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THE PENNSYLVANIA RAILROAD

NORTHERN REGION

Time-Table No. 3

In effect 2.01 A.M., Sunday, April 28, 1957

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. D. MORRIS,
General Manager Transportation.

P. W. NEFF,
Regional Manager.

E. P. ADAMS,
Superintendent Transportation.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Baltimore	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		HARRISBURG (Phila. Region)	84.4			
				ROCKVILLE	90.6	120		
				REGION POST (Phila. Region)....	92.2			
X				DAUPHIN	93.7			
				STONE	93.8		116	
				FERRY	99.3			161
				HALIFAX	106.6			
				FORT	106.6			171
				L. V. JUNCTION	111.9			
				MILLERSBURG	112.3			
				PAXTON	116.6			155
X	X	X-O		DALMATIA	122.3			
				FIDLER	125.2	57	79	
X				HERNDON	127.2			
				BOYLES	130.2	90	89	
X	X			SELINGSGROVE JCT.	133.7			
				CREEK	137.3			
X	X			SF	138.4			
				SUNBURY	138.7			
					Distance from Erie			
X				SUNBURY	287.5			
X	X	X-O		HORN	287.3			
				KASE	286.4			56
				NORTHUMBERLAND	285.6			
X	X	X		MOLLY	282.4			
X	X			MONTANDON	278.8			
				MU	275.9			
				MILTON	275.0			
				FAIR	274.4			139
				WATSONTOWN	270.7			
				WATSON	270.3			122
X				DEWART	268.5			
				MONTGOMERY CROSSING	265.0			
				MONTGOMERY	264.0			
				CLINTON	263.7			135
X	X	X		MUNCY	260.1			
X	X	X		ALLENS	250.2			
				WG	249.5			
				WALNUT	248.0			
X	X	X		WILLIAMSPORT	247.8			
X	X	X-O		NEWBERRY	246.1			169
				LINDEN	242.5			168
X				NISBET	242.2			
				BUD	240.6			
X				JERSEY SHORE	236.1			20
X	X	X		PINE	230.8		108	
				RICH	228.2			
X				McELHATTAN	228.1			
X	X	X-O		LANE	224.8		119	
				LOCK HAVEN	223.2	115		
				FARRANDSVILLE	217.6			
				PERNEY	212.4			
				BAKER	211.3			178
				GLEN UNION	209.4			
				RITCHIE	205.0			
				HYNER	201.8			
				QUAIL	201.7			142
X				NORTH BEND	198.4			
	X	X		FARWELL	197.5	96		
				DROCTON	196.4			
				RENOVO	195.2			
				DRURY	194.9			
X	X	X-O		WESTPORT	189.3			
				CT	183.2			108
				KEATING	182.8			
				GROVE	173.2			
X	X	X-O		SINNEMAHONING	170.9			
				DF	168.2	99	52	
X				DRIFTWOOD	167.9			
X		X		HY	163.5			
				SG	159.0			
				STERLING RUN	158.5			
X	X	X-O		CAMERON	154.3			
				JN	150.0	89	93	

MAIN LINE—continued

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Buffalo	Sidings Assigned direction Car Capacity 50 ft. cars		
						South	North	Both
				EMPORIUM	121.2			
				LINORE	120.4			
				SIZERVILLE	114.9			
				KEATING SUMMIT	107.6			
				LIBERTY	104.8			
X	X	X		NR	103.1			9
				WRIGHTS	101.9			
		X		PORT ALLEGANY	96.9	143	150	50*
				TURTLE POINT	91.7			
				LARABEE	87.7			
X	X	X		CLERMONT JCT.	87.5			
				CR	85.6	97		
X				ELDRED	84.5			
X	X	X		SN	78.1			
X	X	X		WH	77.3			
				PORTVILLE	76.2			
X				OW	73.0			
				SHAW	70.8			
				OLEAN	70.4			
				FIRST STREET	70.2			
X	X	X-O		AD	69.5			
				ERIE R.R. CROSSING ..	69.4			
				HINSDALE	63.5			
				ISCHUA	57.2			
				FRANKLINVILLE	49.7			
X	X	X-O		NAPIERS	46.9			
X				MACHIAS	44.5			
				LAKE	43.8			93
				DELEVAN	38.9			
				ARCADE	35.8			
X				BUCK	34.3			
X				CHAFFEE	32.9			142
				PROTECTION	30.3			
X				PERRY	27.9			
				HOLLAND	26.7			
				SOUTH WALES	22.0			
X				WALES	21.5			
				EAST AURORA	17.2			171
X				HUBBARD	15.5			
				JAMISON ROAD	14.7			
				SPRINGBROOK	10.5			
				GRAVITY	8.9			
				EBENEZER	6.7			
				UNION	6.6			
X	X	X		GJ	5.7			
				WINCHESTER	4.6			
X	X	X-O		DM	2.8			
		X		FW	1.9			
X	X	X		SS 49A				
				BUFFALO (N.Y.C.R.R.) ..				

NOTE—X indicates in service continuously.

O indicates trainphone.

Mileage in station list is based on the numbered Mile Posts from Buffalo, Erie and Baltimore.

The direction from Buffalo to Emporium is southward.

The direction from JN to Rockville is eastward.

* Siding between south end of southward siding and north end of northward siding assigned for movement in both directions, capacity 50 cars, in charge of operator at Port Allegany.

MAIN LINE

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Stoney	Rockville
Boyles	Fidler
Horn	Kase
Montgomery Crossing	WG
Bud	Linden
Pine	Rich
Lane	Lock Haven
Farwell	Drocton
HY	DF
SG	DF
SN	WH
OW	WH
Lake	Machias
Buck	Machias
Chaffee	Machias
Perry	Machias
Wales	Machias
Hubbard	Machias

Block Stations—Remote controlled, as follows:

Block Station	Controlled by
WG	Allens
Walnut	Newberry
SG	DF
SN	WH

MAIN LINE—ERIE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From State St. Erie	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		JN (Main Line)	150.0	89	93	
		B		EMPORIUM	149.9			216
			X	ST. MARYS	128.3			103
				CAP	124.4			
		B-O		DAGUSCAHONDA	123.0			
				RIDGWAY	117.9			
				RIDGWAY SIDING	117.1			110
			X	BURG	110.6			118
				JOHNSONBURG	110.2			
				WILCOX	103.7			
		B-O		SERGEANT	98.9			
				KANE	94.7			175
				LUDLOW	85.4			
				ROY	81.8			125
				SHEFFIELD	78.9			
				TIONA	75.3			
			X	CLARENDON	72.5			
				CLARE	71.7			191
X	X	X-O		OTTS	66.5			128
				WARREN	65.8			
				STARBRICK	63.4			
X	X	X		IRV	60.0			95
				IRVINETON	59.9			
				YOUNGSVILLE	57.3			
				PITTSFIELD	54.1			
				GARLAND	50.0			
			X	SPRING	44.5			112
				SPRING CREEK	44.0			
X	X	X		MS	37.1			42
				CORRY	37.0			
X	X	X-O		EYE	36.5			
			X	LOVE	34.4			113
				ELGIN	31.5			
			X	UNION CITY	26.1			148
				WATERFORD	18.4			
				JACKSON	13.5			112
				LANG	9.5			
				BELLE VALLEY	7.0			
		X-O		ELM	2.9			
				ERIE				

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone.

The distance from Erie (Union Station) to Elm is 2.2 miles.

The direction from Erie to JN is eastward.

Mileage in station list is based on the numbered Mile Posts from Erie.

Roy and Lang are emergency block stations and will be in service only when opened by train order.

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

Station	Hours in service
Kane	3:30 P.M. Sunday to 7:30 A.M., following Saturday
	3:30 P.M. Saturday to 7:30 A.M., following Sunday
Ridgway	3:00 P.M. Sunday to 7:00 A.M., following Sunday
St. Marys	3:00 P.M. Sunday to 7:00 A.M., following Saturday
	3:00 P.M. Saturday to 7:00 A.M., following Sunday

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Cap Burg	Ridgway JN when Ridgway is not in service
Clare	Otts
Spring	Irv
Love	Eye

WILKES-BARRE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Kase	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
				WILKES-BARRE	62.8			
				SOUTH WILKES-BARRE	61.7			
				HART	61.6			
				DIVISION STREET	60.9			
X	X			BUTTONWOOD	59.7			
X		X		LOG	59.2			
				LOMIS	56.4			
				NANTICOKE	55.9			
				EAGLE	54.8			
				HONEY POT-WEST END	53.5			
X	X	X-O		HUNLOCK	52.4			
				RETREAT	50.7			
				MOCANAQUA	46.2			
				WREN	45.1			
				WAPWALLOPEN	41.2			
X	X	X-O		NESCOPECK	35.7			270
				CREASY	30.6			
				MIFFLIN	30.5			
				BLOOM	24.3			
				EAST BLOOMSBURG	23.3			
X	X	X		NORCA	21.2			109
				CATAWISSA	20.0			
				CA JUNCTION	19.7			
				BLUF	17.5			
				BOYD	13.0			
				SOUTH DANVILLE	10.9			
X	X	X		KIPS	9.5	159	95	
				RAVEN	5.2			
X	X	X-O		KASE (Main Line)				

NOTE—X indicates in service continuously.

O indicates trainphone. Single channel trainphone operating on high channel only at Kase, Nescopeck and Hunlock.

The direction from Kase to Wilkes-Barre is eastward.

Block Stations—Remote controlled as follows:

Block Station	Controlled by
Log	Buttonwood
Lomis	Hunlock

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Log	Buttonwood
Lomis	Hunlock

SHAMOKIN BRANCH

SHAMOKIN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Sham	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
			X	SHAM				
				EAST SUNBURY	0.8			
				ADAM	1.4			
				RAY	3.8			
				SNYDERTOWN	7.4			
				DEIBLER	9.5			
				REED	11.4			
			X	CROWL	11.6			68
				SHAMROCK	12.4			
				PAXINOS	13.4			
		B	B	WEIGH SCALES	16.0			
		B	B	WEIGH SCALES	16.0			
				PONTOON	18.2			
				SHAMOKIN	18.8			
			X	LUKE	19.7			57
				SCOTT	20.9			
				LOCUST	24.1			
			X	STATE	24.9			
				SAGON	25.8			
				MT. CARMEL	27.1			

NOTE—X indicates in service continuously.

B indicates in service part-time.

The direction from Sham to Mt. Carmel is eastward.

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

Weigh Scales	11.00 P.M. Sunday to 7.00 A.M. following Sunday
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Block-Limit Stations controlled as follows:

Block-Limit Stations	Controlled by
Sham	Kase
Crowl	Kase
Weigh Scales	Kase, Sunday 7.00 A.M. to 11.00 P.M.
Luke	Weigh Scales, 11.00 P.M. Sunday to 7.00 A.M. following Sunday Kase, Sunday 7.00 A.M. to 11.00 P.M.
State	Weigh Scales, 11.00 P.M. Sunday to 7.00 A.M. following Sunday Kase, Sunday 7.00 A.M. to 11.00 P.M.

ELMIRA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From HO	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
			X	CANANDAIGUA	63.9			
X	X	X-O		CAN	63.8			
				STANLEY	52.2			
				HALL	49.7			
				BELLONA	45.7			
			X	BELL	44.8			36
				BENTON	43.9			
				PENN YAN	39.8			
		X		HIMROD JUNCTION	32.9			
				HIMROD	32.3			
			X	STARK	29.5			117
				STARKEY	28.3			
				LAKEMONT	26.9			
			X	GLENORA	25.8			
				ROCK	24.0			87
		X-O		ROCK STREAM	23.8			
				WATKINS GLEN	17.4			99
				FALLS	15.1			88
				MONTOUR FALLS	14.1			
				MILLPORT	8.4			
			X	PORT	8.1			36
				PINE VALLEY	5.6			
				HORSEHEADS	1.2			99

					Distance from Newberry			
X	X	X-O		HO	80.6			
X				ELMIRA	76.5			
				SOUTHPORT JUNCTION	75.5			
X		X		SHANNON	75.4			
				SOUTHPORT	75.0			
	X	X		KENDALL	74.0			
X		X		NYPEN	69.4			
	X	X		FASSETT	68.1			112
				GILLET	64.4			
		X-O		SNED	60.5			112
		B		COLUMBIA X ROADS	56.3			
				TROY	51.7			
				DENSE	50.7			106
		X		COWLEY	45.4			112
				ALBA	42.4			
				LOWREY	39.5			
				CANTON	38.5			
				GROVER	34.9			
		X-O		LEOLYN	32.5			119
				ROARING BRANCH	27.3			127
			X	MAX	24.2			104
				RALSTON	23.2			
				BERGAN	20.2			112
				BODINE	18.5			
		X		TROUT RUN	12.7			117
			X	COGAN	7.8			106
X	X	X		HEPBURNVILLE	5.3			
				NEWBERRY (Main Line)				

NOTE—X indicates in service continuously.

O indicates trainphone.

B indicates in service part time as follows:

Single channel trainphone operating on high channel only at HO.

The direction from Newberry to Canandaigua is westward.

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

Station	Hours in service
Columbia X Roads	8.00 A.M. to 4.00 P.M., daily except Saturday and Sunday.

ELMIRA BRANCH

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Can	Stanley
Bell	Stanley
Stark	Watkins Glen
Rock	Watkins Glen
Port	Watkins Glen
Max	Leolyn
Cogan	Newberry

Block Stations—Remote controlled as follows:

Block-Station	Controlled by
Nypen	Fassett
Shannon	Kendall

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Nypen	Fassett
Shannon	Kendall

LINDEN BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Erie	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		ALLENS (Main Line)	250.2			
X	X			LYON	248.3			
X	X	X-O		LINDEN (Main Line)	242.5			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Linden to Allens is eastward.

BALD EAGLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Tyrone	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		LOCK HAVEN (Main Line)	54.2			
X				POST	52.5			164
				REGION POST (Pgh. Region)	52.0			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Region Post—Pgh. Region to Lock Haven is eastward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Post	Lock Haven

WEST SENECA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From GJ	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		GJ (Main Line)				
X	X			SQ	4.3			
X	X	X		GB (West Seneca Br.)	5.2			

NOTE—X indicates in service continuously.

The direction from GJ to GB is southward.

RIDGWAY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Ridgway	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
		B-O		RIDGWAY (Main Line-Erie)				
				END OF BLOCK SIGN	1.5			
				BROCKWAY	19.4			
				LANES MILLS	21.4			
				McMINNS	23.2			32
X	X	X		FALLS CREEK (Low Grade Sec. Track)	27.2			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone.

The direction from Ridgway to Falls Creek is southward.

Mileage in station list is based on the numbered Mile Posts from Ridgway.

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

Ridgway (Main Line—Erie)	3:00 PM. Sunday to 7:00 A.M., following Sunday
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CHAUTAUQUA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Buffalo	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X			BUFFALO (N.Y.C.R.R.) SS 49A				
X	X	X		FW (Main Line)	1.9			
				P. & B. JCT. (B.C.R.R.)	2.0			
				BUFFALO RIVER Movable Bdge.	2.9			
				B. & SW. JCT.	3.1			
X	X	X		FY	4.2			
				GB	7.4			
				BLASDELL	7.5			
				LAKEVIEW	15.6			
				ANGOLA	22.8			
				SILVER CREEK	32.7			
				DUNKIRK	42.3			
		X-O		BM	50.2			
				N.K.P.R.R.				
				BROCTON	50.8			42
			X	PROSS	60.1			86
		B		MAYVILLE	65.1			131
				SUMMERDALE	70.9			
		X		DALE	70.9			60
				SHERMAN	74.6			
		X		SHER	74.7			51
				DUNN	77.1			
				PANAMA	81.5			
		X		BOW	82.8			158
				CLYMER	86.7			
		X		CLY	87.1			50
X	X	X-O		EYE	93.9			
				CORRY	93.9			
				LOVELL	94.3			
		X		SPARTA	101.6			109
				SPARTANSBURG	102.2			
				CENTERVILLE	109.6			
				TRYONVILLE	111.8			
		X		JERRY	115.6			70
				HYDETOWN	117.1			
				TITUSVILLE	120.5			44
				MILLER FARM	126.0			
				PETROLEUM CENTER	130.6			
		X		REED	133.5			
				ROUSEVILLE	134.5			
		X		PENN	137.1			
				CENTER STREET	137.4			
				OIL CITY	137.5			
				PUMP HOUSE	137.6			
X	X	X-O		BRIDGE	138.4			

NOTE—X indicates in service continuously.
B indicates in service part-time.
O indicates trainphone.

The distance between Mile Post 93 and Mile Post 94 is 2.6 miles.

The distance from junction Main Line—Buffalo to Bridge is 138.4 miles.

The direction from FW to Bridge is southward.

Mileage in station list is based on the numbered Mile Posts from Buffalo.

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

Station	Hours in service
Mayville	7:00 A.M. to 3:00 P.M. Daily except Sunday.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Pross Dale Sher	Mayville Eye when Mayville is not in service
Bow Cly Sparta	Eye
Jerry Reed Penn	Bridge

SALAMANCA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Oil City	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		BRIDGE	0.9			
				ROCKMERE	3.7			
			X	ROCK	3.8			
				EAGLE ROCK	12.2			
			X	ACE	12.7			77
				HUNTER	17.7			
		B		TIONESTA	20.5			
				WEST HICKORY	26.8			37
				TRUNKYVILLE	30.1			
			X	TRUNK	30.1			66
				TIDIOUTE	35.4			
			X	GEM	39.2			65
				ALTHOM	43.7			
			X	STONE	49.4			
				IRVINGTON	50.1			
X	X	X		IRV	60.0			
X	X	X-O		WARREN	65.8			
				OTTS	66.5			
				STRUTHERS	57.3			
				GLADE	58.6			
			X	FIR	61.6			154
				HEMLOCK	62.5			
				KINZUA	68.7			
				SUGAR RUN	71.0			
				GAWANGO	73.3			
				CORYDON	77.3			
		X		DON	77.4			85
				ONOVILLE	80.0			
				QUAKER BRIDGE	85.3			
				RED HOUSE	91.2			
			X	RED	91.7			88
		B		SALAMANCA	97.2			
			X	CARL	102.8			87
				CARROLLTON	102.9			
X	X	X-O		RJ	104.7			
				LIMESTONE	108.8			
				EAST BRADFORD	112.9			
				BRADFORD	114.1			
				VANDALIA	107.2			
		X		BONY	113.3			
				ALLEGANY	113.5			
		X-O		BILL	115.6			
				AD	116.3			
				OLEAN	117.2			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone.

* indicates Block-Limit Stations for Southward trains only.

The direction from Bridge to Olean is northward.

Mileage in station list is based on the numbered Mile Posts from Bridge.

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

Station	Hours in service
Tionesta	7.00 A.M. to 3.00 P.M. Daily, except Saturday and Sunday.
Salamanca	8.00 A.M. to 4.00 P.M. Daily, except Saturday and Sunday.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Rock Ace	Bridge
Trunk Gem	Tionesta Irv when Tionesta is not in service.
Stone	Irv
Fir Don	Otts
Red	Salamanca RJ when Salamanca is not in service.
Carl Bony	RJ
Bill	AD

ALLEGHENY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Pittsburgh	Sidings Assigned direction Car Capacity 50 ft. cars
						North South Both
				PITTSBURGH	0	
				REGION POST (Pittsburgh Reg.)	63.4	
				RED BANK	63.5	
				LOW GRADE SEC. TK.	63.7	
X	X	X-O		BRADY	64.6	
				SARAH FURNACE	72.0	
X				MADISON	73.1	139
				WEST MONTEREY	78.3	
				PARKERS LANDING	82.8	
X				PARKER	82.9	
				FOXBURG	85.5	
				EMLENTON	89.2	
X				BIRCH	92.5	
				ROCKLAND	99.1	
X				WOODS	100.1	
				ST. GEORGE	102.0	
X				SANDY	104.9	
X				DRAKE	117.4	
				FRANK	122.8	
				FRANKLIN	123.7	
X	X	X		RH	129.5	
X	X	X-O		BRIDGE	132.3	

NOTE—X indicates in service continuously
O indicates trainphone.

The distance between Brady and Sarah Furnace is 2.0 miles; Birch and Rockland is 3.2 miles and Sandy and Drake is 9.0 miles.

The distance from Pittsburgh to Bridge is 121.0 miles.

The direction from Red Bank to Bridge is northward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Madison	Brady
Parker	Brady
Birch	Brady
Woods	Brady
Sandy	Brady
Drake	Brady

EAST BRADY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Brady	Sidings Assigned direction Car Capacity 50 ft. cars
						North South Both
X	X	X-O		BRADY (Allegheny Br.)		
				PHILLIPSTON	1.6	
				EAST BRADY	4.1	
			X	BY	4.2	

NOTE—X indicates in service continuously
O indicates trainphone.

The direction from Brady to BY is northward.

Block-Limit Station controlled as follows:

Block-Limit Station	Controlled by
BY	Brady

L. V. JUNCTION SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from L.V. Jct.	Sidings Assigned direction Car Capacity 50 ft. cars
						East West Both
				L. V. JUNCTION (Main Line)		
				ELIZABETHVILLE	8.5	
				LOYALTON	11.4	
				LYKENS	14.7	

NOTE—X indicates in service continuously.

The direction from L. V. Junction to Lykens is westward.

SELINGSGROVE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lewistown	Sidings Assigned direction Car Capacity 50 ft. cars
						East West Both
				END OF BLOCK	16.8	
				McCLURE	17.1	
				BEAVER SPRINGS	23.3	
				BEAVERTOWN	25.5	
				PAXTONVILLE	30.1	
				MIDDLEBURG	33.0	
				MEISER	36.3	
				KREAMER	37.4	
				CLIFFORD	40.8	
			X	SAL	42.8	
				SELINGSGROVE	43.3	
				SELINGSGROVE JUNCTION		
				(Main Line)	44.6	

NOTE—X indicates in service continuously.

The direction from Selingsgrove Junction to End of Block is westward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Sal	Weigh Scales—11:00 P.M. Sunday to 7:00 A.M. following Sunday. Kase, Sunday 7:00 A.M. to 11:00 P.M.

MONTANDON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Montandon	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		MONTANDON (Main Line)				
X	B			LEWISBURG	1.6			
				UR	1.8			
				VICKSBURG	7.0			
				MIFFLINBURG	10.8			
				SWENGEL	15.3			
				MILLMONT	16.2			
			X	IRON	19.5			
				GLEN IRON	19.6			
				PARDEE	23.6			
				WEIKERT	24.7			
				INGLEBY	33.8			
				COBURN	36.5			
				RISING SPRINGS	43.3			
				CENTRE HALL	49.1			
				LEMONT	58.2			
				ROCKVIEW	62.0			
				REGION POST (Pgh. Region)	63.4			
			X	WHITE (B'lf'te Sec'd'y Tck.)	63.4			
				PLEASANT GAP	63.8			
			X	FONT	67.1			
				BELLEFONTE	67.3			

NOTE—X indicates in service continuously.

B indicates in service part-time.

The direction from Montandon to White is westward.

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

Station	Hours in service
UR	7.00 A.M. to 11.00 P.M., Monday to Saturday, inclusive.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Iron	Montandon
White	Miles—(Pgh. Region)
Font	Miles—(Pgh. Region)

WATSONTOWN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Watontown	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
				WATSONTOWN (Main Line)				
				McEWENSVILLE	2.4			
				TURBOTVILLE	6.0			
				SCHUYLER	8.0			
				OTTAWA	9.8			
				STRAWBERRY RIDGE	12.6			
				DERRY	14.6			
				JERSEYTOWN	16.8			
				EYERSGROVE JCT.	20.2			
				MORDANSVILLE	22.0			
				BUCKHORN	25.5			
				PAPER MILL	27.3			
				LIGHT STREET	28.3			
				SUMMIT	29.8			
				CABIN RUN	30.8			
				FOWLERSVILLE	33.9			
				DENNIS MILLS	34.6			
				EVANSVILLE	35.5			
				LASALLE STREET	38.9			
				BERWICK	39.1			

NOTE—X indicates in service continuously.

The direction from Watontown to Berwick is eastward.

SODUS BAY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Stanley	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
				SODUS POINT	33.4			
				POINT	31.3			
X			X	WALLINGTON	29.7			
				NEW	19.5			115
				NEWARK	16.8			
X			X	ARK	16.3			
				PHELPS JCT.	10.5			
				ORLEANS	6.6			
				SENECA CASTLE	4.9			
X	X	X-O		STANLEY (Elmira Branch)				115

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Stanley to Sodus Point is westward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Ark	Stanley
New	Stanley
Point	Stanley

CLERMONT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Clermont Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				CLERMONT JCT. (Main Line)				
				LARABEE	0.2			
				CORYVILLE	2.4			
				SMETHPORT	9.0			
				END OF TRACK	9.6			

FARMERS VALLEY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Coryville	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				CORYVILLE				
				FARMERS VALLEY	3.9			

AD-1 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From AD	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
			X-O	AD (Main Line)				
				OLEAN	0.9			

NOTE—X indicates in service continuously.

O indicates trainphone.

ROCHESTER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Rochester	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				ROCHESTER (TROUP ST.)				
				TERMINAL	3.6			
X	X	X	X	RB	3.6			
				GENESEE JCT.	5.8			
				SCOTTSVILLE	12.3			
				WADSWORTH JCT.	14.5			
			X	WAGUS	18.3			78
				FOWLerville	23.9			
				RETSOF JCT.	28.2			
			X	BN	29.2			82
				PIFFARD	29.2			
X	B	B		CUYLERVILLE	33.1			
			X	D. L. & W. JCT.	35.3			
				MOUNT	36.8			
				MT. MORRIS	36.9			
				SONYEA	40.8			
				NUNDA JCT.	48.4			
			X	JU	48.5			
			X	DC	53.1			67
				PORTAGEVILLE	57.7			
				AMBLUCO	60.2			
			X	WC	64.0			80
				ROSSBURG	64.0			
				FILLMORE	67.9			
				HOUGHTON	72.1			
				CANEADEA	75.1			
				BELFAST	78.5			
			X	FA	78.5			29
				BLACK CREEK	86.4			
			X	CB	91.0			
				CUBA	91.1			
				HINSDALE (Main Line)	98.7			

NOTE—X indicates in service continuously.

B indicates in service part-time.

The direction from Rochester to Hinsdale is southward.

Mileage in station list is based on the numbered Mile Posts from Rochester.

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

Station	Hours in service
D L & W Jct.	11.59 P.M. Sunday until 11.59 P.M. following Friday.

NOTE—During period when D.L. & W. Jct. is not in service, no movements in either direction, between BN and Mount Block-Limit Stations, will be permitted.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
RB Wagus BN	Genesee Jct.
Mount JU DC WC FA	D. L. & W. Jct. AD when D. L. & W. Jct. is not in service.
CB	AD

NUNDA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Nunda Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				NUNDA JCT. (Rochester Sec. Tk)				
				NUNDA	2.2			

AY-1 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Allegany	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				ALLEGANY				
			X	BILL (Salamanca Br.)	2.3			

NOTE—X indicates in service continuously.

BS-1 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Bill	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
			X	BILL (Salamanca Br.)				
				FIRST ST.	0.7			

NOTE—X indicates in service continuously.

13 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Bill	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
			X	BILL (Salamanca Br.)				
		X-O		AD	0.6			

NOTE—X indicates in service continuously.

O indicates trainphone.

102 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Ebenezer	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		EBENEZER				
				GJ (Main Line)	1.0			

NOTE—X indicates in service continuously.

103 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From GJ	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		GJ (Main Line) EBENEZER	1.0			

NOTE—X indicates in service continuously.

NAUGHT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Ebenezer Hump	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				EBENEZER HUMP. EBENEZER	1.0			

TAIL SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From GJ	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		GJ (Main Line) EBENEZER JCT.	0.2			

NOTE—X indicates in service continuously.

DOCK EXTENSION SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From SQ	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				SQ (West Seneca Br.) SB	1.5			

BRADFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Bradford	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				BRADFORD END OF TRACK	0.4			

NO. 21 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Kane	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
		B-O		KANE (Main Line-Erie) SERGEANT	4.2			

NOTE—B indicates in service part-time.

O indicates trainphone.

The direction from Kane to Sergeant is eastward.

NO. 12 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Elm	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
		X-O		ELM (Main Line-Erie) BELLE VALLEY LANG	4.1 6.6			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Elm to Lang is eastward.

NOS. 1, 2, 3, 4, 5 and 6
SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Elm	Sidings Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
				CROSS-OVER TO MAIN TRACK WEST OF ELM ST.. SWITCH 792 FEET EAST OF MILE POST 2.....	No. 6 0.6			
X	X			XC (N.Y.C.R.R.) SEVENTH STREET	Nos. 3 & 4 0.8 1.5			
				SASSAFRAS STREET	No. 5 3.0			
X	X			DOCK JCT. (N.Y.C.R.R.).	Nos. 1 & 2 6.2			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Elm to Dock Jct. (N.Y.C. R.R.)
is westward.

LOW GRADE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Red Bank	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
				JCT. ALLEGHENY BRANCH RED BANK				
		X	X	MORT	2.1			64
				AW	5.8			
				LAWSONHAM	5.8			
				ST. CHARLES	14.8			
				CLIMAX	17.0			
			X	HF	17.3			59
				BOSTONIA	19.2			
				NA	20.4			27
				NEW BETHLEHEM	20.4			
			X	OD	23.0			52
				HAWTHORN	23.9			
			X	MY	25.5			51
				MAYPORT	25.5			
		B	B	SU	34.1			73
				SUMMERVILLE	34.1			
				BAXTER	36.6			
		X		GH	40.9			27
				BROOKVILLE	41.5			60
			X	BE	44.7			95
				FULLER	49.5			
			X	RS	56.0			50
				REYNOLDSVILLE	56.1			
				SHERWOOD	58.1			
X	X	X		FALLS CREEK	62.7			75
				DUBOIS	65.1			
			X	DB	65.7			76
			X	SA	70.6			
				SUMMIT	71.0			
				PENFIELD	77.6			
				TYLER	81.7			
			X	VI	84.9			
				WEEDVILLE	84.9			
				MEDIX RUN	90.5			
			X	BA	93.6			74
				BENNEZETTE	93.6			
			X	DR	108.0			
				DRIFTWOOD (Main Line)	110.0			
X	X	X-O		DF	110.1			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone.

The distance from Jct. Allegheny Branch to Red Bank is 0.3 mile.

The direction from Mort to Driftwood is eastward.

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

Station	Hours in service
SU (Block Station)	4.00 P.M. to 12.01 A.M. Daily, except Sunday.
SU (Block-Limit Station)	12.01 A.M. to 4.01 P.M. Daily, except Sunday. 12.01 A.M. Sunday to 12.01 A.M. Monday.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
AW	Brady (Allegheny Branch)
HF OD MY	SU GH when SU is not in service.
SU	GH
BE RS	GH
DB	Falls Creek
SA VI BA DR	DF (Main Line)

Block Station-Remote controlled as follows:

Block Station	Controlled by
Mort	Brady (Allegheny Branch)

SLIGO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From AW	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
			X	AW (Low Grade Sec. Tk)				
				RIMERSBURG	4.8			
			X	HAMLER	6.3			
				SI	10.2			
				SLIGO	10.2			

NOTE—X indicates in service continuously.

The direction from AW to Sligo is eastward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
AW SI	Brady (Allegheny Branch)

No. 101 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Parker	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X				PARKER	.0			
X				BIRCH	9.6			

NOTE—X indicates in service continuously.

No. 102 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Woods	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X				WOODS	.0			
X				SANDY	4.8			

NOTE—X indicates in service continuously.

No. 301 SECONDARY TRACK

Interlocking	Station Interlocking	Block Station	Block-Limit Station	STATIONS	Distance From	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				2475 FEET NORTH OF MILE POST 120	.0			
				820 FEET NORTH OF MILE POST 124	3.7			

NOTE—X indicates in service continuously.

No. 401 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Brady	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		BRADY (Allegheny Br.)				
				MAIN TRACK CROSSOVER AT SOUTH END PHILLIPSTON YARD	0.5			

NOTE—X indicates in service continuously
O indicates trainphone.

26 HARRISBURG TO BUFFALO—WESTWARD—NORTHWARD

STATIONS Leave	FIRST CLASS			
	571 DAILY EX. SUN.	573 SUN. ONLY	529 DAILY EX. SAT. & SUN.	575 DAILY
	A. M.	A. M.	P. M.	P. M.
HARRISBURG (Phila. Region)	\$ 10.26	\$ 10.26	\$ 6.35	\$ 11.10
ROCKVILLE	10.37	10.37	6.45	11.21
HALIFAX			F 7.02	
MILLERSBURG	F 11.04	S 10.59	S 7.10	S 11.48
FIDLER	11.19	11.13	7.24	12.06
SUNBURY	S 11.26 # 11.31	S 11.34	S 7.45	S 12.19 # 12.25
KASE	11.33	11.36	7.47	12.29
MONTANDON	11.41	11.44	S 7.56	
MILTON	S 12.02	S 11.52	S 8.02	S 12.49
WATSONTOWN			F 8.07	
MONTGOMERY			F 8.16	
MUNCY	S 12.22	S 12.10	F 8.23	
ALLENS	12.34	12.20	8.35	1.23
WILLIAMSPORT	S 12.47 # 12.56	S 12.27 12.35	S 8.45	S 1.30 # 1.45
NEWBERRY	1.00	12.38		1.49
LINDEN	1.03	12.42		1.53
JERSEY SHORE	F 1.15	S 12.52		
McELHATTAN (Rich) ..	1.24	1.01		2.04
LOCK HAVEN	S 1.33	S 1.11		S 2.20 # 2.25
NORTH BEND				
DROCTON	2.04	1.43		2.50
RENOVO	S 2.06 # 2.16	S 1.46 # 1.53		S 2.58 # 3.10
DRURY	2.17	1.54		3.11
CT	2.33	2.10		3.27
DF	2.53	2.30		3.47
DRIFTWOOD	2.54	F 2.31		3.48
HY	3.00	2.37		3.54
SG	3.06	2.44		3.59
JN	3.16	2.57		4.11
EMPORIUM	S 3.21	S 2.58		S 4.12 # 4.40
NR	3.51	3.28		5.06
PORT ALLEGANY	S 4.02	S 3.37		S 5.17
CLERMONT JCT.	4.15	3.48		5.27
CR	4.17	3.50		5.29
ELDRED	S 4.22	S 3.53		
SN	4.31	4.00		5.38
WH	4.32	4.01		5.39
OW	4.37	4.06		5.48
OLEAN	S 4.40 # 4.48	S 4.13		S 5.53 # 5.58
AD	4.50	4.16		6.00
ERIE R. R. CROSSING ..	4.51	4.17		6.01
HINSDALE	4.58	4.23		6.07
FRANKLINVILLE	F 5.14	F 4.40		6.22
MACHIAS	5.21	4.46		6.27
LAKE	5.22	4.47		6.28
ARCADE	B 5.32	B 4.59		
BUCK	5.35	5.01		6.38
CHAFFEE	5.37	5.03		6.40
PERRY	5.42	5.08		6.45
WALES	5.51	5.15		6.52
EAST AURORA	S 5.58	S 5.22		S 6.59
HUBBARD	6.01	5.25		7.04
GJ	6.12	5.36		7.17
DM	6.15	5.40		7.20
FW	6.20	5.43		7.23
SS 49A (N.Y.C.R.R.) ..	6.21	5.46		7.26
BUFFALO	S 6.30	S 5.55		S 7.35
Arrive	P. M.	P. M.	P. M.	A. M.
	571	573	529	575

BUFFALO TO HARRISBURG—SOUTHWARD—EASTWARD 27

STATIONS Arrive	FIRST CLASS			
	528 A.M.	570 P.M.	572 P.M.	574 A.M.
HARRISBURG (Phila. Region)	\$ 7.40	\$ 6.25	\$ 6.25	\$ 4.44
ROCKVILLE	7.30	6.14	6.14	4.33
HALIFAX				
MILLERSBURG	S 7.05	S 5.44	S 5.53	
FIDLER	6.48	5.28	5.39	3.50
SUNBURY	S 6.32	# 5.20 S 5.10	S 5.31	# 3.31 S 3.26
KASE	6.28	5.08	5.17	3.24
MONTANDON	S 6.21	4.53	5.10	
MILTON	S 6.14	S 4.46	S 5.03	2.44
WATSONTOWN	S 6.06			
MONTGOMERY				
MUNCY	F 5.52	S 4.14	4.45	
ALLENS	5.38	4.01	4.33	2.26
WILLIAMSPORT	S 5.30	# 3.56 S 3.41	# 4.28 S 4.20	# 2.21 S 2.06
NEWBERRY		3.37	4.17	2.02
LINDEN		3.34	4.13	1.58
JERSEY SHORE		S 3.24	S 4.03	
McELHATTAN (Rich) ..		F 3.14	3.54	1.39
LOCK HAVEN		# 3.08 S 3.03	S 3.45	# 1.33 S 1.28
NORTH BEND		F 2.26		
DROCTON		2.21	3.13	1.00
RENOVO		# 2.19 S 2.09	# 3.06 S 2.59	# 12.58 S 12.46
DRURY		2.08	2.58	12.45
CT		1.51	2.40	12.27
DF		1.31	2.27	12.10
DRIFTWOOD		F 1.30	F 2.20	12.09
HY		1.23	2.13	12.03
SG		1.17	2.07	11.57
JN		1.06	1.54	11.43
EMPORIUM		S 1.05	S 1.53	# 11.42 S 11.12
NR		12.38	1.28	10.42
PORT ALLEGANY		S 12.31	S 1.20	S 10.34
CLERMONT JCT.		12.18	1.09	10.29
CR		12.16	1.07	10.27
ELDRED		S 12.14	S 1.05	10.25
SN		12.06	12.57	10.16
WH		12.05	12.56	10.15
OW		12.00	12.51	10.10
OLEAN		# 11.55 S 11.45	S 12.44	# 10.05 S 9.58
AD		11.43	12.41	9.57
ERIE R. R. CROSSING ..		11.42	12.40	9.56
HINSDALE		11.35	12.32	9.50
FRANKLINVILLE		S 11.19	S 12.16	9.36
MACHIAS		F 11.10	12.09	9.32
LAKE		11.09	12.07	9.31
ARCADE		10.58	S 11.58	9.25
BUCK		10.52	11.55	9.22
CHAFFEE		10.50	11.53	9.20
PERRY		10.44	11.47	9.13
WALES		10.37	11.39	9.06
EAST AURORA		S 10.32	S 11.32	S 9.01
HUBBARD		10.28	11.29	8.57
GJ		10.18	11.19	8.47
DM		10.15	11.16	8.43
FW		10.12	11.14	8.41
SS 49A (N.Y.C.R.R.) ..		10.09	11.10	8.39
BUFFALO		S 10.00	S 11.00	S 8.30
Leave	A.M.	A.M.	A.M.	P.M.
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	SUN. ONLY	DAILY
	528	570	572	574

STATIONS Leave	FIRST CLASS			
	581 DAILY			
	A. M.			
EMPORIUM	S 4.30			
ST. MARYS	S 5.05			
CAP	S 5.17			
RIDGWAY	S #	5.24		
		5.34		
RIDGWAY SIDING		5.35		
BURG		5.44		
JOHNSONBURG	S	5.48		
WILCOX		5.56		
KANE	S	6.18		
ROY		6.43		
SHEFFIELD	B	6.51		
CLARE		7.01		
OTTS		7.09		
WARREN	S	7.10		
IRV		7.22		
YOUNGSVILLE	B	7.25		
SPRING		7.43		
MS		7.57		
CORRY	S	7.58		
EYE		8.01		
LOVE		8.04		
UNION CITY	B	8.16		
WATERFORD	B	8.23		
JACKSON		8.29		
LANG		8.34		
ELM		8.44		
ERIE	S	9.00		
Arrive	A. M.			
	581			

ERIE TO EMPORIUM — EASTWARD

STATIONS Arrive	FIRST CLASS			
	580			
	P. M.			
EMPORIUM	S 11.05			
ST. MARYS	S 10.30			
CAP	S 10.24			
RIDGWAY	S #	10.12		
		10.02		
RIDGWAY SIDING		10.01		
BURG		9.51		
JOHNSONBURG	S	9.48		
WILCOX	B	9.34		
KANE	S	9.22		
ROY		8.56		
SHEFFIELD	A	8.50		
CLARE		8.37		
OTTS		8.30		
WARREN	S	8.27		
IRV		8.10		
YOUNGSVILLE	A	8.06		
SPRING		7.50		
MS		7.39		
CORRY	S	7.36		
EYE		7.35		
LOVE		7.31		
UNION CITY	S	7.17		
WATERFORD		7.07		
JACKSON		7.00		
LANG		6.54		
ELM		6.45		
ERIE	S	6.40		
Leave	P. M.			
	DAILY 580			

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Buffalo	Continuously	Continuously	Continuously
East Aurora*	8.00 AM to 5.00 PM	Closed	Closed
Arcade*	8.00 AM to 5.00 PM	Closed	Closed
Machias*	8.00 AM to 5.00 PM	Closed	Closed
Franklinville*	8.00 AM to 5.00 PM	Closed	Closed
Olean	Continuously	Continuously	Continuously
Eldred*	8.00 AM to 5.00 PM	Closed	Closed
Port Allegany	Continuously	Continuously	Continuously
Emporium	8.00 AM to 5.00 PM	Closed	Closed
Erie	Continuously	Continuously	Continuously
Union City	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM
Corry	8.00 AM to 8.00 PM	8.00 AM to 8.00 PM	8.00 AM to 8.00 PM
Youngsville*	8.00 AM to 5.00 PM	Closed	Closed
Warren	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM
Sheffield*	8.00 AM to 5.00 PM	Closed	Closed
Kane	Continuously	Continuously	Continuously
Wilcox*	8.00 AM to 4.00 PM	Closed	Closed
Johnsonburg*	6.00 AM to 11.00 PM	Closed	Closed
Ridgway	Continuously	2.00 PM to 7.00 AM	2.00 PM to 7.00 AM
St. Marys	8.00 AM to 11.00 PM	10.00 PM to 7.00 AM	10.00 PM to 7.00 AM
Renovo*	12.30 PM to 4.00 PM	Closed	Closed
Lock Haven	11.00 AM to 12 noon 1.00 PM to 5.00 PM	11.00 AM to 12.00 noon 1.00 PM to 5.00 PM	Closed
Jersey Shore*	1.45 PM to 2.30 PM	Closed	Closed
Williamsport	8.30 AM to 6.30 AM	8.30 AM to 5.30 PM 9.30 PM to 6.30 AM	8.30 AM to 5.30 PM 9.30 PM to 6.30 AM
Muncy*	8.00 AM to 12 noon 1.00 PM to 5.00 PM	Closed	Closed
Watsonstown*	7.00 AM to 12 noon 1.00 PM to 6.00 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
Milton	7.00 AM to 12 noon 1.00 PM to 5.15 PM	8.30 AM to 1.30 PM 2.30 PM to 4.30 PM	8.30 AM to 1.30 PM 2.30 PM to 4.30 PM
Sunbury	6.45 AM to 11.00 AM 12.01 PM to 7.45 PM 8.45 PM to 12.45 AM	6.45 AM to 11.00 AM 12.01 PM to 7.45 PM 8.45 PM to 12.45 AM	9.00 AM to 1.15 PM 2.15 PM to 6.00 PM
Millersburg*	7.30 AM to 8.30 AM 11.30 AM to 12.30 PM 4.00 PM to 5.00 PM	Closed	Closed
Halifax*	8.00 AM to 12 noon 1.00 PM to 5.00 PM	Closed	Closed

*Closed New Year's, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas.

