

PENNSYLVANIA RAILROAD

EASTERN REGION

Philadelphia Terminal Division



Closing

BROAD STREET STATION



*Information and Instructions for Employes
Incident to Abandonment
of
Broad Street Station*

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INTRODUCTION

BROAD STREET STATION was opened on December 5, 1881, and for many years after its construction was the largest passenger terminal in the world. Its record of service spanned three wars, and it arose from the ashes of two spectacular fires to speedily begin new eras of usefulness to travelers.

The original Broad Street Station, a four-story Gothic brick structure, was considered a stupendous undertaking, both from engineering and financial viewpoints. It was served by eight tracks on the elevated wall structure which were covered by two arched sheds. The first timetable showed that Broad Street Station was used by 80 inbound and 80 outbound trains daily. Soon after the station was completed, Wilmington, Baltimore, and West Chester traffic was taken into it, bringing a sharp increase in the number of passenger trains operated in and out of the terminal, and additional facilities were required.

In 1890, the station was enlarged and the number of tracks increased to 12; two years later, four additional tracks were added, and a massive train shed covering more than four acres was completed. In connection with the general improvements, an enlarged office building was constructed, and on July 9, 1894, the Company's General Offices were transferred from 233 South Fourth Street to Broad Street Station.

The train shed was destroyed by fire on June 11, 1923, in one of the most serious blazes in Philadelphia's history. Another fire which gutted a block-square track and platform area immediately adjacent to Broad Street Station was experienced on September 13, 1943.

Broad Street Station has served the City of Philadelphia well during the past seventy (70) years. It is an old landmark that many of us will dislike seeing go—but remember—it is being replaced by one of the most modern, practical and beautiful passenger terminals in the world.

Prior to the opening of Suburban Station on September 28, 1930, some four hundred fifty (450) odd trains a day operated in and out of Broad Street Station. The ninety (90) remaining trains now operating in and out of Broad Street Station will be handled at Suburban Station or Pennsylvania Station-30th Street. The general idea is that all "MU" suburban trains will operate in and out of the Suburban Station, and all other trains will operate in and out of the Lower Level, Pennsylvania Station-30th Street.

The prohibition of coal-burning locomotives under the Suburban Station and the Lower Level at Pennsylvania Station-30th Street presents a problem to which the two-level plan for the operation of P. R. S. L. trains seems to offer the best solution. Outward trains to the P. R. S. L. will be set up at the extreme north end of Pennsylvania Station-30th Street, on the Lower Level, with the locomotive coupling to train outside the station. Inbound trains will arrive on Tracks 1, 2, 3 or 4 on

the Upper Level and back to No. 5 Yard Track or Powelton Avenue Yard after discharging passengers.

In preparing for the closing of Broad Street Station and providing facilities at Pennsylvania Station-30th Street, Suburban Station and Pennsylvania Coach Yard, the Pennsylvania Railroad has spent, during the past several years, many millions of dollars in progressing changes—in the way of additional platforms and tracks in the Station; escalators; Coach Yard changes; Interlocking Plant; electrification of tracks; new storehouse at 32nd Street; additional mail handling facilities; new passenger engine terminal; new employes' welfare facilities at the Suburban Station and Pennsylvania Station-30th Street; and the many other things that are required in a large and modern passenger terminal such as is being provided at Pennsylvania Station-30th Street.

The city has likewise been spending many millions of dollars on its subway system that will tie in with our Station at 30th Street.

These changes have been going on and the money actually spent—but because so much of the work is underground or under buildings, it has been unnoticed by many.

The new Pennsylvania Greyhound Bus Terminal will be located on the north side of our Pennsylvania Station-30th Street for the convenience of train-bus passengers.

It is anticipated that all tenants and concessions will vacate old Broad Street Building by April 27, which will make it possible to begin razing that famous old landmark. The removal of the "Chinese Wall" can likewise begin westwardly from Broad Street Station to 17th Street at about the same time they begin tearing down Broad Street Station—and later it will be removed to the river. The timing of the demolition west of 17th Street will conform to the plans of the City and the State for completing the bridge over the Schuylkill River, which, when finished, will make possible the opening of Pennsylvania Boulevard all the way from City Hall to 30th Street—providing an additional large capacity artery for vehicular traffic to and from the heart of the City.

Effective April 28, 1952, the names of our principal passenger stations at Philadelphia will be officially designated as:

- 1. SUBURBAN STATION**
- 2. PENNSYLVANIA STATION-30TH STREET**
- 3. NORTH PHILADELPHIA**

BROAD STREET STATION

Train No. 231, scheduled to arrive at 11.47 p.m., April 26, 1952, will be the last train operated into Broad Street Station.

Train No. 431, scheduled to leave at 1.10 a.m., April 27, 1952, will be the last train dispatched from Broad Street Station.

After departure of Train No. 431, Broad Street Station will be officially closed to all Passenger Train Service.

"A" Tower will remain open until 11.01 a.m., April 27, 1952, to allow removal of all passenger car equipment from Broad Street Station.

Railway Express facilities at 18th and Market Streets will remain at the present location until proper facilities are provided elsewhere. Track leading from the east side of the Schuylkill River to the Railway Express facilities, connected at east side of the river by interlocked switch and signals, controlled by Broad, will be provided. All switches east of the Schuylkill River will be hand operated.

