

Wilmington Dispatching Office TSRB
 Effective 5:00am Monday 05-18-15
 Supplemental Bulletin Order(s) in effect: NYW5-127SCH-a (All Lines)

A. TEMPORARY SPEED RESTRICTIONS:

Between/At	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Signs	Time Canceled	Dspr
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Main Line – MP 76 to Zoo (NYP):	Track 4		Track 3		Track 2		Track 1		Other Trks					
MP 81.1 and MP 81.8	30	30	Yes			
MP 81.2 and MP 81.8	30	30	...	...	...	...	Yes			

Main Line – Zoo to CP Avenue (PW):	Track 4		Track 3		Track 2		Track 1		Other Trks					
Penn Int. on Track 10	...	...	...	...	...	...	...	...	15	10	NO			
Holly Int. on Track 1F	...	...	...	...	...	...	...	...	15	10	NO			
Holly Int. and MP 22.0 on Track 1F	...	...	...	...	...	...	...	...	15	10	Yes			
Bell and MP 24.7	...	...	...	...	...	...	15	10	...	...	Yes			
Ragan Int.	...	...	...	...	...	...	...	10	...	...	NO			
MP 40.8 and Bacon	...	...	...	...	...	...	30	30	...	...	Yes			
Prince and MP 58.0	30	30	...	...	...	...	...	...	...	...	Yes			
Prince and Perry	...	...	...	...	...	...	15	10	...	...	Yes			
MP 59.5 and MP 59.7	...	...	...	...	60	...	...	...	...	...	Yes			
Perry Int.	15	10	...	...	...	...	...	...	...	...	NO			
River Int.	...	...	...	...	...	...	80	...	...	...	Yes			
Paul and Charles	15	10	...	...	...	...	...	...	...	...	Yes			
MP 128.3 and MP 128.4	...	...	...	...	...	...	30	30	...	...	Yes			

Washington Terminal (WT):	Other Trks														
None

36 th Street Connection (36SC):	Track 4				Track 1				Other Trks					
None

Main Line – Zoo to Harrisburg (PH):	Track 4		Track 3		Track 2		Track 1		Other Trks					
Glen and Thorn	15	10	...	...	...	...	Yes			
MP 90.0 and MP 90.2	30	30	30	30	...	...	Yes			
MP 92.1 and MP 92.6	60	...	...	...	...	...	Yes			

B. RESTRICTIONS RECEIVED EN ROUTE:

Line	Between/At	Track(s)	Psg	Frt	Signs	Time Effective	Dspr	Time Canceled	Dspr

C. BRIDGE STRIKE SI 132-S2 IN EFFECT:

Line	Between/At	Time Effective	Dspr	Time Canceled	Dspr

NEW YORK DISPATCHING OFFICE TSRB

Effective 5:00 AM, Monday 05/18/2015

Supplemental Bulletin Order(s) in Effect: NYW5-127SCH-a (All Lines), HU5-127SCH-a (All Lines)
NYW5-133-a (NYS Line)

A. TEMPORARY SPEED RESTRICTIONS:

Between/At	Track 4		Track 3		Track 2		Track 1		Other Trks		Signs	Time Canceled	Dspr
	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt			
Main Line – Harold to CP 216 (NYS):													
None	...	...	...	...	...	...	...	...	...	...	...
New York Terminal District (NYT):													
None	...	...	...	...	...	...	...	...	...	...	...
Main Line – New York to MP 76 (NYP):													
	Track 4		Track 3		Track 2		Track 1		Other Trks				
NY MP 7.1 and NY MP 7.3	...	...	60	...	...	...	...	...	...	...	Yes		
NY MP 7.2 and NY MP 7.4	...	...	...	...	60	...	...	...	...	...	Yes		
MP 11.0 and MP 11.8 - Track 5	...	...	...	...	...	...	...	...	30	...	Yes		
MP 14.2 and MP 14.6	30	...	...	...	...	...	...	...	...	...	Yes		
Lincoln Int. Limits	...	...	...	...	90	...	...	...	...	...	Yes		
MP 27.9 and MP 28.2	...	...	...	...	...	...	90	...	...	...	Yes		
MP 56.3 and MP 56.8	...	...	...	...	...	...	60	...	...	...	Yes		
MP 72.4 and MP 72.7	...	...	...	...	80	...	...	...	...	...	Yes		
Lehigh Line Connection (LLC):													
	Track 4		Track 3		Track 2		Track 1		Other Trks				
None	...	...	...	...	...	...	...	...	...	...	...
Hudson Line (HUD):													
	Track 4		Track 3		Track 2		Track 1		Other Trks				
MP 83.0 and MP 84.0	...	...	...	...	80	...	...	...	...	...	NO		
CP 94 Int.- All diverging movements over north crossover switch	...	...	...	...	...	...	...	...	30	30	NO		
CP 94 Int. Limits	...	...	...	...	60	...	...	...	...	...	NO		
MP 94.4 and MP 97.6	...	...	...	...	80	...	...	...	...	...	Yes		
MP 108.7 and MP 109.3	...	...	...	...	...	...	80	...	...	...	Yes		
MP 117.0 and MP 122.0	...	...	...	...	...	...	30	30	...	...	Yes		
MP 121.0 and MP 122.0	...	...	...	...	75	...	...	...	...	...	NO		
MP 122.0 and MP 124.0	...	...	...	...	...	...	60	...	...	...	Yes		
MP 134.0 and MP 135.0	...	...	...	...	90	...	...	...	...	...	NO		
Post Road Branch (PRB):													
	Track 4		Track 3		Track 2		Track 1		Other Trks				
MP 188.0 and MP 195.0	...	...	...	...	...	...	...	...	50	40	Yes		
MP 195.0 and MP 198.0	...	...	...	...	...	...	...	...	60	40	Yes		
Niagara Whirlpool Bridge (NGB):													
	Track 4		Track 3		Track 2		Track 1		Other Trks				
None	...	...	...	...	...	...	...	...	...	...	...

B. RESTRICTIONS RECEIVED EN ROUTE:

Line	Between/At	Track(s)	Psg	Frt	Signs	Time Effective	Dspr	Time Canceled	Dspr

C. BRIDGE STRIKE SI 132-S2 IN EFFECT:

Line	Between/At	Time Effective	Dspr	Time Canceled	Dspr



NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR REGION
NEW YORK - WASHINGTON
SUMMARY BULLETIN ORDER No. NYW5-131SUM
Effective 12:01 A.M., Monday, May 4, 2015



Other New York - Washington Bulletin Orders in effect: NYW5-127SCH-a

I. Publications in effect when this BO was composed:

NEC Timetable GO	504	New York – Washington Notice(s)	5-S64, 5-66
NEC Region GO(s)	2014-S2, 03, 06, 2015-01, 02	NEC Region General Notice(s)	2015-01S, 02
Mid-Atlantic Sub GO	NONE	Mid-Atlantic Sub General Notices	NONE
System General RF Notice	69	MARC Operations Notice	14-03
		Penn Coach Yard Bulletin	5-6

II. Index of Rule / SI Changes or Modifications Contained in This Bulletin Order

Items and dates below in *bold italics* indicate that the item was not carried in a previous BO. “PC” in the left column indicates “Physical Characteristics” information.

NOTE: *This index does not relieve employees from reading, understanding and complying with all BO items.*

Main Line - Harold - CP 216 (NYS)		
47-H1	Catenary Dead Sections	09/22/14
Main Line - New York To Hoffmans (HUD: A to CP 12 Only)		
	No Changes or additions.	
Main Line – New York Terminal District (NYT)		
19-T1	Engine Whistle or Horn	10/27/14
PC	Penn Station Tracks Out of Service	01/26/15
PC	East River Tunnel, JO to F	08/18/08
PC	Harold Interlocking Cutover	04/13/15
132-T1	Q Interlocking, Tracks Out of Service- 4 Lead and 5 Lead	05/03/10
Applicable to NYP, PH, and PW Lines		
PC	ACES Transponder Testing on the NYP, PH, PW Lines	10/07/13
New York to Philadelphia (NYP)		
PC	Newark Station Platform E (5 Track)	08/26/14
PC	North Elizabeth Station: Eastbound Platform	04/04/11
PC	Elizabeth Station: Westbound Platform	09/09/11
104-N1	Switches equipped with an electric lock	12/30/14
PC	Delco and Adams Interlockings	11/17/14
37-N1	Speeds and Speed Restrictions	11/17/14
Philadelphia to Washington (PW)		
PC	Penn Coach Yard 37 Track: Location of Fixed Derail	10/06/14
PC	Edgewood Station Platform	3/19/15
37-P1	Speed and Speed Restrictions	3/30/15
80-S1	Moveable Point Frogs	02/16/15
104-P2	Switches Equipped With Electric Locks	02/16/15
Washington Terminal (WT)		
F-W1	First Street Tunnel	02/10/15

40-W1	Engine and Equipment Restrictions	09/22/14
Philadelphia To Harrisburg (PH)		
PC	State Interlocking MP 104.5	06/09/14
PC	Harrisburg Station Platform	04/13/15
PC	Harrisburg Passenger Station Elevator bridge	04/29/13
37-G1	Speeds and Speed Restrictions	3/30/15
138-G1	Public Road Crossings at Grade	12/01/14
900-G1	Dispatcher: Assigned Territories	04/13/15
36th Street Connection (36SC)		
	No Changes or Additions	
Lehigh Line Connection (LLC)		
	No Changes or additions.	
System		
Temp	Braking of Lite or Multiple Lite Amtrak Locomotives at Speeds in Excess of 25MPH	09/26/13
A-S4	Books in Effect – AMT-3 Revised & Reissued 03/02/15	03/02/15
Q-S2	T&E Crews in Qualification Status	12/08/14
4-S1	Job Briefing - Designated Job Briefing Locations	01/12/15
35-S1	Freight Train Operation (Oil & Ethanol Train Restriction)	04/24/15
36-S8	Operating Through Water with Roller Bearing Journals	09/22/14
37-S5	Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions	05/04/15
41-S5	Air Dump Hoppers & Gondolas	10/27/14
47-S2	Tracks Equipped for AC Electrical Operation	10/27/14
Various	AMT-2 Electrical Operating Instructions	09/22/14
72-S9	Wayside HBD Actuation on Equipment with OBHBD System	09/22/14
72-S10	LDSL 61000 Series Baggage Cars – Wayside Hot Journal Detector Procedures	02/24/15
100-S1	Coupling Speed: ACS-64, HHP-8 Engines & HST Power Cars	11/24/14
133-S7	C&S Signal Testing on Tracks Out of Service by Form D Line 4	01/26/15
581-S3	ACSES Activation in Non-ACSES Territory	09/22/14
601-S1	Local Control of Interlockings by C&S Employees	02/23/15
72-A3	High Speed Trainset: On-Board Hot Bearing Detection System	05/04/15
AMT-3: Air Brake and Train Handling Rules and Instructions		
	None	

III. Train Schedule Changes and/or Additions

A. Keystone Schedule Changes

04/27/15

The following Keystone trains have been modified due to the use of diesel power the days indicated.

Eff. 4/27	671 Sun	671 Sat	619 M-Th	619 Fri
Phila. 30th St. -	S 9:15P	S 9:15P	S 10:59P	S 10:59P
Zoo- 36th St	S 9:55P	S 9:45P	11:03P	11:03P
Ardmore	9:59P	9:49P	L 11:12P	L 11:11P
Paoli	S 10:08P	S 9:57P	L 11:27P	L 11:24P
Exton	S 10:25P	S 10:10P	L 11:35P	L 11:32P
Downingtown	S 10:33P	S 10:18P	L 11:41P	L 11:36P
Thorn Int.	S 10:39P	S 10:22P	11:44P	11:38P
Coatesville	10:42P	10:25P	F 11:47P	F 11:42P
Parkesburg	S 10:45P	S 10:28P	L 11:54P	L 11:48P
Lancaster	S 10:52P	S 10:34P	L 12:15A	L 12:09A
Mount Joy	S 11:13P	S 10:55P	F 12:26A	F 12:18A
Elizabethtown	S 11:23P	S 11:04P	L 12:33A	L 12:25A
Middletown	S 11:30P	S 11:11P	F 12:40A	F 12:32A
Harrisburg	S 11:40P	S 11:18P	A 12:59A	A 12:50A
	A 11:59P	A 11:30P		

Eff. 4/27	612 Sun	622 Mo-Th	622 Fri
Harrisburg	S 8:20P	S 9:15P	S 9:15P
Middletown	S 8:31P	S 9:26P	S 9:25P
Elizabethtown	S 8:38P	S 9:33P	S 9:32P
Mount Joy	S 8:44P	9:39P	9:37P
Lancaster	S 8:58P	S 9:50P	S 9:47P
Parkesburg	S 9:18P	L 10:10P	L 10:05P
Coatesville	S 9:25P	---	---
Thorn Int.	9:28P	10:18P	10:12P
Downingtown	S 9:31P	L 10:20P	L 10:15P
Exton	S 9:36P	L 10:25P	L 10:21P
Paoli	S 9:45P	L 10:34P	L 10:29P
Ardmore	S 9:57P	---	---
Zoo- 36th St	10:11P	10:56P	10:51P
Phila. 30th St. -	A 10:20P	A 11:05P	A 10:55P

B. MARC Penn Line Commuter Rail Schedules in Effect

1/5/15

MARC Penn Line Service Public Timetables in service as follows;

- Weekday Service Public Timetable effective 11/17/2014
- Weekend Service Public Timetable effective 12/20/2014

Line Instructions

IV. Main Line- Harold to CP 216 (NYS)

A. Catenary Dead Sections

09/22/14

ACS-64 engines are added to the Note in 47-H1 as follows:

In accordance with AMT-2 Instruction 3.302, Engineers of electric trains must have the throttle in the OFF position while operating through each dead section. In addition to this requirement, Engineers on ACS 64, AEM-7, HHP-8 and HST locomotives/power cars must have the Main Circuit Breaker (MCB) switch in the OPEN position while operating through each dead section and voltage change location. Electric trains that stop with a raised pantograph in a dead section or voltage change location must contact the Dispatcher for instructions.

V. New York to Hoffmans (HUD: A to CP 12 ONLY)

No Changes or additions

VI. New York Terminal District (NYT)

A. Engine Whistle or Horn: Penn Station, A, JO, C, and KN Interlockings

10/27/14

"A" Interlocking is added to SI 19-T1 indicated by dotted underline below.

Except when approaching Roadway Workers or in an emergency, trains must not sound their engine whistle or horn while within A, JO, C and KN interlockings or within the roofed or enclosed areas of Penn Station. This restriction is intended to prevent hearing loss injuries to passengers as well as employees working in the station.

B. Penn Station Tracks Out of Service

01/26/15

1. Penn Station - Tracks Out of Service:

01/26/15

Track 5A is out of service for train movement from the 160E signal to end of track. A track barricade is erected at the entrance to the track and may only be used when under the direction of a qualified MW Foreman or MW Supervisor

2. Tracks Out of Service for AC Operation

04/15/13

- a) New York Penn Station Tracks 18, 19, 20, and 21 are temporarily Out of Service for AC electric operation.
- b) AC MOTOR STOP signs are placed in the catenary within A, KN, and C Interlockings to indicate ends of energized contact wire leading to these tracks and must not be passed by AC electric trains or AC electric engines with pantographs up.

3. Tracks Out of Service for DC Operation

07/29/13

- a) 5A Track is out of service for DC operation in its entirety.

C. East River Tunnel, JO to F

08/15/08

Capitoliner Control Cars, series 9632 through 9651 and conference car 9800 are restricted to 50 MPH through the East River Tunnels, JO & C TO F, until further notice. The 30 MPH restriction for Conference Car 9800 between E08/09 and E-14/15 per SI 37-T6, remains in effect.

1. No. 1 Track (Line 1)

Mast mounted position light interlocking home signal (850e) governing eastward movement on No.1 track (Line 1), located 2200 feet east of MP 3 (former F interlocking station), is out of service and removed.

New high color light interlocking home signal, now designated as 48e signal, is located on a signal bridge installed and in service at the same location.

2. No. 3 Track (Line 3)

Pedestal style position light interlocking home signal (848e) governing eastward movement on No. 3 track (Line 3), located 1915 feet east of MP 3 (former F interlocking station), is out of service and removed.

New high color light interlocking home signal, now designated as 47e signal, is located on a signal bridge installed and in service at the same location.

3. Main Line 2

Pedestal style position light interlocking block signal (844w) governing westward movement on Main Line 2 track, located 355 feet east of MP 3.7 (former Harold interlocking station), is out of service and removed.

New mast mounted high color light interlocking block signal, now designated as 47w signal, is installed and in service at the same location.

4. LIC Eastward Passenger Track

Pedestal style position light interlocking signal (846e) governing eastward movement on the LIC Eastward Passenger track located 1915 feet east of MP 3 (former F interlocking station) out of service and removed.

New high color light interlocking signal, now designated as 46e signal, is located on a signal bridge installed and in service at the same location.

5. LIC Eastward Passenger Track

Mast mounted position light interlocking signal (846w) governing westward movement on the LIC Eastward Passenger Track located at MP 3.7 (Former Harold interlocking station) is removed and out of service.

New mast mounted high color light interlocking signal, designated as 46w signal, governing westward movement on the LIC Eastward Passenger Track, located 355 feet east of MP 3.7 (former Harold interlocking station), is installed and in service. NOTE: This signal also governs diverting movements to No. 1 (Line 1) and No. 3 (Line 3) tracks.

6. LIC Eastward Passenger Track-Long Island Freight Track

New mast mounted high color light interlocking signal, designated as 25ec signal, is installed and in service. This new signal is for eastward movements when diverting from the LIC Eastward Passenger track to the Long Island Freight track and is located within the crossover 355 feet east of MP 3.7 (former Harold Interlocking station). NOTE: this signal also governs diverting movements towards Amtrak No. 2 track.

