

W. L. P.

The Pennsylvania Railroad

EASTERN REGION

Central Pennsylvania Division

WILKES-BARRE DIVISION

Time Table No. 2

In effect 12.01 A. M., Sunday, April 30, 1933

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

J. M. SYMES,
Supt. Pass. Transportation.

H. M. CARSON,
General Superintendent.

N. S. MENAUGH,
Supt. Freight Transportation.

E. C. GEGENHEIMER,
Superintendent.

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Interlocking Station & Plant	Interlocking Plant	Block Station	Distance between Stations	Distance from Kase	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
			1.1	62.8	WILKES-BARRE Pgr. Sta.			
			0.1	61.7	SOUTH WILKES-BARRE			
		B	1.9	61.6	HART			
		B	0.5	59.7	BUTTONWOOD			
	P		2.8	59.2	BRIDGE			
		B	0.5	56.4	LOMIS			65
			0.5	55.9	NANTICOKE			
			0.6	55.4	LEE			
			1.2	54.8	EAGLE			
			1.3	53.6	HONEY POT			
I		B	1.7	52.4	HUNLOCK			
			4.5	50.7	RETREAT			
			1.1	46.2	MOCANAQUA			
I		B	1.4	45.1	WREN			
			2.5	43.7	POND HILL			
			1.3	41.2	WAPWALLOPEN			
			4.2	39.9	PORT			164
		B	5.1	35.7	NESCOPECK			98
		B	6.3	30.6	CREASY	116	103	
			1.0	24.3	BLOOM			109
			2.1	23.3	EAST BLOOMSBURG			
I		B	1.2	21.2	NORCA			126
			0.6	20.0	CATAWISSA			
			1.9	19.4	CA JUNCTION			
			1.3	17.5	BLUF			
			3.3	16.3	ROARING CREEK			
			2.1	13.0	BOYD			114
			1.4	10.9	SOUTH DANVILLE			
		B	4.3	9.5	KIPS	184	110	
		B	0.2	5.2	RAVEN			
			4.0	5.0	WOLVERTON			
			1.0	1.0	BANK	90	120	
		B			KASE			
					SUNBURY (Wmst. Div.)			

I—Interlocking Station and Plant.
P—Interlocking Plant.
B—Block Station.

SCHUYLKILL BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Distance between Stations	Distance from Philadelphia	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I		B	18.2	18.2	PHILA. (P. T. Div.) FRANKLIN AVE.			
			1.9	20.1	PORT INDIAN			
			1.7	21.8	BETZWOOD			
			1.4	23.2	PROTECTOR			
			1.2	24.4	PHILA. RUBBER WORKS			
I		B	0.2	24.6	CREEK			100
			0.2	24.8	OAKS			
			1.8	26.6	PORT PROVIDENCE			
			0.8	27.4	MONT CLARE			
		IB	0.7	28.1	PHOENIXVILLE			
			1.3	29.4	CROMBY			
I		B	2.7	32.1	CANAL			
			0.2	32.3	SPRING CITY			
			0.9	33.2	PENNHURST			
			2.0	35.2	PARKERFORD			
I		B	1.7	36.9	FRICK'S LOCK			382
			1.6	38.5	HILL			279
			0.8	39.3	KENILWORTH			
			1.0	40.3	POTTSTOWN			
			2.0	42.3	STOWE			
		P	2.2	44.5	DOUGLASSVILLE			64
			2.2	46.7	MONOCACY			
			0.8	47.5	WEST MONOCACY			
			1.7	49.2	BIRDSBORO			79
I		P	0.0	49.2	BROOKE			74
			0.8	50.0	CLINGAN			
			2.5	52.5	GIBALTAR			
		P	1.2	53.7	SEYFERT			50
			0.6	54.3	RIDGEWOOD			
			2.2	56.5	ORRTON			
		P	0.6	57.1	EAST READING			123
I		B	1.3	58.4	READING			217
			2.1	60.5	WEST END Rdg. Sid'g.			
		P	2.0	62.5	MUHLENBERG			
			1.7	64.2	TEMPLE			70
			0.9	65.1	ONTELAUNEE			
I		B	2.0	67.1	ORCHARD			68
			0.6	67.7	LEESPORT			
		P	4.0	71.7	SHOEMAKERSVILLE			107
			5.1	76.8	HAMBURG			118
		P	4.3	81.1	MOSS			59
			3.7	84.8	AUBURN			
I		B	0.5	85.3	RIVER			45
			2.8	88.1	ADAMSDALE			
			2.5	90.6	SCHUYLKILL HAVEN			
			3.0	93.6	CARBON			
		B	1.1	94.7	POTTSTOWN			
			0.7	95.4	ULMER			
		IB	1.5	96.9	LOWER ST. CLAIR			49
			0.6	97.5	ST. CLAIR			
			1.1	98.6	DARKWATER			
I		B	1.1	99.7	MORRIS			27
			2.4	102.1	ROCK			
			1.2	103.3	MOREA			
			1.3	104.6	NEW BOSTON			
		IB	0.8	105.4	NEWTON (L.V.R.R.)			
			0.1	105.5	NEW BOSTON JCT.			
			5.2	110.7	LAUREL JCT.			
			6.8	117.5	McADOO			
			1.7	119.2	AUDENRIED			
			3.2	122.4	HAZLETON JCT.			
			0.5	122.9	HAZLETON			
			0.3	122.7	CRANBERRY JCT.			
			3.5	126.2	HARLEIGH JCT.			
			4.6	130.8	TOMHICKEN			

Note. Block Stations are open continuously except—

Hill	Closed	5.35 A. M. Sundays to 5.35 A. M. Mondays.
River	Closed	9.55 P. M. Saturdays to 1.55 P. M. Mondays.

Note. Unattended Block Stations controlled by Open Block Stations.

†Phoenixville	Unattended	Controlled by CREEK.
†Hamburg	Unattended	Controlled by ORCHARD.
†Ulmer	Unattended	Controlled by CARBON.
†Newton	Unattended	Controlled by MORRIS.

NESCOPECK BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Distance between Stations	Distance from Philadelphia	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I		B	182.8	182.8	GUM RUN			
			2.0	184.8	FERN GLEN			
			0.9	185.7	GOWEN			
		IB	0.6	186.3	GLEN JUNCTION			
			0.8	187.1	ROCK GLEN			
			3.9	191.0	TANK			
		IB	1.2	142.2	BOND			65
			2.3	144.5	ZENITH			
I		B	3.5	148.0	NESCOPECK			

Note. Unattended Block Stations controlled by open Block Stations.

Glen Jct.	Unattended	Controlled by GUM RUN.
Bond	Unattended	Controlled by NESCOPECK.

SHENANDOAH BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Distance between Stations	Distance from Philadelphia	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
			0.5	100.2	WETHERILL JCT. (Rdg. Co.)			
			3.1	103.3	FRACKVILLE JCT.			
			1.3	104.6	GILBERTON BRANCH JCT.			
			0.2	104.8	GILBERTON			
			0.8	105.6	BOSTON RUN JCT.			
			0.3	105.9	WIGGAN			
			1.0	106.9	GIRARD JCT.			
			0.8	107.7	SHENANDOAH			

SHAMOKIN BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Distance between Stations	Distance from Sunbury	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
		†B	1.1	27.1	MT. CARMEL Psgr. Sta.			
			1.9	26.0	SAGON			
			1.8	24.1	LOCUST			
			1.4	22.3	FULTON			
			0.3	20.3	SCOTT			74
		†B	0.9	19.7	LUKE			
			3.2	18.8	SHAMOKIN			
		B	3.7	16.1	WEIGH SCALES			
			1.0	13.4	PAXINOS			
			0.8	12.4	SHAMROCK			
		†B	0.2	11.6	CROWL			81
			1.9	11.4	REED			
			2.1	9.5	DEIBLER			
			2.3	7.4	SNYDERTOWN			74
			1.0	5.1	RAY			
			2.7	4.1	ORPHANAGE			
			0.6	1.4	ADAM			
			0.8	0.8	EAST SUNBURY			
		B			HORN			

SUNBURY - (Wmspt. Div.)

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

†Mt. Carmel	Unattended	Controlled by WEIGH SCALES; when WEIGH SCALES is closed, by HORN.
†Luke	Unattended	Controlled by WEIGH SCALES; when WEIGH SCALES is closed, by HORN.
Weigh Scales	Unattended 11.00 P.M. to 7.00 A. M. Daily. 7.00 A.M. to 11.00 P.M. Sundays.	Controlled by HORN.
†Crowl	Unattended	Controlled by HORN.

CATAWISSA BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Distance between Stations	Distance from Glen Jct.	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
		†B			GLEN JUNCTION			
			0.9	0.9	ROCK GLEN			
			1.6	2.5	MOUNTAIN GROVE			
			2.4	4.9	SCOTCH VALLEY			
			1.1	6.0	BEAVER			
			2.5	8.5	MIFFLIN X ROADS			
			4.0	12.5	MAINVILLE			
			0.6	13.1	HAWK			
			4.8	17.9	REDPEN			
I			0.5	18.4	CA JUNCTION			

LEWISTOWN BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Distance between Stations	Distance from Lewistown	STATIONS	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
			5.0	49.5	SUNBURY - (Wmspt. Div.)			
		†B	1.3	44.5	SELINGSGROVE JCT.			
		B	2.5	43.2	SELINGSGROVE			
			3.4	40.7	CLIFFORD			
			1.3	37.8	KREAMER			
			3.1	36.0	MEISER			
		†B	2.9	32.9	MIDDLEBURG			52
			4.6	30.0	PAXTONVILLE			
			2.2	25.4	BEAVERTOWN			
			6.2	23.2	BEAVER SPRINGS			
		B	4.6	17.0	McCLURE			
			1.7	12.4	WAGNER			
			2.6	10.7	SHINDLE			
			2.9	8.1	PAINTERTVILLE			
			4.1	5.2	MAITLAND			
		†B	0.1	1.1	MY BLOCK STATION			
			0.2	1.0	CHESTNUT STREET			
			0.8	0.8	MAIN STREET			
		†B			LEWISTOWN (Middle Division)			

Note. Block Stations are open continuously except—

Selinsgrove	Closed	3.30 P. M. to 7.30 A. M. Daily. 7.30 A. M. to 3.30 P. M. Sundays.
McClure	Closed	3.30 P. M. to 7.30 A. M. Daily. 7.30 A. M. to 3.30 P. M. Sundays.
Note. Unattended Block Stations controlled by open Block Stations.		
†Selinsgrove Jct.	Unattended	Controlled by SELINGSGROVE; when SELINGSGROVE is closed, by HORN.
†Middleburg	Unattended	Controlled by SELINGSGROVE; when SELINGSGROVE is closed, by HORN.
†MY	Unattended	Controlled by McCLURE; when McCLURE is closed, by HORN.

SUNBURY TO WILKES-BARRE—EASTWARD

STATIONS	FIRST CLASS			
	8604	5901	510	5903
	A. M.	P. M.	P. M.	P. M.
Arrive				
WILKES-BARRE -----	\$ 8.00	\$ 1.40	\$ 5.25	\$ 8.45
SOUTH WILKES-BARRE-	\$ 7.54	1.36	\$ 5.21	8.41
BUTTONWOOD -----	7.48	1.30	5.16	8.35
BRIDGE -----	7.47	1.29	5.15	8.34
LOMIS -----	7.48	1.25	5.11	8.30
NANTICOKE -----	\$ 7.42	\$ 1.23	\$ 5.10	\$ 8.28
HUNLOCK -----	7.31	1.15	5.08	8.20
RETREAT -----	\$ 7.28	\$ 1.12	\$ 5.00	F 8.17
MOCANAQUA -----	\$ 7.21	\$ 1.05	\$ 4.54	\$ 8.10
WREN -----	7.18	1.08	4.51	8.08
POND HILL -----	F 7.15		F 4.49	
WAPWALLOPEN -----	\$ 7.11		\$ 4.45	F 8.04
PORT -----	7.08	12.57	4.42	8.02
NESCOPECK -----	\$ 7.01	\$ 12.51	\$ 4.36	\$ 7.56
CREASY -----	\$ 6.53		F 4.29	
BLOOM -----	6.45		4.21	
EAST BLOOMSBURG	\$ 6.43		\$ 4.19	
NORCA -----	6.39		4.15	
CATAWISSA -----	\$ 6.37		\$ 4.13	
BLUF -----	6.33		4.09	
ROARING CREEK -----	L 6.31		F 4.07	
BOYD -----	6.26		F 4.03	
SOUTH DANVILLE --	\$ 6.22		\$ 3.59	
KIPS -----	6.18		3.56	
RAVEN -----	6.12		3.51	
WOLVERTON -----	F 6.11		F 3.50	
BANK -----	6.05		3.45	
KASE -----	6.03		3.43	
SUNBURY-(WMSPT. DIV)---	\$ 6.00		\$ 3.40	
Leave	A. M.	P. M.	P. M.	P. M.
	8604	5901	510	5903
	DAILY	DAILY	DAILY	DAILY

WILKES-BARRE TO SUNBURY—WESTWARD

STATIONS	FIRST CLASS			
	5906	511	5908	8609
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	P. M.	P. M.
WILKES-BARRE -----	\$ 6.30	\$ 10.25	\$ 4.20	\$ 7.10
SOUTH WILKES-BARRE-	F 6.33	10.28	4.23	\$ 7.13
BUTTONWOOD -----	6.38	10.33	4.28	7.19
BRIDGE -----	6.39	10.34	4.29	7.20
LOMIS -----	6.43	10.38	4.33	7.23
NANTICOKE -----	\$ 6.45	\$ 10.40	\$ 4.35	\$ 7.25
HUNLOCK -----	6.53	10.45	4.41	7.33
RETREAT -----	\$ 6.56	\$ 10.48	F 4.44	\$ 7.35
MOCANAQUA -----	\$ 7.03	\$ 10.55	\$ 4.51	\$ 7.42
WREN -----	7.05	10.57	4.53	7.44
POND HILL -----	F 7.07		F 4.55	F 7.46
WAPWALLOPEN -----	\$ 7.11	\$ 11.01	F 4.59	F 7.50
PORT -----	7.13	11.03	5.01	7.52
NESCOPECK -----	\$ 7.22	\$ 11.11	\$ 5.08	\$ 7.53
CREASY -----		F 11.13		F 8.05
BLOOM -----		11.25		8.12
EAST BLOOMSBURG		\$ 11.27		\$ 8.14
NORCA -----		11.31		8.18
CATAWISSA -----		\$ 11.33		\$ 8.20
BLUF -----		11.37		8.24
ROARING CREEK -----			F 8.26	
BOYD -----		11.43		8.31
SOUTH DANVILLE --		\$ 11.49		\$ 8.35
KIPS -----		11.52		8.38
RAVEN -----		11.58		8.44
WOLVERTON -----			F 8.45	
BANK -----		12.04		8.50
KASE -----		12.06		8.52
SUNBURY-(WMSPT. DIV)---		\$ 12.10		\$ 8.55
Arrive	A. M.	P. M.	P. M.	P. M.
	5906	511	5908	8609