During the period that Daylight Saving Time is in effect, offices will be open one hour earlier than time shown.

Conductors of Trains Nos. 571, 573 and 529 will wire ticket office Sunbury through Agent at Millersburg number of pay passengers and destination for the Pennsylvania-Greyhound Bus connections at Sunbury.

Conductors of any train when running late, will notify the Superintendent Transportation as soon as possible whether or not they have revenue passengers for connecting trains at Junction points or for connections.

U. S. MAIL WORK

STATIONS	Southward		Northward		Eastward		Westward	
	570		571		580		581	
Turtle Point	1 CD		1 J					
Wrights	1 CD		1 CD					
Keating Summit			E					
Delevan	D							
	Eastward		Westward					
		528						
Farrandsville	E							
McElhattan			D					
Nisbet	CD		D					
Montgomery	D	D	CD					
Dewart	D							
Watson town			D					
Northumberland			D					
Delmatia			D					
Halifax		E	D					
Wilcox							1 D	
Sergeant							2 D	
Ludlow							1 CD	
Clarendon							2 D	
Irvineton							1 CD	
Youngsville					2 C		1 CD	
Pittsfield							1 D	
Garland							1 D	
Spring Creek					2 C		1 CD	
Elgin					1 CD		1 CD	
Waterford					2 C		1 E	

C—Mail caught from crane only.

D—Mail delivery only.

CD—Mail caught and delivered.

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

J—Stop on signal to receive or deliver bulky or fragile parcel post matter.

1—Daily except Sunday.

2—Daily except Sundays and holidays.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instructions 1004-A or 1004-B1.

U. S. letter box is located on platform at Olean. Trainmen will not start the train until postal clerk has made letter box collection. At non-station stops where mail is delivered, a speed of 15 miles per hour must not be exceeded.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	SA 1 (1)	AN 3 (1)	EC 1 (1)	BF 3 (1)	CSB 1 (1)	S 80 (1)	ER 3 (1)	EC 3 (3)	S 82 (1)	BF 5 (1)	W 5 (1)	RN 1 (2)	BA 15 (1)	BF 7 (1)	S 97 (4)
Harrisburg	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
Enola			4.45	6.00		8.00	11.25	6.00	4.25	5.15					
Rockville			5.15	6.30		8.30	11.40	6.30	4.55	5.45				11.15	1.30
Kase					9.00	9.45		8.30	6.45						8.30
Butonwood					7.00	12.15		2.00	9.00			8.00	11.30		1.45
Northumberland			6.45					9.00				9.30			
Williamsport			9.15					12.30					4.00		
Williamsport								2.15				10.30			
Southport								6.30							
Southport								11.30							
Linden								1.15							
Stanley								7.20							
Sodus Point															
Canandaigua															
Lock Haven															
Renovo															
Renovo															
Altoona															
Hudson															

(1) Daily (2) Daily Except Sunday (3) Daily Except Mon. Southport to Sodus Point, Daily Enola to Southport (4) Daily Except Sat. and Sun.

ARRANGED FREIGHT TRAIN SERVICE

Canadian Connections.

Stations	CM - 1	Moves Cars From:	Moves Cars To:	CM - 1	Moves Cars From:	Moves Cars To:
Wabash	- 2, Moves Cars From:			CM - 1	Moves Cars From:	Moves Cars To:
Wabash	- 98, 8.00 P.M. Detroit			BF - 7	- 2.00 P.M. Perishable	Wabash 2nd
				BF - 3	- 5.00 P.M. Perishable	Wabash 2nd
				CBF - 1	- 8.00 A.M. Pittsburgh	Wabash 2nd
CN	- 4, Moves Cars From:			BF - 3	Moves Cars From:	Wabash 1st
Wabash	- 96, 1.00 A.M. Detroit			BF - 3	- 5.00 P.M. Enola	- 91, 6.00 P.M. Detroit
Wabash 2nd	- 96, 3.45 A.M. Detroit			BF - 7	- 2.00 P.M. Balto	- 466, 9.00 A.M. Toronto
	WB-4, 1.00 A.M. Detroit			PB - 1	- 5.00 P.M. Pittsburgh	- 487, 6.00 P.M. Sarnia
						BD-1, 12.30 P.M. Detroit
CN	- 8, Moves Cars From:			CN - 7	Moves Cars From:	Wabash 2nd
Wabash	- 82, 12.30 P.M. Detroit			BEC-2	- 11.10 P.M. Chicago	- 91, 12.30 A.M. Detroit
CN	- 510, 11.00 A.M. Stratford			BF - 5	- 5.00 A.M. Washington	- 470, 9.30 P.M. Toronto
CN	- 465, 7.30 A.M. Toronto					- 468, 11.30 P.M. Toronto
CN	- 436, 11.30 A.M. Hamilton			MC-7	Moves Cars From:	- 489, 2.00 A.M. Sarnia
CN	- 469, 11.30 A.M. Toronto			BF - 7	- 2.00 P.M. Balto	- 511, 6.25 P.M. Stratford
CN	- 488, 8.15 P.M. Detroit			BEC-2	- 11.10 P.M. Chicago	- 513, 6.25 P.M. London
CN	- 467, 5.30 P.M. Toronto			BF - 5	- 5.00 A.M. Washington	
				BF - 1	- 5.00 P.M. Pittsburgh	
				PB - 1	- 5.00 P.M. Enola	
				CBF-1	- 8.00 A.M. Pittsburgh	
MC	- 8, Moves Cars From:					BD-3, 10.30 P.M. Detroit
MC	WB-2, 3.30 P.M. Detroit					

FROM CN RY.

STATIONS

TO CN RY.

From MCRY.	MC-8 (1)	CN-4 (1)	CM-2 (1)	STATIONS	CN-3 (1)	CN-7 (1)	CM-1 (1)	To MCRY.
P.M.	P.M.	A.M.	A.M.	Arrive	A.M.	P.M.	P.M.	P.M.
7.00	9.10	8.40	3.00	EBENEZER	1.50	2.35	7:00	12.30
5.30	7.30	7.00	1.30	BLACK ROCK	3.30	4.15	8:30	2.00
5.00	7.00	6.30	1.00	FORT ERIE (CN RY.)	4.30	5.10	10:00	
				VICTORIA (MC RY.)				2.50
P.M.	P.M.	A.M.	A.M.	Leave	A.M.	P.M.	P.M.	P.M.
				(1) Daily.				

ARRANGED FREIGHT TRAIN SERVICE WESTWARD and NORTHWARD

The time shown conveys no time-table authority

Stations	R-63 (5)	BF-21 (5)	OR-15 (4)	SA-3 (1)	PB-1 (1)	BF-7 (1)	SO-1 (1)	EP-2 (1)	BF-3 (1)	RB-1 (1)	BEC-1 (1)	W-5 (1)	BF-5 (1)	BEO-3 (1)	CBF-1 (1)
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Reno	12.30					7.15						10.30	11.00		
Driftwood	2.00						4.15								7.00
Brady	1.30						7.00								9.15
Oil City				6.00	4.00		11.00			7.00					12.01
Emporium					9.00										
Olean			12.30	12.01	2.30	8.45							12.30		
Rochester			6.30		2.00	10.15							2.30		
Eden		3.30			5.00	2.00	9.30		5.00		9.00	4.45	5.00		8.00
Ridgeway															
Kane															
Warren															
Corry															
Erle															
Dock Jet.								10.00			2.45	7.30		11.00	
Arrive	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.

(1) Daily,
(4) Daily except Sunday.
(5) Daily except Monday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	S 98 (4)	W 2 (3)	CSB 2 (1)	BF 4 (1)	S 83 (1)	BNY 16 (1)	EC 2 (1-2)	RN 2 (3)	BF 14 (1)	EC 6 (1)	RA 14 (1)	S 81 (1)	AN 16 (1)	CSB 8 (1)	AMC 2 (3)
Harrisburg	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Enola		2.00		3.30	5.15	7.00	2.00		4.00	1.15		5.30			
Rockville		1.40		3.00	4.45	6.30	1.30		3.30	12.45		5.00			
Kase	4.45		6.15		2.30							3.30		4.00	
Buttonwood	7.00		8.45		11.00							1.00		5.45	
Northumberland	4.30	11.15					11.15	11.00	2.00	10.45			8.45		2.30
Williamsport							9.15	9.00		8.45			5.15		12.15
Mt. Carmel							6.45	7.30							5.30
Williamsport							3.00								
Southport															
Southport							11.00				11.15				
Linden															
Stanley							5.45								
Sodus Point							2.30								
Canandaigua															
Lock Haven		3.30						5.00			7.00		3.45	2.00	8.15
Reno		8.00		10.00		2.00		4.00	10.00						
Reno		7.00		9.00		1.00			9.00		3.30				
Altoona			12.30											11.45	3.00
Hudson	8.30		10.30											7.00	
	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.

(1) Daily (2) Daily Except Sun. Sodus Point to Wmspt. (3) Daily Except Mon. (4) Daily Except Sat. and Sun.

SPECIAL INSTRUCTIONS

GENERAL RULES

100R-2A. Medical Officers and Surgeons. All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Buffalo, N.Y.	W. J. Gerstle, Regional Medical Officer Office Seneca and Louisiana Sts. 7.00 A.M. to 3.00 P.M. Mon., Tue., Wed., Thurs., and Fri.	Cleveland 5820 Ext. 220
	L. J. Leahy, (Surgeon) Office, 40 North St. Res. 121 Nottingham Terrace	Grant 3333 Delaware 4390
	Jack W. Herrmann, (Surgeon) Office, 40 North St. Res. 162 Brantwood Road	Grant 3333 Windsor 1111
	I. J. Koenig, (Oculist) Office, (Hotel Westbrook), 675 Delaware Ave. Res. 779 East Main St., East Aurora, N. Y.	Garfield 9907 East Aurora 1071
	W. H. Putney, (Surgeon) Office and Res., 519 Main St.	East Aurora 201
East Aurora, N.Y.		
Olean, N. Y.	N. P. Johnson, (Surgeon) Office, So. Union & E. Henley St. Res. Windfall Rd.	20141 4969
Port Allegany, Pa.	R. A. Niles, (Surgeon) Office, Main Street Res., Main Street	2-2830 2-2420
Rochester, N.Y.	W. J. Gerstle, Regional Medical Officer Office, P.R.R. Frt. Station 11.30 A.M. to 1.00 P.M. First Wednesday of Feb., Apr., June, Aug., Oct. and Dec.	
	A. A. Fisher, (Surgeon) Off., 277 Alexander St., Suite 709 Res. 53 Pickford Drive.	Hamilton 1421 Hamilton 4600
Erie, Pa.	W. J. Gerstle, Regional Medical Officer Office, P.R.R. Shops, 7.00 A.M. to 3.30 P.M. Tuesday, Thursday, Friday.	4-3946
	L. A. Lasher, (Surgeon) Office and Res., 132 West 26th St.	2-3998
	R. L. Lasher, (Ass't. Surgeon) Office and Res. 132 West 26th St.	2-3998
	Benjamin Goldman, (Surgeon) Office and Res., 208 W. 9th. St.	2-4087
	Dr. J. Elmer O'Brien, (Surgeon) 302 East 10th Street, Erie, Pa.	2-3912
	J. H. Delaney, (Oculist) 138 West 9th St.	2-3788

ARRANGED FREIGHT TRAIN SERVICE SOUTHWARD and EASTWARD

The time shown conveys no time-table authority

Stations	BF-4 (1) A.M.	RB-2 (1) A.M.	BF-20 (5) A.M.	BNV-16 (1) P.M.	BEC-2 (1) P.M.	BF-14 (1) P.M.	SA-4 (1) P.M.	EP-1 (1) P.M.	OR-16 (4) P.M.	SO-2 (1) P.M.	R-64 (4) A.M.	PB-2 (1) A.M.	W-2 (1) A.M.	BEC-4 (1) A.M.	CBF-2 (1) A.M.
Arrive	9.00			1.00		9.00					7.30		7.00		
Renovo											6.00				
Driftwood											7.30				
Brady	2.30									8.00	10.30				11.15
Oil City		1.00					10.30			4.30		8.00			8.30
Emporium	7.15														
Olean	4.00		8.30			4.00	12.30		10.20						
Rochester									5.00						
Ebenezer	12.30		5.30			11.10									
Ridgway															
Kane															
Warren															
Corry															
Erie								3.00					8.30	6.45	
Dock Jet								1.25						6.00	
Leave	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	

(1) Daily
(4) Daily except Sunday.
(5) Daily except Monday.

Location	Name and Address	Telephone Number
Corry, Pa.	N. T. Gillette, (Surgeon) Office, 8 Park Place East Res., 8 Park Place East	2-0525 2-0520
Warren, Pa.	L. E. Chapman, (Surgeon) 1911 Penna. Ave., East	1113
	W. M. Cashman, (Surgeon) Office—514 3rd Ave. West Residence—108 3rd Ave. West	1950-J 1950-M
Ridgway, Pa.	W. W. Thompson, (Surgeon) Office, 217 Main Street Res., 110 South Street	23-841 23-842
Emporium, Pa.	J. L. Hackett, (Surgeon) Office and Res., 8 W. 4th Street	383
Renovo, Pa.	Frank P. Dwyer, (Surgeon) 165 Sixth St.	141
	R. A. Werts, (Surgeon) 1002 Huron Ave.	108
Lock Haven, Pa.	K. S. Brickley, (Surgeon) 35 W. Main St.	4014
	D. W. Thomas, (Surgeon) 112 W. Main St.	2834
Canton, Pa.	A. E. Dann, (Surgeon) 13 Troy St.	242-R
Elmira, N.Y.	L. L. Hobler, (Surgeon) 426 W. Clinton St.	5915
Penn Yan, N.Y.	Glenn C. Hatch, (Surgeon) 165 Main Street	75
Canandaigua, N.Y.	P. N. Standish, (Surgeon) 134 N. Main Street Res., W. Lake Road.	1650 405
Newark, N.Y.	Evan Tansley, (Surgeon) Medical Center	1200
Sodus Point, N.Y.	Ralph Munzer, (Surgeon) Res., Alton, N. Y. Office, Alton, N. Y.	Sodus 3331
Williamsport, Pa.	A. F. Hardt, (Surgeon) 416 Pine St.	2-8165
	J. B. Nutt, (Surgeon) 416 Pine St.	7419
	C. L. Youngman, (Surgeon) 445 William St.	2-7303
	W. D. Todhunter, (Surgeon) 711 Rural Avenue	2-9766
Montgomery, Pa.	W. E. Turner, (Surgeon) 41 N. Main St.	54-A
Watsonstown, Pa.	F. R. Adams, (Surgeon) 6 Brimmer Ave.	83
Berwick, Pa.	E. A. Glenn, (Surgeon) 2nd & Chestnut Sts.	5313
Milton, Pa.	G. C. Davis, (Surgeon) 33 Arch St.	135

Location	Name and Address	Telephone Number
Northumberland, Pa.	P. N. Friedline, (Surgeon) 205 King St.	GR 3-3342
Sunbury, Pa.	G. A. Deitrich, Sr., (Surgeon) 30 N. Third St.	AT 6-0101
	G. A. Deitrich, Jr., (Surgeon) 38 N. 4th St.	AT 6-6201
	J. H. Landau, (Surgeon) 70 Fairmount Ave.	AT 6-2503
	E. R. Decker, (Oculist) 426 Market St.	AT 6-1571
Danville, Pa.	H. L. Foss, (Surgeon) Geisinger Hospital	1250
Catawissa, Pa.	C. L. Johnston, (Surgeon) 238 Main St.	2641
Nanticoke, Pa.	A. J. Abbott, (Surgeon) 203 E. Green Street	316
Wilkes-Barre, Pa.	C. A. Miller, (Surgeon) Res., 17 West Union St. Office, 17 West Union St.	Valley 3-1027 Valley 3-8767
Shamokin, Pa.	J. R. Vastine, (Surgeon)	8-4663
Oil City, Pa.	F. M. Summerville, (Surgeon) Office, 204-205 I.O.O.F. Bldg., Res. 923 West 1st St.	67-421 45-851
	C. H. Hodgkinson, (Surgeon) Office 405 Fair Building Residence, 204 Central Avenue	6-8191 6-8192
Titusville, Pa.	H. S. Anderson, (Surgeon) Office, 121 West Spring St. Res. 225 West Elm St.	20-161 35-461
Tionesta, Pa.	F. J. Bovard, (Surgeon) Office, Elm St. Res. Vine St.	23 107
Brookville, Pa.	W. Craig Hendricks, (Surgeon) Office, 173 Main Street Res., 68 Walnut Street	179 178
Phillipston, Pa.	W. J. Hoffman, (Surgeon) Office, Broad Street Res., 808 Robinson Street	East Brady 3441 East Brady 2271
Reynoldsville, Pa.	M. B. Brandon, (Surgeon) Office, 6 No. 3rd St. Residence, 702 Grant St.	Oldfield 5921 Oldfield 5521

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone Number
Buffalo, N.Y.	Buffalo General 100 High St.,	Summer 5600
Olean, N. Y.	Olean General North Main St.,	4131
	St. Francis West State Street	4116
Port Allegany, Pa.	Port Allegany Mill Street	216
Salamanca, N.Y.	City 32 Academy St.,	480
Rochester, N.Y.	Genesee 224 Alexander St.	Monroe 1870
Dunkirk, N.Y.	Brooks Memorial 10 West 6th St.	2378
Erie, Pa.	St. Vincent's 24th and Sassafras St.	2-6811
	Hamot 2nd and State Sts.	2-6991
Corry, Pa.	Corry Memorial 612 W. Smith St.	3-5201
Warren, Pa.	Warren General Crescent Park	3390
Kane, Pa.	Community Kane, Pa.	880
	Kane Summit Thompson Park	700
Ridgway, Pa.	Elk County General Cor. Euclid and Hospital Sts.	33-185
St. Marys, Pa.	Andrew Kaul Memorial Manrus Street	831
Renovo, Pa.	Renovo 9th and Huron Ave.	91
Lock Haven, Pa.	Lock Haven Hospital Susquehanna Ave.	6721
Williamsport, Pa.	Williamsport City 777 Rural Ave.	2-7861
Elmira, N.Y.	Arnot-Ogden Memorial Roe Avenue	5221
Montour Falls, N.Y.	Schuyler Rel. Ass'n Schuyler Street	3131
Penn Yan, N.Y.	Sail. and Sold. Memorial 418 Main Street	307
Canandaigua, N.Y.	Thompson Memorial 120 N. Main Street	798
Sodus, N.Y.	Myers Community	4251
Berwick, Pa.	Berwick Mulberry Street	4551

Location		Telephone Number
Sunbury, Pa.	Sunbury Community N. 11th Street	AT 6-5811
Danville, Pa.	Geisinger Memorial Popular Street	1250
Bloomsburg, Pa.	Bloomsburg East First Street	2-300
Nanticoke, Pa.	State West Washington Street	390
Wilkes-Barre, Pa.	Wyoming Valley 149 Dana Street	4-4621
Shamokin, Pa.	State Uniontown	8-4621
Franklin, Pa.	Franklin City 1 Spruce Street	328
Oil City, Pa.	Oil City East Bissell Avenue	4-1211
Titusville, Pa.	Titusville City 406 West Oak Street	22-243
Brookville, Pa.	Brookville South Main Street	425
DuBois, Pa.	Maple Avenue Maple Avenue	700
	DuBois South Main Street	788

100R-4A. First-Aid Boxes and Stretchers, Location of:

First-Aid Boxes:

In baggage, combined, and cabin cars, at each passenger and freight station, at yard master's and car inspector's offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track car.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.
One stretcher should be carried in the first toilet of first coach in all local passenger trains when such trains do not carry baggage or combined car.

OPERATING RULES

STANDARD TIME

1001-A1. Eastern Standard Time applies on this Region.

TIME-TABLES

Letters and Characters.

1004-A. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✚—Passenger train—rail motor car.
- *—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- #—Will not run on specified dates or Holidays shown on schedule pages.

1004-B1.

X—Reduce speed to 15 miles per hour for safe delivery of U. S. Mail or newspapers.

#—Train may leave in advance of schedule time when station work is completed, except when trains making station stops to receive passengers will not leave ahead of scheduled arrival time.

ENGINE WHISTLE SIGNALS

1014(I)-A1. Enginemen of Diesel engines will sound Engine Whistle Signal Rule 14(I) approaching track gangs and other points where men may be at work on or about the track.

Enginemen will sound engine whistle signal, Rule 14(I) approaching tunnels and prolong or repeat it until tunnel is reached.

The engine whistle will not be used for calling flagmen of passenger trains at Olean, unless push button is out of order. Conductors will call the flagman with push button located on station platforms, operating call bells. Signals prescribed by Rule 14 will be used.

1014(dc)-A2. Rule 14(dc) will apply:

Flagman return from West
Bald Eagle Branch, Lock Haven.

1014 (db) and (eb)-A3. Rule 14 (db) and 14 (eb) will apply:

Main Line—Erie

Secondary Track	Between	And
12	Yard Limit Board 1217 ft. east of Mile Post 4	Lang
21	Yard Limit Board 55 ft. west of Mile Post 96	Sergeant

1014-A4. Referring to Rule 14: Allegheny Branch

Sound	Indication
— — — — o —	Flagman may return from West or South.
— — — — — o —	Flagman may return from East or north.

Will apply on tracks and between points shown below:

Track	Between	And
102	Woods	Sandy
301	2475 feet north of Mile Post 120	820 feet north of Mile Post 124

1014-A6. Rule 14 changed:

— o — Passing MU, will stop for coal at Northumberland.

1014(I)-A7. Rule 14(I) will not apply at the following locations:

SUNBURY—Within city limits between bridge 137.26 east of Creek Siding and Bridge 285.86 east of Northumberland. Grade crossings between Adam, Sham and SF.

WATSONTOWN—Within borough limits between 616 feet east of Mile Post 271, or 100 feet east of Mile Post 0.0 on Secondary Track east of Watontown and 535 feet west of Mile Post 270.

LOCK HAVEN—Within city limits between 1519 feet east Mile Post 223 and 233 feet west of Mile Post 221; or 439 feet west of Mile Post 54 on Bald Eagle Branch.

WILKES-BARRE—Grade crossings east of Carey Avenue.

ALLEGHENY BRANCH

1014(I)-A8. Referring to Rule 14(I) at the following public grade crossings, except in emergency, it will not be necessary to prolong this whistle warning until crossing is reached:

Foxburg
Emlenton

1014(I)-A9. Enginemen of northward trains and engines will sound Whistle Signal, Rule 14(I) approaching Cabin 7 Yard Office, Oil City.

TRAIN SIGNALS

1019-A. Night signals will be displayed on rear of trains while passing through tunnels.

1019-A1. Trains and engines using Secondary tracks between Elm and Dock Jct. will display markers in accordance with Rule 19. When not equipped to so display markers, a red flag by day and a white light by night will be displayed on rear of train.

When cars are left standing on any of these tracks at night a red light must be displayed on both front and rear.

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
MAIN LINE—ERIE		
Waterford	Storage Track	All switches
Union City	Siding	All switches
Corry	MS Siding	East and west end Scale track
Spring Creek	Spring Siding	All switches
Garland	Storage Track	Station track
Irvineton	Irv Siding	All switches
Clarendon	Clare Siding	All switches
Sheffield	Storage Track	Back track switch
Johnsonburg	Burg Siding	West end No. 1 Yard track Ladder track switch East end yard track General Chemical track
Ridgway	Siding	Cross-over west end No. 1 yard track
St. Marys	Siding	East end yard
CHAUTAUQUA BRANCH		
Sherman	Sher Siding	All switches
Mayville	Siding	Farr's spur North and south end cabin track
SALAMANCA BRANCH		
Kinzua	Main track	All switches
Red House	Red Siding	All switches
Salamanca	Storage	All switches
ALLEGHENY BRANCH		
101	Secondary	All switches
102	Secondary	All switches
301	Secondary	All switches
ROCHESTER SECONDARY TRACK		
Rosburg	WC Siding	All switches
CLERMONT SECONDARY TRACK		
Clermont	Secondary	All switches
FARMERS VALLEY SECONDARY TRACK		
Corryville	Secondary	All switches

Fusees and Torpedoes

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

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

	Fusees	Torpedoes
Passenger Service	12	24
Freight Service	24	24
Engines in Road Service	4	6
Engines in Switching Service	4	6
Engines in Helping Service	6	12
Track Cars	6	6

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

1035-D1. Placing fusees between short rail head signal bonds and splice bars is prohibited account of damage which has resulted to rail head bonds from this practice.

Slide Protection Fence.

1043-A. The letters SP on a signal mast indicates the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employees finding such signals displaying the most restrictive indication, caused by slide, must promptly report to Superintendent Transportation.

Main Line

1043-A1. Slide protection fences in service:

Between	Connected with
M.P. 168 and M.P. 169 (East of Driftwood)	Westward SP Signal No. 1695 located 3250 feet east of east end of slide fence.
M.P. 172 and M.P. 173 (East of Sinnemahoning)	Westward SP Indicator Signal located 3300 feet east of east end of slide fence. Eastward SP Indicator Signal located 4500 feet west of west end of slide fence.
M.P. 174 and M.P. 175 (East of Grove)	Eastward SP Signal No. 1732 located 6405 feet west of west end of slide fence.
M.P. 181 and M.P. 183 (West of Keating)	Eastward SP Signal No. 1804 located 7270 feet west of west end of slide fence.
M.P. 202 and M.P. 204 (Hyner)	Westward SP Signal No. 2045 located 5432 feet east of east end of slide fence. Eastward SP Signal No. 2024 located 3395 feet west of west end of slide fence.
M.P. 205 and M.P. 207 (Ritchie)	Westward SP Signal No. 2071 located 3601 feet east of east end of slide fence. Eastward SP Signal No. 2046 located 4424 feet west of west end of slide fence.

Between	Connected with
M.P. 208 and M.P. 209 (Glen Union)	Westward SP Signal No. 2091 located 3050 feet east of east end of slide fence. Eastward SP Signal No. 2070 located 7306 feet west of west end of slide fence.
M.P. 217 and M.P. 219 (Farrandsville)	Westward SP Signal No. 2185 located 1550 feet east of east end of slide fence. Eastward SP Signal No. 2178 located 110 feet west of west end of slide fence.
M.P. 264 and M.P. 265 (Montgomery)	Westward movement protected by SP home signal Montgomery Crossing, 479 feet east of east end of slide fence. Eastward SP Signal No. 2636 located 4498 feet west of west end of slide fence.
M.P. 137 and M.P. 135 (Selinsgrove Jct.)	Westward SP Signal No. 1337 located 7986 feet east of east end of slide fence. Eastward SP Signal No. 1372 located 7562 feet west of west end of slide fence. This covers West of 136 and east of 136.
M.P. 124 and M.P. 126 (Fidler)	Westward signal No. 1241 lo- cated 4016 feet east of east end of slide fence. Eastward Signal No. 1264 and home signal at Fidler.
M.P. 98 and M.P. 99 East of Ferry	Westward SP Signal No. 983 located 1370 feet east of east end of slide fence. Eastward SP Signal No. 1002 located 6800 feet west of west end of slide fence.
Chautauqua Branch	
M.P. 124 and M.P. 125 (Miller Farm)	Southward SP Signal No. C- 1239 located 2715 feet north of north end of slide fence. Northward SP Signal No. C- 1248 located 2800 feet south of south end of slide fence.

On two main tracks, except where Rule 261 is in effect, trains moving against the current of traffic must be governed by signal marked SP for normal track and the signal governing approach thereto, insofar as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

SUPERIORITY OF TRAINS

1072-A1. Eastward and southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1072-A2. On Salamanca Branch, West Seneca Branch and Allegheny Branch northward trains are superior by direction to trains of the same class in the opposite direction.

1072-A3. On Elmira Branch, westward trains are superior by direction to trains of the same class in the opposite direction.

1072-A4. Between Walnut and Newberry Interlocking, signal aspects will supersede Time-Table superiority.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Region and other railroads where General Orders of this Region will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Region, also locations on this Region where General Orders of other Regions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Buffalo, Station Master's Office-N.Y.C.R.R.	N.K.P.R.R.
X	X	.....	Buffalo—Babcock Street Yard Office	.....
X	X	.....	Buffalo—Burrows Lot Yard Office	.....
X	X	.....	Buffalo—Ore Dock, Yard Office	.....
X	X	.....	Buffalo—Alabama Street Yard Office	N.Y.C.R.R.
X	X	.....	Ebenezer Jct.—Yard Office	.....
X	X	X	Ebenezer—Crew Dispatcher's Office	N.K.P.R.R. N.Y.C.R.R. D.L. & W.R.R.
X	X	.....	Ebenezer—Passenger Station	.....
X	X	.....	Ebenezer Hump—Yard Office	.....
X	X	X	Olean—Crew Dispatcher's Office	.....
X	X	X	Port Allegany Passenger Station	.....
X	X	X	Emporium—Engine House Office	.....
X	X	X	Brocton—Engine House	N.K.P.R.R.
X	X	X	Rochester—Engine House	.....
X	X	.....	Erie—Conductor's Room Union Station	.....
X	X	X	Erie—Crew Dispatcher's Office	Lake Pittsburgh N.K.P.R.R. N.Y.C.R.R.
X	X	.....	Erie—Elm Street Yard Office	.....
X	X	.....	Erie—OD Yard Office	.....
X	X	.....	Erie—Lake Yard Office	.....
X	X	.....	Erie—Dock Junction Yard Office	.....
X	X	.....	Corry—Freight Station	N.K.P.R.R.
X	X	.....	Warren—Yard Office	.....
X	X	X	Kane—Passenger Station	.....
X	X	X	Ridgway—Passenger Station	.....
X	X	X	Phillipston—Engine House	Pittsburgh
X	X	X	Oil City—Crew Dispatcher's Office	Pittsburgh N.K.P.R.R.
X	X	.....	Oil City—Cabin 7 Yard Office	.....
X	X	.....	Titusville—Freight Station	.....
X	X	.....	Reynoldsville—Ass't Train Master's Office	.....
X	X	X	Renovo—Passenger Trainmen's Room	Philadelphia
X	X	X	Renovo—Yard Master's Office, West Yard	Philadelphia
X	X	X	Renovo—Yard Master's Office, East Yard	Philadelphia
X	X	X	Lock Haven—Yard Master's Office	Pittsburgh Philadelphia
X	X	X	Newberry—Yard Master's Office	Philadelphia Erie R. R.
X	X	X	Williamsport—Baggage Room	Philadelphia

General Orders—Continued

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Williamsport—Yard Master's Office	Philadelphia Pittsburgh Erie R. R.
X	X	X	Northumberland—Yard Master's Office	Philadelphia Pittsburgh L.V.R.R.
X	X	.....	Northumberland—Station Trainmen's Rm.	.....
X	X	X	Sunbury—Baggage Room	Philadelphia
X	X	X	Southport—Yard Master's Office	Pittsburgh Erie R. R. N.Y.C.R.R.
X	X	X	Sodus Point—Yard Office	Erie R. R.
X	X	X	Honey Pot—Yard Office	.....
X	X	X	Shamokin—Engine House	Philadelphia
X	X	X	Weigh Scales—Yard Office	.....
X	X	X	Buttonwood—Yard Master's Office	Pittsburgh Philadelphia Reading Co. L.V.R.R. D.&H.R.R.
X	.....	.....	L.V.R.R.—Wilkes-Barre, Yard Office	Northern
X	.....	.....	L. V. R. R.—Ashmore, Enginehouse	Northern
X	.....	.....	L.V.R.R.—Hazleton, Shop Office	Northern
X	.....	.....	L.V.R.R.—Delano, Crew Dispr.	Northern
X	.....	.....	L.V.R.R.—Delano, Yard Office	Northern
X	.....	.....	L.V.R.R.—Hazleton Locust Junction	Northern
X	.....	.....	L.V.R.R.—Wilkes-Barre Psgr. Station	Northern
X	.....	.....	N.Y.C.R.R.—Buffalo, Gardenville	.....
X	.....	.....	N.Y.C.R.R., East Syracuse, N.Y. Ass't. Train Master's Office	Northern Erie R. R.
X	.....	.....	N.Y.C.R.R., East Syracuse, N.Y. Terminal Foreman's Office	Northern Erie R. R.
X	.....	.....	New York Central Railroad, Avis—General Yard Master's Office	Northern
X	.....	.....	New York Central Railroad, Newberry Jct.—General Yard Master's Office	Northern
X	.....	.....	New York Central Railroad, Clearfield— Yard Master's Office	Northern
X	.....	.....	N.Y.C.R.R.—Stoneboro	Northern
X	.....	.....	Erie Railroad, Elmira—Yard Master's Off.	Northern
X	.....	.....	B. & O. R. R.—Buffalo, N. Y.	Northern
X	.....	.....	B. & O. R. R.—DuBois	Northern
X	.....	.....	L. E. F. & C.—Clarion	Northern
X	.....	.....	N.K.P.R.R.—Buffalo, Conneaut	Northern

NOTE—X indicates in service.