7. Long Island Freight Track- LIC Eastward Passenger Track

New mast mounted high color light interlocking signal, designated as 45wc signal, is installed and in service. This new signal is for westward movement when diverting from the Long Island Freight track to the LIC Eastward Passenger track and is located within the crossover 355 feet east of MP 3.7 (former Harold Interlocking station). NOTE: this signal also governs diverting movements to No. 1 (Line 1) and No. 3 (Line 3) tracks.

8. Long Island Freight Track-Long Island Westward Passenger Track**04/13/15**

Facing point interlocked crossover on Long Island Freight track for westward movement to the Long Island City Westward Passenger track located 580 feet east of MP 3.7 (former Harold interlocking station) is in service. Switch is designated as 821 switch and is equipped for AC and DC operation.

9. Long Island City Westward Passenger Track-Long Island Mainline 3 (Line 2) 04/13/15

Facing point interlocked crossover on Long Island City Westward Passenger track for westward movement to Long Island Mainline 3 (Line 2) located 115 feet east of MP 3.7 (former Harold interlocking station) is in service. Switch is designated as 823 switch and is equipped for AC and DC operation.

E. Q Interlocking - Tracks and Switches Out of Service 05/03/10

Until repairs are completed, the following tracks are temporarily added to SI 132-T1, page 160:

Movement on these tracks is prohibited except when personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last Engineering Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track / Switch
Q Int	No. 4 Lead out of service
	No. 5 Lead out of service

VII. ACSES Transponder Test Sections on the NYP, PH, PW Lines

A. ACSES Transponder Test Sections 10/07/13

With the exception of tracks where ACSES rules are currently in effect, C&S is installing and testing the ACSES transponders located on all tracks on the NYP, PH, and PW Lines. ACSES rules are not in effect within these limits. When operating through this territory, the ACSES portion of the ADU should display the Missing Transponder Symbol (“- -”). If the ACSES portion of the ADU displays anything else, or if it should become necessary to reset the locomotive after entering this territory:

1. The Dispatcher must be notified as soon as possible without delay to the train.
2. The ACSES Electric Cut Out Switch located on the side of the ACSES equipment box must be placed in the “OUT” position. Once this has been done, HST’s & HHP-8’s will display “ACSES Cut Out” in the alarm box of the MFD1 screen; on other ACSES equipped engines, the red “Track Speed Cut Out” light will illuminate (see S.I. 581-S3).
3. Prior to entering ACSES equipped territory, ACSES must be cut back in without delay to the train.
4. Re-testing the on-board ACSES apparatus is not required when the system is cut out and cut in electrically, as described in "2" & "3" above.

VIII. Main Line- New York to Philadelphia (NYP)

A. Newark Station: Platform “E” 08/26/14

The 730 feet at the west end of Platform “E” (Track 5) at Newark Station is out of service for platform repairs with platform barricades erected. The length of the platform that remains in service at the east end is 470 feet.

B. Elizabeth Station Westbound Platform 09/09/13

The easternmost 225 feet of the No. 4 Track “Westbound” platform at Elizabeth Station is Out of Service until further notice.

C. Switches Equipped with Electric Locks: Deans, Adams 12/30/14

The following switches and new note 2 are added to SI 104-N1, page 184.

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper.

Location	Switch	Notes
1655 feet west of MP38	No.1 Track to Deans Siding	1, 2
MP 35	No. 1 Track to Adams Siding	1, 2
Note 1: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.		
Note 2: The following operations must be conducted in the order specified to ensure that the hand switch will lock and unlock properly, and to <u>prevent track circuits from remaining on the Main Line track.</u>		
Operating from Main Line to Siding or Yard: <ol style="list-style-type: none"> 1. Remove padlock from derail switch machine. 2. Operate derail machine to the reverse (non-derailing) position. 3. Remove padlock from main line switch machine. 4. Throw main line switch to the reverse position. 5. Make equipment move over the switch to the yard or siding. Entire move must be clear of derail machine. 6. Operate derail switch back to normal (derailing) position and replace the padlock. 7. Operate main line switch back to normal position and replace the padlock. 		Operating from Siding or Yard to Main Line: <ol style="list-style-type: none"> 1. Remove padlock from derail switch machine. 2. Operate derail machine to the reverse (non-derailing) position. 3. Remove padlock from main line switch machine. 4. Operate main line switch machine to the reverse position. 5. Make equipment move over switch to main line track. Entire move must be clear of main line switch. 6. Operate derail switch back to the normal (derailing) position and replace the padlock. 7. Operate main line switch back to the normal position and replace the padlock.

Dispatcher Procedures – Authorization to Occupy Main Track at Adams & Dean Switches

1. Signals governing movement into the block between Adams and County interlockings must display Stop.
2. If a signal is cancelled to allow operation of an electrically locked switch, signal time release must be completed before electric lock can be released.

D. Delco Interlocking (MP33.6) and Adams Interlocking (MP 37.2) in Service

11/17/14

1. Station Page Changes – New Interlockings in Service

Delco and Adams Interlockings are added to the Main Line-New York to Philadelphia Station Page, page 172, as indicated by dotted underline below.

STATIONS	MP	INT	PS	NOTES
COUNTY R-CETC-8 TD (Millstone & No. 5 Running Tracks)	32.8	X	...	4
JERSEY AVENUE	33.1	...	X	...
<u>Delco R-CETC-8 TD</u>	<u>33.6</u>	<u>X</u>		<u>15</u>
<u>Adams R-CETC-8 TD</u>	<u>37.2</u>	<u>X</u>	...	<u>11</u>
Midway R-CETC-8 TD (Amboy Sec. Trk.-C.R.C)	41.3	X	...	
Note 11: Interlocking Rules apply on No. 1 and 2 Tracks only.				
Note 15: Interlocking Rules apply on No. 3 and 4 Tracks only.				

2. Signal Rules and Current of Traffic: Track Midway to County 240-N1

As part of a long term track, signal system, and catenary improvement project, the ABS/DCS rules formerly in effect for eastbound and westbound movements on all tracks between County and Midway have been replaced by Cab Signal System Rules without fixed automatic block signals (Rule 562).

The table in SI 240-N1, page 174, is revised as indicated below by strikethrough and dotted underline.

	4	3	2	1	Notes
County & Midway	251(W)	261-A	261-A	251(E)	...
County & Midway	...	...	562-A	562	6
County & Delco	562/Int.	562/Int.-A	...	...	6
Delco & Midway	562	562-A	...	...	6
Midway & Ham	Note 7	261-A	261-A	251(E)	6, 7

Note 6: ACSES rules in effect between west limits County Int & east limits Ham Int.

Note 7: The following rules are in effect on No. 4 Track between Midway and Ham:

- ▶ **Eastbound: Rule 562 in effect, Cab Signals used without fixed Automatic Block Signals.** *ABS Rules, CSS Rules 550 through 563 (except Rules 554 and 556), and Rule 261 are in effect for eastbound movements. Reverse movements are governed by Rule 502(b).*
- ▶ **Westbound: Fixed ABS Signals in service for westbound movements only.** *ABS Rules, CSS Rules 550 through 561, and Rule 261 are in effect for westbound movements. Reverse movements are governed by Rule 562(b).*

3. Physical Characteristics changes

a) Fixed ABS signals removed from service

Fixed ABS signals are removed from service for Eastbound and Westbound movements on all Tracks between County and Midway. *The following is added to SI 562-N2, page 187.*

- “NO FIXED ABS” Signs are attached to the overhead signal bridges:
 - At Midway between the eastbound home signals for Tracks 1 & 2, and 3 & 4.
 - At County between the westbound home signals for Tracks 1 & 2, and 3 & 4.

b) Delco Interlocking

- Delco Int. Eastbound home signals on No.3 and No.4 tracks are in service 1290 feet east of MP 34.
- Delco Int. Westbound home signals on No.3 and No.4 tracks are in service 2547 feet west of MP 33.
- Delco Int. Switches are not in service.

c) Adams Interlocking

- Adams Int. eastbound home signals on No.1 and No.2 tracks are in service 3762 feet East of MP 38.
- Adams Int. westbound home signals on No.1 and No.2 tracks are in service 140 feet west of MP 37.
- Adams Int. Switches are not in service.

d) Clear to the Next Interlocking signals (Rule 280a)

11/17/14

- Clear to the Next Interlocking signals (Rule 280a) in service at County and Midway.
- At Adams Interlocking, Clear to Next Interlocking Signals, Rule 280.a, in service for eastbound and westbound movement on tracks 1 and 2.
- At Delco Interlocking:
 - Clear to Next Interlocking Signal are in service for westbound movement on tracks 3 and 4.
 - Clear to Next Interlocking Signals are not in service for eastbound movement on Tracks 3 and 4.

4. ACSES Positive Stop: Radio Release

11/17/14

The following exception is added to SI 583-N, page 188.

ACSES Positive Train Stop (PTS) radio release is in service for all interlocking home signals located within or adjacent to ACSES equipped territory.

Exception: ACSES Positive Train Stop (PTS) radio release is not in service at Delco and Adams Interlockings. Trains operating with failed cab signals must follow the procedures in 583.d.4 if it is necessary to use the Stop Release Button to pass any fixed signal other than a Stop Signal at these interlockings.

E. Passenger & Freight Trains Maximum Speeds & Speed Restrictions **11/17/14**

In SI 37-N1, page 175, LDSL Baggage Cars 61000-61084 are added to the list of Train Type “B” equipment.

IX. Main Line - Philadelphia to Washington (PW)

A. Penn Coach Yard 37 Track: Location of Fixed Derail **10/06/14**

1. A new fixed derail is in service on 37 track 50 feet south of the 37 car shop divider switch.

B. Edgewood Station Platform **03/19/15**

2. The north end of No. 3 track platform (160 feet) has been reconstructed to be ADA compliant and is in service.
3. The inner-track fence between No. 3 and No. 2 tracks at Edgewood station has been reinstalled.

C. Passenger & Freight Trains Maximum Speeds & Speed Restrictions **11/17/14**

1. In SI 37-P1, page 195, LDSL Baggage Cars 61000-61084 are added to the list of Train Type “B” equipment.
2. In SI 37-P1, (page 197 and 200) the following train type A, B, C, D speeds are changed as indicated by strikethrough and dotted underline as a result of track improvements to Track 3 between Grace and Bush Interlocking.

Between/At	Train Type “A”				Train Type “B”			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Grace Int	125	125	125	...	125	125	125	...
South limits Grace Int & North limits Bush	125	80	125	...	125	80	125	...
South limits Grace Int. & South limits Oak	125	90	125	...	125	90	125	...
South limits Oak Int. & North limits Bush	125	110	125	...	125	110	125	...
First Cv North of Aberdeen	...	...	...	...	110	<u>100</u>	110	...

Between/At	Train Type “C”				Train Type “D”			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Grace Int	110	110	110	...	90	80 <u>90</u>	90	...
South limits Grace Int & North limits Bush	110	80	110	...	90	80	90	...
South limits Grace Int. & South limits Oak	110	80	110	...	90	80	90	...
South limits Oak Int. & North limits Bush	110	100	110	...	90	80	90	...

D. Moveable Point Frogs **02/16/15**

Ragan Interlocking is equipped with moveable point frogs. *SI 80-S1, page 304 is revised.*

E. Switches permanently removed from service **02/16/15**

The hand operated switches at MP 100.2 and MP 101.7 leading to A track are permanently removed from service. *SI 104-P2, page 210 is revised.*

X. Washington Terminal (WT)

A. First Street Tunnel **02/10/15**

The following is added to SI F-W1.

All trains operating through the First Street Tunnel must use radio channel 054-054. Northbound trains must change to 054-054 prior to entering First Street Tunnel. Southbound trains must remain on radio channel 54-54 until clearing south of the tunnel limits.

B. Engine and Equipment Restrictions - SI 40-W1

09/22/14

In SI 40-W1, page 222, the following Car restriction is added as indicated by dotted underline below.

Location	Tracks
	Other
WUT Station: .....(a)	...
Tracks Nos. 22 to 30.....(b)	5
Notes:	
(a) Capitoline Control Car 9637 is prohibited from operating in Washington Terminal.	
(b) <u>Cars greater than equipment dimension code 1 (Clearance Code A for Private Cars) are not permitted to operate over the turnout on Track No. 27 south of southbound (16RC) signal.</u>	
Exception: <u>Restriction does not apply to VRE Cars.</u>	

XI. Main Line: Philadelphia to Harrisburg (PH)

A. Dispatchers: Assigned Territories

04/13/15

The table in 900-G1, page 242, is deleted and replaced by the following.

Monday through Friday 7:30 AM – 3:30 PM	
Dispatcher	Territory
Section C	Zoo to Park (exclusive)
Section B	Park (inclusive) to Division Post MP 105.2
All other Times	
Dispatcher	Territory
Section C	Zoo to Division Post MP 105.2

B. State Interlocking: Tracks, Switches and Signals

06/09/14

As part of State Interlocking Rehabilitation Project, the following tracks and switches are removed from service:

- 75 and 73 switches are out of service and spiked and wedged for normal movement.
- 15 Spur has been removed from service and a cross tie barricade has been erected at the 58RB signal.

C. Harrisburg Passenger Station

1. Station Platform

04/13/15

- The western most 40 feet of the platform for No. 6 track is out of service for passenger service. Train crews are to spot their trains accordingly.
- The platform between No. 6 and No. 7 from the east end of the Passenger Bridge to the west end of the platform is out of service. The east side staircase remains in service. Crews must exercise caution when spotting trains in this area

2. Station Elevator

04/29/13

- The elevator bridge at Harrisburg Station is out of service until further notice. Temporary ramps have been constructed on No. 4 track to assist ADA passengers. Any trains assisting ADA passengers must notify the Dispatcher/Train Director at State to be dispatched to No. 4 track at State.

D. Passenger & Freight Trains Maximum Speeds & Speed Restrictions

11/17/14

- In SI 37-G1, page 234, LDSL Baggage Cars 61000-61084 are added to the list of Train Type “B” equipment.
- In SI 37-G1, (page 234 and 234B) the following train type A, B, C, D speeds are changed as indicated by strikethrough and dotted underline as a result of track improvements on Tracks 2 & 3 within Bryn Mawr Interlocking.

Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Within Bryn Mawr Int.	...	50 <u>80</u>	50 <u>80</u>	...	...	50 <u>80</u>	50 <u>80</u>	...
Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Within Bryn Mawr Int.	...	50 <u>80</u>	50 <u>80</u>	...	...	50 <u>80</u>	50 <u>80</u>	...

3. In SI 37-G1, the following train type A, B, C, and D speeds are changed as indicated by strikethrough and dotted underline as a result of the removal of New Comers and Eby Cheques road crossings for Tracks 1 and

Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
West Limits Lititz & MP 74 <u>MP 78</u>	105	...	...	...	105	...
MP 70 & MP 74 <u>MP 78</u>	105	...	...	...	105
MP 74 & Eby Cheques Rd Xing	105	105	...	...	105	105
Cv MP 77.1 & MP 77.3	100	...	...	...	100
Cv MP 77.6 & MP 77.8	100	100	...	...	100	100
Eby Cheques Rd Xing & New Comers Rd Xing	80	80	...	...	80	80
New Comers Rd Xing & MP 80	110	110	...	...	110	110
<u>MP 78</u> MP 80 & MP 84	110	110	...	...	110	110
Cv MP 81.5 & MP 82.1	100	100	...	...	100	100

Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
West Limits Lititz & MP 74 <u>MP 78</u>	95	...	...	...	90	...
MP 70 & MP 74 <u>MP 78</u>	90	...	...	...	90
MP 74 & Eby Cheques Rd Xing	90	90	...	...	90	90
Eby Cheques Rd Xing & New Comers Rd Xing	80	80	...	...	80	80
New Comers Rd Xing & MP 80	110	110	...	...	90	90
<u>MP 78</u> MP 80 & MP 84	110	110	...	...	90	90
Cv MP 81.5 & MP 82.1	100	100	...	...	...	...

E. Public Road Crossings at Grade

12/01/14

The following road crossings are permanently removed from service. SI 138-G1, Page 241, is deleted.

- Eby Cheques Road Crossing, MP 77.8
- New Comers Road Crossing, MP 79.3

XII. Main Line- 36th Street Connection (36SC)

No Changes or additions.

XIII. Lehigh Line Connection (LLC)

No Changes or additions.

System Instructions

XIV. Braking Lite/Multiple Lite Amtrak Locomotives at Speeds in Excess of 25MPH 09/26/13

The following temporary instruction is in effect until further notice.

When operating lite or multiple lite Amtrak locomotives at speeds in excess of 25 MPH, a full service brake application must be made when the cab signal aspect changes to Restricting. Once it is ascertained that the required speed will be achieved, a lesser degree of braking may be used.

XV. Books in Effect

03/02/15

SI A-S4 is updated as follows.

- Air Brake and Train Handling Instructions, AMT-3, revised & reissued March 2, 2015. Applies to Amtrak Train & Engine Service and Mechanical Employees.

(A one page list of the AMT-3 revisions effective Monday, March 2, is available where the new books are distributed.)

- Service Standards for Train Service & On-Board Service Employees, Manual No. 8, revision 8.1, effective Thursday, October 30, 2014. (Applies to Amtrak Train Service & OBS Employees)

XVI. T&E Crews in Qualification Status

12/08/14

SI Q-S2, T&E Crews in Qualification Status: the section on PC qualification is revised and replaced as follows.

- a. **New Hire or Re-entry Class:** All Train & Engine employees who have completed New Hire or Re-entry class and are qualifying on the train will be assigned an extra board training symbol. Field management will establish the training schedule for qualifying employees and will send it to Crew Management.

All time tickets for qualifying employees must include sign up time and date, sign off time and date, train numbers and city pairs, and must show deadhead trips and statutory rest periods. Qualifying employees will be required to call CMS and have their jobs modified by the crew dispatcher whenever their assignment has changed, such as when:

- (1) You deadhead home instead of working,
- (2) You qualify on a different train, or
- (3) Your turn point changes.

Qualifying employees must mark off and mark up in the same timely manner as they would for training, personal days, vacation days, or other Company related activities. Vacations must be arranged through your vacation coordinator. Employees attending class must mark off and mark up accordingly.