Demolition of Broad Street Station Building and the Chinese Wall to 17th Street will start promptly after the closing of Broad Street Station.

SUBURBAN STATION

WILLIAM OLER

Station Master

Train Service in to and out of Suburban Station will remain the same, with some minor changes in schedules and the addition of a few trains from Broad Street Station.

With the closing of Broad Street Station, many passengers will use our service from Suburban Station to Pennsylvania Station-30th Street, to use connecting trains from the latter point. Therefore, all employees should be conversant with the various connections at Pennsylvania Station-30th Street, so they may impart authentic information to the public.

Station Master's Office—Same location as present.

Crew Clerks' Office—Same location as present.

Many new facilities will be provided between 17th Street and 18th Street for the convenience of Engine and Train Service Employees and other employees with assignments at Suburban Station.

Bunk Room—Fifty (50) cubicles, each equipped with a bed, chair, clothes tree and individual light.

Short Rest Room—Fifteen (15) full size leather couches.

Custodian's Office—R. F. Kacy in charge.

Welfare Room—Modern and newly furnished.

Ticket Receivers' Annex—For convenience of Passenger Trainmen in Local Suburban Service.

Conductors' Work Room—For convenience of Passenger Trainmen in Local Suburban Service.

Tailor Shop—Equipped with new steam pressing table.

Locker Rooms—Equipped with new solid steel lockers as follows:

Passenger Trainmen—250 Lockers—In charge of R. F. Kacy

Yard Enginemen and Trainmen—60 Lockers—In charge of R. F. Kacy

Car Inspector Force—91 Lockers—In charge of Foreman Car Inspectors

Female Ushers' and Trainwomen's Rest Room—Welfare Room, toilets and 12 lockers.

Toilet Facilities—New and modern toilet rooms provided for Passenger Trainmen, Yard Enginemen and Trainmen, and Car Inspector Force.

Lunch Room—New facilities for Yard Enginemen and Trainmen, and Car Inspector Force.

Temporary Lamp Room—Located in space adjacent to East 4-A Stairway at entrance to Freight Elevator.

Other facilities to be provided that are of interest to all employees will be a new and modern series of Train Bulletin Boards, electrically operated and controlled from one focal point by a member of the Station Master's Force. Also, a public address system will be installed for announcements during an interruption in service or other pertinent information, and will be operated by a member of the Station Master's Force.

Lost articles will be turned in to the Station Master's office as at present. Such articles will be held for a period of twenty-four (24) hours, after which they will be forwarded to Lost and Found Department at Pennsylvania Station-30th Street.

RACE STREET ENGINE TERMINAL

New Electric Engine Terminal erected to provide for engines formerly handled at 20th Street Engine Terminal.

Consists of a new and modern Pit Track, four (4) Storage Tracks, open at both ends, one stub end track for unloading oil and sand, and a new building constructed with the following facilities:

1st Floor:

Enginehouse Foreman's Office

Engine Crew Dispatcher's Office

Engine Dispatcher's Office

M. E. Employes' Welfare Room

M. E. Employes' Locker Room

2nd Floor:

Engine Service Employes' Welfare Room

Engine Service Employes' Locker Room

Engine Service Employes' Wash Room

Engine Service Employes' Bunk Room provided on 3rd floor of Service Building adjacent to Steam Heat Plant.

PENNSYLVANIA STATION-30TH STREET

W. R. WILSON
Station Master

Prior to April 27, this year, adequate facilities will be completed and provided at Pennsylvania Station-30th Street to handle the trains now operating in and out of Broad Street Station, in addition to the trains now passing through 30th Street. There will be five (5) Platforms and ten (10) Tracks on the Lower Level at Pennsylvania Station-30th Street, where all through trains between Washington and New York will be operated as well as trains originating and terminating to and from Harrisburg, New York, Baltimore and Washington.

Platforms and Tracks—The three (3) platforms and six (6) tracks on Upper Level will be used strictly for "MU" Suburban trains, except for steam locomotive trains arriving from the P. R. S. L.

There are five (5) platforms on the Lower Level, numbered 1 to 5, respectively, beginning from east side of station. Each of these platforms is 1,332½ feet in length, which will permit the platforming of sixteen (16) cars.

There are ten (10) platform tracks on the Lower Level numbered 1 to 10, respectively, beginning from east side of station. These ten (10) tracks will accommodate the following number of cars between signals:

NUMBER OF CARS

Track	P-70 Coach	B-60 Baggage	Refrigerator	X-29 Express
1	20	25	31	39
2	20	25	31	39
3	20	25	31	39
4	23	29	39	46
5	23	29	39	46
6	23	29	39	46
7	28	34	44	54
8	23	29	39	46
9	23	29	39	46
10	24	30	40	48

Tracks Nos. 11 and 12 are not adjacent to platforms and these tracks will be used for non-working mail and express trains and for movement of drafts and light engines through station.

Tracks Nos. 13 to 19, inclusive, are strictly Mail House Facility Tracks.

The ten (10) Station Tracks on the Lower Level are interlocked and in charge of Train Director at "Penn."

Telephones are located on each platform on the Lower Level—one on each end of each platform, and one in center of platform, located back of south stairway.

Tap-out signal boxes are conveniently located along each platform and instructions for use of the Train Starting Indicators are covered by Time Table Special Instruction 1154-A6. It is imperative that Conductors do not tap out to Penn Tower until it is known train is ready to depart.

