track..... Kimmel Sons track..... Nos. 1 and 2 tracks, No. 1 Yd..... Champion Blower & Forge Co. trk..... General Cigar Co. track..... B. B. Martin Lumber Co. track..... Old Enginehouse Yard..... Raub Supply track..... Reading Terminal Conn..... All tracks No. 2 Yard..... Ready Mixed Conc. Co. track..... Consumers Coal Co. track..... All tracks, Frt. Station..... All tracks, Eshelmans Feed Co..... Paint Company track..... Herr Co. No. 2 track..... Lancaster Co. Tobacco Growers trk..... Herr Co. track..... Stauffer Coal Co. track..... Bette Coal Co. track (d)..... Cotton Mill track..... Gas Co. track..... Miller Junk Co. track..... Fleck Marshall track..... Lancaster Iron Co. track..... Winstead Tobacco track..... Livingston track..... Penna. Power & Light Co. track..... Ice Plant track.....							40	25	X	X	X	X
LANDIS, WEST OF: Interchange track..... Warehouse track..... Nisley track..... Long & Taylor track..... Heinstand Co. track.....				X	X	X			X	X	X	
MOUNT JOY: Grey Iron Casting track..... C. Shock track..... Geberick Payne Co. track.....					X	X	X	X	X	X		
FLORIN: Bachman Chocolate Co. track..... Foundry track..... Stock track..... Farm Bureau Assn. track.....						X		X	X	X		

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
RHEEMS: Wenger Feed Mill track.....						X	X	X	X	
ELIZABETHTOWN: A. Buch Sons Co. both tracks..... Klein Chocolate Co. track..... Warehouse track..... Grubb and Brannemans track..... Hoffer Bros. track..... Stock track..... Muth Bros. track (a)..... Farmers Ferts. Works track..... Masonic Home track (d).....			X	X	X	X	X	X	X	
MIDDLETOWN: Brick Yard track..... New Siding..... Bridge 94.74..... Deatrik Coal Co. track (a)..... Metropolitan Edison Co. track..... Wincroft Stove Co. track..... Industrial track, north side..... Aviation track (a)..... Br. 94.98, West of Middletown.....		X	X	X	X	X	X	X	X	
HARRISBURG: Bridge 104.97 EW Frt..... Freight House Yard tracks No. 3 & 4 to Pass. Sta..... Other tracks, Freight House..... Cedar St. tracks..... Paxton St. Yd.: All tracks..... Air Reduction..... Market St. Yard: No. 2 track..... All other tracks..... Bridge 105.22..... Pipe Bending track: Abrams..... Building Units..... Farm Show..... All others..... North St. Yard: Tracks 3 & 4..... Tracks 5 & 6..... Swift Co..... Micholovits..... All others..... Rely Street: McCluskeys..... All others..... Maclay St. tracks: Division St. Team track..... Penn Supply Co..... Rubens Junk Co..... John Stapf..... Firestone..... All others..... Lucknow: All tracks.....			X	X	X	X	X	X	X	
Bridge 110.84, West end of Rockville Bridge on West leg of Wye No. 4 track.....							35	20	X	
ROCKVILLE YARD: All tracks except No. 3 track..... No. 3 track (most southerly track).....						X	X	X	X	
BETWEEN ARSENAL AND CHESAPEAKE REGION POST: Br. 6.19—Darby..... General Electric Co. tracks (portion of)..... Fels & Co..... (Wreck derricks must not use trestle.) Other industry tracks.....			X	X	X	X	X	X	X	
SUBURBAN LINE: ZOO—BROAD—ARSENAL: East End No. 3 Track Powelton Ave. Yard.....						X	X	X	X	
PASSENGER REPAIR YARD, Phila.: Scrap dock Track..... Curve at west end No. 1 and 2 Shops..... Oil House Track..... Leads to Steam Heat Plant and Storehouse.....			X	X	X	X	X	X	X	

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
D. R. R. & B. Co. BRANCH: Between Shore and westward end viaduct..... Between westward end viaduct and Jersey Int. Sta..... Engines coupled restricted to speed indicated..... See Special Instruction 118D-A2.							25	15	X	X
CHESTNUT HILL BRANCH: North Philadelphia Interlocking..... BS-24 Type Restricted on No. 1 Track North Phila. Interlocking. Between— Main } North Phila. and Track } Allen Lane and Chestnut Hill Electric Storage Battery Co. (Straight Track only)..... (Curves)..... 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	
FORT WASHINGTON RUNNING TRACK: St. Martins Coal Co. R. C. White, Globe Holst Co., Metlab Co., National Crucible Co., Public Delivery and Century Vault Co..... All Other Tracks.....				X	X	X	X	X	X	
WEST PHILA. ELEVATED BRANCH:							20	20	X	
BELMONT TRACK:							X	X	X	
GRAYS FERRY MOVABLE BRIDGE:	15	15	15	15	X	X	X	X	X	
60th STREET, CHESTER and PHILADELPHIA, track: Haenn Lumber Co.....				X	X	X	X	X	X	
WASHINGTON AVENUE: Wooden trestle between Arsenal and 24th St.....			X	X	X	X	X	X	X	
GRAYS FERRY BRANCH:							X	X	X	
DELAWARE EXTENSION: Arsenal Movable Bridge..... See Special Instruction 118D-A4, Industrial Leads—D-8 to Passyunk Lead to Phila. Electric Co.....	15	15	15	15	15	15	15	15	X	
GIRARD POINT: Mud Yard—Storage Yard..... New Yard—Old Yard.....							X	X	X	
SWANSON STREET:			X	X	X	X	X	X	X	
GREENWICH: East End Tidewater Yard..... West End Tidewater Yard..... Produce Terminal Leads..... Long Curve Running Track to Pay Yard..... Short Curve Running Track to Pay Yard..... Lead to Swanson St. Track at Pay Yard..... Under Ore Loading Hoppers on loop tracks.....			X	X	X	X	X	X	X	
DELAWARE AVENUE: Between Greenwich and Junction Trenton Ave. Elevated..... Buildings of Twin Packing Co. plant, Vandalia and Oregon Aves.....	X	X	X	X	X	X	X	X	X	
CANAL STREET: Commerce St. Washington Ave. to South St.....	X	X	X	X	X	X	X	X	X	

COLUMN	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
WEST CHESTER BRANCH: GG1 and P5 engines single unit only may be operated between Arsenal and West Chester. Two Col. 5 engines must not be operated beyond Angora unless spaced by two cars. Br. 4.79—Angora.....												
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.....												
NEWTOWN SQUARE TRACK: Wm. Roberts Coal Co.....												
Washington Lumber Co.....												
Br. 11.22—S. of Laneroh.....												
CARDINGTON TRACK: Phila. & Western Ry. Co.....												
NAUGHT TRACK WAWA:												
WEST CHESTER: Trestle—C. C. Hipple No. 1.....												
Trestle—C. C. Hipple No. 2.....												
Trestle—J. L. Haggerty.....												
SCHUYLKILL BRANCH: Between 52nd St. and Jeff No. 2 Main Track.....												
Between 52nd St. and Jeff No. 1 Yard Track.....												
Industrial Tracks, Wynnefield Ave. to Manayunk Station.....												
Br. 5.29—Woodbine Ave.....												
Pencoyd Track.....												
MANAYUNK: Hendren Coal Track.....												
Robinson Steel Co. Track.....												
MIQUON: Industrial Track.....												
SPRING MILL: Lee Tire and Rubber Co.....												
Quaker Oil Products Co.....												
CONSHOHOCKEN: Back Track at Freight Station F. & J. H. Davis, Geo. J. McFadden Tracks.....												
Leroy & Williams Track.....												
IVY ROCK: Industrial Tracks.....												
EARNEST: Capital Furniture Co.....												
W. A. Case & Son Mfg. Co.....												
Atlantic Refinery, American Equip- ment Co. and Cochran Corp. to end of trestle only.....												
Lukens & Yerkes.....												
NORRIS: Classification Tracks, East End Extension Track.....												
Mann Co. Track to Scale only.....												
Kneass Lumber Co.....												
V. Arena & Sons.....												
Rambo & Regar, Reading Screw and W. F. Doran.....												
HAWS AVENUE: Dill Co. Track.....												
Other Industrial and Yard Tracks.....												
Br. 18.10—Haws Ave.....												
SCHUYLKILL SECONDARY: BETZWOOD: Taylor Track.....												
Team Track.....												

COLUMN	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
CREEK: B. F. Goodrich Co.....												
BETWEEN OAKS AND PHOENIXVILLE: Container Corp. Co. Track 1800 feet west Mile Post 26.....												
PHOENIXVILLE: Devault Running Track.....												
New Mill coal trestle, Phoenix Iron Co., Industrial Tracks.....												
SPRING CITY: Canal Track.....												
Dust Mill.....												
Tracks south of Freight Station Roversford Track.....												
Roversford Spring Bed.....												
Buckwalter No. 1.....												
Roversford Fdry. & Mach. Co.....												
Diamond Glass Co., No. 2.....												
State School, West Spring City.....												
PARKERFORD: Track between station track and H. W. Johnson coal trestle.....												
H. W. Johnson coal trestle.....												
Wm. E. Wells except trestle.....												
Wm. E. Wells trestle.....												
Kinsey Distillery Corporation be- yond a point 280 feet east of bridge over Schuylkill River.....												
POTTSTOWN: Firestone Tire & Rubber Co.....												
Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14.....												
Bethlehem Steel Co.....												
Mayer-Pollock Co.....												
Stowe-Extension.....												
Track off Public Delivery to Sun- shine Stores, Inc.....												
MONOCACY: West of: J. T. Dyer Quarry Co. No. 2.....												
Reading Casting Co.....												
Samuel Hoppel.....												
BIRDSBORO: Track west of Brooks Block Station leading to Reading Company.....												
Focht & Lacey Company.....												
West End, Brooks track.....												
Freight House Track.....												
Birdsboro Steel Foundry & Ma- chine Co.....												
READING: East Reading Yard.....												
Water St. Track.....												
Court Street Track.....												
North Reading Track.....												
Carpenter Steel Co.....												
Track to Wm. Fryermuth.....												
Berka Art Metal Service.....												
Switch must be lined for No. 2 or No. 3 Fr. Sta.....												
MUHLENBERG: Fair Ground Track.....												
TEMPLE: Quarry Track.....												
Beryllium Co.....												
Trestle Station Track.....												
LEESPORT: All Industrial Tracks.....												
MOHRSVILLE: Station Track.....												
SHOEMAKERSVILLE: Alleman Track east of derail.....												