1075-A2. At the following locations, in the application of Rule 75, conductor and engineman will not be required to know that the other is qualified and that he has inserted in his timetable the necessary general orders for the trip or tour of duty.

Point	Location of Bulletin Boards
Renovo	Yard Master Office's, West Yard Yard Master Office's, East Yard
Williamsport	Yard Master Office's, Newberry Yard Master Office's, Williamsport

NOTE—Applies only to conductors and enginemen of eastward freight trains leaving Renovo yard, eastward and westward freight trains leaving Newberry Yard.

Standard Clock

1075-A3. Standard clocks at other points:
Train dispatchers' office.
Open block stations.

General Order Zones

1075-A4. General Order Zones of this Region are as follows:

Zone A—Main Line:

Buffalo to Springbrook.

Branches:

Chautauqua FW to FY.
West Seneca.

Secondary Tracks:

Dock Extension.

Zone B—Main Line:

Springbrook to Renovo (Olean Yard inclusive.)

Secondary Tracks:

Clermont.
Farmers Valley.

Zone C—Branches:

Salamanca—AD to Bridge.

Secondary Tracks:

Bradford.

Zone D—Branches:

Chautauqua—BM to Bridge.

Zone E—Rochester Secondary Track:

Zone F—Main Line—Erie:

Erie to Kane. (Erie Yard inclusive.)

Zone G—Main Line—Erie:

Kane to JN.

Branches:

Ridgway.

Zone H—Main Line:

Renovo to Rich.

Branches:

Bald Eagle.

Zone I—Main Line:

Rich to Molly.

Branches:

Linden.

Secondary Tracks:

Watsonstown.
Montandon.

Zone J—Main Line:

Molly to Rockville.

Secondary Tracks:

L.V. Jct.
Selingsgrove.

Zone K—Branches:

Elmira.

Newberry to Southport Jct.

HO to Canandaigua.

Secondary Tracks:

Sodus Bay.

Zone L—Branch:

Wilkes-Barre.

Zone M—Branch:

Shamokin.

Secondary Tracks:

Shamokin.

Zone N—Branches:

Allegheny-Region Post (Pgh. Reg.) to Bridge.

East Brady-Brady to BY.

Secondary Tracks:

Low Grade
Sligo.

Qualification of Conductor or Engineman

1075-A5. Each qualified conductor and engineman, whether or not serving in that capacity, who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own region, or a part of it, or over connecting regions used in interregional service within a period of twelve (12) months, must not be used on such portion of the road until he has made one or more trips. In such cases, it will be necessary to go over the portion of the region involved, be examined and qualified by the proper officer. A trip in service as a brakeman or fireman during the period referred to will be considered as fulfilling these requirements.

Each qualified conductor and engineman, whether or not serving in that capacity, making a trip (not in service) for the purpose of retaining his qualifications, must notify the Superintendent Transportation in writing, giving necessary details, and have conductor or engineman witness his certification.

Such employees extending their qualifications by making trips (not in service), must be re-examined after the expiration of two (2) years from date of last qualification by examiner or from the date of last trip in service.

OBSERVATION OF TRAINS FOR DEFECTS

1077-A1. While a train is passing an open block or interlocking station, a member of the train crew must be stationed at or near the rear of the train to receive or deliver messages and acknowledge signals.

The front brakeman of a freight train, in order to observe signals from the rear of his train, will be in a conspicuous position, promptly after the rear end of his train has passed an open block or interlocking station, or a highway crossing where a crossing watchman is on duty, to receive from trainmen on the rear of the train any signal affecting the movement of the train and, in addition, will where practicable, observe the train as it moves around curves in order to receive signals from the rear end of the train to avoid necessity of applying air from the rear end.

Train service employees in or on cabin cars must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

1077-A2. Freight trains leaving sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by operators at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except at CR a Proceed Signal displayed for southward trains, at NR a Proceed Signal displayed for northward trains and at Allens a Proceed Signal displayed for westward train will indicate that all trains due which are superior have arrived or left.

1083-B. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the operator at initial stations or junctions.

Yard Limits.

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	and
Main Line	Port Allegany Mile Post 95	2000 feet south of Mile Post 99
	Williamsport 70 feet west of Allens	100 feet west of Mile Post 243
West Seneca Branch	Buffalo GJ	GB
Chautauqua Branch	Buffalo FW	FY
	Brocton BM	769 feet north of Mile Post 52
	Mayville 1184 feet north of Mile Post 64	2012 feet south of Mile Post 66
	Corry 500 feet north of Mile Post 92	2058 feet south of Eye Block Station
	Titusville 785 feet south of Mile Post 119	29 feet south of Mile Post 121
	1786 feet south of Mile Post 132	Reed
Salamanca Branch	Bridge	Mile Post 5
	Struthers Otts	474 feet south of Mile Post 59
	Olean 2314 feet north of Mile Post 112	AD
Rochester Secondary Track	Rochester Troup Street	1007 feet south of Mile Post 6
Main Line—Erie	Erie	1217 feet east of Mile Post 4
	Union City 1493 feet east of Mile Post 24	2000 feet east of Mile Post 27
	Corry 4376 feet east of Mile Post 35	5048 feet east of Mile Post 37
	Warren 2765 feet east of Mile Post 66	1013 feet east of Mile Post 68
	Sheffield Mile Post 78	4196 feet east of Mile Post 79
	Kane 4247 feet east of Mile Post 93	55 feet west of Mile Post 96
	Johnsonburg Mile Post 109	Mile Post 111
	Ridgway 2347 feet east of Mile Post 116	4296 feet east of Mile Post 118
	St. Marys 2530 feet east of Mile Post 127	Mile Post 130

Track	Between	and
Main Line— Erie (cont'd)	Emporium 4879 feet east of Mile Post 147	4466 feet east of Mile Post 149
East Brady Branch	Brady	BY
Low Grade Secondary Track	Mort	2025 feet east of Mile Post 2
	Lawsonham 205 feet east of Mile Post 5	2644 feet east of Mile Post 6
	New Bethlehem 2640 feet east of Mile Post 18	100 feet east of Mile Post 23
	Summerville 4889 feet east of Mile Post 32	3018 feet east of Mile Post 34
	Brookville 1853 feet east of Mile Post 40	Mile Post 43
	Reynoldsville 2574 feet east of Mile Post 54	3843 feet east of Mile Post 56
	Falls Creek—DuBois 1340 feet east of Mile Post 61	721 feet east of Mile Post 67
	Driftwood 100 feet east of Mile Post 108	DF (Main Line)
		3174 feet east of AW
Sligo Secondary Track	AW	
	Sligo 891 feet west of Mile Post 10	End of track
Elmira Branch	Williamsport Newberry	3178 feet west of Mile Post 2
	Ralston 100 feet east of Mile Post 23	600 feet west of Max
	Leolyn 1600 feet east of Mile Post 32	400 feet west of Mile Post 34
	Canton 2300 feet east of Mile Post 38	2250 feet east of Mile Post 40
	Troy 2022 feet east of Mile Post 51	1466 feet east of Mile Post 53
	Sned 1562 feet west of Mile Post 60	630 feet east of Mile Post 62
	Southport 2927 feet east of Mile Post 74	321 feet west of Shannon
	Watkins Glen 54 feet west of Mile Post 15	1287 feet east of Mile Post 19
	Penn Yan 2250 feet west of Mile Post 39	2720 feet west of Mile Post 40

Track	Between	and
Elmira Branch (cont'd)	Stanley 378 feet east of Mile Post 51	10 feet east of Mile Post 53
	Canandaigua 2198 feet west of Mile Post 62	Can
Sodus Bay Secondary Track	Stanley Stanley	2050 feet west of Mile Post 1
	Newark 2700 feet east of Mile Post 16	3058 feet west of Mile Post 19
	Sodus Point 650 feet west of Mile Post 31	Sodus Point
Bald Eagle Branch	Lock Haven Lock Haven	2421 feet east of Mile Post 52
Wilkes- Barre Branch	Wilkes-Barre 1464 feet west of Mile Post 58	Wilkes-Barre
Shamokin Branch	Sunbury Sham	2879 feet west of Mile Post 2
Haas Lead	Sunbury 1172 feet east of Mile Post 0	1615 feet west of Mile Post 1
Shamokin Branch Shamokin Secondary Track Shamokin	Shamokin 250 feet west of Mile Post 15	2865 feet west of Mile Post 20
Mount Carmel	Mount Carmel 1004 feet west of Mile Post 25	5071 feet east of Mile Post 26

1093-B1. Rule D-93 in effect as follows:

Track	Between	And
Main Line No. 1 and No. 2	2200 feet south of Mile Post 9	SS49A
Main Line—Erie No. 1 and No. 2	Mile Post 62	Otts
Chautauqua Branch No. 1 and No. 2	Bridge	Reed
Allegheny Branch No. 1 and No. 2	Bridge	RH

Non-interlocked Railroad Crossings at Grade

1098-A1. Movement of trains or engines on tracks of this region over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc., Governing Movements over Crossing		Requirements	Note
	Type	Indication or Position		
Main Line FW Erie R. R. B. C. R. R.	Semaphore	More favorable than stop	Stop before crossing	6
Chautauqua Branch FW Erie R.R.	Semaphore	More favorable than stop	Stop before crossing	6
Chautauqua Branch B. & S. W. Jct. B. C. R. R.	Target	Horizontal	Stop before crossing	6
Rochester Secondary Track Rochester B. & O. R. R.	Target	Horizontal	Stop before crossing	1-6
Erie, Pa. Tenth Street Track leading to Hammermill Paper Co. plant: N. Y. C. R. R.	Target	Diagonal	Cross without stopping	2
Erie, Pa. Tenth Street Track leading to Uniflow Co. plant: N. Y. C. R. R.	Target	Diagonal	Cross without stopping	3
Erie City Track, west of Chestnut Street N. Y. C. R. R.	Target	Vertical	Cross without stopping	3
Main Line—Erie Johnsonburg Rolfe R. R.	Target	Diagonal	Stop before crossing	4-6
Ridgway Branch Brockway Erie R. R.	Indicator	More favorable than stop	Stop before crossing	5-6
Wilkes Barre Branch Nanticoke: Glen Lyon Track Central R.R. of N.J.	Target	Clear	It must be known that crossing is clear before using.	7
Wilkes Barre Branch Hart C. R. R. of N. J.	Stop Sign and Red Light	Stop	It must be known that crossing is clear before using.	9
Elmira L. V. R. R.	Target	Normal "Clear" for P.R.R. Trains	Be governed by Note 9.	8

NOTE 1. The normal position of target for crossing is for B. & O. R. R. movement. Trainmen of P. R. R. trains using this crossing will operate crossing target leaving same in normal position after using.

NOTE 2. At night position is indicated by two red lights. Normal position of target is for P. R. R. movement.

NOTE 3. At night position is indicated by two red lights. Normal position of target is for N.Y.C.R.R. movement. Trainmen of P.R.R. trains using this crossing will operate crossing target, leaving same in normal position after using.

NOTE 4. Trains may use track leading to storehouse. The normal position of target is for Rolfe R.R. movement. Trainmen of P.R.R. trains using this crossing will operate crossing target, leaving same in normal position after using.

NOTE 5. Trains may cross when proper signal is displayed, as follows: Grade crossing signal as per Special Instruction 1280-A to 1296-A1 is controlled by knife switch in telephone shelter box, north end of Brockway station. Normal indication of signal is STOP when knife switch is in center position. Throw switch to right to clear signal for P.R.R. movements; to left for Erie R.R. movement. Before operating knife switch, employees must assure themselves that crossing is not occupied.

NOTE 6. Stop must be made within not less than 200 feet or more than 800 feet of crossing.

NOTE 7.—Normal position of target is for P. R. R. movement. Trainmen of Central Railroad of New Jersey, who operate this target will leave same in normal position after using.

NOTE 8.—At Elmira a green light or green banner displayed toward Pennsylvania Railroad movements at the Lehigh Valley Railroad crossing will be an indication for Pennsylvania Railroad movement to proceed over the crossing.

A red light or red banner displayed toward Pennsylvania Railroad movements at the Lehigh Valley Railroad crossing will be an indication for Pennsylvania Railroad movements to stop.

If the crossing signal is in stop position and it is known that the crossing is clear, Pennsylvania Railroad trains must stop, restore the signal to normal position and proceed.

NOTE 9.—Stop signs with red lights located 100 feet west and 130 feet east of crossing.

Movable Bridge—Not Part of Interlocking**Chautauqua Branch—Buffalo River Movable Bridge 2.94**

1098-B1. Fixed color light low signals, governing movements over Buffalo River Movable Bridge 2.94 showing aspects and indications as follows:

Aspect	Indication
Red	Stop
Yellow	Stop; then proceed at Restricted speed.

Stop must be made within not less than 200 feet or more than 800 feet of Movable Bridge.

Buffalo River is a navigable stream and boats have right of way. The boat signal for Bridge is three blasts of whistle when boat calls for the draw, trains and engines must clear as soon as possible.

1099-A1. Between the home signal 360 feet west of Sunbury Passenger Station, and Junction of Shamokin Branch on No. 2 track, and between home signal at Horn and Sunbury Passenger Station on No. 1 track, movements will be protected by signals under control of operator at Kase. After permission has been given for movement, the operator at Kase, must not permit any other engine or train to pass home signal on the track or tracks on which switching movement is being made until after switching movement is completed.

1099-A2. Between home signal, located on foot bridge, and Drury, on No. 2 track, and between home signal at Drury and crossover east of Renovo Passenger Station on No. 1 track switching movement will be protected by signals under control of operator at Drury. After permission has been given for switching movement, the operator at Drury, must not permit any other engine or train to pass home signal on the track or tracks on which switching movement is being made until after switching movement is completed.

Automatic Highway Crossing Protection on Sidings, Yards or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train.

Main Line or Branch	Crossing	Location	Protection actuated by trains operating on	Note
Main Line	Franklin Street	Olean	Crude Track	1
	Fourth Street	Olean	AD-1 Secondary Track Scale Track	1
	Wayne Street	Olean	AD-1 Secondary Track Scale Track I. W. Miller Track	1
	First Street	Olean	Olean Transfer Track AD-1 Secondary Track Olean Branch Track	1
	Mill Street	Port Allegany	Middle Siding	1
	Jay	Lock Haven	Industrial Track	1
	Henderson Street	Lock Haven	Station Track	1
	Hanna Street	Lock Haven	Station Track	4
	Poplar Diamond Streets	Newberry	No.7 lead Track and Newberry Siding	
	Grier Street	Williamsport	Rose Street Track and Industrial Track	
	Thomas Road Thomas Ave.	Montgomery Montgomery	Siding	
	Eighth Street	Watson-town	Siding	
Main Line—Erie	Market Street	Union City	Union City Siding Freight House Track	1
	Fifth—Mead Ave.	Corry	Aero Supply Co. Track Thumb Track Freight House Track MS Siding Scale Track	1

Main Line or Branch	Crossing	Location	Protection actuated by trains operating on	Note
Main Line—Erie Cont'd.	First Avenue	Corry	Freight House Track MS Siding Depot Running Track Hole Track	1
	Center Street	Corry	MS Siding Depot Running Track Hole Track	1
	Penna. Avenue	Corry	McInnis Steel Co. Track	1
	State Highway No. 77	Spring Creek	Spring Siding	1
	Main Street	Warren	Flexible Coupling Co. Track	1
	Mohawk Avenue	Warren	Otts Siding Warren Gravel Pit Track Warren Planing Mill Track	1
	Brown Avenue	Clarendon	Brown Track Clare Siding House Track	1
	Railroad Street	Clarendon	Brown Track House Track	1
	Fraley Street	Kane	No. 21 Secondary Track	
	Main Street	Johnsonburg	Public Track	1
Chautauqua Branch	Highland Avenue	Brocton	Lawson Spur Track Brocton Furniture Co. Track	1
	Chautauqua St.	Mayville	Milk Track	1
	North Center Street	Corry	Gravel Pit Track	1
	Main Street	Spartansburg	Siding and Mill Track	1
	Main Street	Hydetown	Station Track	1
	Central Street	Titusville	Titusville Siding Back Track	1
	Perry Street	Titusville	Titusville Siding Team Track House Track	1
	Franklin Street		Titusville Siding	1
	Union Street	Oil City	Junction NYC RR Track	1
Salamanca Branch	Red House Road	Red House	Red Siding Town Track	1 & 2

Main Line or Branch	Crossing	Location	Protection actuated by trains operating on	Note
Secondary Tracks 1 & 2	Pittsburgh Avenue	Dock Jct.	Drill Track Lake View Forge Track	1
City Track Erie	Green Garden Road	Dock Jct.	City Track Yard Storage Track	1 & 3
Wilkes-Barre Branch	Mill Street	South Danville	Siding	
	Third Street	Nescopeck	Siding	
	Carey Avenue	Wilkes-Barre	Yard Track	
	Barney Street	Wilkes-Barre	No. 1 and No. 2 Yard Tracks	5
	Horton Street	Wilkes-Barre	No. 1 and No. 2 Yard Tracks	5
Elmira Branch	Station Street	Hall	Industrial Track	1
	Elm Street	Penn Yan	Industrial Track	1
	Fourth Street	Watkins Glen	Siding	1
Bald Eagle Branch	Walnut Street	Lock Haven	Siding	
	Hanna Street	Lock Haven	Siding	
Haas Lead	Fourth Street	Sunbury	Haas Lead	
	Awl Street	Sunbury	Haas Lead	
	Tenth Street	Sunbury	Haas Lead	
	Lenker Avenue	Sunbury	Haas Lead	
	Haas Avenue	Sunbury	Haas Lead	

Note 1. Track circuits which operate Highway Crossing Signals or Short Arm Gates or both on tracks other than main track extend a distance of about 70 feet on each side of crossing. Trains and engines using track other than main track, must stop on track circuit and allow Highway Crossing Signals and Short Arm Gates to operate a minimum of 20 seconds before proceeding over crossing.

Note 2. Cut in push button is located on instrument case north side of highway.

Note 3. Westward movement approaching Green Garden Road on City Track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 20 seconds.

Note 4. Westward switching movements, which involve fouling of Hanna Street must not be made until permission of the Operator has been obtained to do so, and then only after it is known that the flashing signals have been operating for at least 30 seconds.

Note 5. Each movement of a locomotive, car or train on the tracks approaching the crossings, at grade, shall come to a complete stop clear of the highways and within the short track circuits, approximately 70 feet east of Barney Street and 70 feet west of Horton Street, and shall not proceed across the highways until a period of at least 20 seconds has elapsed, and until it has been determined that the crossing is clear of vehicles and pedestrian traffic.

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

1103-A4. At the following locations, sign CC indicates point beyond which engines and cars will operate automatic crossing protection:

Main Line	Chautauqua Branch
Gravity—South of	Spartansburg
Allens—West of—Note 1	Elmira Branch
Watsonstown—Note 2-3	Penn Yan
Milton	Horseheads
Main Line—Erie	Wilkes-Barre Branch
Warren	South Danville
Kane	Catawissa
Salamanca Branch	Nanticoke
Otts—North of	

NOTE 1.—When fixed signal 2486, located 2850 feet east of Mile Post 248, displays any aspect other than Rule 281 Fig A, train must stop west of sign CC located 1800 feet east of Mile Post 249, and call Allens.

NOTE 2.—When eastward trains stop for water or work at Watsonstown, cars of the train must stand west of CC sign and after work is completed and engine coupled to train, the entire train must be west of CC sign located 400 feet east of Water Station.

Telephone located adjacent to sign CC.

NOTE 3.—Watsonstown Secondary Track CC signs located 80 feet east and 80 feet west of Main Street, indicates points beyond which engines and cars will operate automatic crossing protection.

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Main Line or Branch	Crossing	Location	Location of push buttons to manually operate crossing protection	Note
Main Line	First Street	Olean	In Gate Tower at Union Street	1-2
	King Street	Olean	On pipe post adjacent to curb, south side King Street, west side of railroad	
	Allegany Avenue	Emporium	On instrument case west side of crossing	8
Haas Lead	Fourth Street	Sunbury	{ On pole west of Fourth St. for eastward movements On pole east of Awl Street for westward movements	
	Awl Street	Sunbury		
Main Line—Erie	Main Street	Corry	On highway crossing signal mast south side of crossing	
	Railroad Street	Clarendon	On highway crossing signal mast south side of crossing	
	Brown Avenue	Clarendon	On highway crossing signal mast south side of crossing	
	Main Street	Sheffield	At Passenger station (For westward movement only.)	
Secondary Tracks 3 & 4 Erie	Eighth Street	Erie	On highway crossing signal mast each side of crossing	4
	Ninth Street	Erie	On highway crossing signal mast each side of crossing	4
	Tenth Street	Erie	On highway crossing signal mast each side of crossing	4
	Eleventh Street	Erie	On highway crossing signal mast each side of crossing	4

Main Line or Branch	Crossing	Location	Location of push buttons to manually operate crossing protection	Note
Elmira Branch	Main Street Westlake Street	Horseheads	{ On case at Franklin St. for westward movement only	5 5
	South Street Main Street	Montour Falls	{ On case at Main St. for eastward movement On pole 380 feet east of South St. for westward movement	
	Highway East of Station	Hall	On case at crossing	
	Elm Street Seneca Street	Penn Yan	{ On station and post at water plug for eastward movement only	
Sodus Bay Secondary Track	Highway at Station	Seneca Castle	On west end of station	
Allegheny Branch	No. 101 track, St. Petersburg Road	Foxburg	On relay case at crossing	
	Main Street	Emlenton	On relay case at crossing	
Chautauqua Branch	Central Avenue	Titusville	Signal mast west of crossing	
	Perry Street	Titusville	Signal mast west side of track	
	Franklin Street	Titusville	Signal mast east side of track	
	Bank Street	Titusville	Signal west side of track	
	Drake Street	Titusville	Signal west side of track	
Low Grade Secondary	Main Street	Reynoldsville	On relay case at crossing	
Sligo Secondary	Route No. 68	Rimersburg	On relay case at station	

Note 1. Cut in Push Button located on pipe post adjacent to automatic signal No. 704.

Note 2. Before making southward movement on No. 2 track over First Street Crossing after a cross-over movement has been made from No. 1 track to No. 2 track, trainmen will operate Cut in Push Button located on pipe post adjacent to curb, south side of First Street, west side of railroad.

Note 3. Cut in Push Button located on highway crossing signal mast east side of crossing is provided for the operation of automatic highway signals when movements are made over crossing on other than main track.

Cut in Push Button must be pushed and held by a member of the crew until the movement has cleared the crossing.

Note 4. Cut in Push Buttons located on Highway Crossing Signal mast each side of crossing are provided for the operation of automatic Highway Crossing Signals when movements are made over crossing on other than Secondary tracks. Cut in Push Button must be pushed and held by a member of the crew until movement has cleared the crossing.

Note 5. 11.59 P.M. to 7.59 A.M., daily except Sunday, protection for shifting movements will be furnished by watchman at Penn Yan station.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following location apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Location	Streets	Note
MAIN LINE		
Gravity	Lein Road	1
South Williamsport	Maynard	
Watsonstown	Eighth, Fourth and Main	
Milton	Locust, Walnut, Centre and Cameron Ave.	
Sunbury	Church, Walnut, Linden and Spruce	
Millersburg	Bowman, Moore, North, Centre and Pine	
Halifax	Armstrong, Market and Rice	
MAIN LINE—Erie		
Warren	Wilers Crossing west end Warren yard on No. 2 track.	3
Kane	Fraley	
Wilkes-Barre Branch		
South Danville	Mill	
Catawissa	Main	
East Bloomsburg	Highway at Station	
Nescopeck	Third	
Wilkes-Barre	Barney and Horton	4

Location	Streets	Note
Shamokin Branch		
Paxinos	Elysburg and Schlagel Roads	
Elmira Branch		
Hall	Highway east of Station	
Penn Yan	Seneca, Elm, Clinton and Shepard	
Montour Falls	South and Main	
Horseheads	Broad, Franklin, Westlake and Main	
Canton	Troy	
Chautauqua Branch		
Spartansburg	Main	
Salamanca Branch		
North of Otts	Mohawk & Crescent Park Dr.	2
Selinsgrove Secondary Track		
Selinsgrove	Pine	
Low Grade Secondary Track		
Mayport	Route 536	5

Note 1. Northward trains on No. 1 and No. 2 tracks, stopping at Lein Road crossing for instructions, must stop with head end of train within the limits of track circuit. Crossover switches and switch leading from No. 1 track to Gravity yard must not be reversed until immediately prior to making movement over these switches.

Note 2. Southward trains stopping for southward home signal at Otts must stop just north of CC sign.

Note 3. Automatic cut-out circuit for westward movement on No. 2 track provided at a point 570 feet east of Wilers Highway Grade Crossing, indicated by a CC sign, in service.

Wilers Highway Grade Crossing located 1440 feet west of Mile Post 65.

Westward movements on No. 2 track approaching at slow speed, switching movements, and approaching movement, resumed after having stopped, must be prepared to stop before passing over crossing unless automatic protection is operating.

Note 4. Apparatus provided to interrupt the operation of automatic highway cross protection automatically at Barney Street for Eastward movement on No. 1 Yard Track and at Horton Street for Westward movement on No. 2 Yard Track, in service.

Note 5. To avoid unnecessary operation of automatic highway crossing signals protecting highway grade crossing, Highway Route No. 536 located 350 feet east of MY, eastward trains required to stop at MY will stop west of MY Block-Limit signal. Westward trains required to stop at MY will stop 80 feet east of grade crossing, clear of point where rails are marked with yellow stripe.

Protection for Public Highway Crossings at Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty, and unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Chautauqua Branch	Duncomb Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)
Chautauqua Branch	Center Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)
Chautauqua Branch	Sycamore Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)

NOTE 1. Backing trains and engines over these crossings must be avoided as far as possible. And when done, care must be exercised. All trains must run with caution over these street crossings.

1103-B3. Northward trains stopping at Machias will arrange to promptly cut train to clear Steffenhagen Road, first highway crossing north of Mile Post 45.

1103-B4. Street crossing east of Water Works Erie, must be kept open at all times by trains stopped west of Sassafras Street.

1103-B5. Movements over East Avenue, Erie, must not be made until trainman has operated traffic light control lever located in box on pole at northeast corner of Tenth Street and East Avenue. all highway traffic has been stopped, and hand or lamp signal has been given by trainman to proceed. When movement over crossing is completed, control lever must be restored to normal position.

1103-B6. Control switches for highway traffic signals located on traffic signal poles north and south of Main Street Highway Crossing, Brockway, on the east side of crossing.

Trains and engines, before passing over Main Street Highway Grade crossing, Brockway, must stop clear of this crossing and a member of the crew must manually operate the highway traffic stop light from control switches. Stop lights may be operated from either switch. After highway traffic stop light switch has been thrown and highway traffic is under control, trains and engines may proceed over this crossing. Highway traffic stop light switch must be restored to normal position after crossing is clear.

1103-B7. Eastward and westward freight trains stopping east of JN must avoid blocking crossing to Pennsylvania Powder Company plant. When placing cars on storage tracks, Nos. 1 and 2, Rule 103 applies.

1103-B8. When the home signal governing southward movements on No. 2 track over Erie R.R. Crossing, Olean is in STOP position, southward trains on No. 2 track must STOP at least 100 feet north of Franklin Street crossing to avoid unnecessary operation of Automatic Highway Crossing Signals.

1103-B9. Sign reading "Trains stopping to do work must leave cars east of this sign" located 218 feet east of Green Garden Road, on City Track (Dock Jct.).

Sign reading "Trains stopping to do work must leave cars west of this sign" located 68 feet west of Green Garden Road, on City Track (Dock Jct.).

The purpose of these signs are to prevent unnecessary operation of Highway Crossing gates and signals.

1103-B10. All southward freight trains picking up cars from AD Storage Track will stop clear of Hinsdale Road Crossing, 3168 feet south of Mile Post 68.

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

Each and every movement of a locomotive, car or train across the highway at the crossing shall be stopped clear of the highway and shall not proceed thereover until a member of the train crew, equipped with a red flag during daylight hours and with a lighted red lantern and a lighted white lantern during the hours of darkness, has entered upon the highway and properly warned the traveling public of the approach of said locomotive, car or train.

Track	Crossing	Location
Main Line		
All Tracks	Alabama Street	Buffalo
Main Line—Erie		
Track leading to E. E. C. Ry.	East 12th Street	Erie
Wye	Ash Street	Erie
Haller Co. and Keystone Realty Co.	Wallace Street	Erie
Continental Rubber Company	West 12th St.	Erie
No. 2 Team Track	Market St.	Union City
DeLuxe Metal Furniture Company	U. S. Route No. 6	Warren
N.Y. and Pa. Co. Inc.	U. S. Route No. 219	Johnsonburg
Brussels St. Yard Tracks Sylvania Electric Products Co.	U. S. Route No. 119 Pa. State Route A1247	St. Marys
Chautauqua Branch		
Depot Running Trk. Hole Track Wilson Track Milk Track Rodger Track	Mead Ave.—5th Ave	Corry
Main Track Note — On school days only between 7.45 A.M. and 9.00 A.M. and between 3.00 P.M. and 4.45 P.M.	Central Avenue Franklin Street Drake Street	Titusville
Titusville Siding	Central Avenue Franklin Street	Titusville
Pioneer Track	Franklin Street	Titusville
Pennzoil Plant No. 2, No. 10 track	Township Road	Oil City
Salamanca Branch		
BS-1 Secondary Tracks	Seventh Street Eighth Street	Olean
Ridgway Branch		
Yard Track	Main Street	Ridgway
East Leg of Wye Track	Broad St.	Ridgway
Brockway Glass Co.	U.S. Route No. 219	Brockway
Clermont Secondary Track		
Clermont Secondary Track	U.S. Route No. 446	Larabee
Bradford Secondary Track		
Bradford Secondary Track	Main Street	Bradford

Rochester Secondary Track

Rochester Secondary Track	Troup Street Plymouth Avenue Brooks Avenue Elmwood Avenue Scottsville Road Cairn Street	Rochester
	Main Street State Street	Mt. Morris
Acme Electric Corp. Side Track	Bull Street Water Street	Cuba

East of Renovo—Main Line

Track	Crossing	Location
Brick Co.	State Highway—Route 144	Drurys Run
Brick Co.	State Highway—Route 120	Drurys Run
Gas Co.	State Highway—Route 120	Drocton—East of
West Leg Wye	Walnut and Henderson Streets	Lock Haven
Industrial	Oliver, Rose and Cemetery Streets	Williamsport
Canal & Lumber Industrial	All public crossings Fleming	Williamsport So. Williamsport
Jasper Wood Products Co.	State Highway—Route 49097	Watsonstown—West of
Industrial	Eighth Street	Watsonstown
Industrial	Fourth Street	Watsonstown
Watsonstown Brick Company	Township Road No. 609	Watsonstown
Canal Track	All Crossings	Milton
D.L. & W. Interchange	King Street	Northumberland

Elmira Branch

All	Palmyra and Buffalo Streets	Marion
Newark-Marion	Main Street	Newark
Reed Company's	Ford Street	Newark
Bloomer Bros.	Siegrist Street	Newark
Canandaigua Lake Industrial Track	U. S. Highway crossing Route 5 and 20	Canandaigua
Salt Co.	Fourth Street	Watkins Glen
Siding	Fourth Street	Watkins Glen
Brick Works	Main Street	Horseheads

Watsonstown Secondary Track

Secondary	State Highway—Route 14	McEwensville
Secondary	State Highway—Route 44	Turbotville
Secondary	State Highway—Route 54	Ottawa—East of
Secondary	State Highway—Route 42	Eyersgrove Jct.—East of
Secondary	State Highway—Route 339	Light Street

Montandon Secondary Track		
Track	Crossing	Location
All	LaSalle and Mulberry Streets	Berwick
Secondary	State Highway — Route 45	Centre Hall—East of
Secondary	State Highway—Route 45	Centre Hall
Secondary	State Highway—Route 15	Lewisburg
Wilkes-Barre Branch		
Catawissa	2nd Street	Catawissa
Industrial	3rd Street	Nescopeck
Industrial Lead	Public Road	Nanticoke
Susquehanna Lbr. Co., East Leg of Wye	Broadway	Nanticoke
Gibbs Milling Co.	Broadway	Nanticoke
West Nanticoke	Warsaw, Saba and Allan Streets	Nanticoke
All	Division Street	Wilkes-Barre
All	South Franklin St.	Wilkes-Barre
All	South Main St.	Wilkes-Barre
Shamokin Secondary Track		
Richards	U. S. Route No. 122	Sagon—3061 feet east of
Green Ridge	U. S. Route No. 122	Sagon—3180 feet east of
Green Ridge	Route No. 54	Sagon—3405 feet east of
L. V. Jct. Secondary Track		
All	Main and Market Streets	Lykens
East Brady Branch		
East Brady Branch	State Route No. 68	East Brady
Low Grade Secondary		
Wallwork Mine	Route No. 28	Hawthorn
Crawford Furniture Track	Route No. 28	OD
Both legs of Wye	U. S. Route No. 219	DB

1103-C2. Standing trains obstructing Hepburn Street Crossing, Williamsport, must station a trainman at the crossing to cut the train in the event the City Fire Department desires to cross the tracks.

1103-C3. Trains must not enter or Cross Center or Sycamore Street crossings, Oil City, while the crossing is being occupied by another engine or train either standing or moving; they must not cross either street thereafter until the accumulated street traffic has passed over in safety.

1103-C4. At Oil City, all trains, in addition to having protection, must come to a stop before entering Erie R. R. track at Wye, then proceed around Wye with care, coming to a stop before crossing Seneca Street.

1104-A1. Normal Position of Switches and Crossovers At Specified Locations.

Switch Located at	Connecting	With	Normal Position is for Movements
Stone	Single Track	Two Main Tracks	To No. 1 Main Track
GJ	102 Secondary Track	Yard Tracks	To No. 102 Secondary Track
Ebenezer	103 Secondary Track	102 Secondary Track	To No. 103 Secondary Track
Coryville	Clermont Secondary Track	Farmers Valley Secondary Track	To Farmers Valley Secondary Track
Dock Jct.	No. 2 Secondary Track	N.Y.C. R.R. Connection	To No. 1 Secondary Track
Erie, Seventh St.	No. 4 Secondary Track	No. 5 Secondary Track	To No. 3 Secondary Track
792 feet East of Mile Post 2	No. 3 Secondary Track	No. 6 Secondary Track	To No. 4 Secondary Track
Brockway	Station and Interchange Track	Erie R.R.	To Erie R.R.
Brockway	Yard Track	Erie R.R.	To Erie R.R.
Himrod Jct.	Side Track	N.Y.C.R.R.	To and from N.Y.C.R.R.
Wilkes-Barre Northampton St.	Yard Track	No. 6 Track L.V.R.R.	To No. 6 Track
Williamsport—East of	Psgr. Track	Ladder Track	To Psgr. Track
Williamsport—West of	Psgr. Track	Ladder Track	To Psgr. Track
Venango Yard	North end Scale Track	Run Around Track	To Run Around Track
Venango Yard	South end Scale Track	Run Around Track	To Run Around Track
Reed Block-Limit Station	Single Track	Two Main Tracks	To No. 2 Main Track

1104-B1. Switch Tenders are Stationed at and Have Charge of Main Track Switches as Indicated:

Location	Switches
Erie, Elm Street	Crossovers to No. 6 Secondary Track west of Elm Street
GJ Note 1	South of N.Y.C.R.R. Crossing
Walnut	All switches between home signals
5th Ave., Williamsport	Switch leading from passenger terminal tracks to main track

Note 1. At switches just south of GJ the switch tender will obtain permission for movements to No. 1 and No. 2 main tracks, crossover movements, departure tracks, freight yard tracks and outbound engine track, and give the permission verbally to conductors and enginemen. Switch tender will also report movements clear of the block to operator.

1104-C1. Operator in Charge of Main Track Hand-operated Switches when Block Station is Open:

Location	Switches
AD	All main track switches Note 1
Port Allegany	Switch at south end of Southward Siding
BM	Switch at north end of Brocton Siding
Lang	Switch at east end Track 12
MS	Switch 1
Roy	Switch 1
Kane	Switch at west end Track 21, and Switch 1 Note 2
St. Marys	Switch 4
Drury	Crossover between No. 1 and No. 2 tracks 909 feet west of Drury; crossover between No. 2 track and No. 1 yard track 588 feet west of Drury; crossover between east yard lead and West yard lead 337 feet west of Drury; crossover between No. 1 track and No. 2 track 663 feet east of Drury; crossover between No. 2 track and east yard lead 282 feet east of Drury, and main track switch leading from No. 1 track to the west end of freight house track.
Drocton	From east yard to No. 2 track 167 feet west of Drocton; from No. 2 track to Farwell siding 55 feet west of Drocton; crossover between Farwell siding and No. 1 track 412 feet east of Drocton, and from No. 2 track to west yard 243 feet east of Drocton
Trout Run	East end of siding
Leolyn	East end of siding
Cowley	West end of siding Rules 37 and 104 will not apply
Sned	East end of siding and east leg of Sned wye
Fassett	East end of siding
Kendall	From main track to pull out track 102 feet east of Kendall
GH	Switch at Junction P.R.R. and N.Y.C. Switch 1.

NOTE 1. Trains and engines must approach main track switches at AD prepared to stop unless hand signal to proceed is received from the operator.

NOTE 2. Operator Kane in charge of switch east end yard track 4 when Block Station is open.

Hand Operated Switches Equipped with Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper.