Cab Signal Test button is located at North End of Platform 4, Location 16. One button for No. 7 Track and one button for No. 8 Track. See Special Instruction 1295-A2 Time Table No. 2.

P. R. S. L. Trains will depart from Lower Level Tracks with engine coupled to train outside of Shelter Shed. Enginemen in charge of coal burning engines must not enter under Shelter Shed at any time. If engine cannot be coupled to train without moving under Shelter Shed, Engineman must contact Train Director, Penn Tower, for instructions.

Train Crews in charge of trains terminating at Pennsylvania Station-30th Street must remain with their trains until all coach passengers have detrained.

"MU" Trains with electrical fire developing en route will, on arrival at Upper Level, ask for instructions before proceeding to Suburban Station.

Train Crews in charge of trains originating at Pennsylvania Station-30th Street must report to their train and be ready to receive passengers twenty-five (25) minutes prior to departure time.

Prior to departure of trains originating at Pennsylvania Station-30th Street, Trainmen will make announcement in each coach of the destination and principal stops of their train.

Under normal conditions, all New York "Clocker" trains will arrive and depart from Tracks Nos. 7 and 8.

Stairways leading from Main Waiting Room to Lower Level Platforms are numbered to correspond with tracks instead of platforms. Stairways 1 and 2 lead to Tracks 1 and 2—Stairways 3 and 4 lead to Tracks 3 and 4, etc.

NEW FACILITIES

A new Information Bureau and Train Bulletin Board will be provided in Main Waiting Room, listing all trains arriving and departing from Lower Level.

Information concerning trains arriving will be obtained from teletype information operated from Penn Tower, showing expected arrival times and track on which train will be operated. These machines will be located as follows:

Information Bureau
Station Master's Office
Crew Dispatcher's Office
Yard Master's Office
Baggage Agent's Office
Foreman Car Inspector's Office

Conductors will prepare one (1) copy of CT-220 Reports and deliver to Assistant Station Master or Usher on Platform.

Chief Crew Dispatcher's Office

Crew Dispatcher's Office

Ticket Receiver's Office

Trainmen's Welfare Room

Trainmen's Locker Room

Trainmen's Wash Room—Located on 5th floor of Pennsylvania Station-30th Street, adjacent to Northwest Elevator. The Northwest Elevator is located outside the Station Master's Office and operates on a twenty-four (24) hour basis.

Trainmen's Waiting Room—Located back of Station Master's Office with entrance from Northwest Passage. This room for convenience of trainmen waiting on 1st floor of station for arrival of trains.

Lamp Room—Located in basement at foot of Northwest Elevator. Flagmen on trains originating and terminating on Lower Level will use underpass from train platform to Lamp Room instead of carrying equipment through Main Waiting Room. Entrance to this underpass is at platform location No. 8.

Instructor of Train Service Examination Room

Diesel Instruction Room

Motive Power Examination Room

Supervisor Red Caps' Office

Railroad Police Office

Female Ushers' Locker Room

Red Caps' Locker Room

Roma Brothers' Office—Located back of Station Master's Office with entrance from Northwest Passage.

Nurse—Miss Shun will be assigned space in Room 478 on 4th floor of station.

Greyhound Bus Terminal—Located on north side of station (Arch Street) and will establish their own facilities at this location, viz., ticket office, baggage room, information booth, waiting room, etc. All persons seeking Bus Information to be directed to Greyhound Bus facilities.

Lost and Found Department—Located in Parcel Room on 30th Street side of station in northwest passage. All articles found in station or on trains to be turned in at this point.

Checked Baggage—Baggage Check Room is located on 29th Street side of station in southwest passage.

Yard Master's Office—Located under north stairway on Platform 5. Yard Master on duty at this location in charge of Station Switching Operation.

Assistant Yard Master's Office—Located in building at north end of station between Nos. 11 and 12 Tracks.

Train and Engine Crews Report and Register for Duty—Covered by Special Instruction 1075-A7—as follows:

	Engineers	Trainmen
PENN STA.-30TH ST.:		
30th Street, P.C.Y., Zoo—and adjacent points	---	35 Mins.
North Philadelphia	---	45 Mins.
RACE ST. ENG. TERMINAL:		
30th Street, P.C.Y., Zoo—and adjacent points	70 Mins.	---
North Philadelphia	90 Mins.	---
Relief Crews	60 Mins.	---
"MU" trains from Mail House	35 Mins.	---
46TH ST. ENG. HOUSE:		
30th Street, P.C.Y., Zoo—No. Phila.—and adjacent points	90 Mins.	---
SUBURBAN STATION	25 Mins.	25 Mins.

Information pertaining to train operation will be furnished by Train Director, Penn Tower.

Information pertaining to makeup of trains, special movements of cars and parties will be furnished by Passenger Clerk.

Trains No. 685 and No. 686 will operate from and to Upper Level.

PENN COACH YARD

R. D. WILSON

Assistant Passenger Train Master

New Yard Office erected at North end of Yard.

1st Floor—Yard Engine and Train Service Employees' locker room, welfare room and wash room.

2nd Floor—

Assistant Passenger Train Master's Office.

Yard Master's Office.

Yard Trainmen Crew Dispatcher.

Improved communicating system installed including loud speaker system from Yard Master's Office to all points in Yard and teletalk system.