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
HAMBURG:										
Spiedel Elevator Corp.				X	X	X	X	X	X	X
Hahn Motor Truck Co.			X	X	X	X	X	X	X	X
Penn Electric Steel Casting Company			X	X	X	X	X	X	X	X
Boiler Works				X	X	X	X	X	X	X
Allen Sherman Hoff Co.				X	X	X	X	X	X	X
Coal Trestle				X	X	X	X	X	X	X
Other Industrial Tracks					X	X	X	X	X	X
SCHUYLKILL HAVEN:										
Team Track			X	X	X	X	X	X	X	X
Trestle at Freight Station		X	X	X	X	X	X	X	X	X
CARBON YARD:										
South Side, Spur Track						X	X	X	X	X
POTTSVILLE:										
Freight Station Tracks Nos. 1, 2, 3 and 4 from Main Track switch to a point designated by a yellow stripe on rail				X	X	X	X	X	X	X
South side No. 5 Track										
National Biscuit Co.										
BRIDGE 157 NBS:										
East, Laurel Junction, L. V. R. R.							15	15	X	
MINERSVILLE RUNNING TRACK:										
Lytle Coal Co. empty and condemned coal tracks			X	X	X	X	X	X	X	X
MOREA TRACK						X	X	X	X	X
NESCOPECK RUNNING TRACK						X	X	X	X	X
TRENTON BRANCH:										
Street Road:										
Wheeling Corrugating Co., track (I)		X	X	X	X	X	X	X	X	X
JDM track				X	X	X	X	X	X	X
Dresher, Public Delivery track (Allied)				X	X	X	X	X	X	X
Fort Hill, East leg of wye				X	X	X	X	X	X	X
Plymouth Meeting:										
Lavino tracks			X	X	X	X	X	X	X	X
Philip Carey track				X	X	X	X	X	X	X
Phila. Electric track				X	X	X	X	X	X	X
Swedeland track				X	X	X	X	X	X	X
Interchange tracks				X	X	X	X	X	X	X
Henderson track (I)		X	X	X	X	X	X	X	X	X
Thrift way track				X	X	X	X	X	X	X
Thompson-Weiman track		E	E	E	E	X	X	X	X	X
Earnest:										
Scale track					X	X	X	X	X	X
Engine track					X	X	X	X	X	X
Eastbound yard (west end all tracks)					X	X	X	X	X	X
Rambo, North side			X	X	X	X	X	X	X	X
King:										
Public Delivery track				X	X	X	X	X	X	X
Phila. Gear track (I) (I)		X	X	X	X	X	X	X	X	X
Dale, Phoenixville track				X	X	X	X	X	X	X
PHILA. and THORNDALE BRANCH:										
Bridges 24.74 west of Dale								30	X	
Bridge 31.31								35	X	
ATGLEN and SUSQUEHANNA BRANCH:										
Bridge 6.35										
Bridge 8.44									35	X
Bridge 13.54, 2nd bridge west of Block Signal L-125									25	X
COLUMBIA BRANCH:										
Bridge 70.00 west of Lancaster									25	X
ROHRERSTOWN:										
Miller and Rushong							X	X	X	
Station track										
MOUNTVILLE:										
Station track							X	X	X	
Paper Mill track										
New Holland Machine Co. track			X	X	X	X	X	X	X	
Brick Co. track (a)										
WEAVERS:										
Newcomers Mill track							X	X	X	
COLUMBIA:										
Bridge 78.86 east of Columbia								35	25	X
Crossover to Reading Co.								X	X	X
Keeley Stove Co. track (a)			X	X	X	X	X	X	X	X
No. 2 track to west end								X	X	X

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

COLUMN	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
CHAMBERSBURG:												
Rots Lumber Co. track (a).....												
Track inside T. B. Wood Sons gate.												
Wolf side track north of bridge at College.....												
Wolf Side track (d).....												
Connection with W. M. at Engineering Company.....												
Tracks at Reclamation Plant Yard and No. 8 track along erecting shop.....				X	X	X	X	X	X	X		
Slyder track.....												
Electric Light & Speer Co. track.....												
Shop tracks and delivery tracks west of Freight Station.....												
House and Transfer tracks.....												
Speer low track.....	X	X	X	X	X	X	X	X	X	X		
GREENCASTLE:												
Milk track.....						X	X	X	X	X		
Omwake and Oliver.....				X	X	X	X	X	X	X		
WINCHESTER SECONDARY:												
HAGERSTOWN:												
North ladder No. 1 yard.....						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	X		
Merchant Wholesale Grocery Co. track.....												
J. W. Myers Co. track.....												
Back Stookyard track.....												
BRIDGE 82.13 Potomac River.....											X	
CV-87:												
DuPont tracks.....						X	X	X	X	X		
CUMBO SECONDARY:												
Security Cement & Lime Co. track. } W. S. Frey track.....						X	X	X	X	X		
MARTINSBURG:												
Bridge 92.56 north of Martinsburg.....						X		20	20	X		
North leg of "Y".....						X		X	X	X		
South leg of "Y".....						X		X	X	X		
Thorn Lumber Co. south track (a).....				X	X	X	X	X	X	X		
City Water Works track.....	X	X	X	X	X	X	X	X	X	X		
Other yard and industrial tracks.....				X	X	X	X	X	X	X		
Bridge 106.55 south of Ridgeway.....						X		30	20	X		
DILLSBURG SECONDARY.....						15	X	X	X	X	X	
WAYNESBORO SECONDARY..... See 1157-F1.							X	X	X	X	X	
MERCERSBURG SECONDARY.....												
Bridge 61.37—Hother (g).....												
Bridge 70.20—west of Leh-masters (g).....	15	15	15	15	15	X	X	X	X	X		
See 1157-F1.												

NOTE:

- (a) Engines must not use track beyond point designated.
 (b) Class BS 24 M engines restricted due to close side clearance.
 (c) Road Diesel engines may use this track between Frazer and Morstein.
 (d) Engine must not be used on bridge or trestle.
 (e) Engines must not go beyond P.R.R. portion of this track.
 (f) Class BS-24 permitted.
 (g) Diesel engines, except Class AS-16a and BS-24m, may operate double headed over the following bridges:
 Bridge 16.29—West of Cornwall
 Bridge 61.37—Hother
 Bridge 70.20—West of Lehmasters
 Single unit engines Class AS-16a and BS-24m, may operate over these bridges not exceeding 15 miles per hour. When double headed or moving disabled engines of any

other class, all engines must be separated and moved singly over these bridges, unless there are four cars between the engines.

- (h) Two engines, except MU engines, must not be coupled together crossing the bridge over Cresheim Valley; at least one empty car must be placed between any two engines operating over the bridge.
 (i) Operation of engines coupled prohibited.
 (k) Double heading of engines of any class prohibited. All engines must be separated and moved singly unless they are separated by at least 3 cars with gross weight not exceeding 169,000 lbs. each.

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

1160-A2. Not more than three (3) electric engines coupled together class GG-1, P-5, P-5a, E-44, E-2b, E-2c or E-3b may operate over Delair Bridge 2.07 between approach viaduct and Jersey Interlocking Station.

Not more than four (4) road or shifter type diesel engines or units coupled together may operate over Delair Bridge 2.07 between approach viaduct and Jersey Interlocking Station.

Additional engines of any class must be spaced from any of the coupled engines listed above with at least ten (10) cars between them and the Train Dispatcher and Block Operators at Shore and Jersey must not permit any train on adjacent track while the movement of any of the above coupled engines is being made.

Engines not equipped with coupler stops or centering devices:

1160-A3. AS10, AS16, BS24 and ES15 type diesel units not equipped with coupler stops or centering devices must not be operated when coupled next to each other, except under the following conditions: When they are the first two units on the front end of a train; when they are the last two units on the rear end of a train; or when moving light.

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.

Reading Company Class DF-1, DF-2, DF-3, DF-4, DP-1, RS-3, RS-4 diesel engines or units and T-1 steam engines are prohibited on Delaware Ave. Track between Delaware Ave. and Trenton Ave. Elevated.

1160-A14. P.R.S.L. Diesel engines Class BS-15ms and BS-16ms, same restrictions as P.R.R. Class AS10AM.

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

1160-A16. Powelton Avenue yard—No. 3 track to No. 17 track, inc., between Powelton Ave., OH Br., and 30th St. Station.

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

Class FF-2 Electric Engines

1160-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:

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

D.R.R.&B. Co. Branch—Entire.

Chestnut Hill Branch—Entire.

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

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

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

West Chester Branch—Entire.

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

No. 5 track—entire (River Line);

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

Paoli, Duckunder track.

State Interlocking—Overhead bridges—

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

Bridge 104.59 (Baggage Concourse)—track 7.

Bridge 104.60 (Psgr. Concourse)—track 9.

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

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

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

Class E-44 Electric Engines Running Through Water

1160-A18. Electric Units, Class E-44 may run through water when its depth does not exceed 2 inches over top of rail, at a speed not exceeding 2 miles per hour.

Equipment Restrictions

1160-B1. Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions
150,000—170,000	40'-0"	Same as Column 2 Engines
170,000—210,000	42'-0"	Same as Column 5 Engines
210,000—251,000	48'-0"	Same as Column L Engines

157-C6. Freight trains with 30 or more cars of mineral freight	*35 the
Eastward between Wynnewood and Overbrook Freight trains that consist of 50 per cent or more mineral freight and freight trains that consist of over 125 cars.....	*20
Freight trains with 30 or more Jenny type hopper or gondola cars, loaded or empty.....	*35
Note—When handling such trains conductors must know that enginemen have been so advised.	

follows:

Main Line—Region Post (New York Region) and Zoo—column M.

All other territory—column I.

Other Equipment Restrictions

Special Handling of Multiple Loads

1160-B2. A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump. After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

Passenger Carrying Cars Moved in Freight Service

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

Passenger Equipped Cars Prohibited—Cardington Track

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

Movement of Cars Maximum Weight—Various Tracks

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

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

Bustleton	West Chester Branch
D. R. R. R. & B. Co. Br.	Newtown Square
Frankford St.	John Hess track, Vintage
Fairhill	New Holland Secondary
Oxford Road	Pomeroy Secondary
Stiftown	Dillsburg Secondary
Washington Ave.	Waynesboro Secondary
60th Street	Mercersburg Secondary
Devault Running track	
Royersford track and on siding over Bridge 32.55—Spring City.	

Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.

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

Cars exceeding maximum weight (car and lading) of 169,000 pounds must not be accepted for movement over Tacony Creek Bridge 1.53 on Oxford Road track, unless separated from the engine and from other cars exceeding 169,000 pounds, by three or more cars weighing 169,000 pounds or less.

Model 40 Burro Cranes

1160-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.

Cars 50 Feet or More in Length

1160-B8. 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.

Snow Plows

1160-B9. When plowing, snow plows must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, a steel gondola must be placed between plow and engine.

All personnel riding moving snow plows must maintain proper hand hold to avoid injury.

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 column I 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.
- 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.

Overhead Clearance

1163-A1. Employees are prohibited from riding or walking on the roof of any moving car.

Except at all yard humps excluding the electrified territory where LOW WIRE signs are in service.

