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The Pennsylvania Railroad

EASTERN REGION

Southern Division

MARYLAND DIVISION

Time Table No. 22

In Effect 2.01 A. M., Sunday, April 28, 1935

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

C. G. GROVE,
Supt. Passenger Transportation.

C. E. WHITLOCK,
General Superintendent.

A. F. McINTYRE,
Supt. Freight Transportation.

S. R. HURSH,
Superintendent.

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Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Philadelphia	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
PHILADELPHIA (P.T.Div.)								
I		B	4.4	4.4	BRILL			
			1.7	6.1	DARBY			
			0.7	6.8	ACADEMY			
			0.4	7.2	SHARON HILL			
			0.5	7.7	FOLCROFT			
			0.6	8.3	GLENOLDEN			
			0.7	9.0	NORWOOD			
			0.5	9.5	MOORE			
			0.9	10.4	RIDLEY PARK			
			0.7	11.1	CRUM LYNNE			
I		B	0.6	11.7	BALDWIN			
			0.6	12.3	EDDYSTONE			
			1.1	13.4	CHESTER			
I		B	0.9	14.3	LAMOKIN ST. (Chester)			
			1.1	15.4	HIGHLAND AVE. (Chester)			
			0.9	16.3	TRAINER			
I		B	0.8	17.1	MARCUS HOOK			
			1.4	18.5	NAAMAN			
			1.0	19.5	CLAYMONT			
			1.7	21.2	HOLLY OAK			
I		B	0.9	22.1	BELLEVUE			
			1.8	23.9	EDGE MOOR			
I		B	1.4	25.3	LANDLITH			
	P		1.4	26.7	WILMINGTON			
I		B	1.4	28.1	WEST YARD			
I		B	1.3	29.4	RAGAN			
			1.1	30.5	NEWPORT			
			2.4	32.9	STANTON			
			3.0	35.9	RUTHBY			
I		B	2.6	38.5	DAVIS			
			0.2	38.7	NEWARK			
			2.7	41.4	IRON HILL			
I		B	2.2	43.6	BIG ELK			
			1.2	44.8	ELKTON			
			3.3	48.1	BACON HILL			
I		B	2.9	51.0	NORTH EAST			
			2.6	53.6	CHARLESTOWN			
I		B	3.2	56.8	PRINCIPIO			
I		B	2.2	59.0	PERRYVILLE			
	P		1.2	60.2	HAVRE-DE-GRAVE			
I		B	2.3	62.5	OAKINGTON			
			0.7	63.2	SWAN CREEK			
			1.8	65.0	ABERDEEN			
			1.7	66.7	SHORT LANE			
			1.9	68.6	PERRYMAN			
			2.8	71.4	BUSH RIVER			
			0.9	72.3	OTTER POINT			
I		B	2.4	74.7	EDGEWOOD		174	
	P		1.9	76.6	MAGNOLIA	165		
			1.3	77.9	GUNPOWDER			
I		B	1.0	78.9	GUNPOW			
			0.6	79.5	HAREWOOD PARK			
			1.0	80.5	CHASE			
I		B	2.5	83.0	BENGIES		156	
			1.9	84.9	MIDDLE RIVER			
			1.6	86.5	STEMMER'S RUN			
			2.0	88.5	CHESACO PARK			
			3.1	91.6	BAY VIEW (Balt. Div.)			
			3.6	95.2	BALTIMORE			

NOTE:—Block Stations are open continuously except—

(I) Interlocking Station and Plant.

(P) Interlocking Plant.

(B) Block Station.

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Wawa	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
1		B			WAWA (P. T. Div.)			
			1.2	1.2	CHESTER HEIGHTS			
			2.1	3.3	MARKHAM			
		†B	0.9	4.2	CONCORDVILLE			17
			1.8	6.0	BRANDYWINE SUMMIT			
			2.7	8.7	CHADD'S FORD			
1		B	0.2	8.9	CHADD'S FORD JUNC.			40
			2.6	11.5	MENDENHALL			33
			1.3	12.8	ROSEDALE			
		†B	2.6	15.4	KENNETT SQUARE			23
		B	2.6	18.0	TOUGHKENAMON			27
			1.9	19.7	AVONDALE			
		†B	0.7	20.4	AVON			
			1.9	22.3	WEST GROVE			29
		†B	2.8	25.1	KELTON			18
			1.0	26.1	ELKVIEW			
			1.7	27.8	LINCOLN UNIVERSITY			
		†B	3.2	31.0	OXFORD			
			1.5	32.5	BARNSELY			
			2.0	34.5	NOTTINGHAM			
			1.9	36.4	SYLMAR			
		†B	2.6	39.0	RISING SUN			17
			2.6	41.6	COLORA			
			2.0	43.6	LIBERTY GROVE			
			1.6	45.2	ROWLANDVILLE			
			0.5	45.7	OCTORARO			18
		†B	2.4	48.1	ROCK			

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

CHADD'S FORD JUNC..	Closed	Daily, 9.01 P. M. to 5.01 A. M.
TOUGHKENAMON.....	Closed	Daily, 3.30 P. M. to 7.00 A. M., 11.30 A. M. to 12.30 P. M. Sunday, 7.00 A. M. to 3.30 P. M.
†CONCORDVILLE.....	Unat- tended	Controlled by Chadd's Ford Junction. When Chadd's Ford Junction is closed, controlled by Wawa.
†KENNETT SQUARE...	Unat- tended	Controlled by Chadd's Ford Junction. When Chadd's Ford Junction is closed, controlled by Wawa.
†AVON.....	Unat- tended	Controlled by Toughkenamon. When Toughkenamon is closed, controlled by Chadd's Ford Junction. When Chadd's Ford Junction is closed, controlled by Wawa. "NOTE"
†KELTON.....	Unat- tended	
†OXFORD.....	Unat- tended	
†RISING SUN.....	Unat- tended	
†ROCK.....	Unat- tended	

NOTE:—At Rock, Octoraro Branch trains will secure permission to occupy Run-Minnick-Block from Midway and will report clear of Minnick—Run Block to Midway.

DELAWARE BRANCH.

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from West Yard	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
I		B			WEST YARD			
I		B	0.7	0.7	BANK			
			1.9	2.6	FARNHURST			
			2.3	4.9	NEW CASTLE			
		B	0.2	5.1	TASKER			
			2.5	7.6	STATE ROAD			
			2.7	10.3	BEAR			
			1.2	11.5	RED LION		136	
			1.5	13.0	PORTER			
			2.0	15.0	KIRKWOOD			
I		B	6.3	21.3	ARMSTRONG (Delmarva Div.)			

NOTE.—Block Stations are open continuously except—

COLUMBIA AND PORT DEPOSIT BRANCH.

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Perryville	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						W	E	Both
I		B			PERRYVILLE			
			1.3	1.3	FRENCHTOWN			
			0.2	1.5	MINNICK			
			1.0	2.5	QUARRY			
			1.3	3.8	TOME INSTITUTE			
			0.4	4.2	PORT DEPOSIT			
			1.8	6.0	ROCK			
		†B	0.1	6.1	RUN			113
		†B	3.5	9.6	CONOWINGO			
		†B	1.8	11.4	PILOT			145
			1.4	12.8	BALD FRIAR			
			2.4	15.2	HAINES			
			1.8	17.0	PEACH BOTTOM			
			3.1	20.1	FISHING CREEK			
I		B	1.2	21.3	MIDWAY			
			3.2	24.5	HOLTWOOD			
			0.7	25.2	McCALL'S FERRY			
	P		1.2	26.4	McCALLS			
			0.9	27.3	TUCQUAN			
			2.3	29.6	PEQUEA			
			2.9	32.5	SAFE HARBOR			
		†B	0.1	32.6	HARBOR			140
			3.0	35.6	STAR ROCK			
			2.7	38.3	CRESWELL			
			2.1	40.4	WASHINGTON BOROUGH			
			1.8	42.2	MANOR			156
I		B	1.3	43.5	L G 42 (Columbia)			
				43.5	COLUMBIA (Phila. Div.)			

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

†Run	Unat- tended	Controlled by Midway.
†Pilot	Unat- tended	Controlled by Midway.
†Harbor	Unat- tended	Controlled by Midway.

CHESTER CREEK RAILROAD.

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Lamokin St.	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
I					LAMOKIN ST. (Chester)			
			0.8	0.8	UPLAND			
			1.7	2.5	BRIDGEWATER			
			0.6	3.1	MORGAN			
			1.6	4.7	MT. ALVERNO			
			0.9	5.6	ROCKDALE			
			1.6	7.2	WAWA (P. T. Div.)			

NOTE.—Interlocking Stations are open continuously except—

POMEROY BRANCH.

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Pomeroy	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
					POMEROY (Phila. Div.)			
			2.7	2.7	GLEN ROSE			
			1.7	4.4	BUCK RUN			
			1.3	5.7	DOE RUN			
			0.7	6.4	SPRINGDELL			
			1.4	7.8	GREEN LAWN			
			2.0	9.8	CLONMELL			
			1.7	11.5	CHATHAM			
			2.1	13.6	BAKER			
			0.8	14.4	AVON			

NEWARK AND DELAWARE CITY BRANCH.

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Delaware City	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
					DELAWARE CITY			
			2.3	2.3	REYBOLD			
			1.6	3.9	CORBIT			
			1.8	5.7	PORTER			
			1.2	6.9	GLASGOW			
			2.6	9.5	COOCH			
I			2.4	11.9	DAVIS			
			0.4	12.3	NEWARK			

NOTE.—Interlocking stations are open continuously except:—

NEW CASTLE BRANCH.

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Bridge	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
I					BRIDGE			
			0.9	0.9	HAZEL DELL (Rdg. Co.)			
			0.6	1.5	NEW CASTLE CROSSING (Rdg. Co.)			
			3.7	5.2	NEW CASTLE			

NOTE.—Interlocking stations are open continuously except:—

New Castle Crossing (Rdg. Co.)	Closed	Daily 5.00 P. M. to 9.00 A. M. Sundays and May 30, July 4, and Sept. 2, 9.00 A. M. to 5.00 P. M. Trains will be governed by signal indication displayed.
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CHESTER AND PHILADELPHIA BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Jct. with P. T. Div.	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
			1.7	1.7	JUNCTION WITH P. T. DIV.			
			3.5	5.2	ESSINGTON			
					TERMINUS			

SOUTH CHESTER BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Jc. with Lamokin Run Br.	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
				4.2	JUNCTION LAMOKIN RUN BR. PA.-DEL. STATE LINE			

BRANDYWINE BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Bridge Works	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
			3.1	3.1	JUNC. WITH MAIN LINE TERMINUS			

SHELLPOT BRANCH.

Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Bellevue	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
I					BELLEVUE			
I			4.1	4.1	BRIDGE			
I			0.9	5.0	LANE			
I			0.5	5.5	WARD			
I			0.8	6.3	BANK			
I			0.7	7.0	RAGAN			

NOTE.—Interlocking stations are open continuously except:

Lane	Closed	Daily, 3.00 P. M. to 7.00 A. M. Sundays and May 30, July 4, and Sept. 2, 7.00 A. M. to 3.00 P. M. Trains will be governed by signal indication displayed.
Ward	Closed	Daily, 10.00 P. M. to 6.00 A. M. Sundays and May 30, July 4, and Sept. 2, 6.00 A. M. to 10.00 P. M. Trains will be governed by signal indications displayed, and the switch at north end of third track between Bank and Ward cannot be operated.

STATIONS	FIRST CLASS			
	141	151		101
	DAILY A. M.	DAILY A. M.		DAILY A. M.
PHILADELPHIA (P.T. Div.)		\$ 1.00		
PENNSYLVANIA	\$ 12.02			\$ 2.45
BRILL	12.09	1.11		2.52
DARBY				
ACADEMY				
SHARON HILL				
FOLCROFT				
GLENOLDEN				
NORWOOD				
MOORE				
RIDLEY PARK				
CRUM LYNNE				
BALDWIN	12.17	1.19		3.00
EDDYSTONE				
CHESTER		\$ 1.24		
LAMOKIN ST. (Chester)		1.28		
HIGHLAND AVE. (Chester)				
TRAINER				
MARCUS HOOK	12.22	1.31		3.05
NAAMAN				
CLAYMONT				
HOLLY OAK				
BELLEVUE	12.27	1.36		3.10
EDGE MOOR				
LANDLITH	12.30	1.39		3.13
WILMINGTON	\$ 12.38	\$ 1.57		\$ 3.20
WEST YARD	12.41	2.00		3.23
NEWPORT				
STANTON				
RUTHBY				
DAVIS	12.51	2.10		3.33
NEWARK				
IRON HILL				
BIG ELK	12.56	2.15		3.38
ELKTON		\$ 2.19		
BACON HILL				
NORTH EAST	1.03	2.27		3.44
CHARLESTOWN				
PRINCIPIO	1.09	2.33		3.50
PERRYVILLE	1.11	\$ 2.48		3.52
HAVRE-DE-GRAVE				\$ 3.57
OAKINGTON	1.15	2.56		4.01
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN	1.21	3.03		4.07
BUSH RIVER				
OTTER POINT				
EDGEWOOD	\$ 1.30	3.12		4.13
MAGNOLIA				
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES	1.40	3.23		4.21
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)	1.48	3.31		4.29
BIDDLE STREET				
BALTIMORE	\$ 1.55	\$ 3.40		\$ 4.36
WASHINGTON (W. T.)	\$ 2.55	\$ 5.00		\$ 5.40
Arrive	A. M.	A. M.		A. M.
	141	151		101

FIRST CLASS					
	●103	107	173	●4901	451
	‡DAILY EX. SUN.	DAILY	DAILY	‡DAILY EX. SUN.	DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
		E 3.45		\$ 5.00	E 5.02
			\$ 4.30		
	3.25	3.56	4.37	5.09	5.13
				\$ 5.11	
	Will not run May 30, July 4, or Sept. 2.			\$ 5.13	E 5.16
				\$ 5.14	E 5.18
				\$ 5.16	E 5.20
				\$ 5.17	E 5.22
				\$ 5.19	E 5.25
				\$ 5.21	E 5.29
				\$ 5.22	E 5.31
	3.36	4.04	4.45	\$ 5.24	5.33
		E 4.09	\$ 4.48	\$ 5.29	E 5.38
	3.41	4.12	4.50	\$ 5.31	5.40
				\$ 5.33	
	3.46	4.15	4.53	\$ 5.36	E 5.46
				F 5.38	
				\$ 5.40	E 5.51
				F 5.43	
	3.54	4.21	4.58	5.44	5.56
				F 5.46	E 6.01
	4.00	4.24	5.02	5.51	6.09
	E 4.39	\$ 5.11	\$ 5.53	\$ 6.33	
	4.08	4.42	5.15		6.37
				MU	
	4.23	4.53	5.26		
	4.30	4.58	5.31		
		E 5.03			
	4.40	E 5.13	5.38		
	4.47	5.20	5.44		
	4.50	E 5.28	5.47		
		E 5.33			
	4.57	5.37	5.52		
	5.04	5.44	5.59	Will not run May 30, July 4, or Sept. 2.	
	5.15	5.52	6.06		
	5.28	6.01	6.14		
	5.37	6.10	6.22		
	\$ 5.45	\$ 6.18	\$ 6.30		
	\$ 7.15	\$ 7.30	\$ 7.45		
	A. M.	A. M.	A. M.	A. M.	A. M.
	103	107	173	4901	451

STATIONS	FIRST CLASS			
	429	4905	4907	4981
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)	\$ 5.24	\$ 5.45	\$ 6.09	\$ 6.25
PENNSYLVANIA				
BRILL	\$ 5.33	\$ 5.54	\$ 6.18	\$ 6.34
DARBY	\$ 5.35	\$ 5.56	\$ 6.20	\$ 6.36
ACADEMY				
SHARON HILL	\$ 5.37	\$ 5.58	\$ 6.22	
FOLCROFT	\$ 5.38	\$ 5.59		
GLENOLDEN	\$ 5.40	\$ 6.01	\$ 6.23	
NORWOOD	\$ 5.41	\$ 6.03		
MOORE	\$ 5.43	\$ 6.04	\$ 6.25	
RIDLEY PARK	\$ 5.45	\$ 6.06	\$ 6.27	
CRUM LYNNE	\$ 5.46	\$ 6.07	\$ 6.28	\$ 6.42
BALDWIN	\$ 5.48	\$ 6.09	\$ 6.30	\$ 6.44
EDDYSTONE	\$ 5.49	\$ 6.10	\$ 6.32	\$ 6.45
CHESTER	\$ 5.52	\$ 6.13	\$ 6.34	\$ 6.48
LAMOKIN ST. (Chester)	\$ 5.54	\$ 6.15	\$ 6.36	\$ 6.50
HIGHLAND AVE. (Chester)	\$ 5.56	\$ 6.17	\$ 6.38	
TRAINER	\$ 5.57	\$ 6.19		
MARCUS HOOK	\$ 5.59	\$ 6.21	\$ 6.41	
NAAMAN		\$ 6.23	\$ 6.43	
CLAYMONT		\$ 6.25		
HOLLY OAK		\$ 6.28		
BELLEVUE	6.04	\$ 6.29	6.47	
EDGE MOOR	\$ 6.06	\$ 6.31		
LANDLITH	6.08	6.34	6.50	
WILMINGTON	\$ 6.12	\$ 6.36	\$ 6.52	
WEST YARD	6.15			
NEWPORT	\$ 6.20			
STANTON	\$ 6.24			
RUTHBY	\$ 6.29			
DAVIS	MU	MU	MU	MU
NEWARK	\$ 6.35			
IRON HILL	\$ 6.40			
BIG ELK	6.43			
ELKTON	\$ 6.46			
BACON HILL	\$ 6.51			
NORTH EAST	\$ 6.56			
CHARLESTOWN	\$ 7.00			
PRINCIPIO	\$ 7.05			
PERRYVILLE	\$ 7.12			
HAVRE-DE-GRACE	\$ 7.16			
OAKINGTON	\$ 7.19			
SWAN CREEK	\$ 7.21			
ABERDEEN	\$ 7.24			
SHORT LANE	\$ 7.27			
PERRYMAN	\$ 7.30	Will not run May 30, July 4, or Sept. 2.	Will not run May 30, July 4, or Sept. 2.	Will not run May 30, July 4, or Sept. 2.
BUSH RIVER	\$ 7.33			
OTTER POINT	\$ 7.35			
EDGEWOOD	\$ 7.39			
MAGNOLIA	\$ 7.42			
GUNPOWDER	\$ 7.45			
HAREWOOD PARK	\$ 7.47			
CHASE	\$ 7.50			
BENGIES	\$ 7.53			
MIDDLE RIVER	\$ 7.56			
STEMMER'S RUN	\$ 7.59			
CHESACO PARK	\$ 8.01			
BAY VIEW (Baito. Div.)	8.05			
BIDDLE STREET	8.10			
BALTIMORE	8.15			
WASHINGTON (W. T.)				
Arrive	A. M.	A. M.	A. M.	A. M.
	429	4905	4907	4981

	FIRST CLASS				
	401	4909	4911	5201	403
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.40	\$ 6.45	\$ 7.00	\$ 7.20	\$ 7.20
	6.50	\$ 6.54	\$ 7.09	\$ 7.29	7.31
		\$ 6.56	\$ 7.11	\$ 7.31	
		\$ 6.58		\$ 7.33	
		\$ 6.59		\$ 7.34	
		\$ 7.01	\$ 7.14	\$ 7.36	
		\$ 7.02	\$ 7.15	\$ 7.38	
		\$ 7.04		\$ 7.40	
		\$ 7.06	\$ 7.18	\$ 7.42	
		\$ 7.07		\$ 7.43	
	6.57	\$ 7.09	\$ 7.21	\$ 7.44	7.39
		\$ 7.11	\$ 7.23	\$ 7.46	
	\$ 7.00	\$ 7.14	\$ 7.25	\$ 7.49	\$ 7.42
	7.02	\$ 7.16	\$ 7.27	\$ 7.51	7.44
		\$ 7.18	\$ 7.29	\$ 7.53	
		\$ 7.19	\$ 7.31	\$ 7.54	
	7.05	\$ 7.21	\$ 7.33	\$ 7.56	7.47
		\$ 7.23		\$ 7.58	
		\$ 7.25		\$ 8.00	
		\$ 7.27		\$ 8.03	
	7.10	7.28	7.39	\$ 8.04	7.52
		\$ 7.31		\$ 8.06	
	7.13	7.34	7.42	\$ 8.08	7.55
	\$ 7.16	\$ 7.36	\$ 7.44	\$ 8.10	\$ 8.00
	7.19				8.03
	7.28	MU	MU	MU	
					\$ 8.14
	\$ 7.34				\$ 8.22
	7.41				\$ 8.30
					\$ 8.34
	7.46				\$ 8.39
	\$ 7.49				\$ 8.43
	\$ 7.53				\$ 8.47
	7.57				8.51
	\$ 8.01				\$ 8.55
	8.05		Will not run May 30, July 4, or Sept. 2.		\$ 9.00
	8.11				\$ 9.08
	8.18				9.17
	8.26				9.25
	\$ 8.34				\$ 9.34
	\$ 9.20				\$ 10.20
	A. M.	A. M.	A. M.	A. M.	A. M.
	401	4909	4911	5201	403