TELEPHONE DIRECTORY

Broad Street Suburban Station

Crew Clerk	8061
Custodian	3280
Foreman Car Inspectors.....	3026
Gate 4-A	3005
Gate 4-B	3015
Lamp Room Annex.....	3096
Platform 3	2806
Platform 4	2819
Platform 5	2823
Platform 6	2879
Station Master	8061
Ticket Agent	2948
Ticket Receiver	8031
Train Director, Broad.....	471
Yard Master	3819

Pennsylvania Station-30th Street

Asst. Yard Master (P5).....	2748
Baggage Room—29th Street.....	3828
Baggage Check Room 1.....	650
Baggage Check Room 2 (Lost Articles).....	2822
Battery Room	3052
Chief Crew Dispatcher.....	3544
Crew Dispatcher	3601
	EV 6-7767
Dining Car Agent.....	3997
Doctor's Office (Miss Shun).....	530
Foreman Car Inspectors.....	2804
Information Bureau—Concourse	416
Instructor—Train and Engine.....	3281
Instructor—Locomotive	479
Lamp Room	2898
Lost Articles Room 2.....	2822
Movement Director, "S" Office.....	566
Passenger Clerk	593
Platform No. 1.....	2713-2714
Platform No. 2.....	2891-2892
Platform No. 3.....	2789-2800
Platform No. 4.....	3915-3916

Pennsylvania Station-30th Street (continued)

Platform No. 5.....	3917-3918
Platform "A"	8075
Platform "B"	3900
Platform "C"	8076
Stairway 7 and 10.....	8077
Room 564—Crew Assignment Room.....	2780
Station Cleaner (Foreman).....	3215
Station Master	8041-8078
Supervisor Red Caps.....	2803
Ticket Agent	3932
Ticket Receiver	540-562
Train Director, Penn.....	3850-3259-3758
West Suburban Passage.....	8074
Yard Master, No. 5 Platform.....	648

Penn Coach Yard

Asst. Passenger Train Master.....	2859-2816
Crew Dispatcher—Yard	3023-3024
Dining Car Agent.....	3997
Foreman Car Inspectors.....	3741
Foreman Pullman Inspectors.....	640
Switchtender—Box 1	OPR.
Switchtender—Box 2	OPR.
Switchtender—Box 3	3074
Switchtender—Box 4	3429
Yardmasters	501

Race Street Engine Terminal

Crew Dispatcher—Engine	3201
	EV 2-4961
Engineers' Bunk Room.....	2753
Locomotive Dispatcher	3034
Engine House Foreman.....	3440

U. S. MAIL SERVICE

Commencing April 27, 1952, storage or RPO mail cars, operated in the following trains, will be pulled from and placed at 30th Street Mail facilities as follows:

OUTWARD TRAINS (MU)

Train	Depart	Leave Mail House	Remarks
605	1.40 a.m.	1.00 a.m.	
A-305		4.20 a.m.	
A-309		5.45 a.m.	Sundays, Holidays
A-319		8.25 a.m.	
701	4.55 a.m.	4.25 a.m.	
707	9.18 a.m.	8.45 a.m.	
761	11.27 a.m.	11.05 a.m.	
260	11.01 a.m.	10.35 a.m.	
917	11.30 a.m.	10.35 a.m.	
A-715		1.15 p.m.	
A-339		2.16 p.m.	
266	3.15 p.m.	2.45 p.m.	
939	8.25 p.m.	7.55 p.m.	
743	10.50 p.m.	10.15 p.m.	

INWARD TRAINS (MU)

Train	Arrive	Place	Remarks
255	8.05 a.m.	8.40 a.m.	
281	9.21 a.m.	9.51 a.m.	Holiday
716	8.17 a.m.	8.40 a.m.	
326	9.27 a.m.	9.57 a.m.	
A-336		11.41 a.m.	
726	12.46 p.m.	1.25 p.m.	
920	1.05 p.m.	1.25 p.m.	
A-734	5.40 p.m.	6.10 p.m.	
A-610	5.40 p.m.	6.10 p.m.	
936	5.37 p.m.	6.00 p.m.	
265	9.33 p.m.	10.03 p.m.	

Paoli Mail Trains: A305-326-A319-A336-A339-A610 (A309-A326 Sun. & Hol.)

West Chester Mail Trains: A715-A734 DES & Hol.

STEAM TYPE EQUIPMENT (OUTWARD)

Train	Arrive	Depart	Leave Mail House	Remarks
401		1.25 a.m.	12.45 a.m.	
162	12.15 a.m.	1.30 a.m.		
107	2.33 a.m.	3.19 a.m.		
409		3.50 a.m.	3.20 a.m.	
D-453		4.20 a.m.	3.45 a.m.	
411		6.10 a.m.	5.30 a.m.	When ordered
601		6.50 a.m.	6.00 a.m.	Lanc. Pull 4.30 a.m.
258		7.18 a.m.	6.40 a.m.	
256		7.10 a.m.	6.40 a.m.	
188		8.05 a.m.	6.00 a.m.	
109		9.26 a.m.	9.00 a.m.	
455		9.50 a.m.	9.10 a.m.	
122	9.52 a.m.	10.05 a.m.	9.10 a.m.	When ordered
19		10.10 a.m.	9.40 a.m.	
419		3.12 p.m.	2.30 p.m.	
527		4.07 p.m.	3.30 p.m.	
423		6.40 p.m.	6.10 p.m.	
581		7.15 p.m.	6.30 p.m.	
270		8.30 p.m.	8.00 p.m.	
164	9.57 p.m.	10.12 p.m.	9.15 p.m.	
272		10.40 p.m.	10.00 p.m.	
35		11.10 p.m.	10.40 p.m.	
469		11.10 p.m.	10.45 p.m.	
135		11.30 p.m.	11.00 p.m.	Sunday 161
613		12.30 a.m.	11.30 p.m.	Lanc. Pull 10.45 p.m.