West Chester Branch—Arsenal—Fernwood

1163-B1. Cars, loads or other equipment for movement between Arsenal and 540 feet south of 49th Street must not exceed 15 feet 8 inches above top of rail.

1163-B2. Due to close overhead clearance, the Brown Hoist and Speno Ballast Cleaning Equipment and track sweepers must not be moved on No. 1 track under 44th and 42nd Street overhead bridges or on any track between 30th Street Station, upper level, and Suburban Station.

1163-B3. Cars, loads or other equipment higher than 15 feet 3 inches are prohibited under Willetts Road overhead bridge 2.62 on Bustleton track (2.62 miles east of Holmes).

Side Clearance

1163-A3. Employees are warned of close clearance between track No. 0 and catenary poles 85.64, 85.69 and 85.75 westward from Este's yard, there being approximately 18 inches clearance between poles and side of standard equipment, also catenary pole south side of ladder track eastward end, Este's yard will not clear a man on side of car.

1163-A4. Employees are warned that close clearance exists between No. 13 and No. 14 tracks, east end Harrisburg passenger station and will not clear a man on side of car or engine.

1163-A5. 15th Street yard, North Philadelphia, X31 cars and similar type equipment must be handled with extreme care and not coupled to other cars while being moved over Reading Company bridge on track leading to Power House.

1163-A6. Employees are warned that close side clearance exists between Naught track and building of Fletcher works located on curve eastward from North Penn Station and will not clear a man on side of engine or car.

1163-A7. 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.

1163-A8. Employees are warned that close clearance exists between north side No. 12 Running Track and "L" beams supporting steam heat line, Harrisburg Station, and will not clear a man on side of engine or car.

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, including hand-operated crossovers at Leaman Place, Landis, Florin, Elizabethstown and Conewago.
	Arsenal Interlocking	Region Post (Chesapeake Region)
BRANCHES	BETWEEN	AND
D.R.R.R. & B. Co.	Shore	Jersey, including hand-operated crossover and Wye switch, at Frankford Jet.
Chestnut Hill	North Phila.	Chestnut Hill, including hand-operated crossover 1375 feet east of Allen Lane, crossovers and station tracks at Chestnut Hill.
Suburban Line	Zoo (conn. with No. 1 and No. 4 River Line and 44th St.)	Arsenal, via Upper Level to Broad Suburban Station, including Run Down, No. 5 yard track, all Suburban Station tracks and shifting track Arsenal to Walnut St.
River Line	Zoo	Arsenal, including all station tracks, No. 5 and No. 11 Running tracks, Spur tracks at north and south ends of station.
36th Street connection	Zoo (connection with Suburban Line 38th Street)	PennInterlocking (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 and Penrose.
Schuylkill	Valley	A point 800 feet west of hand-operated crossover, 2075 feet west of Manayunk on No. 1 track and a point 830 feet west of hand-operated crossover, 2075 feet west of Manayunk on No. 2 track, including hand-operated crossover, 2075 feet west of Manayunk.
Trenton	Region Post (New York Region)	Glen, including hand-operated crossovers at Heaton, 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. 0	475 feet westward from Shore Interlocking Station.
	No. 1 Receiving Yard	From its connection with eastward track westward a distance of 300 feet.
North Philadelphia Interlocking and Margie yard	No. 5	From a point 630 feet west of Margie St. overhead bridge extending east 8100 feet to a point 475 feet east of Germantown Ave. undergrade bridge.
33rd Street	No. 5	Connecting with No. 4 main track at 33rd Street eastward a distance of 1200 feet.
Mantua yard	No. 19 No. 20	375 feet from east end of tracks.
Zoo to 44th St.	Eastward Jersey	Entire.
	Westward Yd. Running	Entire.
M-1	Westward Jersey	Between connections with Eastward Jersey track and westward yard running track west of 44th St.
	Cut	Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. overhead bridge).
	Departure	Between connection with No. 2 track Zoo Interlocking and Cut track.
	Crossovers	All connections between energized tracks.
44th St.	C 1	200 feet, east end.
	A 26	250 feet, east end.
	A 27	100 feet, east end.
	B 18	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.
	Westward Belt	Entire.
44th St. to 52nd St.	6 Overflow	Entire.

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
44th St. to 52nd St.	7 Overflow	325 feet, west end.
	Overflow Ladder	Between connections with No. 8 Overflow track and Eastward Belt.
	Eastward Belt	Between connections with No. 14 track and Overflow Ladder.
	A 12	160 feet, west end.
	B 20	280 feet, west end.
	Departure	315 feet, west end.
	Crossovers	All connections between energized tracks.
52nd St. to Overbrook and Jeff	No. 1 PSV	Between connection with No. 15 Running track and Jeff.
	No. 14 and No. 15 Running	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.
Bryn Mawr	Crossovers	All connections between energized tracks.
	Pass. Car trk. (South Side)	381 feet.
Paoli Coach yard	Fit	Entire.
	Nos. 0 to 8 inc.	Entire.
	Hill	Entire.
	Connecting	Entire.
Paoli West yard	Running	Entire.
	Storage	Entire.
	Nos. 3 and 4	Entire.
	Duck Under	Entire.
Paoli Shop	Nos. 1 to 5 inc.	Leading to Shop 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 and 2	West end to A.C. Motor stop sign.
State	Single	State to Lemo.
	12-E, 13-E, 14X, 6X, 7X, 8X, 9X, 10X, 5X, 5Y, 6Y, 7Y, 8Y, 9Y, 7C, 8C	Entire.
	No. 0 and 9-C	State to A.C. Motor stop sign.
State Street yard	No. 36 and 37	Entire.
	No. 35	West end to A.C. Motor stop sign.
Harrisburg Station	No. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10	Entire.
Harris	1E, 2E, 1X, 2X, 3X, 4X, 3D, 4D, 3C, 4C, 5C, 6C, 32, 33, 34 and No. 2 Main	To A.C. Motor stop sign.
	No. 4P and 5P	Harris to Reily, including crossovers east of Reily leading into these tracks.
Harrisburg yard	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, Run Down, No. 11 (Derrick)	Entire.
Powelton Ave. MU yard	All	Entire.
Penna. Coach yard	All, including Wash and Run Down tracks except Plug track	Entire.
Race Street Engine Terminal	All except sand track	Entire.
U. S. Post Office	All	Entire.
Walnut St. yard	All except No. 10	Entire.
Arsenal Interlocking	Shifting, No. 5 Running and Run Down tracks	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.	
	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.	
	Greenwich	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.	
	Cabin	300 feet, west end.	
West End of Ore Yard	No. 14	840 feet from west end.	
	No. 15	595 feet from west end.	
	No. 16	1075 feet from west end.	
	No. 18	740 feet from west end.	
	No. 19	580 feet from west end.	
	No. 20	615 feet from west end.	
	Ladder	Between west ends No. 14 and No. 20.	

OTHER TRACKS—BRANCHES

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
Ernest	Middle	Entire.
	East middle	
	West end of west middle	To A.C. Motor stop sign.
	West end No. 1 and No. 2	
Columbia	East end No. 1, No. 2 and No. 3	Entire.
	New No. 6	
	Manor set off track	To A.C. Motor stop sign.
	Ladder east end yard	
Ladder west end yard		
Lemoyne	East and west end No. 3 yard	To A.C. Motor stop sign.
	No. 1 and No. 2 East leg of Wye	
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.
	Paint Shop and Ladder Track	Entire.
Eastbound classification yard	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.

Employes Working on or Near Energized Wires Permission—Proper Protection

1167-A4. Employes working on or near energized wires must obtain permission and proper protection from power director.

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

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

Phase Break**1167-A6.**

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
MAIN LINE Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 33.78 Cat. Br. 33.71	360 Ft. Eastward 360 Ft. Westward
P. AND T. BRANCH Thorndale Sub-station	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
MAIN LINE:			
Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 34.14 Cat. Br. 33.39	4190 Ft. East of Thorn 8167 Ft. East of Thorn
P. AND T. BRANCH:			
Thorndale Sub-station	1 2	Cat. Br. 34.14 Cat. Br. P-32.84	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, enginemen will lower pantographs immediately to permit qualified employees to make the inspection. Enginemen must not raise pantographs until after the inspection has been made and so advised.

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 West End No. 6 Running Track.

Eastward at East End No. 5 Running Track.

West Phila. Elevated Branch—

Northward—Home Signal, Zoo, 34th Street.

Southward—Arsenal Interlocking station.

Trenton Branch—at Nest*

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

Atgen 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, except when one (1) multiple unit car is to be cut off from other cars for one (1) car operation, brake test must be made before uncoupling car. The engineman operating the car and the trainman accompanying him, must be stationed one at each end of the car and both must be prepared to control it with the hand brake in the event of failure of the air brake. These movements must not exceed a speed of 10 miles per hour.

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

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

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;
- Ticket office, Media;
- Ticket office, West Chester;
- Park interlocking station.

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 diesel engines coupled ahead, will keep their pantographs against the wire until just prior to leaving the electrified territory in order to assist the diesel engine. Trains received from other regions or railroads in detour service, will immediately, upon reaching electrified territory, place their pantographs against the wire and assist in hauling of the trains, unless orders to the contrary are received.

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 Building)

Train Dispatchers in charge as follows:

Main Line: Between Holmes and Banks
Between Arsenal and Brill

Branches: D.R.R.R. & B. Co. Schuylkill
Chestnut Hill Trenton
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 for movements against the current of traffic
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 7**—Manual Block Signal System for movements against the current of traffic
Rules 305 to 373 inclusive, except Rule 316.
- COLUMN 8**—Automatic Block Signal System
Rules 501 to 512, with the current of traffic and on single track.
- COLUMN 9**—Automatic Block Signal System
Rules 501 to 512, against the current of traffic.
- COLUMN 10**—Cab Signals
Rules 551 to 570, with the current of traffic and on single track.
- COLUMN 11**—Cab Signals
Rules 551 to 570, against the current of traffic.