Location	Switch	Controlled by
Main Line DM	Crossover between No. 1 Track and Yard 3	DM
Ebenezer	Crossover between No. 1 and No. 2 Track Union Road overhead bridge	GJ
East Aurora	North end of Siding	Machias
East Aurora	South end of Siding	Machias
East Aurora	Freight House Track	Machias
East Aurora	Crossover Main Track to Siding	Machias
East Aurora	S. H. Peek & Son's Track	Machias
Chaffee	North end of Storage Track	Machias
Arcade	Town Track	Machias
Arcade	A.&A.R.R. Connection Track	Machias
Delevan	Borden's Milk Track	Machias
Lake	North end of Siding	Machias
Portville	South end of Storage Track	WH
Drury	No. 2 Main Track to Yard	Drury
Drury	No. 2 Main Track to No. 1 Main Track	Drury
Drocton	No. 2 Main Track to No. 1 Main	Drocton
Drocton	Yard Track to No. 2 Main Track	Drocton
Linden	No. 2 Main Track to Coal Wharf	Linden
Newberry Yard	West End No. 8 Track to Main Track	Newberry
Newberry Yard	East End No. 8 Track to Main Track	Newberry
Newberry—west of	Main Track to No. 7 Lead Track	Newberry
Rose St. Williamsport	West End Rose St. Track to Main Track	Newberry
Williamsport 7th Ave.	Facing hand-operated switch, for westward movement in Yard Track leading to Industrial Track	Newberry
Kase	Wilkes-Barre Branch to cripple car Track	Kase
Kase	Wilkes-Barre Branch to Oil Track	Kase
Sunbury	Haas lead crossing Main Line	SF
Main Line Erie—Eye	West end of Tail Track	Eye
Eye	Hole Track	Eye
Eye	East and west end Warehouse Track	Eye
Eye	Switch 2 MS	Eye

Location	Switch	Controlled by
Elmira Branch West of Newberry	Lundy Lumber Co. to Main Track—2 Switches Public Delivery to Main Track	Newberry
Trout Run	West End Industrial Track to Main Track	Trout Run
Cowley	West End Cowley Siding to Main Track	Cowley
Stanley	Crossover Main Track to I Track	Stanley
Wilkes Barre Branch Lomis — East of	Main Track to Industrial Track	Buttonwood
Nanticoke	Crossover between Main and Running Track east of West Nanticoke Track crossing	Hunlock
Eagle	Crossover between Main and Yard Track	Hunlock
Catawissa	Main Track to A. J. Balshi Track	Norca
Kips	Main Track to west end of Westward Siding	Kips
Allegheny Branch Sarah Furnace	Crossover between Main Track and Madison Siding	Brady Note 1
West Monterey	Switch to Station Track from Main Track	Brady Note 1
Foxburg	Crossover between Main Track and No. 101 Secondary Track	Brady Note 1
Foxburg	Switch to Keystone Supply Co. Track from Main Track	Brady Note 1
Emlenton	Crossover between Main Track and No. 101 Secondary Track	Brady Note 1
Rockland	Switch to Station Track from Main Track	Brady Note 1
St. George	Crossover between Main Track and No. 102 Secondary Track	Brady Note 1
2475 ft. north of Mile Post 120	Turnout between Main Track and No. 301 Secondary Track	Brady Note 1
Frank	Crossover between Main Track and No. 301 Secondary Track	Brady Note 1
820 ft. north of Mile Post 124	Turnout between Main Track and No. 301 Secondary Track	Brady Note 1
Oil City	Inbound Shop Track	Bridge
Oil City	Outbound Shop Track	Bridge
Oil City	Retail Track	Bridge
Oil City	Oil City Milling Co. Track	Bridge
Oil City	Water Works Track	Bridge

NOTE 1. To leave Main Track at locations where Switch levers are locked with electric locks, trains or engines must occupy track circuit which extends 150 feet from switch, before switch can be opened.

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

Location	Switch	Note
	Trailing crossover from No. 1 to No. 2 Tracks	1-2
L.V. Jct.	Trailing crossover from No. 2 Track to Yard and Secondary Track	1-2
	Trailing crossover from No. 1 to No. 2 Tracks	1-2
Selinsgrove Junction	Facing crossover from No. 1 Track to Selinsgrove Secondary Track	1-2
Watson town	Facing switch from No. 2 Track to Watson town Mineral Products Co.	1-3
Lang	Switch at east end Track 12	1
Roy	Switch 1	1

NOTE 1. The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

NOTE 2. During the time these switches are open, trains using them are relieved from observing Rule 99. A train receiving Stop-and-proceed indication at first signal east or west of these switches, must expect to find a train using the switches without flag protection.

NOTE 3. After removing switch lock from keeper, wait five (5) minutes for electric locking release to operate, after which Main Track switch can be opened.

1105-A1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Sned—west end Siding	Main Track	Siding to Main Track	
Cowley—east end Siding	Main Track	Siding to Main Track	
Leolyn—west end Siding	Main Track	Siding to Main Track	
Lock Haven—east end eastward Siding	No. 1 Track	Siding to No. 1 Track	
Molly—east of 2136 feet east of M.P. 282	No. 2 Track	From Yard Track to No. 2 Track	
Stoney—west end Siding	No. 2 Track	Siding to No. 2 Track	1
Nescopeck—east end Siding	Main Track	Siding to Main Track	
Love Switch 1	Main Track movements	Eastward movements from Siding to Main Track	
St. Marys Switch 1	Main Track movements	Eastward movement from Siding to Main Track	
Stone—End of two Main Tracks	Single Track to No. 1 Track	Southward movements from No. 2 Track to Single Track	
Dock Jct.	For Eastward movement from N.Y.C.R.R. connection to No. 1 Secondary Track	For Westward movement from No. 2 Secondary Track to N.Y.C. R.R. connection	2
Erie, Sassafras St.	For Westward movement from No. 5 Secondary track to No. 2 Secondary Track	For Eastward movement from No. 1 Secondary Track to No. 5 Secondary Track	2
Erie, Seventh St.	For Eastward movement from No. 5 Secondary Track to No. 3 Secondary Track	For Westward movement from No. 4 Secondary Track to No. 5 Secondary Track	2
Reed—End of two Main Tracks	Single Track to No. 2 Track	Northward movements from No. 1 Track to Single Track	

NOTE 1. Trains making eastward movements on No. 2 track must approach the spring switch at the West End Stoney Siding prepared to stop unless a green light is displayed on the switch lamp.

NOTE 2. Spring switches at these locations are not protected by signal indications. All other instructions pertaining to spring switches are in effect.

Receiving or Discharging Traffic

1107-A1. In the application of Rule 107:

(a) Operator JN will notify eastward trains if westward First-Class trains due have not arrived.

(b) Trains and engines must not pass passenger trains standing at Warren station.

(c) Operator AD will notify southward trains if northward First-Class trains due have not arrived.

(d) Operator AD will notify northward trains if southward First-Class trains due have not arrived.

Secondary Tracks

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

Track	Between	And
12	Yard Limit Board East of Mile Post 4	Lang
21	Yard Limit Board At Mile Post 96	Sergeant
102	Woods	Sandy
301	2475 feet North of Mile Post 120	820 feet North of Mile Post 124

Track Assignments

1151-A1. Single Track

Track	Between	And
Main Line	Hubbard	Wales
Main Line	Perry	Lake
Main Line	OW	SN
Main Line	CR	NR
Main Line	SG	HY
Main Line	Linden via Williamsport	Allens
Main Line—Erie	Erie	Irv
Main Line—Erie	Otts	JN (Main Line)
Elmira Branch	Newberry	Southport Junction
Elmira Branch	HO	Can
Wilkes-Barre Br.	Log	Kase
Shamokin Branch	Weigh Scales	Sham
Chautauqua Branch	FW	FY
Chautauqua Branch	BM	Reed
West Seneca Br.	GJ	GB
Salamanca Branch	Bridge	Stone
Salamanca Branch	Otts	AD
Ridgway Branch	End of Block Sign ½ mile South of Mile Post 1, Ridgway	Falls Creek
Allegheny Branch	Brady	RH
East Brady Branch	Brady	BY

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 2 Track	No. 0 Track	No. 1 Track
Rockville and Allens	Westward		Eastward
Kase and West End Bridge 285.86		Eastward Freight	
Molly and Montandon		Eastward Freight	
Linden and HY	Westward		Eastward
SG and JN	Westward		Eastward
JN and NR	Southward		Northward
CR and SN	Southward		Northward
OW and Lake	Southward		Northward
Perry and Wales	Southward		Northward
Hubbard and SS49A	Southward		Northward
Main Line—Erie Between:			
Otts and Irv	Westward		Eastward
Linden Branch Between			
Allens and Linden	Westward		Eastward
Allegheny Branch Between:			
RH and Bridge	Southward		Northward
Mile Post 63.4 and Brady	Southward		Northward
Chautauqua Branch Between:			
Bridge and Reed	Southward		Northward
Salamanca Branch Between:			
Stone and Irv	Southward		Northward

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

1151-C1. Secondary Tracks of Assigned Direction.
Buffalo, N. Y. and Erie, Pa.

Track	From	To	Assigned Direction	Controlled By	Reverse Movements on Permission from	Note
102	Ebenezer	GJ	Northward	Yard Master Ebenezer Hump	Yard Master Ebenezer Hump	
103	GJ	Ebenezer	Southward	Yard Master Ebenezer Hump	Yard Master Ebenezer Hump	
Naught	3860 feet south of Ebenezer	Ebenezer	Northward	Yard Master Ebenezer Hump	Yard Master Ebenezer Hump	
1	Spring Switch 54 feet east of N.Y.C. R.R. Connection Dock Jct.	Spring Switch 100 feet west of Sassafras Street	Eastward	Operator Elm	Operator Elm	1-3
2	Spring Switch 100 feet west of Sassafras Street	Spring Switch 54 feet east of N.Y.C. R.R. Connection Dock Jct.	Westward	Operator Elm	Operator Elm	2-3
3	Spring Switch Seventh Street	Switch 792 feet east of Mile Post 2	Eastward	Operator Elm	Operator Elm	3
4	Switch 792 feet east of Mile Post 2	Spring Switch Seventh Street	Westward	Operator Elm	Operator Elm	3

NOTE 1. Authority for eastward movements to use Track 1 from Dock Jct., (N.Y.C.) to Sassafras Street will be by signal indication. Eastward trains and engines that do not have permission to proceed east of Sassafras Street must stop west of crossover switches at Erie Water Works until permission has been obtained.

NOTE 2. Westward trains enroute to N.Y.C. R.R. must stop clear of crossover leading to N.Y.C. R.R. Connection at Dock Jct., unless home signal governing westward movements to N.Y.C. R.R., displays an indication more favorable than Stop.

NOTE 3. Permission to occupy Nos. 1, 2, 3 and 4 Secondary tracks may be secured from Operator Elm by Yard Masters, Elm, OD, Lake Yard, Dock Jct., or switch tenders at No. 6 switch tender's cabin and Elm Street, and relayed to the person in charge of train, engine or other movement.

1151-C2. Conductors, enginemen and others requesting permission to occupy and move over these tracks will state the point from which movements will start and terminate. The authority will state clearly the track to be used, between what points, and whether movement is to be made with or against the assigned direction of such track. Persons receiving permission to occupy these tracks must repeat instructions to the person transmitting them and receive a confirmation as to correctness before movement is started.

If permission is received by the Conductor, he must personally give it to the Engineman.

All movements must be reported clear when completed.

1151-D1. Secondary Tracks of No Assigned Direction
(Between Buffalo, Rochester, Erie and Emporium)

Track	Between	And	Controlled by	Note
Rochester (S)	Rochester (Troup St.)	BN	Operator Genessee Jct.	
	BN	CB	Operator D.L. & W. Jct.	
	CB	Hinsdale	Operator AD	
Tail (S)	1080 feet North of GJ	GJ	Yard Master Ebenezer Jct.	
Dock Extension (S)	SQ	SB	Operator GB	
AD-1 (S)	AD	Olean	Operator AD	
BS-1 (S)	Bill	First Street	Operator AD	
13	AD	Bill	Operator AD	
AY-1 (S)	Bill	Allegany	Yard Master Olean	
5 (E)	Spring Switch 100 feet west of Sassafras Street	Spring Switch at Seventh St.	Operator Elm	5
6 (E)	Switch 792 feet east of Mile Post 2	Cross-over to Main Track west of Elm St.	Operator Elm	1-5
12 (E)	Elm	Lang	Operator Elm	2
21 (E)	Kane	Sergeant	Operator Kane	3-4
Clermont (S)	Clermont Jct.	End of track	Operator CR	
Farmers Valley (S)	Coryville	Farmers Valley	Operator CR	
Nunda (S)	Nunda Jct.	Nunda	Operator D.L. & W. Jct.	
Bradford (S)	Bradford	End of track	Operator RJ	

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

NOTE 1. Switches at Elm Street and at No. 6 Switch tender's Cabin in charge of Switch tenders.

NOTE 2. Written permission from the operator at Lang will be authority for westward movements to use Track 12 between Lang and Elm when Lang Block Station is in service.

Written permission from the operator at Elm will be authority for eastward movements to use Track No. 12 between Elm and Lang.

Eastward movements on Track 12 must stop west of eastward Block Signal at Lang unless a signal to proceed is given by the operator when Lang Block Station is in service.

Block Operator Lang will furnish engineman of trains and engines a message in writing advising as to whether track is or is not occupied, when Lang Block Station is in service.

NOTE 3. Authority for eastward movement to use Track 21 between Kane and Sergeant will be by signal indication at west end of Track 21 displaying Rule 290, Fig. A. Operator Kane will furnish engineman of trains and engines a message in writing advising as to whether the track is or is not occupied.

NOTE 4. A passenger train or an eastward freight train of 20 or more cars will not be permitted to enter Track 21 when it is occupied. Other trains will not be permitted to enter this track when occupied by a passenger train.

NOTE 5. Permission to occupy Nos. 5 and 6 Secondary tracks may be secured from Operator Elm by Yard Master Elm, OD, Lake Yard, Dock Jct., or switch tenders at No. 6 switch tender's cabin and Elm Street and relayed to the person in charge of train, engine or other movement.

Secondary Tracks of No Assigned Direction East of Renovo

Track	Between	And	Controlled by	Note
Sodus Bay (W)	Stanley	Point	Stanley	
Watson-town (E)	Watson town	Berwick	Allens	
Montan-don (W)	Montandon	White (Pgh. Region)	Montandon	2
Shamokin (E)	Weigh Scales	Mt. Carmel	Weigh Scales	1
Selins-grove (W)	Selinsgrove Jct.	1000 feet west of mile post 17	Weigh Scales	1 2
L.V. Jct. (W)	L.V. Jct.	Lykens	Fidler	

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

NOTE 1. Controlled by Kase when Weigh Scales is closed.

NOTE 2. Rule 99 will not apply.

Secondary Tracks of No Assigned Direction.

Allegheny Branch

Low Grade and Sligo Secondary Tracks

Track	Between	And	Controlled by	Note
Low Grade (E)	Junction Allegheny Branch	Mort	Brady	1
Low Grade (E)	Mort	AW	Brady	6
Low Grade (E)	AW	GH	SU GH	2 6
Low Grade (E)	GH	Falls Creek	GH	6
Low Grade (E)	Falls Creek	DB	Falls Creek	6
Low Grade (E)	DB	DF (Main Line)	DF (Main Line)	6
Sligo (E)	AW	SI	Brady	
No. 401 (S)	Main Track crossover at south end of Phillipston Yard	Brady	Brady	3
No. 101 (N)	Parker	Birch	Brady	4
No. 102 (N)	Woods	Sandy	Brady	5
No. 301 (N)	2475 feet North of Mile Post 120	820 feet North of Mile Post 124	Brady	

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

NOTE 1. Westward movements between Mort and Junction Allegheny Branch made on signal indication at Mort and when clear of the block at Mort, must report clear to operator at Brady when making first stop between Mort and Junction Allegheny Branch. Permission must be obtained from operator at Brady to use this track at any point between Mort and Junction Allegheny Branch.

NOTE 2. Controlled by GH when SU is not in service.

NOTE 3. Northward movements made on signal indication at Brady.

NOTE 4. Northward movements made on signal indication at Parker, Southward movements made on signal indication at Birch. Permission must be obtained from Brady to use this track at any point between Parker and Birch. When this track is occupied following and opposing movements are prohibited.

NOTE 5. Northward movements made on signal indication at Woods, Southward movements made on signal indication at Sandy. Permission must be obtained from Brady to use this track at any point between Woods and Sandy.

NOTE 6. At Mort, SU, GH, Falls Creek, and DF, extra trains, and passenger extras, may proceed on proper Manual Block Signal indication in lieu of verbal permission of operator.

When a train is to be operated as a passenger train it will be notified in writing by the Operator.

1151-E1. Employees in Charge of Sidings of Assigned Direction as follows:

Siding	Employee in Charge	Note
CR Southward	Operator CR	
Port Allegany Northward	Operator Port Allegany	
Port Allegany Southward	Operator Port Allegany	
JN Eastward	Operator JN	
JN Westward	Operator JN	
DF Eastward	Operator DF	
DF Westward	Operator DF	
Farwell Eastward	Operator Drocton	
Lock Haven Eastward	Operator Lock Haven	
Lane Westward	Operator Lock Haven	
Pine Westward	Operator Rich	
Boyles Eastward	Operator Fidler	
Boyles Westward	Operator Fidler	
Fidler Eastward	Operator Fidler	
Fidler Westward	Operator Fidler	
Stoney Westward	Operator Rockville	
Kips Eastward	Operator Kips	
Kips Westward	Operator Kips	
Madison Southward	Operator Brady	

PASSENGER TRAIN OPERATION

1154-A1. Passenger trains will make running test of air brakes approaching descending grades as follows:

MAIN LINE

Northward Keating Summit
Southward NR

MAIN LINE—ERIE

Eastward Kane, except when stop is made at Kane.
Westward Lang

CHAUTAUQUA BRANCH

Northward Dale, except when stop is made at Sherman.

ROCHESTER SECONDARY TRACK

Northward DC

1154-A2. Northern Region passenger trains will operate to and from N.Y.C.R.R. terminal Buffalo. Trains, in both directions, will be backed between SS-49-A and N.Y. C.R.R. terminal. All passenger trains will be supplied with back-up hose. An air brake test with back-up hose must be made on outbound trains at N.Y.C.R.R. Terminal, and on inbound trains after stopping on the N.Y.C.R.R. tracks at SS-49-A in accordance with Rule 1587 of N.Y.C.R.R. Air Brake Instruction Book, effective February 1st, 1947.

1154-A3. Toilet rooms of all passenger cars must be locked while passing through the area Mayville, N. Y. to Sherman, N. Y., inclusive.

1154-A4. Southward passenger trains must not block Union Street crossing, Olean, with standing engine or cars.

1154-A5. Unauthorized persons are prohibited from riding on rear of passenger trains.

1154-A6. Helping engines for passenger trains must remain clear of track which passenger train will use until passenger train has come to a stop and the yard master, conductor or engineman of passenger train has made a safe arrangement for taking on helping engines, except helping engines for northward passenger trains may occupy No. 1 track north of Signal No. 1212 at Emporium.

1154-A7. At Renovo terminal train brake tests will be made in accordance with Paragraph 5 of Instruction 14 of Brake and Train Air Signal Instructions No. 99-D-1.

Report on condition of train brakes to be made verbally from one Engineman to another.

1154-A8. A train occupied by passengers must not use Oil City Wye at station.

FREIGHT TRAIN OPERATION

Instructions For Preparation and Handling of Freight Trains On Grades, etc.

Applies on Entire Region

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-D-1 on handling freight trains, will apply.

Trains having 40 percent or more loaded cars in train will be considered loaded trains; less than 40 percent loaded cars will be considered empty trains.

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

On all loaded freight trains, the brake pipe pressure must be adjusted to 95 pounds between all points.

On all mineral freight trains, the retaining valves should be turned up in slow direct exhaust position (45 degrees above center) on 25 percent of the cars in train, commencing at head end of train, unless otherwise provided. This should be done at the time the terminal air brake test is made.

On all trains of empty open top cars consisting of 100 or more cars, retaining valves should be turned up in slow direct exhaust position on the first 25 cars back of the locomotive; on such trains consisting of 50 to 100 cars the retaining valves should be turned up in slow direct exhaust position on the first 15 cars back of the locomotive.

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

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

When using retaining valves of the three-position type, place handle in high pressure position on loaded cars and low pressure position on empty cars.

Retaining valves must not be released when approaching the foot of the grade until a proper whistle signal is received from the engineman to release them.

If, in the judgment of conductor or engineman, the weather conditions or character of the lading in the cars is such as to prohibit the turning up of retaining valves with safety while the trains are in motion, and there is no convenient operating stop where this work can be done, trains must be stopped at the top of the grade so that retaining valves can be turned up and, in such instances, stop will also be made at the foot of the grade to permit turning retaining valves down.

On all grades where retaining valves are used either in the slow direct exhaust position or in high pressure position, engineman must operate the brake valve in such a manner as to maintain a brake pipe pressure of not less than 70 pounds on loaded freight trains.

When descending the grades where the dynamic brake is in use, engineman will operate the dynamic brake to the limit of its capacity supplemented by the necessary automatic air brake applications to control the speed.

Where trains are doubled on the hill, such as McMinns Summit, or any other point and, after entire train has been coupled together, a test of the brakes on the cars which have been stored on siding, must be made as prescribed by Instructions 14 of the 99-D-1 Brake and Train Air Signal Instructions.

TRAINS HAULED BY ENGINES EQUIPPED WITH OPERATIVE PRESSURE MAINTAINING BRAKE VALVE. ON SUCH TRAINS THE FOLLOWING WILL APPLY ON GRADES LISTED BELOW:

Mineral Freight Trains

Kane to Roy
St. Marys to Mile Post 138
Keating Summit to NR
Chaffee to South Wales

Mineral freight trains must not exceed a speed of 25 miles per hour.

All Loaded Freight Trains

Lang to State Street, Erie
Dock Jct. to State Street, Erie
Summerdale to Brocton
McMinns Summit to Brockway
DC to Sonyea

Retaining valves will not be used except as required for mineral freight trains.

TRAINS HAULED BY ENGINES NOT EQUIPPED WITH PRESSURE MAINTAINING BRAKE VALVE OR PRESSURE MAINTAINING FEATURE OF BRAKE VALVE INOPERATIVE.

Retaining valves must be set up in slow direct exhaust position on 50% of cars in train.

Loaded freight trains must not exceed a speed of 25 miles per hour:

Summerdale to Mayville
Pross to Brocton
DC to Sonyea
Lang to Elm.

Keating Summit to Mile Post 113

On mineral freight or grain trains the brake pipe pressure must be 105 pounds, on other loaded trains 100 pounds and on empty trains 80 pounds before descending grade. The above brake pressure must be obtained before passing NR.

When the pusher engine, next to the train, has passed NR, the engineman must observe the brake pipe pressure. If the brake pipe pressure on the pusher engine next to the train registers less than 90 lbs. on mineral freight or grain trains, less than 85 lbs. on other freight trains or less than 70 lbs. on empty trains, engineman will give the engine whistle signal to apply the brakes and the train stopped before passing Keating Summit and not proceed until the required brake pipe pressure has been obtained and a road test of the brakes has been made.

On trains not having pusher engine, the flagman must observe the brake pipe pressure on cabin gauge and if less than required, the train must be stopped.

Speed of northward and southward freight trains passing Keating Summit must not exceed 12 miles per hour; Enginemen, both front and rear must so regulate speed to obtain this result.

ENGINES NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE OR DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE INOPERATIVE.

On such loaded freight trains the following instructions will apply:

When the tons per effective brake do not exceed 75, sufficient retaining valves must be turned up, beginning at the head end of train, to provide a retaining valve value equal to or greater than the gross tons of the train, but not less than one retaining valve for each 75 gross tons in the train. Retaining valves will be placed in high pressure position, except on empty cars which should have retaining valves set up for low pressure position.

When the tons per effective brake exceeds 75, if the retaining valve value of train exceeds the gross tons of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except the last ten cars in the train, which retaining valves must be left in release position. If the difference between the gross tonnage and retaining valve value is less than 1000 tons, the number of retaining valves equal to the difference, divided by 100, must be placed in release position on the rear of the train. For example, if the retaining valve value exceeds the gross tonnage of the train, 900 tons, nine retaining valves will be left in release position, until finally, if only 100 tons, one retaining valve will be left in release position.

In no case must the gross tonnage exceed the retaining valve value.

The conductor will make notation on the back of form M.P. 261-A showing the number of retaining valves left in release position.

Retaining valves on this grade must not be released until called for by the engineman.

If the brake pipe pressure on the engine drops to 70 pounds on loaded trains and 60 pounds on empty trains, from any cause, the train must stop and be secured by hand brakes until it is known that the brake pipe pressure has been restored.

Where the use of retaining valves is required in either high or low pressure position, the conductor must be out on the train. The position of the flagman is out on the rear end of the train. The conductor will be responsible for properly instructing the trainmen, and seeing that they are stationed on top of the cars and in a position to give and receive signals promptly and know that the handles of the retaining valves are turned to the proper position.

Conductors and enginemen who have not handled trains on this grade for a period of one year or more will be required to qualify on the grade before they can be allowed to run over the territory. Conductors and enginemen will not accept any position requiring them to operate over these grades until the above requirements have been fulfilled and they have been qualified by Train Master, Road Foreman of Engines or their representatives.

In starting southward freight trains between Keating Summit and Mile Post 113, the following instructions will govern: When a train is stopped it must be secured by hand brakes, after which trainmen will begin at the rear of the train and turn down retaining valves sufficient to permit the engineman to start the train without having to take the slack. Engineman will not attempt to start the train until signal is received from the trainmen that sufficient retaining valves have been released. The retaining valves turned down must be again turned up as soon as the air brake on the car is released.

After the retaining valves have been released and re-set as specified, the trainmen will signal the engineman to proceed. The engineman will then call the flagman and the handbrakes will be released, beginning from the rear of the train. After handbrakes have been released and the flagman has returned, the trainman will signal the engineman to proceed. The engine should then be moved not more than two feet at a time, allowing ample time after each stop to permit the slack in the train to adjust itself until the entire train moves. Should it be necessary to take the slack exceptional care must be exercised.

ENGINES EQUIPPED WITH OPERATIVE DYNAMIC BRAKES AND PRESSURE MAINTAINING BRAKE VALVES.

On such trains the following tonnage will govern:

One 1500 or 1600 H.P. Unit	3,250 tons
One 1750 H.P. Unit	3,500 tons
One 2000 H.P. Unit	3,750 tons
One 2400 H.P. Unit	4,500 tons

Train tonnage must not exceed 12,000 tons regardless of the Horsepower.

Tonnage for trains hauled by more than one unit, multiply the allowance shown for one single unit of that class by the number of units hauling the train.

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engines.

Retaining valves will not be set up in high or low pressure position.

On trains having 50% or more of cars loaded with mineral freight or grain retaining valves must be set in slow direct exhaust position (45 degrees above center) on all except the rear ten cars.

This must be done at the time the Terminal air brake test is made and so remain en-route.

If the brake pipe pressure on the engine drops to 80 pounds on loaded trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied in front and rear ends to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

Should the train be stopped for any other cause a sufficient number of hand brakes must be immediately applied before train brakes are released.

If dynamic brake or pressure maintaining feature, or both, fail enroute, instructions governing train with non-equipped engine will govern.

Kane to Wilcox

On loaded freight trains, the feed valve must be adjusted 100 lbs. and the brake pipe pressure must be 100 lbs., passing Roy Block Station.

ENGINES NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE OR DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE INOPERATIVE.

On such loaded freight trains, when the tons per effective brake do not exceed 60, sufficient retaining valves must be turned up in high pressure position beginning at the head end of the train to provide a retaining valve value

equal to or greater than the gross tonnage of train, but not less than one retaining valve for each 75 gross tons in the train.

When the tons per effective brake exceed 61, all retaining valves must be turned up in high pressure position, except the rear five cars which should be left in release position. Retaining valves must be tested and M.P. 261A form filled out for each train in accordance with 99-D-1 Brake and Train Air Signal Instructions. Notation must be made on M.P. 261A form, the number of retainers turned up in high pressure position, and the number left in release on rear end of train.

ENGINES EQUIPPED WITH OPERATIVE DYNAMIC BRAKES AND PRESSURE MAINTAINING BRAKE VALVES.

On such trains the following tonnage will govern:

One 1500 or 1600 H.P. Unit	3,250 tons
One 1750 H.P. Unit	3,500 tons
One 2000 H.P. Unit	3,750 tons
One 2400 H.P. Unit	4,500 tons

Train tonnage must not exceed 12,000 tons regardless of the Horsepower.

Tonnage for trains hauled by more than one unit, multiply the allowance shown for one single unit of that class by the number of units hauling the train.

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engine.

Retaining valves will not be set up in low or high pressure position. On mineral freight trains, retaining valves must be set in slow direct exhaust position (handle at 45 degrees above center) on all except the rear five cars, and this must be done at the time the terminal air brake test is made and so remain en route.

If the brake pipe pressure on the engine drops to 80 pounds on loaded trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

If dynamic brake or pressure maintaining feature, or both, fail en route, instructions governing trains with non-equipped engines will govern.

Trains leaving Erie destined east of Kane with engines having dynamic brake operative must have the retaining valves set in slow direct exhaust position in accordance with instructions. Train will continue through to final terminal with retainers set in slow direct exhaust position.

When the pusher engine next to the train is passing the west end of Kane siding, pusher enginemen must observe the brake pipe pressure and if 85 pounds or more on loaded train, sound whistle signal to release brakes. If brake pipe pressure on pusher engine is less than 85 pounds, the engineman will sound whistle to apply brakes and train must be stopped before fouling the switches just west of Kane and must not proceed until the required brake pressure has been obtained and a road test of the brakes has been made.

On trains having no pusher, the flagman must observe the brake pipe pressure on cabin gauge and if less than 85 pounds the train must be stopped.

Trains starting from Kane will be governed by the above instructions.

Eastward freight trains must not exceed a speed of 10 miles per hour between Mile Post 95 and Mile Post 96; Enginemen, both front and rear must so regulate speed to obtain this result.

If retaining valves are used in high pressure position on mineral freight trains Kane to Wilcox, 50 percent of the retaining valves must be placed in slow direct exhaust position on head portion of train after descending the grade.

Sligo Secondary Track

Rimersburg to AW

Instructions 55-a to 60 inclusive and note at bottom of Form M.P. 261-A, page 73, Brake and Train Air Signal Instruction No. 99-D-1 are in effect.

The brake pipe pressure must be 100 lbs. before descending this grade with freight trains of loaded cars. Before the train is started from Rimersburg the engineman of the pusher engine must observe the brake pipe pressure and if it is 85 lbs. or more, sound the whistle signal to release the brakes. If the brake pipe pressure on the pusher engine next to the train is less than 85 lbs., the engineman will sound the whistle to apply the brakes and the train will not proceed until required brake pipe pressure has been obtained and a road test of the brakes has been made.

On single engine trains or with helping engine on the head end, the flagman must observe the brake pressure on the cabin gauge and if it is 85 lbs. or more, will give signal to proceed, and if less will give the signal to apply the brakes and train will not be started until the required brake pressure has been obtained and road test has been made. When the stop signal is given the lead engineman will give one sound of the whistle and when proceed is given will give two sounds of the whistle.

Trains starting from Rimersburg will be governed by the above instructions.

When trains are doubled at Rimersburg or at any other point, after entire train has been coupled together a test of the brakes on the cars which had been stored on the siding, must be made as prescribed in Instruction 14 of No. 99-D-1, Brake and Train Air Signal Instructions.

If the retaining valve value of the train exceeds the gross tonnage of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except on the last 10 cars in the train, which retaining valves must be left in release position. If the difference between the gross tonnage and retaining valve value is less than 1000 tons, a number of retaining valves equal to the difference, divided by 100, must be left in the release position on the rear of the train.

For example: If the retaining valve value exceeds the gross tonnage of the train by 900 tons, 9 retaining valves will be left in the release position; 800 tons, 8 retaining valves will be left in release position until finally, if only 100 tons, 1 retaining valve will be left in release position.

In no case must the gross tonnage exceed the retaining valve value.

The conductor will make notation on back of Form MP-261-A showing the number of retaining valves left in release position.

If the brake pipe pressure on the engine drops to 70 pounds on loaded trains and 60 pounds on empty trains, from any cause, the train must stop and be secured by hand brakes until it is known that the brake pipe pressure has been restored.

The minimum number of pressure retaining valves which must be turned to proper position for service on front end of freight trains on descending grades, as shown below:

Elmira Branch

	Loaded Trains
Eastward—Leolyn	30%
Westward—Troy Hill	30%
Sned to Kendall	20%
Millport Hill	20%

LV Secondary Track

Eastward—Williamstown to Lykens	100%
Lykens to L.V. Jct.	20%

The number of retaining valves to be increased when conditions require.

**Mt. Carmel to Weigh Scales and
All Connecting tracks:**

Conductors and enginemen of freight trains and mine crews will confer relative to the consist of their train, and use sufficient retaining valves to insure safety.

1155-A2. Enginemen of rear pusher on freight trains having more than one pusher engine will ease off while passing over turnouts and crossovers when making diverging movements.

1155-A3. When cutting train on Linden Siding at public road crossing 544 feet west of Nisbet Station, no portion of the train must be left standing within ten car-lengths of the crossing.

1155-A4. Trains moving west from Newberry and taking supplies at Linden having more than fifty (50) cars will leave their train east of Township Road No. 331 known as the Antlers crossing.

1155-A5. At Rockville, when letter B, illuminated, is displayed on standard located 1500 feet west of Block Station on north side of tracks, freight trains will take siding at Ferry. When letter F, illuminated, is displayed, freight trains will take siding at Fort. Before entering either siding member of crew should attempt to communicate with the operator at Rockville or Fidler.

1155-B2. When eastward freight trains that are to be yarded in Dock Jct. Yard are stopped at eastward home signal, Dock Jct., a trainman must proceed ahead and line switches for yard track so as not to stop train on interlocking.

1155-B3. Helper engines on rear of eastward freight trains must be detached at Lang unless otherwise instructed. This will not apply to helper engines on Erie-Jackson turns.

1155-B4. When helper engines are detached from rear of eastward freight trains at Switch 2 Roy to make a change of helper engines, cabin car must always be cut off with the helper engines so that flagman may properly protect the rear of the train.

1155-B5. Helper engines on rear of eastward and westward freight trains assisting to Kane, will detach helpers east of westward home signal.

1155-B6. Helper engines on rear of eastward freight trains, assisting to St. Marys, will detach helpers at Fourth Street.

1155-B7. Helping engines on freight trains must not be detached except at block stations or at points having telephone communications with block station.

When helping engines have been detached, conductor or engineman will immediately notify operator, giving engine numbers. This information must be entered on block record. Helping engines must not proceed until the information has been transmitted to operator.

1155-B8. Engines may be used to push against N-5 or heavier cabins ONLY. Other types of cabins must be coupled behind helper engines.

1155-B9. Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of interlocking, at hand switches and at all other points where there is any interference by switches, frogs, guard rail, dragging equipment detectors, road crossings, stations platforms or other obstructions.

1155-B10. All freight trains operating between Buffalo and Renovo must stop at Emporium to pick up or discharge swing brakeman.

Trains dropping or picking up "Swing" brakeman at Fassett will reduce speed to (10) miles per hour for that purpose.

1155-B11. Conductors in charge of engines making movements on coal dock feed tracks will, before occupying feed tracks, call Coal Dock Office and secure permission to make movements. After permission is received and before movement is started, conductor will sound siren—one long blast—by operating push button in telephone box at east end of feed tracks.

Yard Master at Lake Yard will notify crews as to tracks on which coal is to be placed.

1155-B12. Crews shifting tracks or placing cars on tracks which are equipped with concrete bumpers will leave a space between the car and the bumper, so as to relieve the strain on the draft gear when the car is coupled on.

1155-B13. Permission to occupy Erie R.R. tracks between Brockway and Hydes must be obtained from Erie R. R. Agent-Yard Master or in his absence from the Operator at WI, located on Erie R. R.

1155-B14. Permission to occupy Erie R. R. main track from Brockway station to crossover, 2950 feet north thereof, connecting with Ridgway Branch must be obtained from the Erie RR Operator at WI. He may be contacted by telephone from Brockway.

1155-B15. Storage Tracks Nos. 1 and 2 must not be blocked without permission of Operator at JN. When these tracks are cleared of cars, the conductor in charge of the train clearing these tracks must promptly notify Operator at JN to that effect.

1155-B16. Westward trains stopping at Ridgway to perform work, take on helper engines, etc., will stop with entire train east of Snow Plow crossing or helpers cut train for Bark Street when crossing is being used.

Eastward trains stopping at Ridgway to perform work, taking on helpers, etc., will stop with entire train west of Bark Street crossing.

1155-B17. When a freight train ascending Keating Summit Grade, with helper engines on rear, stops, it must not attempt to start when a passenger train is due on the opposite track.

If a passenger train is over-due, and not in sight, freight train may start after putting out a flag to protect passenger train, until it is known that the entire train has been started and there is no danger of it buckling in starting.

1155-B18. No. 1 Yard Track Brocton must not be blocked without permission of operator at BM.

1155-B19. When trains are dispatched from Renovo to Buffalo or vice versa, with road power ahead and behind (in doubleheading service), Emporium helpers when needed, will be coupled on the head end if there are three units ahead of the cabin and two units hauling the train, and on the rear, if the road power is reversed, a suitable number of helper units will be isolated to prevent excessive power.

If there are three units ahead and three units on rear ahead of the cabin, tonnage will be adjusted to eliminate the need for Emporium helpers.

1155-B20. It will be the engineman's responsibility to know that coupler restraining devices are applied to AS-10 and AS-16 class diesel engines used in helper service before being dispatched from enginehouse.

1155-B21. Cars must not be left standing on Bridge 0.30 on Bostonia Track, New Bethlehem, Pa., when servicing the Bostonia Mine No. 1 of the E. M. Reed Coal Company.

1155-C1. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train, also helping engines will detach from rear end of train before taking coal or water.

1155-C2. Conductors of freight trains arriving at sidings, stations or yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing of cars in their train. A manifest or waybill or its equivalent must accompany each car.

1155-C3. Conductors placing cars for loading or unloading, must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

Conductors will include on report record and condition of seals on loaded closed cars placed on or removed from sidings, except cars placed on team tracks adjacent to stations when Agent or his representative is on duty.

It will not be necessary to make this report for empty cars placed for loading with coal at mines or mine sidings or coke at coke ovens.

Form C.T.-143 should be used for making these reports but Conductors not having these blanks are not relieved of furnishing Agent with this information.