- b. **Physical Characteristics Qualification Rides:** Hours of Service governed employees who ride the head end of a train to learn or retain physical characteristics must ensure that this activity does not result in an Hours of Service violation under the covered or commingled service provisions of the Hours of Service Act.

- (1) Time spent qualifying is "covered service" and must be counted toward an employee's total time on duty if:
 - A qualifying engine service employee operates the train's controls, or
 - Any qualifying employee performs the duties of a member of the crew.
- (2) Any other time spent qualifying is "commingled service" and must be counted toward an employee's total time on duty if it is not separated from covered service by a statutory off duty period.

Note: Engineers are prohibited from operating the controls of an engine unless they're currently qualified on the physical characteristics, or have passed a pre-qualifying physical characteristics test for the portion of the railroad over which they are to operate.

Qualifying employees must contact Crew Management and their supervisor to ensure that both have accurate information regarding the start and end times of their physical characteristics qualification activity, and whether that activity was separated from covered service by a statutory off duty period.

XVII. Job Briefing - Designated Job Briefing Locations

01/12/15

In SI 4-S1; item 10, the designated job briefing location where Train and Engine service employees must conduct their job briefing in Sunnyside Yard at the beginning of their tour of duty is changed as follows.

LOCATION	CONDUCT JOB BRIEFING IN:
Sunnyside Yard	<u>R Tower</u> Q Tower

XVIII. Freight Train Operation

4/24/15

New paragraph "B" is added to System Special Instruction 35-S1 "Freight Train Operation" as indicated below by dotted underline, in compliance with FRA Emergency Order No. 30.

A. Freight Operation: 6:00 AM to 10:00 PM Restriction

The following trains must not exceed 30 MPH between 6:00 AM and 10:00 PM on any Amtrak dispatched line except the PH, HUD, MRS and PRB Lines: (1) Work trains; (2) Freight trains; (3) Light or multiple light engines.

Exceptions:

- Equipment:** This restriction does not apply to track cars, or Amtrak, MARC & NJT light or multiple light engines.
- PW & NYP Lines:** This restriction does not apply to NS solid TV trains. (A TV train is a freight train consisting entirely of equipment designed to carry trailers, containers, or RoadRailers.)
- NHB Line:** This restriction does not apply to trains that are equipped with operative on-board ACSES apparatus, and are operating in territory where ACSES Rules 580-591 are in effect.

B. Oil & Ethanol Train Restriction

The following trains must not exceed 40 MPH on any Amtrak dispatched line: (1) Trains transporting 20 or more tank cars in a continuous block which are loaded with crude oil, ethanol, or a Class 3 flammable liquid. (2) Trains containing 35 or more tank cars loaded with crude oil, ethanol, or a Class 3 flammable liquid.

XIX. Operating Through Water with Roller Bearing Journals

09/22/14

ACS-64 engines are added to the table in SI 36-S8 as follows:

Equipment Type	Water Depth
<u>ACS-64, HST, & HHP-8</u>	4 inches

XX. Engines & Equipment: Max Speeds, Unless Otherwise Restricted; Dimensions 05/04/15

A. In S.I. 37-S5, the following engines are added or revised indicated by strikethrough and dotted underline below.

Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltp. Lite	With Train		
AMTRAK						
<u>401-409, 401-405, 407-409</u>	F40PH	50	50	100	4	...
<u>550-567</u>	SW1200	30	45	50	2	S
MBTA						
<u>MBTX: 2000-2039</u>	<u>HSP-46</u>	<u>30</u>	<u>30</u>	<u>90</u>	<u>4</u>	<u>K</u>
CSXT						
<u>2717, 2718, 2720, 2724, 2740, 2793, 2804, 2807, 2813</u>	GP38-2	30	50	65	4	...
<u>2735, 2746, 2788, 2795, 2798, 2804, 2807, 2810, 2812, 2814</u>	GP38-2	30	50	65	5	...

3000- 3374 -3174	ES44AH	30	50	70	5	K
NS/PRR						
1000- 1174 1124	SD70ACe	30	50	70	5	B, K
P & W						
GMTX: 9000, 9014 & 9059	SD60	30	60	70	4	K

B. In S.I. 37-S5, the following PAL Engines are temporarily added. 10/30/13

Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltpl. Lite	With Train		
PAL						
2103	GP40-2	30	45	50	4	C
2108	GP35	30	45	50	4	C
"Notes at End of Table" for Equipment Operation:						
C - Prohibited from operating as a lead unit in CSS territory.						

C. In S.I. 37-S5, the following Cars are added or revised as indicated by strikethrough and dotted underline. 05/04/15

CARS		
AMTRAK	Spd	Equip. Dim
Viewliner Inspection Car 10004 (see S.I. 41-S9 41-S10, pg 295)	110	1
Viewliner cars 8400, 62000- 62090 62091 (see S.I. 41-S9 41-S10, pg 295)	110	1
LDSL Cars: Baggage Cars 61000-61084	125	1
LDSL Cars: Baggage Cars 61000-61084 ; Sleeping Cars 62500-62534; Diners 68000-68039; Bag-Dorm Cars 69000-69039	90	1
Non-Powered Control Units (NPCU) 406 , Series 90200-90415	100	4
Maryland D.O.T.	Spd	Equip Dim
MARC IV VI Series 8000-8033 coaches, 8090-8094 w/toilet	90	1
★ MARC IV VI Series 8045-8059 control cars	90	1
★ MARC IV VI control cars must not be operated as lead units in Cab Signal/ACSES territory unless equipped with proper ATC components/event recorder.		
North Carolina DOT	Spd	Equip. Dim
Passenger Cars Series 400001-400005, 400008-400011, 400013 , lounges 400201-400203	110	1
VRE	Spd	Equip. Dim
Passenger Car Series V800- V827 V819 , V850-V879	80	5
NJT	Spd	Equip. Dim
Multi-Level Control Car Nos. 7000-7061 & Multi-Level Car Nos. 7200-7298 , 7200-7235 , 7237-7298 , 8800 (toilet), 7500-7767 (trailer)	100	1

D. In S.I. 37-S5, the following Amtrak Freight and MW Cars are added or revised as indicated by strikethrough and dotted underline. 03/30/15

CARS		
AMTRAK FREIGHT AND MW EQUIPMENT	Spd	Equip. Dim
Switch Exchange System Car A18001 - A18004 Empty	50	2
Loaded (See SI 41-S8 S9)	...	...
Herzog Air Dump Ballast Hoppers Series: HZGX 3979, 6301-6386, 6388-6407 , 6609 , 6613 , 6639, 6650 , 6656 , 6660 , 6685 , 6686, 7417, 7764, 7775 , 8682-8697, 8700-8774, 9156-9277, 9477, 9482, 9537, 9601-9695, 9722- 9797, 9840-9893, and 9924-9979	50	2
Flat Cars 15242 – 15248, 15901-15906	50	2

XXI. Air Dump Hoppers & Gondolas

10/27/14

SI 41-S5 is revised in its entirety as follows.

Movement of trains with Amtrak Air Dump Ballast Hoppers or Air Side Dump Gondolas Series AMT 13900-13967 in the consist must not be made with main reservoir hose coupled between engine and cars, except when coupled for the purpose of immediate dumping by direction of MW Foreman.

XXII. Tracks Equipped for AC Electrical Operation

10/20/14

In SI 47-S2, the following tracks are added to the list of exceptions in the second paragraph, main tracks that are not equipped for AC Electrical Operation:

- MRS Line – All Tracks
- New Haven-Boston – No. 3 track between Stony and end-of-track

XXIII. AMT-2 Electrical Operating Instructions

A. Instruction 2.401: Pantographs

09/22/14

ACS-64 engines are added to the table in SI 47-S7 as follows:

Company	Equipment	Pantograph up During Normal Operation	Notes
Amtrak	ACS-64	Rear / Trailing	1
<p>Note 1: “Front” and “Rear” means the position of the pantograph on each locomotive, power car or MU car in relation to the direction of movement, not the equipment ends stenciled “F” or “R”.</p>			

B. Instruction 3.106: Electric Engines

09/22/14

New SI 47-S10 is added as follows:

ACS-64 engines are added to the first paragraph of AMT-2: 3.106 and new section E. is added.

The operation of more than two (2) electric locomotives, except MU cars, in a train is prohibited. When there are more than two electric locomotives in the consist, the remaining units will not provide traction power. AEM-7-DC units will be live-in-tow, unless defective. ~~ACS-64~~ units, AEM-7-AC units, HHP-8 units and High Speed Trainsets will be dead-in-tow (pantograph(s) down) with 480 V power to locomotive(s) or train.

Locomotives or trainsets in tow must be moved as follows:

- E. ACS-64: Pantograph(s) must be down. 27-Point MU cables and 480 V cables must be connected between units. Brake pipe, main reservoir, and all MU hoses must be connected. The emergency magnet valve must be cut out. HEP Control switch (Auxiliary Rack) needs to be positioned in “HEP Line”.

C. Instruction 3.506: Electric Power Restrictions Due to Power Shortages

09/22/14

ACS-64 engines are added to the Table 2-2 in SI 47-S8 as follows:

Equipment	Controller Position/Power Effort Must Not Exceed:	Notes
ACS-64 Engines	50,000 foot pounds	...

XXIV. Wayside HBD Actuation on Equipment with OBHBD System

09/22/14

ACS-64 engines are added to SI 72-S9 as follows:

ACS-64 locomotives, Highspeed Trainsets, HHP-8 locomotives, and Amfleet cars are equipped with an On-Board Hot Bearing Detection System (OBHBD). If a wayside Hot Box Detector actuation indicates a defect on more than two consecutive axles of this equipment, a crewmember must verify that the OBHBD is working on each car/locomotive indicated and determine whether any defects or system faults have been activated. If the inspection of the on-board system reveals no exception before the train has stopped, the Dispatcher must be notified and the train may continue at normal speed without additional inspection.

If the next wayside hot box detector indicates a defect on one of the same cars/locomotives indicated above, it will be considered the second consecutive actuation and the requirements of SI 72-S1, S3, S7, A3 and A4 will apply.

XXV. LDSL 61000 Series Baggage Cars – Wayside Hot Journal Detector Procedures 02/24/15*The following new SI 72-S10 is temporarily added to comply with FRA conditions for approval of the new LDSL cars.*

If an LDSL 61000 series baggage car activates a wayside hot journal detector, the QMP at CNOC mechanical desk at 1-800-424-0217 must be notified, even if inspection with a tempilstik does not indicate an overheated journal bearing.

- If the same car activates a second wayside hot journal detector before the train reaches its final destination:
 - a. QMP at CNOC mechanical desk must be notified, and
 - b. The car must be set out at the nearest available safe location, even if inspection with a tempilstik does not indicate an overheated journal bearing.

XXVI. Coupling Speed: ACS-64, HHP-8 Engines & HST Power Cars

11/24/14

New SI 100-S1 is added as follows. SI 100-A1 is deleted and the information is included in the new Special Instruction below.

A stop must be made just prior to a coupling involving ACS-64 Engines, HHP-8 Engines, or HST Power Cars. Coupling speed must not exceed 2 MPH. Coupling at a speed greater than 2.5 MPH will result in the shear ring breaking and damaging the coupler. When this occurs the coupler must not be used until repaired.

XXVII. C&S Signal Testing on Tracks Out of Service by Form D Line 4

01/26/15

New Special Instruction 133-S7 is added as follows:

In the application of Rule 133.a, a signal leading to or within the limits of an out of service track may be displayed only when necessary for C&S testing, as follows:

Prior to removing blocking devices the Dispatcher must:

1. Conduct a job briefing with the employee listed on Line 4 to ensure a definite understanding of the testing to be performed.
2. Ensure blocking devices are applied to prevent movement in the direction of the signal to be displayed.
3. Verify that no train or on-track equipment is authorized in the direction of the signal to be displayed.

Exception: Step 3 is not required when the track is out of service on both sides of the signal to be displayed. The Dispatcher must immediately restore the signals to Stop and reapply blocking devices once testing is complete.

XXVIII. ACSES Activation in Non-ACSES Territory

09/22/14

ACS-64 engines are added to SI 581-S3 as indicated by dotted underline.

If ACSES displays anything other than the Missing Transponder Symbol in territory where ACSES is not in effect, or if it should become necessary to reset the locomotive after entering such territory, the ACSES Electric Cut Out Switch located on the side of the ACSES equipment box must be placed in the "OUT" position. Once ACSES has been electrically cut out in this manner, ACS-64s, HST's and HHP-8's will display "ACSES Cut Out" in the alarm box of the MFD1/TOD screen. On other ACSES equipped engines, the red "Track Speed Cut Out" light will illuminate. Prior to entering ACSES equipped territory, ACSES must be cut back in without delay to the train. Re-testing the on-board ACSES apparatus is not required when the system is cut out and cut in electrically, as described above.

XXIX. Local Control of Interlockings by C&S Employees

02/23/15

SI 601-S1 is revised and replaced in its entirety as shown below. Primary changes to the content of the instruction are indicated by italics and dotted underline. Governed employees are responsible for all requirements below. The bullets in the first paragraph of section A have been revised for clarity effective 2/23/15.

Note: New form NRPC 3436 "Authority to take Local Control of an Interlocking" is available from the Amtrak Forms Library at: <http://apps.nrpc/forms/search.asp>.

A. General Requirements

A C&S employee may *only* request permission to take local control of an interlocking to:

- ▶ Assist the Dispatcher when remote control is lost, or
- ▶ Expedite C&S switch, signal or track circuit inspection, testing, troubleshooting, adjustments, and general maintenance, or
- ▶ Expedite joint C&S and MW switch inspections, testing or maintenance.

C&S employees must obtain permission from the Dispatcher before taking local control, and must follow the Dispatcher's instructions while the interlocking is in local control, including the application and removal of blocking devices.

The Dispatcher must not authorize local control when a track within interlocking limits is out of service by Form D line 4, except as outlined in section "B" below.

1. Qualification Requirements for C&S Employees:

C&S employees who take local control must be qualified on the operating rules, all operating functions of the local control panel, and the physical characteristics of the interlocking.

2. Job Briefings with the Dispatcher

Before permission to take local control is given or received, the C&S employee and the Dispatcher must have a job briefing to discuss:

- a) The identification and reason for any blocking devices applied by the Dispatcher. *(See section 3 below.)*
- b) The nature of any C&S, or joint C&S and MW, tests or inspections to be performed, and the effect that the work will have on the Dispatcher's model board indications.
- c) Whether testing or inspection activities will require the use of opposing Stop Signals to establish exclusive track occupancy protection.

The C&S employee granted local control must conduct an additional job briefing with the Dispatcher each time the conditions of the work change.

3. Blocking Devices Applied or Ordered Applied by the Dispatcher

- a) Dispatcher instructions regarding the application or removal of blocking devices must be correctly repeated by the C&S employee receiving them, before being acted upon.
- b) C&S employees must obtain permission from the Dispatcher before removing any blocking devices applied by, or ordered applied by, the Dispatcher.

- c) C&S employees must keep a written record of these blocking devices on form NRPC 3436 to ensure compliance. The record must include the identification of each blocking device, the time it was applied, and the time the Dispatcher authorized its removal.
- d) Once control of the interlocking is returned to the Dispatcher, the C&S employee must draw an "X" through the blocking device record, and retain the record for 7 days. *(See section D below.)*

4. Permission to Take Local Control

- e) The Dispatcher's permission to take local control must include the title and name of the employee authorized to take local control, the interlocking name, and the time permission is being given.
- f) The receiving employee must document the permission on form NRPC 3436 and repeat it to the Dispatcher or Operator, who must then confirm it before the receiving employee takes local control.

5. Displaying Signals for Train Movements

The C&S employee must not display a signal for a train movement unless:

- a) Authorized by the Dispatcher.
- b) The C&S employee and the Dispatcher have discussed and verified the position of all switches involved in the route.
- c) All affected Roadway Workers are clear of the tracks to be used, or have established alternate protection.

6. Permission by Stop Signals

While an interlocking is in local control, Dispatchers must not issue Rule 241 permission for a train to pass a Stop Signal until they have contacted the C&S employee in control of the interlocking to confirm the position of all switches involved in the route, and to advise the C&S employee of the move to be made.

B. Track Out-of-Service within Interlocking Limits by Form D Line 4

1. Dispatcher Responsibility

The Dispatcher must not authorize local control when a track within interlocking limits is out of service by Form D line 4, except:

- a) In an emergency,
- b) When necessary to route a train to, from or around an out of service track on which a track circuit has been de-energized, or
- c) When necessary to perform C&S tests on a movable bridge.

2. C&S Responsibility

The C&S employee authorized to take local control must receive permission from the person in charge of the out-of-service track and be read or shown a copy of the Form D before operating any interlocking appliance on that track.

C. Roadway Worker Protection

1. Restrictions

The C&S employee must not authorize:

- a) Any work unrelated to C&S testing or inspection, or joint C&S and MW switch inspections.
- b) Any work that involves on-track equipment or will disturb the track or catenary structure so that it would be unsafe for Normal Speed.

NOTE: When protection outside of interlocking limits is required, Foul Time must be obtained from the Dispatcher in the usual manner. Before granting Foul Time, the Dispatcher must order the C&S employee who has local control of any affected interlockings to apply blocking devices to the affected controls.

2. Exclusive Track Occupancy Using Opposing Stop Signals

In the application of Amtrak and Federal Roadway Worker Protection rules, a qualified C&S employee who has local control of an interlocking may, with permission of the Dispatcher, use opposing Stop Signals to establish exclusive track occupancy protection *for employees involved with the C&S testing or inspection being conducted, or joint C&S and MW switch inspections.*

The C&S employee must:

- a) *Prior to establishing working limits, apply blocking devices to prevent the display of any signal leading to the limits to be protected.*
- b) *Keep a written record of these blocking devices on form NRPC 3436 to ensure compliance. The record must include the identification of each blocking device, the time it was applied, and the time removed. It is not necessary to report these blocking devices to the Dispatcher.*
- c) *Blocking devices must remain applied until all employees authorized to foul the track have cleared the affected track(s), or the employees have established alternate protection.*

D. Returning Remote Control to the Dispatcher

Before returning remote control to the Dispatcher, the C&S employee in charge must:

- a) *Notify all affected Roadway Workers that remote control is being returned to the Dispatcher for the operation of trains.*
- b) Ensure that all affected Roadway Workers are clear of the tracks or have established alternate protection.
- c) *Notify the Dispatcher that all Roadway Workers are clear or have established alternate protection, and that control of the interlocking is being returned.*

Once control of the interlocking is returned to the Dispatcher, the C&S employee must *document the time on form NRPC 3436* and retain the record for 7 days.