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	X	...	...	...	...	...	...	...	X	X	...	X	...	...
		1, 2, 3 and 4 Westward and Eastward Station Track, N. Phila.
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 Inter- locking	Westward Eastward	...	...	...	...	...	...	...	...	...	...	...	X	X	...
Overbrook	Paoli	1, 2 and 4	X	...	...	...	...	...	...	...	X	X	...	X	...	...
Overbrook	Paoli	3	...	X	...	...	...	...	...	...	...	X	X	X	X	...
Paoli	Glen	1, 2, 3 and 4	X	...	...	...	...	...	...	...	X	X	...	X	...	...
Glen	Downs	1 and 4	X	...	...	...	...	...	...	...	X	X	...	X	...	...
Glen	Downs	2	...	X	...	...	...	...	...	...	...	X	X	X	X	...
Downs	Park	1, 2, 3 and 4	X	...	...	...	...	...	...	...	X	X	...	X	...	...
Thorn	Caln	5 and 6 running	...	...	...	...	...	...	...	...	...	X	...	X	...	...
Park	Cork	2 and 4	X	...	...	...	...	...	...	...	X	X	...	X	...	...
Cork	State	1 and 2	X	...	...	...	...	...	...	...	X	X	...	X	...	A
Harris	Region Post (Pgh. Region)	1 and 2	X	...	...	...	...	...	...	...	X	X	...	X	...	...
Block Sig. 1130	Banks	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			
		Branches Secondary Tracks and Sidings														
		Suburban Line														
Zoo (34th St.)	Broad	1, 2, 3 and 4		X							X	X				
44th St.	34th St.	1 and 4									X		X			
38th St.	34th St.	4												X		
44th St.	Conn. with West Phila. Elevated Br. (Zoo Int.)	2									X		X	X		
Zoo Int. Sta. (36th St. tunnel)	34th St. OH Br	2 and 3									X		X			
30th St. Sta. Upper Level (Broad)	Arsenal Int. Sta.	1M and 4M									X					
38th St.	Penn	38th St. Conn. Zoo (Conn. with Suburban Line 1 and 4									X		X			
Zoo	Penn	River Line 1 and 4	X								X		X			
30th St. Station (Penn Inter.)		3 and 4 Station Northward Only. 5 and 6 Station Southward Only											X			
Penn	Arsenal	1 and 4	X								X		X			
Arsenal	Penn	4												X		
Penn Inter.		N3 route											X	X		
Shore	Jersey (Dist. Post, Atlantic Dist.)	D.R.R.F. & B. Co. Branch														
		1 and 2	X							X	X		X			
North Phila.	Chestnut Hill	Chestnut Hill Branch 1 and 2	X							X	X					B
N. Phila. Inter.		2											X			
Zoo (Conn. with NY & P Subway tracks)	Brill	West Phila. Elevated Br.									X	X		X		
Zoo	Arsenal	Grays Ferry Branch									X					
Arsenal	Media	West Chester Branch 1 and 2	X								X	X				
Media	West Chester	Single				X										C
Valley	Manayunk	Schuylkill Branch 1 and 2	X								X	X				
Manayunk	Haws Ave.	1 and 2									X	X				
Haws Avenue	Laurel Jct.	Schuylkill Secondary Track Secondary			X	X										D-E
Newton	Ulmer (Eastward)	Secondary			X		X									

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

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

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

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

NOTE C. End of Block sign located on west side of Main track, 3155 feet north of passenger station, marking end of Main track, in service.

Southward trains must not proceed south of end of Block sign without permission from operator Media. Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.

Northward trains must not proceed north of end of Block sign without permission from operator at Media.

NOTE D. Authority for the movement of passenger extras must be in writing.

NOTE E. Trains routed to Birdsboro track east end Brooke Interlocking, must report clear of interlocking.

NOTE F. Trains must not pass Stop-and-proceed signals except by permission of the Operator when authorized by Superintendent Transportation and Operators must not give permission to trains to pass Stop-and-proceed signals to enter occupied blocks on this track except when authorized by Superintendent Transportation.

NOTE G. Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Hager.

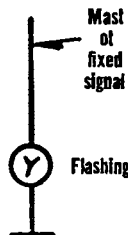
1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:

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

INDICATION—Orders.

NAME: Train-order.

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



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	
West Chester Branch: Media	Southward	Single	Block Station and M. P. 15
Schuylkill Branch: Schuylkill Secondary Track: Haws Avenue	Westward	Single	Block Station and M. P. 19
Schuylkill Secondary Track: Brooke	Eastward	Single	Block Station and M. P. 47
Cumberland Valley Branch: Camp	Southward	Single	Block Station and fixed signal No. 63
Wood	Southward Northward	Single Single	Block Station and M. P. 53 Block Station and Scotland
Town	Northward	Single	Block Station and M. P. 70

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.

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 Departure Test

1551-A3. In the application of Rule 551 when making cab signal departure tests, except on MU equipment, a member of the crew must operate the switch for the test circuit; on MU equipment the conductor must operate the switch for the test circuit.

When test of cab signals is required on other than the operating end of MU trains or on electric or diesel engines to be used in turn-around service, it is permissible to close the cab signal warning whistle cock on other than the operating end after test is once made, before leaving initial terminals at the commencement of each twenty-four (24) hour period through automatic cab signal territories included in the following routes:

Between Philadelphia, Pa., and Bryn Mawr, Pa., Parkesburg, Pa., Bristol, Pa., Newark, Del., Bowie Race Track, Md., Atlantic City Race Course, N. J., Garden State Park Race Track, N. J., and Delaware Park Race Track, Del.

On arrival at turning point on the Philadelphia Region 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. Following exceptions authorized for trains and engines equipped with cab signal apparatus but not in operative condition:

On permission of the operator when authorized by the Superintendent Transportation MU trains may be dispatched from their terminal with cab signal apparatus not in operative condition between 5.00 A.M., and 8.00 A.M., and between 2.30 P.M., and 5.00 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 complying with 3rd paragraph of Rule 563.

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

- (a) Wire, work, wreck and ballast cleaners to and from work.
- (b) Engines used in switching and transfer service (Yard and Runner engines) with or without cars, not exceeding 20 miles per hour: east of Merion and between Harris and Rockville.
- (c) Engines to and from shops.
- (d) Trains and engines from connecting regions or railroads (in emergencies).
- (e) Road freight trains between Stadium, Arsenal and Zoo to and from West Chester and Schuylkill Branches.
- (f) Northern Region trains between Harris and Rockville.
- (g) Baltimore and Ohio R. R. trains between Penrose and Stadium.
- (h) Cumberland Valley Branch trains between Lemo and Day.
- (i) N&W Railway between Hager and Vardo; movements on Main track may be made not equipped with cab signals at restricted speed.

INTERLOCKING

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

All Interlockings except—

Landis	Pay
Norris	Penroad
Haws Ave.	Hager
Creek	
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 RR	Shelter box

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

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 so that the indication cannot be seen by the engineman, the movement must not start until a member of the crew personally notifies the engineman the indication of the signal.

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
Block Station Stadium
Block Station Nest

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, Enola Yard and Operator Overbrook, (for 52nd Street) when necessary to pass a non-interlocked signal, when signal cannot be cleared.

Suburban Station Tracks

1697-4. 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 <i>Pittsburgh</i> Name <i>R. A. Cuthrell</i> Occupation <i>Pass. Condr.</i>	QUALIFIED FOR SERVICE	
REGION <i>Philadelphia</i>	ZONE <i>D³</i>	PART OF ZONE QUALIFIED FOR <i>Harrisburg Passenger Sta & Banks.</i>

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

Approved
H. C. KOHOUT,
Regional Manager

PHILADELPHIA REGION

SAFETY CALENDAR

Train, Engine and Other Transportation Employees
(Except Station Employees)

The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.

Date	Apr.	May	June	July	Aug.	Sept.	Oct.
1	—	1000	1053	1109	1000	1055	1000
2	—	1001	1107	1168	1001	1112	1001
3	—	1023	1158	1239	1108	1156	1109
4	—	1051	1172	1225	1174	1229	1051
5	—	1106	1129	1116	1130	1124	1113
6	—	1111	1161	1285	1163	1023	1053
7	—	1160	1219	1240	1171	1121	1174
8	—	1128	1157	1123	1226	1222	1116
9	—	1128	1115	1054	1126	1239	1162
10	—	1166	1156	1023	1050	1233	1169
11	—	1122	1224	1113	1106	1219	1126
12	—	1230	1237	1169	1111	1110	1052
13	—	1164	1173	1053	1167	1054	1106
14	—	1174	1227	1244	1223	1170	1171
15	—	1231	1110	1159	1230	1227	1229
16	—	1050	1052	1246	1221	1115	1157
17	—	1112	1127	1117	1160	1245	1230
18	—	1130	1233	1249	1122	1237	1123
19	—	1171	1281	1286	1157	1164	1234
20	—	1220	1238	1222	1228	1127	1130
21	—	1235	1275	1234	1243	1224	1165
22	—	1242	1121	1280	1220	1244	1240
23	—	1278	1223	1166	1173	1172	1050
24	—	1232	1245	1232	1231	1107	1159
25	—	1108	1284	1287	1247	1117	1243
26	—	1170	1290	1248	1128	1225	1241
27	—	1226	1124	1289	1165	1129	1167
28	—	1234	1055	1235	1280	1114	1125
29	1114	1278	1288	1278	1238	1158	—
30	1125	1168	1239	1241	1161	1276	—
31	—	1162	—	1221	1275	—	—

THE PENNSYLVANIA RAILROAD PHILADELPHIA REGION

Philadelphia, Pa., April 23, 1962.

GENERAL ORDER No. 1301

Effective 2.01 A.M., Sunday, April 29, 1962

Applies in All Zones

- (a) Time-Table No. 13 in effect. It contains the necessary instructions issued in general orders up to and including No. 1217, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 13 to see that his copy is complete, pages properly lined up, and note changes.

- (b) BOOK OF RULES
RULES FOR CONDUCTING TRANSPORTATION
Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:

Revisions of April 28, 1957—

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

Revisions of October 27, 1957—

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

Revisions of September 1, 1958—

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

Revisions of February 27, 1959—

Rule 26—second and third paragraphs, page 23; Rule 34—page 24; Rule 75—pages 25 and 26; Rule 76—second and fourth paragraphs, page 26; Rule 77—second paragraph, page 26; Rule 99—fourth paragraph, page 32; Rule 106—page 35; Rule 204—third paragraph, page 37; Rule 293-A—page 68; Rule 365—second and fifth paragraphs, page 79; Rule 568—page 87; Rules 701, 702, 703, 704, 705, 706, 707, and 708—pages 92, 93, 94 and 95. Form K—second paragraph of instructions, page 99. Rule 4165-A—page 131.

Revisions of May 1, 1960—

Rule M—page 8; Rule 361—page 78; Form K—last paragraph, page 99; Rule 4076-J—page 112; Rule 4155-I—page 122; Rule 4155-J—first and fifth paragraphs, page 123; Rule 4156-G—fourth paragraph, page 126; Rule 4160-C—page 129.