STATIONS	FIRST CLASS			
	491	453	4913	111
	SUN. ONLY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)		\$ 7.25	\$ 7.55	
PENNSYLVANIA				\$ 8.53
BRILL		\$ 7.36	\$ 8.04	8.59
DARBY		\$ 7.39	\$ 8.06	
ACADEMY				
SHARON HILL			\$ 8.08	
FOLCROFT			\$ 8.09	
GLENOLDEN			\$ 8.11	
NORWOOD			\$ 8.13	
MOORE			\$ 8.14	
RIDLEY PARK			\$ 8.16	
CRUM LYNNE		\$ 7.47	\$ 8.17	
BALDWIN		\$ 7.49	\$ 8.19	9.06
EDDYSTONE		\$ 7.52	\$ 8.21	
CHESTER		\$ 7.57	\$ 8.24	
LAMOKIN ST. (Chester)		\$ 7.59	\$ 8.26	
HIGHLAND AVE. (Chester)			\$ 8.28	
TRAINER			\$ 8.29	
MARCUS HOOK		\$ 8.03	\$ 8.31	9.11
NAAMAN			\$ 8.33	
CLAYMONT			\$ 8.35	
HOLLY OAK			\$ 8.38	
BELLEVUE		8.09	\$ 8.39	
EDGE MOOR			\$ 8.41	
LANDLITH		8.12	8.44	9.18
WILMINGTON	\$ 8.20	\$ 8.23	\$ 8.46	\$ 9.21
WEST YARD	8.24	8.28		9.24
NEWPORT				
STANTON				
RUTHBY				
DAVIS			MU	9.34
NEWARK				
IRON HILL				
BIG ELK				9.39
ELKTON				
BACON HILL				
NORTH EAST				9.45
CHARLESTOWN				
PRINCIPIO				9.50
PERRYVILLE				9.52
HAVRE-DE-GRACE				
OAKINGTON				9.56
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN			Will not run May 30, July 4, or Sept. 2.	10.01
BUSH RIVER				
OTTER POINT				
EDGEWOOD				10.07
MAGNOLIA				
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES				10.15
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)				10.23
BIDDLE STREET				
BALTIMORE				\$ 10.34
WASHINGTON (W. T.)				\$ 11.20
Arrive	A. M.	A. M.	A. M.	A. M.
	491	453	4913	111

	FIRST CLASS				
	5227	4915	169	4917	455
	SUN. ONLY	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 9.00	\$ 9.00		\$ 10.16	\$ 10.25
			\$ 9.59		
	9.09	9.09	10.06	10.25	10.36
	\$ 9.11	\$ 9.11			
	\$ 9.13	\$ 9.13		\$ 10.28	
	\$ 9.14	\$ 9.14		\$ 10.29	
	\$ 9.16	\$ 9.16		\$ 10.31	
	\$ 9.17	\$ 9.18		\$ 10.32	
	\$ 9.19	\$ 9.20		\$ 10.34	
	\$ 9.21	\$ 9.22		\$ 10.36	
	F 9.22	\$ 9.23		F 10.37	
	F 9.23	F 9.25	10.13	\$ 10.39	10.45
	F 9.25	\$ 9.27		\$ 10.40	
	\$ 9.28	\$ 9.32	\$ 10.16	\$ 10.42	\$ 10.48
	\$ 9.30	\$ 9.34	10.18	\$ 10.44	10.50
	\$ 9.32	\$ 9.36			
	F 9.33	F 9.37			
	\$ 9.35	\$ 9.39	10.21	\$ 10.48	10.53
	F 9.37	F 9.41			
	\$ 9.39	\$ 9.43			
	F 9.41	F 9.45			
	9.42	F 9.47		10.54	10.59
	\$ 9.45	\$ 9.50			
	9.48	9.52	10.28	10.57	11.02
	\$ 9.51	\$ 9.54	\$ 10.36	\$ 10.59	\$ 11.08
	9.54		10.39		11.12
	\$ 10.00				
	MU	MU	10.49	MU	
	\$ 10.07				
	F 10.10				
	\$ 10.15		\$ 10.56		
	F 10.19				
	\$ 10.24		11.03		
	F 10.28				
	F 10.33		11.08		
	\$ 10.37		11.10		
	\$ 10.41		\$ 11.13		
	F 10.45		11.17		
	F 10.46				
	\$ 10.49				
	F 10.52				
	\$ 10.55		11.22	Will not run May 30, July 4, or Sept. 2.	
	F 10.58				
	F 11.00				
	\$ 11.04		11.28		
	\$ 11.07				
	F 11.09				
	F 11.12				
	\$ 11.15				
	F 11.19		11.35		
	F 11.22				
	F 11.25				
	F 11.27				
	11.30		11.43		
	D 11.34				
	\$ 11.38		\$ 11.50		
			\$ 12.45		
	A. M.	A. M.	P. M.	A. M.	A. M.
	5227	4915	169	4917	455

STATIONS	FIRST CLASS			
	419	115	●4919	●5203
	SAT. ONLY A. M.	DAILY A. M.	SAT. ONLY A. M.	SUN. ONLY A. M.
PHILADELPHIA (P.T. Div.)	S 10.29		S 11.26	S 11.36
PENNSYLVANIA		S 11.13		
BRILL	10.38	11.20	11.35	11.45
DARBY				S 11.47
ACADEMY				
SHARON HILL	S 10.41		S 11.38	S 11.49
FOLCROFT	S 10.42			S 11.50
GLENOLDEN	S 10.44			S 11.52
NORWOOD	S 10.46		S 11.42	S 11.54
MOORE	S 10.48		S 11.44	S 11.56
RIDLEY PARK	S 10.50		S 11.46	S 11.58
CRUM LYNNE	F 10.51			F 11.59
BALDWIN	S 10.52	11.27	11.48	F 12.01
EDDYSTONE	S 10.54			S 12.03
CHESTER	S 10.57		S 11.51	S 12.06
LAMOKIN ST. (Chester)	S 10.59		11.53	S 12.08
HIGHLAND AVE. (Chester)				S 12.10
TRAINER				F 12.12
MARCUS HOOK	S 11.03	11.32	S 11.57	S 12.14
NAAMAN				F 12.16
CLAYMONT				S 12.18
HOLLY OAK				F 12.21
BELLEVUE	11.09		12.03	12.22
EDGE MOOR				F 12.25
LANDLITH	11.12	11.39	12.06	12.28
WILMINGTON	S 11.16	S 11.42	S 12.09	S 12.30
WEST YARD	11.19	11.45		
NEWPORT	F 11.22			
STANTON				
RUTHBY				
DAVIS	MU	11.55	MU	MU
NEWARK	S 11.30			
IRON HILL	F 11.33			
BIG ELK		12.00		
ELKTON	S 11.37			
BACON HILL	F 11.41			
NORTH EAST	S 11.45	12.06		
CHARLESTOWN	S 11.48			
PRINCIPIO	F 11.52	12.11		
PERRYVILLE	S 11.56	12.13		
HAVRE-DE-GRACE	S 11.59			
OAKINGTON	12.03	12.17		
SWAN CREEK				
ABERDEEN	S 12.07			
SHORT LANE				
PERRYMAN	S 12.11	12.22		
BUSH RIVER	F 12.13			
OTTER POINT	F 12.15			
EDGEWOOD	S 12.19	12.27		
MAGNOLIA	S 12.23			
GUNPOWDER	F 12.25			
HAREWOOD PARK	F 12.27			
CHASE	F 12.29			
BENGIES	F 12.35	12.34		
MIDDLE RIVER	F 12.38			
STEMMER'S RUN	F 12.40			
CHESACO PARK				
BAY VIEW (Balto. Div.)	12.45	12.42		
BIDDLE STREET	D 12.49			
BALTIMORE	S 12.54	S 12.50		
WASHINGTON (W. T.)		S 1.40		
Arrive	P. M.	P. M.	P. M.	P. M.
	419	115	4919	5203

	FIRST CLASS				
	4921	121	●4923	123	●4927
	DAILY EX. SUN. A. M.	DAILY P. M.	±DAILY EX. SUN. P. M.	DAILY P. M.	DAILY P. M.
	S 11.36		S 12.25		S 1.25
		S 12.16		S 1.19	
	11.45	12.23	12.34	1.26	1.34
	S 11.47		S 12.36		S 1.36
	F 11.48				F 1.37
	S 11.50		S 12.38		S 1.39
	S 11.52		S 12.39		S 1.40
	S 11.54		S 12.41		S 1.42
	S 11.56		S 12.43		S 1.44
	S 11.58		S 12.44		S 1.45
	S 12.00		S 12.46		S 1.47
	F 12.02		F 12.47		F 1.48
	F 12.04	12.31	F 12.49	1.34	F 1.50
	S 12.06		S 12.50		F 1.51
	S 12.12		S 12.53	S 1.37	S 1.54
	S 12.15		S 12.55	1.39	S 1.56
	S 12.17		S 12.57		S 1.58
	F 12.19				F 2.00
	S 12.22	12.36	S 1.00	1.42	S 2.02
	F 12.24		F 1.02		F 2.04
	S 12.26		S 1.04		S 2.06
	F 12.29				
	12.30	12.41	1.07	1.47	2.10
	S 12.33				F 2.12
	12.36	12.44	1.10	1.50	2.14
	S 12.38	S 12.47	S 1.12	S 1.54	S 2.16
		12.50		1.57	
	MU	1.00	MU	2.07	MU
		1.05		2.12	
		1.11		2.18	
		1.16		2.23	
		1.18		2.25	
		1.22		2.29	
		1.27	Will not run May 30, July 4, or Sept. 2.	2.34	
		1.33		2.40	
		1.40		2.47	
		1.48		2.55	
		S 1.57		S 3.02	
		S 2.45		S 3.50	
	P. M.	P. M.	P. M.	P. M.	P. M.
	4921	121	4923	123	4927

STATIONS	FIRST CLASS			
	125		431	463
	DAILY		DAILY	DAILY
Leave	P. M.		P. M.	P. M.
PHILADELPHIA (P. T. Div.)				
PENNSYLVANIA	S 2.14		S 2.25	S 2.50
BRILL	2.21		2.34	3.01
DARBY			S 2.36	
ACADEMY				
SHARON HILL			S 2.38	
FOLCROFT			S 2.39	
GLENOLDEN			S 2.41	
NORWOOD			S 2.43	
MOORE			S 2.45	
RIDLEY PARK			S 2.47	
CRUM LYNNE			F 2.49	
BALDWIN	2.28		F 2.50	3.10
EDDYSTONE			S 2.52	
CHESTER			S 2.56	S 3.14
LAMOKIN ST. (Chester)			S 2.58	3.17
HIGHLAND AVE. (Chester)			S 3.00	
TRAINER			F 3.02	
MARCUS HOOK	2.33		S 3.04	3.20
NAAMAN			F 3.06	
CLAYMONT			S 3.08	
HOLLY OAK				
BELLEVUE	2.38		3.12	3.25
EDGE MOOR			F 3.14	
LANDLITH	2.41		3.17	3.28
WILMINGTON	S 2.44		S 3.25	S 3.40
WEST YARD	2.47		3.28	3.44
NEWPORT			F 3.31	
STANTON			S 3.35	
RUTHBY				
DAVIS	2.57		MU	
NEWARK			S 3.42	
IRON HILL			F 3.45	
BIG ELK	3.02			
ELKTON			S 3.51	
BACON HILL			F 3.55	
NORTH EAST	3.08		S 3.59	
CHARLESTOWN			S 4.03	
PRINCIPIO	3.13		S 4.07	
PERRYVILLE	3.15		S 4.12	
HAVRE-DE-GRAVE			S 4.16	
OAKINGTON	3.19		F 4.20	
SWAN CREEK			F 4.22	
ABERDEEN			S 4.25	
SHORT LANE			F 4.28	
PERRYMAN	3.24		S 4.31	
BUSH RIVER			F 4.34	
OTTER POINT			F 4.36	
EDGEWOOD	3.30		S 4.40	
MAGNOLIA			S 4.43	
GUNPOWDER			F 4.45	
HAREWOOD PARK			F 4.47	
CHASE			S 4.49	
BENGIES	3.38		F 4.53	
MIDDLE RIVER			F 4.56	
STEMMER'S RUN			F 4.58	
CHESACO PARK				
BAY VIEW (Balto. Div.)	3.46		5.03	
BIDDLE STREET			D 5.07	
BALTIMORE	S 3.53		S 5.11	
WASHINGTON (W. T.)	S 4.40			
Arrive	P. M.		P. M.	P. M.
	125		431	463

FIRST CLASS				
4929	175	5229	421	
DAILY	DAILY	SUN.	DAILY	
EX. SUN.		ONLY	EX. SUN.	
P. M.	P. M.	P. M.	P. M.	
S 2.55		S 3.20	S 3.35	
	S 3.20			
	3.04	3.27	3.29	3.44
		F 3.31		
S 3.07		S 3.33		
S 3.08		S 3.34		
S 3.10		S 3.36		
S 3.12		S 3.38		
S 3.13		S 3.39		
S 3.15		S 3.41		
F 3.16		F 3.42		
F 3.17	3.35	F 3.44	3.52	
S 3.19		S 3.46		
S 3.21	S 3.38	S 3.49	S 3.55	
S 3.23	3.40	S 3.51	3.57	
S 3.25		S 3.53		
F 3.27		S 3.54		
S 3.29	3.43	S 3.57	S 4.01	
F 3.31		F 3.59		
S 3.33		F 4.01	S 4.04	
F 3.35		F 4.03		
F 3.37	3.48	F 4.04	4.08	
S 3.40		F 4.07	S 4.10	
3.42	3.51	4.10	4.12	
S 3.45	S 3.55	S 4.14	S 4.16	
	3.58	4.17	4.18	
		S 4.20	S 4.21	
		F 4.23	F 4.24	
		F 4.27	F 4.28	
MU	4.08	MU	MU	
		S 4.31	S 4.32	
		F 4.34	F 4.35	
	S 4.15	S 4.39	S 4.40	
		F 4.43	F 4.44	
	4.24	S 4.47	S 4.48	
		F 4.50	F 4.51	
	4.29	F 4.54	F 4.55	
	4.31	S 4.57	S 5.00	
	S 4.35	S 5.00	S 5.04	
	4.39	F 5.04	F 5.08	
		F 5.05	F 5.09	
	F 4.43	S 5.08	S 5.12	
		F 5.10	F 5.15	
Will not run May 30, July 4, or Sept. 2.	4.47	S 5.13	S 5.18	
		F 5.16	F 5.21	
		F 5.17	F 5.22	
	4.53	S 5.21	S 5.26	
		S 5.24	S 5.30	
		F 5.26	F 5.33	
		F 5.28	F 5.36	
		S 5.30	S 5.39	
	5.00	F 5.33	S 5.43	
		F 5.35	F 5.46	
		S 5.38	S 5.48	
		F 5.41	F 5.51	
	5.08	5.45	5.55	
		D 5.49	D 5.59	
	S 5.16	S 5.53	S 6.03	
	S 6.05			
	P. M.	P. M.	P. M.	P. M.
	4929	175	5229	421

BRILL TO NORTH POINT.

STATIONS	FIRST CLASS			
	4931		4989	129
	‡DAILY EX. SUN. P. M.		‡DAILY EX. SUN. P. M.	DAILY P. M.
PHILADELPHIA (P. I. Div.)	S 3.43		S 4.01	
PENNSYLVANIA				S 4.16
BRILL	3.52		4.10	4.23
DARBY	S 3.54		S 4.12	
ACADEMY				
SHARON HILL	S 3.56		S 4.14	
FOLCROFT	S 3.57		S 4.15	
GLENOLDEN	S 3.59		S 4.17	
NORWOOD	S 4.01		S 4.19	
MOORE	S 4.02		S 4.20	
RIDLEY PARK	S 4.04		S 4.22	
CRUM LYNN	F 4.05		S 4.23	
BALDWIN	S 4.07		S 4.25	4.30
EDDYSTONE	S 4.09		S 4.26	
CHESTER	S 4.12		S 4.29	S 4.33
LAMOKIN ST. (Chester)	S 4.14		S 4.31	4.35
HIGHLAND AVE. (Chester)	S 4.16			
TRAINER	F 4.18			
MARCUS HOOK	S 4.20			4.38
NAAMAN	F 4.22			
CLAYMONT	S 4.24			
HOLLY OAK	F 4.27			
BELLEVUE	F 4.28			4.43
EDGE MOOR	S 4.31			
LANDLITH	4.34			4.46
WILMINGTON	S 4.36			S 4.49
WEST YARD				4.52
NEWPORT				
STANTON				
RUTHBY	MU		MU	
DAVIS				5.02
NEWARK				
IRON HILL				
BIG ELK				5.07
ELKTON				
BACON HILL				
NORTH EAST				5.13
CHARLESTOWN				
PRINCIPIO				5.18
PERRYVILLE				5.20
HAVRE-DE-GRACE				
OAKINGTON				5.24
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN	Will not run May 30, July 4, or Sept. 2.		Will not run May 30, July 4, or Sept. 2.	5.29
BUSH RIVER				
OTTER POINT				
EDGEWOOD				5.35
MAGNOLIA				
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES				5.42
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)				5.50
BIDDLE STREET				
BALTIMORE				S 5.58
WASHINGTON (W. T.)				S 6.45
Arrive	P. M.		P. M.	P. M.
	4931		4989	129

[illegible]

STATIONS	FIRST CLASS			
	131	●4939	177	●4941
	DAILY P. M.	DAILY P. M.	DAILY P. M.	DAILY P. M.
PHILADELPHIA (P.T. Div.)		S 5.22		S 6.14
PENNSYLVANIA	S 5.06		S 6.12	
BRILL	5.12	S 5.31	6.19	6.23
DARBY		S 5.33		
ACADEMY		F 5.34		
SHARON HILL		S 5.36		S 6.26
FOLCROFT		S 5.37		S 6.27
GLENOLDEN		S 5.39		S 6.29
NORWOOD		S 5.41		S 6.31
MOORE		S 5.43		S 6.32
RIDLEY PARK		S 5.45		S 6.34
CRUM LYNNE		S 5.46		F 6.35
BALDWIN	5.19	F 5.48	6.26	6.36
EDDYSTONE		S 5.50		F 6.38
CHESTER		S 5.53		S 6.41
LAMOKIN ST. (Chester)		S 5.55		S 6.43
HIGHLAND AVE. (Chester)		S 5.57		S 6.45
TRAINER		F 5.59		
MARCUS HOOK	5.24	S 6.01	6.31	S 6.48
NAAMAN		F 6.03		
CLAYMONT		S 6.05		F 6.51
HOLLY OAK		F 6.08		
BELLEVUE	5.29	F 6.09	6.35	6.54
EDGE MOOR		S 6.12		
LANDLITH	5.32	S 6.15	6.38	6.57
WILMINGTON	S 5.35	S 6.17	S 6.41	S 6.59
WEST YARD	5.38		6.44	
NEWPORT				
STANTON				
RUTHBY		MU		MU
DAVIS	5.47		6.54	
NEWARK				
IRON HILL				
BIG ELK	5.52		6.59	
ELKTON				
BACON HILL				
NORTH EAST	5.58		7.05	
CHARLESTOWN				
PRINCIPIO	6.03		7.10	
PERRYVILLE	6.05		7.12	
HAVRE-DE-GRAVE				
OAKINGTON	6.09		7.16	
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN	6.14		7.21	
BUSH RIVER				
OTTER POINT				
EDGEWOOD	6.19		7.27	
MAGNOLIA				
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES	6.26		7.35	
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)	6.34		7.43	
BIDDLE STREET				
BALTIMORE	S 6.41		S 7.50	
WASHINGTON (W. T.)	S 7.25		S 8.35	
Arrive	P. M.	P. M.	P. M.	P. M.
	131	4939	177	4941

	FIRST CLASS				
	1049	●4943	135	137	●5209
	SEE NOTE P. M.	±DAILY EX. SUN. P. M.	DAILY P. M.	DAILY P. M.	SEE NOTE P. M.
		S 6.53	S 7.18	S 7.25	S 7.25
	6.36	S 7.02	7.25	7.32	7.34
		S 7.04			S 7.36
First trip June 30. Will run Sundays only except Sept. 1, and will run July 4 and Sept. 2.		S 7.06			S 7.38
		S 7.07			S 7.39
		S 7.09			S 7.41
		S 7.11			S 7.43
		S 7.12			S 7.44
		S 7.14			S 7.46
		F 7.15			F 7.47
	6.43	7.16	7.32	7.39	7.48
		F 7.17			S 7.49
	S 6.46	S 7.20		S 7.42	S 7.52
	6.48	S 7.22		7.44	S 7.54
		S 7.24			S 7.56
					F 7.57
	6.51	S 7.27	7.37	7.47	S 7.59
		F 7.29			F 8.01
		F 7.31			F 8.03
		F 7.34			F 8.06
	6.56	7.35	7.41	7.52	8.07
		S 7.37			F 8.10
	6.59	7.40	7.44	7.55	8.13
	S 7.02	S 7.42	S 7.52	S 8.02	S 8.15
	7.05		7.55	8.05	
	7.15	MU	8.05	8.15	MU
	7.20		8.10		S 8.22
	7.26		8.16	8.29	
	7.31		8.21	8.35	
	7.33		8.23	8.37	
				S 8.41	
	7.37		8.27	8.46	
				S 8.50	
	7.43	Will not run May 30, July 4, or Sept. 2.	8.33	8.54	Will run Sundays, and May 30, July 4, and Sept. 2.
	7.49		8.40	S 9.01	
	7.57		8.47	9.11	
	8.05		8.55	9.19	
	S 8.12		S 9.03	S 9.26	
	S 9.00		S 9.50	S 10.20	
	P. M.	P. M.	P. M.	P. M.	P. M.
	1049	4943	135	137	5209