XXX. High Speed Trainset: On-Board Hot Bearing Detection System

In SI 72-A3, page 345, sections "A. Hot Bearing Alarm" and "B. Sensor Failure Alarm", are revised and replaced as follows. The introductory paragraphs and "Additional ITSU Information" sections remain unchanged.

A. Hot Bearing Alarm (Flashing Red LED):

1. Crew must determine from the MFD screens or the ITSU panel which car and bearing caused the "Onboard Failure" alarm. A member of the crew must check the suspected overheated bearing with a 219° F Tempilstik per AMT-3 Section 9.
2. Notify the Dispatcher and the Engineer of the results of any inspections, and record ITSU hot journal bearing alarm (flashing red LED) information using form MAP 21A (coach) or form MAP 100 (power car).
3. **If a hot bearing is found**, Dispatcher will provide instructions for transferring passengers and moving train to repair location.
4. **If no hot bearing is found**, cutout the system using the cutout switch on the ITSU panel. Proceed not exceeding 80 MPH to a location where mechanical forces are available to inspect car.
5. If at the mechanical inspection location, mechanical forces determine there are no hot bearings, the train may proceed not exceeding 125 MPH as specified in SI 72-A1 to its final terminal, regardless of whether or not the same ITSU hot journal bearing alarm (flashing red LED) remains, or activates again. (NOTE: Wayside detector actuations must continue to be handled in accordance with applicable instructions).
6. When an ITSU hot journal bearing alarm occurs before a crew change location, the incoming crew must be advised of any alarm light that remains illuminated, any speed restriction that is in effect, and whether a mechanical inspection is required.

If the outgoing crew cannot personally give this information to the incoming crew, they must ask the Dispatcher to relay it.

B. Sensor Failure Alarm (Flashing Yellow LED):

1. If a "Sensor Failure Alarm" caused the "Onboard Failure" indicator to activate, determine from the MFD screens or the ITSU panel which car and bearing sensor caused the "Onboard Failure" alarm.
2. Bypass the defective sensor by pressing the self-test and lamp test buttons simultaneously. The sensor failure indicator should change from flashing to steady illumination, and the local alarm acknowledgment indicator will be illuminated. If pressing the self-test and lamp buttons simultaneously fails to bypass the defective detector or the defective sensor failure alarm occurs a second time, the system must be cut out using the cut out switch on the ITSU panel, and the train may proceed not exceeding 125 MPH as specified in SI 72-A1 to its final terminal.
3. Notify the Dispatcher and the Engineer of the sensor failure alarm (flashing yellow LED), and record it on Form MAP21A (coach), or MAP 100 (power car).
4. Proceed at NORMAL SPEED to the train's final terminal.

Rule Review

XXXI. Safe Railroad Communications

NORAC Rule 705, "Radio Transmission and Reception Procedures", contains instructions that exist for the purpose of avoiding miscommunication. And because miscommunication can occur in any conversation, some of these procedures need to be applied to "all" railroad communications to ensure the safety of railroad operations.

A. General Principles

The following are some key points of Rule 705 that apply to conversations by radio, or by phone, or in person. (Consider how they apply to examples like an MW foreman dictating a new speed restriction to a dispatcher by phone, or two employees on the head end of a train reviewing upcoming restrictions.)

- Communication must be repeated by the receiving employee if it contains any information, instruction, or advice that could affect the safety of the railroad operation.
- The sending employee must acknowledge whether the information is properly repeated, and neither employee can take action on based on the information without the acknowledgment that it has been properly repeated.
- Any communication that is not fully understood or completed in accordance with the rules must not be acted upon and must be treated as though not sent. Emergency communications are the exception.

B. Communication, Teamwork, Crew Resource Management

- Where more than one employee is involved in a safety sensitive communication, make sure all employees involved have been contacted and a job briefing has been completed.
- If a conflict or discrepancy is discovered after the initial job briefing or conversation, re-contact all employees involved and resolve the conflict.

C. Communication tips:

- Stay focused on the task at hand: Unrelated discussions must be put on hold.
- Be clear: If you have a specific concern, doubt, or uncertainty, clearly state it.
- Attention to detail: Be specific when necessary.

Safety - Follow the Safe Course Using Any Form of Communication.

M. J. DeCataldo
General Manager, NEC Services



**NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR REGION
NEW YORK - WASHINGTON**



**SUPPLEMENTAL BULLETIN ORDER No. NYW5-127SCH-a (All Lines)
EFFECTIVE 12:01 A.M., Monday, April 6, 2015**

This BO is issued supplemental to NYW5-127SUM and will remain in effect until cancelled. Supplemental Bulletin Order NYW5-124SCH-a is cancelled and its contents replaced in its entirety by this BO.

I. NEC Timetable No. 5 Corrections/Changes

A. Letters and Characters Used in Train Schedules

06/17/13

New code "LX" is added to Letters and Characters used in Train Schedules, Page 76, and added to the "Note" at the bottom of page 76 as indicated by dotted underline below.

- LX ... Regular stop; may depart up to 10 minutes ahead of scheduled time.

Note: Due to frequent track work schedule changes, public timetables do not always agree with employee times. Also, published public times are different than employee times for S*, R*, H, LV, LX, D, and L stops.

B. Train 91 departs Washington at 3:05P.

05/27/13

C. Train 20 on Saturdays and Sundays arrival time at New York Penn Station is 1:48P.

04/06/15

D. Schedule Changes between Philadelphia and Harrisburg

04/06/15

The following Keystone trains are revised as follows:

Effective:	6-Apr 601 M-F	6-Apr 605 M-F	6-Apr 607 M-F	6-Apr 641 M-F	6-Apr 609 M-F	6-Apr 643 M-F	16-Mar 43 Daily
Phila. 30th St. - Ar	S 5:25A	S 6:25A	S 7:25A	S 8:50A	S 9:00A	S 10:50A	S 12:15P
Phila. 30th St. - Dp	5:29A	6:29A	7:29A	9:04A	10:04A	11:04A	S 12:42P
Zoo- 36th St					10:04A	11:04A	12:46P
Ardmore	S 5:37A	S 6:37A	S 7:37A	---	---	---	---
Paoli	S 5:51A	S 6:51A	S 7:51A	S 9:23A	S 10:24A	S 11:23A	S 1:12P
Exton	S 5:58A	S 6:59A	S 7:58A	S 9:30A	S 10:31A	S 11:30A	1:18P
Downingtown	S 6:03A	S 7:03A	8:01A	S 9:35A	10:34A	S 11:35A	1:23P
Thorn Int.	6:05A	7:05A	8:04A	9:37A	10:36A	11:37A	1:25P
Coatesville	S 6:09A	S 7:09A	8:06A	9:40A	S 10:39A	11:40A	1:28P
Parkesburg	S 6:15A	S 7:14A	8:10A	S 9:45A	10:44A	S 11:45A	1:32P
Lancaster	S 6:35A	S 7:35A	S 8:30A	S 10:05A	S 11:03A	S 12:06P	S 1:52P
Mount Joy	S 6:45A	S 7:45A	8:39A	10:14A	S 11:12A	12:15P	2:00P
Elizabethtown	S 6:51A	S 7:52A	S 8:45A	S 10:20A	S 11:19A	S 12:20P	S 2:06P
Middletown	S 6:59A	S 7:59A	8:51A	LV 10:27A	S 11:26A	S 12:28P	2:12P
Harrisburg - Ar	A 7:15A	A 8:15A	A 9:05A	A 10:45A	A 11:45A	A 12:45P	S 2:26P
Harrisburg - Dp							S 2:36P

Effective:	16-Mar 649 M-F	6-Apr 651 M-F	6-Apr 653 M-F	16-Mar 669 SaSu	6-Apr 655 M-F	6-Apr 619 M-F
Phila. 30th St. - Ar	S 4:12P	S 5:23P	S 6:30P	S 6:36P	S 8:00P	
Phila. 30th St. - Dp	S 4:45P	S 5:35P	S 6:42P	S 6:55P	S 8:15P	S 10:59P
Zoo- 36th St	4:49P	5:39P	6:46P	6:59P	8:19P	11:03P
Ardmore	S 4:58P	S 5:48P	S 6:55P	S 7:10P	S 8:28P	L 11:11P
Paoli	S 5:11P	S 6:02P	S 7:07P	S 7:22P	S 8:40P	L 11:24P
Exton	S 5:20P	S 6:09P	S 7:14P	S 7:30P	S 8:47P	L 11:32P
Downingtown	S 5:25P	S 6:13P	S 7:19P	S 7:34P	S 8:52P	L 11:36P
Thorn Int.	5:29P	6:16P	7:21P	7:37P	8:54P	11:38P
Coatesville	S 5:33P	S 6:20P	S 7:25P	S 7:40P	S 8:59P	F 11:42P
Parkesburg	S 5:38P	S 6:26P	S 7:30P	S 7:46P	S 9:04P	L 11:48P
Lancaster	S 5:58P	S 6:47P	S 7:51P	S 8:07P	S 9:25P	L 12:09A
Mount Joy	S 6:07P	S 6:56P	S 8:00P	S 8:16P	S 9:34P	F 12:18A
Elizabethtown	S 6:14P	S 7:03P	S 8:07P	S 8:23P	S 9:41P	L 12:25A
Middletown	S 6:21P	S 7:10P	S 8:14P	S 8:30P	S 9:48P	F 12:32A
Harrisburg - Ar	A 6:35P	A 7:30P	A 8:30P	A 8:45P	A 10:05P	A 12:50A
Harrisburg - Dp						

Effective:	6-Apr 644 M-F	6-Apr 648 M-F	16-Mar 618 Mo-Th	16-Mar 658 Fri	16-Mar 612 Sun	16-Mar 620 M-F
Harrisburg - Ar	S 9:05A	S 11:00A	S 6:40P	S 6:40P	S 8:20P	S 8:30P
Harrisburg - Dp	S 9:15A	S 11:10A	S 6:50P	S 6:50P	S 8:30P	S 8:40P
Middletown	S 9:22A	S 11:17A	S 6:57P	S 6:57P	S 8:37P	S 8:47P
Elizabethtown	9:27A	S 11:23A	7:02P	7:02P	S 8:43P	8:52P
Mount Joy	S 9:38A	S 11:34A	S 7:12P	S 7:12P	S 8:55P	S 9:02P
Lancaster	S 9:56A	S 11:52A	S 7:30P	S 7:30P	S 9:14P	L 9:20P
Parkesburg	10:01A	11:56A	7:35P	7:35P	S 9:19P	9:24P
Coatesville	10:03A	11:59A	7:37P	7:37P	9:22P	9:27P
Thorn Int.	S 10:06A	S 12:02P	S 7:40P	S 7:40P	S 9:25P	L 9:30P
Downingtown	S 10:12A	S 12:08P	S 7:46P	S 7:46P	S 9:32P	L 9:36P
Exton	S 10:21A	S 12:17P	S 7:55P	S 7:55P	S 9:40P	L 9:44P
Paoli	---	---	S 8:07P	S 8:07P	LV 9:53P	---
Ardmore	10:39A	12:36P	8:16P	8:16P	10:02P	10:05P
Zoo- 36th St	S 10:44A	S 12:42P	A 8:20P	S 8:20P	A 10:10P	A 10:10P
Phila. 30th St. - Ar	S 10:55A	S 1:00P		S 8:35P		
Phila. 30th St. - Dp						

E. Schedule Changes between New York and Washington

03/16/15

The following schedules are revised as of the effective date shown at the top of each table.

Effective:	3/16	1/17	3/16	3/16	3/21	3/16	11/17	3/16	3/18	3/21
	67 M-F	65 SaSu	151 M-F	111 M-F	121 Sat	2103 M-F	89 Daily	181 M-F	51 WeFr	131 SaSu
New York	LV 3:01A	LV 3:01A	LV 4:41A	LV 5:31A	LV 5:46A	S 6:00A	LV 6:06A	LV 6:11A	LV 6:46A	LV 6:46A
Newark	S 3:20A	S 3:20A	R 4:57A	R 5:46A	R 6:02A	R 6:15A	R 6:22A	R 6:27A	R 7:05A	R 7:02A
Newark Intl. Airport	---	---	---	---	---	---	---	---	---	S 7:07A
Metropark	S 3:36A	S 3:36A	S 5:12A	S 5:58A	S 6:16A	S 6:28A	---	S 6:41A	---	S 7:21A
New Brunswick	---	---	---	---	---	---	---	S 6:50A	---	---
Princeton Jct.	---	---	---	S 6:16A	---	---	---	S 7:05A	---	---
Trenton Transit Ctr.	S 4:03A	S 4:03A	S 5:35A	S 6:26A	S 6:40A	S 6:48A	R 7:02A	S 7:15A	R 7:42A	S 7:43A
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Holmes Int.	4:19A	4:19A	5:49A	6:40A	6:54A	7:01A	7:16A	7:29A	7:55A	7:57A
North Phila.	---	---	---	---	---	---	---	---	---	---
Philadelphia 30th St.	S 4:35A S 4:40A	S 4:35A S 4:40A	S 6:02A S 6:05A	S 6:53A S 6:55A	S 7:07A S 7:10A	S 7:13A S 7:15A	R 7:28A R 7:32A	S 7:42A S 7:45A	R 8:07A R 8:15A	S 8:10A S 8:13A
Wilmington	S 5:05A	S 5:03A	S 6:25A	S 7:15A	S 7:30A	S 7:34A	R 7:56A	S 8:07A	R 8:44A	S 8:33A
Newark	---	---	---	---	---	---	---	---	---	S 8:45A
Perry Int.	5:27A	5:23A	6:51A	7:34A	7:50A	7:51A	8:16A	8:28A	9:03A	8:58A
Aberdeen	---	---	S 6:57A	---	S 7:55A	---	---	S 8:34A	---	S 9:05A
Baltimore	S 6:10A	S 5:51A	S 7:32A	S 8:00A	S 8:21A	S 8:15A	R 8:50A	S 8:59A	R 9:30A	S 9:30A
B.W.I. Marshall Airport	S 6:23A	S 6:06A	S 7:45A	S 8:15A	S 8:34A	---	9:00A	S 9:11A	---	S 9:44A
New Carrollton	L 6:45A	S 6:22A	D 8:05A	D 8:31A	D 8:55A	8:36A	---	D 9:30A	---	D 9:58A
CP Avenue	6:53A	6:31A	8:16A	8:47A	9:11A	8:52A	9:20A	9:46A	10:05A	10:15A
Washington	S 6:58A	S 6:36A	A 8:20A	A 8:50A	A 9:15A	A 8:55A	R 9:25A	A 9:50A	R 10:10A	A 10:20A

	11/23	3/16	11/22	11/17	3/16	11/17	3/16	3/21	3/21	3/16
	51 Sun	2107 M-F	661 SaSu	79 Daily	183 M-F	641 M-F	2109 M-F	2203 Sat	153 SaSu	185 M-F
New York	LV 6:56A	S 7:00A	LV 7:01A	LV 7:06A	LV 7:18A	LV 7:26A	S 8:00A	S 8:00A	LV 8:06A	LV 8:11A
Newark	R 7:13A	R 7:15A	R 7:17A	R 7:24A	R 7:34A	R 7:42A	R 8:15A	R 8:14A	R 8:22A	S 8:27A
Newark Intl. Airport	---	---	---	---	---	---	---	---	S 8:27A	S 8:32A
Metropark	---	S 7:28A	---	---	S 7:48A	---	S 8:28A	S 8:29A	S 8:40A	S 8:45A
New Brunswick	---	---	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	---	---	S 8:13A	---	---	---	---
Trenton Transit Ctr.	R 7:50A	---	S 7:53A	S 8:03A	S 8:11A	S 8:22A	---	---	S 9:03A	S 9:08A
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Holmes Int.	8:04A	7:58A	8:06A	8:18A	8:26A	8:36A	8:58A	8:58A	9:17A	9:22A
North Phila.	---	---	---	---	---	---	---	---	---	---
Philadelphia 30th St.	R 8:16A	S 8:10A	S 8:20A	S 8:30A	S 8:39A	S 8:50A	S 9:10A	S 9:10A	S 9:30A	S 9:35A

	R 8:20A	S 8:13A	S 8:35A	S 8:35A	S 8:42A	S 9:00A	S 9:13A	S 9:13A	S 9:33A	S 9:37A
Wilmington	R 8:45A	S 8:32A	---	S 8:58A	S 9:03A	---	S 9:32A	S 9:32A	S 9:55A	S 9:58A
Newark	---	---	---	---	---	---	---	---	---	---
Perry Int.	<i>9:05A</i>	<i>8:49A</i>	---	<i>9:19A</i>	<i>9:23A</i>	---	<i>9:49A</i>	<i>9:49A</i>	<i>10:16A</i>	<i>10:18A</i>
Aberdeen	---	---	---	<i>9:22A</i>	---	---	---	---	---	---
Baltimore	R 9:35A	S 9:14A	---	S 9:45A	S 9:50A	---	S 10:14A	S 10:14A	S 10:44A	S 10:45A
B.W.I. Marshall Airport	---	---	---	<i>9:55A</i>	S 10:04A	---	---	S 10:27A	S 10:57A	S 10:58A
New Carrollton	---	<i>9:34A</i>	---	---	D 10:19A	---	---	---	D 11:12A	D 11:13A
CP Avenue	<i>10:15A</i>	<i>9:50A</i>	---	<i>10:20A</i>	<i>10:36A</i>	---	<i>10:50A</i>	<i>10:54A</i>	<i>11:31A</i>	<i>11:31A</i>
Washington	R 10:20A	A 9:53A	---	S 10:25A	A 10:40A	---	A 10:53A	A 10:57A	A 11:35A	A 11:35A