STEAM TYPE EQUIPMENT (INWARD)

Train	Arrive	Mail House	Remarks
162	12.15 a.m.	12.45 a.m.	
D-452	1.35 a.m.	2.05 a.m.	
251	3.40 a.m.	4.00 a.m.	
468	5.07 a.m.	5.45 a.m.	
400	5.36 a.m.	6.05 a.m.	
36	6.05 a.m.	6.45 a.m.	
187	6.40 a.m.	7.20 a.m.	
86	7.40 a.m.	8.20 a.m.	
604	8.25 a.m.	8.55 a.m.	
408	9.07 a.m.	9.45 a.m.	
526	10.25 a.m.	11.00 a.m.	
261	5.02 p.m.	5.40 p.m.	
412	4.42 p.m.	5.30 p.m.	
602	6.10 p.m.	6.50 p.m.	
454	7.07 p.m.	7.45 p.m.	
24	9.00 p.m.	9.40 p.m.	
189	11.11 p.m.	11.45 p.m.	
191	12.17 a.m.	12.45 a.m.	

RAILWAY EXPRESS AGENCY

Commencing April 27, 1952, solid cars of express, operated in the following trains, will depart from the Railway Express Company Terminal at 18th Street, as shown below:

Train	Depart	Leave 18th Street	Remarks
613	12.30 a.m.	11.00 p.m.	
401	1.25 a.m.	11.30 p.m.	
162	1.30 a.m.	12.01 a.m.	
D-453	4.20 a.m.	3.00 a.m.	
601	6.50 a.m.	5.00 a.m.	
188	8.05 a.m.	3.00 a.m.	
280	7.00 p.m.	5.30 p.m.	Sunday only
581	7.15 p.m.	5.30 p.m.	
270	8.30 p.m.	7.00 p.m.	
164	10.12 p.m.	8.30 p.m.	
272	10.40 p.m.	9.00 p.m.	
35	11.10 p.m.	9.00 p.m.	
469	11.10 p.m.	9.00 p.m.	
MU 919	8.35 a.m.	7.45 a.m.	From Mail House

PROGRAM AND TRACK ASSIGNMENT EFFECTIVE 2.01 A.M., APRIL 27, 1952, FOR MAKING UP AND DISPOSING OF TRAINS ARRIVING AND DEPARTING FROM PHILADELPHIA

Also shown are through trains passing Philadelphia which set off or pick up cars. These instructions are general in their scope and subject to change as conditions require.

P. R. S. L. Trains will arrive on Upper Level and back out of Station to Yard as directed by Yard Master.

For benefit of Yard Crews placing equipment on station tracks for outward trains, the following, in a general way, will obtain:

1. Trains for South Jersey at north end of track, so that when road engine couples it will be outside station.
2. Train 411-Baltimore Locals, etc., will load from south stairways; semi-locals for New York at north stairways.
3. Clockers—where the entire train is too long to platform—Pullman cars should be given preference in platforming.
4. Where passenger portion is placed in advance of head end cars, it should be placed to allow room for such head end cars as are normally carried to clear interlocking signal.
5. Where a draft consists of cars for more than one train, separation must be made when placing.
6. Yard Masters should give information to yard crews as to what drafts they are handling, to permit crews to use good judgment in placing on station tracks.
7. Draft must be secured by use of hand brake.
8. Inbound trains terminating will be governed by car markers.

**TRACK ASSIGNMENT
PENNSYLVANIA STATION-30TH STREET
LOWER LEVEL**

Train	Frequency	Arrive A.M.	Leave A.M.	Track	Remarks
145	Sun. & Hol.	12.14	12.14	5	
162	Daily	12.15	1.30	3	Yard Crew cut out Phila. cars and add NY cars.
191	DES & Hol.	12.17	—	10	Mail cars to P.O.—Exp. cars to R.E.A. Coaches to PCY (Has Paper car Sun. A.M.)
172	Daily	12.18	12.18	4	
401	DEMon. & Hol.	—	1.25	8	Psgr. cars from PCY 11.30 P.M.—Add sleepers off No. 1 trk.—Mail and Exp. cars added in Station.
101	Daily	1.33	1.43	5	
102	Daily	2.30	2.34	4	
107	Daily	2.33	3.19	6	Yard Crew cut out Phila. cars and add cars for South.
103	DES & Hol.	3.05	3.13	5	No Station Stop.
165	DES & Mon.	3.08	3.08	8	No Stop.
251	DEMon. & Hol.	3.40	—	—	Operate to PCY.
409	DES	—	3.50	9	Psgr. cars from PCY 2.40 A.M. Place at South stairway.
110	Daily	4.18	4.27	4	
108	Daily	4.36	4.41	4	Cut sleepers off rear and place on No. 1 trk.
173	Daily	4.37	4.37	5	
119	DES & Hol.	5.05	5.18	5	
468	Daily	5.07	5.25	4	Cut head end cars off for P.O. and R.E.A.—Cut sleepers off rear and place on No. 1 trk.
400	DEMon.	5.36	—	3	Head end cars to P.O. and R.E.A. Psgr. cars to PCY.