STATIONS	FIRST CLASS			
	●4945	●5211	◇139	⊕4947
	‡DAILY EX. SUN.	SEE NOTE	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA (P.T. Div.)	S 7.56	S 8.10		S 9.03
PENNSYLVANIA			S 8.34	
BRILL	S 8.05	S 8.19	8.41	9.12
DARBY	S 8.07	S 8.21		
ACADEMY				
SHARON HILL	S 8.09	S 8.23		S 9.15
FOLCROFT	S 8.10	S 8.24		S 9.16
GLENOLDEN	S 8.12	S 8.26		S 9.18
NORWOOD	S 8.14	S 8.28		S 9.20
MOORE	S 8.15	S 8.29		S 9.22
RIDLEY PARK	S 8.17	S 8.31		S 9.24
CRUM LYNNE	F 8.18	F 8.32		F 9.25
BALDWIN	8.19	8.33	8.48	F 9.27
EDDYSTONE	F 8.20	S 8.34		F 9.28
CHESTER	S 8.23	S 8.37		S 9.32
LAMOKIN ST. (Chester)	S 8.25	S 8.39		S 9.34
HIGHLAND AVE. (Chester)	S 8.27	S 8.41		S 9.36
TRAINER	F 8.28	F 8.42		
MARCUS HOOK	S 8.30	S 8.44	8.53	S 9.39
NAAMAN	F 8.32	F 8.46		F 9.41
CLAYMONT	S 8.34	F 8.48		F 9.43
HOLLY OAK	F 8.37	F 8.50		F 9.45
BELLEVUE	8.38	8.52	8.58	9.46
EDGE MOOR	S 8.40	F 8.54		
LANDLITH	8.43	8.57	9.01	9.49
WILMINGTON	S 8.45	S 8.59	S 9.09	S 9.52
WEST YARD			9.12	
NEWPORT				
STANTON				
RUTHBY	MU	MU		MU
DAVIS			9.22	
NEWARK				
IRON HILL				
BIG ELK			9.27	
ELKTON				
BACON HILL				
NORTH EAST			9.34	
CHARLESTOWN				
PRINCIPIO			9.39	
PERRYVILLE			9.42	
HAVRE-DE-GRACE				
OAKINGTON			9.46	
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN	Will not run	Will run	9.52	
BUSH RIVER	May 30,	Sundays,		
OTTER POINT	July 4, or	and May 30,		
EDGEWOOD	Sept. 2.	July 4, and	9.58	
MAGNOLIA				
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES			10.05	
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)			10.13	
BIDDLE STREET				
BALTIMORE			S 10.20	
WASHINGTON (W. T.)			S 11.15	
Arrive	P. M.	P. M.	P. M.	P. M.
	4945	5211	139	4947

	FIRST CLASS				
	●4949	●4951	449	●4953	147
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	S 9.40	S 10.25	S 11.15	S 11.25	S 11.46
	9.49	10.34	11.26	11.34	11.53
	S 9.51	S 10.36		S 11.36	
		F 10.37		F 11.37	
	S 9.53	S 10.39		S 11.39	
	S 9.54	S 10.40		S 11.40	
	S 9.56	S 10.42		S 11.42	
	S 9.58	S 10.44		S 11.44	
	S 10.00	S 10.46		S 11.45	
	S 10.02	S 10.48		S 11.47	
	F 10.03			F 11.48	
	F 10.04	10.50	11.34	F 11.49	12.01
	F 10.05	F 10.51		F 11.50	
	S 10.08	S 10.53	S 11.37	S 11.52	
	S 10.10	S 10.55	11.40	S 11.54	12.04
	S 10.12	F 10.57		S 11.56	
	F 10.13			F 11.57	
	S 10.15	F 10.59	11.44	S 11.59	12.07
	F 10.17			F 12.01	
	F 10.19			F 12.03	
	F 10.22			F 12.06	
	10.23	11.06	11.50	12.07	12.12
	F 10.25	S 11.08		F 12.10	
	10.28	11.11	11.53	12.13	12.15
	S 10.30	S 11.14	S 12.10	S 12.15	S 12.23
			12.14		12.26
	MU	MU		MU	
					12.36
					12.41
					12.48
					12.53
					12.55
					12.59
					1.04
					1.10
					1.18
					1.26
					S 1.33
					S 2.35
	P. M.	P. M.	A. M.	A. M.	A. M.
	4949	4951	449	4953	147

STATIONS	FIRST CLASS			
	102	108	110	450
	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)				\$ 5.05
PENNSYLVANIA	\$ 3.37	\$ 4.47	\$ 4.52	
BRILL	3.30	4.40	4.45	4.54
DARBY				
ACADEMY				
SHARON HILL				
FOLCROFT				
GLENOLDEN				
NORWOOD				
MOORE				
RIDLEY PARK				
CRUM LYNNE				
BALDWIN	3.21	4.31	4.36	4.44
EDDYSTONE				
CHESTER	\$ 3.17			\$ 4.41
LAMOKIN ST. (Chester)	3.14	4.26	4.32	4.39
HIGHLAND AVE. (Chester)				
TRAINER				
MARCUS HOOK	3.11	4.22	4.29	4.36
NAAMAN				
CLAYMONT				
HOLLY OAK				
BELLEVUE	3.06	4.15	4.23	4.31
EDGE MOOR				
LANDLITH	3.03	4.11	4.20	4.28
WILMINGTON	\$ 3.00	\$ 4.08	\$ 4.17	\$ 4.25
WEST YARD	2.52	4.04	4.10	4.19
NEWPORT				
STANTON				
RUTHBY				
DAVIS	2.41	3.53	4.00	
NEWARK				
IRON HILL				
BIG ELK	2.34	3.48	3.55	
ELKTON				
BACON HILL				
NORTH EAST	2.27	3.41	3.48	
CHARLESTOWN				
PRINCIPIO	2.21	3.35	3.42	
PERRYVILLE	2.18	3.32	3.40	
HAVRE-DE-GRAVE				
OAKINGTON	2.14	3.28	3.36	
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN	2.08	3.22	3.31	
BUSH RIVER				
OTTER POINT				
EDGEWOOD	2.02	3.16	3.25	
MAGNOLIA				
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES	1.54	3.08	3.17	
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)	1.45	3.00	3.09	
BIDDLE STREET				
BALTIMORE	\$ 1.37	\$ 2.52	\$ 3.01	
WASHINGTON (W. T.)	\$ 12.30	\$ 1.55	\$ 2.00	
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY.	DAILY
	102	108	110	450

	FIRST CLASS				
	4900	4902	400	4904	4906
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.36	\$ 5.57	\$ 6.12	\$ 6.41	\$ 6.56
	5.27	5.48	6.01	6.32	6.47
	\$ 5.24	\$ 5.45		\$ 6.29	
F	5.22				
S	5.21	\$ 5.43		\$ 6.27	\$ 6.44
S	5.19	\$ 5.41		\$ 6.25	\$ 6.42
S	5.17	\$ 5.39		\$ 6.23	\$ 6.40
S	5.15	\$ 5.37		\$ 6.21	\$ 6.38
S	5.13	\$ 5.36		\$ 6.19	\$ 6.36
S	5.11	\$ 5.34		\$ 6.17	\$ 6.34
F	5.09	\$ 5.32		\$ 6.15	\$ 6.32
F	5.08	\$ 5.31	5.52	\$ 6.14	\$ 6.31
F	5.07	\$ 5.29		\$ 6.13	\$ 6.30
S	5.05	\$ 5.27	E 5.48	\$ 6.11	\$ 6.28
S	5.02	\$ 5.25	5.42	\$ 6.08	\$ 6.25
S	5.00	\$ 5.23		\$ 6.06	\$ 6.23
F	4.58	\$ 5.21		\$ 6.04	\$ 6.21
S	4.56	\$ 5.19	5.39	\$ 6.02	\$ 6.19
F	4.54			\$ 6.00	\$ 6.17
S	4.52	\$ 5.16		\$ 5.58	\$ 6.15
F	4.49	\$ 5.13			\$ 6.12
	4.47	\$ 5.12	5.33	5.54	\$ 6.10
S	4.45	\$ 5.10		\$ 5.52	\$ 6.08
	4.43	5.08	5.30	5.48	6.06
S	4.41	\$ 5.06	D 5.27	\$ 5.46	\$ 6.04
			5.11		
	MU	MU		MU	MU
			\$ 4.59		
			\$ 4.49		
			\$ 4.39		
			4.30		
			\$ 4.27		
			\$ 4.20		
			4.16		
	Will not run May 30, July 4, or Sept. 2.	Will not run May 30, July 4, or Sept. 2.	4.10	Will not run May 30, July 4, or Sept. 2.	
			4.04		
			3.56		
			3.48		
			\$ 3.40		
			\$ 2.15		
	A. M.	A. M.	A. M.	A. M.	A. M.
	±DAILY EX. SUN.	±DAILY EX. SUN.	DAILY	±DAILY EX. SUN.	DAILY
	4900	4902	400	4904	4906

STATIONS	FIRST CLASS			
	●4908	118	●4980	●4982
	A. M.	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)	S 7.00		S 7.14	S 7.31
PENNSYLVANIA		S 7.09		
BRILL	6.51	7.03	7.05	7.22
DARBY			S 7.02	
ACADEMY			S 7.00	
SHARON HILL			S 6.59	
FOLCROFT			S 6.57	S 7.17
GLENOLDEN	S 6.46		S 6.55	S 7.15
NORWOOD	S 6.43		S 6.53	S 7.13
MOORE			S 6.52	
RIDLEY PARK			S 6.50	
CRUM LYNNE			S 6.48	
BALDWIN	6.39	6.55	F 6.46	7.09
EDDYSTONE			S 6.45	
CHESTER	S 6.37		S 6.43	S 7.06
LAMOKIN ST. (Chester)	6.35	6.52	S 6.40	7.04
HIGHLAND AVE. (Chester)				
TRAINER				
MARCUS HOOK	6.32	6.49		
NAAMAN				
CLAYMONT				
HOLLY OAK				
BELLEVUE	6.26	6.44		
EDGE MOOR				
LANDLITH	6.23	6.41		
WILMINGTON	S 6.20	S 6.38		
WEST YARD		6.33		
NEWPORT				
STANTON				
RUTHBY				
DAVIS	MU	6.22	MU	MU
NEWARK				
IRON HILL				
BIG ELK		6.16		
ELKTON				
BACON HILL				
NORTH EAST		6.09		
CHARLESTOWN				
PRINCIPIO		6.02		
PERRYVILLE		5.59		
HAVRE-DE-GRACE				
OAKINGTON		5.54		
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN	Will not run May 30, July 4, or Sept. 2.	5.49	Will not run May 30, July 4, or Sept. 2.	Will not run May 30, July 4, or Sept. 2.
BUSH RIVER				
OTTER POINT				
EDGEWOOD		5.42		
MAGNOLIA		Ⓐ 5.40		
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES		5.34		
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)		5.26		
BIDDLE STREET				
BALTIMORE		S 5.18		
WASHINGTON (W. T.)		S 4.25		
Leave	A. M.	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	DAILY	‡DAILY EX. SUN.	‡DAILY EX. SUN.
	4908	118	4980	4982

	FIRST CLASS				
	●4910	410	⊕5200	●4912	●4914
	A. M.	A. M.	A. M.	A. M.	A. M.
	S 7.37		S 7.47	S 7.49	S 8.01
	7.28		7.38	7.40	7.52
	S 7.25		F 7.35	S 7.37	
	S 7.22		S 7.33	S 7.35	
			S 7.31	S 7.33	
			S 7.29	S 7.31	
			S 7.27	S 7.29	
	S 7.18		S 7.25	S 7.28	
	S 7.16		S 7.23	S 7.26	
	S 7.14		F 7.21		
	S 7.12		F 7.19	S 7.24	7.44
	S 7.10		F 7.18	S 7.22	
	S 7.08		S 7.16	S 7.20	S 7.41
	S 7.05		S 7.14	S 7.17	7.39
	S 7.03		S 7.12		
	F 7.01		F 7.10		
	S 6.59		S 7.09	S 7.13	7.36
	F 6.57		F 7.07		
	S 6.55		F 7.05	S 7.10	
	F 6.52		F 7.03		
	F 6.50		F 7.01	7.06	A 7.30
	S 6.48		S 6.59	S 7.04	S 7.28
	6.46		6.57	7.02	7.26
	S 6.44	S 6.54	S 6.55	S 7.00	S 7.24
		6.51			
		S 6.48			
		S 6.45			
		F 6.41			
	MU	MU	MU	MU	MU
		S 6.37			
		F 6.33			
		S 6.28			
		F 6.24			
		S 6.20			
		F 6.17			
		F 6.13			
		S 6.10			
		S 6.06			
		F 6.02			
		F 6.00			
		S 5.58			
		F 5.55			
	Will not run May 30, July 4, or Sept. 2.	S 5.53	Will run Sundays, and May 30, July 4 and Sept. 2.	Will not run May 30, July 4, or Sept. 2.	Will not run May 30, July 4, or Sept. 2.
		F 5.50			
		F 5.48			
		S 5.44			
		SⒶ 5.36			
		F 5.33			
		F 5.31			
		S 5.29			
		F 5.26			
		S 5.23			
		S 5.20			
		F 5.17			
		5.13			
		S 5.09			
		S 5.05			
	A. M.	A. M.	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	DAILY EX. SUN.	SEE NOTE	‡DAILY EX. SUN.	‡DAILY EX. SUN.
	4910	410	5200	4912	4914

STATIONS	FIRST CLASS			
		●4916	5240	402
	Arrive	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)		\$ 8.49	\$ 9.35	\$ 9.37
PENNSYLVANIA				
BRILL		8.40	9.26	9.28
DARBY		\$ 8.37	\$ 9.23	
ACADEMY			F 9.21	
SHARON HILL		\$ 8.35	\$ 9.19	\$ 9.25
FOLCROFT		\$ 8.33	\$ 9.17	\$ 9.23
GLENOLDEN		\$ 8.31	\$ 9.15	\$ 9.22
NORWOOD		\$ 8.29	\$ 9.13	\$ 9.20
MOORE		\$ 8.27	\$ 9.11	\$ 9.18
RIDLEY PARK		\$ 8.25	\$ 9.09	\$ 9.16
CRUM LYNNE		\$ 8.23	\$ 9.07	
BALDWIN		\$ 8.22	F 9.05	9.14
EDDYSTONE		F 8.20	\$ 9.04	
CHESTER		\$ 8.19	\$ 9.02	\$ 9.11
LAMOKIN ST. (Chester)		\$ 8.17	\$ 9.00	9.07
HIGHLAND AVE. (Chester)		\$ 8.15	\$ 8.58	
TRAINER		F 8.13	F 8.56	
MARCUS HOOK		\$ 8.12	\$ 8.55	\$ 9.03
NAAMAN				
CLAYMONT		\$ 8.09	\$ 8.52	\$ 9.00
HOLLY OAK			F 8.50	\$ 8.58
BELLEVUE		8.06	8.48	\$ 8.56
EDGE MOOR		\$ 8.04	\$ 8.46	\$ 8.54
LANDLITH		8.02	8.44	8.52
WILMINGTON		\$ 8.00	\$ 8.42	\$ 8.50
WEST YARD			8.37	8.45
NEWPORT			\$ 8.33	
STANTON			F 8.29	
RUTHBY				
DAVIS		MU	MU	MU
NEWARK			\$ 8.22	\$ 8.34
IRON HILL			F 8.18	
BIG ELK				
ELKTON			\$ 8.14	\$ 8.26
BACON HILL				
NORTH EAST			\$ 8.07	\$ 8.19
CHARLESTOWN			\$ 8.04	F 8.16
PRINCIPIO			F 8.00	8.12
PERRYVILLE			\$ 7.57	\$ 8.09
HAVRE-DE-GRACE			\$ 7.54	\$ 8.05
OAKINGTON			F 7.49	8.01
SWAN CREEK			F 7.48	
ABERDEEN			\$ 7.46	\$ 7.57
SHORT LANE			F 7.43	
PERRYMAN			\$ 7.41	F 7.53
BUSH RIVER			F 7.38	F 7.50
OTTER POINT			F 7.36	F 7.48
EDGEWOOD			\$ 7.32	\$ 7.44
MAGNOLIA			\$ 7.29	F 7.40
GUNPOWDER			F 7.26	
HAREWOOD PARK			F 7.25	F 7.36
CHASE			\$ 7.23	F 7.34
BENGIES			F 7.20	F 7.30
MIDDLE RIVER			F 7.17	\$ 7.27
STEMMER'S RUN			F 7.15	F 7.25
CHESACO PARK			F 7.12	
BAY VIEW (Balto. Div.)			7.08	7.20
BIDDLE STREET			\$ 7.04	\$ 7.16
BALTIMORE			\$ 7.00	\$ 7.12
WASHINGTON (W. T.)				
Leave		A. M.	A. M.	A. M.
		DAILY	SUN. ONLY.	DAILY EX. SUN.
		4916	5240	402

FIRST CLASS					
	120	●4920	122	458	490
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 9.27	\$ 9.56	\$ 10.07	\$ 10.34	
	9.21	9.47	10.01	10.23	
		\$ 9.44			
		F 9.42			
		\$ 9.41		\$ 10.18	
		\$ 9.39			
		\$ 9.37			
		\$ 9.35		\$ 10.14	
		\$ 9.34			
		\$ 9.32		\$ 10.10	
		F 9.30			
	9.14	F 9.28	9.54	10.07	
		\$ 9.27			
		\$ 9.25	\$ 9.51	\$ 10.04	
		\$ 9.23	9.49	10.02	
		\$ 9.21			
		F 9.19			
	9.09	\$ 9.18	9.46	\$ 9.58	
		\$ 9.15			
		F 9.12			
	9.04	9.11	9.41	9.52	
		\$ 9.09			
	9.01	9.07	9.38	9.49	
	\$ 8.58	\$ 9.05	\$ 9.35	\$ 9.46	\$ 9.53
	8.55		9.30	9.35	9.50
	8.45	MU	9.19		
	8.40		9.14		
	8.33		9.07		
	8.27		9.01		
	8.25		8.59		
	8.21		8.55		
	8.16	Will not run May 30, July 4, or Sept. 2.	8.49		
	8.10		B 8.41		
	8.02		8.33		
	7.54		8.25		
	\$ 7.47		\$ 8.17		
	\$ 7.00		\$ 7.25		
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	‡DAILY EX. SUN.	DAILY	DAILY EX. SUN.	SUN. ONLY.
	120	4920	122	458	490

STATIONS	FIRST CLASS			
	174	4922	126	4924
	A. M.	A. M.	A. M.	A. M.
Arrive				
PHILADELPHIA (P. I. Div.)		\$ 11.00		\$ 11.49
PENNSYLVANIA	\$ 10.34		\$ 11.26	
BRILL	10.28	10.51	11.20	11.40
DARBY				\$ 11.37
ACADEMY				
SHARON HILL		\$ 10.47		\$ 11.35
FOLCROFT		\$ 10.45		\$ 11.33
GLENOLDEN		\$ 10.43		\$ 11.32
NORWOOD		\$ 10.41		\$ 11.30
MOORE		\$ 10.39		\$ 11.29
RIDLEY PARK		\$ 10.37		\$ 11.27
CRUM LYNNE		\$ 10.35		F 11.25
BALDWIN	10.20	\$ 10.34	11.13	F 11.23
EDDYSTONE		\$ 10.33		\$ 11.22
CHESTER	\$ 10.17	\$ 10.31		\$ 11.20
LAMOKIN ST. (Chester)	10.15	\$ 10.28		\$ 11.18
HIGHLAND AVE. (Chester)		\$ 10.26		\$ 11.16
TRAINER				F 11.14
MARCUS HOOK	10.12	\$ 10.23	11.08	\$ 11.13
NAAMAN		F 10.21		F 11.11
CLAYMONT		\$ 10.19		\$ 11.09
HOLLY OAK				
BELLEVUE	10.07	F 10.16	11.03	11.06
EDGE MOOR		\$ 10.14		\$ 11.04
LANDLITH	10.04	10.12	11.00	11.02
WILMINGTON	\$ 10.01	\$ 10.10	\$ 10.57	\$ 11.00
WEST YARD	9.56		10.54	
NEWPORT				
STANTON				
RUTHBY		MU		MU
DAVIS	9.46		10.44	
NEWARK				
IRON HILL				
BIG ELK	9.41		10.39	
ELKTON				
BACON HILL				
NORTH EAST	9.34		10.32	
CHARLESTOWN				
PRINCIPIO	9.28		10.27	
PERRYVILLE	9.26		10.25	
HAVRE-DE-GRACE				
OAKINGTON	9.22		10.21	
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN	9.17		10.16	Will not run May 30, July 4, or Sept. 2.
BUSH RIVER				
OTTER POINT				
EDGEWOOD	9.11		10.10	
MAGNOLIA				
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES	9.03		10.02	
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)	8.55		9.54	
BIDDLE STREET				
BALTIMORE	\$ 8.48		\$ 9.47	
WASHINGTON (W. T.)	\$ 8.00		\$ 9.00	
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	±DAILY EX. SUN.
	174	4922	126	4924