	3/16 2151 M-F	3/22 2205 Sun	3/21 155 SaSu	11/22 663 SaSu	11/17 643 M-F	3/16 141 M-F	3/16 2153 M-F	3/21 2207 Sat	3/21 143 SaSu	11/17 95 M-F
New York	S 9:00A	S 9:00A	LV 9:06A	LV 9:10A	LV 9:31A	LV 9:36A	S 10:00A	S 10:00A	LV 10:06A	LV 10:36A
Newark	S 9:15A	R 9:14A	S 9:22A	R 9:27A	R 9:46A	S 9:52A	S 10:15A	R 10:14A	S 10:22A	S 10:53A
Newark Intl. Airport	---	---	---	---	---	S 9:56A	---	---	S 10:27A	---
Metropark	---	S 9:29A	S 9:37A	---	---	S 10:09A	---	S 10:29A	S 10:40A	S 11:07A
New Brunswick	---	---	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	S 9:58A	<i>10:15A</i>	---	---	---	---	---
Trenton Transit Ctr.	---	---	S 10:00A	S 10:07A	S 10:24A	S 10:32A	---	---	S 11:05A	S 11:30A
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Holmes Int.	<i>9:55A</i>	<i>9:58A</i>	<i>10:14A</i>	<i>10:21A</i>	<i>10:36A</i>	<i>10:44A</i>	<i>10:55A</i>	<i>10:58A</i>	<i>11:17A</i>	<i>11:44A</i>
North Phila.	---	---	---	---	---	---	---	---	---	---
Philadelphia 30th St.	S 10:07A	S 10:10A	S 10:27A	S 10:35A	S 10:50A	S 11:00A	S 11:07A	S 11:10A	S 11:30A	S 11:57A
	S 10:10A	S 10:13A	S 10:30A	S 10:55A	S 11:00A	S 11:11A	S 11:10A	S 11:13A	S 11:33A	S 12:02P
Wilmington	S 10:29A	S 10:32A	S 10:52A	---	---	S 11:32A	S 11:29A	S 11:32A	S 11:55A	S 12:24P
Newark	---	---	---	---	---	---	---	---	---	---
Perry Int.	<i>10:46A</i>	<i>10:49A</i>	<i>11:13A</i>	---	---	<i>11:54A</i>	<i>11:46A</i>	<i>11:49A</i>	<i>12:17P</i>	<i>12:44P</i>
Aberdeen	---	<i>10:52A</i>	---	---	---	---	---	---	---	<i>12:47P</i>
Baltimore	S 11:10A	S 11:14A	S 11:42A	---	---	S 12:18P	S 12:10P	S 12:14P	S 12:45P	S 1:17P
B.W.I. Marshall Airport	S 11:23A	S 11:27A	S 11:55A	---	---	S 12:31P	S 12:23P	S 12:27P	S 12:58P	S 1:30P
New Carrollton	---	---	D 12:11P	---	---	D 12:45P	---	---	D 1:13P	S 1:45P
CP Avenue	<i>11:50A</i>	<i>11:54A</i>	<i>12:30P</i>	---	---	<i>1:01P</i>	<i>12:50P</i>	<i>12:54P</i>	<i>1:31P</i>	<i>1:55P</i>
Washington	A 11:53A	A 11:57A	A 12:35P	---	---	A 1:05P	A 12:53P	A 12:57P	A 1:35P	S 2:00P

	11/17 43 Daily	3/16 2155 M-F	3/22 2211 Sun	11/17 91 Daily	11/22 195 SaSu	3/16 125 M-F	3/21 2251 Sat	3/22 2213 Sun	3/16 2117 M-F	11/17 645 M-F
New York	LV 10:53A	S 11:00A	S 11:00A	LV 11:03A	LV 11:06A	LV 11:36A	S 12:00P	S 12:00P	S 12:00P	LV 12:06P
Newark	R 11:09A	S 11:15A	R 11:14A	R 11:22A	S 11:23A	S 11:52A	S 12:14P	R 12:14P	R 12:15P	R 12:22P
Newark Intl. Airport	---	---	---	---	---	---	---	---	---	---
Metropark	---	S 11:28A	S 11:29A	---	S 11:39A	S 12:05P	S 12:29P	S 12:29P	S 12:28P	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 11:44A	---	---	R 12:00P	S 12:03P	S 12:30P	---	---	---	LV 12:56P
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Holmes Int.	<i>12:02P</i>	<i>11:58A</i>	<i>11:58A</i>	<i>12:16P</i>	<i>12:18P</i>	<i>12:44P</i>	<i>12:58P</i>	<i>12:58P</i>	<i>12:58P</i>	<i>1:10P</i>
North Phila.	---	---	---	---	---	---	---	---	---	---
Philadelphia 30th St.	S 12:15P	S 12:10P	S 12:10P	R 12:30P	S 12:31P	S 12:57P	S 1:10P	S 1:10P	S 1:10P	S 1:25P
	S 12:42P	S 12:13P	S 12:13P	R 12:35P	S 12:34P	S 1:00P	S 1:13P	S 1:13P	S 1:13P	S 1:35P
Wilmington	---	S 12:32P	S 12:32P	R 1:02P	S 12:54P	S 1:21P	S 1:32P	S 1:32P	S 1:32P	---
Newark	---	---	---	---	---	---	---	---	---	---
Perry Int.	---	<i>12:49P</i>	<i>12:49P</i>	<i>1:23P</i>	<i>1:14P</i>	<i>1:41P</i>	<i>1:49P</i>	<i>1:49P</i>	<i>1:49P</i>	---
Aberdeen	---	---	---	---	---	---	---	---	---	---
Baltimore	---	S 1:14P	S 1:14P	R 1:55P	S 1:40P	S 2:14P	S 2:14P	S 2:14P	S 2:13P	---
B.W.I. Marshall Airport	---	<i>1:23P</i>	S 1:27P	---	S 1:53P	S 2:28P	S 2:27P	S 2:27P	---	---

	11/17 43 Daily	3/16 2155 M-F	3/22 2211 Sun	11/17 91 Daily	11/22 195 SaSu	3/16 125 M-F	3/21 2251 Sat	3/22 2213 Sun	3/16 2117 M-F	11/17 645 M-F
New Carrollton CP Avenue	---	---	---	---	S 2:08P 2:21P	L 2:42P 3:00P	---	---	---	---
Washington	---	A 1:53P	A 1:57P	R 2:35P	S 2:25P	S 3:05P	A 2:57P	A 2:57P	A 2:53P	---

	4/6 147 Sat	4/6 157 Sun	4/6 171 M-F	4/6 145 Sun	3/16 2159 M-F	11/22 665 SaSu	3/16 133 Fri	11/22 99 SaSu	3/16 2121 M-F	11/17 93 Mo-Th
New York	LV 12:06P	LV 12:06P	LV 12:36P	S 12:56P	S 1:00P	LV 1:06P	LV 1:10P	LV 1:18P	S 2:00P	LV 2:03P
Newark	S 12:22P	S 12:22P	S 12:52P	S 1:12P	S 1:15P	R 1:23P	R 1:25P	S 1:35P	R 2:15P	S 2:19P
Newark Intl. Airport	S 12:27P	S 12:27P	S 12:57P	---	---	---	---	S 1:40P	---	---
Metropark	S 12:40P	S 12:40P	S 1:10P	---	---	---	---	S 1:52P	---	S 2:34P
New Brunswick	---	---	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 1:03P	S 1:04P	S 1:32P	S 1:47P	---	S 1:58P	S 1:58P	S 2:19P	---	S 2:57P
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Holmes Int.	1:17P	1:17P	1:47P	2:01P	1:54P	2:12P	2:13P	2:32P	2:54P	3:11P
North Phila.	---	---	---	---	---	---	---	---	---	---
Philadelphia 30th St.	S 1:30P S 1:33P	S 1:30P S 1:33P	S 2:00P S 2:10P	S 2:14P S 2:17P	S 2:06P S 2:09P	S 2:26P S 2:45P	S 2:26P S 2:29P	S 2:45P S 2:48P	S 3:06P S 3:09P	S 3:24P S 3:27P
Wilmington	S 1:55P	S 1:55P	S 2:32P	S 2:39P	S 2:28P	---	S 2:50P	S 3:08P	S 3:28P	S 3:48P
Newark	---	---	---	---	---	---	S 3:01P	---	---	---
Perry Int.	2:16P	2:16P	2:52P	3:00P	2:45P	---	3:13P	3:28P	3:45P	4:08P
Aberdeen	---	---	S 2:59P	---	---	---	---	---	---	---
Baltimore	S 2:43P	S 2:43P	S 3:30P	S 3:25P	S 3:10P	---	S 3:40P	S 3:53P	S 4:10P	S 4:33P
B.W.I. Marshall Airport	S 2:56P	S 2:56P	S 3:45P	S 3:38P	S 3:23P	---	S 3:55P	S 4:06P	S 4:23P	S 4:46P
New Carrollton CP Avenue	S 3:11P 3:26P	S 3:11P 3:26P	S 3:59P 4:13P	S 3:52P 4:08P	---	---	D 4:09P 4:27P	S 4:20P 4:31P	---	S 5:00P 5:11P
Washington	S 3:30P	S 3:30P	S 4:18P	S 4:12P	A 3:53P	---	A 4:30P	S 4:35P	A 4:53P	S 5:15P

	11/21 83 Fri	3/21 161 SaSu	11/17 647 M-F	11/17 19 Daily	11/17 649 M-F	3/16 2163 M-F	3/21 2253 SaSu	11/22 71 Sat	11/23 87 Sun	11/17 85 M-F
New York	LV 2:03P	LV 2:06P	LV 2:12P	R* 2:18P	LV 2:45P	S 3:00P	S 3:00P	LV 3:05P	LV 3:05P	LV 3:06P
Newark	S 2:19P	S 2:22P	S 2:28P	R 2:37P	S 2:59P	S 3:15P	S 3:14P	R 3:21P	R 3:21P	S 3:22P
Newark Intl. Airport	---	S 2:27P	S 2:34P	---	S 3:05P	---	---	S 3:26P	S 3:26P	---
Metropark	S 2:34P	S 2:40P	---	---	---	---	S 3:29P	S 3:41P	S 3:41P	S 3:36P
New Brunswick	---	---	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 2:57P	S 3:03P	S 3:05P	R 3:18P	S 3:37P	---	---	S 4:04P	S 4:04P	S 4:00P
Cornwells Heights	---	---	---	---	LV 3:49P	---	---	---	---	---
Holmes Int.	3:11P	3:17P	3:19P	3:34P	3:55P	3:54P	4:00P	4:19P	4:19P	4:14P
North Phila.	---	---	---	---	D 4:03P	---	---	---	---	---
Philadelphia 30th St.	S 3:24P S 3:32P	S 3:30P S 3:33P	S 3:33P S 3:45P	R 3:48P R 3:55P	S 4:12P S 4:45P	S 4:06P S 4:09P	S 4:11P S 4:14P	S 4:32P S 4:35P	S 4:32P S 4:35P	S 4:27P S 4:30P
Wilmington	S 3:53P	S 3:55P	---	R 4:19P	---	S 4:28P	S 4:32P	S 4:55P	S 4:55P	S 4:52P
Newark	---	---	---	---	---	---	---	S 5:05P	S 5:05P	---
Perry Int.	4:13P	4:15P	---	4:39P	---	4:45P	4:49P	5:18P	5:18P	5:10P
Aberdeen	---	S 4:20P	---	---	---	---	---	S 5:23P	S 5:23P	S 5:19P
Baltimore	S 4:38P	S 4:45P	---	R 5:12P	---	S 5:10P	S 5:14P	S 5:48P	S 5:48P	S 5:42P
B.W.I. Marshall Airport	S 4:51P	S 4:58P	---	---	---	S 5:23P	S 5:27P	S 6:00P	S 6:00P	S 5:56P
New Carrollton CP Avenue	S 5:05P 5:16P	D 5:12P 5:30P	---	---	---	---	---	S 6:16P 6:30P	S 6:15P 6:30P	S 6:10P 6:21P
Washington	S 5:20P	A 5:35P	---	R 5:55P	---	A 5:53P	A 5:57P	S 6:35P	S 6:35P	S 6:25P

	11/22 667 SaSu	11/17 97 Daily	3/16 173 M-F	3/16 2165 M-F	3/22 2221 Sun	11/17 651 M-F	3/16 127 M-F	3/21 163 SaSu	3/16 129 M-F	3/16 2167 M-F
New York	LV 3:14P	R* 3:18P	LV 3:36P	S 4:00P	S 4:00P	LV 4:04P	LV 4:06P	LV 4:06P	LV 4:43P	S 5:00P
Newark	R 3:32P	R 3:38P	S 3:53P	S 4:15P	R 4:14P	R 4:20P	R 4:22P	S 4:22P	S 4:58P	S 5:15P
Newark Intl. Airport	---	---	---	---	---	---	S 4:28P	S 4:27P	---	---
Metropark	---	---	---	---	S 4:29P	---	S 4:38P	S 4:41P	S 5:13P	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	LV 4:08P	R 4:18P	---	---	---	S 4:55P	S 5:02P	S 5:05P	S 5:37P	---
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Holmes Int.	4:24P	4:34P	4:39P	4:54P	4:58P	5:09P	5:17P	5:19P	5:49P	5:54P
North Phila.	---	---	---	---	---	---	---	---	---	---
Philadelphia 30th St.	S 4:38P S 4:55P	R 4:48P R 4:58P	S 4:52P S 4:55P	S 5:06P S 5:09P	S 5:10P S 5:13P	S 5:23P S 5:35P	S 5:30P S 5:33P	S 5:32P S 5:35P	S 6:04P S 6:10P	S 6:06P S 6:09P
Wilmington	---	R 5:22P	S 5:17P	S 5:28P	S 5:32P	---	S 5:53P	S 5:55P	S 6:30P	S 6:28P
Newark	---	---	---	---	---	---	---	---	---	---
Perry Int.	---	5:42P	5:37P	5:45P	5:49P	---	6:12P	6:17P	6:50P	6:45P
Aberdeen	---	5:50P	---	---	---	---	---	---	S 6:58P	---
Baltimore	---	R 6:14P	S 6:02P	S 6:10P	S 6:14P	---	S 6:40P	S 6:47P	S 7:22P	S 7:10P
B.W.I. Marshall Airport	---	---	S 6:15P	S 6:23P	S 6:27P	---	S 6:53P	S 7:01P	S 7:35P	S 7:23P
New Carrollton	---	---	D 6:29P	---	---	---	D 7:08P	D 7:16P	D 7:49P	---
CP Avenue	---	6:51P	6:46P	6:50P	6:54P	---	7:27P	7:35P	8:07P	7:50P
Washington	---	R 6:55P	A 6:51P	A 6:53P	A 6:57P	---	A 7:30P	A 7:40P	A 8:10P	A 7:53P

	3/22 2255 Sun	3/21 159 SaSu	11/17 653 M-F	11/22 669 SaSu	3/16 193 M-F	3/16 2119 M-F	3/22 2225 Sun	3/21 135 SaSu	3/16 137 M-F	11/17 655 M-F
New York	S 5:00P	LV 5:06P	LV 5:11P	LV 5:18P	LV 5:40P	S 6:00P	S 6:00P	LV 6:06P	LV 6:26P	LV 6:36P
Newark	S 5:14P	S 5:22P	R 5:27P	R 5:34P	S 5:56P	R 6:15P	R 6:14P	S 6:22P	S 6:42P	S 6:52P
Newark Intl. Airport	---	S 5:27P	---	---	---	---	---	S 6:27P	S 6:47P	---
Metropark	S 5:29P	S 5:40P	---	---	---	---	S 6:29P	S 6:40P	S 7:01P	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	---	S 6:03P	S 6:02P	S 6:08P	---	---	---	S 7:03P	S 7:24P	S 7:28P
Cornwells Heights	---	---	---	---	L 6:40P	---	---	---	---	LV 7:40P
Holmes Int.	5:58P	6:17P	6:15P	6:22P	6:45P	6:54P	6:58P	7:17P	7:39P	7:45P
North Phila.	---	---	D 6:22P	---	---	---	---	---	---	D 7:52P
Philadelphia 30th St.	S 6:10P S 6:13P	S 6:30P S 6:33P	S 6:30P S 6:42P	S 6:36P S 6:55P	S 7:00P S 7:10P	S 7:06P S 7:09P	S 7:10P S 7:13P	S 7:30P S 7:33P	S 7:52P S 7:55P	S 8:00P S 8:15P
Wilmington	S 6:32P	S 6:55P	---	---	S 7:30P	S 7:28P	S 7:32P	S 7:53P	S 8:15P	---
Newark	---	---	---	---	S 7:40P	---	---	S 8:04P	---	---
Perry Int.	6:49P	7:15P	---	---	7:54P	7:45P	7:49P	8:17P	8:35P	---
Aberdeen	---	---	---	---	S 8:00P	---	---	S 8:23P	---	---
Baltimore	S 7:14P	S 7:44P	---	---	S 8:23P	S 8:10P	S 8:14P	S 8:48P	S 9:00P	---
B.W.I. Marshall Airport	S 7:27P	S 7:57P	---	---	S 8:36P	S 8:23P	S 8:27P	S 9:01P	S 9:13P	---
New Carrollton	---	D 8:12P	---	---	D 8:50P	---	---	D 9:16P	D 9:27P	---
CP Avenue	7:54P	8:31P	---	---	9:09P	8:50P	8:54P	9:35P	9:45P	---
Washington	A 7:57P	A 8:35P	---	---	A 9:13P	A 8:53P	A 8:57P	A 9:40P	A 9:50P	---