1155-C4. Maximum locomotive power used on head or rear end of freight trains must not exceed 6600 horsepower. If operating conditions develop whereby it becomes necessary to attach locomotive units to either head or rear end with operative units in excess of 6600 horsepower, a sufficient number of units must be isolated so as not to exceed 6600 horsepower on either end of train. In the judgment of hauling engineman, to avoid stalling train on heavy part of grade, one isolated unit may be cut in temporarily.

1155-C5. Rule 14-e of the 99-D-1 Brake and Train Air Signal Instruction will apply to the following trains at Renovo.

Eastward—BF-4, BF-14, BNY-16.

Westward—BF-3, BF-5, BF-7.

Enginemen will verbally notify relieving enginemen of the condition of the train brakes.

1155-C6. Account close proximity of gasoline storage tanks, train crews must not set off cars with heated journals on coach track at Emlenton, Allegheny Branch.

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A1. Helping engines on passenger trains must not be detached except at block stations.

1156-A2. When a train is delayed at points remote from block stations, conductor or engineman must see that some member of the crew communicates with operator at once and at frequent intervals.

1156-A3. When authorized by the operator, and, at reduced speed, an engine may pass stop-block signal, or enter a block occupied by a passenger train for the purpose of switching that train.

1156-A4. Conductor or engineman of a train must secure permission from operator before entering a siding where switches are hand-operated except at points where open block stations are located at entrance end of siding.

1156-A5. Northern Region trains will be governed by Time-Table and Rules of Nickel Plate Railroad between BM and FY.

1156-A6. Attention is called to the following extract of The Law Of The State of New York:

"No railroad corporation, or any officer, agent or employe thereof shall stop its cars, horses or locomotives upon a grade crossing of a railroad of another corporation for the purpose of receiving, delivering passengers or freight, or other purpose."

1156-A7. Movements on thoroughfare track between Log and crossover at south end of two or more tracks, Wilkes-Barre Connecting Railroad, governed as follows:

Eastward or northward trains receiving "a restricting signal" on eastward home signal at Log may proceed to Carey Avenue unless otherwise directed by yard master.

Eastward or northward trains from Buttonwood will obtain permission from yard master.

Southward trains will stop clear of trailing point crossover north of Carey Avenue for instructions from yard master.

Westward trains from Buttonwood will obtain permission from operator at Buttonwood. Operator at Buttonwood will not authorize movements on thoroughfare track unless directed by yard master.

1156-A8. Running track between Lomis and Hunlock will be in charge of operator at Hunlock. Trains clearing this track between Lomis and Hunlock will report clear to Hunlock.

1156-A9. Trainmen after obtaining permission from operator at Hunlock to make movement over main track on West Nanticoke track, will operate the mechanism at derail which, when thrown, will cause signals to display Restricting aspect, Rule 290, Fig. B.

1156-A10. Movements on Haas lead will be in charge of operator at Kase.

1156-A11. All trains must approach and proceed through Beaver Dam and Paddy Mountain tunnels and Jerseytown Cut Mile Post 17.5 prepared to stop short of any obstruction.

1156-A12. At Williamsport push buttons connected with home signal, east of Fifth Avenue and with signal west of Seventh Avenue are located in telephone boxes on the base of these signals. When movements governed by fixed signals are to be made over the hand operated switches at these points in their reverse position, the push button must be operated to get proper signal indication and after receiving proper signal indication and movement is started, push button must be held until the leading end of the movement has passed the signal.

1156-A13. Special Instructions governing movement of trains and the use of track between Lock Haven Interlocking and Pittsburgh Region Post, located 55 feet west of Mile Post 52, appear in Special Instructions Pittsburgh Region Time-Table.

1156-A14. Permission for westward trains to use No. 1 thoroughfare track, Northumberland, will be given by sign displayed in window at Kase; by message or verbal permission from the yard master.

Permission for eastward trains to use No. 1 thoroughfare track, Northumberland, will be given by message or by verbal permission from the yard master.

1156-A15. Permission for eastward trains to use No. 2 thoroughfare track, Northumberland, will be given by sign displayed in window at Montandon; by message or by verbal permission from the yard master.

Permission for westward trains to use No. 2 thoroughfare track, Northumberland, will be given verbally by the yard master.

1156-A16. Permission for westward trains to use thoroughfare track, Renovo, will be given at Drocton by message or by sign displayed in window at Drocton or by verbal permission from the yard master.

Permission for eastward trains to use thoroughfare track, Renovo, will be given at Drury by message or by sign displayed in window at Drury or by verbal permission from the yard master.

1156-A17. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

1156-A18. When engines on all diesel engine units are shut down on grades, sufficient hand brakes must be applied to the train to secure it until it is ready to proceed.

1156-A19. On two or more tracks, passenger trains and a train handling single track snow plow or Jordan Spreader when used in snow removal service, must not be moved in the opposite direction between two block or interlocking stations.

SPEED RESTRICTIONS

1157-A. Speed Table

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

1157-A1. Referring to Rule 4157-A. Locations where enginemen should check speedometers when conditions permit.

Main Line

Southward movements between:
Mile Post 17 and Mile Post 18.
Mile Post 47 and Mile Post 48.

Northward movements between:
Mile Post 101 and Mile Post 100

Eastward and Westward movements between:
Mile Post 204 and Mile Post 205.
Mile Post 230 and Mile Post 231.
Mile Post 262 and Mile Post 263.
Mile Post 95 and Mile Post 96.

Main Line—Erie

Eastward movements between:

Mile Post 16 and Mile Post 17.

Mile Post 31 and Mile Post 32.

Westward movements between:

Mile Post 190 and Mile Post 189.

Mile Post 178 and Mile Post 177.

Chautauqua Branch

Southward movements between:

Mile Post 13 and Mile Post 14.

Mile Post 20 and Mile Post 21.

Mile Post 127 and Mile Post 128.

Northward movements between:

Mile Post 93 and Mile Post 92.

Mile Post 47 and Mile Post 46.

Salamanca Branch

Southward movements between:

Mile Post 111 and Mile Post 110.

Mile Post 109 and Mile Post 108.

Northward movements between:

Mile Post 11 and Mile Post 12.

Mile Post 16 and Mile Post 17.

Mile Post 69 and Mile Post 70.

Mile Post 71 and Mile Post 72.

Allegheny Branch

Northward movement between:

Mile Post 91 and Mile Post 92.

**Minimum Running Times and Speeds
On Descending Grades—Freight Trains.**

1157-B1. The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded:

Keating Summit Grade—Southward

Trains having an average tonnage of 60 tons or less, per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	15	4
Mile Post 109 to Mile Post 110	2.2	1	15	4
Mile Post 110 to Mile Post 111	2.1	1	15	4
Mile Post 111 to Mile Post 112	2.2	1	15	4
Mile Post 112 to Mile Post 113	2.1	1	15	4
TOTAL	—	5	—	20

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Trains having an average tonnage of over 60 tons, per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	12	5
Mile Post 109 to Post 110	2.2	1	12	5
Mile Post 110 to Mile Post 111	2.1	1	12	5
Mile Post 111 to Mile Post 112	2.2	1	12	5
Mile Post 112 to Mile Post 113	2.1	1	12	5
TOTAL	—	5	—	25

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

The maximum tonnage may be increased from 50 to 75 tons and 95 to 105 tons per effective brake, between Keating Summit and Sizerville.

1157-B2. The following minimum running times for freight trains hauled by engines using the dynamic brake in conjunction with the pressure maintaining method of braking are established:

Trains having an average tonnage of 60 tons or less, per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	20	3
Mile Post 109 to Mile Post 110	2.2	1	20	3
Mile Post 110 to Mile Post 111	2.1	1	20	3
Mile Post 111 to Mile Post 112	2.2	1	20	3
Mile Post 112 to Mile Post 113	2.1	1	20	3
TOTAL	—	5	—	15

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Trains having an average tonnage of over 60 tons, per effective brake:

Points		Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	15	4
Mile Post 109 to Mile Post 110	2.2	1	15	4
Mile Post 110 to Mile Post 111	2.1	1	15	4
Mile Post 111 to Mile Post 112	2.2	1	15	4
Mile Post 112 to Mile Post 113	2.1	1	15	4
TOTAL	—	5	—	20

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Kane to Wilcox—Eastward

Trains having an average tonnage of 60 tons or less, per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	25	10
TOTAL	—	8.6	—	27

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Trains having an average tonnage of over 60 tons, per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	20	13
TOTAL	—	8.6	—	30

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Before descending the above grade, engineman must know that the dynamic brake is operating properly and conductor must know that retaining valves are in proper position.

Trains having an average tonnage over 51 tons per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Rimersburg. Mile Post 5 to AW	2.20	5	12	30

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum Speeds, unless otherwise Specified

		Single Track		No. 2 Track		No. 0 Track		No. 1 Track	
		Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
MAIN LINE									
Between:		Miles Per Hour							
Rockville and Mile Post 120		---	---	60	45	---	---	60	45
MP 120 and 500 ft. west of MP 138		---	---	65	45	---	---	65	45
500 ft. West of MP 138 and Horn		---	---	20	20	---	---	20	20
Horn and Kase		---	---	65	45	---	---	65	45
Kase and West End Bridge 285.86		---	---	65	45	30	30	65	45
West End Bridge 285.86 and Molly		---	---	65	45	---	---	65	45
Molly and Montandon		---	---	65	45	40	40	65	45
		Single Track		No. 2 Track		No. 1 Track			
		Psg.	Frt.	Psg.	Frt.	Psg.	Frt.		
		Miles Per Hour							
Montandon and Milton		---	---	65	45	65	45		
Through Borough of Milton		---	---	65	40	65	40		
Milton and Mile Post 271		---	---	65	45	65	45		
Mile Post 271 and Mile Post 270		---	---	45	45	45	45		
Mile Post 270 and Allens		---	---	65	45	65	45		
Allens and 1400 ft. West of MP 246		30	30	---	---	---	---		
1400 ft. west of MP 246 and Linden		65	45	---	---	---	---		
Linden and Lock Haven		---	---	60	45	60	45		
Lock Haven and 2200 feet west of Mile Post 223		---	---	30	30	30	30		
2200 feet west of MP 223 and 1000 feet west of MP 222		---	---	45	45	45	45		
1000 ft. west of MP 222 and Farwell		---	---	60	45	60	45		
Farwell and Mile Post 194		---	---	60	30	60	30		
Mile Post 194 and Mile Post 186		---	---	45	45	50	45		
Mile Post 186 and Mile Post 181		---	---	45	45	45	45		
Mile Post 181 and Mile Post 174		---	---	45	45	60	45		
Mile Post 174 and Mile Post 172		---	---	45	45	50	45		
Mile Post 172 and HY		---	---	45	45	45	45		
HY and SG		45	45	---	---	---	---		
SG and JN		---	---	45	45	45	45		
JN and Mile Post 120		---	---	40	30	40	30		
Mile Post 120 and Mile Post 113		---	---	60	45	60	45		
Mile Post 113 and Keating Summit		---	---	45	45	35	35		
Keating Summit and NR		---	---	40	30	50	30		
NR and Mile Post 100		60	45	---	---	---	---		
Mile Post 100 and Mile Post 95		55	45	---	---	---	---		
Mile Post 95 and CR		60	45	---	---	---	---		
CR and SN		---	---	60	45	60	45		
SN and OW		60	45	---	---	---	---		
OW and Lake		---	---	60	45	60	45		
Lake and Perry		60	45	---	---	---	---		
Perry and Wales		---	---	60	45	60	45		
Wales and Hubbard		60	45	---	---	---	---		
Hubbard and DM		---	---	60	45	60	45		
DM and SS49A		---	---	30	30	30	30		

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Miles Per Hour						
Main Line—Erie						
Between:						
Erie and Elm	30	25	---	---	---	---
Elm and Irv	50	45	---	---	---	---
Irv and Otts	---	---	50	45	50	45
Otts and Roy	50	45	---	---	---	---
Roy and Kane	35	35	---	---	---	---
Kane and Mile Post 104	40	40	---	---	---	---
Mile Post 104 and Mile Post 116	50	45	---	---	---	---
Mile Post 116 and Mile Post 140	40	40	---	---	---	---
Mile Post 140 and JN	50	45	---	---	---	---
Linden Branch						
Between:						
Allens and Linden	---	---	30	30	30	30
Elmira Branch						
Between:						
Newberry and 600 ft. west of MP 1	20	20	---	---	---	---
600 feet west of MP 1, west of Newberry and Can	40	40	---	---	---	---
Wilkes-Barre Branch						
Between:						
Kase within interlocking limits	---	---	30	30	30	30
Kase and Log	40	40	---	---	---	---
Shamokin Branch						
Between:						
Sham and Tenth St., East Sunbury	20	20	---	---	---	---
Tenth St., E. Sunbury and MP 16	30	30	---	---	---	---
Chautauqua Branch						
Between:						
FW and FY	20	20	---	---	---	---
BM and Pross	30	30	---	---	---	---
Pross and Mayville	40	40	---	---	---	---
Mayville and Summerdale	30	30	---	---	---	---
Summerdale and Eye	40	40	---	---	---	---
Eye and Titusville	35	35	---	---	---	---
Titusville and Reed	30	30	---	---	---	---
Reed to Bridge	---	---	40	40	40	40
Salamanca Branch						
Between:						
Bridge and Mile Post 10	40	40	---	---	---	---
Mile Post 10 and Mile Post 43	30	30	---	---	---	---
Mile Post 43 and Stone	40	40	---	---	---	---
Stone and Irv	---	---	40	40	40	40
Otts and Bill	40	40	---	---	---	---
Bill and AD	15	15	---	---	---	---
West Seneca Branch						
Between:						
GJ and GB	20	20	---	---	---	---

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Miles per Hour						
Ridgway Branch						
Between:						
Ridgway and Falls Creek	20	20	---	---	---	---
Rochester Secondary Track						
Between:						
Rochester and Hinsdale	30	30	---	---	---	---
Allegheny Branch						
Between:						
Region Post (Pgh. Reg.) and Brady	---	---	50	50	50	50
Brady and Mile Post 120	50	50	---	---	---	---
Mile Post 120 and RH	35	35	---	---	---	---
RH and Bridge	---	---	35	35	35	35
East Brady Branch						
Between:						
Brady and BY	25	25	---	---	---	---

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

Trains of more than 125 cars must not exceed a speed of 35 miles per hour between Lock Haven and Rockville.

Trains must not exceed speed indicated when passing following distant signals:

Location	Direction	Signal No.	M.P.H.
Northumberland	Eastward	Dist. Sig. to Kase	40
Kips	Eastward	Dist. Sig. to Kips	30
Kips	Westward	Dist. Sig. to Kips	30

Trains or drafts hauling Rail Motor cars must not exceed a speed of 20 miles per hour.

1157-C2. Wreck Trains

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Region Post (Phila. Reg.) and Renovo	35	25
Renovo and JN	30	20
JN and Mile Post 113	40	30
Mile Post 113 and Keating Summit	20	20
Keating Summit and DM	40	30
DM and SS49A	30	20
Main Line—Erie		
Between:		
Erie and Elm	25	20
Elm and Emporium	30	20
Elmira Branch		
Between:		
Newberry and Southport Jct.	30	20
HO and Can	30	20
Wilkes-Barre Branch		
Between:		
Log and Kase	30	25
Shamokin Branch		
Between:		
Weigh Scales and Sham	25	20
Chautauqua Branch		
Between:		
FW and FY	30	20
BM and Pross	25	20
Pross and Mayville	35	25
Mayville and Summerdale	20	20
Summerdale and Bridge	30	25
Salamanca Branch		
Between:		
Bridge and Irv	30	20
Otts and Bill	30	20
Bill and AD	15	15
West Seneca Branch		
Between:		
GJ and GB	15	15
Ridgway Branch		
Between:		
Ridgway and Falls Creek	20	20
Allegheny Branch		
Between:		
Region Post (Pgh. Reg.) and MP 120	35	30
Mile Post 120 and Bridge	30	25
East Brady Branch		
Between:		
Brady and BY	25	15
Bald Eagle Branch		
Between:		
Lock Haven and Region Post (Pgh. Reg.)	35	25
L. V. Jct. Secondary Track		
Between:		
Lykens and L.V. Jct.	20	20

	Boom Trailing	Boom Forward
	Miles per Hour	
Selinsgrove Secondary Track		
Between:		
Selinsgrove Jct. and 1000 feet west of Mile Post 17	20	20
Sodus Bay Secondary Track		
Between:		
Stanley and Point	25	20
Shamokin Secondary Track		
Between:		
Mt. Carmel and Weigh Scales	25	20
Montandon Secondary Track		
Between:		
Montandon and White	25	20
Watsonstown Secondary Track		
Between:		
Watsonstown and Berwick	20	15
Rochester Secondary Track		
Between:		
Rochester and Hinsdale	30	20
No. 12 Secondary Track		
Between:		
Elm and Lang	20	20
No. 21 Secondary Track		
Between:		
Kane and Sergeant	15	15
Low Grade Secondary Track		
Between:		
Jct. Allegheny Branch and Mort	15	15
Mort and West end Bridge 109.79	30	20
West end Bridge 109.79 and DF (Main Line)	20	20
Sligo Secondary Track		
Between:		
AW and SI	15	15

1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Region Post (Phila. Region) and Renovo	30	25	20
Renovo and JN	30	20	20
JN and Mile Post 113	40	30	25
Mile Post 113 and Keating Summit	20	20	20
Keating Summit and DM	40	30	25
DM and SS49A	30	20	10
Main Line—Erie			
Between:			
Erie and Elm	25	20	20
Elm and Emporium	30	20	20
Elmira Branch			
Between:			
Newberry and Southport Jct.	30	20	20
HO and Can	30	20	20
Wilkes-Barre Branch			
Between:			
Log and Kase	30	25	20
Shamokin Branch			
Between:			
Weigh Scales and Sham	25	20	20
Bald Eagle Branch			
Between:			
Lock Haven and Region Post (Pgh. Region)	30	20	20
Allegheny Branch			
Between:			
Region Post (Pgh. Region) and Mile Post 120	40	30	25
Mile Post 120 and Bridge	30	25	20
East Brady Branch			
Between:			
Brady and BY	25	15	15
Chautauqua Branch			
Between:			
FW and FY	30	20	20
BM and Pross	25	20	20
Pross and Mayville	35	25	20
Mayville and Summerdale	20	20	20
Summerdale and Bridge	30	25	20
Salamanca Branch			
Between:			
Bridge and Irv	30	20	20
Otts and Bill	30	20	20
Bill and AD	15	15	15
West Seneca Branch			
Between:			
GJ and GB	15	15	15
Ridgway Branch			
Between:			
Ridgway and Falls Creek	20	20	20

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Shamokin Secondary Track			
Between:			
Mt. Carmel and Weigh Scales	25	20	20
Montandon Secondary Track			
Between:			
Montandon and White	25	20	20
Watson town Secondary Track			
Between:			
Watson town and Berwick	20	15	15
L. V. Jct. Secondary Track			
Between:			
Lykens and L. V. Jct.	20	15	15
Sodus Bay Secondary Track			
Between:			
Stanley and Point	25	20	20
Selinsgrove Secondary Track			
Between:			
Selinsgrove Jct. and 1000 feet west of Mile Post 17	20	20	20
Rochester Secondary Track			
Between:			
Rochester and Hinsdale	30	20	20
No. 12 Secondary Track			
Between:			
Elm and Lang	20	20	20
No. 21 Secondary Track			
Between:			
Kane and Sergeant	15	15	15
Low Grade Secondary Track			
Between:			
Jct. Allegheny Branch and Mort	15	15	15
Mort and West end Bridge 109.79	30	20	20
West end Bridge 109.79 and DF (Main Line)	20	20	20
Sligo Secondary Track			
Between:			
AW and SI	15	15	15

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

Main Line—Buffalo to Region Post (Phila. Reg.) Main Line—Erie, Erie to Emporium	Miles per hour
1157-C4. Circus Trains	*30
1157-C5. Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks steam shovels, etc.; moving on own wheels—see Rule 4155-A. —on straight track —on curves	*30 *20
1157-C6. Freight trains with 30 or more cars of mineral freight	35
Freight trains with one or more cars Class HK, HM or HMA Jenny Type hoppers loaded or empty NOTE—When handling such trains conductors must know that enginemen have been so advised.	25
1157-C7. Snow Plows in service Snow Flangers in service Passing station platforms and trains on adjacent tracks.	*20 *20 *5
1157-C8. Operating against current of traffic, except where Rule 261 is in effect— —Passenger Trains —Freight Trains	*50 *40
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated.	
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.	20
1157-C12. Pushing cars—Passenger trains —Freight trains	20 20
1157-C13. Track Cars—unless otherwise restricted —when hauling track cars or trailers —hand cars operated under Rule 80 —through crossovers and turnouts, and over highway and railroad crossings	20 15 8 5
1157-C15. Freight trains on descending grades: Main Line—Erie Eastward freight trains; —Mile Post 130 to Mile Post 138 Westward freight trains; —Mile Post 130 to Cap —Mile Post 94 to Roy Clare to Mile Post 68 Lang to Elm	30 30 30 30 25
1157-C18. Diesel engines when operated from rear unit or other than leading end for direction of movement	30

1157-C25. Cars carrying major calibre gun barrels shall be placed in front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Main Line Between: SS49A and DM DM and Keating Summit Keating Summit and Mile Post 113 Mile Post 113 and JN JN and Renovo Renovo and Rockville	30 30 20 30 30 30	20 20 20 20 20 Prohibited
Main Line—Erie Between: Erie and Elm Elm and Emporium	25 30	20 20
Elmira Branch Between: Newberry and Can	20	Prohibited
Wilkes-Barre Branch Between: Log and Kase	30	Prohibited
Shamokin Branch Between: Sham and Weigh Scales	25	Prohibited
Chautauqua Branch Between: FW and FY BM and Pross Pross and Mayville Mayville and Summerdale Summerdale and Bridge	30 25 30 20 30	20 20 20 20 20
Salamanca Branch Between: Bridge and Irv Otts and Bill Bill and AD	30 30 15	20 20 15
West Seneca Branch Between: GJ and GB	20	15
Ridgway Branch Between: Ridgway and Falls Creek	20	20
Allegheny Branch Between: Region Post (Pgh. Reg.) and Bridge	30	20
East Brady Branch Between: Brady and BY	20	15

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Shamokin Secondary Track Between: Weigh Scales and Mt. Carmel	25	Prohibited
Selinsgrove Secondary Track Between: Selinsgrove Jct. and 1000 feet west of Mile Post 17	10	Prohibited
Montandon Secondary Track Between: Montandon and White	10	Prohibited
Watsonstown Secondary Track Between: Watsonstown and Berwick	10	Prohibited
Sodus Bay Secondary Track Between: Stanley and Point	10	Prohibited
Rochester Secondary Track Between: Rochester and Hinsdale	30	20
No. 12 Secondary Track Between: Elm and Lang	20	20
No. 21 Secondary Track Between: Kane and Sergeant	15	15
Buffalo Naught Secondary Track Between Ebenezer and 3860 feet south of Ebenezer	10	10
102 Secondary Track Between Ebenezer and GJ	10	10
103 Secondary Track Between GJ and Ebenezer	10	10
Tail Secondary Track Between 1080 feet north of GJ and GJ	10	10
Dock Extension Secondary Track	10	10
Olean AD-1 Secondary Track Between AD and First St.	10	10
BS-1 Secondary Track Between Bill and 1610 feet north of Olean	10	10
13 Secondary Track Between AD and Bill	10	10
AY-1 Secondary Track Between Bill and Allegany	10	10
No. 301 Secondary Track Between: 2475 feet North of Mile Post 120 and 820 feet North of Mile Post 124	15	10
Low Grade Secondary Track Between: Jct. Allegheny Branch and Mort Mort and West End Bridge 109.79 West End Bridge 109.79 and DF (Main Line)	15 30 20	15 20 20
Sligo Secondary Track Between: AW and SI	15	15

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

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

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified

SPRING SWITCHES

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Erie— Dock Jct. Sassafras Street Seventh Street	Trailing—Springing switch	12
	Facing	12
	Trailing—Not Springing Switch	12
Love— Switch 1	Trailing—Springing switch	15
	Facing	50
	Trailing—Not Springing switch	50
St. Marys— Switch 1	Trailing—Springing switch	15
	Facing	40
	Trailing—Not Springing switch	40
Stone—End of two Main Tracks	Trailing—Springing switch	15
	Facing	40
	Trailing—Not Springing switch	40
Lock Haven— East end of east- ward Siding	Facing	50
	Trailing—Springing switch	15
	Trailing—Not Springing switch	60
Molly— East of	Facing	50
	Trailing—Springing switch	15
	Trailing—Not Springing switch	65
Stoney—West end of siding	Facing	15
	Trailing—Springing switch	15
	Trailing—Not Springing switch	60
Leolyn—West end of siding	Facing	40
	Trailing—Springing switch	15
	Trailing—Not Springing switch	40
Cowley— East end of Siding	Facing	40
	Trailing—Springing switch	15
	Trailing—Not Springing switch	40
Sned— West end of siding	Facing	40
	Trailing—Springing switch	15
	Trailing—Not Springing switch	40
Nescopeck— East end of Siding	Facing	40
	Trailing—Springing switch	15
	Trailing—Not Springing switch	40
Reed—End of two Main Tracks	Trailing—Springing switch	15
	Facing	40
	Trailing—Not Springing switch	40

Non-Interlocking turnouts—diverging move-
ments, except class HH-1, I, K, M1, and en-
gines over No. 8 crossovers and turnouts.

10

Other crossovers and turnouts	Miles per Hour	
	Forward	Backward
Class HH-1, I, K, M1, and engines through No. 8 crossovers or turnouts must not exceed speed indicated	10	5

This will apply to all hand-operated crossovers and turnouts.

No. 8 Crossover and turnout switches located as follows:

MAIN LINE

Williamsport

Crossover from main track to No. 12 yard track at Walnut Street.

Switch leading from main track to coach yard west of Walnut Street.

Lock Haven

Switch leading from No. 1 main track to west leg of Wye.

ELMIRA BRANCH

Troy

Switch leading from main track to west end Dense siding.

Southport

Crossover from main track to yard just east of O'Gorman Street.

Port

Switch at east end of siding.

Watkins Glen

Switch at east end of siding.

Crossover to siding.

Switch at west end of siding.

Penn Yan

All turnout switches.

Stanley

Crossover to "I" track.

Switch to Sodus Bay secondary track.

Switch from "C" track to east leg of wye.

SODUS BAY SECONDARY TRACK

Stanley

Switch at Junction with Elmira Branch.

Seneca Castle

All turnout switches.

Newark

Switch at west end of North Storage track east of Newark Station.

Crossover at Newark yard office.

Wallington

All turnout switches.

Sodus Point

Switch at east end of engine storage track.

Switch leading to yard east of water tank.

Switch to engine house.

1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a track not Protected by both a Home Signal and a Distant Signal.

Location	Miles Per Hour
Chautauqua Branch: Movable Bridge 2.94	15

CURVES, BRIDGES, ETC.
1157-F1. Maximum Speeds, unless otherwise Specified.

Main Line—Buffalo and Renovo	Miles per Hour
First Curve south of SS 49A	10
N.Y.C.R.R. crossing, GJ	30
Mile Post 7 to GJ on No. 1 Track Frt.	40
Protection, Reverse curves north and south of station	50
Curves north and south of Arcade Station	45
Curve south of Mile Post 40	55
Between north end of curve north of Mile Post 60 and Bridge 60.22 south of Mile Post 60	50
Signal 683 to Mile Post 69, No. 2 Track Frt.	40
M.P. 69 to and including Erie R.R. crossing	30
Union Street, Olean	10
First curve south of Olean passenger station	30
Curve at Mile Post 74	50
First curve south of SN, No. 1 Track	40
No. 2 Track	50
Curve ½ mile south of Mile Post 79	50
Curves between Mile Post 81 and 83 on No. 1 Track	50
First curve north of Mile Post 83, No. 2 Track	55
First curve south of Mile Post 88	55
Port Allegany, street crossings north and south of station	20
Curve at Mile Post 104	40
Curve south of Mile Post 104, South of NR	40
Light engines, Keating Summit to NR	30
For Freight Trains, Keating Summit Grade, see Special Instruction 1155-A1.	
Light Engines Keating Summit to Mile Post 113	30
Between Distant Signal 1154 and Sizerville, No. 1 Track Frt.	35
First curve south and first curve north of Mile Post 119, No. 1 Track	50
Emporium, over Allegany Avenue and to JN	10
Curve west of Bridge 155.20	40
First curve east of Driftwood Station	35
Sinnemahoning, first curve west of and first curve east of Bridge 171.08	35
Between west end of curve west of Keating and CT	35
All curves between Mile Post 194 and Renovo	45

CURVES, BRIDGES, ETC.—Continued

MAIN LINE—Region Post (Phila. Region) and Renovo

	Miles per Hour
Maximum Speeds, unless otherwise Specified	
Second and third curve west of M.P. 92	45
First curve west of M.P. 101	55
Curve at Halifax Station	50
Curve at M. P. 112	50
First curve east of M.P. 133	60
First curve west of M.P. 133	45
Second curve east of M. P. 135	55
First curve east of M.P. 135	45
Curve at M.P. 136	55
First and second curve west of M.P. 136	55
Curve at M.P. 137	55
First curve west of M.P. 137 No. 2 track	55
Second curve west of M.P. 137 No. 2 track	60
Curve at Kase—Nos. 2 and 0 tracks	15
Curve at Kase No. 1 track	45
Curve at M.P. 286	45
Curve at Northumberland station No. 1 track	50
First curve west of M.P. 266 No. 2 track	45
First curve west of M.P. 266 No. 1 track	30
Curve at Montgomery Crossing east of Montgomery	15
Curve at M. P. 260	55
Second curve west of M.P. 255	55
Curve at M. P. 254 and first curve east of M.P. 254	60
First and second curves east of M.P. 252	45
Curve at M.P. 252	50
Curve at Reading Crossing WG west of Allens Over Reading Crossing WG	25
Curve at M.P. 243	15
First curve west of Bridge 242.86	50
Curve at Linden Interlocking No. 2 track	30
First curve east of M.P. 229	30
Second and third curves west of M.P. 221	45
First curve west of M.P. 220	50
First and second curves east of M.P. 218	50
On and between first and second curves west of Glen Union	45
Second curve west of M.P. 207	40
First curve west of M.P. 204	45
First curve east of M.P. 196 No. 2 track	55

Main Line—Erie

Erie, freight trains and light engines over highway crossings	6
Erie, curve west of Ash St.	15
First curve east of Mile Post 5	25
Union City, over highway crossings	20
Union City, between block signals	20
Corry, between Eye and MS	20
Corry, between MS and Mile Post 38	35
All curves between $\frac{1}{4}$ mile east of Mile Post 46 and $\frac{1}{2}$ mile east of Mile Post 48	45
First Curve east of Irv	30
Warren, freight trains and light engines over highway crossings between Mile Post 65 and Mile Post 67	6
Warren, passenger trains over highway cross- ings between Mile Post 65 and MP 67	25
Curves between M. P. 69 and M.P. 70	45
Between Switch No. 1 Clare and M.P. 73	25
Sheffield, over Main Street crossing	30
Kane, over highway crossings between a point 2640 feet east of M.P. 93 and a point 2640 feet east of M.P. 95	15
Between switch at west end No. 21 track and Mile Post 96	25

Main Line—Erie

	Miles per Hour
Johnsonburg, over highway crossings between a point 1440 feet east of Mile Post 109 and Mile Post 111	15
Curve at Mile Post 114 and first curve west of Mile Post 114	45
First curve east of Mile Post 115	45
Ridgway, over highway crossings between Mile Post 117 and Mile Post 119	6
Curve at Ridgway station	25
Curve at Mile Post 119	35
St. Marys, freight trains and light engines over highway crossings between a point 2640 feet east of Mile Post 127 and Mile Post 129	12
First curve west of Mile Post 129	25
Second curve east of Mile Post 144	45
Emporium, between Mile Post 149 and JN	15

Elmira Branch

Newberry and Southport Jct.

$\frac{1}{2}$ mile west of M.P. 1 to M.P. 2	30
Curve at M.P. 9	35
First curve west of M.P. 24	35
Second curve west of M.P. 26	35
First curve east of M.P. 29 to 2600 feet west of M.P. 29	30
Curve at M.P. 31	30
All other curves between Roaring Branch and east end of Leolyn Siding	35
All curves from Cowley to and including the curve at M.P. 53	35
Curve at M.P. 54	25
Curve at M.P. 55	25
Curve $\frac{1}{2}$ mile west of M.P. 55	25
Curve at M.P. 74 and first curve west of M.P. 74	15
All other curves Kendall to Shannon	30
Curve at Shannon	15

HO and Can.

All curves from the first curve east of M.P. 8 to M.P. 14	35
Curve at M.P. 17	20
Curve at Watkins Glen	20
All curves from M.P. 59 to M.P. 62	30

Wilkes-Barre Branch

Between Northampton Street, Wilkes-Barre, and a point 500 feet west thereof	10
Hart, Central Railroad of N.J.	8
Carey Avenue Highway Grade Crossing	15
First curve east of Mile Post 59	15
First curve west of Mile Post 59	30
First and second curves east of Mile Post 58	30
Curve at Lomis	30
Curve at Mile Post 56	30
West Nanticoke track crossing	30
Curve 1500 feet east of Mile Post 55	30
First curve east of Norca	30

Shamokin Branch

Curve at Mile Post 14	20
First curve west of Mile Post 14	20

Chautauqua Branch

Engines running light entire Branch	30
Curve at FW	10
Between Low Home Signal north of Movable Bridge 2.94 and Buffalo Creek R.R. Crossing	15
Between Pross and Bridge 60.44	30
Corry within corporate limits between Mile Post 92 and first crossing south of Eye	20
Reverse curve north of Mile Post 117	35
Curve at Mile Post 118	35

	Miles per Hour
Mile Post 121 and North end Titusville Siding	25
Curve at Mile Post 121	25
First curve south of Mile Post 124	30
Curve at Miller Farm	35
All curves Mile Post 132 to Mile Post 128	30
Curve North of Bridge 132.29	20
First curve north of Mile Post 136	25
Bridge to Mile Post 136	25
Bridge Interlocking	25
Salamanca Branch	
Bridge Interlocking	25
Bridge to Mile Post 7	30
First curve north of Mile Post 7	30
Mile Post 12 and 1700 feet north of M.P. 13	30
Northward trains, between Northward Distant Signal S-198 and South end of Tionesta Stor- age	25
Engines running light entire Branch	30
Curve at Irvineton Station	15
Turnout Otts	15
First curve north and first curve south of Bridge 66.08	30
First curve north of Bridge 73.36	30
First curve north of Mile Post 83	30
Salamanca, highway crossings between Mile Post 95 and Mile Post 98	20
First two curves north of Mile Post 104	30
Curve ¼ mile south of Buffalo Street, Olean	30
Between AD and Bill	15
Allegheny Branch	
First curve north of Mile Post 63	40
Curve at Brady	40
East Brady tunnel	40
Curves between East Brady tunnel and Sarah Furnace	40
Curve between Sarah Furnace and Madison	35
Curve at Mile Post 75, north of Madison	45
Curve at Emlenton	45
Curve at Mile Post 90, north of Emlenton	45
Curve north of Birch	35
Curves between M. P. 94 and Woodhill tunnel	45
Woodhill tunnel	45
Curve at Rockland	45
Curve north of Woods	30
First curve north of Mile Post 101	30
Curves between Mile Post 104 and Kennerdell tunnel	45
Kennerdell tunnel	45
First and second curves north of Kennerdell tunnel	30
Curve at Mile Post 111	30
Curve at Mile Post 113	45
Second curve north of Mile Post 115	45
Curve south of Drake	45
Curve north of Drake	45
Curve at Mile Post 119, north of Drake	45
First curve south of Mile Post 120	35
Reverse curve north of Mile Post 128	35
Curves between RH and Bridge	35
Bridge Interlocking	25
Olean Leg of Wye at Bridge	15
Shamokin Secondary Track	
First curve east of Mile Post 16 class I and M	10
All other classes of engines	15
Locust and State	10

	Miles per Hour
Selinsgrove Secondary Track	
Curve at east end Bridge 44.40	10
Bridge 44.40 and Bridge 44.04—Susquehanna River	10
Selinsgrove, street crossings	10
Second curve east of Mile Post 41	25
First curve east of Mile Post 38	25
L. V. Junction-Secondary Track	
L. V. Junction to a Point 1000 feet west	10
Watsonstown-Secondary Track	
Curve at M.P. 0	15
Curve between M.P. 1 and M.P. 2	15
First curve east of M.P. 3	15
Bridge 4.19	25
First curve east of M.P. 5	15
First curve east of MP 6	15
Bridge 14.17	25
All curves between M.P. 18 and Eysersgrove Jct. Berwick, Warren and LaSalle St. crossings	15 4
Montandon Secondary Track	
Curve at Montandon	15
Curve west of Bridge 1.08	15
Between Home Signals UR interlocking	20
Curves between M.P. 21 and M.P. 26	20
Curves between M.P. 30 and M.P. 37	25
Curves between M.P. 41 and M.P. 46	25
Curves between M.P. 55 and M.P. 59	25
Sodus Bay Secondary Track	
Stanley, curve at junction with Elmira Branch	15
Over NYC Crossing Phelps Junction	20
Over NYC Crossing Wallington	20
Rochester Secondary Track	
Engines running light entire secondary track	25
Turnout, Atkinson Street Bridge	10
First curve south of Mile Post 5	20
Curve at Mile Post 27	25
First curve south of Mile Post 31	20
First curve north of Mile Post 42	25
Between north end of curve north of Mile Post 55 and one-half mile south	20
Reverse curve at Mile Post 56	15
First curve north of overhead Bridge 56.71	25
Curves between Overhead Bridge No. 57.46 and Mile Post 58	20
Between Mile Posts 58 and 59	10
Between North end Houghton storage track and 300 feet south thereof	15
Second curve north of Mile Post 82	25
Bridge 82.01, south of Mile Post 82	20
First two curves north of Hinsdale Station	15

	Miles per Hour
Low Grade Secondary Track	
Mort, Westward trains between Westward distant signal and home signal	20
Between Mile Post 4 and Mile Post 6	25
First curve east of Mile Post 8	20
Between Mile Post 12 and Mile Post 16	25
First curve east of Mile Post 16	25
Curve at Mile Post 17	20
Falls Creek, B&O R.R. Crossing	20
Summit tunnel	25
Curve at Mile Post 71	25
First curve east of Mile Post 87	25
First curve west of Bridge 108.86	25
1, 2, 3, 4 and 5 Secondary Tracks	
Erie, freight trains and engines over highway crossings	6
21 Secondary Track	
Kane, freight trains and engines over highway crossings	15
Trains and engines between west switch and crossover, 591 feet west of Mile Post 95	12
 1157-F2. Trains and engines must run at Reduced speed during spring thaws and rainy weather, at the following locations:	
Ridgway Branch	
Between—Mile Post 1 and Mile Post 2.	
Between—Mile Post 7 and Mile Post 8.	
Between—Mile Post 11 and 800 feet south thereof.	
Between—Mile Post 14 and Mile Post 15.	
 Low Grade Secondary Track:	
Cut east of Mile Post 2.	Cut west of Bridge 54.51.
Cut east and west of Mile Post 3.	Cut east of Bridge 55.31.
Cuts between Mile Posts 8 and 9.	Cuts between Mile Posts 70 and 71.
Cut at Mile Post 11.	First cut west of Mile Post 80.
Cut east and west of Mile Post 12.	Cut at second curve west of Mile Post 81.
Cut east of Mile Post 14.	Cut between Bridges 85.24 and 85.64.
Cut east of Mile Post 15.	Cut east and west of Mile Post 87.
Cut east and west of Mile Post 17.	Cut west of BA siding.
Cut west of Mile Post 20.	Between first curve east of Mile Post 95 and west end of curve west of Mile Post 95.
Cut at west end MY siding.	Between first curve west of Mile Post 97 and Mile Post 98.
Cut east of Bridge 30.76.	Cut west of Mile Post 99.
Cut east of Mile Post 32.	Cut at first curve east of Mile Post 103.
Cut between Bridges 35.63 and 35.92.	Cut east of Bridge 103.64.
Cut east of Bridge 37.96.	Cut at first curve west of Mile Post 105.
Cut between Bridges 42.36 and 42.63.	
Cut west of west end BE siding.	
Cut at east end BE siding.	
Cut east of Mile Post 52.	