FIRST CLASS				
4926	128	4928		176
P. M.	P. M.	P. M.		P. M.
\$ 12.03		\$ 12.53		
	\$ 12.26			\$ 1.22
11.54	12.20	12.44		1.16
\$ 11.51		F 12.41		
		\$ 12.39		
		\$ 12.37		
\$ 11.46		\$ 12.35		
		\$ 12.33		
\$ 11.44		\$ 12.31		
\$ 11.42		\$ 12.29		
		F 12.27		
\$ 11.39	12.13	F 12.25		1.09
		\$ 12.24		
\$ 11.36		\$ 12.22		
11.34		\$ 12.19		
		\$ 12.17		
		F 12.15		
\$ 11.31	12.08	\$ 12.14		1.04
\$ 11.29		F 12.12		
		\$ 12.10		
		F 12.08		
11.25	12.03	12.06		12.59
		F 12.04		
11.22	12.00	12.02		12.56
\$ 11.20	\$ 11.57	\$ 12.00		\$ 12.53
	11.54			12.50
MU		MU		
	11.44			12.41
	\$ 11.37			12.36
	11.30			12.30
	11.25			12.25
	11.23			12.23
	11.19			12.19
	11.14			12.14
	11.09			12.08
	11.02			12.01
	10.54			11.53
	\$ 10.47			\$ 11.46
	\$ 10.00			\$ 11.00
A. M.	A. M.	NOON		A. M.
SAT. ONLY	DAILY	DAILY		DAILY
4926	128	4928		176

STATIONS	FIRST CLASS			
	●4984	4930	132	404
	P. M.	P. M.	P. M.	P. M.
Arrive				
PHILADELPHIA (P.T. Div.)	\$ 1.42	\$ 2.48		\$ 3.00
PENNSYLVANIA			\$ 2.31	
BRILL	\$ 1.33	\$ 2.39	2.25	\$ 2.51
DARBY	\$ 1.30	\$ 2.36		\$ 2.49
ACADEMY				
SHARON HILL	\$ 1.28	\$ 2.33		\$ 2.47
FOLCROFT	\$ 1.26	\$ 2.31		\$ 2.45
GLENOLDEN	\$ 1.25	\$ 2.29		\$ 2.44
NORWOOD	\$ 1.23	\$ 2.27		\$ 2.42
MOORE	\$ 1.22	\$ 2.25		\$ 2.41
RIDLEY PARK	\$ 1.20	\$ 2.22		\$ 2.39
CRUM LYNNE	F 1.18	F 2.20		F 2.37
BALDWIN	F 1.16	F 2.18	2.17	F 2.35
EDDYSTONE	F 1.15	\$ 2.16		\$ 2.34
CHESTER	\$ 1.13	\$ 2.14		\$ 2.32
LAMOKIN ST. (Chester)	\$ 1.10	\$ 2.11	2.14	\$ 2.29
HIGHLAND AVE. (Chester)		\$ 2.09		\$ 2.27
TRAINER		F 2.07		F 2.25
MARCUS HOOK		\$ 2.06	2.11	\$ 2.24
NAAMAN		F 2.03		F 2.21
CLAYMONT		\$ 2.01		\$ 2.19
HOLLY OAK				
BELLEVUE		1.58	2.06	2.16
EDGE MOOR		\$ 1.56		\$ 2.14
LANDLITH		1.53	2.03	2.12
WILMINGTON		\$ 1.51	\$ 2.00	\$ 2.10
WEST YARD			1.57	2.05
NEWPORT				F 2.02
STANTON				
RUTHBY				
DAVIS	MU	MU	1.47	MU
NEWARK				\$ 1.53
IRON HILL				
BIG ELK			1.42	
ELKTON				\$ 1.45
BACON HILL				
NORTH EAST			1.35	\$ 1.38
CHARLESTOWN				\$ 1.35
PRINCIPIO			1.30	F 1.31
PERRYVILLE			1.28	\$ 1.26
HAVRE-DE-GRACE			\$ 1.25	\$ 1.21
OAKINGTON			1.21	F 1.17
SWAN CREEK				F 1.15
ABERDEEN				\$ 1.13
SHORT LANE				F 1.10
PERRYMAN	Will not run May 30, July 4, or Sept 2.		1.16	\$ 1.08
BUSH RIVER				F 1.05
OTTER POINT				F 1.03
EDGEWOOD			1.10	\$ 1.00
MAGNOLIA				\$ 12.57
GUNPOWDER				F 12.54
HAREWOOD PARK				F 12.53
CHASE				\$ 12.51
BENGIES			1.03	F 12.48
MIDDLE RIVER				F 12.46
STEMMER'S RUN				F 12.44
CHESACO PARK				F 12.42
BAY VIEW (Balto. Div.)			12.55	12.38
BIDDLE STREET				A 12.34
BALTIMORE			\$ 12.48	\$ 12.30
WASHINGTON (W. T.)			\$ 12.00	
Leave	P. M.	P. M.	NOON	P. M.
	‡DAILY EX. SUN.	DAILY EX. SAT.	DAILY	SAT. ONLY
	4984	4930	132	404

FIRST CLASS				
●4932	134	●4934	1046	●4936
P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.41		\$ 4.05		\$ 4.28
	\$ 3.30			
3.32	3.24	3.56	3.54	4.19
\$ 3.29		\$ 3.53		\$ 4.17
\$ 3.26		\$ 3.51	First Trip June 28.	
\$ 3.24			Last Trip Sept. 21	
\$ 3.22				\$ 4.14
\$ 3.20				\$ 4.12
\$ 3.18				\$ 4.11
\$ 3.16				\$ 4.09
F 3.14		\$ 3.46		
\$ 3.12	3.16	\$ 3.44	3.47	\$ 4.06
\$ 3.10		\$ 3.42		
\$ 3.08	\$ 3.13	\$ 3.40	\$ 3.44	\$ 4.03
\$ 3.06	3.11	\$ 3.37	3.42	\$ 4.00
\$ 3.04		\$ 3.35		\$ 3.58
F 3.02		\$ 3.32		\$ 3.56
\$ 3.01	3.08	\$ 3.31	3.39	\$ 3.54
F 2.59				\$ 3.52
\$ 2.57				
F 2.54				
2.53	3.03	3.25	3.34	3.47
\$ 2.50				
2.47	3.00	3.22	3.31	3.44
\$ 2.45	\$ 2.57	\$ 3.20	\$ 3.28	\$ 3.42
	2.52		3.24	
MU	2.42	MU	3.14	MU
	2.37		3.09	
	2.31		3.02	
	2.26		2.57	
	2.24		2.55	
	2.20		2.51	
	2.15	Will not run May 30, July 4, or Sept. 2.	2.45	Will not run May 30, July 4, or Sept. 2.
	2.09		2.40	
	2.02		2.33	
	1.54		2.25	
	\$ 1.47		\$ 2.18	
	\$ 1.00		\$ 1.30	
P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	‡DAILY EX. SUN.	FRIDAY AND SAT.	‡DAILY EX. SAT. & SUN.
4932	134	4934	1046	4936

STATIONS	FIRST CLASS			
	142	●4938	●4940	4942
	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA (P.T. Div.)		S 4.53	S 4.56	S 5.24
PENNSYLVANIA	S 4.29			
BRILL	4.23	4.44	4.47	5.15
DARBY		S 4.41		S 5.12
ACADEMY		F 4.39		
SHARON HILL		S 4.38		S 5.09
FOLCROFT		S 4.36		S 5.07
GLENOLDEN		S 4.34		S 5.05
NORWOOD		S 4.33		S 5.03
MOORE		S 4.32		S 5.01
RIDLEY PARK		S 4.30		S 4.58
CRUM LYNNE		F 4.28		S 4.56
BALDWIN	4.15	F 4.26	F 4.39	S 4.54
EDDYSTONE		S 4.25		S 4.52
CHESTER		S 4.23	S 4.36	S 4.49
LAMOKIN ST. (Chester)	4.12	S 4.21	4.34	S 4.46
HIGHLAND AVE. (Chester)		S 4.19		S 4.44
TRAINER				F 4.42
MARCUS HOOK	4.09	S 4.17	4.31	S 4.41
NAAMAN		S 4.15		F 4.39
CLAYMONT		S 4.13		S 4.37
HOLLY OAK		F 4.11		F 4.34
BELLEVUE	4.04	4.09	4.25	4.33
EDGE MOOR		S 4.07		S 4.31
LANDLITH	4.01	4.04	4.22	4.29
WILMINGTON	S 3.59	S 4.02	S 4.20	S 4.27
WEST YARD	3.55			
NEWPORT				
STANTON				
RUTHBY		MU	MU	MU
DAVIS	3.45			
NEWARK				
IRON HILL				
BIG ELK	3.40			
ELKTON				
BACON HILL				
NORTH EAST	3.33			
CHARLESTOWN				
PRINCIPIO	3.28			
PERRYVILLE	3.26			
HAVRE-DE-GRAVE				
OAKINGTON	3.22			
SWAN CREEK				
ABERDEEN				
SHORT LANE				
PERRYMAN	3.17		Will not run May 30, July 4, or Sept. 2.	Will not run May 30, July 4, or Sept. 2.
BUSH RIVER				
OTTER POINT				
EDGEWOOD	3.11			
MAGNOLIA				
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES	3.03			
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)	2.55			
BIDDLE STREET				
BALTIMORE	S 2.48			
WASHINGTON (W. T.)	S 2.00			
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SUN.
	142	4938	4940	4942

FIRST CLASS					
	144	●4944	412	152	●4946
	P. M.	P. M.	P. M.	P. M.	P. M.
	S 5.28	S 6.00	S 6.07	S 6.16	S 6.55
	5.22	5.51	5.56	6.10	6.46
		S 5.48			F 6.43
		F 5.46			
		S 5.45			S 6.41
		S 5.43			S 6.39
		S 5.42			S 6.38
		S 5.40			S 6.36
		S 5.39			S 6.35
		S 5.37			S 6.33
		F 5.35			
	5.15	F 5.33	5.48	6.03	6.30
		S 5.32			F 6.29
		S 5.30	S 5.44		S 6.27
		S 5.27	5.38		6.25
		S 5.25			S 6.23
		F 5.23			
	5.10	S 5.22	5.35	5.58	S 6.20
		F 5.20			
		F 5.18	S 5.32		F 6.17
		F 5.16			
	5.05	5.15	5.28	5.53	6.14
		S 5.13			
	5.02	5.11	5.25	5.50	6.11
	S 4.59	S 5.09	S 5.22	S 5.48	S 6.09
	4.55		5.08	5.45	
			S 5.04		
		MU			
	4.45			5.36	MU
			S 4.54		
	4.40				
			S 4.45		
	4.33		S 4.37	5.26	
			S 4.33		
	4.28		F 4.29	5.21	
	4.26		S 4.24	5.19	
			S 4.18		
	4.22		4.13	5.15	
			S 4.09		
			F 4.05		
	4.17		S 4.02	5.10	
			F 3.58		
			F 3.56		
	4.11		S 3.52	5.05	
			F 3.48		
			F 3.45		
			F 3.40		
	4.03		3.36	4.58	
	3.55		3.28	4.50	
	S 3.48		S 3.20	S 4.44	
	S 3.00		S 2.05	S 4.00	
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY
	144	4944	412	152	4946

STATIONS	FIRST CLASS			
	462	168	154	494
	P. M.	P. M.	P. M.	P. M.
PHILADELPHIA (P.T. Div.)	\$ 7.02			\$ 7.45
PENNSYLVANIA		\$ 7.06	\$ 7.28	
BRILL	6.51	7.00	7.22	7.34
DARBY				
ACADEMY				
SHARON HILL				
FOLCROFT				
GLENOLDEN				
NORWOOD				
MOORE				
RIDLEY PARK				
CRUM LYNNE				
BALDWIN	6.42	6.52	7.14	7.26
EDDYSTONE				
CHESTER	\$ 6.39	\$ 6.49		\$ 7.23
LAMOKIN ST. (Chester)	6.33	6.47		7.20
HIGHLAND AVE. (Chester)				
TRAINER				
MARCUS HOOK	6.30	6.44	7.09	7.17
NAAMAN				
CLAYMONT				
HOLLY OAK				
BELLEVUE	6.25	6.39	7.04	7.11
EDGE MOOR				
LANDLITH	6.22	6.36	7.01	7.08
WILMINGTON	\$ 6.19	\$ 6.33	\$ 6.58	\$ 7.04
WEST YARD	6.09	6.26	6.55	6.57
NEWPORT				
STANTON				
RUTHBY				
DAVIS		6.16	6.44	
NEWARK				
IRON HILL				
BIG ELK		6.11	6.39	
ELKTON				
BACON HILL		6.05	6.32	
NORTH EAST				
CHARLESTOWN		6.00	6.27	
PRINCIPIO		\$ 5.57	6.25	
PERRYVILLE				
HAVRE-DE-GRACE		\$ 5.53		
OAKINGTON		5.49	6.21	
SWAN CREEK				
ABERDEEN		\$ 5.45		
SHORT LANE				
PERRYMAN		5.41	6.16	
BUSH RIVER				
OTTER POINT				
EDGEWOOD		5.36	6.10	
MAGNOLIA			6.08	
GUNPOWDER				
HAREWOOD PARK				
CHASE				
BENGIES		5.29	6.02	
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
BAY VIEW (Balto. Div.)		5.21	5.54	
BIDDLE STREET				
BALTIMORE		\$ 5.15	\$ 5.47	
WASHINGTON (W. T.)		\$ 4.25	\$ 5.00	
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	SUN. ONLY
	462	168	154	494

FIRST CLASS					
	414	468	●5204	156	●4948
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.11	\$ 8.28	\$ 8.28	\$ 8.29	\$ 9.32
	8.02	8.17	8.19	8.23	9.23
F	7.59				9.20
	S 7.57		S 8.15		S 9.18
	S 7.55		S 8.14		S 9.16
	S 7.53		S 8.12		S 9.14
	S 7.51		S 8.10		S 9.12
	S 7.50		S 8.09		S 9.11
	S 7.48		S 8.07		S 9.09
			F 8.05		F 9.07
F	7.45	8.09	F 8.04	8.16	F 9.05
F	7.43		F 8.03		F 9.04
S	7.41	\$ 8.05	S 8.01		S 9.02
S	7.37	8.00	S 7.58		S 9.00
	S 7.35		S 7.56		S 8.58
			F 7.54		F 8.56
S	7.33	7.57	S 7.53	8.11	S 8.55
			F 7.51		F 8.53
S	7.30		S 7.49		F 8.51
			F 7.47		F 8.48
	7.27	7.51	F 7.45	8.06	8.47
	S 7.25		S 7.43		S 8.45
	7.23	7.48	7.41	8.03	8.43
S	7.21	\$ 7.45	S 7.39	\$ 8.00	S 8.41
	7.17	7.32		7.57	
F	7.14				
	F 7.10				
	MU		MU	7.47	MU
S	7.03				
F	6.59				
				7.42	
S	6.55				
				7.35	
S	6.47				
F	6.44			7.30	
F	6.40			7.27	
S	6.37				
	S 6.34				
	F 6.31			7.23	
	F 6.29				
	S 6.27				
	F 6.24				
	S 6.21			7.18	
	F 6.18				
	F 6.16				
	S 6.12			7.12	
	S ^① 6.04				
	F 6.01				
	F 5.59				
	S 5.58				
	F 5.55			7.04	
	F 5.52				
	S 5.50				
	F 5.47				
	5.43			6.56	
	S 5.39				
	S 5.35			\$ 6.49	
				\$ 6.00	
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY.	DAILY	DAILY
	414	468	5204	156	4948

STATIONS		FIRST CLASS			
		4581 DAILY EX. SUN.	4605 SUN. ONLY.	4591 SEE NOTE	
Leave		A. M.	A. M.	A. M.	
WAWA	(P.T.Div.)	\$ 6.52	\$ 8.28	\$ 8.10	
CHESTER HEIGHTS		\$ 6.56	\$ 8.33	\$ 8.14	
MARKHAM		F 7.00	F 8.38	F 8.19	
CONCORDVILLE		\$ 7.02	F 8.41	\$ 8.22	
BRANDYWINE SUMMIT		\$ 7.07	F 8.46	\$ 8.27	
CHADD'S FORD		\$ 7.13	F 8.52	\$ 8.33	
CHADD'S FORD JC.		\$ 7.14	F 8.53	F 8.34	
MENDENHALL		\$ 7.20	\$ 9.00	\$ 8.40	
ROSEDALE		F 7.23	F 9.04	F 8.44	
		7.28			
KENNETTS SQUARE		\$ 7.31	\$ 9.13	\$ 8.50	
TOUGHKENAMON		\$ 7.37	F 9.20	\$ 8.56	
AVONDALE		\$ 7.41	\$ 9.24	\$ 9.00	
WEST GROVE		\$ 7.47	\$ 9.31	\$ 9.06	
KELTON		\$ 7.54	\$ 9.39	\$ 9.13	
ELKVIEW		F 7.57	F 9.42	F 9.16	
LINCOLN UNIVERSITY		\$ 8.01	\$ 9.46	\$ 9.20	
OXFORD		\$ 8.07	\$ 9.53	\$ 9.26	
BARNSLEY			F 9.57		
NOTTINGHAM			F 10.01		
SYLMAR			F 10.05		
RISING SUN			\$ 10.22		
COLORA	Will not run May 30, July 4, or Sept. 2.		F 10.26	Will run May 30, July 4, and Sept. 2.	
LIBERTY GROVE			F 10.31		
ROWLANDVILLE			F 10.35		
OCTORARO			F 10.37		
ROCK			F 10.47		
Arrive		A. M.	A. M.	A. M.	
		4581	4605	4591	

ROCK TO WAWA.

STATIONS	FIRST CLASS			
	4580	4582	4584	4610
Arrive	A. M.	A. M.	A. M.	P. M.
WAWA.....(P.T.Div.)	\$ 6.29	\$ 8.06	\$ 11.03	\$ 5.08
CHESTER HEIGHTS.....	\$ 6.25	\$ 8.02	\$ 10.59	\$ 5.03
MARKHAM.....	F 6.20	F 7.57	F 10.54	F 4.58
CONCORDVILLE.....	\$ 6.17	\$ 7.55	\$ 10.51	F 4.54
BRANDYWINE SUMMIT.....	\$ 6.12	\$ 7.50	\$ 10.46	F 4.47
CHADD'S FORD.....	\$ 6.06	\$ 7.44	\$ 10.40	F 4.38
CHADD'S FORD JC.....	\$ 6.05	\$ 7.43	\$ 10.39	F 4.37
MENDENHALL.....	\$ 5.59	\$ 7.37	\$ 10.33	\$ 4.30
ROSEDALE.....	F 5.55	F 7.33	F 10.29	F 4.26
		7.28		
KENNETT SQUARE.....	\$ 5.49	\$ 7.26	\$ 10.23	\$ 4.16
TOUGHKENAMON.....	\$ 5.43	\$ 7.20	\$ 10.17	\$ 4.00
AVONDALE.....	\$ 5.39	\$ 7.16	\$ 10.13	\$ 3.55
WEST GROVE.....	\$ 5.33	\$ 7.10	\$ 10.07	\$ 3.45
KELTON.....	\$ 5.26	\$ 7.03	\$ 10.00	\$ 3.39
ELKVIEW.....	F 5.23	F 7.00	F 9.57	F 3.35
LINCOLN UNIVERSITY	\$ 5.19	\$ 6.56	\$ 9.53	\$ 3.31
OXFORD.....	\$ 5.13	\$ 6.50	\$ 9.47	\$ 3.24
BARNSELY.....				F 3.14
NOTTINGHAM.....				\$ 3.10
SYLMAR.....				F 3.04
RISING SUN.....				\$ 2.58
COLORA.....	Will not run		Will not run	\$ 2.27
LIBERTY GROVE.....	May 30,		May 30,	F 2.22
ROWLANDVILLE.....	July 4, or		July 4, or	F 2.18
OCTORARO.....	Sept. 2.		Sept. 2.	F 2.13
ROCK.....				F 2.03
Leave	A. M.	A. M.	A. M.	P. M.
	‡DAILY	DAILY	‡DAILY	SUN.
	EX. SUN.	EX. SUN.	EX. SUN.	ONLY.
	‡4580	‡4582	‡4584	4610

FIRST CLASS				
✚4585 ✚DAILY EX. SUN.	✚4587 ✚DAILY EX. SUN.	✚●4589 ✚DAILY EX. SUN.	✚●4593 SEE NOTE	
P. M.	P. M.	P. M.	P. M.	
S 2.32	S 4.20	S 5.15	S 5.52	
S 2.36	S 4.24	S 5.19	S 5.56	
F 2.41	F 4.29	F 5.24	F 6.01	
S 2.44	S 4.32	S 5.27	S 6.04	
S 2.49	S 4.37	F 5.32	F 6.09	
S 2.55	S 4.43	S 5.38	S 6.16	
F 2.56	S 4.44	F 5.39	F 6.17	
	Ⓜ 4.45			
S 3.02	S 4.50	F 5.45	F 6.23	
F 3.06	F 4.54	F 5.49	F 6.27	
S 3.12	S 5.00	S 5.55	S 6.33	
S 3.18	S 5.06	F 6.01	F 6.39	
S 3.22	S 5.10	S 6.05	S 6.43	
S 3.28	S 5.16	S 6.11	S 6.49	
S 3.35	S 5.23	F 6.18	F 6.56	
F 3.38	F 5.26	F 6.21	F 6.59	
S 3.42	S 5.30	F 6.25	F 7.03	
S 3.48	S 5.36	S 6.31	S 7.09	
Will not run May 30, July 4, or Sept. 2.	Will not run May 30, July 4, or Sept. 2.	Will not run May 30, July 4, or Sept. 2.	Will run May 30, July 4, and Sept. 2.	
P. M.	P. M.	P. M.	P. M.	
4585	4587	4589	4593	

NORTHWARD.