	3/16 55 M-F	3/16 2171 M-F	3/22 2257 Sun	11/22 57 SaSu	3/16 175 M-F	11/22 671 SaSu	3/16 2173 M-F	3/22 2259 Sun	3/21 165 SaSu	3/16 2175 M-F
New York	LV 6:46P	S 7:00P	S 7:00P	LV 7:02P	LV 7:41P	LV 7:54P	S 8:00P	S 8:00P	LV 8:02P	S 9:05P
Newark	S 7:03P	S 7:15P	S 7:14P	S 7:18P	S 7:58P	R 8:09P	S 8:15P	S 8:14P	S 8:18P	S 9:20P
Newark Intl. Airport	---	---	---	7:23P	S 8:03P	---	---	---	S 8:23P	---
Metropark	---	---	S 7:29P	S 7:33P	S 8:16P	---	---	S 8:29P	S 8:38P	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 7:38P	---	---	S 7:57P	S 8:38P	S 8:43P	---	---	S 9:00P	---
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Holmes Int.	7:52P	7:54P	7:58P	8:12P	8:54P	8:59P	8:56P	8:58P	9:14P	10:00P
North Phila.	---	---	---	---	---	---	---	---	---	---
Philadelphia 30th St.	S 8:07P S 8:10P	S 8:06P S 8:09P	S 8:10P S 8:13P	S 8:25P S 8:28P	S 9:10P S 9:12P	S 9:15P S 9:45P	S 9:08P S 9:10P	S 9:10P S 9:13P	S 9:27P S 9:30P	S 10:12P S 10:15P
Wilmington	S 8:32P	S 8:28P	S 8:32P	S 8:49P	S 9:32P	---	S 9:29P	S 9:32P	S 9:52P	S 10:34P
Newark	---	---	---	---	---	---	---	---	---	---
Perry Int.	8:51P	8:45P	8:49P	9:08P	9:52P	---	9:46P	9:49P	10:13P	10:51P
Aberdeen	---	---	---	---	---	---	---	---	---	---
Baltimore	S 9:20P	S 9:10P	S 9:14P	S 9:36P	S 10:20P	---	S 10:11P	S 10:14P	S 10:40P	S 11:15P
B.W.I. Marshall Airport	---	S 9:23P	S 9:27P	S 9:49P	S 10:34P	---	S 10:24P	S 10:27P	S 10:54P	---
New Carrollton	D 9:44P	---	---	D 10:03P	D 10:48P	---	---	---	D 11:11P	---
CP Avenue	10:02P	9:50P	9:54P	10:22P	11:06P	---	10:47P	10:54P	11:29P	11:52P
Washington	A 10:05P	A 9:53P	A 9:57P	A 10:25P	A 11:10P	---	A 10:50P	A 10:57P	A 11:34P	A 11:55P

	3/21 167 Sat	3/22 123 Sun	3/16 187 M-F	3/16 177 M-F	3/22 139 Sun	3/21 169 SaSu	11/17 639 M-F	11/23 637 Sun
New York	LV 9:06P	LV 9:06P	LV 9:11P	LV 10:06P	LV 10:06P	LV 11:06P	LV 11:16P	LV 11:59P
Newark	S 9:22P	S 9:22P	S 9:27P	S 10:22P	S 10:22P	S 11:22P	S 11:32P	S 12:14A
Newark Intl. Airport	S 9:27P	S 9:27P	---	---	S 10:27P	---	S 11:37P	---
Metropark	S 9:40P	S 9:40P	S 9:42P	S 10:38P	S 10:40P	S 11:38P	S 11:48P	S 12:27A
New Brunswick	---	---	---	---	---	---	---	---
Princeton Jct.	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 10:03P	S 10:03P	S 10:04P	S 11:01P	S 11:03P	S 11:59P	S 12:11A	S 12:50A
Cornwells Heights	---	---	---	---	---	---	---	---
Holmes Int.	10:17P	10:17P	10:19P	11:15P	11:17P	12:15A	12:27A	1:04A
North Phila.	---	---	---	---	---	---	---	---
Philadelphia 30th St.	S 10:30P S 10:33P	S 10:30P S 10:33P	S 10:32P S 10:35P	S 11:28P S 11:30P	S 11:30P S 11:33P	S 12:28A S 12:30A	A 12:40A	A 1:20A
Wilmington	S 10:53P	S 10:53P	S 10:55P	S 11:51P	S 11:55P	S 12:51A	---	---
Newark	---	---	---	---	---	---	---	---
Perry Int.	11:15P	11:15P	11:15P	12:13A	12:16A	1:13A	---	---
Aberdeen	---	---	---	---	---	---	---	---
Baltimore	S 11:42P	S 11:42P	S 11:41P	S 12:40A	S 12:42A	S 1:40A	---	---
B.W.I. Marshall Airport	S 11:55P	S 11:55P	S 11:54P	S 12:53A	S 12:55A	S 1:53A	---	---
New Carrollton	D 12:11A	D 12:11A	D 12:08A	D 1:07A	D 1:11A	---	---	---
CP Avenue	12:30A	12:30A	12:26A	1:25A	1:29A	2:25A	---	---
Washington	A 12:35A	A 12:35A	A 12:30A	A 1:30A	A 1:34A	A 2:30A	---	---

	3/16 190 M-F	3/16 150 SaSu	3/16 110 M-F	3/16 2150 M-F	3/16 170 M-F	11/17 640 M-F	3/16 160 SaSu	3/16 180 M-F	3/16 2100 M-F	3/16 162 SaSu
Washington	S 3:15A	S 3:15A	S 4:00A	S 5:00A	S 4:52A	---	S 5:25A	S 5:30A	S 6:00A	S 6:20A
CP Avenue	3:21A	3:20A	4:04A	5:03A	4:56A	---	5:30A	5:34A	6:03A	6:25A
New Carrollton	---	---	R 4:10A	---	R 5:03A	---	R 5:37A	R 5:42A	---	R 6:32A
B.W.I. Marshall Airport	S 3:40A	S 3:39A	S 4:25A	---	S 5:20A	---	S 5:52A	S 5:57A	S 6:21A	S 6:47A
Baltimore	S 3:55A	S 3:54A	S 4:41A	S 5:30A	S 5:35A	---	S 6:08A	S 6:13A	S 6:34A	S 7:02A
Aberdeen	S 4:18A	S 4:17A	---	---	---	---	---	S 6:35A	---	S 7:25A
Perry Int.	4:23A	4:22A	5:05A	5:51A	5:59A	---	6:32A	6:40A	6:55A	7:30A
Newark	---	---	---	---	---	---	---	---	---	---
Wilmington	S 4:46A	S 4:45A	S 5:27A	S 6:11A	S 6:21A	---	S 6:54A	S 7:02A	S 7:15A	S 7:52A
Philadelphia 30th St.	S 5:10A S 5:15A	S 5:08A S 5:15A	S 5:50A S 5:53A	S 6:32A S 6:34A	S 6:45A S 6:48A	S 6:45A S 7:00A	S 7:18A S 7:21A	S 7:26A S 7:28A	S 7:36A S 7:39A	S 8:16A S 8:19A
North Phila.	---	---	S 6:01A	---	---	S 7:08A	---	---	---	---
Holmes Int.	5:31A	5:31A	6:09A	6:46A	7:02A	7:17A	7:34A	7:41A	7:51A	8:34A
Cornwells Heights	---	---	S 6:14A	---	---	S 7:23A	---	---	---	---
Trenton Transit Ctr.	S 5:45A	S 5:45A	S 6:27A	---	S 7:16A	S 7:37A	S 7:48A	---	---	S 8:48A
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Metropark	---	---	---	---	---	---	S 8:10A	---	---	S 9:09A
Newark Intl. Airport	S 6:16A	S 6:16A	---	---	---	---	S 8:21A	---	---	---
Newark	S 6:22A	S 6:22A	S 7:02A	S 7:28A	S 7:57A	L 8:12A	S 8:27A	D 8:26A	D 8:33A	S 9:24A
New York	LV 6:40A	LV 6:40A	A 7:22A	S 7:45A	LV 8:15A	A 8:30A	LV 8:45A	A 8:44A	A 8:52A	LV 9:42A

	3/16 130 M-F	3/16 2154 M-F	3/16 54 SaSu	3/16 172 M-F	11/17 660 SaSu	4/7 98 Daily	3/16 2104 M-F	11/17 642 M-F	3/16 56 M-F	3/16 152 SaSu
Washington	S 6:30A	S 7:00A	S 7:30A	LV 7:26A	---	D 7:32A	S 8:00A	---	S 8:10A	S 8:10A
CP Avenue	6:35A	7:03A	7:34A	7:30A	---	7:36A	8:03A	---	8:14A	8:15A
New Carrollton	R 6:42A	---	R 7:41A	R 7:38A	---	---	---	---	R 8:20A	R 8:22A
B.W.I. Marshall Airport	S 6:57A	S 7:21A	S 7:56A	S 7:53A	---	---	S 8:21A	---	S 8:35A	S 8:37A
Baltimore	S 7:14A	S 7:34A	S 8:11A	S 8:09A	---	D 8:16A	S 8:34A	---	S 8:52A	S 8:54A
Aberdeen	S 7:37A	---	---	---	---	---	---	---	---	---
Perry Int.	7:42A	7:55A	8:33A	8:32A	---	8:41A	8:55A	---	9:14A	9:17A
Newark	---	---	---	---	---	---	---	---	---	S 9:30A
Wilmington	S 8:04A	S 8:15A	S 8:55A	S 8:55A	---	D 9:09A	S 9:15A	---	S 9:36A	S 9:42A
Philadelphia 30th St.	S 8:28A S 8:30A	S 8:36A S 8:38A	S 9:18A S 9:21A	S 9:19A S 9:21A	S 9:05A S 9:23A	D 9:30A D 9:35A	S 9:36A S 9:38A	S 9:35A S 9:45A	S 9:58A S10:01A	S 10:07A S 10:12A
North Phila.	---	---	---	---	---	---	---	---	---	---
Holmes Int.	8:46A	8:50A	9:35A	9:34A	9:39A	9:50A	9:50A	10:00A	10:15A	10:28A
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 9:00A	---	S 9:49A	S 9:48A	S 9:52A	D 10:05A	---	S 10:12A	S 10:28A	S 10:42A
Princeton Jct.	---	---	---	---	S 10:00A	---	---	---	---	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Metropark	S 9:27A	---	S 10:10A	S 10:10A	---	---	---	---	---	S 11:07A
Newark Intl. Airport	S 9:37A	---	---	S 10:20A	S 10:25A	---	---	---	---	L 11:20A
Newark	S 9:42A	S 9:31A	S 10:25A	S 10:26A	S 10:31A	D 10:42A	D 10:30A	L 10:47A	S 11:03A	S 11:25A
New York	A 10:00A	S 9:48A	LV 10:43A	LV 10:44A	A 10:49A	A 11:00A	A 10:46A	A 11:05A	LV 11:21A	A 11:45A

	11/22 662 Sat	3/16 2158 M-F	3/16 2250 SaSu	3/16 86 M-F	11/17 644 M-F	3/16 184 M-F	3/16 164 SaSu	11/17 664 SaSu	3/16 2160 M-F	3/16 2208 Sun
Washington	---	S 9:00A	S 9:00A	S 8:40A	---	S 9:20A	S 9:25A	---	S 10:00A	S 10:00A
CP Avenue	---	9:03A	9:03A	8:44A	---	9:24A	9:30A	---	10:03A	10:03A
New Carrollton	---	---	---	S 8:52A	---	R 9:32A	S 9:37A	---	---	---
B.W.I. Marshall Airport	---	S 9:21A	S 9:21A	S 9:07A	---	S 9:48A	S 9:52A	---	S 10:21A	S 10:21A
Baltimore	---	S 9:34A	S 9:34A	S 9:23A	---	S 10:04A	S 10:08A	---	S 10:34A	S 10:34A
Aberdeen	---	---	---	---	---	---	---	---	---	---
Perry Int.	---	9:55A	9:55A	9:48A	---	10:27A	10:32A	---	10:55A	10:55A
Newark	---	---	---	---	---	---	---	---	---	---
Wilmington	---	S 10:15A	S 10:15A	S 10:09A	---	S 10:50A	S 10:54A	---	S 11:15A	S 11:15A
Philadelphia 30th St.	S 10:05A S 10:30A	S 10:36A S 10:38A	S 10:36A S 10:39A	S 10:33A S 10:39A	S 10:44A S 10:55A	S 11:14A S 11:17A	S 11:18A S 11:21A	S 11:10A S 11:25A	S 11:36A S 11:38A	S 11:36A S 11:39A
North Phila.	---	---	---	---	---	---	---	---	---	---
Holmes Int.	10:46A	10:50A	10:52A	10:55A	11:11A	11:31A	11:35A	11:41A	11:50A	11:52A
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 11:03A	---	---	S 11:08A	S 11:23A	S 11:45A	S 11:49A	S 11:55A	---	---
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Metropark	---	---	S 11:22A	S 11:31A	---	S 12:08P	S 12:11P	---	---	D 12:22P
Newark Intl. Airport	---	---	---	---	---	---	S 12:23P	---	---	---
Newark	L 11:42A	S 11:30A	S 11:36A	S 11:47A	L 11:57A	S 12:22P	S 12:29P	L 12:31P	S 12:30P	D 12:36P
New York	A 11:59A	S 11:46A	S 11:53A	LV 12:05P	A 12:15P	A 12:40P	LV 12:47P	A 12:49P	S 12:46P	A 12:53P

	11/17 646 M-F	11/17 20 Daily	3/16 174 M-F	3/16 154 Sun	3/16 82 Sat	3/16 2110 M-F	3/16 2252 Sun	3/16 84 M-F	11/17 648 M-F	3/16 88 SaSu
Washington	---	D 10:18A	S 10:20A	S 10:20A	S 10:20A	S 11:00A	S 11:00A	S 11:02A	---	S 11:25A
CP Avenue	---	10:22A	10:25A	10:25A	10:25A	11:03A	11:03A	11:07A	---	11:30A
New Carrollton	---	---	S 10:32A	R 10:32A	S 10:32A	---	---	S 11:14A	---	S 11:37A
B.W.I. Marshall Airport	---	---	S 10:47A	S 10:47A	S 10:47A	S 11:21A	S 11:21A	S 11:29A	---	S 11:53A
Baltimore	---	D 10:58A	S 11:04A	S 11:04A	S 11:04A	S 11:34A	S 11:34A	S 11:44A	---	S 12:08P
Aberdeen	---	---	---	S 11:26A	S 11:26A	---	---	---	---	---
Perry Int.	---	11:22A	11:27A	11:31A	11:31A	11:55A	11:55A	12:06P	---	12:31P
Newark	---	---	---	---	---	---	---	---	---	---
Wilmington	---	D 11:47A	S 11:49A	S 11:53A	S 11:53A	S 12:15P	S 12:15P	S 12:28P	---	S 12:54P
Philadelphia 30th St.	S 11:35A S 11:45A	D 12:08P D 12:13P	S 12:13P S 12:17P	S 12:18P S 12:21P	S 12:18P S 12:21P	S 12:36P S 12:38P	S 12:36P S 12:39P	S 12:51P S 12:54P	S 12:42P S 1:00P	S 1:18P S 1:21P
North Phila.	---	---	---	---	---	---	---	---	---	---
Holmes Int.	12:00P	12:30P	12:33P	12:34P	12:34P	12:50P	12:52P	1:10P	1:15P	1:34P
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 12:13P	D 12:44P	S 12:46P	S 12:48P	S 12:48P	---	---	S 1:23P	S 1:27P	S 1:48P
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Metropark	---	---	S 1:09P	S 1:10P	S 1:10P	---	S 1:22P	S 1:43P	---	S 2:10P
Newark Intl. Airport	---	---	S 1:20P	S 1:22P	S 1:22P	---	---	---	---	S 2:22P
Newark	L 12:52P	D 1:28P	S 1:26P	S 1:28P	S 1:28P	D 1:32P	S 1:36P	S 1:59P	L 2:03P	S 2:28P
New York	A 1:10P	A 1:46P	LV 1:44P	A 1:46P	LV 1:46P	A 1:50P	S 1:53P	A 2:20P	A 2:22P	LV 2:46P

	11/22 666 SaSu	3/16 2164 M-F	3/16 2212 SaSu	3/16 176 M-F	11/17 650 M-F	3/16 140 SaSu	3/16 2166 M-F	3/16 2254 Sun	3/16 186 M-F	3/16 194 SaSu
Washington	---	S 12:00P	S 12:00P	S 12:02P	---	S 12:25P	S 1:00P	S 1:00P	S 1:02P	S 1:05P
CP Avenue	---	12:03P	12:03P	12:06P	---	12:30P	1:03P	1:03P	1:06P	1:10P
New Carrollton	---	---	---	S 12:14P	---	R 12:37P	---	---	R 1:14P	S 1:17P
B.W.I. Marshall Airport	---	---	S 12:21P	S 12:29P	---	S 12:52P	---	S 1:21P	S 1:29P	S 1:32P
Baltimore	---	S 12:30P	S 12:34P	S 12:45P	---	S 1:08P	S 1:30P	S 1:34P	S 1:45P	S 1:51P
Aberdeen	---	---	---	---	---	---	---	---	---	---
Perry Int.	---	12:51P	12:55P	1:09P	---	1:31P	1:51P	1:55P	2:08P	2:14P
Newark	---	---	---	---	---	---	---	---	S 2:21P	---
Wilmington	---	S 1:11P	S 1:15P	S 1:31P	---	S 1:54P	S 2:11P	S 2:15P	S 2:33P	S 2:37P
Philadelphia 30th St.	S 1:05P S 1:30P	S 1:32P S 1:34P	S 1:36P S 1:39P	S 1:55P S 1:58P	S 1:45P S 2:05P	S 2:18P S 2:21P	S 2:32P S 2:34P	S 2:36P S 2:39P	S 2:56P S 3:01P	S 3:00P S 3:05P
North Phila.	---	---	---	---	---	---	---	---	---	---
Holmes Int.	1:46P	1:46P	1:52P	2:11P	2:21P	2:34P	2:46P	2:52P	3:16P	3:18P
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 2:00P	---	---	S 2:24P	S 2:33P	S 2:48P	---	---	S 3:30P	S 3:32P
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Metropark	---	S 2:14P	D 2:22P	S 2:47P	---	S 3:10P	S 3:14P	S 3:22P	S 3:52P	S 3:55P
Newark Intl. Airport	---	---	---	---	---	S 3:22P	---	---	S 4:05P	S 4:08P
Newark	L 2:40P	S 2:29P	D 2:36P	S 3:01P	L 3:08P	S 3:28P	S 3:29P	S 3:36P	S 4:12P	S 4:15P
New York	A 2:57P	S 2:45P	A 2:53P	LV 3:19P	A 3:26P	LV 3:46P	S 3:45P	S 3:53P	A 4:30P	LV 4:35P