ENGINES

1157-GI. Maximum Speeds, unless otherwise Restricted

	Class Steam Engines	Miles per Hour			
		Back- ward	For- ward— Light	Forward— With Train	
				Passenger	Freight
List classes as required	A	20	20	20	20
	B	25	25	25	25
	C	20	20	20	20
	E	35	50	65	45
	G	35	50	65	45
	H	35	40	50	45
	I	25	40	50	45
	K	35	50	65	45
	L	35	40	50	45
	M	35	50	65	45
Reading Class K and I.		—	—	—	—
Rail Motor Cars		—	60	60	—

Class Diesel Engines	Miles per Hour		
	Light	Passenger	Freight
Road:			
Passenger Engines	60	65	45
Except EP-12 No. 1000		65	
Freight Engines	50	65	45
Except EH-15	50	50	45
Freight-Passenger Engines	50	65	45
All Purpose Engines	45	60	45
Road Shifters:			
All Classes	50	60	45
Except ES-15a	50	55	45
Yard Shifters:			
All Classes	50	50	50
Except A6B	20	20	20
GS4	20	30	30
ES-6 No. 5911 only	40	40	40

NOTE—All light single units, maximum speed 30 M.P.H., except A6B units, maximum speed 20 M.P.H.

NOTE—Class ES-15 and AS-16 may be operated at 60 miles per hour when used in passenger service.

NOTE—Steam engines are not permitted to operate west of Driftwood to Buffalo and Erie, north of Mile Post 5 on the Salamanca Branch, and North end of Reed Storage Track on the Chautauqua Branch, unless authorized by Superintendent Transportation, account no facilities for servicing steam engines.

NOTE—

Road Diesel Engines.

First letter designates builder:

"A"—American Locomotive Works — General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation.

"F"—Fairbanks, Morse and Company.

"G"—General Electric Co.

"L"—Lima-Hamilton Corp'n.

Second letter (and third letter where used) designates service:

"F"—Freight.

"H"—Freight with lower speed gearing, primarily for helper service.

"P"—Passenger.

"S"—Switching service.

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower

"40"—4000 Horsepower.

"16"—1600 Horsepower

"45"—4500 Horsepower.

"20"—2000 Horsepower

"48"—4800 Horsepower.

"22"—2250 Horsepower

"50"—5000 Horsepower.

"30"—3000 Horsepower

"60"—6000 Horsepower.

"32"—3200 Horsepower

"64"—6400 Horsepower.

Final letter indicates special features as follows:

"A"—Change or some variation in original design.

"M"—Multiple unit equipped—switchers.

"S"—Steam Generator equipped—switchers.

"T"—Tonnage rating increased.

"Z"—Converted from passenger to freight.

Yard Diesel Engines.

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

Track	Between	And	Miles per Hour
Rochester Secondary Track	Rochester (Troup St.)	Hinsdale	30
Tail	Ebenezer Jct. Yard	GJ	15
Dock Extension	SQ	SB	15
103	GJ	Ebenezer	10
102	Ebenezer	GJ	10
Naught	3860 feet south of Ebenezer		15
13	AD	Bill	15
AD1	AD	Olean	15
BS1	Bill	First Street	15
AY-1	Bill	Allegany	15
Clermont Farmers Valley	Clermont Jct. Coryville	End of Track Farmers Valley	12
Bradford	Bradford	End of Track	20
Nunda	Nunda Jct.	Nunda	10
Secondary Tracks 1-2-3-4-5 & 6	Spring Switch 54 feet east of N.Y.C.R.R. connection Dock Jct.	Elm	15
12	Elm	Lang	12
21	Kane	Sergeant	25
Watsonstown	Watsonstown	Eyersgrove Junction	15
Watsonstown	Eyersgrove Junction	Berwick	30
*Montandon	Montandon	Water Street Lewisburg	20
*Montandon	Water Street Lewisburg	Derr Drive Lewisburg	30
*Montandon	Derr Drive Lewisburg	White	25
L. V. Junction	L. V. Junction	Lykens	30
Selinsgrove	Selinsgrove Junction	Beaver Springs	20
Selinsgrove	Beaver Springs	1000 feet west of M.P. 17	30
Shamokin	M. P. 16	M.P. 18	20
Shamokin	M. P. 18	Luke	30
Shamokin	Luke	1,000 ft. West of M.P. 25	20
Sodus Bay	Stanley	Point	30

*Steam engines running backward with or without cars must not exceed a speed of 20 miles per hour on Montandon Secondary Track.

Track	Between	And	Miles per hour
Low Grade	Jct. Allegheny Branch	Mort	15
Low Grade	Mort	DF (Main Line)	30
Sligo	AW	SI	15
401	Main Track		
	Crossover		
	South end		
	Phillipston		
	Yard	Brady	25
101	Parker	Birch	20
102	Woods	Sandy	15
301	2475 feet		
	North of Mile	820 feet North	
	Post 120	of Mile Post 124	15

ENGINE RESTRICTIONS

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

Applies in territory west of Renovo and Chautauqua and Salamanca Branches.

NOTE — Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

F—Engines with more than two pair of flanged drivers prohibited.

R—Restricted account light rail.

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

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

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES									
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M	Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
BUFFALO:										
ALABAMA ST. YARD:										
North end A. & P. Tea Co. No. 3.....	....	....	....	....	X	X	X	X	X	X
A. & P. Tea Co. No. 4.....	....	....	....	....	X	X	X	X	X	X
Keystone Warehouse.....	....	....	....	....	X	X	X	X	X	X
Kenney Coal Co.....	....	....	....	....	X	X	X	X	X	X
Standard Milling Co., Nos. 1 & 2.....	X	X	X	X	X	X	X	X	X	X
Hamburg St. Tracks Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.....	....	....	....	....	X	X	X	X	X	X
All other tracks North of SS49A.....	....	....	....	....	....	X	X	X	X	X
FILLMORE AVE. YARD:										
Chemical Charcoal Co. No. 2.....	....	....	....	....	X	X	X	X	X	X
Fillmore Foundry.....	....	....	....	....	X	X	X	X	X	X
Balber Coal Co.....	....	....	....	....	X	X	X	X	X	X
Arctic Ice Co.....	....	....	....	....	X	X	X	X	X	X
Kaiser Fuel Co.....	....	....	....	....	X	X	X	X	X	X
Miller Lumber Co.....	....	....	....	....	X	X	X	X	X	X
BRIDGE 1.69:										
Fillmore Ave.	30	30	30	30	30	X	30	30	20	20
Connecting Term Elevator										
No. 1 and No. 2 loading tracks under elevator shed and north thereof	X	X	X	X	X	X	X	X	X	X
All other tracks.....	....	....	....	....	....	X	X	X	X	X

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
MICHIGAN AVE., YARD: All tracks.....						X	X	X	X	X	
BURROWS LOT: Buffalo Creek R. R. Connection.....					F	X	X	X	X	X	
Loop Tracks.....					X	X	X	X	X	X	
International Milling Co.....					X	X	X	X	X	X	
Perot Malting Co.....					X	X	X	X	X	X	
Archer Daniels Midland					X	X	X	X	X	X	
Kelley Island Lime Co.....					X	X	X	X	X	X	
Pierce & Stevens Co.....					X	X	X	X	X	X	
All other tracks.....						X	X	X	X	X	
Buffalo Creek R. R.: Clinton and Howard St. Bridges.....	20	20	20	20	20	X	X	X	X	X	
All tracks.....	20	20	20	20	20	X	X	X	X	X	
Dock Extension: SECONDARY TRACK: Lackawanna: South Buffalo Ry. In- terchange Tracks, North end.....							X	....	X	X	
ORE DOCK: Scale Track.....					F	X	X	X	X	X	
Back Scale Track.....					F	X	X	X	X	X	
Crossover No. 1 Track to Scale Track.....					F	X	X	X	X	X	
Rubbish Track.....					F	X	X	X	X	X	
Empty Yard.....					F	X	X	X	X	X	
Loop Tracks.....					F	X	X	X	X	X	
Hanna Furnace Corp'n.					X	X	X	X	X	X	
Buffalo Slag Co.....						X	X	X	X	X	
Townhall Lumber & Supply Co.....						X	X	X	X	X	
Lehigh Portland Cement.....						X	X	X	X	X	
BUFFALO: MAIN LINE: N.Y.C. R.R. Connection at FW.....					X	X	X	X	X	X	
B. C. R. R. Connection at FW.....					F	X	X	X	X	X	
Erie R. R. Connection at FW.....									X	X	
Erie R. R. Interchange Tracks, Babcock St.....					F	X	X	X	X	X	
Yard 2—Babcock St. North end of Tracks 7, 8, 9 and 10.....					X	X	X	X	X	X	
Branch Yard Tracks 13 to 27 inclusive.....					X	X	X	X	X	X	
Branch Yard Track 28 Greeny Iron Co., Inc. Buffalo Pottery Co., to sign.....					X	X	X	X	X	X	
Buffalo Pottery Co. Trestle, beyond sign.....	X	X	X	X	X	X	X	X	X	X	
R. J. Watters.....						X	X	X	X	X	
Lackawanna Steel Con- struction Co.....					X	X	X	X	X	X	
Hinde and Dauch Paper Co.....					X	X	X	X	X	X	
Chapin and Fagan.....					X	X	X	X	X	X	
F. N. Burt, Ltd.....					X	X	X	X	X	X	
American Car & Foundry.....					X	X	X	X	X	X	
Verity Mills.....						X	X	....	X	X	

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
D. L. W. R.R. Con- nections south of DM.....									X	X	
D. L. W. R.R. Inter- change Tracks 1, 2 and 3.....					X	X	X	X	X	X	
Former L.V. R.R. Con- nection Bailey Ave.....					F	X	X	X	X	X	
Worthington Pump Works.....					X	X	X	X	X	X	
Niagara Hudson Power Corp.....						X	....	....	X	X	
BRIDGE 3.53: South of DM.....						35	....	....	50	....	
Iroquois Gas Co.....					X	X	X	X	X	X	
Madison Wire Co.....					X	X	X	X	X	X	
N. Y. C. R. R. Inter- change at GJ.....					F	X	X	X	X	X	
Philadelphia Quartz Co. Dirt Track, Mineral Spring Yard.....					X	X	X	X	X	X	
EBENEZER: Wye Tracks at GJ.....						10	....	....	10	10	
Coal Trestle, Power House.....			X	....	X	X	X	X	X	X	
North end Yard 2, ex- cept Tracks 1 and 2.....						X	X	X	X	X	
Scale Track, on Scales Track 19, Yard 1, North of Crossover to Track 18.....	4	4	4	4	4	X	X	X	X	X	
Receiving Yard Tracks Nos. 1 to 8 incl.	10	10	10	10	10	10	10	10	10	10	
JAMISON ROAD: Jamison Mills.....					X	X	X	X	X	X	
EAST AURORA: Freight House Tracks.....									X	X	
Griggs & Ball.....					X	X	X	X	X	X	
E. E. Godfrey.....						X	X	X	X	X	
Local Track.....						X	....	....	X	X	
Fisher Price Toys, Inc. East Aurora Lumber Co.....					F	X	X	X	X	X	
All other Tracks.....						X	....	....	....	....	
CHAFFEE: Local and Mill Tracks									X	X	
ARCADE: Run around Track.....						X	X	X	X	X	
DELEVAN: Bordens Company.....								X	X	X	
MACHIAS: B. & O. R. R. Con- nection.....						10 B5	B5	....	10 A	10	
MILE POST 47, North of: Buffalo Slag Co.....						X	X	X	X	X	
FRANKLINVILLE: J. H. Gray Milling Co., and Ontario Knife Co. Jones Old Track.....					X	X	X	X	X	X	
OLEAN: Clark Bros. Tracks.....	X	X	X	X	X	X	X	X	X	X	
Olean Transfer Co.....						X	X	X	X	X	
Olean Transfer Co., beyond first coal Trestle.....					F	X	X	X	X	X	

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
Foss Bros. Co.	...	...	...	...	...	X	X	X	X	X	
Van der Horst Corp. of America	...	...	...	...	...	R	R	R	R	R	
Daystrom Corp. No. 2 Track to Franklin Ave.	...	...	...	...	F	X	X	X	X	X	
Daystrom Corp. No. 2 Track beyond Franklin Ave.	...	...	...	...	X	X	X	X	X	X	
I. W. Miller & Son to door of building	...	...	...	...	...	X	X	X	X	X	
I. W. Miller & Son beyond door of building	...	...	X	X	X	X	X	X	X	X	
Armour & Co. to curve at end of siding	...	...	...	...	...	X	X	X	X	X	
Armour & Co. on curve at end of siding	...	...	...	...	X	X	X	X	X	X	
Socony Vacuum Oil Plant	...	...	...	...	X	X	X	X	X	X	
Erie R. R. Interchange No. 1	5	5	5	5	5	5	5	5	5	5	
Erie R. R. Interchange No. 3	...	...	...	...	F	X	X	X	X	X	
Erie R. R. Interchange No. 4	...	...	X	X	X	X	X	X	X	X	
Olean Branch Side Track	...	...	...	...	...	X	X	X	X	X	
Olean Branch Side Track beyond Henley St.	...	...	...	...	X	X	X	X	X	X	
Blue Line Track and Freight House Tracks	...	...	...	...	...	X	X	X	X	X	
Red Line and all connecting tracks to a point 50 feet west of South Union St.	...	...	...	...	X	X	X	X	X	X	
Crossing	...	...	...	...	X	X	X	X	X	X	
Red Line Track beyond a point 50 feet west of South Union St.	...	...	...	...	X	X	X	X	X	X	
Crossing	...	...	...	...	X	X	X	X	X	X	
Olean Creek Bridge on side track South of E. State St.	5	5	5	5	X	X	X	X	X	X	
Trestle, Quirin Coal Co.	X	X	X	X	X	X	X	X	X	X	
Trestles, on Olean Tile Co. and Public Deliv. Tracks	10	10	X	X	X	X	X	X	X	X	
Houghton Laboratories, Inc. Tracks to East Side of Seneca St.	...	...	...	...	...	...	...	...	X	X	
Houghton Laboratories, Inc. beyond East Side of Seneca St.	...	...	...	...	X	X	X	X	X	X	
England Walton & Co. beyond a point 270 feet from switch	R	R	R	R	R	X	X	X	X	X	
OW: NORTH OF: Line Material Co. Track	5	5	5	5	5	X	X	5	X	X	
Zykerman Siding	5	5	5	5	5	X	X	5	X	X	
PORTVILLE: Dairymen's League Switch	...	...	...	...	...	X	X	X	X	X	
CLERMONT JCT.: All Yard Tracks	...	...	...	...	...	...	...	...	X	X	

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
Clermont:											
SECONDARY TRACK: Between Clermont Jct. and Mile Post 5, Farmers Valley	...	...	...	...	...	R	R	R	R	R	
Mile Post 5, Farmers Valley	10	10	10	10	R	R	R	R	R	R	
Farmers Valley: SECONDARY TRACK: Between Coryville and Farmers Valley	...	...	...	...	...	R	R	R	R	R	
Quaker State Refg. Co.: Trucks Nos. 2, 3 and 4 beyond a point 370 feet from point of switch	X	X	X	X	X	X	X	X	X	X	
Quaker State Refg. Co.: Trucks Nos. 5 and 6 beyond a point 350 feet from Secondary Track Switch	X	X	X	X	X	X	X	X	X	X	
TURTLE POINT: Public Del. and Milk Plant Track	...	...	...	...	...	...	...	...	X	X	
ELDRED, NORTH OF: Public Delivery Track, portion of Track North of MP80	X	X	X	X	X	X	X	X	X	X	
PORT ALLEGANY: Trestle on Andy Anderson Track	...	...	X	X	X	X	X	X	X	X	
Pierce Glass Co. Track	...	...	...	...	X	X	X	X	X	X	
Planing Mill Co.	...	...	...	...	...	X	X	X	X	X	
American Extract Slab Stack Track	X	X	X	X	X	X	X	X	X	X	
Old C. & P. A. R.R. Interchange No. 1	...	...	...	...	...	...	...	...	R	R	
Abbott Milk Track	...	...	...	...	...	...	...	...	X	X	
All other C. & P. A. Tracks	...	...	...	...	...	X	X	X	X	X	
BRIDGE 97.07: South of Port Allegany	...	...	...	...	...	30	40	...	40	40	
EMPORIUM: Curve Allegany Ave. to JN	...	...	...	...	...	...	...	...	B5	...	
Yard Tracks	...	...	...	...	...	...	...	...	5	...	
Engine House Lead	...	...	...	...	...	F	F5	F5	F5	X	
North Leg Wye	...	...	...	...	...	X	X	X	X	X	
Penna. Powder Co.	...	...	...	...	...	...	...	...	...	...	
BRIDGE 155.20: East of } No. 1 Track Cameron } No. 2 Track	20	40	40	45	45	30	45	45	40	30	
BRIDGE 158.70: Sterling Run	20	40	40	45	45	35	45	45	45	25	
BRIDGE 165.16: East of HY	20	40	40	45	45	30	45	45	40	30	
BRIDGE 167.17: West of Driftwood	20	40	40	45	45	30	45	45	40	20	
BRIDGE 171.08: Sinnemahoning	20	40	40	45	45	30	45	45	40	30	
BRIDGE 183.00: Keating	20	40	40	45	45	30	45	45	40	30	
BRIDGE 189.23: Westport	20	40	40	45	45	30	50	45	40	20	

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
Main Line—Erie:											
ERIE—DOCK JCT:											
City Track—East of Chestnut Street.....	...	...	...	...	...	X	X	X	X	X	
City Track—All industrial tracks.....	...	...	...	...	...	X	X	X	X	X	
City Track—Griswold Mfg. Co.....	...	...	...	...	...	X	X	X	X	X	
Continental Rubber Co. Dock Jct.—Dead rail over scales.....	...	...	...	...	...	X	X	X	X	X	
Dock Jct.—Repair yd. Reed Mfg. Co.....	...	...	...	...	...	R	R	R	R	R	
ERIE—W. LAKE YARD:											
Penna. Elec. Co. 5th and Cranberry.....	X	X	X	X	X	X	X	X	X	X	
United Oil Mfg. Co.....	...	...	...	...	...	X	X	...	X	X	
Dock 2—Tracks Nos. 24 to 28 inclusive.....	...	...	...	...	X	X	X	X	X	X	
Dock 4—Track No. 45 beyond sign.....	X	X	X	X	X	X	X	X	X	X	
All other tracks on Docks 1, 2, 3, 4 & 5..	...	...	...	...	...	X	X	X	X	X	
Water Works.....	...	R	R	R	X	X	X	X	X	X	
Ruberold Corp.....	...	...	...	...	...	X	X	X	X	X	
Erie Sand and Gravel Co.....	...	...	...	...	...	X	X	X	X	X	
Penna. Elec. Co.—Peach St.....	...	...	...	...	...	X	X	X	X	X	
ERIE—EAST LAKE YARD:											
State St. Team Track	...	...	...	...	...	X	X	X	X	X	
Penna. Elec. Co. East and W. of French St.	...	...	...	...	...	X	X	X	X	X	
Penna. Elec. Co. East of Holland St.....	...	...	...	...	...	X	X	X	X	X	
Penna. Elec. Co.—Trestle.....	...	...	X	X	X	X	X	X	X	X	
Grain Elevator Yard.....	...	...	...	...	...	X	X	X	X	X	
Flour Yard.....	...	...	...	...	...	X	X	X	X	X	
Lake Warehouse Tracks 1, 2 and 3.....	...	...	...	...	...	X	X	...	X	X	
Hammermill Dock Tracks 1 and 2.....	...	...	...	...	...	X	X	...	X	X	
Coal Dock Gravity Tracks.....	...	...	...	...	...	X	X	X	X	X	
Coal Dock Tracks to White line.....	...	...	...	...	...	X	X	...	X	X	
Coal Dock Tracks to Sign.....	...	...	...	...	...	X	X	X	X	X	
Coal Dock Tracks beyond Sign.....	X	X	X	X	X	X	X	X	X	X	
Ore Dock Tracks.....	...	...	...	...	...	...	X	...	X	X	
Ore Dock, east of Power Plant.....	...	...	...	...	X	X	X	X	X	X	
Loop Yard Tracks.....	...	...	...	...	...	X	X	X	X	X	
Loop Yard Track No. 1 beyond Curve.....	...	X	X	X	X	X	X	X	X	X	
Mud Yard to first curve.....	...	...	...	...	...	X	X	...	X	X	
Mud Yard beyond first curve.....	...	...	...	...	X	X	X	X	X	X	
New Yard.....	...	...	...	...	...	X	X	...	X	X	
Switches at East end Nos. 1, 2 and 3, Cut Yard.....	...	...	...	...	...	...	X	...	X	X	
Switches at East end Nos. 4 and 5, Cut Yard.....	...	...	...	...	...	...	...	...	X	X	
Soldiers and Sailors Home Trestle.....	...	X	X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
Whalen Yard.....	...	...	...	...	...	X	X	X	X	X	
Penna. Gas Co.....	...	X	X	X	X	X	X	X	X	X	
Perry Furnace Trestle No. 4.....	X	X	X	X	X	X	X	X	X	X	
Perry Furnace Trestles 1, 2 and 3.....	...	...	...	...	...	X	X	X	X	X	
R. K. McMullen Co.....	...	...	...	...	...	X	X	X	X	X	
Acme Coal Co.....	...	X	X	X	X	X	X	X	X	X	
Frontier Lbr. Co.....	...	...	...	...	...	X	X	X	X	X	
Erie Burial Cnse.....	...	...	...	...	...	X	X	X	X	X	
Liberty Iron & Metal.....	...	...	...	...	...	X	X	X	X	X	
Penn Coal Co.....	...	...	...	...	...	X	X	X	X	X	
Union Junk & Metal.....	...	...	...	...	...	X	X	X	X	X	
Tenth St. Track—East of Gilson Ave.....	...	...	...	...	...	X	X	X	X	X	
Tenth St. Track—West of Gilson Ave.....	...	...	...	...	...	X	X	X	X	X	
Metric Metal Co.....	...	...	...	...	...	X	X	X	X	X	
J. F. Siegel Coal Co.....	...	...	...	...	...	X	X	X	X	X	
Storage Track at 11th Street.....	...	...	...	...	...	X	X	X	X	X	
Erie Engine Co.....	...	...	...	...	X	X	X	X	X	X	
Erie City Iron Works.....	...	...	...	...	X	X	X	X	X	X	
"OD" YARD:											
Freight House Tracks East of Platform Nos. 1 to 8 incl.....	...	...	...	...	...	X	X	X	X	X	
Freight House Tracks West of Platform Nos. 1 to 8 incl.....	...	...	...	...	...	X	X	X	X	X	
Creek Tracks Nos. 1 to 4 incl.....	...	...	...	...	...	X	X	X	X	X	
Wayne Brewing Co.....	...	...	...	...	...	X	X	X	X	X	
Jacob Haller Co.....	...	...	...	...	...	X	X	X	X	X	
Car Shop Yard.....	...	...	...	...	...	X	X	X	X	X	
Cabin Tracks.....	...	...	...	...	...	R	R	...	R	R	
Old Outbound Tracks Nos. 1 to 4 incl.....	...	...	...	...	...	X	X	X	X	X	
Wye Track.....	...	...	...	...	...	X	X	X	X	X	
Liberty Iron and Metal Co.....	...	...	...	...	...	X	X	X	X	X	
Nos. 3, 4 and 5 Outbound Engine tracks.....	...	...	...	...	...	...	...	...	X	X	
Coal tippie over thawing pit.....	X	X	X	X	X	X	X	X	X	X	
Larkin Co.....	...	...	...	...	...	X	X	X	X	X	
N.K.P. Interchange.....	...	...	...	...	...	X	X	X	X	X	
N.Y.C.R.R. Interchange.....	...	...	...	...	...	X	X	X	X	X	
M. W. Track.....	...	...	...	...	...	X	X	X	X	X	
Pocahontas Track.....	...	...	...	...	...	X	X	X	X	X	
Tracks between "OD" Ladder and No. 6 Secondary Track.....	...	...	...	...	...	X	X	X	X	X	
Yard tracks 1, 2, 3, 7, 8 and 9.....	...	...	...	...	...	X	X	X	X	X	
WARFEL YARD:											
Tracks 8 to 13, incl. Track 14.....	...	...	...	...	...	X	X	X	X	X	
Erie Iron & Supply Co.....	...	...	...	...	...	X	X	X	X	X	
Elm Street Spur.....	...	...	...	...	...	X	X	X	X	X	
Gravel Pit and Industrial Tracks.....	...	...	...	...	...	X	X	X	X	X	
MILE POST 5, WEST OF:											
Kanty College.....	...	...	...	...	...	X	X	X	X	X	
MILE POST 7:											
Schrimer Brothers.....	...	...	...	...	...	X	X	...	X	X	
WATERFORD:											
Station Tracks.....	...	...	...	...	...	X	X	...	X	X	

LOCATION	CLASS OF ENGINES									
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EEP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M	Engines with Tender Capacity of Over 5,000 lbs.
UNION CITY: Tracks leading to York and Foster, Inc..... Quality Oil & Fuel Co..... Union City Chair Co..... G.L.F. Co-op Ass'n..... Nos. 3, 4 and 5 Yard Tracks						X	X	....	X	X
CORRY: McInnes Steel Co..... Corry Case Goods Co..... Howard Tannery Co.....						R	R	R	R	R
SPRING CREEK: Team Track.....						X	....	....	X	X
YOUNGSHVILLE: Youngsville Star Mfg. Co..... Feed Mill Track.....						X	X	X	X	X
IRVINGTON: Yard Tracks south of Main Track, except Wye						X	X	X	X	X
STARBRICK: General Petroleum Products Co..... Penna. Elec. Co..... Warren Tank Car Co. Tracks Nos. 2, 3 & 4 Other Tracks.....						X	X	....	X	X
WARREN: South of Tank Car Company's Switch on DeLuxe Track..... DeLuxe Metal Furniture Co..... Fourth Street Track..... Penn Furn. & Iron Co. Switches from old scale Track at east end Freight House..... Switch at east end No. 2 House Track..... Smith Horton Co..... Switch at east end No. 2 Yard Track..... Thomas Flexible Coupling Co..... Warren Planing Mill Co. beyond Yard Limit board	X	X	X	X	X	X	X	X	X	X
WEST OF MILE POST 71: Industrial Oil Co..... Stoneham Gasoline Co.....						X	X	....	X	X
CLARENDON: Tiona Refining Co. No. 2..... Bradford Penn Refining Co..... Barrel Works.....						X	X	....	X	X
SHEFFIELD: No. 1 Interchange..... Penna. Glass Bottle Co..... Back Track					X	X	X	....	X	X
Storage Track						X	X	....	X	X

[illegible]

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
Connection to track No. 7 east end of Yard	....	....	....	....	....	X	....	....	X	X	
Connection to East Yard	....	....	....	....	....	....	....	....	X	X	
ST. MARYS—											
EAST YARD:											
St. Marys Beverage Co. track, beyond stop sign	X	X	X	X	X	X	X	X	X	X	
Armour Leather Co. track	X	X	X	X	X	X	X	X	X	X	
Industrial Track	....	....	....	....	....	X	X	X	X	X	
All other Tracks	....	....	....	....	....	X	X	X	X	X	
Bridge 125.5D leading to Goetz Feed Co.	X	X	X	X	X	X	X	X	X	X	
BRIDGE 148.77:											
West of Emporium	20	40	40	45	45	45	50	45	50	35	
EMPORIUM:											
Cramer Supply Co. No. 1	....	....	....	X	....	X	X	X	X	X	
Chautauqua Br.:											
FW to FY and BM to Bridge	....	....	....	....	....	....	....	....	B20	....	
Engines running light over above territory	....	....	....	....	....	....	40	35	40	....	
BUFFALO:											
Curve at FW	....	....	....	....	....	....	....	....	5	....	
Elk St. Yard	....	....	....	....	X	X	X	X	X	X	
B. & O. R. R. Connection South of B. C. R. R. Crossing	....	....	....	....	....	....	....	....	X	....	
BROCTON:											
Brocton Preserving Co. and Brocton Mills	....	....	....	....	X	X	X	X	X	X	
Station Track	....	....	....	....	....	X	....	F	X	....	
Ryckman's National Grape Corp'n.	....	....	....	....	....	X	X	F	X	X	
BRIDGE 60.44:											
South of Pross	....	....	....	....	....	35	....	....	....	....	
MAYVILLE:											
South end of Bell's	....	....	....	....	....	X	X	F	X	X	
Chautauqua Cabinet Co.	....	....	....	....	....	X	X	F	X	X	
SHERMAN:											
Mohawk Spur	....	....	....	....	....	X	X	F	X	X	
CORRY:											
Curve at East end of Old Main Track, Eye to Maple Ave.	....	....	....	....	R	R	R	R	R	R	
Ajax Iron Works beyond frog	X	X	X	X	X	X	X	X	X	X	
SPARTANBURG:											
BRIDGE 102.35:											
On Mill Track	5	5	5	5	5	X	5	5	X	X	
TRYONVILLE:											
Storage Track	....	....	....	....	....	X	F	....	X	X	
TITUSVILLE:											
Mechanic St. Team Track	....	....	....	....	X	X	X	X	X	X	
Pioneer Track	....	....	....	....	X	X	X	X	X	X	
Water Works Track beyond Clearance Point	....	....	....	....	X	X	X	X	X	X	
Titusville Iron Works	....	....	....	....	X	X	X	X	X	X	
Dillon Track	....	....	....	....	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
Meyers Track	....	....	....	X	X	X	X	X	X	X	
Hale Track	....	....	....	X	X	X	X	X	X	X	
BRIDGE 130.27:											
South of Petroleum Center	....	....	....	....	....	30	....	....	....	....	
ROUSEVILLE:											
Curve North of Bridge 132.29	....	....	....	....	....	....	....	....	15	B5	
OIL CITY:											
Curve South of Bridge 136.70	....	....	....	....	....	....	....	....	15	B5	
Continental Refining Co.	....	....	....	....	X	X	X	X	X	X	
Pennzoil Plant No. 1	....	....	....	....	F	X	X	X	X	X	
Pennzoil Plant No. 2	....	....	....	....	F	X	X	X	X	X	
—Hole Track	....	....	....	....	....	....	....	....	....	....	
Pennzoil Plant No. 2	....	....	....	....	....	....	....	....	....	....	
—Fuel Oil Track	....	....	....	....	X	X	X	X	X	X	
J. B. Berry Sons Co.	....	....	....	....	F	X	X	X	X	X	
Penn Eastern Wine Corp.	....	....	....	....	X	X	X	X	X	X	
New Castle Tracks	....	....	....	....	X	X	X	X	X	X	
Upper Yard Tracks	....	....	....	....	X	X	X	X	X	X	
Borland Lumber Co.	....	....	....	....	X	X	X	X	X	X	
Keystone Public Service Hill Track beyond inside switch	X	X	X	X	X	X	X	X	X	X	
Wye at passenger Station	....	....	....	....	F	X	X	X	X	X	
Erie R. R. Bridge on Wye	....	....	....	X	X	X	X	X	X	X	
Salamanca Br.:											
Over entire branch:	....	....	....	....	30	30	30	30	30	....	
Engines running forward light	....	....	....	....	30	30	30	30	30	....	
Engines running backward	....	....	....	....	B25	B20	....	....	....	....	
OIL CITY:											
Emil Koos	....	....	....	....	X	X	X	X	X	X	
TIONESTA:											
Cropp Farm, Inc.	....	....	....	....	X	X	X	X	X	X	
Public Delivery Track	....	....	....	....	....	X	....	....	X	....	
BRIDGE 26.04:											
South of West Hickory	....	....	....	....	....	30	....	....	30	20	
BRIDGE 39.29:											
North of Gem	....	....	....	....	....	30	....	....	30	....	
BRIDGE 47.66:											
South of Stone	....	....	....	....	....	30	....	....	....	30	
IRVINGTON:											
Yard Tracks, except Wye	....	....	....	....	....	X	X	....	X	X	
STRUTHERS:											
Seneca Works No. 1	....	....	....	....	....	X	X	X	X	X	
L. Segel Track	....	....	....	....	....	X	X	X	X	X	
Phenix Furniture Co. and Public Delivery Track	....	....	....	....	....	X	X	X	X	X	
Seneca Works No. 2	....	....	....	....	....	X	X	X	X	X	
Warren Axe and Tool Co.	....	....	....	....	....	X	X	X	X	X	
Rogers Spur	....	....	....	....	....	X	X	X	X	X	
Crew Levick Co.	....	....	....	....	....	X	X	X	X	X	
Cooperative GLF Farm Supplies Nos. 1 and 2 Tracks	....	....	....	....	....	X	X	X	X	X	
Pure Oil Co.	....	....	....	....	....	X	X	X	X	X	

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
Nu-Guard Chemicals, Inc.					X	X	X	X	X	X	
Warren Lamp Co.					X	X	X	X	X	X	
Hammond Iron Works, Nos. 1 to 3 inclusive						X	X	X	X	X	
Riverside Acid Works..						X	X	X	X	X	
United Refinery Co., Tannery Tracks						X	X	X	X	X	
Warren Water Co. Track						X	X	X	X	X	
KINZUA: Public Delivery and Sheldon Handle Factory Track						R	R	....	R	R	
SUGAR RUN: Station Track						R	R	....	R	R	
QUAKER BRIDGE: Public Delivery Track						X	....	....	X	....	
SALAMANCA: Public Delivery Track.. Cement Block Track						X	....	....	X	....	
BRIDGE 97.33: North of Salamanca						30	....	....	30	....	
RIVERSIDE JCT.: B. & O. R.R. Connection						X	....	....	X	....	
VANDALIA: Public Delivery Track						X	....	....	X	....	
ALLEGANY: Wm. N. Hall Track... St. Bona. College Track to 200 feet North of Highway St. Bona. College Track from 200 feet North of Highway to End...						X	X	X	X	X	
BRIDGE 115.23: South of Bill						20	....	....	20	....	
OLEAN: Cripple Yard... North and South Receiving Yards... North and South Classification Yards... Weston Lumber Co... Shop Yard... South end No. 5 Coach Yard... Engine Storage Yard... Foley Bros... Cabin Track... Dailey Mills, No. 4 Track... South end Olean Yard On Track Scales									5	5	
BRADFORD SECONDARY TRACK: All Tracks						X	X	X	X	X	
Rochester Secondary Track: Entire Secondary Track			B5	....	B20	X	B15	B15	X	X	
Engines running light, Entire Secondary Track						X	....	20	X	....	

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M		
ROCHESTER: H. H. Babcock Co. No. 1 Trestle			X	X	X	X	X	X	X	X	
Hubbs & Hastings	X	X	X	X	X	X	X	X	X	X	
Miller's Waste Material Track				R	....	R	R	R	R	R	
All Industrial Tracks from Station to RB Block-Limit Station						X	X	....	X	X	
All tracks beyond Wye							R	R	R	R	
RETSOF JUNCTION: G. & W. R. R.				X	....	X	X	X	X	X	
BRIDGE 33.61: South of Cuylerville	15	15	15	15	15	X	15	15	X	X	
MT. MORRIS Trestle on Gerace Coal Track	X	X	X	X	X	X	X	X	X	X	
SONYEA: Craig Colony Track					F	X	X	X	X	X	
Nunda: SECONDARY TRACK:						R	R	R	R	R	
AMBLUCO: American Bluestone Co. and Public Delivery Track beyond inside Switch					F	X	X	X	X	X	
FILLMORE: Gelser & Son Track... Borden's Milk Track						R	R	R	R	R	
CUBA: Lead to House Track and Phelps & Sibley No. 1					F	X	X	X	X	X	
Cooperative G. L. F. Service Track					F	X	X	X	X	X	
Phelps & Sibley No. 2					F	X	X	X	X	X	
Swift & Co. and Ack-erly & Sill Co.					F	X	X	X	X	X	
Ridgway Branch: South of yard limit board at Ridgway to Falls Creek						X	20	....	X	....	
RIDGWAY: No. 4 Team Track and No. 1 Freight House Track						X	X	....	X	X	
Hyde-Murphy Co. and C. O. Salberg						X	X	....	X	X	
Main Street Track						X	X	....	X	X	
Penn Ridge Ice Co.						X	X	....	X	X	
Switch at North end Hungarian Track						X	....	....	X	X	
BROCKWAY: McCauley & McKay Track		X	X	X	X	X	X	X	X	X	
Brockway Glass Co., coal trestle	X	X	X	X	X	X	X	X	X	X	
LANES MILLS: Nugent Mining Co. beyond frog						X	X	....	X	X	

ENGINE RESTRICTIONS

Engines are restricted at locations shown below
Applies on tracks specified within the territory between:
Region Post (Phila. Region) and Renovo

NOTE—Letters and figures indicate:

- X—Prohibited.
A—Backward movement prohibited.
B—Backward movement restricted to speed indicated.
D—Operation of engines coupled prohibited.
E—Operation of engines coupled restricted to speed indicated.
R—Restricted account light rail.