[illegible]

WEST YARD TO CANAL.

STATIONS	FIRST CLASS			
	449	451	491	453
	DAILY	DAILY	SUN.	DAILY
Leave	A. M.	EX. SUN.	ONLY.	EX. SUN.
WEST YARD.....	12.14	6.37	8.24	8.28
BANK.....	12.16	6.39	8.26	8.30
FARNHURST.....		F 6.43	F 8.29	
NEW CASTLE.....		S 6.49	S 8.33	S 8.38
TASKER.....	12.23	6.50	8.34	8.39
STATE ROAD.....		F 6.54	F 8.37	
BEAR.....		F 6.59	F 8.41	
RED LION.....				
PORTER.....		F 7.03	F 8.45	F 8.49
KIRKWOOD.....		F 7.08	F 8.50	S 8.53
ARMSTRONG (Deim'va Div.)	12.42	7.21	9.03	9.05
Arrive	A. M.	A. M.	A. M.	A. M.
	449	451	491	453

CANAL TO WEST YARD.

STATIONS	FIRST CLASS			
	450	490		
	A. M.	A. M.		
WEST YARD.....	4.19	9.50		
BANK.....	4.17	9.48		
FARNHURST.....		F 9.45		
NEW CASTLE.....		S 9.41		
TASKER.....	4.09	9.39		
STATE ROAD.....		F 9.36		
BEAR.....		F 9.32		
RED LION.....				
PORTER.....		F 9.28		
KIRKWOOD.....		F 9.24		
ARMSTRONG (Deim'va Div.)	3.50	9.11		
Leave	A. M.	A. M.		
	DAILY	SUN.		
	450	490		

ROCK TO PERRYVILLE—EASTWARD.

STATIONS	FIRST CLASS			
	4605			
	A. M.			
PERRYVILLE.....	S 11.08			
FRENCHTOWN.....				
MINNICK.....	11.03			
TOME INSTITUTE.....	S 10.56			
PORT DEPOSIT.....	S 10.52			
ROCK.....	F 10.47			
Leave	A. M.			
	SUN.			
	ONLY.			
	4605			

SOUTHWARD.

	FIRST CLASS			
	455	463	493	
	DAILY	DAILY	SUN.	
	A. M.	EX. SUN.	ONLY.	
	11.12	3.44	5.15	
	11.14	3.46	5.17	
		F 3.48	F 5.20	
		S 3.54	S 5.24	
	11.21	3.55	5.25	
			F 5.28	
			F 5.31	
			S 5.35	
			F 5.39	
	11.40	4.15	5.49	
	A. M.	P. M.	P. M.	
	455	463	493	

NORTHWARD.

	FIRST CLASS				
	458	462	494	468	470
	A. M.	P. M.	P. M.	P. M.	P. M.
	9.35	6.09	6.57	7.32	11.17
	9.33	6.07	6.55	7.30	11.15
			F 6.51		
	S 9.25		S 6.45	S 7.22	
	9.23	6.00	6.44	7.20	11.07
			F 6.40		
			F 6.36	F 7.14	
			F 6.30	F 7.09	
			F 6.25	F 7.05	
	9.00	5.41	6.13	6.51	10.46
	A. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	SUN.	DAILY	DAILY
	EX. SUN.	EX. SUN.	ONLY.	EX. SUN.	EX. SUN.
	458	462	494	468	470

PERRYVILLE TO ROCK—WESTWARD.

STATIONS	FIRST CLASS			
	4610			
	SUN.			
Leave	ONLY.			
PERRYVILLE.....	S 1.44			
FRENCHTOWN.....	S 1.49			
MINNICK.....	1.50			
TOME INSTITUTE.....	S 1.55			
PORT DEPOSIT.....	S 1.58			
ROCK.....	F 2.03			
Arrive	P. M.			
	4610			

EXTRA STOPS BY PASSENGER TRAINS.

TRAIN No.	STOP AT	FOR
429	Northward Home Signal Bridge, West Yard	Employees.
4901	Wilmington Shop Overhead Bridge.....	Employees.
419	Northward Home Signal Bridge, West Yard	Employees.
431	Wilmington Shop Overhead Bridge.....	Employees.
4904	Wilmington Shop Overhead Bridge.....	Employees.
4926	Wilmington Shop Overhead Bridge.....	Employees.
4932	Wilmington Shop Overhead Bridge, Monday to Friday, inclusive.....	Employees.
4938	Wilmington Shop Overhead Bridge.....	Employees.
414	Northward Home Signal Bridge, West Yard	Employees.

TRAINS WAIT FOR CONNECTIONS.

JUNCTION POINT	TRAIN No.	WAITS UNTIL	FOR TRAIN No.	REMARKS
WILMINGTON.....	4912		410	

U. S. MAIL WORK.

STATIONS.	SOUTHWARD.					NORTHWARD.						
	151	107	169	463	421	402	122	458	412	168	172	162
Philadelphia.....	E	E	....	....	E	E	....	E	E	....	....	E
Pennsylvania			E	....	....	....	E	....	....	E	E	....
Sharon Hill.....			C D	D	....	E	....	E	....	....	....	....
Folcroft.....			D	D	....	E	....	D	....	....	....	....
Glenolden.....			C D	D	....	E	....	C D	....	....	....	....
Norwood.....			D	D	....	E	....	E	....	....	....	....
Moore.....			C D	D	....	E	....	C D	....	....	....	....
Ridley Park.....			C D	D	....	E	....	E	....	....	....	....
Crum Lynne.....			C D	D	....	....	....	C D	....	....	....	....
Eddystone.....				D	....	....	....	....	....	....	....	....
Chester.....	E	E	E	E	E	E	E	E	E	E	E	E
Marcus Hook.....			C D	D	E	E	....	E	....	....	....	....
Claymont.....			D	D	E	E	....	D	E	....	....	....
Holly Oak.....						E	....	....	....	....	....	....
Bellevue.....						E	....	C D	....	....	....	....
Edge Moor.....			D	D	E	E	....	....	....	....	....	....
Wilmington.....	E	E	E	E	E	E	E	E	E	E	E	E
Bear.....				C D	....	....	....	C D	....	....	....	....
Kirkwood.....				C D	....	....	....	C D	....	....	....	....
Newport.....		D	C D	....	E	C D	....	....	E	....	....	....
Stanton.....			C D	....	E	C D	....	....	C	....	....	....
Newark.....		H	C D	....	E	E	....	....	E	....	....	....
Iron Hill.....			C D	....	E	C D	....	....	....	....	....	....
Elkton.....	E	E	E	....	E	E	....	....	E	....	....	E
North East.....		E	C D	....	E	E	....	....	E	....	....	....
Charlestown.....			C D	....	E	E	....	....	E	....	....	....
Principio.....			C D	....	E	D	....	....	E	....	....	....
Perryville.....	E	E	C D	....	E	E	....	....	E	E	....	E
Havre-de-Grace ..		E	C D	....	E	E	....	....	E	E	....	....
Oakington.....												
Aberdeen.....		H	C D	....	E	E	....	....	E	....	....	....
Perryman.....			C D	....	E	E	....	....	C D	....	....	....
Bush River.....												
Edgewood.....			C D	....	E	E	....	....	E	....	....	....
Magnolia.....			C D	....	E	E	....	....	C D	....	....	....
Gunpowder.....												
Chase.....			D	....	E	C D	....	....	D	....	....	....
Bengies.....												
Middle River.....			C D	....	....	E	....	....	....	....	....	....
Stemmers Run...			C D	....	E	D	....	....	....	....	....	....
Baltimore.....	E	E	E	....	E	E	E	....	E	E	E	E

C—Mail caught from crane only.

D—Mail delivered only.

C D—Mail caught and delivered.

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

H—Pass station at 15 miles per hour to exchange mail.

THESE TRAINS RUN AS PASSENGER EXTRAS UNLESS OTHERWISE ORDERED.
BRILL TO CANAL.

SOUTHWARD			NORTHWARD		
STATIONS	D-457		Ar.	D-466	D-466
	DAILY			P. M.	P. M.
Lv.	A. M.				
PHILADELPHIA (P.T. Div.)	E	4.30			
BRILL		4.43		7.25	8.10
DARBY					
ACADEMY					
SHARON HILL					
FOLCROFT					
GLENOLDEN					
NORWOOD					
MOORE					
RIDLEY PARK					
CRUM LYNNE					
BALDWIN					
EDDYSTONE					
CHESTER					
LAMOKIN ST. (Chester)					
HIGHLAND AVE. (Chester)					
TRAINER					
MARCUS HOOK					
NAAMAN					
CLAYMONT					
HOLLY OAK					
BELLEVUE					
EDGE MOOR					
LANDLITH					
WILMINGTON	E	5.35			
WEST YARD		5.39			
BANK					
FARNHURST					
NEW CASTLE					
STATE ROAD					
BEAR					
PORTER					
KIRKWOOD					
ARMSTRONG		6.30			
Ar.	A. M.		Lv.	P. M.	P. M.
	D-457			DAILY	SUN.
				EX. SUN.	ONLY
				D-466	D-466

THESE TRAINS RUN AS PASSENGER EXTRAS UNLESS OTHERWISE ORDERED.
OCTORARO BRANCH.

OCTORARO BRANCH.

SOUTHWARD			NORTHWARD		
STATIONS	MD-59		Ar.	MD-58	
	DAILY EX. SUN.			P. M.	
Lv.	A. M.			P. M.	
PHILADELPHIA (P.T. Div.)	E	6.16		E	5.19
WAWA (P.T. Div.)	E	7.25		E	4.10
CHESTER HEIGHTS	E	7.32		E	4.05
MARKHAM	E	7.37		E	3.59
CONCORDVILLE	E	7.55		E	3.55
BRANDYWINE SUMMIT	E	8.02		E	3.48
CHADD'S FORD	E	8.09		E	3.35
CHADD'S FORD JC.	E	8.10		E	3.32
MENDENHALL	E	8.17		E	3.25
ROSEDALE	E	8.20		E	3.19
KENNETT SQUARE	E	8.35		E	3.06
TOUGHKENAMON	E	8.42		E	2.35
AVONDALE	E	8.49		E	2.25
WEST GROVE	E	8.59		E	2.15
KELTON	E	9.08		E	1.58
ELKVIEW					
LINCOLN UNIVERSITY	E	9.15		E	1.48
OXFORD	E	9.50		E	1.40
BARNESLEY					
NOTTINGHAM	E	10.01		E	1.20
SYLMAR					
RISING SUN	E	10.30		E	1.05
COLORA	E	10.38		E	12.41
LIBERTY GROVE	E	10.40		E	12.35
ROWLANDVILLE					
OCTORARO					
ROCK		11.00			12.20
PERRYVILLE	E	11.20		E	12.00
Ar.	A. M.		Lv.	NOON	
	MD-59			DAILY EX. SUN. MD-58	

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ARRANGED FREIGHT TRAIN SERVICE.

THE TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY.

SOUTHWARD AND WESTWARD.

TRAIN	LEAVES	ARRIVES	RUN- NING TIME
BP 3	Brill 12.01%	Bengies 2.45%	2 h 44 m
CS 1	Brill 1.00%	Bengies 3.35%	2 h 35 m
MD 117	Brill 1.30%	Bengies 9.20%	7 h 50 m
MD 7	Brill 4.00%	Bengies 9.05%	5 h 05 m
NE 1A	Brill 5.20%	Bengies 7.25%	2 h 05 m
MD 1	Brill 1.15%	Bengies 4.30%	3 h 15 m
MD 13	Brill 11.00%	Bengies 1.15%	2 h 15 m
BL 5	Brill 2.45%	Edgemoor 3.45%	1 h
TP 1	Brill 7.00%	Edgemoor 8.30%	1 h 30 m
PT 133	Brill 9.00%	Baldwin 1.25%	4 h 25 m
MD 131	Brill 10.45%	Marcus Hook 1.25%	2 h 40 m
MD 105	Brill 8.01%	Edgemoor 9.01%	1 h
TH 1	Marcus Hook 7.30%	Columbia 12.30%	5 h
MD 1/135	Eddystone 1.00%	Edgemoor 1.20%	20 m
MD 2/135	Marcus Hook 3.00%	Edgemoor 3.30%	30 m
MD 3/135	Marcus Hook 5.30%	Edgemoor 7.00%	1 h 30 m
ATH 1	Marcus Hook 7.30%	Columbia 11.15%	3 h 45 m
MD 139	Edgemoor 1.00%	Perryville 4.00%	3 h
MD 137	Edgemoor 10.45%	Perryville 2.15%	3 h 30 m
CD 1	Edgemoor 2.40%	Armstrong 3.35%	55 m
D 27	Edgemoor 2.45%	Armstrong 4.10%	1 h 25 m
D 3	Edgemoor 11.00%	Armstrong 12.15%	1 h 15 m
D 1	Edgemoor 7.45%	Armstrong 9.30%	1 h 45 m
MD 111	North East 12.30%	Bengies 3.05%	2 h 35 m
B 5	Perryville 3.00%	Columbia 6.30%	3 h 30 m
AEC 5	Perryville 2.00%	Columbia 6.00%	4 h
PG 10	Perryville 2.15%	Bengies 3.00%	45 m
B 10	Perryville 3.45%	Bengies 5.00%	1 h 15 m
MD 132	Perryville 10.00%	Columbia 3.00%	5 h
EC 5	Perryville 11.45%	Columbia 1.45%	2 h
TRS 9	Perryville 1.45%	Columbia 6.15%	4 h 30 m
AB 6	Perryville 3.15%	Bengies 5.15%	2 h
B 6	Perryville 11.15%	Bengies 12.05%	50 m
AC 10	Perryville 4.50%	Bengies 7.30%	2 h 40 m
P 60	Pomeroy 11.00%	Avon 12.01%	1 h 01 m
MD 47	Wawa 8.15%	Rock 2.00%	5 h 45 m
MD 48	Perryville 7.00%	Rock 7.45%	45 m

NORTHWARD AND EASTWARD.

TRAIN	LEAVES	ARRIVES	RUN- NING TIME
AEC 5	Bengies 12.15%	Perryville 2.00%	1 h 45 m
B 5	Bengies 1.15%	Perryville 3.00%	1 h 45 m
EC 5	Bengies 10.45%	Perryville 11.45%	1 h
MD 114	Bengies 9.15%	North East 12.05%	2 h 50 m
AMD 6	Bengies 6.40%	Brill 9.00%	2 h 20 m
MD 6	Bengies 10.20%	Edgemoor 1.00%	2 h 40 m
MD 12	Bengies 10.50%	Edgemoor 1.15%	2 h 25 m
MD 20	Bengies 1.25%	Edgemoor 3.00%	1 h 35 m
TRS 9	Bengies 12.30%	Perryville 1.45%	1 h 15 m
NE 2	Bengies 12.55%	Brill 3.00%	2 h 05 m
BP 2	Bengies 2.40%	Brill 6.25%	3 h 45 m
MD 22	Bengies 5.10%	Brill 8.05%	2 h 55 m
MD 18	Bengies 8.00%	Edgemoor 10.00%	2 h
CS 2	Bengies 9.15%	Brill 11.15%	2 h
MD 116	Bengies 10.40%	Brill 3.45%	5 h 05 m
D 24	Armstrong 5.50%	Edgemoor 7.00%	1 h 10 m
D 28	Armstrong 8.50%	Edgemoor 10.00%	1 h 10 m
D 2	Armstrong 11.00%	Edgemoor 11.59%	59 m
D 6	Armstrong 6.50%	Edgemoor 7.45%	55 m
CD 2	Armstrong 10.50%	Edgemoor 11.45%	55 m
MD 1/136	Edgemoor 12.10%	Eddystone 12.30%	20 m
MD 2/136	Edgemoor 2.00%	Marcus Hook 2.30%	30 m
MD 106	Edgemoor 12.20%	Brill 1.15%	55 m
MD 12	Edgemoor 2.30%	Brill 3.25%	55 m
D 2	Edgemoor 3.00%	Brill 3.45%	45 m
MD 6	Edgemoor 3.00%	Brill 4.00%	1 h
BL 6	Edgemoor 3.00%	Brill 4.00%	1 h
MD 20	Edgemoor 3.45%	Brill 4.15%	30 m
MD 3/136	Edgemoor 4.30%	Marcus Hook 5.00%	30 m
MD 10	Edgemoor 8.45%	Brill 9.15%	30 m
MD 18	Edgemoor 11.30%	Brill 1.00%	1 h 30 m
TP 2	Edgemoor 1.45%	Brill 3.45%	2 h
MD 130	Marcus Hook 3.25%	Brill 5.10%	1 h 45 m
PT 134	Baldwin 2.45%	Brill 3.15%	30 m
PG 10	Columbia 12.30%	Perryville 2.15%	1 h 45 m
TH 2	Columbia 12.01%	Marcus Hook 4.30%	4 h 29 m
B 10	Columbia 1.15%	Perryville 3.45%	2 h 30 m
AB 6	Columbia 11.15%	Perryville 3.15%	4 h
MD 129	Columbia 3.45%	Perryville 6.45%	3 h
AC 10	Columbia 2.45%	Perryville 4.15%	1 h 30 m
B 6	Columbia 9.15%	Perryville 11.15%	2 h
ATH 2	Columbia 3.00%	Marcus Hook 9.30%	6 h 30 m
MD 47	Rock 2.00%	Perryville 3.00%	1 h
MD 48	Rock 7.45%	Wawa 2.00%	6 h 15 m
P 61	Avon 1.00%	Pomeroy 2.00%	1 h
MD 138	Perryville 3.15%	Edgemoor 6.00%	2 h 45 m
MD 140	Perryville 9.15%	Edgemoor 12.15%	3 h

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

Daily except Sundays		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
4904 } 4984 }	4928 } 431 }	Sharon Hill		
4904 } 4984 }	4928 } 431 }	Folcroft		
4904 } 4984 }	4928 } 431 }	Glenolden		
4902 } 4921 }	458 } 431 }	Norwood		
451 } 4921 }	4920 } 431 }	Moore		
451	4942	Ridley Park	5200	4938
4909 } 4922 }	4915 } 4928 }	Eddystone		
4927 }	4942 }			
All Trains		Chester	{ All Trains	
429 } 4928 }	458 } 4921 }	Marcus Hook		
4930 }	4942 }			
4904	4942	Claymont		
All Trains		Wilmington	{ All Trains	
429	412	Newark		
410	412	Elkton	5240	5229
410	421	North East		
410	158	Perryville	401	158
410	175	Havre de Grace		
410	421	Aberdeen		
429	421	Edgewood		
4582	4587	Kennett Square		
4582	4585	Toughkenamon		
4582	4587	Avondale		
4582	4587	Oxford	4605	4610
451	463	New Castle		

SPECIAL INSTRUCTIONS.

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

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

TRAIN RULES.

S2.

STANDARD TIME.

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

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

TIME TABLE.

S3.

SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—(A) (B) (C) (D), etc.

D301.

(A)—Unless otherwise directed, No. 410 will take siding at Magnolia to be passed by No. 118.

(B)—Unless otherwise directed, No. 414 will take siding at Magnolia to be passed by No. 154.

(C)—No. 4588 will take siding at Chadds Ford Jct. to meet No. 4587.

S4. LETTERS AND CHARACTERS.**S4A. Rule 6 amplified:—**

The following letters and characters indicate:—

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- †**—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service Sunday.
- ‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor Day, Thanksgiving and Christmas days, or on Monday following when any of these holidays fall on Sunday.
- ‡—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—no train baggageman.
- MU**—Multiple unit.

D401.

- M**—Stop on signal to discharge passengers from points beyond Philadelphia.
- N**—Stop on signal to receive passengers for points beyond Philadelphia.
- O**—Stop on signal Saturday only, to discharge passengers.
- P**—Stop on signal to receive or discharge passengers to or from points south of Washington.
- R**—Regular stop to discharge passengers from points south of Washington and to receive passengers for points east of Philadelphia.
- U**—Regular stop for express, mail, milk, newspapers or marketing, Sunday only.
- V**—Regular stop to discharge passengers, daily except Sunday and holidays.
- W**—Stop on signal to receive or discharge passengers to or from points beyond Philadelphia or to or from Baltimore or Washington.
- Z**—Regular stop to change engines or crews.
- ‡—No baggage service week-days.

S5. COLOR SIGNALS.

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

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

A green flag or light placed to the right of tracks marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.**S7. ENGINE WHISTLE SIGNALS.**

D701. Enginemen will not acknowledge a fusee as prescribed by Rule 14g (two short blasts of the whistle), when fusee is placed on or near track as required by Rule.

D702. Rule 14 (dc) — — — — o o and Rule 14 (eg) — — — — o o in effect.

On No. 0 track between Landlith and Edgemoor, on running tracks through Perryville Yard between Principio and Minnick, and on Delaware Branch main track between Bank and West Yard.

Rule 14 (dd) — — — — o o o and Rule 14 (eh) — — — — o o o in effect:—

On B track between Bellevue and Landlith.