	11/17 42 Daily	3/16 2168 M-F	3/16 2216 Sat	3/16 94 M-F	11/17 670 SaSu	3/16 156 SaSu	3/16 2170 M-F	3/16 2256 Sun	3/16 148 M-F	11/17 652 M-F
Washington	---	S 2:00P	S 2:00P	S 2:02P	---	S 2:20P	S 3:00P	S 3:00P	S 3:02P	---
CP Avenue	---	2:03P	2:03P	2:06P	---	2:25P	3:03P	3:03P	3:06P	---
New Carrollton	---	---	---	S 2:14P	---	S 2:32P	---	---	R 3:14P	---
B.W.I. Marshall Airport	---	---	S 2:21P	S 2:30P	---	S 2:47P	S 3:21P	S 3:21P	S 3:29P	---
Baltimore	---	S 2:30P	S 2:34P	S 2:46P	---	S 3:04P	S 3:34P	S 3:35P	S 3:45P	---
Aberdeen	---	---	---	---	---	---	---	---	S 4:08P	---
Perry Int.	---	2:51P	2:55P	3:10P	---	3:27P	3:55P	3:56P	4:13P	---
Newark	---	---	---	---	---	S 3:40P	---	---	---	---
Wilmington	---	S 3:11P	S 3:15P	S 3:33P	---	S 3:52P	S 4:15P	S 4:16P	S 4:35P	---
Philadelphia 30th St.	S 2:55P S 3:25P	S 3:32P S 3:34P	S 3:36P S 3:39P	S 3:56P S 4:01P	S 3:55P S 4:10P	S 4:16P S 4:19P	S 4:36P S 4:38P	S 4:37P S 4:40P	S 4:59P S 5:02P	S 5:05P S 5:18P
North Phila.	---	---	---	---	---	---	---	---	---	---
Holmes Int.	3:42P	3:46P	3:52P	4:14P	4:26P	4:34P	4:50P	4:53P	5:15P	5:33P
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 3:56P	---	---	S 4:28P	S 4:39P	S 4:48P	---	---	S 5:29P	S 5:45P
Princeton Jct.	---	---	---	---	---	---	---	---	---	S 5:52P
New Brunswick	---	---	---	---	---	---	---	---	---	D 6:05P
Metropark	---	S 4:14P	D 4:21P	---	---	S 5:10P	---	S 5:22P	S 5:51P	D 6:17P
Newark Intl. Airport	---	---	---	S 4:59P	---	S 5:22P	---	---	S 6:02P	---
Newark	D 4:32P	S 4:29P	D 4:35P	S 5:05P	L 5:13P	S 5:27P	S 5:31P	S 5:36P	S 6:10P	L 6:33P
New York	A 4:50P	S 4:45P	A 4:54P	LV 5:22P	A 5:32P	A 5:46P	S 5:47P	S 5:53P	LV 6:30P	A 6:53P

	3/16 168 Sat	3/16 132 Sun	3/16 2172 M-F	3/16 134 ThFr	3/16 2220 Sat	3/16 2258 Sun	4/7 92 Daily	3/16 178 M-F	3/16 146 Sat	3/16 126 Sun
Washington	S 3:25P	S 3:25P	S 4:00P	S 3:30P	S 4:00P	S 4:00P	D 3:10P	S 4:02P	S 4:25P	S 4:25P
CP Avenue	3:30P	3:30P	4:03P	3:34P	4:03P	4:03P	3:15P	4:06P	4:30P	4:30P
New Carrollton	R 3:37P	R 3:37P	---	---	---	---	---	R 4:14P	R 4:37P	R 4:37P
B.W.I. Marshall Airport	S 3:52P	S 3:52P	---	S 3:54P	S 4:21P	S 4:21P	---	S 4:29P	S 4:52P	S 4:52P
Baltimore	S 4:08P	S 4:08P	S 4:30P	S 4:09P	S 4:34P	S 4:34P	D 3:50P	S 4:45P	S 5:08P	S 5:08P
Aberdeen	---	---	---	---	---	---	---	---	---	---
Perry Int.	4:31P	4:32P	4:51P	4:32P	4:55P	4:55P	4:18P	5:09P	5:31P	5:31P
Newark	---	---	---	S 4:45P	---	---	---	---	---	---
Wilmington	S 4:54P	S 4:54P	S 5:11P	S 4:58P	S 5:15P	S 5:15P	D 4:43P	S 5:31P	S 5:54P	S 5:54P
Philadelphia 30th St.	S 5:18P S 5:21P	S 5:18P S 5:21P	S 5:32P S 5:35P	S 5:22P S 5:33P	S 5:36P S 5:39P	S 5:36P S 5:39P	D 5:05P D 5:10P	S 5:55P S 5:58P	S 6:18P S 6:21P	S 6:18P S 6:21P
North Phila.	---	---	---	---	---	---	---	---	---	---
Holmes Int.	5:34P	5:34P	5:47P	5:50P	5:53P	5:53P	5:28P	6:12P	6:35P	6:35P
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 5:48P	S 5:48P	---	---	---	---	D 5:43P	S 6:26P	S 6:49P	S 6:49P
Princeton Jct.	---	---	---	---	---	---	---	---	---	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Metropark	S 6:10P	S 6:10P	S 6:14P	---	D 6:22P	S 6:22P	---	---	S 7:11P	S 7:11P
Newark Intl. Airport	S 6:22P	S 6:22P	---	---	---	---	---	S 6:57P	---	---
Newark	S 6:28P	S 6:28P	S 6:29P	D 6:38P	D 6:36P	S 6:37P	D 6:27P	S 7:03P	S 7:26P	D 7:26P
New York	LV 6:46P	LV 6:46P	S 6:45P	A 6:56P	A 6:52P	S 6:53P	A 6:50P	LV 7:21P	LV 7:46P	A 7:46P

	3/16 2122 M-F	3/16 2222 Sun	11/17 654 M-F	3/16 196 Mo-Th	3/16 136 Fri	11/17 672 SaSu	11/17 80 Daily	3/16 192 Sat	3/16 166 Sun	3/16 2124 M-F
Washington	S 5:00P	S 5:00P	---	S 5:05P	S 5:05P	---	D 5:15P	S 5:20P	S 5:20P	S 6:00P
CP Avenue	5:03P	5:03P	---	5:09P	5:09P	---	5:19P	5:25P	5:25P	6:03P
New Carrollton	---	---	---	R 5:17P	R 5:17P	---	---	R 5:32P	R 5:32P	---
B.W.I. Marshall Airport	---	S 5:21P	---	S 5:32P	S 5:32P	---	---	S 5:47P	S 5:47P	---
Baltimore	S 5:30P	S 5:34P	---	S 5:48P	S 5:48P	---	D 5:54P	S 6:04P	S 6:04P	S 6:30P
Aberdeen	---	---	---	---	---	---	---	S 6:26P	S 6:26P	---
Perry Int.	5:52P	5:55P	---	6:13P	6:13P	---	6:21P	6:31P	6:31P	6:52P
Newark	---	---	---	---	---	---	---	---	---	---
Wilmington	S 6:12P	S 6:15P	---	S 6:36P	S 6:36P	---	D 6:46P	S 6:53P	S 6:53P	S 7:12P
Philadelphia 30th St.	S 6:33P S 6:35P	S 6:36P S 6:39P	S 6:25P S 6:50P	S 7:00P S 7:02P	S 7:00P S 7:02P	S 6:50P S 7:10P	D 7:07P D 7:11P	S 7:18P S 7:21P	S 7:18P S 7:21P	S 7:33P S 7:35P
North Phila.	---	---	---	---	---	---	---	---	---	---
Holmes Int.	6:49P	6:52P	7:06P	7:16P	7:16P	7:26P	7:29P	7:34P	7:34P	7:49P
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	---	---	S 7:19P	S 7:30P	S 7:30P	S 7:39P	D 7:45P	S 7:48P	S 7:48P	---
Princeton Jct.	---	---	---	S 7:39P	S 7:39P	---	---	---	---	---
New Brunswick	---	---	---	S 7:54P	S 7:54P	---	---	---	---	---
Metropark	D 7:18P	D 7:22P	---	S 8:05P	S 8:05P	---	---	S 8:10P	S 8:10P	D 8:18P
Newark Intl. Airport	---	---	---	S 8:17P	S 8:17P	---	---	S 8:22P	S 8:22P	---
Newark	D 7:33P	D 7:36P	L 7:54P	D 8:22P	S 8:22P	L 8:14P	D 8:27P	S 8:27P	S 8:27P	D 8:33P
New York	D 7:49P	A 7:53P	A 8:12P	A 8:41P	LV 8:41P	A 8:34P	A 8:47P	A 8:45P	LV 8:45P	D 8:49P

	11/17 656 M-F	3/16 138 M-F	3/16 158 SaSu	4/8 50 WeFrSu	3/16 2126 M-F	3/16 658 Fri	11/17 674 Sun	3/16 188 M-F	3/16 182 SaSu	3/16 2128 M-F
Washington	---	S 6:05P	S 6:20P	D 6:44P	S 7:00P	---	---	S 7:10P	S 7:20P	S 8:00P
CP Avenue	---	6:10P	6:25P	6:48P	7:03P	---	---	7:15P	7:25P	8:03P
New Carrollton	---	R 6:17P	R 6:32P	---	---	---	---	R 7:22P	R 7:32P	---
B.W.I. Marshall Airport	---	S 6:33P	S 6:47P	---	---	---	---	S 7:37P	S 7:47P	---
Baltimore	---	S 6:50P	S 7:04P	D 7:20P	S 7:30P	---	---	S 7:54P	S 8:04P	S 8:30P
Aberdeen	---	---	---	---	---	---	---	S 8:16P	---	---
Perry Int.	---	7:13P	7:27P	7:44P	7:52P	---	---	8:21P	8:27P	8:52P
Newark	---	---	---	---	---	---	---	---	S 8:40P	---
Wilmington	---	S 7:36P	S 7:49P	D 8:08P	S 8:12P	---	---	S 8:43P	S 8:52P	S 9:12P
Philadelphia 30th St.	S 7:23P S 7:40P	S 8:00P S 8:02P	S 8:13P S 8:16P	D 8:26P D 8:31P	S 8:33P S 8:35P	S 8:20P S 8:36P	S 8:50P S 9:10P	S 9:07P S 9:10P	S 9:16P S 9:19P	S 9:33P S 9:35P
North Phila.	---	---	---	---	---	---	---	---	---	---
Holmes Int.	7:56P	8:15P	8:31P	8:50P	8:47P	8:52P	9:26P	9:25P	9:34P	9:49P
Cornwells Heights	---	---	---	---	---	---	---	---	---	---
Trenton Transit Ctr.	S 8:09P	S 8:29P	S 8:45P	D 9:05P	S 9:00P	S 9:06P	S 9:39P	S 9:37P	S 9:48P	---
Princeton Jct.	---	S 8:38P	---	---	---	---	---	---	---	---
New Brunswick	---	---	---	---	---	---	---	---	---	---
Metropark	---	S 8:56P	S 9:08P	---	D 9:19P	---	---	D 10:01P	S 10:11P	D 10:18P
Newark Intl. Airport	---	S 9:07P	L 9:20P	---	---	---	---	---	---	---
Newark	L 8:45P	S 9:12P	D 9:25P	D 9:41P	D 9:34P	L 9:42P	L 10:14P	D 10:16P	D 10:27P	D 10:32P
New York	A 9:03P	A 9:30P	A 9:45P	A 9:58P	D 9:52P	A 10:00P	A 10:34P	A 10:34P	A 10:49P	D 10:50P

	3/16 2228 Sun	4/6 90 Daily	3/16 198 Daily	3/16 66 Daily
Washington	S 8:00P	D 8:05P	S 9:05P	S 10:10P
CP Avenue	8:03P	8:09P	9:09P	10:15P
New Carrollton	---	---	R 9:17P	S 10:22P
B.W.I. Marshall Airport	S 8:21P	---	S 9:32P	S 10:40P
Baltimore	S 8:34P	D 8:42P	S 9:48P	S 10:56P
Aberdeen	---	---	S 10:09P	---
Perry Int.	8:55P	9:05P	10:14P	11:21P
Newark	---	---	---	---
Wilmington	S 9:15P	D 9:32P	S 10:37P	S 11:46P
Philadelphia 30th St.	S 9:36P S 9:39P	D 9:55P D 10:05P	S 11:01P S 11:04P	S 12:09A S 12:14A
North Phila.	---	---	---	---
Holmes Int.	9:52P	10:22P	11:19P	12:30A
Cornwells Heights	---	---	---	---
Trenton Transit Ctr.	---	D 10:38P	S 11:33P	S 12:48A
Princeton Jct.	---	---	---	---
New Brunswick	---	---	---	---
Metropark	D 10:22P	---	D 11:55P	S 1:15A
Newark Intl. Airport	---	---	---	---
Newark	D 10:37P	D 11:17P	D 12:12A	S 1:32A
New York	A 10:53P	A 11:36P	A 12:30A	LV 1:50A

F. West bound time changes NYP and CP 216 due to Metro North speed adjustments 12/08/14

Effective 1/13/14	2151 M-F	141 M-F	143 SaSu	2153 M-F	95 M-F	195 SaSu	2155 M-F	147 Sat	157 Sun	2251 Sat	145 Sun
CP 216 (Shell Int-MNR)	8:16A	8:53A	9:21A	9:17A	9:49A	10:21A	10:20A	10:51A	10:54A	11:18A	Originate
New York	S 8:45A	S 9:20A	S 9:50A	S 9:45A	S 10:20A	S 10:50A	S 10:45A	S 11:20A	S 11:25	S 11:45A	NYP

Effective 1/13/14	171 M-F	99 SaSu	2159 M-F	83 Fri	93 Mo-Th	161 SaSu	2253 SaSu	2163 M-F	173 M-F	163 SaSu
CP 216 (Shell Int-MNR)	11:48A	12:21P	12:18P	1:21P	1:21P	1:21P	2:18P	2:18P	2:51P	3:21P
New York	S 12:20P	S 12:50P	S 12:45P	S 1:47P	S 1:47P	S 1:50P	S 2:45P	S 2:45P	S 3:17P	S 3:50P

Effective 1/13/14	2165 M-F	2255 Sun	2167 M-F	137 M-F	135 SaSu	55 M-F	57 SaSu	2257 Sun	2171 M-F	165 SaSu
CP 216 (Shell Int-MNR)	3:18P	4:18P	4:18P	5:21P	5:21P	5:53P	5:53P	6:18P	6:18P	6:53P
New York	S 3:45P	S 4:45P	S 4:45P	S 6:00P	S 5:50P	S 6:25P	S 6:26P	S 6:45P	S 6:45P	S 7:26P

Effective 1/13/14	175 M-F	2259 Sun	2173 M-F	167 Sat	2297 Sun	2175 M-F	139 Sun	177 M-F	169 SaSu	179 M-F
CP 216 (Shell Int-MNR) New York	6:54P S 7:25P	7:18P S 7:45P	7:21P S 7:45P	8:21P S 8:50P	8:18P A 8:45P	8:25P S 8:50P	9:21P S 9:50P	9:26P S 9:50P	10:21P S 10:46P	10:19P A 10:45P

G. East bound time changes NYP and CP216 due to Metro North speed adjustments: 12/08/14

Effective 1/13/14	2190 M-F	190 M-F	150 SaSu	2290 Sat	2150 M-F	170 M-F	160 SaSu	2154 M-F	162 SaSu	172 M-F
New York CP 216 (Shell Int-MNR)	S 6:20A 6:46A	LV 6:56A 7:23A	LV 7:01A 7:27A	S 8:03A 8:27A	S 8:00A 8:27A	LV 8:31A 8:56A	LV 9:01A 9:26A	S 10:03A 10:26A	LV 10:01A 10:26A	LV 11:01A 11:26A

Effective 1/13/14	54 SaSu	56 M-F	2158 M-F	2250 SaSu	86 M-F	2160 M-F	164 SaSu	2252 Sun	174 M-F	82 Sat
New York CP 216 (Shell Int-MNR)	LV 11:31A 11:59A	LV 11:34A 11:59A	S 12:03P 12:26P	S 12:03P 12:27P	LV 12:31P 12:59P	S 1:03P 1:26P	LV 1:01P 1:26P	S 2:03P 2:27P	LV 2:01P 2:26P	LV 2:01P 2:26P

Effective 1/13/14	88 SaSu	2164 M-F	176 M-F	2166 M-F	2254 Sun	140 SaSu	2168 M-F	194 SaSu	94 M-F	2170 M-F
New York CP 216 (Shell Int-MNR)	LV 3:01P 3:26P	S 3:00P 3:25P	LV 3:31P 3:56P	S 4:00P 4:26P	S 4:03P 4:27P	LV 4:31P 4:56P	S 5:00P 5:28P	LV 5:01P 5:29P	LV 5:43P 6:12P	S 6:00P 6:29P

Effective 1/13/14	2256 Sun	148 M-F	2172 M-F	2258 Sun	168 Sat	132 Sun	178 M-F	146 Sat	166 Sun	136 Fri
New York CP 216 (Shell Int-MNR)	S 6:03P 6:27P	LV 6:46P 7:13P	S 7:00P 7:25P	S 7:03P 7:27P	LV 7:01P 7:26P	LV 7:31P 7:56P	LV 7:46P 8:19P	LV 8:01P 8:26P	LV 9:01P 9:26P	LV 8:58P 9:24P