STATIONS	FIRST CLASS			
	● 5920	● 5922	● 5932	
	A. M.	A. M.	A. M.	
PHILA. (P. T. Div.)				
FRANKLIN AVE	\$ 5.42	\$ 6.40	\$ 7.02	
PORT INDIAN	\$ 5.38		\$ 6.59	
BETZWOOD	\$ 5.35		\$ 6.56	
PROTECTORY	\$ 5.32		\$ 6.53	
PHILA. RUBBER WORKS	\$ 5.29			
CREEK	\$ 5.28	6.31	6.49	
OAKS	\$ 5.27	\$ 6.30	\$ 6.48	
PORT PROVIDENCE	\$ 5.25		\$ 6.46	
MONT CLARE	\$ 5.23	\$ 6.25	\$ 6.44	
PHOENIXVILLE	\$ 5.20	\$ 6.22	\$ 6.41	
CROMBY				
CANAL	5.12	6.15		
SPRING CITY	\$ 5.11	\$ 6.14		
PENNHURST	\$ 5.08			
PARKER FORD	\$ 5.05	6.08		
FRICK'S LOCK	\$ 5.02	\$ 6.06		
HILL	4.59	6.03		
KENILWORTH	\$ 4.58			
POTTSTOWN	\$ 4.55	\$ 6.00		
STOWE				
DOUGLASSVILLE	\$ 4.48	5.53		
MONOCACY				
BIRDSBORO	\$ 4.43	\$ 5.48		
BROOKE	4.42	5.47		
CLINGAN				
GIBRALTAR				
SEYFERT	4.37	5.42		
RIDGEWOOD				
ORRTON				
EAST READING	4.32	5.37		
READING	\$ 4.30	\$ 5.35		
WEST END Rdg. Sid'g.				
MUHLNBERG		Will not run	Will not run	
TEMPLE		May 30,	May 30,	
ONTELAUNEE		July 4,	July 4,	
ORCHARD		Sept. 4	Sept. 4	
LEESPORT				
SHOEMAKERSVILLE				
HAMBURG				
MOSS				
AUBURN				
RIVER				
ADAMSDALE				
SCHUYL. HAVEN				
CARBON				
POTTSVILLE				
ULMER				
LOWER ST. CLAIR				
SAINT CLAIR				
MORRIS				
MOREA				
NEW BOSTON				
NEWTON (V.M.R.)				
GUM RUN				
FERN GLEN				
GLEN JCT.				
ROCK GLEN				
TANK				
BOND				
ZENITH				
NESCOPECK				
Leave	A. M.	A. M.	A. M.	
	DAILY	⚡ DAILY EX. SUN.	⚡ DAILY EX. SUN.	
	✱ 5920	✱ 5922	✱ 5932	

FIRST CLASS				
5924	5906	● 5938	⊕ 5926	● 6130
A. M.	NOON	A. M.	P. M.	P. M.
\$ 8.03	\$ 12.00 11.25	\$ 11.39	\$ 1.20	\$ 2.58
		F 11.36		F 2.55
		F 11.33	F 1.14	F 2.52
		F 11.30	F 1.11	F 2.49
7.52	11.18	11.27	1.08	2.46
F 7.51		\$ 11.26	\$ 1.07	\$ 2.45
F 7.49		F 11.24		F 2.43
		F 11.22		F 2.41
\$ 7.45	\$ 11.12	\$ 11.19	\$ 1.02	\$ 2.38
7.37	11.05		12.55	
\$ 7.36	\$ 11.04		\$ 12.54	
F 7.31	10.58		\$ 12.48	
7.27	10.54		⊕ 12.42	
\$ 7.25	\$ 10.52		\$ 12.40	
7.18	10.46		12.33	
\$ 7.13	\$ 10.41		\$ 12.28	
7.12	10.40		12.27	
7.07	10.35		12.21	
7.02	10.30		12.17	
\$ 7.00	\$ 10.28		\$ 12.15	
	10.21	Will not run		
	10.16	May 30,		
	10.13	July 4,		
		Sept. 4		
	10.07			
	\$ 10.00			
	9.53			
	9.47			
	9.46			
	9.42			
	NF 9.38			
	9.33			
	\$ 9.30			
	9.26			
	9.24			
	\$ 9.22			
	9.17			
	F 9.10			
	9.04			
	7.58			
	\$ 7.53			
	7.48			
	F 7.45			
	F 7.37			
	7.35			
	F 7.29			
	\$ 7.22			
A. M.	A. M.	A. M.	P. M.	P. M.
DAILY	DAILY	⚡ DAILY EX. SUN.	DAILY	SUN. ONLY.
✱ 5924	5906	✱ 5938	✱ 5926	✱ 6130

STATIONS	FIRST CLASS			
	5928	6112	5940	
Arrive	P. M.	P. M.	P. M.	
PHILA. (P. T. Div.)				
FRANKLIN AVE	\$ 3.57	\$ 4.08	\$ 4.25	
PORT INDIAN		F 3.59	F 4.21	
BETZWOOD		\$ 3.56	\$ 4.18	
PROCTORY		F 3.53	F 4.15	
PHILA. RUBBER WORKS			F 4.12	
CREEK	3.48	3.50	4.11	
OAKS		\$ 3.49	\$ 4.10	
PORT PROVIDENCE		F 3.47	\$ 4.08	
MONT CLARE		F 3.46	\$ 4.06	
PHOENIXVILLE	\$ 3.44	\$ 3.44	\$ 4.08	
CROMBY				
CANAL	3.37	3.37		
SPRING CITY	\$ 3.36	\$ 3.36		
PENNHURST				
PARKER FORD	3.31	F 3.31		
FRICK'S LOCK				
HILL	3.27	3.27		
KENILWORTH				
POTTSTOWN	\$ 3.25	\$ 3.25		
STOWE				
DOUGLASSVILLE	3.18	3.18		
MONOCACY				
BIRDSBORO	\$ 3.13	\$ 3.13		
BROOKE	3.12	3.12		
CLINGAN				
GIBRALTAR				
SEYFERT	3.07	3.07		
RIDGEWOOD				
ORRTON				
EAST READING	3.02	3.02		
READING	\$ 3.00	\$ 3.00		
WEST END Rdg. Sidg			Will not	
MUHLENBERG			run	
TEMPLE			May 30,	
ONTELAUNEE			July 4,	
ORCHARD			Sept. 4	
LEESPORT				
SHOEMAKERSVILLE				
HAMBURG				
MOSS				
AUBURN				
RIVER				
ADAMSDALE				
SCHUYL. HAVEN				
CARBON				
POTTSVILLE				
ULMER				
LOWER ST. CLAIR				
SAINT CLAIR				
MORRIS				
MOREA				
NEW BOSTON				
NEWTON (L.V.R.R.)				
GUM RUM				
FERN GLEN				
GLEN JCT.				
ROCK GLEN				
TANK				
BOND				
ZENITH				
NESCOPECK				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	SUN. ONLY.	† DAILY EX. SUN.	
	* 5928	* 6112	* 5940	

Nescopec Branch

FIRST CLASS			
5942	5944	5908	
P. M.	P. M.	P. M.	
\$ 5.37	\$ 7.18	\$ 9.40	
		9.05	
F 5.38	F 7.15		
F 5.29	F 7.12		
F 5.26	F 7.09		
5.23	7.06	8.58	
\$ 5.22	\$ 7.05		
F 5.20	F 7.03		
\$ 5.18	\$ 7.01		
\$ 5.15	\$ 6.58	\$ 8.53	
		8.46	
		\$ 8.45	
		8.39	
		8.35	
		\$ 8.33	
		8.27	
		\$ 8.22	
		8.21	
		8.16	
		8.11	
		\$ 8.09	
Will not	Will not	8.02	
run	run		
May 30,	May 30,	7.57	
July 4,	July 4,		
Sept. 4	Sept. 4	7.54	
		7.48	
		\$ 7.41	
		7.34	
		7.28	
		7.27	
		7.23	
		7.19	
		7.14	
		\$ 7.11	
		7.07	
		7.05	
		F 7.03	
		6.58	
		F 6.51	
		F 6.47	
		6.45	
		5.43	
		\$ 5.39	
		5.34	
		F 5.31	
		F 5.28	
		5.21	
		F 5.15	
		\$ 5.08	
P. M.	P. M.	P. M.	
† DAILY EX. SUN.	† DAILY EX. SUN.	DAILY	
* 5942	* 5944	5908	

STATIONS	FIRST CLASS			
	* 5919	* 5931	5901	* 5937
	DAILY	* DAILY EX. SUN.	DAILY	* DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.
PHILA. (P. T. Div.)			\$ 8.10	
FRANKLIN AVE	\$ 5.20	\$ 6.11	8.43	\$ 9.59
PORT INDIAN		F 6.14		F 10.02
BETZWOOD	F 5.25	\$ 6.18		\$ 10.06
PROTECTORY	F 5.28	F 6.21		F 10.09
PHILA. RUBBER WORKS	F 5.30	F 6.23		
CREEK	5.31	6.24	8.49	10.12
OAKS	\$ 5.32	\$ 6.25	M 8.50	\$ 10.13
PORT PROVIDENCE	F 5.35	F 6.27		F 10.15
MONT CLARE	\$ 5.37	\$ 6.29		\$ 10.17
PHOENIXVILLE	\$ 5.40	\$ 6.31	\$ 8.57	\$ 10.19
CROMBY	F 5.43			
CANAL	5.47		9.03	
SPRING CITY	\$ 5.48		\$ 9.04	
PENNHURST	F 5.51			
PARKER FORD	\$ 5.56		9.08	
FRICK'S LOCK	F 6.01			
HILL	6.04		9.12	
KENILWORTH	\$ 6.05			
POTTSTOWN	\$ 6.07		\$ 9.16	
STOWE	F 6.10			
DOUGLASSVILLE	\$ 6.13		9.21	
MONOCACY	F 6.17			
BIRDSBORO	\$ 6.22		\$ 9.27	
BROOKE	6.23		9.28	
CLINGAN				
GIBRALTAR	F 6.27			
SEYFERT	F 6.30		9.33	
RIDGEWOOD	F 6.32			
ORRTON	F 6.35			
EAST READING	6.37		9.38	
READING	\$ 6.40		\$ 9.45	
WEST END Rdg. Sid'g		Will not	9.49	Will not
MUHLENBERG		run		run
TEMPLE		May 30,	9.55	May 30,
ONTLAUNEE		July 4,	9.58	July 4,
ORCHARD		Sept. 4	F 9.59	Sept. 4
LEESPORT				
SHOEMAKERSVILLE			F 10.07	
HAMBURG			\$ 10.14	
MOSS			10.21	
AUBURN			M 10.26	
RIVER			10.27	
ADAMSDALE			10.31	
SCHUYL. HAVEN			F 10.35	
CARBON			10.40	
POTTSVILLE			\$ 10.45	
ULMER			10.46	
LOWER ST. CLAIR			10.49	
SAINT CLAIR			\$ 10.51	
MORRIS			10.57	
MOREA			F 11.07	
NEW BOSTON			F 11.11	
NEWTON (L.V.R.)			11.15	
GUM RUN			12.17	
FERN GLEN			\$ 12.21	
GLEN JCT.			12.25	
ROCK GLEN			F 12.27	
TANK			F 12.36	
BOND			12.38	
ZENITH			F 12.44	
NESCOPECK			\$ 12.51	
Arrive	A. M.	A. M.	P. M.	A. M.
	5919	5931	5901	5937

[illegible]

STATIONS	FIRST CLASS			
	5903	*5941	*5927	
	DAILY	* DAILY EX. SUN.	DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
PHILA. (P. T. Div.)	\$ 3.20			
FRANKLIN AVE.	3.53	\$ 4.37	\$ 5.04	
PORT INDIAN		F 4.40	F 5.07	
BETZWOOD		S 4.44		
PROTECTORY		F 4.47		
PHILA. RUBBER WORKS		F 4.50		
CREEK	4.00	4.51	5.13	
OAKS		\$ 4.52	\$ 5.14	
PORT PROVIDENCE		F 4.56	F 5.17	
MONT CLARE		\$ 4.58	\$ 5.19	
PHOENIXVILLE	\$ 4.06	\$ 5.00	\$ 5.21	
CROMBY				
CANAL	4.12		5.28	
SPRING CITY	\$ 4.13		\$ 5.29	
PENNHURST			F 5.31	
PARKER FORD	4.17		\$ 5.35	
FRICK'S LOCK			F 5.39	
HILL	4.20		5.41	
KENILWORTH		F 5.42		
POTTSTOWN	\$ 4.24		\$ 5.45	
STOWE			F 5.48	
DOUGLASSVILLE	4.29		F 5.52	
MONOCACY			F 5.56	
BIRDSBORO	\$ 4.35		\$ 6.02	
BROOKE	4.36		6.03	
CLINGAN				
GIBRALTAR			\$ 6.07	
SEYFERT	4.41			
RIDGEWOOD				
ORTON				
EAST READING	4.46		6.12	
READING	\$ 4.50		\$ 6.15	
WEST END Rdg. Sid'g	4.53	Will not run May 30, July 4, Sept. 4		
MUHLENBERG				
TEMPLE	4.59			
ONTELAUNEE				
ORCHARD	5.02			
LEESPORT	F 5.04			
SHOEMAKERSVILLE	F 5.10			
HAMBURG	\$ 5.18			
MOSS	5.25			
AUBURN	5.30			
RIVER	5.32			
ADAMSDALE	5.37			
SCHUYL. HAVEN	M 5.41			
CARBON	5.46			
POTTSVILLE	\$ 5.50			
ULMER	5.51			
LOWER ST. CLAIR	5.54			
SAINT CLAIR	F 5.56			
MORRIS	6.02			
MOREA	F 6.12			
NEW BOSTON	F 6.18			
NEWTON (L.V.R.R.)	6.20			
GUM RUN	7.22			
FERN GLEN	F 7.26			
GLEN JCT.	7.30			
ROCK GLEN	F 7.32			
TANK	F 7.41			
BOND	7.43			
ZENITH				
NESCOPECK	\$ 7.56			
Arrive	P. M.	P. M.	P. M.	
	5903	5941	5927	

[illegible]

STATIONS	FIRST CLASS			
	8710			
	P. M.			
Arrive				
MT. CARMEL	\$ 4.43			
SAGON	4.40			
LOCUST	4.37			
FULTON				
SCOTT	4.30			
LUKE	4.27			
SHAMOKIN	\$ 4.24			
WEIGH SCALES	4.16			
PAXINOS	F 4.12			
SHAMROCK				
CROWL	4.10			
REED	F 4.09			
DEIBLER				
SNYDERTOWN	F 4.04			
RAY	4.01			
ORPHANAGE				
ADAM	3.55			
HORN	3.52			
SUNBURY-(WMSPT. DIV.)	\$ 3.50			
Leave	P. M.			
	8710			
	DAILY			

MT. CARMEL TO SUNBURY—WESTWARD

STATIONS	FIRST CLASS			
	8711			
	DAILY			
Leave	A. M.			
MT. CARMEL	\$ 11.20			
SAGON	11.23			
LOCUST	11.26			
FULTON				
SCOTT	11.32			
LUKE	11.34			
SHAMOKIN	\$ 11.37			
WEIGH SCALES	11.42			
PAXINOS	F 11.47			
SHAMROCK				
CROWL	11.50			
REED	F 11.51			
DEIBLER				
SNYDERTOWN	F 11.56			
RAY	11.59			
ORPHANAGE				
ADAM	12.04			
HORN	12.08			
SUNBURY-(WMSPT. DIV.)	\$ 12.10			
Arrive	P. M.			
	8711			

PASSENGER HIGHWAY BUS
SERVICE TRIPSBETWEEN
LEWISTOWN AND
SUNBURYBETWEEN
SUNBURY AND
LEWISTOWN

8832	STATIONS	8831
P. M.	Arrive Leave	DAILY EX. SUN. A. M.
3.28	SUNBURY P. R. R. STA.	10.07
3.20	SHAMOKIN DAM	10.15
3.16	HUMMELS WHARF	10.19
3.09	SELINGSGROVE	10.26
3.03	SALEM-CLIFFORD	10.32
3.00	PAWLING	10.35
2.54	KREAMER	10.41
2.51	MEISER	10.44
2.42	MIDDLEBURG	10.53
2.40	MIDDLEBURG-COURT HOUSE	10.55
2.33	PAXTONVILLE	11.02
2.23	BEAVERTOWN	11.12
2.19	BEAVER SPRINGS	11.16
2.12	RAUBS MILLS	11.23
2.07	McCLURE	11.28
2.00	WAGNER	11.35
1.56	SHINDLE	11.38
1.52	PAINTERVILLE	11.43
1.46	MAITLAND	11.49
1.37	WALNUT STREET	11.58
1.35	CHESTNUT ST.	12.00
1.30	MAIN AND MARKET STS.	12.05
1.25	LEWISTOWN P. R. R. STA.	12.10
P. M.	Leave Arrive	P. M.
8832		8831
DAILY EX. SUN.		