D703. Rule 14 amplified:—

Sound: — — — — o o o

Indication: Train will stop at Perryville or Midway for water. To be given when passing Oakington, Principio and Midway. Signalman receiving this signal will immediately notify the Train Dispatcher. A train receiving proceed signal at Havre de Grace after giving the above signal at Oakington will be relieved of complying with Rule 253 while taking water.

D704. Rule 14 (l) amplified:—

Sound: — — — — o o

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

D705. Rule 14 (m) amplified:—

Sound: — — — — —

This whistle signal will not be used except when approaching railroad crossing at grade, and non-stop points where mail is caught or delivered.

D706. The use of engine whistle as per Rule 14 (h) in answering signal 16 (d), by scheduled trains making time table stops, is prohibited between Division Board South of Darby and Wilmington.

D707. The engine whistle must not be sounded at Port Deposit, except in cases of emergency, and to call flagman.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.**S9. COMMUNICATING SIGNALS.**

D901. Rule 16 amplified:

Sound: (ja) o o o o o o

Indication: When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.

D1001. Rule 17a amplified:

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

D1002. Rule 19 modified:

“The bottom line under Figure 4 of Rule 19, page 24, modified to read:

‘Lights showing yellow to the outside, and red to the rear’ and add the following:

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

Between Brill and Division Board at Back River Bridge.

Rule 19, figure 6 is not in effect.

Rule 19, figures 3 and 4 amplified in this territory.

Double track.....Rear of train by night when turned out against the current of traffic.

Three or more tracks.....Rear of train by night on freight track with the current of traffic or on any track against the current of traffic.

Between Landlith and West Yard:

Rule 19, figure 2 will not apply for movement of light passenger engines.

D1003. Rule 21 modified:

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

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

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

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

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

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

D1004. Rule 21a in effect:

On double, three or more tracks, except between Brill and Division Board at Back River Bridge, and between Bank and Canal.

S10A.

RULE 21B.

21b (Double, three or more tracks). On portions of the railroad so specified on the time table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1005. Rules 20a and 21b are in effect between:

Brill and Division Board at Back River Bridge, Bank and Canal.

D1006. Between West Yard and Bank:

The display of green flags and green lights, and white flags and white lights as prescribed by Rules 20 and 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1007. Rule 26 amplified:

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

S11.

USE OF SIGNALS.

D1101.—

D1102. Between Chester Heights and Rock switch lamps will not be lighted from the last Sunday in April until the last Sunday in September. Third paragraph, Rule 27, not in effect.

D1103. Proper application of Rule 27 in connection with Figure 1, Rule 287:—

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

D1104. Rule 34. When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

D1105. When a pusher engine is assisting a train coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjacent track.

D1106. Rule "F" amplified:

Card C. T. 140 may be used by enginemen to report fixed signal failures by checking the item and throwing the card off at first Block or Interlocking station, being careful not to hit persons standing about the tracks.

Signalman receiving the card will notify proper person in signal department and Train Dispatcher of the defect and return card to the Superintendent.

S12.

SUPERIORITY OF TRAINS.

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

S13.

BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division where all General Orders of this Division will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

LOCATION	OTHER DIVISIONS	ZONES
Oxford Ticket Office.....	{ Phila. Terminal..... Baltimore.....	ABCE BC
Lamokin Street Tower.....	Phila. Terminal.....	ABCE
Thurlow Yard, Yard Master's Office.....	{ Phila. Terminal..... Philadelphia..... Baltimore.....	ABCE AB ABC
Stony Creek Engine House.....	{ Phila. Terminal..... New York..... Philadelphia..... Baltimore.....	ABCE ABC AB ABC
Landlith Crew Dispatcher's Office:	{ Phila. Terminal..... New York..... Philadelphia..... Atlantic..... Delmarva..... Baltimore..... Washington Terminal R. F. & P. R. R..... Penna.-Reading Sea- shore Lines.....	ABCE ABCF AB D AB ABC C
Wilmington Station Master's Office.....	{ Phila. Terminal..... Delmarva..... New York..... Baltimore..... Washington Terminal	ABCE AB ABC ABC
West Yard Assistant Yard Master's Office.....	{ Phila. Terminal..... Delmarva..... Baltimore..... Washington Terminal	ABCE AB ABC
Perryville Freight Office.....	{ Phila. Terminal..... Philadelphia..... Delmarva..... Baltimore..... Washington Terminal	ABCE AB AB ABC

S14.**GENERAL ORDERS.****S14a. Rule 75 amplified.**

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

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

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

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

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

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

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

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

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

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

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

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

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

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

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

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

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

(c) Compare their Forms "Z" for that trip.

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

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

D1402. General Order Zones of this Division are as follows:

ZONE A. Between Division Board South of Darby and Ragan, and Shellpot Branch.

ZONE B. Between Ragan and Division Board at Back River Bridge, Newark and Delaware City Branch, Columbia and Port Deposit Branch, Delaware Branch and New Castle Branch.

ZONE C. Octoraro and Pomeroy Branches, and Chester Creek Railroad.

General Orders for each Zone will be numbered consecutively followed by the proper zone letter.

S15.**TRACK ASSIGNMENTS.****D1501.****DOUBLE TRACK.**

Landlith	to West Yard.
North East	" Principio.
Perryville	" Havre de Grace.
Oakington	" Gunpow.
Bengies	" Division Board at Back River Bridge.
Minnick	" Perryville
Midway	" McCalls.
Bridge	" Ragan.
Bank	" Junction with Delmarva Division.

D1502.**TRACK ASSIGNMENT.**

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

Southward Passenger.

No. 4 track Brill to Bellevue.
No. 3 track Bellevue to Principio.
No. 4 track Principio to Perryville.
No. 3 track Perryville to Havre de Grace.
No. 4 track Havre de Grace to Oakington.
No. 3 track Oakington to Division Board at Back River Bridge.
No. 2 track Bank to Junction with Delmarva Division.

Northward Passenger.

No. 2 track Division Board at Back River Bridge to Oakington.
No. 1 track Oakington to Havre de Grace.
No. 2 track Havre de Grace to Perryville.
No. 1 track Perryville to Principio.
No. 2 track Principio to Bellevue.
No. 1 track Bellevue to Brill.
No. 1 track Junction with Delmarva Division to Bank.

Westward Passenger.

No. 2 track Perryville to Minnick.
No. 2 track Midway to McCalls.

Eastward Passenger.

No. 1 track McCalls to Midway.
No. 1 track Minnick to Perryville.

Southward Freight.

No. 3 track Brill to Bellevue.
No. 4 track Bellevue to Landlith.
No. 4 track West Yard to North East.
No. 3 track Principio to Perryville.
No. 3 track Havre de Grace to Oakington.
No. 4 track Gunpow to Bengies.
No. 2 track Bridge to Ragan.

Northward Freight.

No. 1 track Bengies to Gunpow.
No. 2 track Oakington to Havre de Grace.
No. 2 track Perryville to Principio.
No. 1 track Big Elk to Davis.
No. 2 track Bellevue to Brill.
No. 1 track Ragan to Bridge.

D1503.

The New Castle Branch between Bridge and Tasker is assigned as a southward freight track.

D1504.

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

No. 107 will use No. 4 track from West Yard to North East to deliver mail.

Nos. 429, 5227, 419, 431, 5229 and 421 will use No. 4 track from West Yard to North East.

No. 4901 will use No. 4 track from Bellevue to Landlith to discharge passengers at Wilmington Shop overhead bridge.

No. 451 will use No. 4 track from Bellevue to Landlith to be passed by No. 429.

No. 169 will use No. 4 track from West Yard to Big Elk to catch mail.

No. 419 will use No. 4 track from Gunpow to Bengies to be passed by No. 115.

No. 421 will use No. 4 track from Gunpow to Bengies to be passed by No. 129.

No. 131 will use No. 3 track from Brill to Marcus Hook to pass No. 4993.

No. 118 will use No. 2 track from Baldwin to Brill to pass No. 4980.

No. 120 will use No. 2 track from Marcus Hook to Brill to pass Nos. 5240 and 402.

No. 402 will use No. 1 track from Big Elk to Davis to catch mail at Iron Hill.

No. 132 will use No. 2 track from Perryville to Principio to pass No. 404.

No. 132 will use No. 2 track from Marcus Hook to Brill to pass No. 4930.

No. 144 will use No. 2 track from Perryville to Principio to pass No. 412.

No. 134 will use No. 2 track from Baldwin to Brill to pass No. 4932.

No. 1046 will use No. 2 track from Baldwin to Brill to pass No. 4934.

No. 4610 will be made up on and leave from No. 5 track, Perryville, and operate via north leg of Wye.

S16.**MOVEMENT OF TRAINS.****D1601.**

Train Dispatchers are located at Wilmington.

Between Bengies and division board at Back River Bridge, for train movements not provided for in the Time Table, train orders will be issued by authority and over the signature of Superintendent, Baltimore Division.

Shellpot Branch between Bellevue and Bridge are yard tracks operated under the direction of the Yard Master.

Chester and Philadelphia Branch are yard tracks operated under the direction of Assistant Yard Master at Thurlow. Movements between center of Island Road crossing and Division Board, 2362 feet north of center of Island Road crossing, will be authorized by operator, Brill Interlocking Station, for Assistant Yard Master, Thurlow.

Southward trains receiving proper signal at Bridge for movements over New Castle Branch will proceed as extras to Tasker.

Northward trains must not use this track outside yard limits without train orders.

The third track on Shellpot Branch between Bank and Ward, operated as a yard track under direction of signalman at Bank.

Chester Creek Railroad is a yard track operated under the direction of signalman at Lamokin Street.

Signal indication at Lamokin Street is authority for movement to Upland.

No. 0 track between Landlith and north end of southward receiving yard, Edge Moor, is a yard track operated under the direction of signalman at Landlith.

"B" track between Landlith and Bellevue is a yard track operated under the direction of signalman at Bellevue.

Signal indication at Landlith or Bellevue is authority for movement in either direction over this track. Signalman at Landlith

must not admit a train to this track without authority from the signalman at Bellevue.

A train clearing "B" track between Landlith and Bellevue must report clear to signalman at Bellevue.

Newark and Delaware City Branch is a yard track; between Davis and Porter operated under the direction of signalman at Davis and between Porter and Delaware City operated under the direction of signalman at Tasker.

Pomeroy Branch is a yard track operated under direction of signalman at Chadds Ford Junction.

The running tracks through Perryville Yard between Principio and Minnick are yard tracks operated under the direction of Yard Master at Perryville.

Passenger trains must not use the following tracks without orders from the Superintendent:

"B" track between Landlith and Bellevue.
Newark and Delaware City Branch.
Pomeroy Branch.
Chester Creek Railroad.

The train dispatcher must know that the track is clear and arrange for manual block protection before issuing an order authorizing a passenger train to use these tracks.

Other trains and engines may use these tracks when authorized by the signalman in charge. The signalman must have a clear understanding with the conductor, or the engineman, as to the move to be made, before such movement is authorized, except that on "B" track between Landlith and Bellevue, the understanding must be had between the signalman at Bellevue and the Yard Master at Edge Moor.

Signalmen must keep a station record of train movement for yard tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place and time track is occupied and place and time track is cleared.

D1601A. SPRING SWITCH.

Special Instruction S-5A modified.

MINNICK:

Spring switch at end of double track MINNICK—NORMAL POSITION FOR EASTWARD MOVEMENT, equipped for hand operation, with switch lamp which will show white disc (green light by night) in both directions when switch is in normal position. When switch is reversed switch lamp will show red disc (red light by night) in both directions.

Trains or engines moving from westward track No. 2 to single track will run through spring switch in normal position. A speed of 15 miles per hour must not be exceeded while any part of train is trailing through spring switch.

If a train moving from westward track No. 2 to single track is stopped before movement through spring switch is completed, slack must not be taken or reverse movement made until spring switch is reversed by hand.

Maximum speed for eastward trains from single track to eastward track No. 1, 30 miles per hour.

Spring switch must be reversed for eastward movement from single track to westward track No. 2.

TRACK CARS WILL NOT OPERATE SPRING SWITCH.

Spring Switch and crossover between main track and Perryville yard track are connected with eastward block signal. Conductor and Engineman of trains passing the eastward block signal at Minnick on authority of Form C card, must know that the crossover and Spring Switch are properly set for the movement of their train.

Dwarf signal located 800 feet west of Frenchtown Station governing westward movements on eastward track No. 1; fixed indication—STOP. Trains must not pass this signal except as authorized by the Superintendent.

An eastward train that stops between Minnick and Perryville after clearing single track at Minnick must report clear. Telephone located 4000 feet west of Otsego Street.

D1602. Columbia and Port Deposit Branch:

The letters (SP) on a signal mast indicates that the signal is connected with a slide protection fence.

Slide protection fences installed at the following locations:

From a point 800 feet east of Wild Cat Tunnel to the east end of Wild Cat Tunnel.

From a point 1270 feet west of Midway to a point 1930 feet west of Midway.

From a point 2400 feet west of Midway to a point 3000 feet west of Midway.

From a point 4000 feet west of Midway to a point 4300 feet west of Midway.

From a point 4550 feet west of Midway to a point 5050 feet west of Midway.

From a point 5122 feet west of Midway to a point 5209 feet west of Midway.

From a point 5458 feet west of Midway to a point 6485 feet west of Midway.

From a point 1600 feet east of Holtwood to a point 6000 feet east of Holtwood.

From a point 7000 feet east of Pequea to a point 7300 feet east of Pequea.

The limits of the slide protection fence are indicated by a sign installed to the right of the track at each end of the protection. The sign at the approach end is marked (Begin SF) and the sign at the leaving end of the protection is marked (End SF).

A train receiving a less favorable indication than clear on a fixed signal, with the letters (SP) on the signal mast, will approach the sign on the right of the track reading (Begin SF) and proceed to the sign reading (End SF) at a speed not exceeding five (5) miles per hour prepared to stop expecting to find track obstructed.

The letters (SP) have been added to the signal mast as follows:

Semaphore signal located 1500 feet east of Bald Friar governing westward movements.

Eastward distant switch signal located 2000 feet west of Haines.

Westward home signal at Midway.

Signal C-233 governing movement on westward track between Midway and McCalls.

Signals C-254 and C-234 governing movement on eastward track between McCalls and Midway.

Westward distant switch signal located 300 feet east of Tucquan.

Eastward distant switch signal located 1800 feet east of Pequa.

Westward trains moving against current of traffic from Midway to McCalls on No. 1 track must observe signal C-233 governing westward movements on No. 2 track, and eastward trains moving against current of traffic from McCalls to Midway on No. 2 track must observe signals C-254 and C-234, governing eastward movements on No. 1 track. If either of these signals display a less favorable indication than clear, the train will operate within the limits of the slide protection fence with the same precaution as a train moving with the current of traffic.

S16A. Rules 83 and 83a.

D1603. Rule 83. That clearance message C. T. 1246 given by the signalman without consulting the Dispatcher be used where information is given to train at its initial station on any Division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

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

S16B. Rule 98.

D1604. Two (2) gate targets are located at the crossing of the Reading Co., and the New Castle Branch (Hazel Dell). Red target by day and red light at night, displayed across track, is signal that all approaching trains must stop.

D1605. New Castle—All movements must stop at "stop sign" located on Battery track 100 feet from New Castle Branch.

Movement may then be made over New Castle Branch under flag protection.

D1606. A train held at fixed signals governing movements on the Chester and Philadelphia Branch, over the grade crossings of the Baldwin Locomotive Works, located 240 feet and 560 feet south of Crum Creek, and no engine or train in sight to make movement on Baldwin Locomotive Works tracks over this crossing, and no one in cabin to operate signals, will, after protecting crossings in both directions, pass signals in stop position, and make report immediately to the Superintendent by wire.

D1607. In case of signal failures at Bush River and Susquehanna draw bridges, trains will be permitted to pass the draw signal in stop position, by hand signal given under the direction of the Bridge Watchman, by the Bridge Watchman or trainman stationed on the track on which the movement is to be made, after ascertaining that the draw is locked for the movement and proceed to the next signal, expecting to find a train in the block, broken rail or obstruction.

D1608. At intervals during each 24-hour period there will be no Bridge Watchman on duty at Bush River. In case of signal failure the Conductor or Engineman must immediately ascertain if there is a Bridge Watchman on duty. When Bridge Watchman is on duty Special Instruction D1607 will apply. When there is no Bridge Watchman on duty the Conductor or Engineman must examine the draw. If the draw is found to be in place, with rails lining up properly, train may pass stop signal and proceed to the next signal expecting to find train in block, broken rail or obstruction, and must not exceed a speed of four miles per hour over the draw with any part of train.

D1609. At intervals there will be no Bridge Watchman on duty at Darby Creek drawbridge.

In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of the Bridge Watchman, by the Bridge Watchman or trainman stationed on the track on which the movement is to be made after ascertaining that the draw is in place with rails lining up properly and must not exceed a speed of four miles per hour over the draw with any part of train.

D1610. BRANDYWINE DRAWBRIDGE.

No Bridge Watchman on duty.

IN CASE OF SIGNAL FAILURE: The conductor or engineman must examine draw. If draw is found to be in place with rails lining up properly train may pass stop signal and proceed to next signal expecting to find a train in the Block or a broken rail and must not exceed a speed of four (4) miles per hour over the draw with any part of train.

S16C.**RULE 104.**

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

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

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed six (6) miles per hour.

D1611. Signalman at Tasker has charge of main track switches as follows:

Crossover between No. 2 and No. 1 tracks.

Crossover between No. 1 track and New Castle Branch.

S16D.**RULES 106 AND 106a.**

D1612. Trains on No. 2 and No. 3 tracks are relieved from observing Rule 106 at all stations between Darby and Wilmington. Also at

Newark
Iron Hill

Perryville
Havre de Grace

Harewood Park
Chase

Trains on No. 3 track are relieved from observing Rule 106 at Newport Stanton North East Ruthby Elkton Bacon Hill

D1613. Rule 5 amplified:

Where a train is scheduled to stop at a station, the time shown in its schedule at that station applies to the place where traffic is received or discharged.

D1614. Rule 97a amplified:

On double, three or more tracks extra trains carrying passenger equipment and manned by passenger crews, circus trains, and express trains, will run passenger extra without train orders when proper signals are displayed, or permission is given by Signalman or Station Master.

D1616. All trains must stop before crossing the following highway crossings. Movements may then be made over these crossings under protection of a trainman.

Newark and Delaware City Branch: State Road, Reybold, Corbit and Glasgow.

Brandywine Branch: Claymont Street, North East Blvd., Jessup Street, Market Street and Van Buren Street.

Lamokin Run Branch: Front Street, Second Street and Third Street, Chester.

Davis Yard: Main Street and Chappel Street.

Chester Creek Railroad: Ninth Street, Chester.

Chester and Philadelphia Branch: Wanamaker Avenue, Essington, and Island Road.

New Castle Branch: Wilmington Road Crossing.

Perryville Yard: Post Road Crossing.

Elkton (Industrial Sidings): Bridge Street.

D1617. Flasher light signals and bells protecting highway crossings operate when trains approach crossings with and against the current of traffic on main tracks.

If for any reason a train stops between the crossing and the operating track section with the intention of making a reverse movement over the crossing, highway traffic must be protected by a member of the crew before such movement is made.

Shifting or other movements on side tracks over crossings protected by flasher light signals must not be made until the crossing is protected by a member of the crew.

D1618. A westward train must stop entirely clear of Union Street crossing, Columbia, until it has authority, by fixed signal or otherwise, to proceed to the Philadelphia Division tracks. When a train so stops, the Conductor, or in his absence the Engineman, must notify Switchman at LG 41. A telephone is located 30 feet east of Union Street Crossing.

S16E. RULES 251, 253, 254.

D1619. Rule 251 is in effect between:

Brill and Division Board at Back River Bridge, Perryville and Minnick, Midway and McCalls, and Bank and Canal.

When a train stops for water or is delayed on account of hot box it will be considered as work under the provision of Rule 253.

S17. MOVEMENT BY TRAIN ORDERS.

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

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

D1703. The use of "E. L." as prescribed in Rule 206, is discontinued.

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rules 93 and 317d are amplified as follows:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of ten (10) miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

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

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

D1801.

D1802. Yards indicated by yard limit boards are located at:—

Davis (Branches only).	Avondale.	Porter.
Oxford.	Kennett Square.	Columbia.
	Wilmington.	
New Castle (New Castle Branch).	Perryville (Columbia and Port Deposit Branch).	
	Chester (Chester Creek Railroad).	