Train	Frequency	Arrive A.M.	Leave A.M.	Track	Remarks
254	DESS & Hol.	—	5.50	8	Psgr. cars from PCY 3.45 A.M.
274	Sat. Only	—	5.50	8	Psgr. cars from PCY 3.45 A.M.
200	DESS & Hol.	—	6.00	7	Psgr. cars from PCY 3.05 A.M.
36	DS & Hol.	6.05	—	2	Head end cars off with Road or Yard Eng. for P.O. and R.E.A.—Yard Crew pull psgr. cars after 7.00 A.M. and turn on Wye—then through washer to PCY. 2 SL's DH—206.
411	DES & Hol.	—	6.10	5	Psgr. cars from PCY 5.10 A.M. Place at South stairway.
3851	DES & Hol.	6.21	—	3	Equip. for No. 258.
187	Daily	6.40	—	10	Cut head end cars off for P.O. and R.E.A.—Yard Eng. pull psgr. cars and turn on Wye—then through washer to PCY.
601	DES & Hol.	—	6.50	9	Psgr. cars from PCY 4.00 A.M.—Mail and Exp. cars added in station—Lancaster Mail and Express car attached to rear in station.
202	DES & Hol.	—	7.00	7	Psgr. cars from PCY 6.00 A.M.
256	Daily	—	7.05	6	Psgr. cars from PCY 4.20 A.M. (Track No. 7 Sun. and Hol.)
1001	Daily	—	7.10	4	Psgr. cars from PCY 5.30 A.M.
118	Daily	7.07	7.14	9	
131	Daily	7.11	7.11	5	
258	DES & Hol.	—	7.18	3	Equip. from No. 3851—Add RPO in station.
112	Daily	7.21	7.26	4	
201	DESS & Hol.	7.36	—	7	Equip. for No. 204.
86	Sun. & Hol.	7.40	—	10	Head end cars off with Road or Yard Eng. for P.O. and R.E.A.—Yard Crew pull psgr. cars and turn on Wye—then through washer to PCY.
163	DESMon. & Hol.	7.50	8.25	9	Cut out Phila. cars and change crews.

Train	Frequency	Arrive A.M.	Leave A.M.	Track	Remarks
204	DES	—	8.00	7	Equip. from No. 201.
188	Daily	—	8.05	8	Psgr. cars from PCY 7.00 A.M.—Head end cars added to train in PCY.
111	Daily	8.10	8.12	5	
120	Daily	8.14	8.14	4	
406	DES & Hol.	8.20	—	5	Equip. to Walnut St. Yd. for No. 421 DESS & Hol.—For No. 413 Sat. only.
604	DES & Hol.	8.25	—	10	Mail cars to P.O.—Psgr. car to PCY.
203	DES & Hol.	8.32	—	7	Equip. for No. 206.
104	Daily	8.36	8.36	4	
600	DES & Hol.	8.45	—	9	Mail cars to P.O.—Psgr. car to PCY.
114	Daily	8.45	8.45	4	
410	Sun. Only	8.50	—	2	Equip. remain in station for No. 419.
455	Daily	—	8.50	8	Psgr. cars from PCY 7.00 A.M.—Mail and Exp. cars added in station—Cars from No. 203 added to rear.
1009	Daily	—	8.50	2	Psgr. cars from PCY 7.30 A.M.
206	Daily	—	9.00	7	Equip. from No. 203—2 SL's DH off 36.
408	DES	9.07	—	2	Mail cars to P.O.—Pull Psgr. equip. to South end for No. 419—Psgr. equip. to PCY Sat.
169	Daily	9.07	9.07	5	
124	Daily	9.22	9.22	4	
109	Daily	9.26	9.34	5	Add Mail cars to rear.
205	Daily	9.32	—	7	Equip. for No. 208—Cut coaches Mon. to Fri. incl.—Has three Mail cars Sun. only.
122	Daily	9.52	10.05	4	Add Mail cars to rear when offered.
257	DES & Hol.	9.53	—	10	Cut Baggage Car out—Psgr. equip. remain in station for Nos. 415 and 264.

Train	Frequency	Arrive A.M.	Leave A.M.	Track	Remarks
208	Daily	—	10.00	7	Equip. from No. 205.
115	Daily	10.07	10.07	5	
19	DES	—	10.10	6	Psgr. cars from PCY 8.50 A.M.—Mail and Expr. cars added to head end in station—Milk cars added to rear end in station.
126	Daily	10.17	10.17	4	
413	Sat. Only	—	10.20	9	Equip. from Walnut St. Yard off No. 406.
526	DES	10.25	—	8	Mail cars to P.O.—Psgr. cars to PCY.
207	Daily	10.33	—	7	Equip. for No. 210—Cuts Parlor cars Tues., Wed., and Thurs.
194	Daily	10.51	10.51	4	
210	Daily	—	10.00	7	Equip. from No. 207—Add one coach Sat. only.
121	Daily	11.07	11.07	5	
174	Daily	11.12	11.12	4	
209	Daily	11.36	—	7	Equip. for No. 212—Cut Parlor cars Tues., Wed. and Thurs.—Two Mail cars Suns. and Hol.
148	Daily	11.43	11.43	4	
1019	Sat. Sun. Hol.	—	11.50	2	Psgr. cars from PCY 10.30 A.M.
212	Daily	P.M. —	P.M. 12.00	7	Equip. from No. 209—Add three coaches Sat.
133	Daily	12.05	12.05	6	
128	Daily	12.07	12.07	4	
123	Daily	12.13	12.20	5	
130	Daily	12.21	12.25	4	
211	Daily	12.36	—	7	Equip. for No. 214.