‡ Bus stops at Junction of State Highway and Public Road leading to P. R. R. Depot.

PASSENGER HIGHWAY BUS SERVICE TRIPS

BETWEEN SUNBURY AND MT. CARMEL

STATIONS	8804	8806	
	DAILY	DAILY	
	A. M.	A. M.	
Leave			
SUNBURY P. R. R. STA.	6.15	10.30	
HAMILTON	6.20	10.35	
CLIFTMONT	6.21	10.36	
OAKLYN	6.22	10.37	
LLEWELLYN	6.24	10.39	
KEEFER ROAD	6.25	10.40	
STONINGTON	6.30	10.45	
BREN-BARR	6.32	10.47	
SHAMOKIN MANOR	6.34	10.49	
MAYFAIR	6.36	10.51	
PAXINOS	6.44	10.59	
WEIGH SCALES	6.50	11.05	
THARPTOWN HIGH SCHOOL	6.53	11.08	
THARPTOWN HOSPITAL	6.54	11.09	
SHAMOKIN	7.00	11.15	
BRADY	7.08	11.23	
KULPMONT SILK MILL	7.16	11.31	
KULPMONT NINTH STREET	7.18	11.33	
GREEN RIDGE	7.23	11.38	
WEST EXCHANGE	7.25	11.40	
EXCHANGE	7.27	11.42	
MT. CARMEL P. R. R. STA.	7.31	11.46	
MT. CARMEL 3RD. & OAK STS.	7.35	11.50	
Arrive	A. M.	A. M.	
	8804	8806	

PASSENGER HIGHWAY BUS SERVICE TRIPS

BETWEEN SUNBURY AND MT. CARMEL

8810	8812				
DAILY	DAILY				
P. M.	P. M.				
5.30	9.15				
5.35	9.20				
5.38	9.21				
5.37	9.22				
5.39	9.24				
5.40	9.25				
5.45	9.30				
5.47	9.32				
5.49	9.34				
5.51	9.36				
5.59	9.44				
6.05	9.50				
6.08	9.53				
6.09	9.54				
6.15	10.00				
6.24	10.09				
6.31	10.16				
6.33	10.18				
6.38	10.23				
6.40	10.25				
6.42	10.27				
6.46	10.31				
6.50	10.35				
P. M.	P. M.				
8810	8812				

PASSENGER HIGHWAY BUS SERVICE TRIPS

BETWEEN MT. CARMEL AND SUNBURY

STATIONS	Arrive	8805	8807	
		A. M.	P. M.	
SUNBURY, P. R. R. STA.....		8.55	3.20	
HAMILTON.....		8.50	3.15	
CLIFTMONT.....		8.49	3.14	
OAKLYN.....		8.48	3.13	
LLEWELLYN.....		8.46	3.11	
KEEFER ROAD.....		8.45	3.10	
STONINGTON.....		8.40	3.05	
BREN-BARR.....		8.38	3.03	
SHAMOKIN MANOR.....		8.36	3.01	
MAYFAIR.....		8.34	2.59	
PAXINOS.....		8.26	2.51	
WEIGH SCALES.....		8.20	2.45	
THARPTOWN HIGH SCHOOL.....		8.17	2.42	
THARPTOWN HOSPITAL.....		8.16	2.41	
SHAMOKIN.....		8.10	2.35	
BRADY.....		8.02	2.27	
KULPMONT SILK MILL.....		7.54	2.19	
KULPMONT NINTH STREET.....		7.52	2.17	
GREEN RIDGE.....		7.47	2.12	
WEST EXCHANGE.....		7.45	2.10	
EXCHANGE.....		7.43	2.08	
MT. CARMEL P. R. R. STA.		7.39	2.04	
MT. CARMEL 3RD. & OAK STS.		7.35	2.00	
Leave		A. M.	P. M.	
		8805	8807	
		DAILY	DAILY	

PASSENGER HIGHWAY BUS SERVICE TRIPS

BETWEEN MT. CARMEL AND SUNBURY

8811	8813				
P. M.	P. M.				
8.20	11.55				
8.15	11.50				
8.14	11.49				
8.13	11.48				
8.11	11.46				
8.10	11.44				
8.05	11.40				
8.03	11.38				
8.01	11.36				
7.59	11.34				
7.51	11.26				
7.45	11.20				
7.42	11.17				
7.41	11.16				
7.35	11.10				
7.27	11.02				
7.20	10.55				
7.17	10.52				
7.10	10.45				
7.07	10.42				
7.05	10.40				
7.04	10.39				
7.00	10.35				
P. M.	P. M.				
8811	8813				
DAILY	DAILY				

EXTRA STOPS BY PASSENGER TRAINS.

TRAIN No.	STOP AT	FOR
5906	Hunlock	Employees
5901	Buttonwood	Employees
8609	Buttonwood	Employees
5903	Hunlock	Employees

TRAINS WAIT FOR CONNECTION.

Junction Point	Train	Waits Until	For Train	Remarks
Sunbury	510	4.00 P. M.	570	For passengers from west of Lock Haven.
Sunbury	8710	Indefinitely	510	When passengers are reported for beyond Mt. Carmel.
Sunbury	8710	4.00 P. M.	570	

U. S. MAIL WORK

ARRANGED FREIGHT TRAIN SERVICE.

Train	Leaves	Arrives	Running Time
S-80	Kase 4.00 A	Buttonwood 5.45 A Hudson 6.15 A Wilkes-Barre 8.00 A	2.15
S-1	Franklin Ave. 11.10 P	Buttonwood 6.15 A Hudson 6.45 A Wilkes-Barre 8.00 A	7.35
PG-16	Kase 4.30 A	Buttonwood 6.40 A Hudson 7.10 A Wilkes-Barre 8.40 A	2.40
AH-16	Kase 5.45 P	Buttonwood 8.30 P Hudson 9.30 P Wilkes-Barre 10.30 P	3.45
S-82	Kase 8.35 P	Buttonwood 11.00 P Hudson 11.59 P Wilkes-Barre 1.00 A	3.24
S-83	Buttonwood 3.00 A	Kase 8.30 A	5.30
BA-13	Buttonwood 8.00 A	Kase 11.30 A	3.30
S-2	Buttonwood 8.30 P	Franklin Ave. 2.45 A	6.15
PG-13	Buttonwood 10.10 P	Kase 1.30 A	3.20
S-81	Buttonwood 10.45 P	Kase 3.00 A	4.15
S-3	Franklin Ave. 12.45 A	Carbon 6.00 A	5.15
S-4	Carbon 6.01 P	Franklin Ave. 9.10 P	3.09

NOTE—The time shown conveys no time table authority.

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

Week Days		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
5906	5903	Wilkes-Barre - - -	5906	5903
5906	8609	Nanticoke - - - -	5906	511
5906	510	Retreat - - - - -	....	....
5906	510	Mocanaqua - - - -	....	....
5906	5908	Wapwallopen - - -	....	....
8604	8609	Nescopeck - - - -	8604	5906
8604	510	East Bloomsburg	....	....
8604	510	Catawissa - - - -	....	....
8604	510	South Danville - -	....	....
8711	8710	Mt. Carmel - - - -	8711	8710
8711	8710	Shamokin - - - - -	8711	8710
5931	5940	Oaks - - - - -	....	....
5919	5942	Phoenixville - - -	5924	6112
5919	5903	Spring City - - - -	5924	5903
5922	5908	Pottstown - - - - -	5924	5908
5922	5903	Birdsboro - - - - -	....	....
5922	5908	Reading - - - - -	5924	5908
5901	5901	Shoemakersville -	....	....
5906	5901	Hamburg - - - - -	....	....
5901	5901	Schuylkill Haven	....	....
5906	5908	Pottsville - - - - -	5906	5908
5906	5901	St. Clair - - - - -	....	....
5906	5901	Morea - - - - -	....	....
5906	5901	Fern Glen - - - - -	....	....

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

SPECIAL INSTRUCTIONS.

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

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

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover and title page.

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

TIME TABLE.

S3. SYMBOLS.

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

D301.

- A No. 5919 run siding Parker Ford to Hill to meet No. 5922.
- B No. 5923 run siding Parker Ford to Hill to meet No. 5926.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

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

D401.

- M Stop to discharge pay passengers from Philadelphia and beyond.
- N Stop on signal to receive pay passengers for Philadelphia and beyond.
- P Regular stop for mail only, daily except Sunday.

S5.

COLOR SIGNALS.

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

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

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

S6. HAND, FLAG AND LAMP SIGNALS.

S7. ENGINE WHISTLE SIGNALS.

D701. Rule 14 (g) o o will not apply to a train finding a fusee burning on or near its track.

D702. Rule 14 (l) amplified:

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

D703. Rule 14 (m) — — — — — will not apply except at stations where "F" Stop is made or at Non-Stop stations where U. S. mail is caught or delivered.

D704. Rule 14 amplified:

Rule 14 (dc) — — — — — o o and 14 (eg) — — — — — o o will apply as follows:
Nescopeck Branch at Nescopeck.
P. R. R. tracks at Gum Run.
Lewistown Branch at Selinsgrove Junction.
Shamokin Branch at Horn.
Track No. 2 Kase.

D705. Rule 14 amplified:

Sound — o — Indication: Train approaching Interlocking and Block Stations indicates train desires to enter siding at that point.

D706. Rule 14 (j) amplified:

Sound o o o o Indication: Passing any Block or Interlocking Station will indicate to the Signalman that the train desires to clear the main track at the next siding.

D707. Rule 14 amplified:

At the following points, the use of the engine whistle must be restricted as much as is consistent with safety:
Between Clingan station and east end Birdsboro siding.
Court Street Branch, Reading.
Borough of Hamburg.
Between Carbon and Pottsville.

D708. Except in emergency, Enginemen will not sound engine whistle for following highway grade crossings:
Mill Street, South Danville.
Grade crossings east of Carey Avenue, Wilkes-Barre.
Grade crossings between Horn and Adam.

D709. Rule 14 amplified:

Sound — — o o o Indication: Freight trains intending to stop for water will give this signal when passing block stations as follows:

EASTWARD

Whistle sounded at:	Indicates stop at:
Raven	South Danville
Kips	Catawissa
Norca	Creasy
Nescopeck	Port or Pond Hill
River	Hamburg
Brooke	Pottstown
Canal	Phoenixville

WESTWARD

Hunlock	Port or Pond Hill
Nescopeck	Creasy
Creasy	Catawissa or
	South Danville
Creek	Phoenixville or Canal
Canal	Pottstown
Brooke	Reading

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.**D901. Rule 16 amplified:**

Sound (ja) o o o o o o Indication: When standing—Deplete brake pipe pressure.

D902. The following portions of Rule 16 will apply when using the electrically operated horn located on south side of No. 3 track at west end of Honey Pot yard, and on north side of thoroughfare track at car inspector's office Buttonwood.

SOUND	INDICATION
(a) o o	When standing—start.
(b) o o	When running—stop.
(c) o o o	When standing—back the train.

S10. TRAIN SIGNALS.**D1001. Rule 17a amplified:**

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

D1002. Rule 19. The bottom line under Fig. 4, page 24, modified to read:

Lights showing yellow to the outside, and red to the rear.

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

D1003. Rule 21a will apply on double, three or more tracks.

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

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

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

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

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

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

D1004. Rule 26 amplified:

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

D1005. At night trains moving or standing on No. 2 yard track between Hunlock and west end of Lomis siding, No. 2 yard track between Hart and Division street, and No. 2 yard track between SF Reading and Adam, will, when clear of main tracks, display markers as provided in Rule 19 Fig. 5.

S11. USE OF SIGNALS.**D1101.**

D1102. Proper application of Rule 27 in connection with Figure 1, Rule 287:

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

D1103. Rule 34—When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "Signal," except Rule 275.

D1104. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

S12. SUPERIORITY OF TRAINS.

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

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division where all General Orders of this Division will be posted and delivered, also bulletin board points on Reading Company and Lehigh Valley Railroad where General Orders of this division as indicated, will be posted and

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

Location	Other Divisions	Zones
Sunbury: Train Dispatcher's Office.	Williamsport Phila. Terminal Middle Philadelphia Reading Co. L. V. R. R. D. & H. Co.	A. B. C. C. D. A. B. E. G. A. Reading Div. Lehigh Div. Penna. Div.
Wilkes-Barre: Engine House.	Williamsport Phila. Terminal Middle Philadelphia Reading Co. L. V. R. R. D. & H. Co.	A. B. C. C. D. A. B. G. A. Reading Div. Lehigh Div. Penna. Div.
Buttonwood: Yard Master's Office	Williamsport Phila. Terminal Middle Philadelphia L. V. R. R. D. & H. Co.	A. B. C. C. D. A. B. G. A. Lehigh Div. Penna. Div.
Honey Pot: Yard Master's Office	Williamsport Phila. Terminal Middle Philadelphia L. V. R. R. D. & H. Co.	A. B. C. C. D. A. B. G. A. Lehigh Div. Penna. Div.
Wilkes-Barre: South Street. For L. V. R. R. men only		A.
Nanticoke: Passenger Station.		
Shamokin: Enginehouse.	Williamsport Philadelphia	C. A.
Mt. Carbon: Yard Office.	Williamsport Phila. Terminal Reading Co. L. V. R. R. D. & H. Co.	C. C. D. Reading Div. Lehigh Div. Penna. Div.
Reading: Block Station.	Phila. Terminal	C. D.
Phoenixville: Passenger Station.	Phila. Terminal	C. D.

FOREIGN RAILROADS.

Reading Company Mahanoy Plane: Asst. Tr. Master's Office	Wilkes-Barre	B.
Gordon: Asst. Tr. Master's Office	Wilkes-Barre	B.
Pottsville: Agent's Office.	Wilkes-Barre	B.
Saint Clair: Upper Yd. Master's Ofc	Wilkes-Barre	B.
Saint Clair Enginehouse Foreman's Office	Wilkes-Barre	B.
Saint Clair: Asst. Tr. Master's Office	Wilkes-Barre	B.
Tamaqua: Asst. Tr. Master's Office	Wilkes-Barre	B.
Lehigh Valley R. R. Easton: Telegraph Office.	Wilkes-Barre	E.
Delano: Yard Office, Crew Dispr's Office	Wilkes-Barre	B.

S14.

GENERAL ORDERS.

S14A. Rule 75 amplified:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

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

D1402. On turn-around runs, conductors and enginemen relieved for a period of three hours or less are not required to present time-tables to Bulletin Board Attendants for examination at turning point.