S19. SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.36	100.00	1.16	47.37	1.56	31.03	2.36	23.08
0.37	97.30	1.17	46.75	1.57	30.77	2.37	22.93
0.38	94.74	1.18	46.15	1.58	30.51	2.38	22.78
0.39	92.31	1.19	45.55	1.59	30.25	2.39	22.64
0.40	90.00	1.20	45.00	2.00	30.00	2.40	22.50
0.41	87.80	1.21	44.44	2.01	29.75	2.41	22.36
0.42	85.71	1.22	43.90	2.02	29.51	2.42	22.22
0.43	83.72	1.23	43.37	2.03	29.27	2.43	22.08
0.44	81.82	1.24	42.86	2.04	29.03	2.44	21.95
0.45	80.00	1.25	42.35	2.05	28.80	2.45	21.82
0.46	78.26	1.26	41.86	2.06	28.57	2.46	21.69
0.47	76.60	1.27	41.38	2.07	28.34	2.47	21.56
0.48	75.00	1.28	40.91	2.08	28.12	2.48	21.43
0.49	73.47	1.29	40.45	2.09	27.91	2.49	21.30
0.50	72.00	1.30	40.00	2.10	27.69	2.50	21.18
0.51	70.59	1.31	39.56	2.11	27.48	2.51	21.05
0.52	69.23	1.32	39.13	2.12	27.27	2.52	20.93
0.53	67.92	1.33	38.71	2.13	27.07	2.53	20.81
0.54	66.66	1.34	38.29	2.14	26.87	2.54	20.70
0.55	65.45	1.35	37.89	2.15	26.66	2.55	20.58
0.56	64.28	1.36	37.50	2.16	26.47	2.56	20.45
0.57	63.16	1.37	37.11	2.17	26.28	2.57	20.34
0.58	62.07	1.38	36.73	2.18	26.09	2.58	20.22
0.59	61.02	1.39	36.36	2.19	25.90	2.59	20.11
1.00	60.00	1.40	36.00	2.20	25.71	3.00	20.00
1.01	59.02	1.41	35.64	2.21	25.53	3.15	18.46
1.02	58.06	1.42	35.29	2.22	25.35	3.30	17.14
1.03	57.14	1.43	34.95	2.23	25.17	3.45	16.00
1.04	56.25	1.44	34.61	2.24	25.00	4.00	15.00
1.05	55.38	1.45	34.29	2.25	24.83	5.00	12.00
1.06	54.54	1.46	33.96	2.26	24.66	6.00	10.00
1.07	53.73	1.47	33.64	2.27	24.49	6.40	9.00
1.08	52.94	1.48	33.33	2.28	24.32	7.30	8.00
1.09	52.18	1.49	33.03	2.29	24.16	8.34	7.00
1.10	51.43	1.50	32.73	2.30	24.00	10.00	6.00
1.11	50.70	1.51	32.43	2.31	23.84	12.00	5.00
1.12	50.00	1.52	32.14	2.32	23.68		
1.13	49.31	1.53	31.86	2.33	23.53		
1.14	48.65	1.54	31.58	2.34	23.38		
1.15	48.00	1.55	31.30	2.35	23.23		

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

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

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

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

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

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Agency.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve and steel wheels."

D2001. Maximum Speed:

	Miles per hour
Passenger trains	Main Line:
	With passenger engines..... 75
	With MU engines..... 65
	With freight engines..... 50
	Octoraro Branch:
	With passenger engines..... 30
	With freight engines..... 30
	Columbia and Port Deposit Branch:
	With passenger engines..... 40
	With freight engines..... 40
	Delaware Branch:
	With passenger engines..... 70
	With freight engines..... 50
	All other Branches..... 20
Freight trains	Unless otherwise specified:
	Main Line..... 50
	Octoraro Branch..... 30
	Columbia and Port Deposit Branch..... 40
	Shellpot Branch..... 30
	Delaware Branch..... 50
	All other Branches..... 20
Circus trains.....	40
Wreck trains unless otherwise indicated.....	Boom trailing..... 30
	Boom forward..... 20
Wreck trains handling Wilmington, Baltimore and Cape Charles steam derricks..	Between Brill and Division Board at Back River Bridge:
	Boom trailing..... 50
	Boom forward..... 40
	Columbia and Port Deposit Branch:
	Boom trailing..... 40
Track cars.....	Boom forward..... 30
	Unless otherwise specified..... 20
	When hauling track cars or trailers.. 15
	Through turnouts and over switches, frogs and highway crossings..... 5
	Hand cars..... 15

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

	Miles per hour
MAIN LINE:	
No. 107 (Sundays) passing Ridley Park, Marcus Hook, Claymont, Iron Hill, Charlestown, Principio, Aberdeen and Edgewood to deliver newspapers...	15
When scooping water.....	45
M-1 Engines between Baldwin and West Yard.....	40
I-1 Engines between Baldwin and West Yard.....	25
L-1 Engines between Baldwin and Lamokin Street....	45

WILMINGTON:

M-1, GG-1, R-1 and P5A engines while moving over crossovers or turnouts as follows:

Ladder north end of Southbound receiving yard, Edge Moor.....	5
Inward and outward engine house tracks at Twelfth Street.....	5
South leg of wye at Landlith.....	5
Surface tracks over streets and road crossings within the city limits.....	6

Minimum running time for passenger trains in either direction: minutes

Between Brill and Landlith.....	18
Between Landlith and West Yard.....	5
Between West Yard and Perryville.....	25
Between Perryville and Bengies.....	21

Between Brill and Bengies..... 1 hour 09 minutes

In case of delay en route the number of minutes delayed must be added to the minimum time

OCTORARO BRANCH:

ALL TRAINS:—

	Miles per hour
Northward over Township Road, first crossing south of Concordville.....	6
Between Oxford passenger station and slow board 200 feet south of South Street crossing, Oxford.....	20
Over State Road just north of Liberty Grove.....	6

SUNDAYS ONLY:

Over Broad Street, Kennett Square.....	6
Over Baltimore Pike, first crossing north of West Grove.....	6
Over Chase Street and Market Street, Oxford.....	6

COLUMBIA AND PORT DEPOSIT BRANCH:

ALL TRAINS:

Midway through Turnout (Eastward Movements).....	30
--	----

		Miles per hour
CURVES:		
Tracks 1, 2, 3 and 4, between Academy and Division Board one-half mile north of Academy.....		60
Tracks 2 and 3 under Bellevue Jump-over.....		30
Track No. 3, between Signal No. 265 and Wilmington Passenger Station.....		30
Track No. 3, over reverse curves at South end of Wilmington Passenger Station.....		20
Track No. 3, South of Mile Post 27 (Main Line).....		30
Track No. 2, North of Mile Post 28 (Main Line).....		30
Track No. 2, North of Wilmington Passenger Station....		30
Tracks 1 and 2 New Castle.....		20
Rodney Curve, No. 1 and No. 2 tracks north of Mile Post 14, south of Red Lion.....		60
BRIDGES:		
Brandywine Draw Bridge, southward trains.....		45
Brandywine Draw Bridge, northward trains.....		35
Susquehanna Bridge.....		45
Bush River Bridge, Draw Span.....		60
Christiana Draw Bridge.....		10
I-1 Engines passing over bridges:		
33.00 Stanton Undergrade, Stanton.....		30
40.12 Christiana Creek, south of Newark.....		30
59.04 Stumps Road, north of Perryville.....		30
L-1 Engines passing over bridges:		
8.32 Glenolden Station.....		35
9.56 Lincoln Ave., south of Moore. No. 2 and No. 3 tracks.....		40
21.98 Quarryville Creek, north of Bellevue.....		45
L-5 and L-6 Engines passing over bridges:		
8.32 Glenolden Station.....		65
M-1 Engines passing over bridges:		
8.32 Glenolden Station.....		25
8.64 Chester Pike, south of Glenolden.....		55
9.56 Lincoln Avenue, south of Moore.....		25
11.18 Chester Pike, Crum Lynne.....		45
13.25 Madison Ave., north of Chester.....		35
33.00 Stanton Undergrade, Stanton.....		50
40.12 Christiana Creek, south of Newark.....		50
59.04 Stumps Road, north of Perryville.....		40
K4 Engines with tank capacity in excess of 13,000 gallons must not exceed speed over bridges as indicated below:		
8.32 Glenolden Station.....		45
9.56 Lincoln Avenue, south of Moore (No. 2 and No. 3 tracks).....		40
11.18 Chester Pike, Crum Lynne.....		55
12.28 North of Eddystone to bridge 21.98, Quarryville Creek, north of Bellevue.....		60
22.71 South of Bellevue to Bridge 27.85 West Yard.....		65
33.00 Stanton Undergrade, Stanton.....		65
40.12 South of Newark (No. 2 and No. 3 track)....		65
59.04 Stumps Road, north of Perryville.....		55

DRAW BRIDGES SHELLPOT BRANCH	CLASS OF ENGINES.						
	STEAM:—						
	H-8	H-9	L	K	M		
	ELECTRIC:—						
	GG-1	L-5	L-6	O-1	P-5	P5-A	R-1
MILES PER HOUR.							
	10	10	10	10	10	10	10

D2003. Engines pushing trains, or running backward, light, or with train, must not exceed a speed of thirty (30) miles per hour.

Passenger Engines running forward light must not exceed a speed of fifty (50) miles per hour. Freight Engines running forward light must not exceed a speed of forty (40) miles per hour. Where speed restrictions are lower they must be conformed to.

Maximum speed for following classes of engines:

CLASS.	FORWARD.	BACKWARD.
A.....	15	15
B.....	20	20
C-1.....	25	25
H.....	50	25
I-1.....	40	25
L-1.....	50	25
CC.....	25	25
Other.....	70	30

A train hauling a dead engine must not exceed the speed authorized above for an engine of that class or type and must not exceed 30 miles per hour with any type of dead engine when new.

(a) Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding 20 miles per hour.

Dead engines of a design having four or more pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

(b) Two or more such dead engines in the same train shall be separated by one or more cars.

D2004. Rule 750 amplified:—

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

CLASS OF ENGINES	MILES PER HOUR
N-1-s.....	8
C-1.....	
I-1-s.....	
All others.....	15

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

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

D2005. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit.

D2006. Steam train hauling electrically equipped multiple unit cars must not exceed a speed of twenty (20) miles per hour. If it is known that the motors have been removed from the cars this speed restriction will not apply.

D2007. Trains or drafts hauling Gas or Gas Electric cars must not exceed a speed of twenty (20) miles per hour.

They must be placed only at the end of train. If hauled by passenger train, train should not consist of more than fifteen (15) cars. If hauled by freight train, train should not consist of more than thirty-five (35) cars.

S21.**SIGNAL ASPECTS.**

D2101. The following Signal Aspect not standard in accordance with Rules 275 to 290 in service on this division.

INDICATION	APPROACH HOME SIGNAL PREPARED TO STOP
ASPECT	SLOW BOARD WHEN USED AS A DISTANT SIGNAL 

NOTE—

Y—INDICATES YELLOW

S22.**BLOCK SIGNAL RULES.**

D2201. The first paragraph of Rule 362 amplified:

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

D2202. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate Automatic Block signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block system territory unless special provision is made for Manual Block protection and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2203. Four-wheel cabin cars must not be allowed to stand in an Automatic Block unless the Block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

D2204. Rules 317b and 318b modified:

When necessary for a train to enter a block behind a train in order to return to main track to proceed in the opposite direction, it may do so under protection, after securing permission from the signalman as prescribed by Rule 365.

S23.**MANUAL BLOCK SYSTEM.**

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

Columbia & Port Deposit Branch, between Perryville and Midway, and between McCalls and LG-42 (Columbia).

Octoraro Branch.

Delaware Branch, between Bank and Junction with Delmarva Division.

D2302. ———

D2303. Rule 317b will apply on,

Columbia & Port Deposit Branch between Minnick and Midway; and between McCalls and LG-42 (Columbia).

Octoraro Branch.

On portions of the Division having double, three or more tracks for movements against the current of traffic, except Shellpot Branch and No. 3 track between Davis and Ragan.

D2304. ———

D2305. Rule 318b will apply on,

Columbia & Port Deposit Branch between Perryville and Minnick.

Delaware Branch between Bank and Junction with Delmarva Division.

S23A. UNATTENDED BLOCK STATIONS.

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

D2306. Unattended Block Stations are controlled by the Signalman specified in Time Table, or Special Instructions.

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

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

Unless otherwise provided, trains must stop at unattended block stations, and Conductor or Engineman must obtain permission from the Signalman to enter, and ascertain condition of the block, and report clear. If from any cause, Conductor or Engineman is unable to communicate with the Signalman, either by the usual means of communication or use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

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

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

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

Clearance card (Form K), authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

(To be printed on green paper, size 5½ x 3½)

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

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473, inclusive, except 417b in effect:—
Between Bank and West Yard.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by cab signal rules special instructions Rules 501 and 505, 505b to 514, inclusive, are in effect as follows: Between Brill and Division Board at Back River Bridge and between Midway and McCalls.

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

D2503. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2504. Rule 505C modified:—

Dwarf signal displayed for northward movement from No. 3 track or from meat house track, or for southward movement from No. 2 track or from hill track is authority for a movement against current of traffic beyond home signal to couple to standing train in Wilmington station.

S25A.

RULE 505A.

D2509. Rule 505A is in effect:—
On No. 3 track between Davis and Ragan.

S25B.

CAB SIGNAL RULES.

DEFINITIONS.

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

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

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

Equipped Train—A train operating under cab signal protection.

D2510. Cab Signal System in service on main tracks operating With current of traffic

between Brill and Division Board at Back River Bridge.
between a point 300 feet south of Shellpot Crossing and West Yard interlocking.
between Bank southward home signal and Ragan on No. 2 track.

Against current of traffic

between Davis and Ragan on No. 3 track.

Cab Signals will not indicate conditions ahead when engine is—

- (a) Moving against the current of traffic (unless track is equipped for movement against current of traffic).
- (b) Pushing cars.
- (c) Not equipped for backward running and is running backward.

Cutting-in sections located

For southward trains:

Southward Shellpot Branch track from a point 300 feet south of Ward Interlocking Station to Bank southward home signal.

For northward trains:

Northward Edge Moor Yard track from a point 1000 feet south of signal E-236 located 5400 feet south of Bellevue tower, to that signal.

From northward home signal at end of double track, Delaware Branch, to northward home signal located 300 feet south of Shellpot Branch Crossing.

The following rules are in effect:

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

All Maryland Division Terminals.
Philadelphia Terminal Division.
Philadelphia Division.
Baltimore Division.
Delmarva Division.

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

Testing sections, additional to those at terminals, located—

On main track of the N. & D. C. Branch, from a point 3000 feet north of Davis southward home signal located 300 feet north of the north leg of wye, to that signal.

On eastward C. & P. D. Branch main track, from a point 750 feet west of home signal located opposite Perryville tower, to that signal.

For eastward movements from westward C. & P. D. main track at Perryville from a point 750 feet west of dwarf signal governing northward movements from north leg of wye to that signal.

On No. 1 track between signal No. 31 and home signal at end of double track, Bank, Delaware Branch.

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

4. When there is a defect in the cab signal apparatus which cannot be repaired by the engineman, he may cut out the warning whistle and proceed at not exceeding one-half the authorized speed for an equipped train to the next point of communication, report, and be governed by instructions from the Superintendent.

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

Trains other than passenger trains, 25 miles per hour.

Passenger trains, 35 miles per hour.

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

5a. Yard engines with or without cars, passenger or freight engines moving backward light, work, wire and wreck trains, engines and Gas-Electric cars not equipped with Cab Signal equipment moving light to or from the shops and trains to or from the Delmarva Division, originating or terminating at Landlith, are authorized to move as non-equipped trains.

Delmarva Division trains destined to points north of Landlith, not tested at Bank, may operate as non-equipped to the test circuit on Hill track at Wilmington.

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

7. When cab signal and fixed signal aspects conflict, the more restrictive indication governs.

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

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

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

D2511. In cab signal territory, if the cab signal warning whistle sounds longer than six seconds, the fireman on an engine or the trainman nearest to operating compartment on an MU car, will immediately go to the engineman.

S25C. _____”

S25D. _____ **GRADE SIGNALS.**

D2512. Location of Grade Signals:—

No. 1 and No. 2 track north of Big Elk, signals 432 and 414.

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

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

S26.

INTERLOCKING RULES.

D2601.

INTERLOCKING PLANT AT	OPERATED BY
WILMINGTON.....	WEST YARD.
HAVRE DE GRACE.....	PERRYVILLE.
MAGNOLIA.....	EDGEWOOD.
McCALLS.....	MIDWAY.

D2603. Chadd's Ford Junction Interlocking closed DAILY from 9.01 P. M. to 5.01 A. M. During the hours Chadd's Ford Junction is closed, signals governing Pennsylvania Railroad movements will be in stop position and derail open.

Signals governing Reading Company movements will be in clear position for southward movements and stop position for northward movements and derails closed.

S26A. Rule 663 amplified:—

Trains or engines must not pass an interlocking stop-signal without receiving clearance card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out clearance card (Form C).

S27. Non-Interlocked Switches Connected with Manual and Controlled Manual Block Station Signals.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED.
CHADDS FORD JCT.	Southward distant signal is distant to switch at station track, Chadds Ford. Northward distant signal is distant to switches at south and north end of siding.

S28.

TRACK CARS, ETC.

(a) General definition of track car, amplified:—

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

(b) Rule 829, paragraph 10, amplified:—

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

(c) Rule 206, amplified:—

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

(d) Rule 80, amplified:—

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

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

Day Signals.—Two red flags, torpedoes and fuses.

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

D2801.

(1) Track cars will be operated over entire Division except on main tracks between Ragan and Division Board at Back River Bridge and between West Yard and Bank, as provided for by Rule 80.

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

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

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

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

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

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

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

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

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

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

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

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

Restrictions in the Use of Various Classes of Engines in Service.

A letter or symbol under type of engine indicates restriction in the use thereof and refers to a note below in explanation.

Absence of a letter or symbol indicates no restriction.

MAIN LINE OR BRANCH	B6 B8	C1	O1	E2 E3 H6	GG1 R1	H8 H9	I1	K2 K4	L1 L6	M	P5 P5-A L5
Main Line Jct., P. T. Div. to Jct. Balto. Division.....							E			A	
Brandywine Branch.....		X	X		X		X	X	X	X	X
Chester and Philadelphia Branch.....		X			B		X			X	B
Chester Creek Railroad.....		X			X		X		X	X	X
Claymont Branch.....		X	X		X		X	X	X	X	X
Columbia and Port Deposit Branch.....											
Delaware Branch.....		X			X		X			X	X
Edge Moor Branch.....		X			X		X		X	X	X
Elkton and Middle- town Branch.....											
Havre de Grace OLD LINE.....		X					X			X	
Lamokin Run Branch.....		X			X		X		X	X	X
Linwood Branch.....					F		F		F	F	F
Newark and Dela- ware City Branch between Davis and Porter.....		X			X		X			X	X
Newark and Dela- ware City Branch between Porter and Delaware City.....		X			X		X		X	X	X
New Castle Branch.....		X			X		X			X	X
Octoraro Branch.....		X			X		X		X	X	X
Pomeroy Branch.....		X			X		X	X	X	X	X
Running Tracks through Perryville Yard between Prin- cipio and Minnick.....											
Shellpot Branch.....		X	H		HC	H	X	HC	HC	HC	HC
South Chester Branch.....		X			X		X		X	BG	X

X—Indicates Type of Engine that must not be used.

A—Restricted on No. 1 and No. 4 tracks between Brill and Baldwin.

B—Restricted to 10 M. P. H.

C—Must not be double headed or coupled to an engine of any class when moving over Bridge No. 3 or Bridge No. 4 but must be separated by at least 4 cars and in no case with a train on the adjacent track.

D—When double headed or coupled to locomotive of any class must not move over Bridge No. 3 or Bridge No. 4 when train is on an adjacent track.

E—Restricted between Brill and Baldwin.

F—Restricted to the use of the southernmost track at speed of 10 M. P. H.

G—Restricted except between Linwood Branch and Stony Creek Engine House.

H—Restricted to 10 M. P. H. over Bridge No. 3 and Bridge No. 4.

S30. ELECTRICAL OPERATION.

D3001. Electrified Tracks.

The following tracks are equipped for electric service.

MAIN TRACKS:

All main tracks and main track crossovers between Division Board south of Darby and Division Board at Back River Bridge.

Shellpot Branch main tracks and crossovers at Interlocking Stations, also crossovers at Northbound Hump, Twelfth Street and Seventh Street.

YARD TRACKS:

Southward track, Chester and Philadelphia Branch, from Division Board 2362 feet north from center of Island Road crossing to industrial track between Island Road crossing and Westinghouse Electric and Manufacturing Company's Plant, Essington.

No. 0 track northward from Lamokin Street Interlocking.

MU Passenger Coach Yard consisting of three tracks southward from Lamokin Street Interlocking and that portion of the south leg of the wye connecting the MU coach yard with No. 4 track.

EDGE MOOR:

Southward tracks:

No. 3, No. 10 and No. 11 Advance tracks.

South end of Southward Advance tracks from connections with ladder track and Shellpot Branch as follows:

No. 1 and No. 2 tracks 300 feet northward.

South end of Southward Classification tracks from connection with ladder track and Shellpot Branch as follows:

No. 15, No. 16 and No. 17 tracks 300 feet northward.

Northward tracks:

No. 2 and No. 3 Northward receiving tracks from connections with Shellpot Branch.

North end of Northward Advance tracks from connections with Shellpot Branch as follows:

No. 2 and No. 3 tracks 270 feet southward.

No. 4 and No. 5 tracks 570 feet southward.

Wilmington track from junction with Shellpot Branch to transfer table in Wilmington Shop.

No. 16 and No. 17 tracks and lead to Wilmington track at north end of Wilmington Shop.

No. 0 track between junction with Shellpot Branch and Landlith and crossover between No. 0 track and Wilmington track at north end of Wilmington Shop.

B track between Bellevue and Landlith and crossover between B track and Shellpot Branch at Edge Moor.

Engine house tracks and No. 1 storage track.

South and north legs of wye at Landlith and inward and outward engine house tracks.

Inward and outward tracks from engine house to Shellpot Branch.

Cabin track 200 feet northward from connection with outward engine house track.

Connection from north leg of wye to Locomotive Erecting Shop.

Connection from No. 0 track to Locomotive Erecting Shop.

Middle station and Hill tracks, Wilmington.