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

Applies in Zone A

- (c) **MAIN LINE
CORK INTERLOCKING**
(Temporary Speed Restriction)
Maximum speed passenger trains on No. 1 and No. 2 tracks between signal bridge located 2540 feet east of Cork Block and Interlocking station and signal bridge located 2215 feet west of Cork Block and Interlocking Station—60 miles per hour.
Special Instruction **1157-F1**, changed.
- (d) **MAIN LINE
THORN—CALN**
(Temporary Speed Restriction)
Trains and engines on No. 5 Running track must not exceed a speed of 15 miles per hour between Thorn and Caln, account of track conditions.
Special Instruction **1157-F1**, changed.
- (e) **COLUMBIA BRANCH
CORK—COLA**
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between Mile Post 75 and Mile Post 80, account of track conditions.
Special Instruction **1157-F1**, changed.
- (f) **COLUMBIA BRANCH
CORK—MOUNTVILLE**
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Mile Post 70 and Mile Post 74, account of track conditions.
Special Instruction **1157-F1**, changed.
- (g) **COLUMBIA BRANCH
CORK—COLA**
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 20 miles per hour between Mile Post 74 and Mile Post 80, account of track conditions.
Special Instruction **1157-F1**, changed.
- (h) **COLUMBIA BRANCH
SHOCKS—FALMOUTH**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Shocks and Mile Post 94, account of track conditions.
Special Instruction **1157-F1**, changed.
- (i) **COLUMBIA BRANCH
BAINBRIDGE—ROY**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 94 and Mile Post 97, account of track conditions.
Special Instruction **1157-F1**, changed.
- (j) **COLUMBIA BRANCH
FALMOUTH—ROY**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 97 and Roy, account of track conditions.
Special Instruction **1157-F1**, changed.

- (k) **YORK HAVEN LINE
CLY—NEW CUMBERLAND**
(Temporary Speed Restriction)
Trains and engines on No. 4 track must not exceed a speed of 30 miles per hour between Mile Post 71 and Mile Post 74, account of track conditions.
Special Instruction **1157-F1**, changed.

Applies in Zone E

- (l) **CUMBERLAND VALLEY BRANCH
NEW KINGSTON—WATTS**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 12 and Mile Post 15, account of track conditions.
Special Instruction **1157-F1**, changed.
- (m) **CUMBERLAND VALLEY BRANCH
CARLISLE—SPRING**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 21 and Spring Block Limit Station, account of track conditions.
Special Instruction **1157-F1**, changed.
- (n) **CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 32 and Mile Post 38, account of track conditions.
Special Instruction **1157-F1**, changed.
- (o) **CUMBERLAND VALLEY BRANCH
PENNROAD—GREEN CASTLE**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Pennroad and Mile Post 62, account of track conditions.
Special Instruction **1157-F1**, changed.
- (p) **CUMBERLAND VALLEY BRANCH
GREEN CASTLE—MAUGANSVILLE**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 66 and Mile Post 69, account of track conditions.
Special Instruction **1157-F1**, changed.
- (q) **CUMBERLAND VALLEY BRANCH
MASON-DIXON—TOWN**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 69 and Town, account of track conditions.
Special Instruction **1157-F1**, changed.
- (r) **WINCHESTER SECONDARY TRACK
BERKELEY—TABLERS**
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 15 miles per hour between Mile Post 90 and Mile Post 94, account of track conditions.
Special Instruction **1157-F1**, changed.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., May 7, 1962.

GENERAL ORDER No. 1302

Effective 12.01 A.M., Wednesday, May 16, 1962

Applies in All Zones

- (a) **ARRANGED FREIGHT TRAIN SERVICE**
Time of trains BP-5 and N-8, changed.
Train PG-7 on page 180, removed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
BP-5 and N-8 over corresponding trains, pages 176 and 178.
Blank coupon over PG-7, page 180.
M-9 changed to pass Banks 12.01 P. M.
CV-61 changed to run Daily except Sunday.
LCL-3 changed to pass MA 10.30 P. M.
P-8 changed to run as required.
CV-60 changed to leave Hager 11.00 A. M., Daily except Saturday.
Employees must correct pages 174, 175, 177, 178 and 179, in ink.

Applies in Zone A

- (b) **ATGLEN AND SUSQUEHANNA BRANCH - COLUMBIA BRANCH - COLA**
Standpipe between No. 2 track and Manor Siding, east of Cola, removed.
Standpipe between No. 1 track and Lake Siding, west of Cola, removed.
During sleet storms westward freight trains will have pantographs examined at westward home signal bridge east of Cola and eastward freight trains will have pantographs examined at eastward home signal bridge, west of Cola.
Special Instruction 1167-A10, changed.
- (c) **COLUMBIA BRANCH - CORK - MOUNTVILLE**
Paragraph (f) General Order No. 1301 referring to temporary speed restriction of 30 miles per hour on No. 1 track between Mile Post 70 and Mile Post 74, annulled.

Applies in Zone C

- (d) **SCHUYLKILL SECONDARY TRACK - PARKERFORD - LOCK**
Yard Limit Board located 3285 feet west of Mile Post 37 moved eastward and relocated at Mile Post 36, in service
Yard Limits extended accordingly.
Special Instruction 1093-A1, changed.
- (e) **LOCATION OF HOSPITALS - READING**
Telephone numbers of following Hospitals changed: Community General to FRanklin 6-4881; Reading to FRanklin 6-3811 and St. Joseph's to FRanklin 6-4901.
Special Instruction 100R-3A, changed.

W. G. DORWART,
Superintendent Transportation.

- (s) **WINCHESTER SECONDARY TRACK - MARTINSBURG—BUNKER HILL**
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 20 miles per hour between Mile Post 94 and Mile Post 102, account of track conditions.
Special Instruction 1157-F1, changed.

- (t) **SPECIAL INSTRUCTIONS**
Attention is directed to changes in Special Instructions as follows:
1098-A1, 1157-C1, 1160-A1, 1163-A1, 1167-A2 and 1551-A3.

This General Order is printed in Time-Table No. 13 and will not be issued in sticker form.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., May 17, 1962.

GENERAL ORDER No. 1303

Effective 12.01 P.M., Monday, May 28, 1962

Applies in All Zones

- (a) **ARRANGED FREIGHT TRAIN SERVICE**
Train AST-2, added.
Train CNY-2, withdrawn.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable as follows: AST-2 over CNY-2, page 179.
- (b) **ENGINES
MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED**
Maximum speeds for class GG-1 electric unit No. 4871—50 miles per hour light; 90 miles per hour with train.
Special Instruction **1157-G1**, changed.
CT-290 (Electrical Operating Instructions) pages 42 and 48, changed.

Applies in Zone E

- (c) **CUMBERLAND VALLEY BRANCH
CAMP—MECHANICSBURG**
Track circuits on yard track which operate automatic highway crossing protection at St. John's Church Road (first grade crossing north of Mile Post 5) and Railroad Avenue (first grade crossing south of Mile Post 5), extend a distance of seventy (70) feet on each side of the crossings. Trains and engines must stop on track circuit but clear of crossings and allow flashing light signals to operate a minimum of twenty (20) seconds before proceeding over the crossings. In the event automatic highway crossing protection is not operating a member of the crew must protect each crossing in advance of each movement over the crossings.
Special Instruction **1103-A2**, changed.
- (d) **WINCHESTER SECONDARY TRACK
GARD—MARTINSBURG**
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 15 miles per hour between Gard and Mile Post 90, account of track conditions.
Special Instruction **1157-F1**, changed.

Effective 12.01 A.M., Friday, June 1, 1962

Applies in Zone A

- (e) **TICKET OFFICES OPEN FOR SALE OF TICKETS
DOWNTOWN**
Closed continuously.
Employees must correct page 170, in ink.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., May 28, 1962.

GENERAL ORDER No. 1304

Effective 2.01 P.M., Thursday, June 7, 1962

Applies in All Zones

- (a) **TIMETABLE AUTHORITY**
S Stop for No. 834 at Highland at 1.31 P.M., page 150, added.
Employees must correct page 150, in ink.

Applies in Zone A

- (b) **D.R.R.R.&B. CO. BRANCH
SHORE—JERSEY**
Trailing hand-operated switch in No. 1 track, equipped with hand-operated derail, 3160 feet east of Shore Block and Interlocking Station, leading to Port Richmond Running track (Frankford Junction yard), changed to interlocked switch, controlled by Shore, in service.
Interlocked Low Home signal governing westward movement on No. 1 track, 3335 feet east of Shore Block and Interlocking Station, in service.
Interlocked Low Home signal governing movement from Port Richmond Running track to No. 1 track, DRRR&B CO. Branch, 270 feet west of Interlocked switch in No. 1 track, DRRR&B CO. Branch, in service.
Fixed Signal (Pedestal Type) numbered 20, governing eastward movement on Port Richmond Running track, equipped to display Aspects **Rule 284**, FIG. A1 and **Rule 290**, FIG. A1, 645 feet west of Low Home signal governing movement from Port Richmond Running track to No. 1 track, DRRR&B CO. Branch, in service.
Shore Interlocking Limits extended accordingly.
Trailing hand-operated crossover between No. 1 and No. 2 tracks, 3380 feet east of Shore Block and Interlocking Station, equipped with electric lock, controlled by Operator Shore, in service.
Permission to unlock must be obtained from Operator Shore before switch lock is removed from keeper.
Rules 261 to 264 inclusive, in effect on No. 1 track between Shore and Jersey.
Rules 501 to 512 inclusive, in effect for movements against the current of traffic on No. 1 track between Jersey and Shore.
Special Instructions **1104-D1** and **1250-A1**, changed.
Diagram in sticker form attached to and made part of this General Order showing tracks, switches and signals in service must be detached and pasted in timetable with this General Order.

Applies in Zone B

- (c) **DELAWARE EXTENSION
PENROSE**
Facing interlocked crossover between No. 1 and No. 2 tracks at east end of interlocking, equipped for AC Electrical Operation, in service.
Special Instruction **1167-A2**, changed.

W. G. DORWART,
Superintendent Transportation.

(Page 1 of 2 pages)

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., June 8, 1962.

GENERAL ORDER No. 1305

Effective 12.01 A.M., Monday, June 18, 1962

Applies in All Zones

- (a) PASSENGER TRAINS AND FREIGHT TRAINS
MAXIMUM SPEEDS UNLESS OTHERWISE
SPECIFIED
Special Instruction 1157-C6, changed.
Sticker coupon attached to sticker form of this
General Order must be detached and pasted in time-
table over corresponding Special Instruction 1157-C6,
page 229.
- (b) EQUIPMENT RESTRICTIONS
Special Instruction 1160-B1, changed.
Sticker coupon attached to sticker form of this
General Order must be detached and pasted in
timetable over corresponding portion of Special
Instruction 1160-B1 at top of page 249.
- (c) MAIN LINE
THORN - CALN
No. 6 Running track changed to a yard storage track.
Special Instruction 1151-F1, changed.
- (d) TICKET OFFICES OPEN FOR SALE OF TICKETS
PARKESBURG
Closed continuously.
Employes must correct page 170, in ink.
- (e) ATGLEN AND SUSQUEHANNA BRANCH
Q - LG-14
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed
a speed of 30 miles per hour between Mile Post 12
and Mile Post 15, account of track conditions.
Special Instruction 1157-F1, changed.

Applies in Zone B

- (f) WEST CHESTER BRANCH
PRIMOS - MORTON-RUTLEDGE
That portion of Special Instruction 1157-F1 reading:
Northward trains and engines on No. 1 track between
Secane and Bishop Avenue crossing — 30 miles per
hour, should read — northward trains and engines
on No. 1 track between Providence Road and Bishop
Avenue crossings — 30 miles per hour.
Special Instruction 1157-F1, changed.