D1403. Qualification of conductors and enginemen will be checked when new time-tables take effect. The proper entries will be made on the qualifying pages of the time-tables by the Train Master, Road Foreman of Engines or their representatives for trainmen and engine employees. These new qualifications will remain in effect during a six month period after which, if no trip has been made over a territory either in service or as a special trip, conductors and enginemen must be qualified before being used in that territory. If he has not made a trip within a period of twelve months he must not be used in that territory until after having made one or more trips over the territory involved and has been examined and qualified by proper division officer.

Conductors or enginemen ordered to run over any portion of a Division or foreign railroad, over which they are not qualified, must inform Crew Dispatcher, or, when conditions require, the Superintendent.

D1404. General Order zones of this Division are as follows:

Zone A—Kase to Wilkes-Barre.

Zone B—Catawissa Branch.
Nescopeck Branch.
Shenandoah Branch.
Yard limit board west of Pottsville to Newton and Wetherill Junction.

Zone C—Yard limit board west of Pottsville to yard limit board east of Mt. Carbon Yard.

Zone D—Yard limit board east of Mt. Carbon Yard to Franklin Ave.

Zone E—Shamokin Branch.

Zone F—Lewistown Branch.

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

S15. TRACK ASSIGNMENTS.

D1501. DOUBLE TRACK.

Between Kase and Raven.
Between Nescopeck and Hunlock.
Between Franklin Ave. and end double track Canal.

D1502. On double or more tracks the current of traffic is as follows:

No. 1 Eastward.
No. 2 Westward.

D1503.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers are located at Sunbury.

Movements on New Boston branch of Lehigh Valley Railroad will be in charge of Train Dispatcher at Sunbury and employees will be governed by The Pennsylvania Railroad book of rules and special instructions of Wilkes-Barre Division time table.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below.

D1602. Rule 83—By Clearance Message C. T. 1246 or by Train Order.

Rule 83a—May be given verbally.

Rule 83a—Will not apply where Rules 251, 253 and 254 are in effect.

S16B. Rule 98.

D1603.

S16C. Rules 106 and 106a.

D1604. On double track, when first class trains approach a station, the train not scheduled to stop must be given the right of the station. When both trains are scheduled to stop, the eastward train must be given the right.

S16D. Rules 251, 253 and 254.

D1605. Rules 251, 253 and 254 will apply between:

Kase and Raven.
Nescopeck and Hunlock.
Franklin Ave. and end double track Canal.

D1606. Catawissa Branch between Hawk and Beaver out of service except for the storage of cars.

D1607. Flagmen must protect their trains, regardless of the presence of track cars.

D1608. Crossover switches at Northampton Street, Wilkes-Barre, must not be fouled, unless switches are properly set for movement, and a signal received from switch tender.

D1609. Signalman at Lomis has charge of hand-operated switch at east end of Lomis siding and will open and close switch for all trains entering and leaving siding.

D1610. Yard engines moving from Honey Pot Yard or Mine Branches, requiring use of Lomis Siding, will obtain permission from the signalman at Lomis and be governed by Rule 90a. The signalman will advise Train Dispatcher.

D1611. Trains from Lancaster Branch must obtain permission to use Luke Siding.

D1612. Rule 103a amplified:

When an engine is shifting over a highway, street, alley or private road where there is no watchman, a trainman must be stationed on the crossing to give warning to persons using same.

Two or more movements in close succession over a crossing will be regarded as shifting.

D1613. In connection with flashing light highway signals at Fourth and Awl streets, Sunbury, on No. 2 yard track, Shamokin Branch:

When shifting over Fourth street, trainmen will, in addition to observing rule 103a, push a button located on the first telegraph pole west of Fourth street number 0-5 which will stop the flashing of the signals at Fourth and Awl streets. If signals are not flashing at Fourth street when train proceeds eastward, trainmen must observe rule 103a at Awl street until train is over the crossing.

When westward trains on No. 2 yard track are stopped east of Awl street, trainmen will push a button located on first telegraph pole east of Awl street, which will stop the flashing of lights at Fourth and Awl streets.

When train starts to move westward, trainmen must observe Rule 103a at Awl street, until train is over the crossing.

D1614. At highway grade crossings protected by highway grade crossing signals, when making a backward movement after having made a forward movement, or a forward movement after having made a backward movement; or when entering a track within a Crossing Signal Circuit Zone; or before making any movement on other than main track over a crossing so protected, it must be known that highway grade crossing signals are operating or a trainman must be stationed on the crossing to give warning to persons using same when no crossing watchman is on duty.

D1615. At Market Street, Sunbury, during the time crossing watchman is not on duty, trains must stop before reaching crossing and a trainman must be stationed on the crossing before train may proceed.

D1616. When making movements over Wilmer road crossing, Phoenixville Branch track, crossing must be protected as required by Rule 103a.

D1617. Rule 97a amplified:

On double, three or more tracks extra trains carrying

passenger equipment and manned by passenger crews, and circus trains, will run passenger extra without train orders when proper signals are displayed, or permission is given by Signalman, Station Master or Yard Master.

D1618. Track leading to the Oak Hill Branch of the Reading Company, will be used by Pennsylvania Railroad and Reading Company crews, protecting against each other.

D1619. Before permitting engines or cranes of P. & R. Coal & Iron Co. to foul or cross yard running track or main track at their crossing east of Norwegian Street, Pottsville, permission must be secured from the Signalman at Carbon. Track must be reported clear promptly when movement is completed.

D1620. Account of mine settlements on Gilberton Branch, trainmen will precede movements between old trolley crossing at Lawrence Colliery and a point 500 feet east.

D1621. Trains may use following tracks by permission of Signalman designated and must report clear of these tracks to Signalman.

Tracks	Obtain permission from signalman at
Phoenixville Branch	Creek
Royersford Branch	Canal
North Reading Branch	Reading
Running Track between Mt. Carbon and No. 5 switch	Carbon
Minersville Mine Track	Carbon
Morea Branch	Morris
Gilberton Branch	Morris
Shenandoah Branch	Morris
Catawissa Branch, between Glen Jct. and Beaver	Gum Run

D1622. Switches leading from running tracks and sidings are in normal position when set for straight movement; switches must be returned to normal position immediately after being used.

D1623. Eastward freight trains having work to do at Pottstown must take siding.

D1624. Trains moving on yard and other tracks not operated under Block Signal Rules, or by train orders must move at such speed that they can stop within range of vision, unless tracks are seen or known to be clear and switches properly set.

S17. MOVEMENT BY TRAIN ORDERS.

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

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

D1703. Conductors of passenger trains will report for orders before leaving Sunbury:

Train Dispatcher's office.

D1704. Rule 221a amplified:

That part of Rule 221a reading, "If the engineman fails to catch the order the train must be stopped, and will not proceed without a proper train order," will also be applicable to conductors.

To insure correct delivery of all orders handed to moving trains, Signalman will enclose memorandum, reading: "You should receive orders Nos.———"

D1705. At Norca a yellow flashing light signal located directly below the second arm of the westward home signal, and at Nescopeck a yellow flashing light signal located directly below the second arm of the eastward home signal, on main line, will be used in addition to the yellow train order signal, displayed in the place provided, when 19 train orders are to be delivered to a train as provided in Rule 221a.

These yellow flashing light signals will apply to trains that are governed by the fixed signals under which they are located, and will be used in addition to the train order signal as provided in last paragraph of Rule 221a.

The display of a red train order signal as prescribed by Rule 289, when conditions require, will be continued.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rule 97.

S18A. Rules 93 and 317d amplified:

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

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

Except as hereby provided, all rules and special instructions applicable to trains must be observed.

D1802. Yard Limits indicated by Yard Limit Boards are as follows:

Main Line:

Bridge to Wilkes-Barre.

Lewistown Branch:

2850 feet west of Selinsgrove to Selinsgrove Jct.

Shamokin Branch:

Horn to 63 feet east of Adam.

Weigh Scales to Luke.

1500 feet west of Sagon to Mt. Carmel.

Schuylkill Branch:

675 feet west of Pennhurst to end double track Canal.

1300 feet west of Mile Post 42 to Hill.

245 feet east of Mile Post 61 to Mile Post 56.

2485 feet west of Mile Post 95 to 1300 feet east of Mile Post 93.

D1803. Signalman at Buttonwood, after securing permission from Train Dispatcher, is authorized to verbally direct movements ahead of or against overdue superior trains between Bridge and westward home signal Buttonwood.

Signalman at Carbon, after securing permission from Train Dispatcher, is authorized to verbally direct movements ahead of or against overdue superior trains between signal bridges at Carbon.

D1804. Signalman at Buttonwood may permit a train other than a passenger train to enter main track at hand-operated switches between Bridge and Buttonwood to follow a train other than a passenger train. Trains authorized to make such movements will proceed with caution, prepared to stop short of train or obstruction.

D1805. Trains using No. 2 yard track between Hunlock and west end of Lomis Siding must obtain verbal or written permission from the Signalman at Lomis. Trains clearing No. 2 yard track at intermediate switches will report clear to Signalman at Lomis.

Movements on Glen Lyon and West Nanticoke Branches will be in charge of Yard Master at Honey Pot Scales.

Trains using No. 2 yard track between Hart and Division Street must obtain permission from, and report clear to, the Signalman at Hart.

Trains using No. 2 yard track between SF Reading and Adam must obtain permission from Signalman at Horn.

Trains using yard track between CA Jct. and Redpen must obtain permission from, and report clear to Signalman at Norca.

Trains using yard track between Redpen and Hawk must obtain permission from, and report clear to Signalman at Redpen.

S19.

SPEED TABLE

Time Per Mile		Miles Per		Time Per Mile		Miles Per		Time Per Mile		Miles Per	
Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour
0.51		70.59	1.27		41.38	2.02		29.50	2.37		22.93
0.52		69.76	1.28		40.91	2.03		29.27	2.38		22.78
0.53		67.92	1.29		40.45	2.04		29.03	2.39		22.64
0.54		66.66	1.30		40.00	2.05		28.80	2.40		22.50
0.55		65.45	1.31		39.56	2.06		28.57	2.41		22.36
0.56		64.29	1.32		39.13	2.07		28.34	2.42		22.22
0.57		63.16	1.33		38.71	2.08		28.12	2.43		22.08
0.58		62.07	1.34		38.29	2.09		27.91	2.44		21.95
0.59		61.02	1.35		37.89	2.10		27.69	2.45		21.82
1.00		60.00	1.36		37.50	2.11		27.48	2.46		21.69
1.01		59.02	1.37		37.11	2.12		27.27	2.47		21.56
1.02		58.06	1.38		36.73	2.13		27.09	2.48		21.43
1.03		57.14	1.39		36.36	2.14		26.87	2.49		21.30
1.04		56.25	1.40		36.00	2.15		26.67	2.50		21.17
1.05		55.38	1.41		35.68	2.16		26.47	2.51		21.05
1.06		54.55	1.42		35.29	2.17		26.28	2.52		20.93
1.07		53.73	1.43		34.95	2.18		26.09	2.53		20.81
1.08		52.94	1.44		34.61	2.19		25.90	2.54		20.70
1.09		52.17	1.45		34.28	2.20		25.71	2.55		20.58
1.10		51.43	1.46		33.96	2.21		25.53	2.56		20.45
1.11		50.70	1.47		33.64	2.22		25.35	2.57		20.34
1.12		50.00	1.48		33.33	2.23		25.17	2.58		20.22
1.13		49.31	1.49		33.03	2.24		25.00	2.59		20.11
1.14		48.65	1.50		32.73	2.25		24.83	3.00		20.00
1.15		48.90	1.51		32.43	2.26		24.66	3.15		18.46
1.16		47.37	1.52		32.14	2.27		24.49	3.30		17.14
1.17		46.74	1.53		31.86	2.28		24.32	3.45		16.00
1.18		46.15	1.54		31.58	2.29		24.16	4.00		15.00
1.19		45.57	1.55		31.30	2.30		24.00	5.00		12.00
1.20		45.00	1.56		31.04	2.31		23.84	6.00		10.00
1.21		44.44	1.57		30.77	2.32		23.68	6.46		9.00
1.22		43.90	1.58		30.51	2.33		23.53	7.30		8.00
1.23		43.37	1.59		30.35	2.34		23.38	8.34		7.02
1.24		42.86	2.00		30.00	2.35		23.23	10.00		6.00
1.25		42.35	2.01		29.75	2.36		23.08	12.00		5.00
1.26		41.86									

S20.

SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-29, or other type of freight car equipped for passenger train service, they must have pas-

senger equipment cars in proportion to freight cars, not less than:

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

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

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

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

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

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

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

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

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

D2001.

MAXIMUM SPEED.

Miles per hour.

Passenger
Trains.

MAIN LINE:

With passenger engine 60
With freight engine 50

NESCOPECK BRANCH:

With passenger engine 30
With freight engine 30

LEWISTOWN BRANCH:

With passenger engine 30
With freight engine 30

SHAMOKIN BRANCH:

With passenger engine 45
With freight engine 45

SCHUYLKILL BRANCH:

East of Hamburg:

With passenger engine 60
With freight engine 50

Between Hamburg and Carbon:

With passenger engine 45
With freight engine 45

Between Carbon and Nichols

Street, Pottsville:

With passenger engine 30
With freight engine 30

Between Nichols Street, Pottsville, and St. Clair:

With passenger engine 40
With freight engine 40

Between St. Clair and Newton

With passenger engine 35
With freight engine 35

Freight
Trains

Unless otherwise specified:

Main Line	40
Nescopeck Branch	30
Catawissa Branch	20
Lewistown Branch	30
Shamokin Branch	40
Schuylkill Branch:	
Between Franklin Ave and Carbon	40
Between Carbon and Nichols	
Street, Pottsville	30
Between Nichols Street, Pottsville and St. Clair	40
Between St. Clair and Newton..	35

Circus
Trains

Except where speed limit for freight trains is less..... 30

With boom
To rear—Forward

Wreck
Trains

Main line	30	20
Nescopeck Branch ...	25	20
Lewistown Branch ...	25	20
Shamokin Branch ...	25	20
Schuylkill Branch ...	30	20
All other branches...	15	15

Work Trains

With M. W. equipment 35 30

Track
Cars.

Unless otherwise specified.....	20
When hauling track cars or trailers	15
Through turnouts and over switches, frogs, street and highway crossings	5
Hand cars	10

Electrically equipped multiple unit cars, moved deadhead in steam trains, motors not removed 20

Where speed restrictions for freight trains by time-table or otherwise is not as great as the restrictions for wreck and work trains, the restriction for wreck and work trains is five miles per hour less than the freight train restriction if boom is trailing and ten miles per hour less if boom is forward, except where the restrictions for freight trains is ten miles per hour or less, the speed restriction for wreck and work trains will be the same as for freight trains.

D2002. Speed indicated below must not be exceeded between stations named; on curves and over bridges: Numbers designating limits of curves are pole numbers.