Train	Frequency	Arrive P.M.	Leave P.M.	Track	Remarks
1021	DES & Hol.	—	12.40	3	Psgr. cars from PCY 11.20 A.M.
106	Daily	12.45	12.45	4	
214	Daily	—	1.00	7	Equip. from No. 211—Add coaches Tues. and Fri.
125	Daily	1.09	1.09	5	
176	Daily	1.13	1.13	4	
415	DES & Hol.	—	1.15	10	Equip. from No. 257.
213	Daily	1.33	—	7	Equip. for No. 216.
264	DES & Hol.	—	1.49	10	Equip. from No. 257 and PCY.
216	Daily	—	2.00	7	Equip. from No. 213—Add coaches DE Sun.
175	Daily	2.04	2.04	5	
197	Daily	2.18	2.18	5	
132	Daily	2.24	2.32	4	
215	Daily	2.36	—	7	Equip. for No. 218.
218	Daily	—	3.00	7	Equip. from No. 215—Add coaches Fri.
142	Daily	3.11	3.11	4	Sleeper for No. 184.
419	DE Sat.	—	3.12	2	Equip. from No. 408 DES—No. 410 Sun.
129	Daily	3.19	3.19	5	
217	Daily	3.36	—	7	Equip. for No. 220.
113	Daily	3.40	3.43	5	
1029	Daily	—	3.45	3	Psgr. cars from PCY 2.25 P.M.
220	Daily	—	4.00	7	Equip. from No. 217—Add coaches Fri. and Sun.
177	Daily	4.03	4.03	5	
527	DES	—	4.07	8	Psgr. cars from PCY 1.20 P.M.—Add head and cars in station.

Train	Frequency	Arrive P.M.	Leave P.M.	Track	Remarks
525	Sun. Only	—	4.07	8	Psgr. cars from PCY 1.20 P.M.—Add head end cars in station.
259	DES & Hol.	4.10	—	10	Road engine back train to PCY.
421	DESS & Hol.	—	4.12	10	Equip. from Walnut St. Yard off No. 406.
170	Daily	4.13	4.13	4	
105	Daily	4.14	4.14	6	
1031	DES & Hol.	—	4.25	2	Psgr. cars from PCY 3.15 P.M.
184	Mon. Wed. Fri.	—	4.30	9	Psgr. cars from PCY 3.00 P.M.—Sleepers off No. 142.
149	Daily	4.32	4.32	5	
219	Daily	4.38	—	7	Equip. for No. 222—Cuts Parlor car Mo. for No. 202—Tues.
412	DES	4.42	—	10	Mail and Exp. cars to P.O. and R.E.A.—Psgr. cars to PCY.
153	Daily	4.59	4.59	5	
222	Daily	—	5.01	7	Equip. from No. 219.
261	DES	5.02	—	9	Mail cars to P.O.—Psgr. cars to PCY.
N.S.		5.20	—	1	Night Sleepers for Trains Nos. 401-469.
152	Daily	5.06	5.06	4	
195	Daily	5.19	5.19	5	
168	Daily	5.23	5.23	4	
221	Daily	5.38	—	7	Equip. for No. 224.
224	Daily	—	6.00	7	Equip. from No. 221.
263	DES & Hol.	6.01	—	3	Equip. to PCY.
157	Daily	6.05	6.05	5	
155	Daily	6.10	6.10	6	Last Trip June 29.
602	Daily	6.10	—	10	Yard Crew dispose of Mail, Exp. and Milk cars—Psgr. cars to PCY.

Train	Frequency	Arrive P.M.	Leave P.M.	Track	Remarks
154	Daily	6.22	6.22	4	
423	DE Sat.	—	6.40	9	Psgr. cars from PCY 5.00 P.M.—Mail cars from P.O. and Sears added in station.
223	Daily	6.45	—	9	Yard Crew move equip. through washer to PCY—Equip. for No. 282 Sun. and Hol.
134	DES	6.46	6.51	3	
280	Sun. Only	—	7.00	7	Psgr. cars from PCY 6.00 P.M.
454	Daily	7.07	—	3	Mail and Exp. cars to P.O. and R.E.A. Psgr. cars to PCY.
138	Sun. Only	7.13	7.13	4	
137	Daily	7.14	7.27	5	
581	Daily	—	7.15	8	Psgr. cars from PCY 5.00 P.M.—Mail and Exp. cars added in station.
156	Daily	7.23	7.25	4	
225	Daily	7.40	—	10	Yard Crew move equip. through washer to PCY—Equip. for No. 284 Sun. and Hol.
282	Sun. & Hol.	—	8.00	9	Equip. from No. 223—(Will run Sun. and Sept. 1 only).
171	Daily	8.05	8.05	5	
158	Daily	8.15	8.15	4	
151	Daily	8.17	8.17	5	
1035	Daily	—	8.20	2	Psgr. cars from PCY 7.00 P.M.
270	Daily	—	8.30	6	Psgr. cars from PCY—Mail cars from P.O. with Cars from No. 412—Exp. cars Mon. to Thurs. Incl.
139	DES	8.34	8.42	5	
285	Sun. Only	8.35	—	9	Yard Crew move equip. through washer to PCY.