Ladder track and MU Passenger Coach Yard, southward from West Yard Interlocking.

OTHER TRACKS:

Perryville, No. 5 track.

Aberdeen, 500 feet of south end of station track with switch connection in No. 3 track.

Aberdeen, 500 feet of industrial track leading to Aberdeen Proving Grounds, with switch connection in No. 2 track.

Red Mill south of Elkton, 500 feet of stub end track with switch connection in No. 2 track.

Edgewood southward siding.

Magnolia northward siding.

Bengies southward siding.

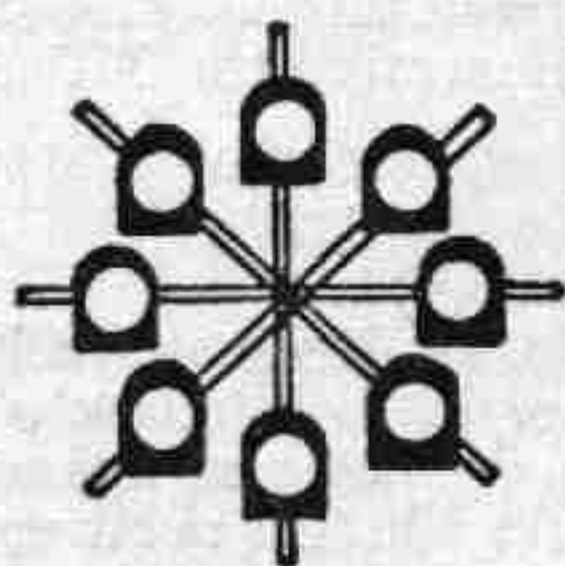
Employees are warned that it is dangerous to get within three (3) feet of any of these wires.

No unqualified employee shall do any work near overhead wires or apparatus unless a qualified employee is assigned to protect him against personal injuries.

Employees are cautioned that they must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yards or other tracks which are not electrified to tracks which are electrified.

D3002. PHASE BREAKS in trolley wires located as follows: Tracks No. 1, No. 2, No. 3 and No. 4, opposite Catenary Bridge 58.71; 1590 feet north of signal bridge 590, extending a distance of 200 feet southward and northward from Catenary Bridge 58.71.

Position Light Phase Break Indicators of the type shown below, located over tracks Nos. 1 and 2 on Signal Bridge 590, 1500 feet southward from Phase Break and over tracks No. 3 and No. 4 on Coudan's overhead bridge, 1600 feet north of Phase Break.



When any position light Phase Break Indicator is displayed, Enginemen of electric engines and MU trains on all tracks must be governed as follows:

One engine—Place controller in OFF position immediately before entering the Phase Break, keeping it in that position until after the Phase Break has been passed.

Two or more engines and MU trains—Drop pantographs before entering the Phase Break, keeping them down until after the Phase Break has been passed.

When Position Light Phase Break Indicator is not displayed, pantographs must not be dropped for the Phase Break and power may be used.

Phase Break (PB) signs in service.

D3003. "SPECIAL INSTRUCTIONS FOR EMPLOYEES IN ELECTRIFIED TERRITORY" are issued in book form, No. C.T. 290. Employees working in electrified territory must be conversant with these instructions.

Yardmasters and conductors will be responsible for knowing that trainmen and caretakers of shipments and equipment understand these instructions.

Enginemen will be responsible for knowing that firemen understand and comply with these instructions.

When newly employed or inexperienced trainmen are working on the crew, the older members must call the attention of the new men to the possible danger.

"Alternating Current Multiple-Unit Car Equipment Instructions" are issued in book form, No. 66-C. Employees whose duties are prescribed in these instructions must be conversant with them.

D3004. The master controller handle must in no case be blocked, fastened or otherwise tampered with in such a manner as to prevent the spring tension returning it to the Emergency Position if the engineman's hand is removed.

When necessary for engineman to leave his compartment due to trouble while on the road, the brake valve and master controller handles must be removed and kept in his possession.

When two or more multiple-unit trains have been stopped on same track a short distance apart, each engineman should not attempt to start his train until 30 seconds after train ahead has started and then should accelerate slowly by notching up the controller.

If train does not start, accelerates slowly or unevenly, examine the control cut-out plug, if properly inserted, the overload relays should be reset. If this does not relieve the condition the train crew should examine the control cut-out switches on each car closing any found open without being tagged, reporting same to the engineman.

D3005. In the event of damaged pantograph the engineman, assisted by train crew, must make prompt effort to free pantograph from wire so that train can proceed if possible. Pantographs damaged in any part should have grounding switch closed and should be tied down as close to the car roof as possible and the loose ends of pantograph tubing should be tied fast.

D3006. Multiple-unit trains must not assist in starting steam trains.

D3007. The heating of multiple-unit cars must be regulated by trainmen and inspectors in accordance with the instructions posted on heater boards which indicate the degree of heat to be used. These boards are displayed during the heating season at the following locations:

Assistant Yard Master's office, West Yard.

Lamokin Street tower.

It is the trainmen's responsibility to know that all cars in their train are heated to a temperature of between 60 and 65 degrees, and if the degree of heat shown on the heat board posted does not give a temperature between 60 and 65 degrees, they will readjust the heat switches accordingly.

D3008. The signal whistle magnet valve snap switches on Multiple Unit cars, must be turned off at all locations on trains of four cars or less, except the front or operating end, and the rear end. On trains of five or more cars the snap switch must not be turned off at the end of car from which trainmen regularly give communicating signals.

D3009. Multiple-unit cars with motors inoperative shall be placed in trains at terminals according to the following schedule when necessary:

SINGLE UNITS

Total number of cars in train.....	3	4	5	6	7	8	9	10
Number of inoperative cars.....	0	0	1	1	1	1	2	2

DOUBLE AND SINGLE UNITS

4 Double Units.....	1	Double unit inoperative
3 Double and 1 single unit.....	1	Single unit inoperative
2 Double and 2 single units.....	1	Single unit inoperative
3 Double and 2 single units.....	1	Single unit inoperative

This practice is permissible only to move inoperative cars to car shops for repairs and, otherwise, only in extreme cases of deranged car supply to avoid long delays. This does not apply to cars becoming inoperative while on the road, which will be handled as directed by the Superintendent.

D3010. The emergency train brake attached to the master controller of electric engines must be in service on the end from which the engine is being operated, with the following exceptions only:

1. When making shifting movements.
2. During backward movement, when engineman is required to look backward out of Cab window.
3. When enginemen are being instructed in the operation of the electric engines, during which time a qualified engineman is standing by acting as instructor.

D3011. When an electric engine or an "MU" car becomes derailed, pantograph must be lowered immediately.

When there is a possibility that the contact between electric engines or "MU" cars, and the electric return circuit, as represented by the rail, may be broken, pantographs must be lowered immediately.

No pantograph shall be raised until it has been definitely established that the electric engine or "MU" car is again making proper contact with the rail return circuit.

D3012. Employes must not ride in cabin located on tender of L and M type engines while moving in overhead A. C. electric territory.

D3013. Tonnage Rating and Notching Instructions for operation of P-5A, R-1 and GG-1 Electric Engines in Passenger Service.

P.-5A ENGINES:

1040 tons or less—No notching restrictions.

1041 to 1100 tons—Controller handle must not be moved above 18th notch.

1101 to 1200 tons—Controller handle must not be moved above 17th notch.

1201 to 1250 tons—Controller handle must not be moved above 16th notch.

TRAINS WILL BE DOUBLE HEADED WHEN TONNAGE EXCEEDS 1250.

R-1 AND GG-1 ENGINES:

1120 tons or less—No notching restrictions.

1121 to 1180 tons—Controller handle must not be moved above 18th notch.

1181 to 1280 tons—Controller handle must not be moved above 17th notch.

1281 to 1330 tons—Controller handle must not be moved above 16th notch.

TRAINS WILL BE DOUBLE HEADED WHEN TONNAGE EXCEEDS 1330.

In computing tonnage, the weight of each car as given in the following table will be used.

When a car of classification not shown in the table is in a train, the stencil weight must be used, with proper adjustment for lading.

90 tons: Diner.

85 tons: Pullman, Business.

80 tons: PB-70, PBM-70, PBM-70A, Cafe, B74A-B, Postal, BM-70.

65 tons: P-70, R-50, R-50A, R-60, R-60A, Railway Express.

Conductors must compute the weight of train and advise engine-man.

The operation of the engine must be in accordance with the above controller notch restrictions and "Engineman's Instruction Book, Electric Locomotive—Type P-52."

S31. EMPLOYEE'S REGISTER.

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

D3101. Registers for this purpose are located as follows:

Lamokin Street—Tower.

Thurlow Yard—Assistant Yard Master's Office.

Stoney Creek—Engine House.

Edge Moor North End—Assistant Yard Master's Office.

Landlith—Crew Dispatcher's Office.

Edge Moor Northbound Hump—Asst. Yard Master's Office.

Edge Moor Southbound Hump—Asst. Yard Master's Office.

Edge Moor South End—Assistant Yard Master's Office.

Wilmington Passenger Station—Station Master's Office.

West Yard—Assistant Yard Master's Office.

Perryville—Freight Office.

Oxford Ticket Office.

S32. PERSONAL INJURIES.

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

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

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

D3201. MEDICAL EXAMINERS AND COMPANY SURGEONS.

LOCATION.	NAME AND ADDRESS.	TELEPHONE.
Norwood, Pa....	HARMON WEST, M.D.....	Ridley Park 277.
Ridley Park, Pa.	CLARK D. STULL, M.D....	Ridley Park 100.
Chester, Pa.....	{W. G. CROTHERS, M. D., 415 East 9th Street....}	Bell 3113 and 3112.
Wilmington, Del.	{H. L. SPRINGER, M.D., 1013 Washington Street. DR. CHARLES P. WHITE, Oculist, 507 Citizens Bank Building.....}	Bell 6032. Bell 8623.
Newark, Del....	{WALLACE M. JOHNSON, M.D. 257 East Main Street...}	Newark 346.
Elkton, Md.	{HARRY A. CANTWELL, M.D. 206 Cathedral Avenue...}	Elkton 291.
North East, Md.	{HARRY A. CANTWELL, M.D. Cecil Avenue.....}	North East 61
Havre de Grace, Md.	{CHARLES J. FOLEY, M.D... 327 South Union Avenue}	Bell 95.
Columbia, Pa....	{J. P. KENNEDY, M.D., 513 Locust Street..... G. F. TAYLOR, M.D., 432 Chestnut Street.....}	Col. Tel. Co. 44. Col. Tel. Co. 81.
West Grove, Pa.	{W. B. EWING, M.D., 106 West Evergreen Street}	Bell 38.
Oxford, Pa.....	C. L. BARRY, M.D.....	Bell 30.

D3202. HOSPITALS.

LOCATION.	NAME AND ADDRESS.	TELEPHONE.
Chester.....	Chester Hospital.....	Chester 6244.
Wilmington.....	Delaware Hospital.....	Bell 5211.
Wilmington.....	Homeopathic Hospital.....	Bell 6321.
Elkton.....	Union Hospital.....	Bell 291.
Havre de Grace.	Havre de Grace Hospital..	C. & P. 14.
West Grove.....	West Grove Hospital.....	Bell 44.

D3203. FIRST AID BOXES AND STRETCHERS:

First Aid Boxes, location of:

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

At each passenger and freight station.

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

Stretchers:

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

One stretcher must be carried on each passenger train except MU trains.

Stretchers have been placed in each block, interlocking and passenger station in electrified territory.

S33. USE OF TELEPHONES.

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

Persons using telephones must yield line promptly for train movements.

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

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

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

D3301. To insure uniformity in handling train orders by telephone, the following, in addition to Rules 201 to 222, inclusive, must be complied with:

When the order is received by telephone direct from the train dispatcher, the employe (conductor, engineman or driver) will sign his name on the order as the operator.

When the order is received by telephone from a signalman (Block Station), the name of the signalman transmitting the order will be shown on the order as the operator.

The signalman transmitting a train order to a conductor, engineman or driver, must underscore each word and numeral in the body of the order at the time it is repeated and show the name of the conductor, engineman or driver repeating the order, with the time, on his office copy.

D3302. LIST OF TELEPHONES.

Telephones are located at all block stations, at or near all automatic signals, crossovers and main track switches.

S34. MISCELLANEOUS.

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

In order that the weight will be as nearly equalized as possible on both trucks of cranes shipped on their own wheels, having booms detached, all coal must be removed from the coal bunkers, all water left out of the boilers, and all water removed from the reservoirs. The light end of crane should trail. Where trucks are secured to body of keyed or nutted center pin, key or nut should be removed from pin on trailing end.

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

D3402. Rule 706 modified:—

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

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

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

D3403. Rule 737 amplified.

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

D3404. Rule 832, amplified:—

To the signal equipment of crossing watchmen or gatemen add whistle and fuses. Fourth paragraph of Rule 832, amplified, to read:

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

D3406. All southward passenger trains stopping at Glenolden, Eddystone, Highland Avenue (Chester) and Stanton must stop with the last car clear of the bridge.

All southward passenger trains stopping at Chester must stop so that the platform of the car next to the engine, if a passenger car, shall not extend beyond the station platform, and whenever the rear end of the train extends beyond the north end of this platform, trainmen must notify passengers to pass out the forward end of the rear car, or through such cars as may reach the station platform.

All northward passenger trains stopping at Chester and Crum Lynne must stop so that the rear car is north of the bridge over the subway, unless there are baggage, express or mail cars on the forward end of train in service, when train will be stopped with these cars at the platform. Trainmen must notify passengers in cars which extend beyond platform to pass out through such cars as may be necessary to reach the platform.

All northward passenger trains stopping at Highland Avenue (Chester) and Eddystone must stop so that the first car is south of the bridge over the subway.

D3407. Trains using No. 5 track between Baldwin and Ridley Creek and Thurlow Yard and Naaman must not block the platform at STATIONS so that passenger trains cannot discharge or receive passengers. Trainmen must communicate with Signalman to ascertain how trains are running which make stops at stations between these points.

D3408. Northward freight trains receiving stop signal at Havre de Grace will stop the head end of train south of Juniata Street, south of Havre de Grace passenger station, and will report on telephone located at this point and will not proceed from this point until signal is displayed for the movement.

D3409. Enginemen of westward freight trains must report by message to the Superintendent at Wilmington from Midway, when in their judgment it will be necessary to get supply of coal at Columbia. The message should be written out in full and signed by the engineman. On arrival at Columbia the engineman must report to Yard Master for instructions before engine is cut off from train.

D3410. For use of Engine and Train Crews of Freight Trains having hot boxes that require attention, cooling plug with fifty-foot hose attached located between No. 1 and No. 2 tracks 200 feet north of Perryville Station. Wooden box with supply of sponging located adjacent to No. 5 track opposite cooling plug.

D3411. Rule 702, ninth paragraph revised:

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

D3412. Passenger Trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked between Landlith and West Yard.

D3413. Passengers will be permitted to ride in the Coach provided for the Crew on train No. 107 between all points at which this train is scheduled to stop.

D3414. Employes in performance of their duties are permitted to ride in crew car of trains Md. 59 and Md. 58, between Oxford and Perryville.

D3415. The minimum clearance for trolley wires running across and over tracks is 22 feet above top of rail. A man standing on a high box car, and in the act of giving a signal by swinging his arm or a lantern overhead, would make contact with such wires, if he happened to give the signal at the time he was passing under the wire, and subject himself to serious danger, and trainmen are warned against this danger at the following points where overhead trolley wires cross the tracks of the Maryland Division:—

Chester	{	Siding to Morton Avenue yard, 47 feet south of 5th Street.
		Aberfoyle Mfg. Co. siding at 4th Street, 82 feet west of Caldwell Street.
		Sun Ship Building Co. siding at 6th Street, 198 feet west of Upland Street.

Wilmington	{	Street and Sewer Siding, 12th Street, 300 feet from switch in Brandywine Branch.
		Brandywine branch, Claymont Street, 2530 feet from switch in main track.
		Brandywine branch, Market Street, 1.3 miles from switch in main track.
		Surface tracks only, 4th Street, 2430 feet north of Wilmington passenger station.
New Castle Branch	{	Shellpot branch, New Castle Avenue, 1834 feet south of Bridge.
		Kaolin Street, 765 feet north of Hazel Dell Crossing. Battery track, Seventh Street, New Castle. Bethlehem Steel Company Siding, Hamburg Road overhead electric wires are located over the private portion of this siding, included within the fence line.

D3416. On account of clearance, employes are prohibited from standing on the top of box cars or other high equipment, while passing under the following overhead bridges:

Perryville Yard	{	Bridge No. 0.72—Coudons Road, .72 miles south of Principio.
		Bridge No. 2.32—Stumps Lane, 2.32 miles south of Principio.
Delaware Branch	{	Bridge No. 3.98—Dupont Highway, Farnhurst.
		Bridge No. 6.10—New Castle and Frenchtown, Turnpike just north of New Castle passenger station.

D3417. A member of train crew must be on the rear car of each freight train passing block or interlocking stations and indicate his presence to Signalman by hand signal.

Signalmen will observe these signals and if not given must notify Train Dispatcher.

D3418. All trains must stop before attaching or detaching helper engines; they must not be attached on Susquehanna Bridge.

When a steam engine is the helper on the rear, sufficient steam must be kept in the cylinders when standing or moving to avoid damage. When necessary to take slack the front engineman will do so after first giving whistle signal, Rule 14-A; if not successful in starting, the conductor will arrange for rear engineman to take slack after he has given signal, Rule 14-A.

When there are two steam engines on front or rear, the engineman next to the train will not take slack nor use steam until necessary to supplement the other engine. Engineman on rear must know that air brakes are released before attempting to start.

D3419. When electric engines are helping steam engines and are on front or rear, necessary slack must be taken by the steam engine.

When electric engines help on the rear, extreme caution must be taken to avoid damage when starting as the current cannot be used to keep the engine against the train as obtains in steam service.

D3420. When placing passenger or freight cars on siding next to a concrete bumper, space must be left between the bumper and the car, except where the car is being spotted for loading or unloading and it is necessary to place it against the block. When such placement is necessary it must be done in such a manner as to insure against damage.

D3421. There have been several cases of slid flat wheels and broken pinions and gears on both mechanical and gas-electric drive cars due to improper handling. Therefore, when moving gasoline or gas-electric cars with steam engines all concerned will be governed by following instructions:

- (a) Mechanical Drive Cars: It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.
- (b) Before car is moved, it must be definitely determined that the brakes have released properly.
- (c) Gas Electric Cars: Extreme care must be exercised in coupling and while braking, and it must be definitely determined that the brakes are released before the car is moved.
- (d) Either gasoline or gas-electric cars, whenever possible, should be moved under their own power.

D3422. The automatic brake valve handle on gas-electric cars must in no case be fastened or otherwise tampered with, in such a manner as to prevent a brake application, if the engineman's hand is removed.

D3423. Employes receiving train orders by telephone from the Train Dispatcher direct or from a Block Signalman must forward such orders to the head of their department at the end of trip, or day's work.

D3424. Rule 701, modified:—

Freight trains may take water without detaching engine. Care must be exercised to avoid rough handling or damage to equipment.

D3425. Rule 707, amplified:—

At schedule stops all vestibule doors and traps of coaches on station platform side must be opened before the train comes to a stop, except trains Nos. 4936 and 4934 at Baldwin, where they will all be kept closed until train comes to a stop.

D3426. Rule 5a of Air Brake and Train Air Signal Instructions 99-B-1 changed to read as follows:

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

D3427. Passenger cars, electrically equipped, moved in freight trains, must be placed on rear just ahead of cabin car regardless of classification.

D3428. Conductors of New York-Washington, Philadelphia-Washington, Philadelphia-Delmarva Division and Philadelphia-Baltimore, trains will deliver a complete C. T. 220 for their train to the Station Master at Wilmington.

D3429. Trainmen must not pass over container cars while cars are in motion.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703—amplified:—

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

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

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

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

HOT JOURNAL	BY DAY—	Nose held with one hand, with other hand pointed toward track.
	BY NIGHT—	Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING	BY DAY	Hands shoved in sliding motion out from body.
	BY NIGHT—	Lamp raised and held stationary.
BROKEN WHEELS, DEFECTIVE TRUCK, DRAGGING BRAKE CONNECTION, LADING SHIFTED OVER SIDE OR END OF CAR, SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.		
		Stop signal.

GENERAL ORDERS.

This Time Table must contain General Orders beginning with General Order No. 2201.

MARYLAND DIVISION.

Wilmington, Del., April 28, 1935.

GENERAL ORDER No. 2201 ZONE A

GENERAL ORDER No. 2201 ZONE B

GENERAL ORDER No. 2201 ZONE C

EFFECTIVE 2.01 A. M., SUNDAY, APRIL 28, 1935.

Time Table No. 22 takes effect 2.01 A. M., Sunday, April 28, 1935, and contains the necessary instructions issued in General Orders up to and including

No. 2114 ZONE A

No. 2119 ZONE B

No. 2103 ZONE C

all of which must be removed from bulletin boards. Each employe must carefully examine Time Table No. 22 to see that his copy is complete with all schedule pages properly lined up, and note the changes.

Employes must turn in old time tables to Bulletin Board Attendants after Time Table No. 22 takes effect.

This General Order is printed in Time Table No. 22 and will not be issued in sticker form.

(a) DELAWARE BRANCH:

Red Lion southward siding out of service except for storage of cars.

S. R. HURSH,
Superintendent.