LOCATIONS	CLASS OF ENGINE							
	D	E	G	H	I	K	L	M
	MILES PER HOUR							
Main Line								
Bank, Curve on No. 2 track.....	45	45	45	45	45	45	45	45
Raven Interlocking, No. 2 track...	40	40	40	40	40	40	40	40
Kips Eastward Siding West End,								
Westward trains	15	15	15	15	15	15	15	15
Curve 11-25 to 11-30	40	40	40	40	40	40	40	40
Curve 12-15 to 12-25	45	45	45	45	45	45	45	45
Bridge 16.49					40			55
Curve at CA Jct.	45	45	45	45	45	45	45	45
First curve east of Norca.....	30	30	30	30	30	30	30	30
Second curve east of M. P. 35.....	40	40	40	40	40	40	40	40
Bridge 40.74					35			50
Curve at M. P. 46	40	40	40	40	40	40	40	40
First curve east of Mocanaqua	40	40	40	40	40	40	40	40
First curve west of M. P. 50.....	40	40	40	40	40	40	40	40
First curve east of M. P. 51.....	50	50	50	50	50	50	50	50
Curve at Lee	40	40	40	40	40	40	40	40
Curve at M. P. 56	45	45	45	45	45	45	45	45
Curve at Lomis	45	45	45	45	45	45	45	45
Lomis Siding, East End, Eastward								
Trains	15	15	15	15	15	15	15	15
At mine settlement 600 feet west								
of M. P. 57	40	40	40	40	40	40	40	40
First and second curves east of M.								
P. 58	40	40	40	40	40	40	40	40
First curve west of M. P. 59	40	40	40	40	35	40	40	35
First curve east of M. P. 59	40	40	40	40	35	40	40	35
Curves east and west of Carey Ave.	30	30	30	30	30	30	30	30
Nescopeck Branch								
Gum Run Interlocking westward...	15	15	15	15	15	15	15	15
Lewistown Branch								
Curve 4-10 to 4-15					25		25	
Curve 38-5 to 38-15					25		25	
Curve 41-15 to 41-25					25		25	
Selinsgrove over street crossings...	10	10			10		10	
Bridges 44.04 and 44.40	10	10			10			
Curve, Selinsgrove Jct.	10	10			10			
Shamokin Branch								
Horn to East Sunbury	20	20	20	20	20	20	20	20
Bridge 1.47					35			45
Bridge 1.85					35			
Bridge 2.85					30			40
Bridge 3.42					30			
Curve 6-25 to 6-35								40
Bridge 7.71					30			40
Curves 8-20 to 9-1	40	40	40	40	40	40	40	35
Curve 10-10 to 10-15								40
Bridge 10.63					30			40
Curve 11-15 to 11-35	35	35	35	35	35	35	35	30
Curve 13-25 to 14-5	25	25	25	25	20	25	25	20
Curve 14-35 to 15-25	30	30	30	30	30	30	30	30
Curve 16-10 to 16-20	25	25	25	25	20	25	25	20
Curves 17-1 to 18-1	35	35	35	35	30	35	35	30
Pontoon to Luke	20	20	20	20	20	20	20	20
Curve 20-5 to 20-15								40
Bridge 20.59						25		
Curves 21-5 to 21-25	35	35	35	35	35	35	35	30
Bridge 21.74						40		
Curve 22-5 to 22-20								40
Bridge 22.30						25		35
Bridge 22.39						25		40
At mine settlement 3700 feet east of								
M. P. 22	25	25	25	25	25	25	25	25
Curve 22-40 to 23-25	35	35	35	35	35	35	35	30
Curve 24-30 to 24-35	40	40	40	40	40	40	40	35
Poles 25-10 to 26-20	15	15	15	15	15	15	15	15

LOCATIONS	CLASS OF ENGINE							
	D	E	G	H	I	K	L	M
	MILES PER HOUR							
Schuylkill Branch								
First curve west of Protectory....	50	50	50	50	50	50	50	50
Reading Company crossing Creek..	40	40	40	40	40	40	40	40
Curve at M. P. 26	50	50	50	50	50	50	50	50
Bridge 26.42					40			
Bridge 27.24					40			
Curve at Mont Clare	40	40	40	40	40	40	40	40
Curves Phoenixville to Tunnel	45	45	45	45	45	45	45	45
First curve west of Phoenixville								
Tunnel	40	40	40	40	40	40	40	40
First curve west of Cromby	45	45	45	45	45	45	45	45
Second curve east of Spring City...	50	50	50	50	50	50	50	50
No. 1 track Spring City to Phoenix-								
ville	40	40	40	40	40	40	40	40
Bridge 31.70					40			
First curve west of Pennhurst....	50	50	50	50	50	50	50	50
1650 feet east of to 450 feet west of								
M. P. 34	50	50	50	50	50	50	50	50
First curve west of Monocacy	55	55	55	55	55	55	55	55
First and second curves east of								
Birdsboro	45	45	45	45	45	45	45	45
Bridge 48.78					40			
Bridge 48.87					35			
Reading Company crossing at								
Brooke	15	15	15	15	15	15	15	15
First curve west of Gibraltar	55	55	55	55	55	55	55	55
Bridge 54.63					40			
Bridge 55.35					35			
Reverse curve east of Bridge 56.03.	55	55	55	55	55	55	55	55
First curve west of Bridge 56.03...	45	45	45	45	45	45	45	45
First and second curves west of Orr-								
ton	50	50	50	50	50	50	50	50
Curve at west end East Reading								
Yard	35	35	35	35	35	35	35	35
Reading to M. P. 59	30	30	30	30	30	30	30	30
First curve west of M. P. 59	45	45	45	45	45	45	45	45
Curve at Schuylkill Avenue over-								
head bridge	50	50	50	50	50	50	50	50
First curve east of North Reading.	55	55	55	55	55	55	55	55
First curve west of North Reading.	55	55	55	55	55	55	55	55
First curve east of Muhlenberg...	45	45	45	45	45	45	45	45
First curve west of Muhlenberg....	55	55	55	55	55	55	55	55
Curve at M. P. 66	55	55	55	55	55	55	55	55
First curve west of west end Or-								
chard siding	45	45	45	45	45	45	45	45
Curve at Mohrsville	50	50	50	50	50	50	50	50
First curve west of Mohrsville....	45	45	45	45	45	45	45	45
First curve west of M. P. 73.....	45	45	45	45	45	45	45	45
Curve at M. P. 74	40	40	40	40	40	40	40	40
First curve west of M. P. 74	50	50	50	50	50	50	50	50
Curve at Hamburg	45	45	45	45	45	45	45	45
Curve at Bridge 78.10	40	40	40	40	40	40	40	40
Curve east of M. P. 79	40	40	40	40	40	40	40	40
Curve one-half mile west of M. P. 79								
to 1000 feet east of M. P. 80.....	30	30	30	30	30	30	30	30
Curve 1000 feet east of to 1000 feet								
west of M. P. 80	40	40	40	40	40	40	40	40
Curve west of west end Moss.....	40	40	40	40	40	40	40	40
Bridge 83.40					30			
Bridge 85.20					45			
First curve west of M. P. 86.....	35	35	35	35	35	35	35	35
First curve west of M. P. 87.....	40	40	40	40	40	40	40	40
Second curve west of M. P. 87.....	35	35	35	35	35	35	35	35
Curve at Adamsdale	40	40	40	40	40	40	40	40
First curve east of Schuylkill Haven	40	40	40	40	40	40	40	40
Curve at L. V. R. R. overhead bridge,								
Schuylkill Haven	35	35	35	35	35	35	35	35
First curve east of storage track								
3387	35	35	35	35	35	35	35	35

LOCATIONS	CLASS OF ENGINE							
	D	E	G	H	I	K	L	M
	MILES PER HOUR							
First and second curves west of M. P. 92	35	35	35	35	35	35	35	35
First curve east of M. P. 93	35	35	35	35	35	35	35	35
Bridge 93.59					30			
Reading Company crossing, Pottsville	15	15	15	15	15	15	15	15
First curve east of St. Clair Tunnel	35	35	35	35	35	35	35	35
Bridge 1.82					25			
Curve west end St. Clair Tunnel ..	30	30	30	30	30	30	30	30
Bridge 3.50					30			
Curves M. P. 100 to M. P. 101	30	30	30	30	30	30	30	30
First and second curves east of Morea	25	25	25	25	25	25	25	25
Shenandoah Branch:								
1000 feet east of to 500 feet west of switch at Gilberton Branch Jct.	5	5	5	5	5	5	5	5
First curve east of M. P. 105	25	25	25	25	25	25	25	25
First curve west of M. P. 105	25	25	25	25	25	25	25	25
1065 feet east of east leg of wye to 1000 feet west of M. P. 107	8	8	8	8	8	8	8	8
Girard Yard Track:								
Girard Jct. to a point 1000 feet west	5	5	5	5	5	5	5	5
Minersville Mine Track:								
All curves	10	10	10	10	10	10	10	10

D2003. The following class of engines must not exceed speed indicated as follows:

CLASS	MILES PER HOUR			
	Forward			Backward
	With train Psgr.	Fr't	Light	
A, B, C		20	20	20
D	60	45	45	25
E	60	45	45	25
G	60	45	45	25
H	50	45	40	25
I	45	45	40	25
K	60	45	45	25
L	50	45	40	25
M	60	45	45	25
N	50	45	30	20
Gas Electric ...	60		60	60

Where speed restrictions are lower they must be conformed to.

D2004. I-1-s engines backward will not exceed a speed of 15 miles per hour on curves between Newton and Pottsville and between Frackville Jct. and Morris.

D2005. Engines with 21,000 or 25,000 gallon tenders must not exceed a speed of 25 miles per hour over Bridges Nos. 2.84 and 2.77 at Wiggan and Bridge No. 4.53 at Shenandoah.

D2006. Trains using hand-operated cross-overs or turn-outs must not exceed a speed of 15 miles per hour.

D2007. Snow plows and flangers must be brought to a stop before meeting or passing a passenger train on adjacent track and must not exceed 4 miles per hour passing a passenger train or a passenger station.

D2008. Troop trains consisting of mixed passenger and freight equipment will be regulated by the speed conditions applicable to freight trains.

D2009. Rule 750 amplified:

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

Class of engine	Miles per hour
N-1-s }	8
C-1 }	
I-1-s }	
All others	15

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

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

D2010. Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding 20 miles per hour; dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

Two or more such dead engines in the same train should be separated by one or more cars.

D2011. When erecting cranes or derricks are handled on their own wheels in freight trains, they must be moved with the boom end trailing and the speed restrictions for cranes and derricks handled in wreck trains applied.

D2012. The following distant signals are located at less than the required braking distance from the home signal or switch.

Speed indicated below must not be exceeded passing these signals when CAUTION SIGNAL ASPECT is displayed.

MAIN LINE: M. P. H.

South Danville storage track eastward..... 55

SCHUYLKILL BRANCH:

Canal westward 50

D2013. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal) the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit. Where the indication shown in Rule 282 is received, Engineman must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

Where the indication shown in Rule 280 is received, Engineman must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received Engineman may resume speed on seeing the next signal ahead clear.

Where an interlocking signal is also a block signal, speed must be reduced, if necessary, to conform to Interlocking Rules.

D2014. H-9 engines in backward motion must not exceed speeds indicated below at following locations:

M. P. H.

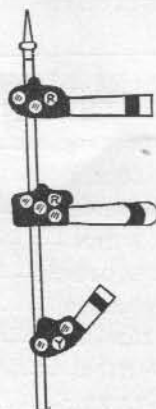
Wolf Creek Colliery—First curve east of Junction with main track	5
Darkwater Colliery—First curve east of Junction with main track	5
Minersville mine track—From Atlantic Refining switch to west end of curve	15
First curve west of overhead Bridge 4.95.....	15
Horseshoe curve east of Pine Hill	5
Shenandoah Branch—From 1100 feet east of to 800 feet west of mile post No. 105.....	10
Girard Track—From Chicks Track to west end Girard Track, including all tracks at Wm. Penn Mine	5

MINIMUM NUMBER OF MINUTES BETWEEN STATIONS

WESTWARD		STATIONS	Miles Between Stations	EASTWARD	
Passenger Trains	Freight Trains			Freight Trains	Passenger Trains
Mins.	Mins.	MAIN LINE		Mins.	Mins.
9	12	WILKES-BARRE	3.6	12	9
4	5	BRIDGE	2.8	5	4
5	6	LOMIS	4.0	8	5
9	11	HUNLOCK	7.3	13	9
10	15	WREN	9.4	16	10
6	8	NESCOPECK	5.1	9	6
10	15	CREASY	9.4	15	10
13	17	NORCA	11.7	17	13
5	7	KIPS	4.3	7	5
6	8	RAVEN	5.2	8	6
		KASE			
SCHUYLKILL BRANCH					
7	10	FRANKLIN AVE.	6.4	10	7
5	6	CREEK	3.5	6	5
5	6	PHOENIXVILLE	4.0	6	6
7	10	CANAL	6.4	11	8
12	19	HILL	10.7	19	12
11	17	BROOKE	9.2	17	11
11	15	READING	8.7	15	11
11	15	ORCHARD	9.7	15	11
12	14	HAMBURG	8.5	14	12
13	14	RIVER	8.3	14	13
3	4	CARBON	1.1	4	3
6	6	POTTSVILLE	2.8		6
4	5	ST. CLAIR	2.2		4
4	5	MORRIS	2.4		4
7	7	ROCK	3.3		7
		NEWTON			
NESCOPECK BRANCH					
31	31	GUM RUN	15.2	31	31
		NESCOPECK			
SHAMOKIN BRANCH					
14	20	MT. CARMEL	7.4	20	14
7	10	LUKE	3.6	10	7
20	30	WEIGH SCALES	14.7	30	20
4	5	ADAM	1.4	5	4
		HORN			

See No. 99-B-1,
Page 54 and Special
Instruction 03406

S21.

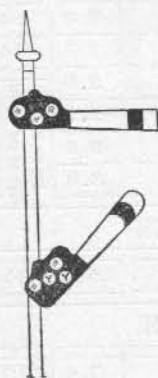
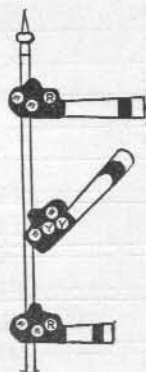
SIGNAL ASPECTS.**D2101.** Signal Aspects not Standard in Service.**Fig. 1**

INDICATION—Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.

NAME—Caution-Slow-Speed-Signal.

Rule 278 Amplified.

LOCATION—Hunlock, No. 1 track.

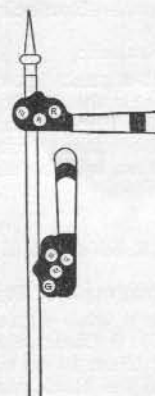
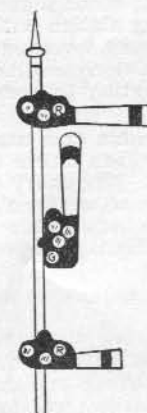
**Fig. 1****Fig. 2**

INDICATION—For passenger trains stop and report in accordance with Rule 362 or 462. For other trains proceed with caution prepared to stop short of train or obstruction.

NAME—Permissive-Block-Signal.

Rule 280 Amplified.

LOCATION—Fig. 1, Raven, No. 1 track.
Fig. 2, Hunlock, No. 1 track.

**Fig. 1****Fig. 2**

INDICATION—Proceed—Manual or Controlled Manual Block Clear.

NAME—Clear-Block-Signal.

Rule 287 Amplified.

LOCATION—Fig. 1, Raven, No. 1 track.
Fig. 2, Hunlock, No. 1 track.

D2102. Main Line:

Block Indication will be displayed by second arm of home signal as follows:

- Eastward Home Signal—Raven No. 1 track.
- Eastward Home Signal—Hunlock No. 1 track.

D2103—Schuylkill Branch:

Where position light signals govern movement from sidings to the main track the block indication will be displayed as illustrated in Fig. 1, Rule 285; where semaphore signals govern movement from sidings to the main track the block indication will be displayed as illustrated in Fig. 2, Rule 285.

S22.**BLOCK SIGNAL RULES.****D2201. The first paragraph of Rule 362 amplified:**

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

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

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

D2204. Flagmen are authorized to report trains clear of main track.

D2205. Trains on the West Nanticoke Branch crossing the main track at grade crossing, 900 feet west of Nanticoke passenger station, will be governed by Rules 152 and 365. Signalmen will be governed by Rule 327.