Train	Frequency	Arrive P.M.	Leave P.M.	Track	Remarks
646	Sun. Only	8.35	—	3	Yard Crew dispose of Mail, Exp. and Milk cars. Psgr. cars to PCY.
287	Hol. Only	8.39	—	9	Runs Sept. 1 only—Yard Crew move equip. through washer to PCY.
159	Sun. Only	9.00	9.00	5	
24	DES	9.00	—	6	Yard Crew dispose of Mail, Exp. and Milk cars. Psgr. cars to PCY.
284	Sun. & Hol.	—	9.00	10	Equip. from No. 225—(Will run Sun. and Sept. 1 only).
143	Daily	9.07	9.07	5	
100	Sun. Only	9.29	9.29	4	
160	DES	9.38	9.44	4	
229	Daily	9.40	—	10	Yard Crew move equip. through washer to PCY.
459	Sun. Only	9.45	9.52	5	Change Crews.
164	Daily	9.57	10.12	3	Yard Crew add Mail and Exp. cars.
147	Daily	10.09	10.09	5	
198	Sun. Only	10.10	10.10	4	
150	DES	10.30	10.35	4	
272	Daily	—	10.40	9	Psgr. cars from PCY 7.50 P.M.—Add Mail and Exp. cars in station.
469	Daily	10.45	11.10	10	Road Engine pick up Mail cars—Yard Crew detach Phila. cars from rear and add sleeper from No. 1 track to rear.
1041	Daily	—	11.05	2	Psgr. cars from PCY 9.45 P.M.
161	Sun. Only	11.08	11.14	5	Add Mail cars to rear.
135	DES	11.08	11.30	5	Add Mail cars to Head end.
35	Daily	—	11.10	7	Psgr. cars from PCY 6.50 P.M.—Add Mail and Exp. cars in station.

Train	Frequency	Arrive P.M.	Leave P.M.	Track	Remarks
189	Daily	11.11	—	9	Road Engine move head end cars to P.O.—Yard crew move psgr. cars through washer to PCY.
166	Daily	11.11	11.11	4	
186	Daily	—	11.15	8	Psgr. cars from PCY 7.30 P.M.
289	Sun. & Hol.	11.41	—	10	Yard crew move equip. through washer to PCY.
141	Daily	11.54	11.54	5	

251 operates to Penn Coach Yard.

163 via Station to change crews and cut out Phila. cars.

613 departs from Penn Coach Yard.

Track No. 11 is running track under jurisdiction of Penn.

Normal movement for drafts to be washed without turning will be via Zoo and run down track.

EQUIPMENT COUPLETS FOR NEW YORK CLOCKERS

MON.-SAT.

200 — 205 — 208 — 213 — 216 — 221 — 224
 202 — 207 — 210 — 215 — 218 — 223
 201 — 204 — 209 — 212 — 217 — 220 — 225
 203 — 206 — 211 — 214 — 219 — 222

Drop 201-200 Saturdays.

SUN.-HOL.

256 — 209 — 212 — 217 — 220 — 225 — 284
 206 — 211 — 214 — 219 — 222 — 289
 205 — 208 — 213 — 216 — 221 — 224 — 229
 207 — 210 — 215 — 218 — 223 — 282

Make up No. 280 at Philadelphia.

Make up No. 285 at New York.

No. 229—191—289 Pool.

Baggage service withdrawn.

Pullmans operate on west end all trains.

P. R. S. L. TRAINS

Following trains are scheduled to arrive on Upper Level, Pennsylvania Station-30th Street, and depart from Lower Level:

Inward			Outward		
Train	Time A.M.	Frequency	Train	Time A.M.	Frequency
1002	7.55	DES	1001	7.10	Daily
1008	8.59	DES—Hol.	1009	8.50	Daily
1010	9.56	Sun.	1019	11.50	Sat.—Sun.—Hol.
1014	10.59	DES—Hol.		P.M.	
	P.M.		1021	12.40	DES—Hol.
1018	1.46	Daily	1029	3.45	Daily
1022	4.25	Daily	1031	4.25	DES—Hol.
1024	5.55	Daily	1035	8.20	Daily
1032	8.51	SUN.—Hol.	1041	11.05	Daily
1036	9.58	Daily			

EQUIPMENT COUPLETS FOR P. R. S. L. TRAINS

MON. to SAT.

Coaches

1004 — 1018 — 1029 — 1036
 1002 — 1035
 1009 — 1022
 1008 — 1021 — 1024 — 1041
 1014 — 1051

Parlor Cars

1001 — 1018 — 1029 — 1036
 1002 — 1035
 1009 — 1022

NOTE: Provide Equipment for 1019 on Saturday.

SUN.-HOL.

Coaches

1001 — 1018 — 1029 — 1036
 1009 — 1022 — 1035
 1010 — 1019 — 1024 — 1041
 1032

Parlor Cars

1001 — 1018 — 1029 — 1036
 1009 — DH
 1022 — 1035