Applies in Zone E

- (g) CUMBERLAND VALLEY BRANCH
GREEN CASTLE - MAUGANSVILLE
Paragraph (p) General Order No. 1301 referring to
temporary speed restriction of 20 miles per hour on
Main track between Mile Post 66 and Mile Post 69,
annulled.
- (h) CUMBERLAND VALLEY BRANCH
GREEN CASTLE - MAUGANSVILLE
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed
a speed of 30 miles per hour between Mile Post 66
and Mile Post 69, account of track conditions.
Special Instruction 1157-F1, changed.

W. G. DORWART,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., June 28, 1962.

GENERAL ORDER No. 1306

Effective 10.01 A.M., Friday, July 6, 1962

Applies in All Zones

- (a) ARRANGED FREIGHT TRAIN SERVICE
TT-3 changed to run Daily except Sunday and Holidays.
Employes must correct page 177, in ink.
- (b) USE OF SIGNALS
In the application of **Rule 38**, lights may be omitted on
reflectorized speed signs.
Special Instruction **1038-A1**, added.
- (c) TICKET OFFICES OPEN FOR THE SALE OF
TICKETS
Wayne and Swarthmore closed Saturdays until August 25,
1962, inclusive.
Employes must correct pages 170 and 171, in ink.

Applies in Zone A

- (d) MAIN LINE
THORN—CALN
Paragraph (d) General Order No. 1301 referring to
temporary speed restriction of 15 miles per hour on No. 5
Running track between Thorn and Caln, annulled.
- (e) D.R.R.&B. CO. BRANCH
SHORE—JERSEY
Following exceptions authorized for trains and engines
not equipped with cab signals:
Reading Company trains and engines on No. 1 track be-
tween Shore and Jersey.
Special Instruction **1560-A1**, changed.
- (f) SPECIAL INSTRUCTIONS
OTHER EQUIPMENT RESTRICTIONS
That part of Special Instruction **1160-C4**, reading—
Bridge No. 1.50 Frankford Street Track, should read—
Bridge No. 1.50 Kensington and Tacony track.
Special Instruction **1160-C4**, changed.

(Page 1 of 2 pages)

- Yard Limit Board located at Pennroad moved southward
and relocated at Mile Post 44, in service.
Yard Limits extended accordingly.
Special Instruction **1093-A1**, changed.
- (k) CUMBERLAND VALLEY BRANCH
SOUTH PENN JUNCTION—MASON-DIXON
Yard Limit Board located at Mile Post 62 moved north-
ward and relocated at Mile Post 61, in service.
Yard Limits extended accordingly.
Special Instruction **1093-A1**, changed.

W. G. DORWART,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., June 8, 1962.

GENERAL ORDER No. 1305

Effective 12.01 A. M., Monday, June 18, 1962

Applies in All Zones

- (a) PASSENGER TRAINS AND FREIGHT TRAINS
MAXIMUM SPEEDS UNLESS OTHERWISE
SPECIFIED
Special Instruction 1157-C6, changed.
Sticker coupon attached to sticker form of this
General Order must be detached and pasted in time-
table over corresponding Special Instruction 1157-C6,
page 229.

- (b) EQUIPMENT RESTRICTIONS
Special Instruction 1160-B1, changed.
Sticker coupon attached to sticker form of this
General Order must be detached and pasted in
timetable over corresponding portion of Special
Instruction 1160-B1 at top of page 249.

Applies in Zone A

- (c) MAIN LINE
THORN - CALN
No. 6 Running track changed to a yard storage track.
Special Instruction 1151-F1, changed.

- (d) TICKET OFFICES OPEN FOR SALE OF TICKETS
PARKESBURG
Closed continuously.
Employees must correct page 170, in ink.

- (e) ATGLEN AND SUSQUEHANNA BRANCH
Q - LG-14
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed
a speed of 30 miles per hour between Mile Post 12
and Mile Post 15, account of track conditions.
Special Instruction 1157-F1, changed.

Applies in Zone B

- (f) WEST CHESTER BRANCH
PRIMOS - MORTON-RUTLEDGE
That portion of Special Instruction 1157-F1 reading:
Northward trains and engines on No. 1 track between
Secane and Bishop Avenue crossing — 30 miles per
hour, should read — northward trains and engines
on No. 1 track between Providence Road and Bishop
Avenue crossings — 30 miles per hour.
Special Instruction 1157-F1, changed.

Applies in Zone E

- (g) CUMBERLAND VALLEY BRANCH
GREEN CASTLE - MAUGANSVILLE
Paragraph (p) General Order No. 1301 referring to
temporary speed restriction of 20 miles per hour on
Main track between Mile Post 66 and Mile Post 69,
annulled.
- (h) CUMBERLAND VALLEY BRANCH
GREEN CASTLE - MAUGANSVILLE
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed
a speed of 30 miles per hour between Mile Post 66
and Mile Post 69, account of track conditions.
Special Instruction 1157-F1, changed.

W. G. DORWART,
Superintendent Transportation.

(Page 2 of 2 pages, Phila. Reg. G. O. 1306)

- (g) COLUMBIA BRANCH—ATGLEN AND
SUSQUEHANNA BRANCH
COLA
Aspect **Rule 294**, FIG. A, added to following Home sig-
nals, in service:
Home signal governing westward movement on No. 2
track, Columbia Branch, 305 feet east of Cola.
Home signals governing westward movement on No. 2
track and Manor siding, Atglen & Susquehanna Branch,
1180 feet east of Cola.
Home signals governing eastward movement on No. 1 and
No. 2 tracks and on Lake siding, Atglen and Susquehanna
Branch, 2380 feet west of Cola.

Applies in Zone B

- (h) GENERAL ORDERS
BULLETIN BOARDS, EMPLOYEES' REGISTERS,
STANDARD CLOCKS
Bulletin Board and Employees' Register located in Yard
Office 16th and Washington Avenue moved and relocated
in Freight Station, Broad Street and Washington Avenue,
in service.
Special Instruction 1075-A1, changed.

Applies in Zone D

- (i) MAIN LINE
WEST END ENOLA YARD—BANKS
Running track "D" between west end Enola yard and
Banks controlled by Assistant Yardmaster west end Enola
Yard.
Special Instruction 1151-F1, changed.

Applies in Zone E

- (j) CUMBERLAND VALLEY BRANCH
OAKVILLE—SCOTLAND
Yard Limit Board located at Pennroad moved southward
and relocated at Mile Post 44, in service.
Yard Limits extended accordingly.
Special Instruction 1093-A1, changed.
- (k) CUMBERLAND VALLEY BRANCH
SOUTH PENN JUNCTION—MASON-DIXON
Yard Limit Board located at Mile Post 62 moved north-
ward and relocated at Mile Post 61, in service.
Yard Limits extended accordingly.
Special Instruction 1093-A1, changed.

W. G. DORWART,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., August 7, 1962.

GENERAL ORDER No. 1309

Effective 12.01 P.M., Friday, August 17, 1962

Applies in Zone A

- (a) ATGLEN AND SUSQUEHANNA BRANCH
Q - LG-14
Paragraph (e) General Order No. 1305 referring to temporary speed restriction of 30 miles per hour on No. 2 track between Mile Post 12 and Mile Post 15, annulled.
- (b) COLUMBIA BRANCH
CORK - COLA
Paragraph (e) General Order No. 1301 referring to temporary speed restriction of 20 miles per hour on No. 2 track between Mile Post 75 and Mile Post 80, annulled.
- (c) COLUMBIA BRANCH
CORK - COLA
Paragraph (g) General Order No. 1301 referring to temporary speed restriction of 20 miles per hour on No. 1 track between Mile Post 74 and Mile Post 80, annulled.
- (d) COLUMBIA BRANCH
CORK - COLA
(Permanent Speed Restriction)
Maximum speed passenger trains on No. 1 and No. 2 tracks between Cork and Cola — 35 miles per hour. Special Instruction 1157-C1, changed.
- (e) COLUMBIA BRANCH
CORK - COLA
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between Mile Post 78 and Mile Post 80, account of track conditions. Special Instruction 1157-F1, changed.
- (f) LEBANON SECONDARY TRACK
CONEWAGO - 9th STREET, LEBANON
(Permanent Speed Restriction)
Maximum Speed on Secondary track between Conewago and 9th Street, Lebanon — 15 miles per hour. Special Instruction 1157-H1, changed.

Applies in Zone B

- (g) DELAWARE EXTENSION
ARSENAL
Electric locked trailing hand-operated switch in No. 1 track, 800 feet east of eastward end of Arsenal Movable Bridge, leading to United States Quartermaster Depot track, out of service. Special Instruction 1104-D1, changed.

W. G. DORWART,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., August 23, 1962.

GENERAL ORDER No. 1311

Effective 12.01 P.M., Friday, August 31, 1962

Applies in Zone A

- (a) TRENTON BRANCH
REGION POST (NEW YORK REGION)—
LANGHORNE
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Mile Post 41 and Mile Post 38, account of track conditions. Special Instruction 1157-F1, changed.
- (b) TRENTON BRANCH
DALE—KING
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Block Signal T-72 and Block Signal T-92, account of track conditions. Special Instruction 1157-F1, changed.
- (c) Maximum Speeds unless otherwise Specified
YORK HAVEN LINE
REGION POST (CHESAPEAKE REGION)—CLY
(Permanent Speed Restriction)
Maximum speed passenger trains on Main track between Region Post (Chesapeake Region) and Cly, 40 miles per hour. Special Instruction 1157-C1, changed.
- (d) Maximum Speeds unless otherwise Specified
YORK HAVEN LINE
CLY—LEMO
(Permanent Speed Restriction)
Maximum speed passenger trains on No. 1 and No. 2 tracks between Cly and Lemo, 40 miles per hour. Special Instruction 1157-C1, changed.

Effective 11.01 A.M., Wednesday, September 5, 1962

Applies in Zone B

- (e) SUBURBAN LINE
BROAD INTERLOCKING
Interlocked Home Signals (Pedestal Type) governing eastward movements on No. 1, No. 2, No. 3 and No. 4 tracks, 920 feet east of 30th Street Station (Upper Level), changed to Interlocked Low Home Signals, in service.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., July 30, 1962.