D2206. Referring to Rule 326:

- Trains are relieved from reporting clear of the block at: Bridge.
- East and West ends of Moss, Shoemakersville, Seyfert and Douglassville.
- West end of Temple, Reading and Brooke.
- East end of East Reading and Birdsboro.

D2207. Rule 342 modified:

When Hill and River are closed signals operated by these stations will display their most restrictive indication and signal lights will not be extinguished.

Switches and Interlocking Plants operated by Hill and River cannot be used during the time these stations are closed.

D2208. When necessary for switching or assisting engines to enter block with passenger train they must wait until train comes to full stop, and then will be admitted to

Block after understanding with signalman and thorough understanding with the crew of the passenger train they are to switch or assist. Rules 317a, 317b and 318a modified.

D2209. Engines assisting trains past Reading will be admitted to the block by signal displayed for the train they are assisting. Signalmen must report them as assisting, and treat them as separate trains in the block.

D2210. Eastward freight trains stopping to do work at Spring City, must report when clear of single track at west end Canal.

D2211. In Manual and Controlled Manual Block System territory, where Rule 317b is in effect, at block signals remotely controlled and Block Stations, track cars will not be given a more favorable block signal indication than permissive.

S23.**MANUAL BLOCK SYSTEM.**

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

- Between Kase and Raven.
- Between Kips and Lomis.
- Between Bridge and Wilkes-Barre.
- Nescopeck Branch.
- Lewistown Branch.
- Shamokin Branch.
- Between Franklin Ave. and Laurel Jct.

D2302. Rule 317a will apply:

- Eastward: Between Newton and Ulmer.
- Eastward: Between River and end double track Canal.
- Westward: Between end double track Canal and Carbon.

D2303. Rule 317b will apply:

- Between Kips and Nescopeck.
- Between Hunlock and Lomis.
- Between Bridge and Wilkes-Barre.
- Nescopeck Branch.
- Lewistown Branch.
- Shamokin Branch.
- Eastward: Between Laurel Jct. and Newton.
- Eastward: Between Ulmer and River.
- Westward: Between Carbon and Laurel Jct.

D2304. Rule 318a will apply:

- Between Franklin Ave. and end double track Canal.

D2305. Rule 318b will apply:

- Between Kase and Raven.
- Between Nescopeck and Hunlock.

S23A. UNATTENDED BLOCK STATIONS.

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

D2306. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

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

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

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

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

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its right or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

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

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

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

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
_____ Block Station _____ M. _____ 19 _____		
To Conductor and Engineman: Train _____		
Proceed at _____ as though _____ signal was displayed.		
Report clear at _____		
_____ Signalman.		

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

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

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473, inclusive, except Rule 417a, are in effect as follows:

Between Raven and Kips.
Between Lomis and Bridge.

D2402. Trains having work to do must so report before accepting the signal, stating the time required to do the work.

D2403. Rule 97 will apply to track cars in Controlled Manual Block System Territory.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505b to 514 inclusive.

D2502. (DOUBLE, THREE OR MORE TRACKS). In automatic block system territory at interlockings, where there is no block signal that governs the use of the block from the limits of the interlocking, the home signal governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

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

S25A. Rule 505a.

S25B. CAB SIGNAL RULES.

D2504. All engines of the K4 type, when leading in Main Line service, that are equipped with cab signals—stop and foreteller or whistle and acknowledger—must be operated with this device cut in for service at all times, even though they may be assigned to service over territory not coded for this operation.

S25C. _____

S25D. GRADE SIGNALS.**S26. INTERLOCKING RULES.**

D2601.

Interlocking Plants At	Operated by
Bridge	Buttonwood
Douglassville	Brooke
East End Birdsboro	Brooke
West End Brooke	Brooke
Seyfert	Brooke
East Reading	Reading
West End Reading	Reading
West End Temple	Orchard
Shoemakersville	Orchard
Moss	River

During the time River is closed interlocking plant controlled by River cannot be used.

Should remote control switches fail to operate, the conductor or engineman of the train desiring to use same will call signalman in charge and be governed by instructions from him, with regard to manual operation of these switches.

In all cases where trainmen receive instructions from the signalman to operate these switches manually, the same trainmen should remain at the switch and restore it to normal position upon completion of the movement.

S26A. Rule 663 amplified:

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

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

D2701.

Block Station	Non-Interlocked Switches Connected
Lomis	East End Lomis Siding. Znaniecki Brothers' track.
Buttonwood	Switches at Buttonwood. Cohen track.
Nescopeck	East end Storage Tracks.
Kips	Gulick No. 1 track. Hemlock track.
Raven	Hemlock track. Gulick No. 1 track.
Creek	Oaks station track. West end Creek middle track, No. 2 track.
Canal	Royersford Branch track. Pennhurst track. West end spur track. East end transfer track.
Hill Douglassville	Cross-over switches, Kenilworth. Mayer Pollock track, Kenilworth. Cross-over switches east of Pottstown Passenger Station. Duquesne Slag Company track, Pottstown. Cross-over switches west end Hill Siding. Stanley G. Flagg & Company track. Cross-over west end Pottstown yard track. The Texas Company track, Stowe.
Brooke Douglassville	Monocacy Station track. Dyers track, 3342, West Monocacy. Reading Steel Casting Company track, West Monocacy. Samuel Hoppel track, West Monocacy. Cross-over switches east end Birdsboro storage track.
Brooke Seyfert	West end Dyers track, 3346, Clingan. Gibraltar Station track.
Seyfert East Reading	Reading Bone Fertilizer Company track. Orrton Branch track.
Reading East Reading	Cross-over switches east of Bridge 58.18, east of Reading.
Reading West End Reading Siding	Stock track. Keystone Slag Company track. North Reading Branch track.

Block Station	Non-Interlocked Switches Connected
West End Reading Siding Temple	Muhlenberg Station track. Fair Grounds track. Reading Quarry Company track. East end Temple siding. Temple Station track.
Temple Orchard	Reading Water Works track.
Orchard Shoemakersville	West end Orchard siding. Mohrsville Station track.
Shoemakersville	Glen Gery Brick and Cement Company track. Grant E. Alleman's track.
Shoemakersville Moss	Wertley's track. East end Hamburg siding. Cross-over switches east of Hamburg unattended block station. Long coal track. West end Hamburg siding.
River Moss	East End River siding.
Carbon	Cross-over switches East of Carbon. Switches at Carbon. Switches to cross-over No. 1.

D2702.

Block Station	Non-Interlocked Switches Electrically Locked and Controlled By
Buttonwood	Switches at Buttonwood.
Kips	West end westward siding.
Canal	Royersford Branch track. West end spur track. East end transfer track. Cross-over switches between No. 1 track and transfer track.
Hill	Cross-over switches east of Pottstown passenger station.
Brooke	Monocacy station track. Dyers track, 3342. Reading Steel Casting Company track. Samuel Hoppel track. Cross-over switches east end Birdsboro storage track. West end Dyers track, 3346, Clingan. Gibraltar station track.
Reading	Cross-over switches east of Bridge 58.18. Keystone Slag Company track.
Orchard	Glen Gery Brick and Cement Company track.
Morris	Wolf Creek track.

Permission to use electrically locked switches must be obtained from Signalman.

Electrically locked switches must be closed and locked before the main track is reported clear.

S28.

TRACK CARS, ETC.

(a) General definition of track car amplified:

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

(b) Rule 829, paragraph 10, amplified:

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

(c) Rule 206 amplified:

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

(d) Rule 80 amplified:

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

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

Day Signals—two red flags, torpedoes and fuses.

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

D2801.

(1) Track cars will be operated over entire Division as provided for by Rule 80.

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

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

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

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

(6) Where Automatic Block System rules for single track, No's 551 to 564, inclusive, are in effect and opposing movements are not protected by controlled manual block system rules, track cars must clear main track and report clear to the Superintendent, or signalman before an opposing or following passenger train is due to enter block at a block station; Signalmen will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

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

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for

protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

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

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

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

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

(13) Track cars must not pass over remote controlled switches without permission from the Signalman and will report clear after having cleared same.

D2802. Burro Crane—a motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate shall be used.

The prefix **B. C.** to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to the movement of Burro Cranes.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

X indicates class of engine that must not be run.

	H6	E2 E3 E5	H8 H9 H10	E6 K2 K3 K4	G5	L1	N1 N2	I1
Main Line:								
Gulick No.'s 1 and 5.....							XX	
South Danville—Crossover to work train track, east end station track, all industrial tracks							XX	
Boyd Station track							XX	
Mensch and Gulick No. 3 Track.....							XX	
Catawissa—Kern track							XX	
Catawissa—station tracks							XX	
East Bloomsburg Station tracks.....							XX	
Creasy—Station and industrial tracks and Brick Co. track							XX	
Nescopeck—Yard tracks 2 and 3 and Station tracks							XX	
Nescopeck—industrial tracks				X			XXX	
Pond Hill Stone Crusher track				X			XXX	
Mocanagua—Empty car tracks	X			X	X		XXX	
Retreat—Station tracks				X			XX	
Honey Pot Yard—Tracks 5 to 14 inclusive, East end				X			X	
Nanticoke Wye track							X	
Nanticoke Station and all industrial tracks				X	X	X	XXX	
Plymouth Ferry—West of: Crossover between No.'s 3 and 4 tracks.....							XX	
Hart—West of: Crossovers from No.'s 2, 3 and 4 tracks							XX	
Wilkes-Barre—Engine House wall track				X	X	X	XXX	
Wilkes-Barre—Freight station and industrial tracks				X	X	X	XXX	
Glen Lyon Branch	X			X			XX	
West Nanticoke Branch	X			X	X	X	XXX	
Nescopeck Branch:								
Zenith—Station track							XX	
Tank—Station track							XX	
Gowen—Buck Mountain Coal Co. tracks				X			XXX	
Catawissa Branch				X			XX	
Catawissa Branch industrial tracks...				X			XXX	
Lewistown Branch:								
Selinsgrove Jct. to east leg Selinsgrove Wye				X	X	X	XXX	
East leg Selinsgrove Wye to MY.....							XXX	
Industrial tracks	X			X	X	X	XXX	
Shamokin Branch:								
All industrial tracks between Horn and Adam				X	X	X	XXX	
All industrial and station tracks between Adam and Front St., Sunbury				X	X	X	XXX	
Sunbury Water Co. track	X	X		X	X	X	XXX	
Tomson track				X	X	X	XXX	
Keefer Station track				X	X	X	XXX	
Snydertown Coal Co. and Central River tracks				X			X	
Deibler Station and Coal Co. tracks..				X	X	X	XXX	
Shamrock Station track				X	X	X	XXX	
Reed Station track				X	X	X	XXX	
Weigh Scales Turn Table				X			XXX	
Weigh Scales Crossover							X	
Cameron Empty Car track				X	X			
West End Gap acct. close clearance at Cameron Colliery	X	X	X	X	X	X	XXX	
Shamokin—Engine House							X	

	H6	E2 E3 E5	H8 H9 H10	E6 K2 K3 K4	G5	L1	N1 N2	I1
Shamokin—Freight Station tracks ...							XXX	
Shamokin—All industrial tracks.....				X	X	X	XXX	
Sagon No. 2—West end				X	X	X	XXX	
Natalie connecting track				X	X		X	
Green Ridge Wye tracks							X	
Mt. Carmel Freight Station, West end —P. R. R. and L. V. R. R.....							X	
Mt. Carmel—Track north of station, east end—L. V. R. R.....							X	
Mt. Carmel Weisinger track				X	X	X	XXX	
Mt. Carmel Montelius Branch—east of water station				X	X	X	XXX	
Lancaster Branch (from a point 1500 ft. east of East End Luke).....	X			X	X	X	XXX	
Scott Branch	X			X	X	X	XXX	
Green Ridge Branch	X			X	X		X	
Ash track to Penna. Colliery.....	X			X	X	X	XXX	
Richards Branch	X			X	X	X	XXX	
Industrial track to Mule Barn—Richards Colliery	X			X	X	X	XXX	
Fagley Branch	X			X	X		X	
L. V. R. R. between Gum Run and Newton							X	
Schuylkill Branch:								
Between Franklin Ave. and Newton..							X	
Port Indian—Station track	X			X			XXX	
Betzwood—Woodhead track				X			XXX	
Betzwood-Taylor track							XX	
Protectors—Philadelphia Protectors for Boys	X			X	X	X	XXX	
Oaks—Philadelphia Rubber Co.	X			X	X	X	XXX	
Oaks—Synthane Co.	X			X	X	X	XXX	
Mont Clare—G. L. Rapp	X	X	X	X	X	X	XXX	
Phoenixville—								
Phoenix Iron Co.	X	X	X	X	X	X	XXX	
Goldberg Bros.	X			X	X	X	XXX	
Phoenixville Wye							XX	
Phoenixville Branch			X	X			XXX	
West end of Storage Tracks				X			XXX	
Freight Station Branch—To Weiland's Switch			X	X			XXX	
Industrial tracks	X	X	X	X	X	X	XXX	
Spring City—Spring City Bottle Works	X	X	X	X	X	X	XXX	
Pennhurst—State Institution	X	X	X	X	X	X	XXX	
Pennhurst—Royersford Branch	X	X	X	X	X	X	XXX	
Parker Ford—H. W. Johnson				X			XXX	
Wm. E. Wells				X			XXX	
Kenilworth—Concrete Products Co. of America	X			X	X	X	XXX	
Pottstown—								
Mayer Pollock Co.	X	X	X	X	X	X	XXX	
McClintic Marshall Construction Co.	X	X	X	X	X	X	XXX	
Eastern Steel Co.	X	X	X	X	X	X	XXX	
Freight house track, west end.....				X			XXX	
Stanley G. Flagg Co.	X	X	X	X	X	X	XXX	
Stowe—The Texas Company			X	X			XXX	
Douglasville—Station track				X			XXX	
Monocacy—Station track							XX	
West Monocacy—								
John T. Dyer Quarry Co. No. 2....							XX	
Reading Casting Co.				X			XXX	
Samuel Hoppel				X			XXX	
Birdsboro—Focht & Lacey Co.				X			XX	
West end of siding				X			XX	
Ridgewood—Reading Bone Fertilizer Co.	X			X	X	X	XXX	
Orrton—All industrial tracks	X	X	X	X	X	X	XXX	
Reading—								
East Reading Yard				X			XX	
Court Street Branch	X	X	X	X	X	X	XXX	
North Reading Branch	X	X	X	X	X	X	XXX	
Carpenter Steel Works	X	X	X	X	X	X	XXX	

	H6	E2 E3 E5	H8 H9 H10	E6 K2 K3 K4	G5	L1	M1 N1 N2	I1
Muhlenberg Station and Fair Ground tracks				X		X	X	X
Temple—All industrial tracks				X		X	X	X
Leesport—All industrial tracks				X		X	X	X
Mohrsville Station track				X		X	X	
Shoemakersville—Glen Gery Brick Co.				X		X	X	X
Hamburg—All industrial tracks				X		X	X	X
Auburn—Coal trestle, east end public delivery track and spur extending from public delivery track north of station				X		X	X	X
Other industrial tracks							X	X
Schuylkill Haven—West end Station track						X	X	X
Mt. Carbon Yard, north side west end, No.'s 3 and 4 tracks				X		X	X	X
Pottsville—								
Freight Station	X	X	X	X	X	X	X	X
No. 5 track, South Side		X		X	X	X	X	X
Ulmer Packing Co.	X	X	X	X	X	X	X	X
Minersville Mine track				X		X	X	X
Lytle—								
Breaker, Empty Car and Condemned Coal Tracks, Lytle Coal Co.	X	X		X	X	X	X	X
Darkwater—								
Repply Coal Co.	X			X	X	X	X	X
Mill Creek Coal Co.	X			X	X	X	X	X
Morea Branch	X			X		X		
Shenandoah Branch:								
Between Morris Jct. and Boston Run Jct.				X		X		
Boston Run Jct. and Shenandoah.....				X		X	X	X
Gilberton Branch				X		X	X	X
Girard Yard Track				X		X	X	X

D2902. The movement of engines larger than an H6, engines coupled together or a car the combined weight of car and lading in excess of 170,000 pounds is prohibited over bridges 44.04 and 44.40 between Selinsgrove Junction and Selinsgrove.

