## **ROUTE 9 FROM WALL STREET FRIDAY**

12/2/19

Southbound - Friday PM																																																
Committee of the state of the s	C. Belore Tride	Outene St.	PERAIN.	SCHUR! MILE ROP	JAKE OF ROA	SAOWA SON	THE PHILADA	OCHMUPSUM	SETON BILL	TO STA	SPRING FERRY	JALLEY &	TENASA	LO SAMULES	MORELLE O	MARIAN	CONFOCRACE	GORDO BEEN	NORS COR	SALLE	CAMMES	SCHIE ANG AC	FARE	SENOLD IN	SCHANKE	No. on Son	ELPHAT	STENICO	Casino	West Falling Pool	Sunnysie Rd. & F.	Georgia NEST 3 A A	Tayon St. 81.	ALDE GRANES ST. S.	CHROME BAS	Notice & ROU!	New Y. SAL P& R	EM HILL	Mes Mil. & Rt.	Lander Rich Ares	medy end of	OTH SHE RTS	CHON STHER AND	KINE WOOD & STA	ALL HOSPIT TERM	Pine Sie & RI	er & RT S	
7	12	1 20 /	* //	16	 ) \ C	0/0	10	141	/ 41,	150		( Ø )	0 /	(S)	0 (	<u>۲</u> \	17 1	/0	141	\'P\	17	79 \	<i>⊙</i> \	10 I	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	(0)	(0)	(0)	4, ,	(O)	Ø \	<i>\</i>	Ø \	<i>S</i> /	~ \	~ /	Ø \	~ /	(O)		~ \		~	~	-2	8	2	<u> </u>
Zone								6 1		6 16		16	16 OLD				MAN M		_	17			17	18	18 FR	_	_		18 FR	18	19 HT	19 HT	19 HT	19 HT	19	19 HT	19 HT	19 HT	19 HT	19	19 HT	19	19	19	19 LW	19	19 LW	19
	2:0	0 2.02	$\rightarrow$	-	_	-	_	-	$\rightarrow$	_	_	_	-	_	-	$\rightarrow$	-	$\overline{}$	$\rightarrow$	$\overline{}$	_	-	-	-	_	-	_	$\overline{}$	_	HT					HT					HT 2.E7		LW 4:01	LW	LW	_	LW 4:05	LVV	LW
		-	$\rightarrow$	_	_	_	_	_	$\rightarrow$	$\rightarrow$	-	+	_	_	-	$\rightarrow$	$\rightarrow$	$\rightarrow$	$\rightarrow$	_	_	_	_	_	-	+	-	4:26	_	-	_	_	_	_	-		$\overline{}$	_				4:46	_		4:49	4:50		
		-	$\rightarrow$	_	_	_	_	_	$\rightarrow$	$\rightarrow$	_	+	_	_	-	$\rightarrow$	$\rightarrow$	$\rightarrow$	$\rightarrow$	_	_	_	_	_	-	+	-	_	_	-	_	_	_	_	-		$\overline{}$	_		-		5:16	_	_	5:19	5:20	5:22	5:24
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		$\overline{}$	$\rightarrow$	$\overline{}$	$\overline{}$	$\overline{}$	$\rightarrow$	$\neg$	$\overline{}$	$\overline{}$	$\overline{}$	-	5:32	-	-	$\overline{}$	$\overline{}$	$\overline{}$	$\overline{}$	$\overline{}$	-	3.10	3.17	3.10	J.22	3.24	3.23	3.20	3.27	3.20	3.23	3.30	3.31	J.J2	3.33	3.33	3.37	3.33	3.41	3.42	3.44	3.40	3.47	3.40	3.43	3.50	3.32	5.54
		5 4:18	$\rightarrow$	_	_	_	_	_		$\rightarrow$	3.30	3.51	3.32	3.33	-	$\rightarrow$	_	_	_		_	_	_	_	5:40	_	5.43		5:45				_	_	5-51		5-55	5-57	5-50	6:00	6.03	6:04	6:05	6:06	6:07	6.08	6:10	6:12
		-	-	$\rightarrow$	$\rightarrow$	_	_	_	-	$\rightarrow$	+	-	6:02	6:03	-	$\rightarrow$	$\rightarrow$	$\rightarrow$	$\rightarrow$	_	_		3.33	3.30	3.40	3.42	3.43	_	3.43	3.40	3.47	3.40	3.43	3.30	3.31		3.33		3.33			0.04	0.03		0.07	0.00		0.12
	_	5 4:48	_	-	$\rightarrow$		_	_			0.00				-		$\rightarrow$	$\rightarrow$	$\rightarrow$	_	_	_	_	-	-	-	-	_	-	-	-	_		_		_	-			-		6:34	_	_	6:37	-	_	6:44
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	_			-	-	_	_	_	_	28 7:2	9 7:30	7:31	7:32	7:33	7:34	7:35	7:36 7:	_	$\rightarrow$	_	_									-					H		-							T			H	_
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	6:4	5 6:48	6:53	7:52 7	:53 7	:54 7:	55 7:	56 7:5	7:5	8 7:59	8:00	8:01	8:02	8:03	8:05	8:06	$\rightarrow$	$\rightarrow$	$\rightarrow$	_	_	_	_	_	-	+	-	8:26	_	-	_	_	_	_	-	8:35	-	8:39				8:46	_		8:49	8:50	8:54	8:56
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BOLD TYPE=P

Depending on operational needs any departure may be directed to make additional stops.

All times are approximate