GENERAL ORDER No. 1308

Effective 12.01 A.M., Monday, July 30, 1962

Applies in Zone A

(a) **MAIN LINE
PAOLI—STATE**

Between Paoli and State on tracks where maximum authorized speed for passenger trains is 60 or more miles per hour, except where otherwise restricted, AST-2, CG-2, CG-8 and JET symbolled trains are authorized to operate at maximum speed of 60 miles per hour when consist is confined to TTX, BTTX, ETTX, Box, Stock, Refrigerator type cars, New Haven covered gondola cars series 62000 to 62014, inc., PRR 261000 series, GACX covered hopper cars and the following series of tank cars, provided the maximum gross weight for each series as specified below, is not exceeded:

<i>Series</i>	<i>Maximum gross weight</i>
SHPX 12747-12769, inc.,	246,000 lbs.
GATX 39393 only	251,000 lbs.
GATX 39395 only	251,000 lbs.
GATX 39600-39609, inc.,	230,000 lbs.
GATX 76314-76343, inc.,	230,000 lbs.
GATX 83462-83479, inc.,	242,000 lbs.
UTLX 83919-83934, inc.,	231,500 lbs.

When handling such trains conductors must know that enginemen have been so advised.

Special Instruction **1157-C1** and Note, changed.

(b) **MEDICAL OFFICERS AND SURGEONS
LEBANON**

Charles G. Menges, M.D., 508 Chestnut Street, Lebanon, Pa., telephone CRestview 2-4081, appointed Medical Officer and Surgeon to succeed W. Horace Means, M.D., deceased.

Special Instruction **100R-2A**, changed.

Applies in Zone D

(c) **COLUMBIA BRANCH
ROY—STATE**

No. 2 track between Roy and State, out of service for AC Electrical operation.

Special Instruction **1167-A2**, changed.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., August 23, 1962.

GENERAL ORDER No. 1311

Effective 12.01 P.M., Friday, August 31, 1962

Applies in Zone A

(a) **TRENTON BRANCH
REGION POST (NEW YORK REGION)—
LANGHORNE**

(Temporary Speed Restriction)

Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Mile Post 41 and Mile Post 38, account of track conditions.

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

(b) **TRENTON BRANCH
DALE—KING**

(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Block Signal T-72 and Block Signal T-92, account of track conditions.

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

(c) **Maximum Speeds unless otherwise Specified
YORK HAVEN LINE
REGION POST (CHESAPEAKE REGION)—CLY**

(Permanent Speed Restriction)

Maximum speed passenger trains on Main track between Region Post (Chesapeake Region) and Cly, 40 miles per hour.

Special Instruction **1157-C1**, changed.

(d) **Maximum Speeds unless otherwise Specified
YORK HAVEN LINE
CLY—LEMO**

(Permanent Speed Restriction)

Maximum speed passenger trains on No. 1 and No. 2 tracks between Cly and Lemo, 40 miles per hour.

Special Instruction **1157-C1**, changed.

Effective 11.01 A.M., Wednesday, September 5, 1962

Applies in Zone B

(e) **SUBURBAN LINE
BROAD INTERLOCKING**

Interlocked Home Signals (Pedestal Type) governing eastward movements on No. 1, No. 2, No. 3 and No. 4 tracks, 920 feet east of 30th Street Station (Upper Level), changed to Interlocked Low Home Signals, in service.

W. G. DORWART,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., July 11, 1962.

GENERAL ORDER No. 1307

Effective 2:01 A. M., Friday, July 20, 1962

Applies in Zone A

(a) MAIN LINE
CORK INTERLOCKING

Paragraph (c) General Order No. 1301 referring to temporary speed restriction of 60 miles per hour on No. 1 and No. 2 tracks between signal bridge located 2540 feet east of Cork and signal bridge located 2215 feet west of Cork, annulled.

Applies in Zone B

(b) DELAWARE EXTENSION
PENROSE - STADIUM

A change in cab signals to restricting approximately 10 seconds after an eastward movement on No. 1 track passes fixed signal No. 39D will indicate the home signal displays a stop or restricting aspect.

W. G. DORWART,
Superintendent Transportation

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., August 23, 1962.

GENERAL ORDER No. 1311

Effective 12.01 P.M., Friday, August 31, 1962

Applies in Zone A

(a) TRENTON BRANCH
REGION POST (NEW YORK REGION)—
LANGHORNE

(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Mile Post 41 and Mile Post 38, account of track conditions.
Special Instruction 1157-F1, changed.

(b) TRENTON BRANCH
DALE—KING
(Temporary Speed Restriction)

Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Block Signal T-72 and Block Signal T-92, account of track conditions.
Special Instruction 1157-F1, changed.

(c) Maximum Speeds unless otherwise Specified
YORK HAVEN LINE
REGION POST (CHESAPEAKE REGION)—CLY
(Permanent Speed Restriction)

Maximum speed passenger trains on Main track between Region Post (Chesapeake Region) and Cly, 40 miles per hour.
Special Instruction 1157-C1, changed.

(d) Maximum Speeds unless otherwise Specified
YORK HAVEN LINE
CLY—LEMO

(Permanent Speed Restriction)
Maximum speed passenger trains on No. 1 and No. 2 tracks between Cly and Lemo, 40 miles per hour.
Special Instruction 1157-C1, changed.

Effective 11.01 A.M., Wednesday, September 5, 1962

Applies in Zone B

(e) SUBURBAN LINE
BROAD INTERLOCKING

Interlocked Home Signals (Pedestal Type) governing eastward movements on No. 1, No. 2, No. 3 and No. 4 tracks, 920 feet east of 30th Street Station (Upper Level), changed to Interlocked Low Home Signals, in service.

W. G. DORWART,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., August 7, 1962.

GENERAL ORDER No. 1309

Effective 12.01 P. M., Friday, August 17, 1962

Applies in Zone A

- (a) ATGLEN AND SUSQUEHANNA BRANCH
Q - LG-14
Paragraph (e) General Order No. 1305 referring to temporary speed restriction of 30 miles per hour on No. 2 track between Mile Post 12 and Mile Post 15, annulled.
- (b) COLUMBIA BRANCH
CORK - COLA
Paragraph (e) General Order No. 1301 referring to temporary speed restriction of 20 miles per hour on No. 2 track between Mile Post 75 and Mile Post 80, annulled.
- (c) COLUMBIA BRANCH
CORK - COLA
Paragraph (g) General Order No. 1301 referring to temporary speed restriction of 20 miles per hour on No. 1 track between Mile Post 74 and Mile Post 80, annulled.
- (d) COLUMBIA BRANCH
CORK - COLA
(Permanent Speed Restriction)
Maximum speed passenger trains on No. 1 and No. 2 tracks between Cork and Cola — 35 miles per hour.
Special Instruction 1157-C1, changed.
- (e) COLUMBIA BRANCH
CORK - COLA
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between Mile Post 78 and Mile Post 80, account of track conditions.
Special Instruction 1157-F1, changed.
- (f) LEBANON SECONDARY TRACK
CONEWAGO - 9th STREET, LEBANON
(Permanent Speed Restriction)
Maximum Speed on Secondary track between Conewago and 9th Street, Lebanon — 15 miles per hour.
Special Instruction 1157-H1, changed.

Applies in Zone B

- (g) DELAWARE EXTENSION
ARSENAL
Electric locked trailing hand-operated switch in No. 1 track, 800 feet east of eastward end of Arsenal Movable Bridge, leading to United States Quartermaster Depot track, out of service.
Special Instruction 1104-D1, changed.

W. G. DORWART,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., August 17, 1962.

GENERAL ORDER No. 1310

Effective 5.01 A. M., Wednesday, August 22, 1962

Applies in Zone A

- (a) CHESTNUT HILL BRANCH
NORTH PHILA. - CHESTNUT HILL
(Permanent Speed Restriction)
Maximum Speed MU Passenger trains on No. 1 and No. 2 tracks between North Philadelphia and west end of Interlocking, Chestnut Hill — 50 miles per hour.
Special Instruction 1157-C1, changed.

1310

W. G. DORWART,
Superintendent Transportation

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., September 14, 1962.

GENERAL ORDER No. 1313

Effective 12.01 A.M., Friday, September 21, 1962

Applies in Zone E

- (a) CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG

Paragraph (n) General Order No. 1301 referring to temporary speed restriction of 30 miles per hour on Main track between Mile Post 32 and Mile Post 38, annulled.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., September 28, 1962.

GENERAL ORDER No. 1314

Effective 11.01 A.M., Wednesday, October 10, 1962

Applies in Zone B

- (a) DELAWARE EXTENSION
ARSENAL—STADIUM

Block signal (Pedestal type) No. 44-D, located under west side of Broad Street Overhead Bridge, governing westward movement on No. 2 track, changed to Home signal, controlled from Stadium, in service.

Home signal (Pedestal type) controlled from Stadium, located under west side of Broad Street overhead bridge, governing westward movement on No. 1 track, in service.

Block signal numbered 39-D, located 4155 feet west of Stadium, governing eastward movement on No. 2 track, in service.

Block signal numbered 40-D, located 4155 feet west of Stadium, governing westward movement on No. 1 track, in service.

Low Home signal located at eastward limits Penrose Interlocking, controlled from Stadium, governing westward movement on No. 1 track, changed to Home signal mounted on cantilever bridge, in service.

Low Home signal located at westward limits Penrose Interlocking, controlled from Stadium, governing eastward movement on No. 2 track, changed to Home signal mounted on signal bridge, in service.

Cab signals for eastward movements approaching Penrose on No. 1 track will change to restricting approximately 20 seconds after passing block signal No. 15-D in approach position.

Cab signals for westward movements on No. 1 and No. 2 tracks will change to restricting approximately 2875 feet east of the Home signal at Penrose, which will indicate that the Home signal is less favorable than SLOW APPROACH.

Cab signals for eastward movements on No. 1 and No. 2 tracks will change to restricting approximately 10 seconds after passing Block signals No. 39-D, located 4155 feet west of Stadium.

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THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., September 6, 1962.

GENERAL ORDER No. 1312

Effective 12.01 A.M., Thursday, September 13, 1962

Applies in Zone A

(a) D.R.R.R. & B. CO. BRANCH
SHORE - JERSEY

Cars having a maximum weight of 263,000 pounds (Car and lading) with a minimum coupled length of 48 feet may be operated over D.R.R.R. & B. Co. Branch between Shore and Jersey at maximum authorized speed except, cars in this weight classification must not exceed a speed of 15 miles per hour over Delair Bridge 2.07.
Special Instruction 1160-B5, changed.

(b) FRANKFORD JUNCTION YARD
FRANKFORD STREET TRACK

Cars having a maximum weight of 263,000 pounds (Car and lading) with a minimum coupled length of 48 feet may be operated over Frankford Street track.
Special Instruction 1160-B5, changed.

(c) Maximum Speeds unless otherwise Specified

MAIN LINE
OVERBROOK - 52ND STREET
(Permanent Speed Restriction)

Maximum speed passenger trains on No. 1 track between westward limits Overbrook Interlocking and 59th Street overhead bridge, 65 miles per hour.
Special Instruction 1157-C1, changed.

(d) Maximum Speeds unless otherwise Specified

MAIN LINE
OVERBROOK - 52ND STREET
(Permanent Speed Restriction)

Maximum speed passenger trains on No. 1 track between 59th Street overhead bridge and 52nd Street, 50 miles per hour.
Special Instruction 1157-C1, changed.