The movement of any class engine on John T. Dyer Quarry Co. running track, Gibraltar, is prohibited.

The movement of engines larger than class A is prohibited:

Pennhurst—Royersford Branch.

Pottstown—Pottstown Boiler Works.

Shoemaker Bridge Co.

D2903. Wrecking crane of 120 tons capacity or more when moving over the Lewistown Branch must have a car between the locomotive and the crane.

S30. ELECTRICAL OPERATION.

S31. EMPLOYEE'S REGISTER.

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

D8101. Registers for this purpose are located as follows:

Sunbury	Train Dispatcher's Office
Northumberland	Engine House
Lewistown	Yard Master's Office
Weigh Scales	Yard Master's Office
Shamokin	Engine House
Honey Pot	Yard Master's Office
Nanticoke	Passenger Station
Buttonwood	Yard Master's Office
Wilkes-Barre	Engine House

Mount Carbon

Reading

Pottstown

Phoenixville

Phoenixville

Yard Office

Block Station

Yard Office

Passenger Station

Machinist's Building, Nutts Ave.

D8102. When train crews are respited, where it is desired to take advantage of the rest period in returning them to home terminal within the sixteen hours, they shall be advised in all cases when respited that their respite is for two hours and until called. When train or engine crews are respited, the conductor and engineman will be given a notice in writing by the person notifying them. The conductor must so notify all members of train crew, engineman must so notify fireman, and they must attach the written notice to their Time Return and Delay Report.

D8103. Crews must not register more than one hour before required to go on duty.

S32.

PERSONAL INJURIES.

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

Employees injured while on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named below. Passengers or others injured on Company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D8201. MEDICAL EXAMINERS AND COMPANY SURGEONS.

Location	Name and Address	Telephone Number
Sunbury	J. A. Bailey, 3rd & Race Sts.	P.R.R. 28
	J. W. McDonnell, 156 Walnut	608-M
	G. A. Deitrick, 242 Arch St.	22-L
Danville	H. L. Foss, Geisinger Hosp'l	300
Bloomsburg	J. M. Vastine, 26 W. 5th St.	102
Berwick	E. A. Glenn, 2nd & Chestnut	68
Plymouth	G. R. Drake, 135 W. Main St.	9621
Nanticoke	D. W. Kingsbury, 137 State	108
	L. C. Rummage, Chal'g'r Bldg	546
Wilkes-Barre	S. P. Mengel, 181 S. Franklin	2-7210
Hazleton	R. A. Gaughan, State Hosp'l	3000
Fern Glen	Benj. B. Cook, Fern Glen	32
Selinsgrove	E. R. Decker, Mkt. & Chest.	124
Lewistown	S. W. Swigart, 9 S. Main St.	2313
	J. H. Vastine, 78 E. S'n'b'y St.	190
Shamokin	G. W. Reese, State Hospital	100
	G. G. Reese, State Hospital	100
Mt. Carmel	T. L. Williams, 50 E. 2nd St.	495-J
Norristown	H. H. Drake, 412 DeKalb St.	286
	E. S. Buyers, 1533 DeKalb St.	350
Phoenixville	J. E. Gotwals, 500 Gay St.	2525
(Alternate)	C. F. Doran, 120 Gay St.	2130
Reading	John H. Rorke, 342 N. 5th St.	2-4610
(Alternate)	A. H. Bauscher, 413 N. 5th.	2-6454
Reading	W. A. Lebkicher, 25 S. 5th St.	3-2472
	Res., 1355 Perkiomen Ave.	2-6626
(Alternate)	E. C. Edgerton, 249 N. 5th St.	7811
Hamburg	G. F. Potteliger, 13 N. 4th St.	126
(Alternate)	Arthur A. Cope, 17 S. 4th St.	56
Sch. Haven	R. W. Lenker, 204 E. Main St.	77
(Alternate)	L. D. Heim, 102 E. Main St.	78-J
Pottsville	J. S. Carpenter, Jr.,	
	Office, 212 Mahantongo	432-J
(Alternate)	Res., 1335 Howard Ave.	432-M
	W. R. Glenney, 218 W. M'k't	1187-J

D3202.

HOSPITALS.

Location	Name and Address	Telephone Number
Wilkes-Barre	City, N. River Street.....	3-1121
Nanticoke	State, W. Washington St.....	390
Berwick	Berwick, Mulberry St.....	82
Bloomsburg	Bloomsburg, E. 1st St.....	305
Sunbury	Mary M. Packer, Purdy Ave.	21
Hazleton	State, East Broad St.....	3000
Shamokin	State, (Uniontown).....	100
Lewistown	Lewistown, Highland Ave.....	8
Pottsville	Pottsville, Mauch Chunk and Jackson Sts.	3200
Reading	Homeopathic, 135 N. 6th St. Reading, Sixth Ave. and Spruce St., West Reading St. Joseph's, Walnut and Birch Sts.	5175 5101 7251
Pottstown	Pottstown, 724 N. Charlotte	1600
Phoenixville	Phoenixville, Nutt Road.....	821
Norristown	Montgomery, Basin and Powell Sts.	567

D3203. First Aid Boxes, location of, and Stretchers in cars:

First Aid Boxes:

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine houses, camp cars, and on each track and hand-car as provided by a State law.

Stretchers:

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

S33. USE OF TELEPHONES.

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

Persons using telephones must yield the line promptly for train movements.

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

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

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

S34.

MISCELLANEOUS.

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

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

Conductors when setting off such shipments for repairs, must notify the proper office that it is **p**ivoted machinery.

D3401. Rule 701 is not effective, except freight trains with two engines coupled.

D3402. Rule 706 modified:

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

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

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

D3403. Rule 735 amplified: Workmen's cars used by M. W. Department for employes when working at outlying points, must be considered as cars occupied by passengers and if such cars are switched or handled the conductor must ascertain by personal inspection if the cars may be moved.

D3404. Rule 737 amplified:

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

D3405. Rule 832 amplified:

To the signal equipment for each crossing watchman or gateman, add:

Fusees,
Whistle.

The fourth paragraph to read:

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

D3406. The following instructions supplementing and amplifying those contained in Brake and Train Air Signal Instructions 99-B-1 for controlling freight trains with power brakes on descending grade, Newton to Pottsville, must be observed.

Trains of less than 51 tons per effective brake are not required to make the terminal and retaining valve tests as prescribed by Rules 57-A and 57-B arriving at Newton, and will be governed by the following instructions and speed restrictions between these points:

Inspectors at originating points will make the air brake tests as required by Rules and furnish Conductor and Engineman in charge of train regular M. P. 261 form. Any cars added after leaving originating terminal must have terminal and retaining valve tests made by crew in charge before leaving Newton and conductor make a new M. P. 261 form to cover the additional cars.

Enginemen on eastward freight trains approaching Newton will increase the brake pipe pressure. A road test of the train brake will then be made and retaining valves turned up before leaving that point. Retaining valves will again be turned down on arrival at Mount Carbon Yard, or at Pottsville, if a stop is made at that point.

Running Time Newton to Pottsville.

Trains having an average tonnage of less than 51 tons per effective brake.

Point	Grade	Distance Miles	Miles Per Hour	Minutes
Newton to Rock	1.5 to 1.75	3.4	20	10
Rock to Morris	1.2 to 2.9	2.5	15	10
Morris to St. Clair	2.9 to 3.1	2.2	12	11
St. Clair to Pottsville	.5 to 1.5	2.7	20	8
Total		10.8		39

D3407. In moving eastward in the district between Newton and Pottsville not more than 40 cars of coal may be moved in any train.

D3408. A running test of the air brakes must be made at the first opportunity after leaving terminal and before descending grades between Lytle and Nichols Street, Pottsville and Pickering Grade, Phoenixville Branch track.

D3409. In moving loaded cars from Morea Colliery complete air brake and retaining valve tests must be made before these cars are moved from the Breaker tracks.

D3410. Engineman before starting down heavy descending grades and after making running test will place the brake handle in full release position to obtain maximum air pressure in the train; these instructions apply to trains between Lytle and Nichols Street, Pottsville. The conductor will be held responsible for having trainmen in their proper places when the train is descending grades and the handles of the pressure retaining valves on each car turned to the position for service as may be required.

D3411. Rule 5a, No. 99-B-1, Brake and Train Air Signal Instructions modified:

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

Rule 19, No. 99-B-1 Brake and Train Air Signal Instructions amplified:

When attaching or detaching helping engines in passenger or freight train service, an application and release test of the train brakes must be made from the engine in charge of the train. Inspectors or trainmen will note that the rear brakes of the train apply and then signal for a release, noting that the rear brakes release. Helping engines may be detached from rear of train without making the brake test.

D3412. When bringing freight trains to a stop with train receding from the engine, such as back-up movements, in order to avoid damage, trainmen must apply necessary hand brakes on cars that work with the air.

D3413. The minimum clearance for trolley wires running across and over tracks is 22 feet above top of rail. A man standing on a high box car swinging arm or lantern overhead would make contact with wires and subject himself to serious injury. Trainmen are warned against this danger at the following points where overhead trolley wires cross the tracks:

Division Street, South Wilkes-Barre.

Barney Street, South Wilkes-Barre.

Franklin Street, South Wilkes-Barre.

Hazle Street, Wilkes-Barre.

Glen Lyon Branch above Breaker No. 7, Nanticoke.

Lancaster Branch, 933 feet east of junction point.

Green Ridge Branch, 1¼ miles east of Sagon.

D3414. Following overhead bridges do not have sufficient clearance to clear a man on top of equipment and are not protected with bridge warnings. Trainmen are prohibited from standing on top of equipment while passing through or under these bridges:

Bridge No. 21.74	Betzwood.
Bridge No. 26.65	Green Ridge Branch.
Bridge No. 44.04	Lewistown Branch.
Bridge No. 44.40	Lewistown Branch.
Bridge No. 0.93	West Nanticoke Branch.
Bridge No. 59.95	Glen Lyon.

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

Location	Description
Monocacy	Barrett Company track.
Orrton	Orr & Sembower track.
Hamburg	Sherman, Alleman, Hoff track.
Pine Hill	Tracks at Colliery.
Lytle	Tracks at Colliery.

D3415. Trainmen will use caution while working on Langdon yard track between Rock and Washington streets, Shamokin, on account of close clearance of Reading Company spur track running parallel to this track.

D3416. Passenger equipment cars, occupied by passengers, must be lighted while passing through Phoenixville and St. Clair Tunnels day and night.

D3417. When dead-head cars are moved in passenger trains, the lights must be extinguished and cars must not be occupied by employees other than the train crew.

The train crew may have sufficient illumination in the cars they are riding to enable them to discharge their duties.

D3418. Ninth paragraph, Rule 702 amplified:

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

D3419. When placing a car on track next to a concrete bumper, space must be left between the bumper and the car, except where car is being spotted for loading or unloading and it is necessary to place it against the block.

D3420. Train orders copied by conductors, enginemen or drivers must be forwarded to the Superintendent when fulfilled.

D3421. Not more than one man, other than engine crew, is permitted to ride in the cab of a locomotive hauling a passenger train, and not more than one man, other than engine crew and brakeman, is permitted to ride in the cab of a locomotive hauling a freight train, except by authority of Superintendent.

D3422. Gas-mechanical and gas-electric cars must be moved under their own power, except in case of damage, where they cannot be so moved.

D3423. There have been several cases of slid flat wheels and broken pinions and gears on both mechanical and gas-electric drive cars due to improper handling. Therefore, when moving gasoline or gas-electric cars with steam engines all concerned will be governed by following instructions:

(a) **Mechanical Drive Cars:** It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.

(b) Before car is moved, it must be definitely determined that the brakes have released properly.

(c) **Gas-Electric Cars:** Extreme care must be exercised in coupling and while braking, and it must be definitely determined that the brakes are released before the car is moved.

(d) Instructions in possession of all engine house Foremen, must be complied with, when rail motor cars are used as trailers or are being towed.

D3424. Electrically equipped passenger cars, gas mechanical and gas-electric cars, when handled in freight service, must be placed next to cabin.

D3425. Emergency valve oil for locomotives located at Nescopeck Block Station, Gum Run and car inspector's office, Honey Pot.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

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

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

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

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

HOT JOURNALS:	{ By day—Nose held with one hand, with other hand pointed toward track.
	{ By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING:	{ By day—Hands shoved in sliding motion out from body.
	{ By night—Lamp raised and held stationary.

BROKEN WHEELS, DEFECTIVE TRUCK, DRAGGING BRAKE CONNEC- TION, LADING SHIFTING OVER SIDE OR END OF CAR, SWINGING CAR DOOR OR ANY OTHER DANGEROUS CON- DITIONS,	} Stop Signal.
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[illegible]

QUALIFIED FOR SERVICE

Part of Zone qualified for

Division

Zone

67

GENERAL ORDERS

NO. 201 ZONE A
NO. 201 ZONE B
NO. 201 ZONE C
NO. 201 ZONE D
NO. 201 ZONE E
NO. 201 ZONE F

EFFECTIVE 12.01 A. M. SUNDAY, APRIL 30, 1933:

Time-table No. 2 takes effect 12.01 A. M. Sunday, April 30, 1933, and contains necessary instructions issued in general orders up to and including:

NO. 105 ZONE A
NO. 105 ZONE B
NO. 103 ZONE C
NO. 106 ZONE D
NO. 104 ZONE E
NO. 102 ZONE F

all of which must be removed from bulletin boards.

Each employe must carefully examine Time-table No. 2 to see that his copy is complete, with all schedule pages properly lined, and note changes.

Employes must turn in old time-tables to bulletin board attendant after Time-table No. 2 takes effect.

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

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

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 12 miles per hour.

Enginemen will make the required departure test on locomotives dispatched from Wilkes-Barre for operation over Cab Signal territory to Altoona.

The handle of main switch must be in the "on" position. Generator must be kept running continuously with throttle wide open when automatic cab signal is cut in.

Lamps indicating clearance points at west end Creek middle siding, east end Morris siding, east end Bank eastward siding and east end Bank westward siding, OUT OF SERVICE. The clearance point between main track and siding will be indicated by a stripe of yellow paint on the outside of both rails of siding.

East and west legs of Shenandoah wye OUT OF SERVICE.

Ray unattended block station OUT OF SERVICE.

Distant signal to switch at east end Ray moved eastward 2375 feet.

Switch leading to Cromby storage tracks, west of Phoenixville tunnel, OUT OF SERVICE.

Switch leading to east end storage track 3387, west of Schuylkill Haven, and Distant Signal 905, OUT OF SERVICE.

Derails at following locations OUT OF SERVICE:

Boyd siding.
Bloom siding.
East end Fern Glen storage track.
West end Hamburg siding.

The clearance point between main track and siding will be indicated by a stripe of yellow paint on the outside of both rails of siding.

Block indication will be displayed by third arm of eastward home signal, No. 2 track, Raven.