H. The following Empire Service trains are adjusted between New York and CP 12: 04/06/15

Effective April 6, 2015	DH1297	63	69	281	233	283	235	291	255
	Mon	Daily	Daily	Daily	Daily	Daily	M-F	DexFr	Fri
New York A Empire Inwood CP 12 (MNR)	N 12:45A 12:46A 12:49A 1:00A 1:05A	LV 7:16A 7:17A 7:20A 7:36A 7:39A	LV 8:16A 8:17A 8:20A 8:36A 8:39A	LV 10:21A 10:22A 10:25A 10:36A 10:39A	LV 11:21A 11:22A 11:25A 11:36A 11:39A	LV 1:21P 1:22P 1:25P 1:36P 1:39P	LV 2:21P 2:22P 2:25P 2:36P 2:39P	LV 3:16P 3:17P 3:20P 3:31P 3:34P	LV 3:16P 3:17P 3:20P 3:31P 3:34P

Effective April 6, 2015	49 Daily	237 M-F	253 SaSu	293 Fri	239 Mo-Th	241 Daily	243 M-F	259 SaSu	245 M-F	261 SaSu
New York A Empire Inwood CP 12 (MNR)	S 3:40P 3:41P 3:45P 3:59P 4:01P	LV 4:41P 4:42P 4:46P 5:00P 5:02P	LV 5:16P 5:17P 5:20P 5:31P 5:34P	LV 5:48P 5:49P 5:53P 6:08P 6:10P	LV 5:48P 5:49P 5:53P 6:08P 6:10P	LV 7:16P 7:17P 7:20P 7:31P 7:34P	LV 8:56P 8:57P 9:00P 9:11P 9:14P	LV 9:16P 9:17P 9:20P 9:31P 9:34P	LV 10:46P 10:47P 10:50P 11:01P 11:04P	LV 11:36P 11:37P 11:40P 11:51P 11:54P

Effective April 6, 2015	230 M-F	232 M-F	250 SaSu	234 M-F	252 Sat	236 Daily	280 Mo-Sa	254 Sun	290 M-F	238 Daily
CP 12 (MNR) Inwood Empire A New York	7:08A 7:11A 7:26A 7:29A	7:56A 7:59A 8:11A 8:14A	8:18A 8:21A 8:39A 8:44A	8:59A 9:02A 9:15A 9:19A	9:18A 9:21A 9:39A 9:44A	10:18A 10:21A 10:35A 10:39A	12:16P 12:19P 12:37P 12:43P	12:16P 12:19P 12:37P 12:43P	1:18P 1:21P 1:39P 1:44P	2:18P 2:21P 2:39P 2:44P

Effective April 6, 2015	284 Daily	292 Sat	256 Sun	48 Daily	242 M-F	244 Daily	68 Daily	64 Daily	296 Sun	288 Sun
CP 12 (MNR) Inwood Empire A New York	3:18P 3:21P 3:42P 3:44P	4:18P 4:21P 4:39P 4:44P	4:18P 4:21P 4:39P 4:44P	5:58P 6:01P 6:19P 6:22P	5:25P 5:28P 5:44P 5:47P	6:16P 6:19P 6:38P 6:44P	8:23P 8:26P 8:44P 8:49P	9:23P 9:26P 9:43P 9:49P	10:23P 10:26P 10:46P 10:49P	11:23P 11:26P 11:42P 11:44P

I. Holiday Exceptions 1/19/15 through 5/26/15

01/19/15

Train	Days	Operates Between		TYPE	Will also Run	Will Not Run
110	M-F	WAS	NYP	REG		1/19, 2/16, 5/25
111	M-F	NYP	WAS	REG		1/19, 2/16, 5/25
121	Sat	NYP	WAS	REG	1/18, 2/15, 5/24	
123	Sun	NYP	WAS	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
125	M-F	NYP	NFK	REG		1/19, 2/16, 5/25
126	Sun	WAS	NYP	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
127	M-F	NYP	WAS	REG		1/19, 2/16, 5/25
129	M-F	NYP	WAS	REG		1/19, 2/16, 5/25
1297	Mon	NYP	ALB	DHD	1/20, 2/17, 5/26	1/19, 2/16, 5/25
130	M-F	WAS	NYP	REG		1/19, 2/16, 5/25
131	SaSu	NYP	WAS	REG	1/19, 2/16, 5/25	
132	Sun	WAS	BOS	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
135	SaSu	BOS	WAS	REG	1/19, 2/16, 5/25	
137	M-F	BOS	WAS	REG		1/19, 2/16, 5/25
138	M-F	WAS	NYP	REG		1/19, 2/16, 5/25
139	Sun	BOS	WAS	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
140	SaSu	WAS	SPG	REG	1/19, 2/16, 5/25	
141	M-F	SPG	WAS	REG		1/19, 2/16, 5/25
143	SaSu	SPG	WAS	REG	1/19, 2/16, 5/25	
145	Sun	NYP	LYH	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
146	Sat	WAS	SPG	REG	1/18, 2/15, 5/24	
147	Sat	SPG	LYH	REG	1/18, 2/15, 5/24	
148	M-F	WAS	SPG	REG		1/19, 2/16, 5/25
150	SaSu	WAS	BOS	REG	1/19, 2/16, 5/25	
151	M-F	NYP	WAS	REG		1/19, 2/16, 5/25
152	SaSu	WAS	NYP	REG	1/19, 2/16, 5/25	
153	SaSu	NYP	WAS	REG	1/19, 2/16, 5/25	
154	Sun	WAS	NYP	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
155	SaSu	NYP	WAS	REG	1/19, 2/16, 5/25	
156	SaSu	LYH	NYP	REG	1/19, 2/16, 5/25	
157	Sun	SPG	NFK	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
158	SaSu	WAS	NYP	REG	1/19, 2/16, 5/25	
159	SaSu	NYP	WAS	REG	1/19, 2/16, 5/25	
160	SaSu	WAS	BOS	REG	1/19, 2/16, 5/25	
161	SaSu	BOS	WAS	REG	1/19, 2/16, 5/25	
162	SaSu	WAS	BOS	REG	1/19, 2/16, 5/25	
163	SaSu	BOS	WAS	REG	1/19, 2/16, 5/25	
164	SaSu	RVR	BOS	REG	1/19, 2/16, 5/25	
165	SaSu	BOS	WAS	REG	1/19, 2/16, 5/25	
166	Sun	WAS	BOS	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
167	Sat	BOS	WAS	REG	1/18, 2/15, 5/24	
168	Sat	WAS	BOS	REG	1/18, 2/15, 5/24	
169	SaSu	BOS	WAS	REG	1/19, 2/16, 5/25	
170	M-F	WAS	BOS	REG		1/19, 2/16, 5/25
171	M-F	BOS	LYH	REG		1/19, 2/16, 5/25
172	M-F	WAS	BOS	REG		1/19, 2/16, 5/25
173	M-F	BOS	WAS	REG		1/19, 2/16, 5/25
174	M-F	NFK	BOS	REG		1/19, 2/16, 5/25
175	M-F	BOS	WAS	REG		1/19, 2/16, 5/25
176	M-F	LYH	BOS	REG		1/19, 2/16, 5/25
177	M-F	BOS	WAS	REG		1/19, 2/16, 5/25
178	M-F	WAS	BOS	REG		1/19, 2/16, 5/25
179	M-F	BOS	NYP	REG		1/19, 2/16, 5/25
180	M-F	WAS	NYP	REG		1/19, 2/16, 5/25
181	M-F	NYP	WAS	REG		1/19, 2/16, 5/25
182	SaSu	WAS	NYP	REG	1/19, 2/16, 5/25	
183	M-F	NYP	WAS	REG		1/19, 2/16, 5/25

Train	Days	Operates Between		TYPE	Will also Run	Will Not Run
184	M-F	WAS	NYP	REG		1/19, 2/16, 5/25
185	M-F	NYP	WAS	REG		1/19, 2/16, 5/25
186	M-F	WAS	NYP	REG		1/19, 2/16, 5/25
187	M-F	NYP	WAS	REG		1/19, 2/16, 5/25
188	M-F	WAS	NYP	REG		1/19, 2/16, 5/25
190	M-F	WAS	BOS	REG		1/19, 2/16, 5/25
192	Sat	WAS	NYP	REG	1/18, 2/15, 5/24	
193	M-F	NYP	WAS	REG		1/19, 2/16, 5/25
194	SaSu	NPN	BOS	REG	1/19, 2/16, 5/25	
195	SaSu	BOS	RVR	REG	1/19, 2/16, 5/25	
196	Mo-Th	WAS	NYP	REG		1/19, 2/16, 5/25
2100	M-F	WAS	NYP	AXP		1/19, 2/16, 5/25
2103	M-F	NYP	WAS	AXP		1/19, 2/16, 5/25
2104	M-F	WAS	NYP	AXP		1/19, 2/16, 5/25
2107	M-F	NYP	WAS	AXP		1/19, 2/16, 5/25
2109	M-F	NYP	WAS	AXP		1/19, 2/16, 5/25
2110	M-F	WAS	NYP	AXP		1/19, 2/16, 5/25
2117	M-F	NYP	WAS	AXP		1/19, 2/16, 5/25
2119	M-F	NYP	WAS	AXP		1/19, 2/16, 5/25
2121	M-F	NYP	WAS	AXP		1/19, 2/16, 5/25
2122	M-F	WAS	NYP	AXP		1/19, 2/16, 5/25
2124	M-F	WAS	NYP	AXP		1/19, 2/16, 5/25
2126	M-F	WAS	NYP	AXP		1/19, 2/16, 5/25
2128	M-F	WAS	NYP	AXP		1/19, 2/16, 5/25
2150	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2151	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2153	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2154	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2155	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2158	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2159	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2160	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2163	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2164	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2165	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2166	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2167	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2168	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2170	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2171	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2172	M-F	WAS	BOS	AXP		1/19, 2/16, 5/25
2173	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2175	M-F	BOS	WAS	AXP		1/19, 2/16, 5/25
2190	M-F	NYP	BOS	AXP		1/19, 2/16, 5/25
2203	Sat	NYP	WAS	AXP	1/18, 2/15, 5/24	
2205	Sun	NYP	WAS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2207	Sat	NYP	WAS	AXP	1/18, 2/15, 5/24	
2208	Sun	WAS	NYP	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2211	Sun	NYP	WAS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2212	SaSu	WAS	NYP	AXP	1/19, 2/16, 5/25	
2213	Sun	NYP	WAS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2216	Sat	WAS	NYP	AXP	1/18, 2/15, 5/24	
2220	Sat	WAS	NYP	AXP	1/18, 2/15, 5/24	
2221	Sun	NYP	WAS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2222	Sun	WAS	NYP	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2225	Sun	NYP	WAS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2228	Sun	WAS	NYP	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2250	SaSu	WAS	BOS	AXP	1/19, 2/16, 5/25	

Train	Days	Operates Between		TYPE	Will also Run	Will Not Run
2251	Sat	BOS	WAS	AXP	1/18, 2/15, 5/24	
2252	Sun	WAS	BOS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2253	SaSu	BOS	WAS	AXP	1/19, 2/16, 5/25	
2254	Sun	WAS	BOS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2255	Sun	BOS	WAS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2256	Sun	WAS	BOS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2257	Sun	BOS	WAS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2258	Sun	WAS	BOS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2259	Sun	BOS	WAS	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
2290	Sat	NYP	BOS	AXP	1/18, 2/15, 5/24	
2297	Sun	BOS	NYP	AXP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
230	M-F	ALB	NYP	EMP		1/19, 2/16, 5/25
232	M-F	ALB	NYP	EMP		1/19, 2/16, 5/25
234	M-F	ALB	NYP	EMP		1/19, 2/16, 5/25
235	M-F	NYP	ALB	EMP		1/19, 2/16, 5/25
237	M-F	NYP	ALB	EMP		1/19, 2/16, 5/25
239	Mo-Th	NYP	ALB	EMP		1/19, 2/16, 5/25
242	M-F	ALB	NYP	EMP		1/19, 2/16, 5/25
243	M-F	NYP	ALB	EMP		1/19, 2/16, 5/25
245	M-F	NYP	ALB	EMP		1/19, 2/16, 5/25
250	SaSu	ALB	NYP	EMP	1/19, 2/16, 5/25	
252	Sat	ALB	NYP	EMP	1/18, 2/15, 5/24	
253	SaSu	NYP	ALB	EMP	1/19, 2/16, 5/25	
254	Sun	ALB	NYP	EMP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
256	Sun	ALB	NYP	EMP	1/19, 2/16, 5/25	1/18, 2/15, 5/24
259	SaSu	NYP	ALB	EMP	1/19, 2/16, 5/25	
261	SaSu	NYP	ALB	EMP	1/19, 2/16, 5/25	
280	Mo-Sa	NFL	NYP	EMP		1/19, 2/16, 5/25
288	Sun	NFL	NYP	EMP	1/19, 2/16, 5/25	
290	M-F	RUD	NYP	ETH		1/19, 2/16, 5/25
292	Sat	RUD	NYP	ETH	1/18, 2/15, 5/24	
296	Sun	RUD	NYP	ETH	1/19, 2/16, 5/25	1/18, 2/15, 5/24
54	SaSu	WAS	SAB	VMT	1/19, 2/16, 5/25	
55	M-F	SAB	WAS	VMT		1/19, 2/16, 5/25
56	M-F	WAS	SAB	VMT		1/19, 2/16, 5/25
57	SaSu	SAB	WAS	VMT	1/19, 2/16, 5/25	
600	M-F	HAR	PHL	KEY		1/19, 2/16, 5/25
601	M-F	PHL	HAR	KEY		1/19, 2/16, 5/25
605	M-F	PHL	HAR	KEY		1/19, 2/16, 5/25
607	M-F	PHL	HAR	KEY		1/19, 2/16, 5/25
609	M-F	PHL	HAR	KEY		1/19, 2/16, 5/25
610	Sat	HAR	PHL	KEY	1/18, 2/15, 5/24	
611	Sat	PHL	HAR	KEY	1/18, 2/15, 5/24	
612	Sun	HAR	PHL	KEY	1/19, 2/16, 5/25	1/18, 2/15, 5/24
615	Sun	PHL	HAR	KEY	1/19, 2/16, 5/25	1/18, 2/15, 5/24
618	Mo-Th	HAR	PHL	KEY		1/19, 2/16, 5/25
619	M-F	PHL	HAR	KEY		1/19, 2/16, 5/25
620	M-F	HAR	PHL	KEY		1/19, 2/16, 5/25
622	M-F	HAR	PHL	KEY		1/19, 2/16, 5/25
637	Sun	NYP	PHL	KEY	1/19, 2/16, 5/25	1/18, 2/15, 5/24
639	M-F	NYP	PHL	KEY		1/19, 2/16, 5/25
640	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25
641	M-F	NYP	HAR	KEY		1/19, 2/16, 5/25
642	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25
643	M-F	NYP	HAR	KEY		1/19, 2/16, 5/25
644	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25
645	M-F	NYP	HAR	KEY		1/19, 2/16, 5/25
646	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25

Train	Days	Operates Between		TYPE	Will also Run	Will Not Run
647	M-F	NYP	HAR	KEY		1/19, 2/16, 5/25
648	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25
649	M-F	NYP	HAR	KEY		1/19, 2/16, 5/25
65	FrSa	BOS	NPN	REG	1/18, 2/15, 5/24	
650	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25
651	M-F	NYP	HAR	KEY		1/19, 2/16, 5/25
652	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25
653	M-F	NYP	HAR	KEY		1/19, 2/16, 5/25
654	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25
655	M-F	NYP	HAR	KEY		1/19, 2/16, 5/25
656	M-F	HAR	NYP	KEY		1/19, 2/16, 5/25
660	SaSu	HAR	NYP	KEY	1/19, 2/16, 5/25	
661	SaSu	NYP	HAR	KEY	1/19, 2/16, 5/25	
662	Sat	HAR	NYP	KEY	1/18, 2/15, 5/24	
663	SaSu	NYP	HAR	KEY	1/19, 2/16, 5/25	
664	SaSu	HAR	NYP	KEY	1/19, 2/16, 5/25	
665	SaSu	NYP	HAR	KEY	1/19, 2/16, 5/25	
666	SaSu	HAR	NYP	KEY	1/19, 2/16, 5/25	
667	SaSu	NYP	HAR	KEY	1/19, 2/16, 5/25	
669	SaSu	NYP	HAR	KEY	1/19, 2/16, 5/25	
67	Sun-Thu	BOS	NPN	REG		1/18, 2/15, 5/24
670	SaSu	HAR	NYP	KEY	1/19, 2/16, 5/25	
671	SaSu	NYP	HAR	KEY	1/19, 2/16, 5/25	
672	SaSu	HAR	NYP	KEY	1/19, 2/16, 5/25	
674	Sun	HAR	NYP	KEY	1/19, 2/16, 5/25	1/18, 2/15, 5/24
71	Sat	NYP	NFK	REG	1/18, 2/15, 5/24	
82	Sun	WAS	BOS	REG	only 1/18, 2/15, 5/24	
84	M-F	RVR	NYP	REG		1/19, 2/16, 5/25
85	M-F	NYP	RVR	REG		1/19, 2/16, 5/25
86	M-F	RVR	BOS	REG		1/19, 2/16, 5/25
87	Sun	NYP	RVR	REG	1/19, 2/16, 5/25	1/18, 2/15, 5/24
88	SaSu	NFK	BOS	REG	1/19, 2/16, 5/25	
93	Mo-Th	BOS	RVR	REG		1/19, 2/16, 5/25
94	M-F	NPN	BOS	REG		1/19, 2/16, 5/25
95	M-F	BOS	NPN	REG		1/19, 2/16, 5/25
99	SaSu	BOS	NPN	REG	1/19, 2/16, 5/25	

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