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THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION

Philadelphia, Pa., September 28, 1962.

GENERAL ORDER No. 1314

Effective 11.01 A.M., Wednesday, October 10, 1962

Applies in Zone B

(a) DELAWARE EXTENSION
ARSENAL—STADIUM

Block signal (Pedestal type) No. 44-D, located under west side of Broad Street Overhead Bridge, governing westward movement on No. 2 track, changed to Home signal, controlled from Stadium, in service.

Home signal (Pedestal type) controlled from Stadium, located under west side of Broad Street overhead bridge, governing westward movement on No. 1 track, in service.
Block signal numbered 39-D, located 4155 feet west of Stadium, governing eastward movement on No. 2 track, in service.

Block signal numbered 40-D, located 4155 feet west of Stadium, governing westward movement on No. 1 track, in service.

Low Home signal located at eastward limits Penrose Interlocking, controlled from Stadium, governing westward movement on No. 1 track, changed to Home signal mounted on cantilever bridge, in service.

Low Home signal located at westward limits Penrose Interlocking, controlled from Stadium, governing eastward movement on No. 2 track, changed to Home signal mounted on signal bridge, in service.

Cab signals for eastward movements approaching Penrose on No. 1 track will change to restricting approximately 20 seconds after passing block signal No. 15-D in approach position.

Cab signals for westward movements on No. 1 and No. 2 tracks will change to restricting approximately 2875 feet east of the Home signal at Penrose, which will indicate that the Home signal is less favorable than SLOW APPROACH.

Cab signals for eastward movements on No. 1 and No. 2 tracks will change to restricting approximately 10 seconds after passing Block signals No. 39-D, located 4155 feet west of Stadium.

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**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., September 28, 1962.

GENERAL ORDER No. 1314

Effective 11.01 A.M., Wednesday, October 10, 1962

(e) **LOCATION OF HOSPITALS
COATESVILLE**

Telephone number of Coatesville Hospital changed to DUDLEY 4-9000.
Special Instruction 100R-3A, changed.

Applies in Zone B

(f) **WEST CHESTER BRANCH
ARSENAL - MEDIA**

Wayside telephones at the following locations, in service.

55th Street — 300 feet north of 55th Street adjacent to No. 1 track.

Gladstone Station platform — south of shelter shed adjacent to No. 2 track.

Swarthmore — Swarthmore Avenue, north side of street, adjacent to No. 1 track.

Wallingford — Turner Road, north side of street, adjacent to No. 1 track.

Moyland-Rose Valley — north of shelter shed, adjacent to No. 2 track.

Station rings are posted in each telephone box. Instructions governing use of telephones in train operation as outlined on card posted at all telephone locations must be followed.

All telephones are of the French type with a ringing crank located on the face of the telephone. After using the telephone at any of the above locations the receiver must be fully seated in the cradle and the T box door must be closed and locked. Failure to comply with this instruction will render telephone system out of service.

All telephones are owned and maintained by the Bell Telephone Company of Penna.

Applies in Zone E

(g) **CUMBERLAND VALLEY BRANCH
SCOTLAND - WOOD**

Facing hand-operated switch for southward movement in Main track, 3930 feet south of Mile Post 47, leading to Penna. Soldiers Orphans Industrial School track (commonly called Scotland Steam Heat Plant), out of service.

Applies in Zone B

(a) **DELAWARE EXTENSION
ARSENAL—STADIUM**

Block signal (Pedestal type) No. 44-D, located under west side of Broad Street Overhead Bridge, governing westward movement on No. 2 track, changed to Home signal, controlled from Stadium, in service.

Home signal (Pedestal type) controlled from Stadium, located under west side of Broad Street overhead bridge, governing westward movement on No. 1 track, in service.

Block signal numbered 39-D, located 4155 feet west of Stadium, governing eastward movement on No. 2 track, in service.

Block signal numbered 40-D, located 4155 feet west of Stadium, governing westward movement on No. 1 track, in service.

Low Home signal located at eastward limits Penrose Interlocking, controlled from Stadium, governing westward movement on No. 1 track, changed to Home signal mounted on cantilever bridge, in service.

Low Home signal located at westward limits Penrose Interlocking, controlled from Stadium, governing eastward movement on No. 2 track, changed to Home signal mounted on signal bridge, in service.

Cab signals for eastward movements approaching Penrose on No. 1 track will change to restricting approximately 20 seconds after passing block signal No. 15-D in approach position.

Cab signals for westward movements on No. 1 and No. 2 tracks will change to restricting approximately 2875 feet east of the Home signal at Penrose, which will indicate that the Home signal is less favorable than SLOW APPROACH.

Cab signals for eastward movements on No. 1 and No. 2 tracks will change to restricting approximately 10 seconds after passing Block signals No. 39-D, located 4155 feet west of Stadium.

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W. G. DORWART,
Superintendent Transportation.

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**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., September 14, 1962.

GENERAL ORDER No. 1313

Effective 12.01 A.M., Friday, September 21, 1962

Applies in Zone E

(a) **CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG**

Paragraph (n) General Order No. 1301 referring to temporary speed restriction of 30 miles per hour on Main track between Mile Post 32 and Mile Post 38, annulled.

W. G. DORWART,
Superintendent Transportation.

(Page 2 of 2 pages, Phila. Region G. O. No. 1314)

Rules 261 to 264, inclusive, in effect on No. 1 and No. 2 tracks between Penrose and Stadium.

Rules 501 to 512, inclusive, in effect for movements with and against the current of traffic on No. 1 and No. 2 tracks between Penrose and Stadium.

Rules 551 to 570, inclusive, in effect for movements with and against the current of traffic on No. 1 and No. 2 tracks, between Penrose and Stadium.

Diagram in sticker form attached to and made part of this General Order must be detached and pasted in timetable with this General Order.

Special Instruction **1155-C10**, annulled.

Special Instruction **1250-A1**, changed.

Applies in Zone E

(b) **CUMBERLAND VALLEY BRANCH
CARLISLE—SPRING**

Paragraph (m) General Order No. 1301 referring to temporary speed restriction of 30 miles per hour on Main track between Mile Post 21 and Spring Block Limit Station, annulled.

(c) **CUMBERLAND VALLEY BRANCH
PENNROAD—GREEN CASTLE**

Paragraph (o) General Order No. 1301 referring to temporary speed restriction of 30 miles per hour on Main track between Pennroad and Mile Post 62, annulled.

(d) **CUMBERLAND VALLEY BRANCH
GREEN CASTLE—MAUGANSVILLE**

Paragraph (h) General Order No. 1305 referring to temporary speed restriction of 30 miles per hour on Main track between Mile Post 66 and Mile Post 69, annulled.

(e) **CUMBERLAND VALLEY BRANCH
CARLISLE—SPRING**

(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 21 and Mile Post 24, account of track conditions.

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

(f) **CUMBERLAND VALLEY BRANCH
PENNROAD—WOOD**

(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 30 miles per hour between Pennroad and Mile Post 50, account of track conditions.

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

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., September 14, 1962.

GENERAL ORDER No. 1313

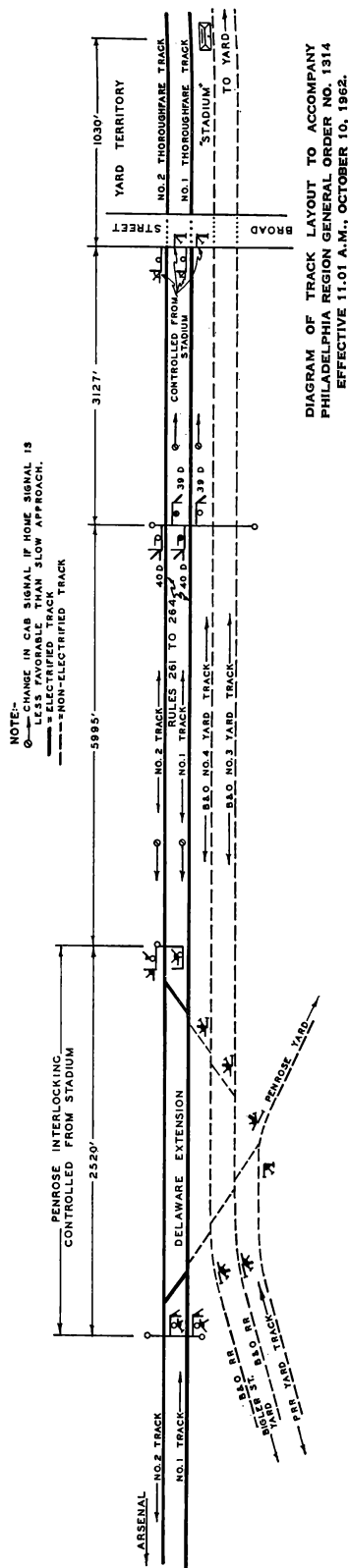
Effective 12.01 A.M., Friday, September 21, 1962

Applies in Zone E

(a) **CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG**

Paragraph (n) General Order No. 1301 referring to temporary speed restriction of 30 miles per hour on Main track between Mile Post 32 and Mile Post 38, annulled.

W. G. DORWART,
Superintendent Transportation.



**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

Philadelphia, Pa., October 12, 1962.

GENERAL ORDER No. 1315

Effective 12.01 P.M., Thursday, October 25, 1962

Applies in All Zones

(a) TIMETABLES

Effective with Timetable No. 14, Sunday, October 28, 1962, New York, Philadelphia and Chesapeake Region Timetables will be combined and issued in one book. Schedules of Main Line trains will be in three parts—New York to Philadelphia; Philadelphia to Washington and Philadelphia to Banks. Branches will be shown individually.

Special Instructions will be arranged in the same order and under the same numbering system as the current timetable. They will be identified as to whether they apply on all regions or on a specific region.

General Order Zones will have an additional letter prefix indicating the region (N for New York, P for Philadelphia and C for Chesapeake).

Special Instruction 1075-A4, changed.

General Orders will be numbered consecutively regardless of region on which they apply.

Employees of the Philadelphia Region must have all General Orders of the three regions pasted in their timetable.

**(b) PASSENGER TRAINS AND FREIGHT TRAINS
MAXIMUM SPEEDS UNLESS OTHERWISE
SPECIFIED.**

Freight trains with 30 or more cars mineral freight—
*40 miles per hour.

Freight trains with 30 or more Jenny type cars,
loaded or empty—*40 miles per hour.

NOTE—When handling such trains conductors must know that enginemen have been so advised.

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.

Special Instruction 1157-C6, changed.

Applies in Zone B

**(c) DELAWARE EXTENSION
ARSENAL INTERLOCKING**

Trailing interlocked switch in No. 2 track, 1700 feet east of eastward end of Arsenal Movable Bridge, leading to Washington Avenue track, out of service.

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