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

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

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES									
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, AP, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M
Main Line										
HALIFAX Trestle on track south of No. 1 track	X	X	X	X	X	X	X	X	X	X
L.V. JCT. YARD East end Nos. 2 and 3							X			X
L.V. JCT. West of—Bridge 112.03—No. 2 track							35			55
MILLERSBURG F.G. Boyer		X	X	X		X	X	X	X	X
DALMATIA Freight House, public Delivery tracks							X	X	X	X
FIDLER Crippled car track							X	X		X
FISHERS FERRY Public Delivery							X	X		X
SUNBURY Creek Yard and indus- trial tracks			X	X			X	X	X	X
Wels Pure Food Co. Connection to Haas Lead			X	X						X
No. 5 Freight House side track			X	X			X	X	X	X
Sunbury Barret Div. Allied Chemical			X	X			X	X	X	X
Clasters Building							X	X	X	X
Nite Kraft Corp.							X	X		X

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, AP, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M	
NORTHUMBERLAND Highway Bridge No. 285.89							50			50	
D. L. & W. Interchange Connection to Former D. L. & W. Main Tr. C. G. Bolig			X	X		X	X	X	X	X	
Circle track						X	X			X	X
MILTON E. of—Bridge 275.25							35				
E. of—Bridge 275.22							35				
Mahoning St. Car Re- pair track										X	
Milton Mfg. Co., all tracks		X	X	X			X	X	X	X	
Bark track		X	X	X			X	X	X	X	
Canal Branch		X	X	X			X	X	X	X	X
A.C. & F. Co. tracks			X	X			X	X	X	X	
E. of W. End Fair Siding, Bridge 273.28							40				
Ann Home Foods, Inc., track						X	X	X	X	X	X
Merritt, Chapman & Scott Corp., track						X	X	X	X	X	X
Canal track, from a point 250 feet west of Locus St. to end of track						X	X	X	X	X	X
WATSONTOWN Watson town Mineral Prod. Co.			X	X			X	X	X	X	
Watson town Brick Co. Watson town Fdy. & Machine Co.		X	X	X			X	X	X	X	X
Watson town Cab. Co. Keystone Brick Jasper Wood Products Co. 8th St. Plant			X	X			X	X	X	X	
Jasper Wood Products Co. New Plant							X			X	
MONTGOMERY E. of—(River) Bridge 265.16							45			55	
Connection to Reading Co.										5	
Montgomery Table & Desk Wks. and others			X	X			X	X	X	X	
WILLIAMSPORT E. of—(River) Bridge 249.89							30			45	
3d St. Underground Bridge 249.40							20			35	
Crossover to Frank Fulmer Track							X	X		X	
Williamsport Storage Crossover to Lycoming College							X	X		X	
Tracks 13, 14, 15, Hepburn St. Freight House, Walnut St.							R	R		X	
Coach Yard — Walnut St.			X	X		X	X	X	X	X	
Campbell St. Und'grnd Bridge 247.88			10	10		10	10	10	10	10	
Ray E. Thomas Lycoming Creek Bridge 246.53							40			55	
										X	
							30			45	
LINDEN E. of—(River) Bridge 242.86							30			45	

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, AP, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M	
LOCK HAVEN West Leg wye to B.E. Beh. Canal Track M. L. Claster Coal Yard A. H. Rinella Lock Haven Auto Co. Clinton Wholesale Groc. Co. and M. L. Claster & Son Lbr. Yard Lock Haven Chair Co. North Amn. Refractories Co.			X	X	B5	B5	B5	B5	B5	X	
QUEENS RUN E. of—(River) Bridge 218.97							30			45	
FARRANDSVILLE No. 1 Track—Bridge 217.49							30			45	
FERNEY Cripple car track										X	
NORTH BEND E. of—Bridge 198.92							45				
RENOVO Renovo Gas and Elec. Co.			X	X			X	X	X	X	
L. V. Junction Secondary Track M.P. 1 to Lykens			X	X		X		X	X		
ELIZABETHVILLE P. W. Raker, C. T. Romberger P. E. Bingaman & Sons	X	X	X	X	X	X		X	X		
Montandon Secondary Track Montandon to 1000 feet west of 1000 feet west of Montandon to White.											X
LEWISBURG C. Driesbach Sons Deitrich & Gamble Kunkle & Comstock Creasy Lumber Co. Brook Park Track	X	X	X	X	X	X		X	X		
VICKSBURG Station track W. of M.P. 7, Bridge 7.21								X	X		
MIFFLINBURG Pub. Delivery Tr. Farmers Exchange Mifflinburg Body Co., all tracks Dairymans League				R				X	X		

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, AP, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M	
SWENGEL Public Delivery								X			
MILLMONT Millmont Box Co.								X	X		
COBURN Pub. Delivery Tr. West of—Lumber Track								X	X		
RISING SPRINGS Spring Mills Milling Co.								X	X		
CENTRE HALL Centre Hall Mills from 12 car lengths west of east end to west end	X	X	X	X	X	X	X	X	X	X	
LINDEN HALL W. of M.P. 54, Bridge 54.09 W. of M.P. 55, Bridge 55.19									20		
OAK HALL Public Delivery W. of—W. of M.P. 57, Bridge 57.09								X	X		
LEMONT E. C. Ross				R				X	X		
ROCKVIEW Public Delivery Penitentiary track			X	X		X	X	X	X		
Watsonstown Secondary Track 1000 feet east of connection with main line, Wats'n to Berwick All turnouts from secondary track to A.C. & F. yard tracks								X	X	X	X
TURBOTVILLE J. H. Rishel & Co.									X		
OTTAWA D. R. Rishel & Co.									X		
Linden Branch SOUTH W'MSPORT Delvan Block Co. Brick Yard Track Ray-O-Vac J. H. Foresman Keystone Furniture Keystone Fric't'n Hinge Linden Coal Dock										X	
Bald Eagle Br. LOCK HAVEN Penn. Woven Wire Co. Hoberman Coal and Junk Yard J.D. Bowe American Aniline Prod. Co. N. Y. & Penna. Paper Co. Castanea Paper Co.			X	X		X	X	X	X	X	X

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, P, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M	
Elmira Branch											
NEWBERRY											
Lundy Lumber Co.			X	X			X	X	X	X	
W. of—W. of M.P. 2, Bridge 2.09							35				
W. of M.P. 2, Bridge 2.64							25				
W. of M.P. 3, Bridge 3.84							30				
COGAN											
E. of—W. of M.P. 6, Bridge 6.23							30				
W. of M.P. 6, Bridge 6.56							35				
TROUT RUN											
W. of M.P. 13, Bridge 13.91							30				
W. of M.P. 15, Bridge 15.09							30				
W. of M.P. 15, Bridge 15.60							30			35	
W. of M.P. 17, Bridge 17.60							30				
BODINE											
W. of—W. of M.P. 18, Bridge 18.91							25			35	
BERGAN											
W. of—W. of M.P. 20, Bridge 20.23							35				
W. of M.P. 20, Bridge 20.81							30				
W. of M.P. 21, Bridge 21.21							30				
RALSTON											
E. of—W. of M.P. 22, Bridge 22.64							30				
W. of M.P. 23, Bridge 23.02							30				
W. of—W. of M.P. 23, Bridge 23.43							35				
GROVER											
W. of—W. of M.P. 35, Bridge 35.89							35			35	
CANTON											
W. of M.P. 38, Bridge 38.33							25	X	X	35	
Belmar Mfg. Co.						X	X	X	X	X	
Krise and Swaze Box to Trestle										X	
COWLEY											
Team Track										X	

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, P, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M	
TROY											
Borden Milk Co. Trestle	X	X	X	X	X	X	X	X	X	X	
W. of—W. of M.P. 53, Bridge 53.54							35			35	
SNED											
Wye track							5		5	X	
FASSETT											
W. of M.P. 73, Bridge 73.69							30				
W. of M.P. 73, Bridge 73.94							20			30	
SOUTHPORT											
West end tracks 6, 7, 8, 9, 10										X	
Oil House Track							X	X		X	
HORSEHEADS											
E. of—Bridge 0.59							25			25	
Leri Marshall Sons							R	R	R	R	
Trestle on L.V.R.R.			X	X		X	X	X	X	X	
Consolidated Brick Co.							X			X	
PINE VALLEY											
W. of—Bridge 5.99							35				
MILLPORT											
E. of—Bridge 7.09							20			20	
WATKINS GLEN											
Shelair Oil Co.							X	X	X	X	
Wye Tracks							X	X	X	X	
Watkins Salt Co.							X	X	X	X	
Short Dump							X	X	X	X	
W. of—Bridge 21.82							20			35	
W. of—Bridge 22.09							20			35	
ROCK STREAM											
W. of—Bridge 24.56							20		20	20	
W. of—Bridge 24.71							20		20	20	
W. of—Bridge 25.05							20		20	20	
HIMROD											
H. W. Hall			X	X			X	X	X	X	
PENN YAN											
West siding							R	R		R	
Fiero & Monin			X	X			X	X	X	X	
J. D. Moore Coal Co.		X	X	X			X	X	X	X	
BELLONA											
Public Delivery							X	X	X	X	
Libby, McNeil & Libby							X	X		X	
STANLEY											
L.V.R.R. Wye track							X			X	
W. of—Bridge 53.42							15			20	
W. of—Bridge 59.97							30				
CANANDAIGUA											
Canandaigua Lake Industrial Track			X	X			X	X	X	X	
Sodus Bay											
Secondary Track											
PHELPS JUNCTION											
Wye to N.Y.C.							X	X		X	

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, AP, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M	
NEWARK											
N.Y. State School	....	....	....	....	....	....	X	X	X	X	
Newark Coal Co.	....	....	....	....	....	....	X	X	X	X	
Bloomer Bros. Paper Mill Track	....	....	....	....	....	....	X	X	X	X	
C. H. Stewart & Sons. Pub. Delivery Track	....	....	....	....	....	....	X	X	....	X	
W. of—Bridge 16.83	....	....	....	....	....	....	20	....	....	....	
W. of—Bridge 16.85	....	....	....	....	....	....	20	....	....	....	
Newark Wye	....	....	....	....	....	....	5	....	....	X	
SODUS POINT											
Coal pier tracks	....	....	....	....	....	....	....	....	....	....	X
NEWARK TO MARION											
Newark—Bridge 2	D15	X	X	X	D15	X	X	X	X	X	X
Wilkes-Barre Br. WILKES-BARRE											
Coach Track No. 4A	....	....	....	....	....	....	X	....	....	X	X
Freight Station and Industrial Tracks	....	....	....	X	....	....	X	X	X	X	X
HART—WEST OF											
Spur Tracks leading off Vulcan Iron Works Track	....	....	....	X	....	X	X	X	X	X	
Industrial Tracks off No. 4 Track	....	....	....	....	....	....	X	....	....	X	X
PLYMOUTH FERRY CROSSING East of Crossover between Nos. 1 and 2 and Nos. 2 and 3 Tracks	....	....	....	....	....	....	X	....	....	X	X
PLYMOUTH FERRY CROSSING West of Crossover between Nos. 3 and 4 Tracks	....	....	....	....	....	....	X	....	....	X	X
BUTTONWOOD											
All Industrial tracks	....	....	....	....	....	....	X	....	....	X	X
All tracks in D. & H. Yard except No. 5	....	....	....	....	....	....	X	....	....	X	X
Turnout at west end of Track No. 6, Classification Yard	....	....	....	....	....	....	X	....	....	X	X
Main Track turnout leading to C.R.R. of N. J. Yard	....	....	....	....	....	....	X	....	....	X	X
Turnouts at west end of Tracks Nos. 4 and 5 eastward Receiving Yard at Log	....	....	....	....	....	....	....	....	....	X	
NANTICOKE											
Station and all Industrial Tracks	....	....	....	X	....	....	X	X	X	X	X
WEST NANTICOKE TRACK	....	....	X	X	....	....	X	X	....	X	X
GLEN LYON TRACK											
Susquehanna Colliery Co. Breaker No. 6, Tracks 5 and 6	....	....	....	....	....	....	X	X	....	X	X
GLEN LYON											
Breaker No. 6, empty car tracks Nos. 5 and 6 beyond clearance point	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, AP, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M	
HONEY POT YARD											
Tracks 5 to 14 inclusive, east end	....	....	....	....	....	....	....	X	....	X	....
RETREAT											
Station Track	....	....	....	....	....	....	X	X	....	X	X
BRIDGE 40.74											
2,625 feet west of Wapwallopen	....	....	....	....	....	....	30	....	....	....	....
NESCOPECK											
Lumber Co. Track	....	....	....	....	....	....	X	X	X	X	X
Station Tracks	....	....	....	....	....	....	X	....	....	X	X
Storage Tracks 2 and 3	....	....	....	....	....	....	X	....	....	X	X
Other Industrial Tracks	....	....	....	....	....	....	X	X	....	X	X
CREASY											
Station Track	....	....	....	....	....	....	X	....	....	X	X
EAST BLOOMSBURG											
Station Track	....	....	....	....	....	....	....	....	....	X	X
CATAWISSA											
Station Tracks	....	....	....	....	....	....	X	....	....	X	X
Kern Track	....	....	....	....	....	....	X	....	....	X	X
BRIDGE 16.49											
2,320 feet east of M.P. 16	....	....	....	....	....	....	30	....	....	....	....
SOUTH DANVILLE											
East end Station Track	....	....	....	....	....	....	X	....	....	X	X
Other Industrial Tracks	....	....	....	....	....	....	....	....	....	....	....
Merck & Company:	....	....	....	....	....	....	X	....	....	X	....
Lead to	....	....	....	....	....	....	....	....	....	....	....
Ammonia tracks Nos. 1 and 2 and Power House track	....	....	....	....	....	X	X	X	X	X	X
KIPS											
W. of—Gulick No. 1	....	....	....	....	....	....	X	....	....	X	X
BRIDGE 0.42											
East of Kase No. 1 Track	....	....	....	....	....	....	30	....	....	....	....
BRIDGE 0.27											
East of Kase No. 1 Track	....	....	....	....	....	....	30	....	....	....	....
SHAMOKIN											
SECONDARY TRACK											
MT. CARMEL											
Montellus Track	....	....	....	....	....	....	X	X	X	X	X
Public Delivery Track, beyond east end of A. Ondo produce house	....	....	....	....	....	....	X	X	X	X	X
Track North of Station east end L.V.R.R.	X	X	X	X	X	X	X	X	X	X	X
SAGON											
Natalie connecting Track No. 1	....	....	....	....	....	....	....	X	....	X	....
BRIDGE 22.39											
31 feet east of Fulton	....	....	....	....	....	....	25	....	....	....	....
BRIDGE 22.30											
485 feet west of Fulton	....	....	....	....	....	....	25	....	....	....	....
BRIDGE 20.59											
1,697 feet east of M. P. 20	....	....	....	....	....	....	25	....	....	....	....

LOCATION	CLASS OF ENGINES										
	GS4, A5, AS, BS, ES, FS6	B, A6, A6B, AS, BS, ES, FS10 BS, ES, FS12, ES15	E	G, AP, BP, EP, FP60, EP45	H6, BS7	H9-10, AS, BS, FS16, FS20, BS24, LS25, AF, BF, 64, AF, BF, EF, FF60, FF48, EFP45, EH60	I	K, BP60A, BH50	L	M	N
SHAMOKIN Enginehouse tracks: Enginehouse and Ash Tracks Cinder and Short Tr. Freight Sta. Tracks... Foundry Track from main track connection to 400 feet west..... Foundry track 400 ft. west of main track connection to end of track All Industrial Tracks..	B5	B5	B5	B5 X	B5	B5 X	B5 X X	B5 X	B5 X	X X X X X X	X X X X X X
GLENBURN Empty Car Track				X	....	....	....	X	....	X	....
WEIGH SCALES First curve east of M. P. 16										D	....
Crossover										X	....
Shamokin Br. HOOVER COAL CO. Industrial Track, 543 ft. east of Mile Post 14, beyond point de- signated by sign										X	....
SHAMROCK Station Track									X	X	....
REED Station track				X	....	....	....	X	....	X	....
DEIBLER Jonathan Coal Mining Co. tracks beyond point designated by sign							X	....	....	X	....
Jonathan Coal Mining Co. Storage Tracks....				X	....	....	X	X	X	X	....
SUNBURY Tomson Track										X	....
All Industrial Tracks between Sham and Adam				X	....	....	X	X	X	X	....
SCOTT TRACK Trestle leading to Everett Lumber Co....				X	....	....	R X	R X	R X	R X	....
HAAS LEAD All Industrial and Sta- tion Tracks between Adam and Front St., Sunbury				X	....	....	X	X	X	X	....
SELINSGROVE SECONDARY TRACK Bridge 44.04 Susque- hanna River				X	....	....	X	X	X	X	....
Bridge 44.40 Susque- hanna River			10	X	10	10	X	X	X	X	....
Bridge 44.40 Susque- hanna River			10	X	10	10	X	X	X	X	....
All Industrial Tracks....				X	....	....	X	X	X	X	....

ENGINE RESTRICTIONS—Continued

Applies between:

Allegheny Branch—Red Bank and Bridge.

Low Grade Secondary Track—Red Bank and DF.

Sligo Secondary Track—AW and SI.

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

F—Engines with more than two pair of flanged drivers prohibited.

R—Restricted account of light rail.

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

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

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

[illegible]

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M	N. Y. C. R. R. Class H7, H10, H10a, H10b, L1, L2, La2, L3b	
LOW GRADE SECONDARY TRACK: Jet. Allegheny Branch and Mort Mort to Falls Creek Falls Creek to Driftwood	....	....	....	....	....	....	15 20	....	X X	X X	X X
LAWSONHAM: River storage track Switch to Sligo Br.	....	....	....	....	....	X	X	....	X	X	X
BRIDGE 14.90: St. Charles	20	20	20	20	30	15	20	30	X	X	....
CLIMAX: Switch to Tile Co. track	....	....	....	....	....	X	X	....	X	X	X
BOSTONIA: Bostonia track	....	....	....	....	....	X	X	....	X	X	X
NEW BETHLEHEM: Tile Co. track	....	....	....	....	....	....	X	....	X	X	X
BRIDGE 22.27: West of OD	20	20	20	20	30	15	20	30	X	X	....
OAK RIDGE Crawford Furn. Co. Track	....	....	....	X	X	X	X	X	X	X	X
HAWTHORN: Sherman Min tracks beyond tippie Wallwork track	....	....	....	....	....	X	X	....	X	X	X
BRIDGE 30.76: West of Heathville	20	20	20	20	30	15	20	30	X	X	....
BRIDGE 35.63: Second bridge east of SU	20	20	20	20	30	20	20	30	X	X	....
BRIDGE 35.92: Third bridge east of SU	20	20	20	20	30	15	20	30	X	X	....
BRIDGE 41.00: East of GH	20	20	20	20	30	20	20	30	X	30	....
BRIDGE 42.36: East of Brookville	20	20	20	20	30	15	20	30	X	30	....
BROOKVILLE: Wye track Brookville track Locomotive Works tr.	....	....	....	....	....	X	X	....	X	X	X
BRIDGE 47.68: East of BE	20	20	20	20	30	15	20	30	X	30	....
FULLER: Carload delivery track Coal track	....	....	....	....	....	....	X	....	X	X	X
BRIDGE 50.76: East of Fuller	20	20	20	20	30	15	20	30	X	30	....
BRIDGE 51.68: West of Mile Post 52	20	20	20	20	30	15	20	30	X	20	....
BRIDGE 53.29: East of Mile Post 53	20	20	20	20	30	20	20	30	X	30	....

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	ES-6, ES-10	BS-7, BS-10, BS-12, GS-4, AS, BS-6	B-6, AS-10, ES-12	FS-10	H-9, H-10, FS-12, ES, AF, BF, EF-15, AS, BS, FS, AF, BF, FF-16, AS-18, FS-20	I	K, AFP, FF, BP, EP-20, LS-20, EP-22, AS, BS, FS-24, EFP-45, FF-48, BH-50, AF, BF, EF, EH, FF, AP, BP, EP, FP-60, BP, EF 60T, AF, BF-64	L	M	N. Y. C. R. R. Class H7, H10, H10a, H10b, L1, L2, La2, L3b	
BRIDGE 53.50: Second bridge east of Mile Post 53	20	20	20	20	30	20	20	30	X	30	....
BRIDGE 53.66: Third bridge east of Mile Post 53	20	20	20	20	30	15	20	30	X	30	....
BRIDGE 54.41: Second bridge west of RS	20	20	20	20	30	15	20	30	X	20	....
REYNOLDSVILLE: Cabin track Glass Works track West End RS siding	....	....	....	....	....	X	X	....	X	X	X
FALLS CREEK: Bridge 62.64 All connections north side main track except east end warehouse track R. & O. R. R. connection from siding Jackson China Co. siding	20	20	20	20	30	20	20	30	X	X	....
BRIDGE 63.11: East of Falls Creek	20	20	20	20	30	20	20	30	X	X	X
BRIDGE 64.35: Second bridge west of DB	20	20	20	20	30	15	20	30	X	X	X
DUBOIS: Industrial track west of B. & O. R.R. connection Old Clay track Trestle-Kohlhepp's coal track Shakespeare's scrap yard beyond clearance point Brady Street track to freight house All other tracks except Wye and DB siding	....	....	....	....	....	X	X	....	X	X	X
TYLER: Crossover between tracks of New Shawmut Mining Co., west of tippie	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 85.69: Fourth bridge east of VI	20	20	20	20	30	15	20	30	X	X	....
BRIDGE 90.21: Second bridge west of Medix Run	20	20	20	20	30	15	20	30	X	X	....
SLIGO SECONDARY TRACK: AW to SI	....	....	....	....	....	X	X	....	X	X	X

1160-A2. The movement of Class J engines either dead or in service is prohibited.

1160-A3. N. Y. C. R. R. Engines—Main Line

Bridge—	Location	H	L-1	L-2	L-3	L-4
218.97—Queens Run River		30	30	30	30	40
217.49—Farrandville No. 1 Track		30	30	30	30	45

1160-A4. N. Y. C. R. R. Engines—Elmira Branch.

Bridge—	Location	H	L-1	L-2	L-3	L-4
7.09—East of Millport		30	30	X		
24.56—Rock Stream		20	20	X		
25.05—West of Rock Stream		20	20	X		

N. Y. C. R. R. Locomotives of L2a, L2b and L2c class may be operated between Himrod Jct. and Southport, subject same restrictions as shown for P.R.R. I-1-s engines.

N. Y. C. Diesel locomotives, series 1000 also series 3300 may be operated in two, three or four units between Himrod Jct. and Southport.

Trains with two or more K-2, K-4, L-1, I-1 or M or any combination of these engines with each other cannot be operated over Bridge 24.56 Rock Stream, or Bridge 25.05 Big Stream, unless separated by two or more cars.

Trains with two or more engines must not exceed a speed of twenty (20) miles per hour over these two bridges.

P. R. R. six and eight axle tenders prohibited west of Watkins Glen, except 130-F-82 and 180-F-82 tenders.

1160-A5. Engine limit boards will indicate portions of track on which engines are prohibited on Allegheny Branch and Low Grade and Sligo Secondary Tracks.

1160-A6. All engines turning on DB Brookville Wye will enter east leg and leave from west leg.

1160-A7. L-1 engines when equipped with auxiliary tenders must not exceed a speed of 15 miles per hour over bridges 51.68, 63.11, and 64.35 on Low Grade Secondary Track.

1160-A8. BAR diesel engines Nos. 60 to 75, inclusive may be operated under the same restrictions as apply for Class ES-10 diesel engines.

1160-A9. Class AS-6 and AS-10 diesel engines are permitted on Standard Milling Co. track Nos. 1 and 2 and Keystone Nos. 1 and 2, Buffalo.

1160-A10. On account of unreliable shunting of track circuits, Diesel switching engines of ES6 and GS 4 types, or similar light weight equipment, must be operated in accordance with Rules 309, 506 and 637 in track circuited territory, unless one or more cars are attached.

1106-A11. All N. Y. C. & St. L. R. R. steam locomotives restricted on side tracks serving Brocton Mills and I. Miller Pickles, Inc., Brocton, N. Y.

Other Equipment Restrictions.

1160-B1. Cars weighing from 150,000 up to 210,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to AS, BS, ES6 or H-6 engines.

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to AS, BS, ES10, H-8, H-9 or H-10 engines.

Main Line.

1160-B2. Snow plows will not clear station platform on No. 2 track at Olean and Emporium and on main track at Port Allegany.

1160-B3. Light weight Pullman cars 10 feet wide, 84 feet 6 inches long and 59 feet 6 inches center to center of trucks must not be operated through facing crossover between No. 2 main track and No. 1 thoroughfare track, at East End of Northumberland Yard.

Sodus Bay Secondary Track.

1160-B4. Newark to Marion:

Cars with gross weight in excess of 210,000 pounds or wrecking cranes larger than 120 ton capacity must not be used over bridges. H-6, AS-6, BS-6, BS-7, FS-6 and GS-4 Engines and 120 ton derrick must not exceed a speed of 15 miles per hour over Bridge No. 2 and derrick must be separated from the engine by three empty cars.

Rochester Secondary Track.

1160-B5. Trains moving snow plows must not exceed a speed of 5 miles per hour over Bridges 40.60 and 82.01.

1160-C1. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., except as follows:

Main Line or Branch	Between	And	Bridge	Note
Main Line	Buffalo	Region Post (Phila. Reg.)	—	—
Main Line—Erie	Erie	JN	—	—
Elmira Branch	Newberry	Can	—	—
Wilkes-Barre Branch	Kase	Wilkes-Barre	—	—
Shamokin Branch	Sham	Weigh Scales	—	—
Shamokin Secondary Track	Weigh Scales	Mt. Carmel	—	—
Sodus Bay Secondary Track	Stanley	Sodus Point	—	—
Chautauqua Branch	BM	Oil City	—	—
Salamanca Branch	Olean	Oil City	—	—
West Seneca Branch	GJ	GB	—	—
Allegheny Branch	Red Bank	Oil City	—	—

In territory between Buffalo, Erie and Renovo the derricks must be separated from the engine by at least two cars, which may or may not be loaded.

In territory between Renovo and Region Post (Phila. Region) where they are permitted to operate these derricks in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions obtained for class I-1-S Engines, at the time-table speed covering the movement of wreck trains, without the necessity of separating the wreck derrick from the hauling engine.

On the West Seneca Branch these derricks are prohibited from passing under overhead bridge No. 0.94 on the main track unless smoke bonnet has been removed. Movement under this bridge may be made on Old Main Track without removing smoke bonnet.

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned will be moved under the same restrictions as listed for Class BP-60A and BH-50 engines except for the following bridges where the speed indicated must not be exceeded:

Main Line	Miles per Hour
Bridge 1.69, Buffalo	20
Bridge 3.53, South of DM.	35
Bridge 97.07, South of Port Allegany	30
Bridge 155.20, East of Cameron	15
Bridge 165.16, East of HY	30
Bridge 167.17, West of Driftwood	20
Bridge 171.08, Sinnemahoning	30
Bridge 183.00, Keating	30
Bridge 189.23, Westport	20
Main Line—Erie	
Bridge 148.77, West of Emporium	35
Salamanca Branch	
Bridge 97.33, North of Salamanca	30
Bridge 115.22, South of Bill	20

OVERHEAD CLEARANCE

Applies in territory between:

Buffalo,
Rochester,
Erie
Renovo and Oil City

While working in the State of Pennsylvania employees will be governed by Special Instructions 1163-A1 and 1163-A2 and while working in the State of New York employees will be governed by Special Instructions 1163-A2 and 1163-A3.

Overhead Clearance—State of Pennsylvania

1163-A1. Employees are prohibited from riding on top of moving box cars, excessive dimension cars, or other high equipment except hump and classification yards and following locations:

Main Line

Between Port Allegany and NR Block Station—Main Track.

Between NR Block Station and Emporium No. 1 and No. 2 Main Tracks.

Main Line—Erie

Elm to Mile Post 4, all Tracks.

Nos. 1, 2, 3, 4, 5 and 6 SECONDARY TRACKS.

Dock Jct. to west end State Street Bridge, all Tracks.

East end of State Street Bridge to Elm, all Tracks.

SALAMANCA BRANCH

Between Bridge and Rock.

CHAUTAUQUA BRANCH

Between Bridge and Reed.

1163-A2. Employees are prohibited from riding on top of moving engines or tenders, except in place provided for that purpose on this equipment.

Overhead Clearance—State of New York

1163-A3. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

LOCATION	OVERHEAD OBSTRUCTION	TRACK
MAIN LINE Buffalo, N.Y.	Bridge 0.85, Hamburg St.	All Tracks
	Bridge 0.95, Seneca St.	All Tracks
	Bridge 2.22, Babcock St.	All Tracks
	Bridge 2.76, Bailey Ave.	All Tracks
	Bridge 2.83 L.V.R.R.	All Tracks
	Bridge 2.90, on D. L. and W. connection	All Tracks
	Bridge 3.53 Buffalo River	No. 1 and No. 2 Main
	Bridge 4.56 L.V.R.R.	All Tracks
	Bridge 6.68 Union Road	No. 2 Main Track

LOCATION	OVERHEAD OBSTRUCTION	TRACK
	Building	Keystone Warehouse Tracks No. 1 and 2
	Building	Standard Milling Co. No. 1 and No. 2 Tracks
	Building	Kenney Coal Co. Tracks, No. 1, No. 2 and No. 3
	Building	A.C.F. Industries Shop Track
	Canopy	Verity Mills
	Building	Hinde Dauche Paper Co. No. 2 Track
	Roof DM Block Station	No. 1 Main Track
	Door	Lackawanna Construction Co. Track No. 1 & No. 2
Buffalo, N. Y. Burrows Lot	Chute	International Milling Co. Loading Tracks Nos. 6, 7 & 8
	Chute	Perot Malting Co., unloading Track
	Pipes	Russell Miller Milling Co. Tracks Nos. 1 and 4
	Door	Track No. 1
	Canopy	American Elevator Tracks Nos. 3 & 4
	Shed	Electric Elevator, Tracks Nos. 3 and 5
	Canopy	Kelly Island Lime & Transport Co. Nos. 1 and 2 Track
	Canopy	Marine Elevator, Tracks Nos. 1, 2, 3 and 4
WEST SENECA BRANCH		
Ebenezer Jct., South of	Bridge 0.83 Center Road	Main Track
	Bridge 0.94 Seneca St.	All Tracks
	Bridge 1.32 Orchard Park Road	All Tracks
SQ, North of	Bridge 3.41 B. & O. R.R.	All Tracks
Blasdell, North of	Bridge 4.96 N.Y.C.R.R.	All Tracks
	Signal Bridge	All Tracks
Buffalo, Ore Dock Yard	Bridge 6.01 Ridge Road	Lackawanna All Tracks
Dock Extension	Bridge 6.55 South Bfo Ry.	All Tracks
	Bridge 7.53 Fuhrmann Boulevard, Hopper	Lehigh Portland Cement Track lead
		Dock Tracks Nos. 1 and 2

LOCATION	OVERHEAD OBSTRUCTION	TRACK
MAIN LINE BUFFALO TO Portville, N. Y. Ebenezer	Door	Machine Shop Track
	Coal Chutes	Coal Wharf and No. 1 Enginehouse Track
	Door	Sand House Track
East Aurora	Canopy	Griggs & Ball Track
Perry	Bridge 28.04 Buffalo Road	Main Track
Protection	Bridge 30.26 Highway	Main Track
Lake	Signal Bridge	Main Track
Machias	Canopy	No. 1 & 2 Main Track
	Signal Bridge	Fred Haas Coal Co. Track
Napiers	Conveyor System	Buffalo Slag Co. Washing Machine Track
Ischua, South of	Bridge 57.76 Dutch Hill Rd.	No. 1 & No. 2 Main Tracks
Hinsdale, North of	Bridge 62.68 Scotts Corners Road	No. 1 & No. 2 Main Tracks
Olean, North of	Bridge 67.21 Hastings Road	No. 1 & No. 2 Main Tracks
Olean	Building	Fibre Forming Co.
	Overhead Door	Daystrom, Inc.
	Building	Van Der Horst Corp.
	Canopies	Foss Bros.
	Overhead Door & Pipes, Roof	Olean Warehouse Co.
	Canopy	Shulimson Junk Co.
	Canopy	Blue Line Track
	Lumber Shed	Armour & Co.
	Canopy	Blue Line Track
	Overhead Bridge No. 70.17	Carley Heater Mfg. Co.
	Canopy	Freight House No. 2
	Overhead Door	Red Line Track
		Red Line Track
		Dotterwich Brewery
		State St. Spur
		Olean Tile Co.
		I. W. Miller Co.
Olean Simpson Drilling Co.	Canopy	Store House Track
	Overhead Door	Central Shop
	Overhead Door	Wax Heater Bldg.
	Overhead Pipe	Bldg. No. 6
	Pipe & Canopy	Transil Oil
	Overhead Shed	Transil Oil
Portville	Canopy	Portville Farm Supply Company Track
CHAUTAUQUA BRANCH		
Buffalo	Bridge 2.02 Seneca St.	All Tracks

LOCATION	OVERHEAD OBSTRUCTION	TRACK
	Bridge 2.23 L.V.R.R.	All Tracks
	Bridge 2.35 Elk St.	All Tracks
	Bridge 2.63 South Park Ave.	All Tracks
	Bridge 2.82 D.L. & W.R.R.	All Tracks
Lackawanna	Door	Tomaka Lbr. Track
Brocton	Coal Dock	Ash Track
Mayville, North of	Bridge 62.94 Honeysett Rd.	Main Track
Mayville	Shed Roof Overhead Pipe Line	Chautauqua Cabinet Co. Spur
	Bridge 65.38	Main Track and Siding
Summerdale	Bridge 71.08 Westfield Rd.	Main Track
	Bridge 71.24 Nettle Hill Rd.	Main Track
SALAMANCA BRANCH		
Olean	Bridge 115.58 Buffalo St.	All Tracks
	Bridge 116.15 Third Street	All Tracks
	Overhead Doors	Enginehouse Tracks
	Overhead Doors	Clark Bros.
	Canopy	Dailey Mills
Riverside Jct.	Bridge 105.18	Main Track
ROCHESTER SECONDARY TRACK		
Rochester	Roof of shed	Babcock Coal Trestle Track
	Crane	Beardsley Glass Co. Track
	Building	Freight House Track No. 1 and No. 2
	Bridge 0.25 Atkinson St.	All Tracks
	Bridge 0.33 Adams St.	All Tracks
	Bridge 0.40 Tremont St.	All Tracks
	Bridge 0.49 Bronson Ave.	All Tracks
	Bridge 0.73 Plymouth Ave.	All Tracks
	Bridge 0.88 Exchange St.	All Tracks
	Bridge 2.44 Lincoln Park B. & O. R. R.	All Tracks
Wadsworth Jct.	Bridge 14.86 L.V.R.R.	All Tracks
Wagus, North of	Bridge 18.16 White Bridge	Freight House Track
Wagus, South of	Bridge 19.58 Erie R. R.	Secondary Track
Belfast	Door	Genessee Steel & Tank Co.
Cuba	Crane	Acme Elec. Co. Track

OVERHEAD CLEARANCE—Continued

Applies in territory between:

Renovo

Rockville

Branches & Secondary tracks.

Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Main Line

Location	Bridge or Structure
Millersburg West of	Bridge No. 113.78
Sunbury West of	M. L. Claster and Sons, Inc.
Sunbury West of	Barret Division Allied Chemical and Dye Corp.
Kase West of	Signal Bridge
North'l'd East of	Bridge No. 286.25
North'l'd East of	Bridge No. 285.86
North'l'd	Eastward signal bridge, west end of Bridge No. 285.86
North'l'd Yard	Bridge Over Circle Track
North'l'd Yard	Engine House
North'l'd West of	Stannert Lumber Gate and Cover Shed
Molly	Signal bridge
Montandon East of	Bridge No. 280.45
Montandon	Signal bridge
Milton East of	American Home Food Dept. M Bldg.
Milton East of	Boyardi Steel Co. Bldgs., and Overhead Trolley Rail
Milton	A. C. & F. Co. Plant—Crane Runways
Watson town East of	Watson town Brick Co. Bldg.
Watson town	Bridge No. 270.58
Watson town West of	Watson town Cabinet Co. Roof of Bldgs.
Montgomery	Montgomery Table Works Side Track, telephone wire
Allens East of	Atlantic Refining Company, Side Track
Williamsport	Fulmer Coal Co. Shed
Williamsport	Trayer Coal Co. Shed
Williamsport	Enginehouse
Williamsport	Central Beer Co. Overhead Pipe
Williamsport	Freight House Transfer Track No. 1
Williamsport	Freight House Transfer Track No. 2
Williamsport	Freight House Transfer Track No. 3
Williamsport	State Street No. 12 Track, Paper Co.
Williamsport	Williamsport Storage Co. Rose Street

Location	Bridge or Structure
Williamsport Walnut St.	Signal Bridge
Williamsport Campbell St.	Cantilever Signal
Williamsport Grier St.	Signal Bridge
Newberry	Armour Leather Co. Roof
Newberry	Fabricant Steel Products
Newberry West of	Bridge No. 243.79
Linden	Bridge No. 242.86
Jersey Shore West of	Bridge No. 236.04 Side Track
McElhattan East of	Bridge No. 229.49
Lock Haven	Bridge No. 222.28
Lock Haven Hanna Street	Cantilever Signal
Farrandville East of	Bridge No. 218.97
Ritchie	Bridge No. 204.13
Renovo	Bridge No. 195.34
Renovo	Erecting Shop
Renovo	Enginehouse
Renovo	Lumber Shed
Renovo	Machine Shop
Bald Eagle Branch	
Lock Haven Walnut Street	Cantilever Signal
Post	Signal Bridge
Lykens Yard	
Lykens	American Briquette Co. Chute and Shed
Lykens	Franklin Lykens Breaker
Selinsgrove Secondary Track	
Selinsgrove Jct.	Bridge No. 44.40
Selinsgrove Jct.	Bridge No. 44.04
Shamokin Branch & Secondary Track	
Sunbury	Tioga Mills Inc. Roof
Sunbury East of	Black Mills overhead structure
Sunbury East of	Bridge No. 2.85
Deibler East of	Bridge No. 10.63
Paxinos	Hoover Coal Co.
Shamokin East of	Bridge No. 22.31
Mt. Carmel West of	Bridge No. 25.56
Mt. Carmel West of	Green Ridge Track Bridge No. 26.65
Wilkes-Barre Branch	
Kips East of	Signal Bridge
Hunlock East of	Signal Bridge
Honey Pot Yard	Loading Track Trestle
Nanticoke West of	Cantilever Signal

Location	Bridge or Structure
Nanticoke East of Wilkes-Barre	Bridge No. 58.30 Hazel Street Hazard Wire Rope Co. Glen Lyon Lead
Nanticoke West of	Bridge No. 57.05 West Nanticoke Lead
Nanticoke	Bridge No. 0.93
NOTE—All Breakers, Colliers, Signal Bridges, Engine-houses and Turn Tables.	
Montandon Secondary Track	
Lewisburg	Bridge No. 1.08
Lewisburg	Dietrick & Gamble Roof
Mifflinburg	Farmers Exchange Bldg. Roof
M.P. 32 East of	Paddy Mountain Tunnel
M.P. 35 West of	Beaver Dam Tunnel
Rising Springs	Bridge No. 42.87
Centre Hall	Bradford's Shed
Lemont	Ross Coal Co. Shed
Watsonstown Secondary Track	
Ottawa	Rishel Bldg.
Strawberry Ridge	Mainzers Bldg.
Canal and Lumber Tracks	
Williamsport	
Upper Canal Bch	Reading Co., Overhead Bridge
Lower Canal Bch	Eck's Platform
Middle Can. Bch.	Hirsh Junk Co. Bldg.
Middle Can. Bch.	E. Keeler Co. Bldgs.
Middle Can. Bch.	Valley Iron Works Bldgs.
Middle Can. Bch.	Bethlehem Steel Co. Bldgs. and Sheds
Middle Can. Bch.	Lycoming Spencer Div. Avco Bldg.
Lumber Branch	Reeves-Parvin Roof
Lumber Branch	Radiant Steel Roof and Drain Pipe
Lumber Branch	Lundy Lumber Co. Coal Trestle Bldg.
Lumber Branch	Penna. Wire Rope Co. Bldg.
Lumber Branch	Lycoming Spencer Div. Avco Overhead Crane
Lumber Branch	Cullers Roof
Lumber Branch	Rishels Bldg.
Williamsport	Machine Co. Bldg.
Williamsport	Avco Mfg. Co. Bldg.
Williamsport	Engler Coal Co. Bldg.
Elmira Branch	
Williamsport West of	Bridge No. 2.64
Williamsport West of	Bridge No. 3.84
Trout Run West of	Bridge No. 15.09
Ralston East of	Bridge No. 23.02
Canton	Ellis Coal Co. Bldg.
Cowley	H. E. Allen Bldg.
Southport East of	Bridge No. 73.69

Location	Bridge or Structure
Southport East of	Bridge No. 73.94
Horseheads East of	Bridge No. 0.36
Watkins Glen	Sanding device
Himrod West of	Bridge No. 32.60
Penn Yan East of	Bridge No. 39.26
	Sodus Bay Secondary Track
Phelps Jct. East of	Bridge No. 9.49
Newark West of	Bridge No. 16.90
Newark West of	Bridge No. 18.28
	Yard Tracks
Renovo	SB & S Coal Co. overhead wire
Southport	Enginehouse and Coaling Station
Elmira	LaValley-McLeod Co. Bldg.
Elmira Erie R.R.	Eclipse Machine Co. Bldg.
Elmira Erie R.R.	Barker, Rose & Kimball Bldg.
Elmira Erie R.R.	Thatcher Mfg. Co. Bldg.
Horseheads	Cons'd. Brick Co. Bldg.
Newark West of	Marion Branch Bridge No. 2
Sodus Point	Engine House and Coal Trestle
	Sidings
Horseheads East of	Bridge No. 0.36
Montour Falls West of	Shepard-Niles Co. Bldgs. and Cranes
Watkins Glen East of	Watkins Salt Co. Bldgs.
Watkins Glen	Sanding device
Watkins Glen West of	Int. Salt Co. Overhead Pipes
Himrod West of	Bridge No. 32.60
Penn Yan East of	Bridge No. 39.26
Bellona	Libby, McNeil & Libby Conveyor
Newark	Bloomer Bros. Loading Shed
Newark	CH Stuart Building

1163-A4. On account of close clearance, engines and box cars must not be moved under loading tipple on the Stone Crusher Track, 2 miles east of Dalmatia.

1163-A5. Sunbury: Employees are warned of close side clearance of several signs on buildings and the shelter shed roof on north side of No. 2 track from a point 275 feet east of the east end of the passenger station platform to the west end of the platform.

1163-A6. No clearance on team track between side of car and station building, East Brady.

Cuba

1163-A7. Movement of engines, box cars and other high equipment under overhead crane on Acme Electric Corp. track, 92 feet from end of track, prohibited.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers.
BUFFALO.

Train Dispatchers in charge as follows:

Main Line—Buffalo to Drury.

Main Line—Erie—Erie to JN

Branches:

Chautauqua—FW to FY
BM to Bridge
Salamanca—AD to Otts
Irv to Bridge

Secondary Tracks:

Rochester
Low Grade
Sligo

Ridgway

West Seneca

Allegheny—Red Bank to Bridge

East Brady

WILLIAMSPORT

Main Line—Drury to Rockville.

Branches:

Linden
Elmira
Wilkes-Barre
Shamokin

Secondary Tracks:

L. V. Junction
Montandon
Watson town
Shamokin
Shamokin
Sodus Bay
Selinsgrove

Train orders will be issued over the Signature of Superintendent Transportation.

1201-B1. Conductors of all passenger trains, before leaving Erie, must ask Operator Elm Block Station by telephone for orders.

1201-B2. Conductors of all passenger trains, before leaving Oil City, must ask Operator Bridge Block Station by telephone for orders.

If orders are received, conductor must personally deliver them to enginemen and see that they properly understand them.

If no orders are received, conductors must personally advise enginemen, and enginemen must not proceed without receiving, immediately before departure, such orders or advice.

1201-B3. Train orders issued for movement of snow plows must specify whether single or multiple track plow.

1201-B4. Referring to Rule 201: Fifth Paragraph in effect on Main Line—Erie.

1204-B5. Referring to Rule 204: A copy of the train order for the engineman of each helping engine pushing the train need not be supplied. This applies whether engine is coupled directly ahead of or behind the cabin car.

1221-B6. Referring to Rule 221: A Train-order signal displayed in front of or on the corner of Kase Block Station next to Main Line, indicates orders for Main Line trains; on back of or on the corner of this block station next to Wilkes-Barre Branch tracks, indicate orders for Wilkes-Barre Branch trains.

1221-B7. A Train-order signal displayed in front of Lock Haven Block Station indicates there are orders for Main Line trains or for eastward trains moving from the Bald Eagle Branch to the Main Line. A Train-order signal displayed on the southeast corner of the block station indicates orders for westward trains moving from the Main Line to the Bald Eagle Branch.

SIGNAL RULES

Movement of Trains in the same direction by Block Signals

1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	SS49A	Hubbard
	No. 1 and No. 2	Wales	Perry
	No. 1 and No. 2	Lake	OW
	No. 1 and No. 2	SN	CR
	Single	CR	NR
	No. 1 and No. 2	NR	JN
	No. 1 and No. 2	JN	SG
	No. 1 and No. 2	HY	Drury
	No. 1 and No. 2	Drury	Linden
	Single	Walnut	Allens
	No. 1 and No. 2	Allens	Rockville
Main Line— Erie	Single	End of block sign 300 feet east of French Street, Erie	Eye
	Single	MS	Irv
	No. 1 and No. 2	Irv	Otts
	Single	Otts	JN

Opposing and following movement of trains by Block Signals

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	Single	Hubbard	Wales
	Single	Perry	Lake
	Single	OW	SN
	Single	SG	HY
	Single	Linden	West End Newberry Siding.
	No. 0	Montandon	Molly
Main Line— Erie	Single	Eye	MS
Wilkes-Barre Branch	Single	Log	Hunlock
	Single	Kips	Kase
Allegheny Branch	Single	Brady	RH

Movement of Trains on Secondary Tracks Where Block Signal System Rules Are in Effect

1271-A1. Rules 271, 272 and 273 in effect:

Track	Between	And	Note
Rochester (S)	Troup Street Rochester	Hinsdale	2-3
Shamokin (E)	Weigh Scales	State	2-3
Sodus Bay (W)	Stanley	Point	2-3
Montandon (W)	Montandon	White (Pgh. Region)	1-2-3
Selinsgrove (W)	Selinsgrove Jct.	1,000 feet west of Mile Post 17	1-3
Low Grade (E)	Mort	DF (Main Line)	2-3
Sligo (E)	AW	SI	3

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

NOTE 1. Rule 99 will not apply.

NOTE 2. 2nd paragraph Rule 271 will apply at:

Weigh Scales

Stanley

Montandon

Genesee Jct.

D. L. & W. Jct.

Mort

SU (when block station is in service)

GH

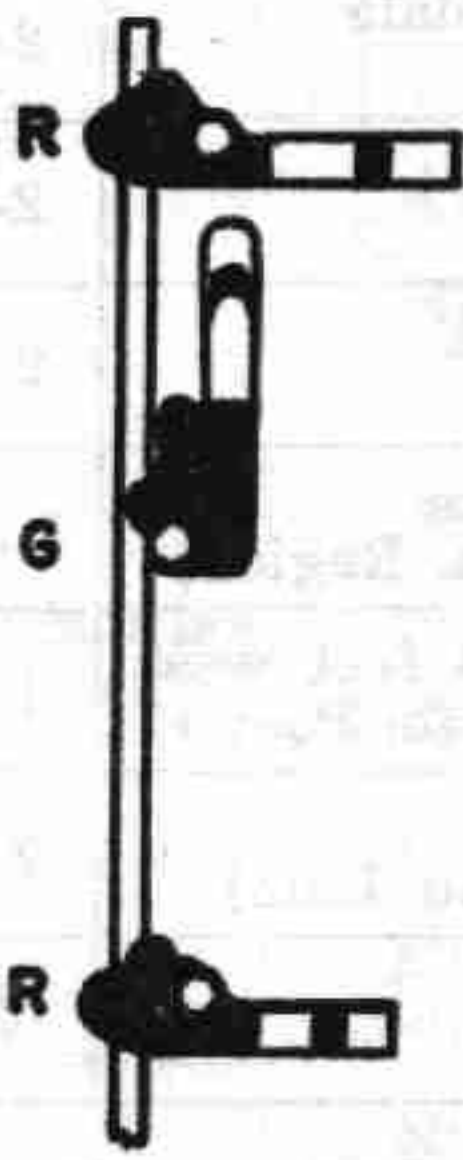
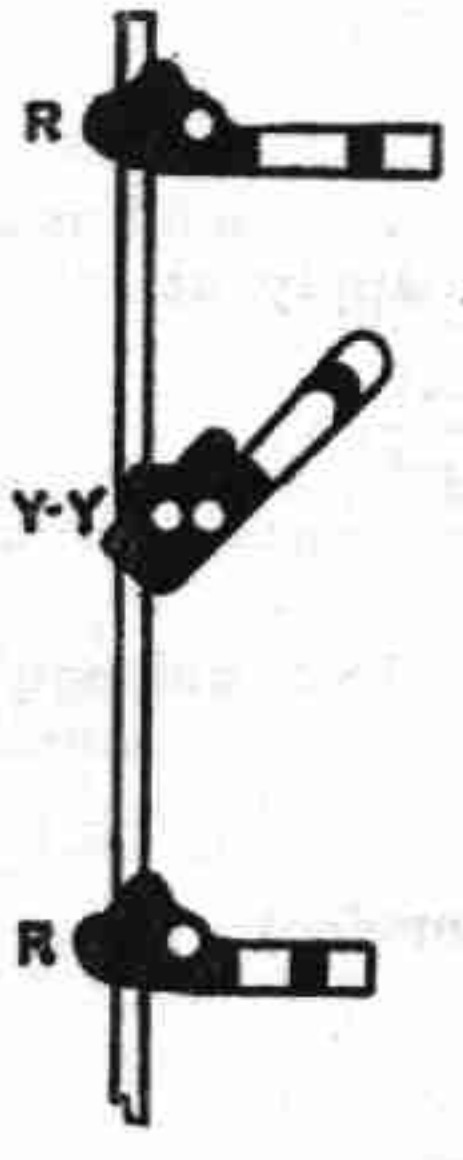
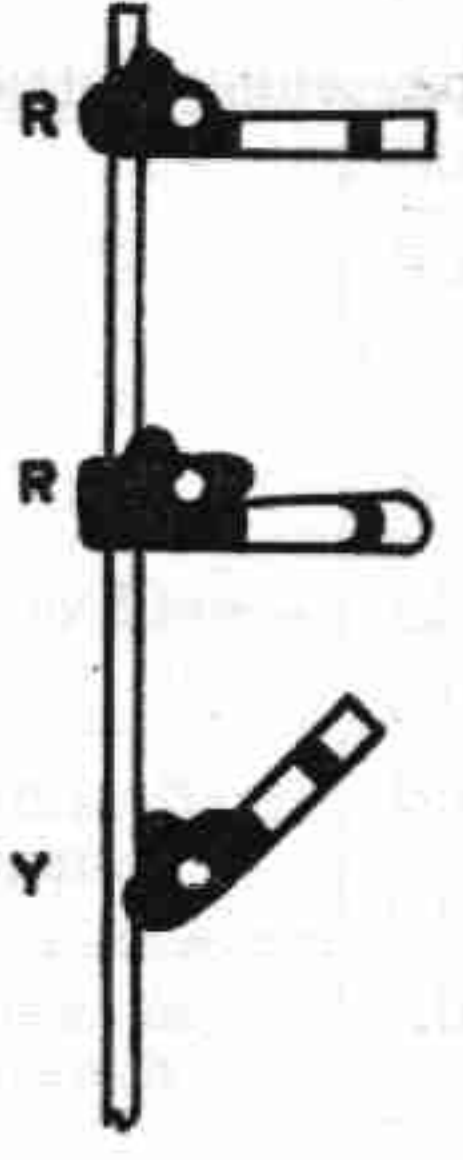
Falls Creek

DF

NOTE 3. Authority for movement of passenger extras must be in writing.

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

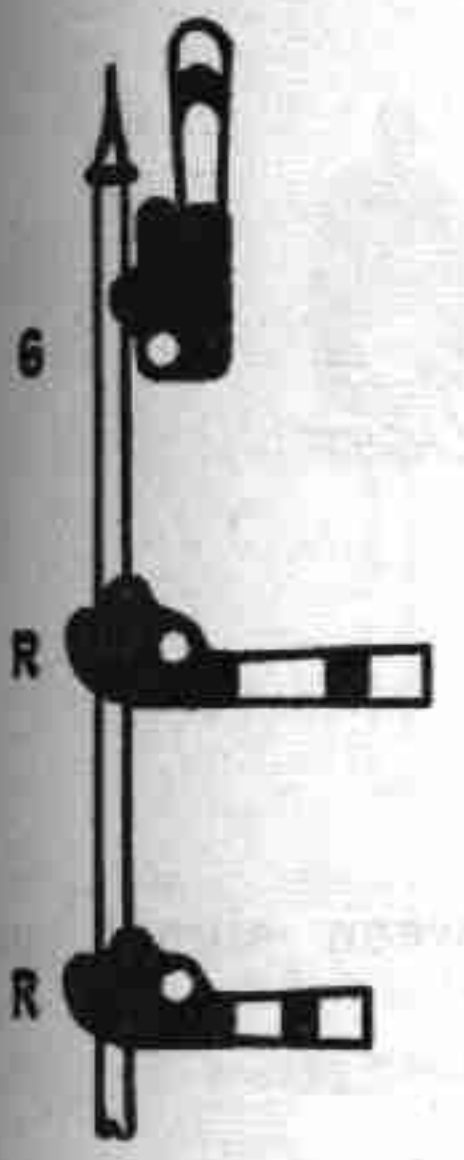
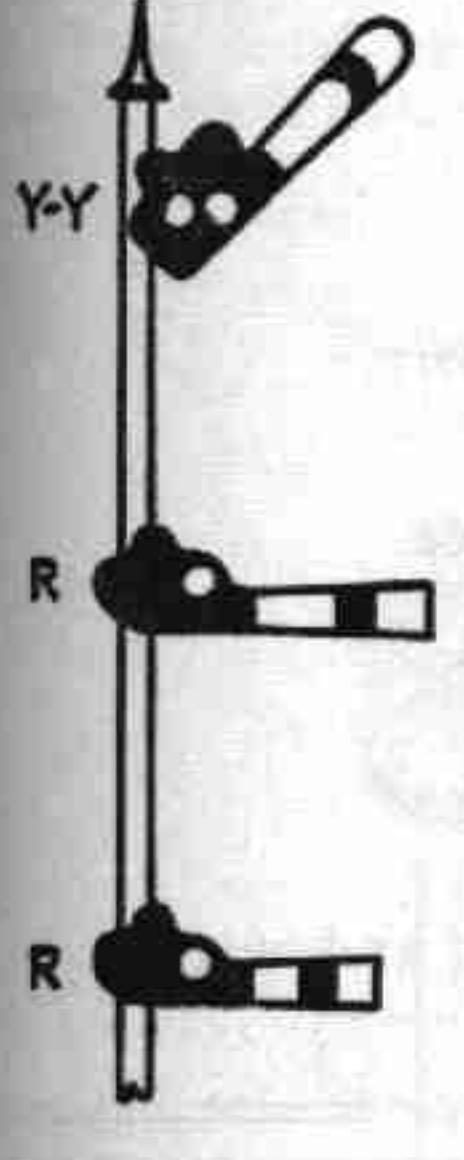
NOTE—R-Red, G-Green, Y-Yellow.

Aspects	Indication	Name
	Proceed; manual block clear	Clear-block
	Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.	Permissive-block
	Proceed at restricted speed; and will be authority for trains to use siding between BM and Brocton.	Restricting

Chautauqua Branch

BM

Governing Southward trains from Nickel Plate R. R. to Chautauqua Branch.

Aspects	Indication	Name
	Proceed; manual block clear	Clear-block
	Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.	Permissive-block

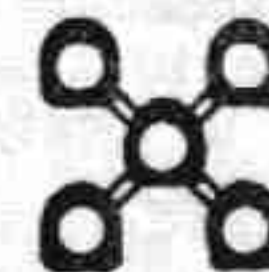
Chautauqua Branch

FY

Governing Northward trains from Nickel Plate R. R. to Chautauqua Branch.

Take Siding Indicators in Service Main Line—Eastward

Location	Indication
On mast at—Signal 1280	Take Fidler Westward Siding
On mast at—Fidler	Take Paxton Siding

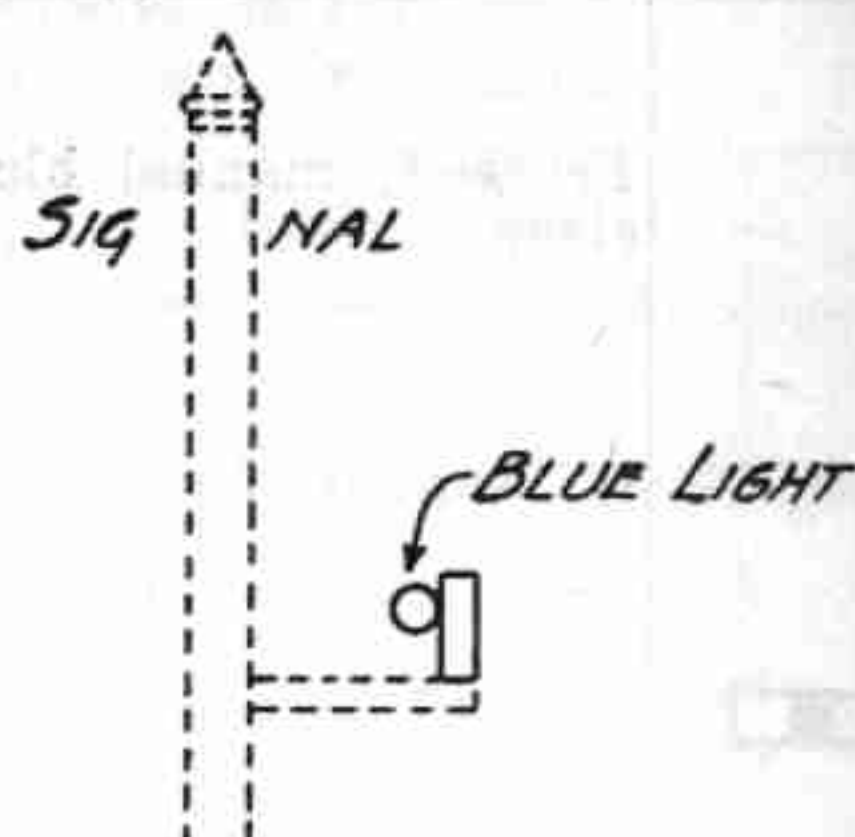


INDICATION—TAKE SIDING.
NAME—TAKE-SIDING-INDICATOR.

When passenger trains receive Take-Siding-Indicator, they will call operator by telephone before pulling on siding.

When Take-Siding-Indicator is displayed on signal 1280, trains, other than passenger trains, will take siding at West End Fidler Westward Siding without further permission.

Signal Mast Bracket Marker.



Indication—One track intervenes between signal and track it governs.

Name—Signal mast bracket marker.

Signal mast bracket markers in service on the following signals.

Main Line—Erie

On eastward block signal at Kane.

Ridgway Branch

On southward distant signal at Brockway.

Salamanca Branch

On northward block signal at Salamanca.
On northward block signal at Bridge.

East Brady Branch

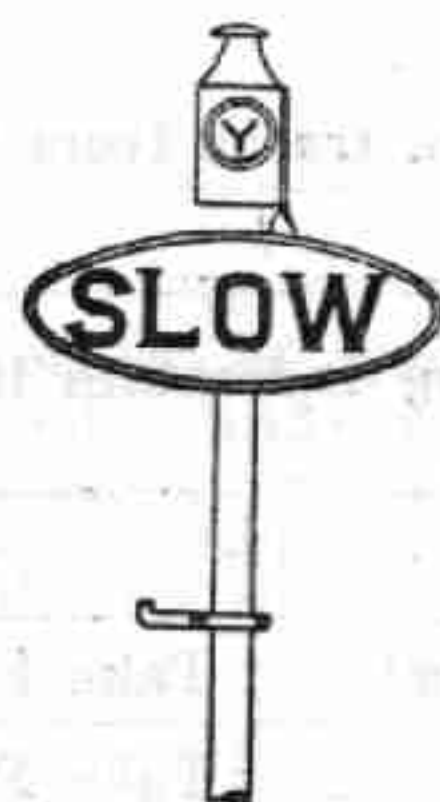
On northward Block Signal at Brady

Elmira Branch

Columbia X Roads—Block Signals east and west.
Stanley—Block Signals east and west.

Slow Boards.

Note: Y—Yellow



INDICATION—A train exceeding medium speed must at once reduce to that speed. Where a facing switch is located between Slow Board and next signal, approach that switch prepared to stop. Approach next signal prepared to stop.

NAME—Caution.

Slow Boards in service as follows:

Chautauqua Branch
FY Southward

Rochester Secondary Track
Hinsdale Southward

Indicators used as Home Signals in service as follows:

Note: R-Red; G-Green



Indication—Stop.

Name—Stop-signal.

Location—Ridgway Branch—Brockway—Southward
—Northward

Indication—Proceed.

Name—Clear.

Indicators govern movements over grade crossing with the Erie R.R. and must be operated in accordance with Special Instruction 1098-A1.

Slide Protection Fence Indicator

Note: Y—Yellow; G—Green



Indication—When slides are against the fence.

Name—Caution Indicator.

Indication—When fence is clear.

Name—Clear Indicator.

1296-A2. Slide Protection Indicators in Service

Station	Indication Displayed for Movements	Distance in feet from Fence Protected	Slide Protection Fence signal
Sinnema-honing	Westward	3300	Slide Protection Fence between Mile Post 172 and Mile Post 173
	Eastward	4500	

1281-B to 1288-B. At the following locations, signals listed also act as distant signals. When governed by Rule 281 (282, 285, 288) Manual Block is clear and trains will proceed in accordance with signal indication:

Eastward Block Signal at Fifth Avenue, Williamsport.

Westward Block Signal at Walnut.

Eastward Block Signal at WG.

Westward Block Signal located 511 feet east of Mile Post 250.

Westward Home Signal 494 feet east of Fassett.

Eastward Home Signal 50 feet west of switch at Nypen.

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Region as specified:

	Track	Between	And
Main Line	No. 1 and No. 2	FW	DM
	No. 1 and No. 2	SN	CR
	Single	CR	NR
	No. 1 and No. 2	NR	Linore
	No. 1 and No. 2	JN	SG
	No. 2	DF	MP 194
	No. 1	Mile Post 194	Fixed Signal 20 feet west of Drury
	No. 2	Home Signal 2600 feet west of Drury	MP 194
Main Line—Erie	Single	7th Ave., Williamsport	Allens
	Single	End of Block sign 300 feet east of French Street, Erie	Eye
	Single	MS	Irv
Chautauqua Branch	Single	Ottis	JN
	Single	FW	FY
	No. 1 and No. 2	BM	Reed
Salamanca Branch	Single	Reed	Bridge
	Single	Bridge	Stone
	No. 1 and No. 2	Stone	Irv
West Seneca Branch	Single	Ottis	AD
	Single	GJ	GB
Ridgway Branch	Single	End of Block Sign ½ mile south of MP 1, Ridgway	Falls Creek (Low Grade) Sec. Track
Rochester	Secondary	Hinsdale	Troup St. Rochester
Elmira Branch	Single	Newberry	Southport Jct.
	Single	HO	Can
Wilkes-Barre Branch	Single	Log	Kase
Shamokin Branch	Single	Sham	Weigh Scales
Shamokin	Secondary	Weigh Scales	State
Selinsgrove	Secondary	Sal	End of Block sign 1000 feet west of MP 17
Montandon	Secondary	Montandon	White
Sodus Bay	Secondary	Stanley	Point
Allegheny Branch	No. 1 and No. 2	Red Bank	Brady
East Brady Branch	Single	Brady	BY
Low Grade	Secondary	Mort	DF (Main Line)
Sligo	Secondary	AW	SI

1317-A1. Rule 317 will apply

On single track, secondary tracks and for movement with the current of traffic between points listed under Special Instruction 1305-A1.

For Movements Against Current of Traffic

Main Line

Between SS 49 A and Hubbard
Between Wales and Perry
Between Lake and OW
Between SN and CR
Between NR and JN
Between JN and SG
Between HY and Mile Post 194
Between Mile Post 194 and Rockville

Main Line—Erie

Between Irv and Ottis

Chautauqua Branch

Between Reed and Bridge

Salamanca Branch

Between Stone and Irv

Allegheny Branch

Between Red Bank and Brady
Between RH and Bridge

1317-A2. When Clearance Card (Form K) is received: Enginemen must show this card to firemen and when practicable to forward trainmen.

1317-A3. Referring to Rule 317, freight trains with 15 cars or more must not make following movements between Keating Summit and JN southward.

1317-A4. Referring to Rule 317, freight trains with 20 cars or more must not make following movements between Kane and Sergeant, eastward.

1317-A5. A train handling snow plow in service must not be admitted to a block which is occupied by another train.

1361-A1. If train is stopped at a Block-Limit station on account of not holding Form K clearance card and the engineman when getting permission to occupy the block in advance is instructed by the operator that it is not necessary to report clear and the conductor is on the rear end of the train or does not get the information from the engineman before the train leaves the Block-Limit Station, train should not be stopped when it is clear of the block in the rear, but the conductor can assume that if the engineman does not stop or slow down, that the Operator has instructed the engineman not to report clear. However, conductor should be on the head of the train whenever possible at Block-Limit Stations.

Facing Hand-operated Switches

1362-A. Train orders must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal.

1362-B. Locations:

Main Line

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Port Allegany	Northward	Single	Port Allegany—Northward Block Signal and M.P. 96
	Southward	Single	Port Allegany—Southward Block Signal and M.P. 98
Linore	Northward	1	Linore—Northward Block Signal and M.P. 120
JN	Westward	Single	JN—Westward Block Signal and M.P. 148
WG	Westward	Single	WG and Walnut
Newberry	Eastward	Single	Newberry and Walnut

Main Line—Erie

St. Marys	Westward	Single	St. Marys—Westward Block Signal and M.P. 127
	Eastward	Single	St. Marys—Eastward Block Signal and M.P. 130
Elm	Westward	Single	Elm—Westward Block Signal and 420 feet west thereof
	Westward	Single	Elm—Westward Block Signal and 1015 feet west thereof
	Westward	Single	Elm—Westward Block Signal and 1845 feet west thereof

Elmira Branch

Kendall	Westward	Single	Kendall and Shannon
Shannon	Eastward	Single	Shannon and Kendall

Wilkes-Barre Branch

Kips	Westward	Single	Kips and M. P. 8
Hunlock	Westward	Single	Retreat

Allegheny Branch

Brady	Southward	2	Brady—Block Station and Red Bank
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Chautauqua Branch

Mayville	Northward	Single	Mayville—Block Station and M.P. 65
Eye	Northward	Single	Eye—Block Station and M.P. 92

Salamanca Branch

Bridge	Northward	Single	Bridge—Block Station and 1112 feet north thereof
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NOTE—A train or engine receiving a train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

1365-A. When verbal information concerning the block is received by the engineman, he must personally give it to the fireman, and, when practicable, to the forward trainmen.

1365-A1. When a passenger train cuts off cars on main track and proceeds with markers, the conductor, before proceeding, must notify the operator at the next block station in advance, that his train will pass the block station with markers displayed, but that he has left cars on the main track and block is not clear. Block will be considered occupied until reported clear by proper authority.

1365-A2. Eastward trains clearing main track at Nypen must report clear.

1365-A3. Eastward freight trains required to report clear at Port will continue to Pine Valley and report clear at that point instead of at Port.

1365-A4. Eastward trains from Elmira Branch, will report clear to Operator at Newberry promptly upon arrival at Williamsport, unless otherwise instructed.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Region as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 1 and No. 2	SS49A	FW
	No. 1 and No. 2	DM	Hubbard
	Single	Hubbard	Wales
	No. 1 and No. 2	Wales	Perry
	Single	Perry	Lake
	No. 1 and No. 2	Lake	OW
	Single	OW	SN
	No. 1 and No. 2	Linore	JN
	Single	SG	HY
	No. 1 and No. 2	HY	DF
	No. 1	Fixed Signal 20 feet west of Drury	Linden
	No. 2	Linden	Home signal 2,600 feet west of Drury
	No. 1 and No. 2	Allens	Rockville
	No. 0	Kase	East end Northumberland yard
	No. 0	Molly	Montandon
	Single	7th Ave. Williamsport	Linden
Linden Branch	No. 1 and No. 2	Allens	Linden
Main Line—Erie	Single	Eye	MS
	No. 1 and No. 2	Irv	Otts
Allegheny Branch	Single	Brady	RH
	No. 1 and No. 2	RH	Bridge

For Movements Against Current of Traffic

	Track	Between	And
Main Line	No. 0	Molly	Montandon

1501-A2. East end of block No. 0 track at Molly indicated by sign located on signal bridge.

1503-A1. When a train is standing at Renovo passenger station, an engine which is to move, assist or switch such train, will be relieved from observing Rule 503 at Westward Home Signal at Drury, and at Signal 1954 on No. 1 track, east of Renovo Station.

1505-A1. When a train clears the block on No. 0 track between Kase and Northumberland yard they are relieved from reporting clear to the Operator.

1509-A1. The following signals in Automatic Block Signal System territory must not be passed while in stop position without a Clearance Card (Form C) or train order.

Signal Located at	On Tracks	Secure clearance card or train order through Operator at
Main Line Mile Post 7	No. 1	GJ
Linore	No. 2	JN
Main Line—Erie 376 feet east of Mile Post 64	No. 1	Otts
Allegheny Branch—3670 feet north of Mile Post 94	Single	Brady
1660 feet south of Mile Post 112	Single	Brady
615 feet north of Mile Post 131	No. 1	Bridge

CAB SIGNALS

1551-A1. Engines dispatched from Southport, Northumberland or Buttonwood must make departure test and have cab signal equipment cut in before departure.

INTERLOCKING

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

Machias—Horn

Kase—Horn

Lock Haven—Horn

Eye—Horn

RJ—Horn

Otts—Horn

Irv—Horn

Bridge—Horn

Main Line—Montgomery Crossing

1629-A. When home signal indicates stop and means of communication have failed, after having complied with instructions governing the actuation of dragging equipment detector and no other cause for detaining the train be known, movement will be governed as follows: Conductor and engineman, after having reached a full understanding, and after observing that the signals on Reading Company Railroad display "stop" indication, will provide full protection against Reading Company Railroad trains, pass stop signal and proceed over the crossing.

Sodus Bay Secondary Track

1629-A1. At Wallington, when the fixed signal at the crossing displays a proceed indication, trains may proceed without stopping at the New York Central Railroad crossing.

When fixed signals at the crossing do not display a proceed indication, and the crossing is not occupied by trains on the New York Central Railroad, train will be governed by Rule 663. Form C Card, when used must be authorized by operator at Stanley and before proceeding over the crossing, trainmen will open the knife switch located in box marked PRR on post adjacent to the New York Central Railroad crossing. The knife switch must be closed after train has cleared the crossing.

1663-A. Interlockings Operated Automatically.

Sodus Bay Secondary Track—Phelps Junction

When a train is stopped by home signal, and there is no train approaching on the New York Central track, or should no other cause for detaining train be known; after obtaining permission from the Superintendent Transportation via Stanley, the conductor will, after a thorough understanding with the engineman, arrange for train movement as follows: Push button marked P. R. R., mounted in box marked "PB" on end of instrument case located adjacent to the crossing, must be operated, and after the signal displays a proceed indication for movement to be made, the train may proceed over the crossing. If, after push button has been operated, the signal does not display proceed indication after expiration of two minutes, the conductor will report the fact to the Superintendent Transportation, and be governed by his instructions.

The box marked "PB" must be kept locked at all times.

When a train is stopped by home signal and means of communication have failed, and no cause for detaining the train be known, movement will be governed as follows: Conductor and engineman, after having reached a full understanding and after observing that signals on the New York Central track display "Stop" indication, will provide full protection against New York Central trains, pass stop signal and proceed over the crossing.

Track cars must stop and not proceed over the crossing until the driver has ascertained there are no trains approaching on the New York Central track and proper protection is provided against New York Central movements.

A reverse movement after a forward movement, or a forward movement after a reverse movement with entire train, must not be made over the crossing except on authority of the Superintendent Transportation.

Telephone in box located adjacent to crossing.

USE OF TRAINPHONE FOR MANUAL BLOCK SIGNAL SYSTEM OPERATION

1708-A1. Trainphone in service.

	Between	And
Main Line	Buffalo	Rockville
Main Line—Erie	Erie	JN
Elmira Branch	Newberry	Kendall
	HO	Can
Wilkes-Barre Branch	Kase	Log
*Shamokin Branch	Sham	Weigh Scales
Chautauqua Branch	BM	Bridge
Salamanca Branch	AD	Otts
	Bridge	Ace
Allegheny Branch	Brady	Bridge
Sodus Bay Secondary Track	Stanley	Point

*From Kase

**THE PENNSYLVANIA RAILROAD
NORTHERN REGION**

Buffalo, N. Y., April 22, 1957.

GENERAL ORDER NO. 301

Effective 2.01 A.M., Sunday, April 28, 1957

Applies in All Zones

- (a) Time-Table No. 3 in effect. It contains the necessary instructions issued in General Orders up to and including General Order No. 209, all of which must be removed from Bulletin Boards.

Each employe must examine each page of Time-Table No. 3 to see that his copy is complete, pages properly lined up, and note the changes. Employes must turn in Time-Table No. 2 to bulletin board attendant, after Time-Table No. 3 takes effect.

- (b) **BOOK OF RULES**
RULES FOR CONDUCTING TRANSPORTATION

Book of Rules—Rules for Conducting Transportation, changed.

Sticker coupons have been issued and all employes concerned must obtain copies of sticker coupons and paste in their copy of the Book of Rules—Rules for Conducting Transportation, over the corresponding rule and/or page as indicated thereon.

Rule 104, page 34, changed.
Rule 331, page 77, changed.
Rule 365, page 79, changed.
Rule 629, page 90, changed.
Form C, page 98, changed.
Form K, page 99, changed.
Rule 4076-J, page 112, added.

All Rules for Conducting Transportation remain in force.

Applies in Zone C

- (c) **SALAMANCA BRANCH**
WEST HICKORY

West Hickory Siding blocked with cars.

- (d) **SALAMANCA BRANCH**
ONOVILLE-QUAKER BRIDGE

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Bridge 83.09 and Bridge 84.26, account track condition.

Special Instruction 1157-F1, changed.

This General Order is printed in Time-Table No. 3 and will not be issued in sticker form.

E. P. Adams,
Superintendent Transportation

PUBLIC OPINION WILL CONTROL
THE COURSE OF OUR BUSINESS

Public Relations is Everybody's Business