Where semaphore signals are used, Schuylkill Branch, except at Morris westward and Carbon, block indication on main track will be displayed as illustrated in Figs. 3 and 4, Rule 286; where position light signals are used, block indication on main track will be displayed as illustrated in Fig. 1, Rule 286.

EFFECTIVE 11.01 A. M. TUESDAY, MAY 2, 1933:

Position light and semaphore signals on main track, Schuylkill Branch, changed to display standard signal aspects, most restrictive indication Fig. 1, Fig. 4 and Fig. 6, Rule 275.

EFFECTIVE 11.01 A. M. TUESDAY, MAY 9, 1933:

Block signals at Nescopeck and Creasy display standard signal aspects, most restrictive indication Fig. 4 and Fig. 6, Rule 275.

RAVEN INTERLOCKING AND BLOCK STATION:

Eastward interlocking and block signals changed to two arm signals.

Block indication will be displayed by second arm of eastward home signal No. 1 track.

Eastward block signal No. 2 track displays standard signal aspects, most restrictive indication Fig. 4, Rule 275.

EFFECTIVE 11.01 A. M. WEDNESDAY, MAY 10, 1933:

Interlocking and block signals at Norca and Wren display standard signal aspects, most restrictive indication Fig. 4, Rule 275.

Block signals at Selinsgrove and McClure display standard signal aspects, most restrictive indication Fig. 6, Rule 275.

E. C. GEGENHEIMER,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILKES-BARRE DIVISION

Sunbury, Pa., May 8, 1933.

GENERAL ORDER

No. 202, Zone "A"
No. 202, Zone "C"
No. 202, Zone "D"
No. 202, Zone "E"

EFFECTIVE 10.01 A.M. THURSDAY, MAY 11th, 1933:

MAIN LINE:

When interlocking and block station OUT OF SERVICE, with interlocking switches spiked and blocked for main track movement.
Page 3, Time-table No. 2, MODIFIED.

Hand operated crossover from main track to No. 2 yard track, east of South Wilkes-Barre station, OUT OF SERVICE.

Hand operated crossover from main track to No. 2 yard track, west of Hart block station, REVERSED WITH POINT OF SWITCH ON MAIN TRACK 315 FEET WEST OF HART BLOCK STATION.

SCHUYLKILL BRANCH:

River interlocking and block station OUT OF SERVICE.

Page 4, Time-table No. 2, MODIFIED.

Telephone west end River siding IN SERVICE.

Eastward distant signal for home signal at River changed to distant switch signal for hand operated switch west end River siding.

Westward distant signal for home signal at River changed to distant switch signal for hand operated switch east end River siding.

Moss siding OUT OF SERVICE.

Interlocking plants east and west ends Moss siding OUT OF SERVICE.

Rule 317a will apply:

Eastward: Between Shoemakersville and end of double track, Canal.

Westward: Between end of double track, Canal, and Hamburg.

Rule 317b will apply:

Eastward: Between Ulmer and Shoemakersville.

Westward: Between Hamburg and Laurel Jct.

Special Instructions D709, D2206, D2207, D2302, D2303, D2601, D2701, Time-table No. 2, MODIFIED.

SHAMOKIN BRANCH:

Switch leading from main track to G. Gilbert Kulp Company track, east of Deibler, IN SERVICE.

Distant switch signal 2375 feet west of above switch is distant switch signal to west end Crowl and G. Gilbert Kulp Company track.

E. C. GEGENHEIMER,
Superintendent

THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILKES-BARRE DIVISION

Sunbury, Pa., May 23, 1933

GENERAL ORDER

No. 203, Zone "A"
No. 202, Zone "B"
No. 203, Zone "C"
No. 203, Zone "E"

EFFECTIVE 10.01 A. M. SATURDAY, MAY 27, 1933:
MAIN LINE:

Creasy interlocking and block station OUT OF SERVICE.

Interlocked switches, Creasy, changed to hand operated.

Distant signals to home signals, Creasy, changed to distant switch signals.

Westward siding, Creasy, changed to MIFFLIN SIDING.

Eastward siding, Creasy, changed to CREASY SIDING.

Mifflin and Creasy sidings may be used in both directions.

Page 3, Time-table No. 2, MODIFIED.

Special Instruction D709, Time-table No. 2, MODIFIED.

SHAMOKIN BRANCH:

Trains may use Lancaster Branch and Scott Branch by permission of signalman at Weigh Scales; when Weigh Scales is closed, by permission of train dispatcher, and must report clear of these tracks.

Special instruction D1621, Time-table No. 2, AMPLIFIED.

SCHUYLKILL BRANCH:

MORRIS INTERLOCKING AND BLOCK STATION:

Between the hours of 10.30 P. M. Saturdays and 6.30 A. M. Mondays:

Block station closed.

During the time block station is closed:

Switches will be set for main track movements and for movements to and from siding to track leading to Wetherill Junction.

Home signals will be in service to govern movements through the interlocking BUT WILL NOT INDICATE CONDITION OF BLOCK.

If a home signal indicates stop, conductor or engineman must immediately examine switches within limits of interlocking and if all switches are found to be properly set for movement of the train, the train will pass Stop signal and proceed with caution until entire train clears interlocking limits.

Rule 663 MODIFIED.

Newton unattended block station controlled by Carbon.

Page 4, Time-table No. 2, MODIFIED.

Trains may use Morea Branch, Gilberton Branch and Shenandoah Branch by permission of signalman at Carbon and must report clear of these tracks.

Special Instruction D1621, Time-table No. 2, AMPLIFIED.

E. C. GEGENHEIMER,
Superintendent

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILKES-BARRE DIVISION**

Sunbury, Pa., June 13th, 1933.

GENERAL ORDER

204 Zone "A"
203 Zone "B"
204 Zone "C"
203 Zone "D"
204 Zone "E"
202 Zone "F"

EFFECTIVE SUNDAY, JUNE 18th, 1933:

MAIN LINE:

Schedule of train No. 511 changed. Coupon of schedule of train No. 511 attached to sticker form of this general order and must be detached and pasted over schedule of train No. 511, page 9, Time-table No. 2.

SHAMOKIN BRANCH:

Schedule of train No. 8711 changed. Coupon of schedule of train No. 8711 attached to sticker form of this general order and must be detached and pasted over schedule of train No. 8711, page 18, Time-table No. 2.

Moeschlin & Company trestle, Sunbury, IN SERVICE.

EFFECTIVE 10.01 A. M. MONDAY, JUNE 19th, 1933:

SCHUYLKILL BRANCH:

Distant signal to switch Wm. E. Wells track, west of Parker Ford, OUT OF SERVICE.

Distant signal to switch east end Parker Ford siding is also distant signal to switch Wm. E. Wells track, and changed to position light signal No. 341.

Distant signal to switch east end Hamburg siding OUT OF SERVICE.

Distant signal to switch Wertley Ice Cream Works track is also distant signal to switch east end Hamburg siding.

Monocacy station track shortened to hold five cars east of public road crossing.

Hand operated crossover 900 feet west of mile post 47 OUT OF SERVICE.

Switch west end storage track 3346, west of mile post 51, OUT OF SERVICE.

L1 engines may use following tracks:

Temple—Chapin Lumber Co.
Leesport—Industrial tracks.
Hamburg—Bausher track.

L1 engines are prohibited from using trestles at above named points.

Special Instruction D2901, Time-table No. 2, MODIFIED.

NESCOPECK BRANCH:

Zenith station track OUT OF SERVICE.

E. C. GEGENHEIMER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILKES-BARRE DIVISION**

Sunbury, Pa., July 15th, 1933

GENERAL ORDER

No. 205, Zone "A"
No. 204, Zone "B"
No. 204, Zone "D"
No. 205, Zone "E"

EFFECTIVE 10.01 A. M. WEDNESDAY, JULY 19TH, 1933:

Maximum speed freight trains, Shamokin Branch, 30 miles per hour. Special Instruction D2001, Time-table No. 2, MODIFIED.

L1s engines permitted to use Central Forging Company track, Catawissa Branch. Special Instruction D2901, Time-table No. 2, AMPLIFIED.

South Danville station open for train No. 511 and closed after train No. 510, weekdays. Page 25, Time-table No. 2, MODIFIED.

Train No. 5901 will make "F" stop at Wapwallopen 12.59 P. M.

Trains No's. 5920, 5923, 5926 and 5929 will stop at Hill block station weekdays for employees. Page 24, Time-table No. 2, AMPLIFIED.

Tail track west end Hill siding OUT OF SERVICE.

Crossover from west end Hill siding to main track changed to turnout, protected by hand thrown derail.

Deraills following locations OUT OF SERVICE. Clearance point between main track and siding or industrial track will be indicated by a strip of yellow paint on outside of both rails of siding or industrial track:

Mensch's industrial track, west of Bluf.

Gowen Storage track, east end.

Erdman's industrial track, East Sunbury.
Sunbury Water Company track, east of Adam.
Orphanage station track.
Central River Coal Supply Company track,
west of Snyderstown.
Paxinos station track.

C. G. GROVE,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILKES-BARRE DIVISION

Sunbury, Pa., September 11, 1933

GENERAL ORDER

No. 207, Zone "A"
No. 206, Zone "D"
No. 206, Zone "E"
No. 204, Zone "F"

EFFECTIVE 12.01 A. M., THURSDAY, SEPTEMBER 14, 1933:—

Hand thrown derail Cory's coal track, mile point east of Bank, REMOVED. The clearance between main track and coal track will be indicated by strip of yellow paint on the outside of both tracks.

Hand operated crossover between East Reading siding and main track, east of bridge 58.18, OUT OF SERVICE.

Ray siding changed to storage track.

C. E. Bloom portion of siding shown in C. T. page 26, as: "Sunbury (Sunbury Lumber Co. & E. Bloom)", 0.4 miles from Sunbury, TEMPORARILY OUT OF SERVICE.

Painterville storage track from switch at end to point 1300 feet east OUT OF SERVICE

McClure storage track from switch at west end to point 1200 feet east OUT OF SERVICE.

Beaver Springs storage track from switch at end to point 2000 feet east OUT OF SERVICE

Kreamer storage track OUT OF SERVICE
Public delivery track, Kreamer, connected main track by trailing point switch for westward trains.

C. G. GROVE,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILLIAMSPORT DIVISION
WILKES-BARRE DIVISION

Williamsport, Pa., October 27, 1933
Sunbury, Pa., October 27, 1933

General Order, Williamsport Division, No. 1702 Zone C
General Order, Wilkes-Barre Division, No. 302 Zone E
General Order, Wilkes-Barre Division, No. 302 Zone F

HORN BLOCK STATION:

Effective 10:15 A. M., Monday, October 30, 1933:

Horn Block Station and its fixed signals, out of service. Special Instructions, D-1608, D-1705, D-2701 and Page 3, Williamsport Division Time Table No. 17 modified. Special Instructions, D-1642, D-2509 and D-2506, Williamsport Division Time Table No. 17 annulled. Page 6, Wilkes-Barre Division Time Table No. 3 modified.

Signal No. 2874, located 600 feet west of Sunbury Passenger Station, governing eastward movements on No. 1 track, out of service.

Switch, 950 feet west of Sunbury Passenger Station, leading from east end of Kase Siding to No. 1 track, remotely controlled by Kase. Home signal located 400 feet west of this switch governing eastward movements on No. 1 track; dwarf signal located 360 feet west of this switch governing movements from Kase Siding and dwarf signal located 10 feet east of this switch governing westward movements on No. 1 track, in service. This interlocking plant at east end of Kase Siding (controlled by Kase) will be named Horn. Special Instruction D-2604, Williamsport Division Time Table No. 17 amplified.

Signal 360 feet west of Sunbury Passenger Station governing westward movements on No. 2 track, whose most restrictive indication is "Stop" (Fig. 1—Rule 275), in service.

In connection with the application of Rule 505b, the following signals, whose most restrictive indication is "Stop," (Fig. 1—Rule 275), define block limits:

Eastward Home Signal at Horn on No. 1 track.

Signal 360 feet west of Sunbury Passenger Station on No. 2 track.

Special Instruction D-2220, Williamsport Division Time Table No. 17 amplified.

Sham Unattended Block Station, located on the Shamokin Branch, 200 feet east of switch leading from Shamokin Branch to Williamsport Division No. 2 track, 1450 feet west of Sunbury Passenger Station controlled by Kase, and indicating limits of block between Crowl and Junction of Shamokin Branch with Williamsport Division, in service.

Mt. Carmel and Luke Unattended Block Stations controlled by Kase when Weigh Scales is closed.

Weigh Scales and Crowl Unattended Block Stations controlled by Kase.

Selinsgrove Jct., Middleburg, McClure and MY Unattended Block Station controlled by Train Dispatcher, Sunbury, when Selinsgrove is closed.

Pages 6 and 7, Wilkes-Barre Division Time Table No. 3 amplified.

Trains using No. 2 Yard track, between "SF" Reading and Adam must obtain permission from Kase.

Special Instructions D-704, D-708, D-1802, fourth paragraph D-1805, D-2002, D-2901 and Page 45, Wilkes-Barre Division Time Table No. 3 amplified.

Connecting track between Sunbury Passenger track and main track, Shamokin Branch, operated as yard track.

The Bulletin Board located in Horn Block Station will be transferred to the Station Master's office at Sunbury and employees will register at that point instead of at Horn. Special Instructions D-1301 and D-3101, Williamsport Division Time Table No. 17 modified.

H. E. WOLCOTT,
Superintendent.

C. G. GROVE,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILLIAMSPORT DIVISION
WILKES-BARRE DIVISION**

Williamsport, Pa., October 30, 1933

Sunbury, Pa., October 30, 1933

General Order, Williamsport Division, No. 1703, Zone C

General Order, Wilkes-Barre Division, No. 303, Zone E

General Order, Wilkes-Barre Division, No. 303, Zone F

General Order, Williamsport Division, No. 1702, Zone C; General Order, Wilkes-Barre Division, No. 302, Zone E; General Order, Wilkes-Barre Division, No. 302, Zone F, is annulled.

H. E. WOLCOTT,
Superintendent.

C. G. GROVE,
Superintendent.

Pages 6 and 7, Wilkes-Barre Division Time Table No. 3 amplified.

Trains using No. 2 Yard track, between "SF" Reading and Adam must obtain permission from Kase.

Special Instructions D-704, D-708, D-1802, fourth paragraph D-1805, D-2002, D-2901 and Page 45, Wilkes-Barre Division Time Table No. 3 amplified.

Connecting track between Sunbury Passenger track and main track, Shamokin Branch, operated as yard track.

The Bulletin Board located in Horn Block Station will be transferred to the Baggage Room at Sunbury Passenger Station and employees will register at that point instead of at Horn. Special Instructions D-1301 and D-3101, Williamsport Division Time Table No. 17 modified.

H. E. WOLCOTT,
Superintendent.

C. G. GROVE,
Superintendent.

W. H. P.

M

THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILKES-BARRE DIVISION

Sunbury, Pa., September 18, 1933

GENERAL ORDER

No. 301, Zone "A"
No. 301, Zone "B"
No. 301, Zone "C"
No. 301, Zone "D"
No. 301, Zone "E"
No. 301, Zone "F"

EFFECTIVE 12.01 A. M. SUNDAY, SEPTEMBER
24, 1933:

Time-table No. 3 takes effect 12.01 A. M. Sunday, September 24, 1933, and contains necessary instructions issued in general orders up to and including:

No. 207, Zone "A"
No. 204, Zone "B"
No. 204, Zone "C"
No. 206, Zone "D"
No. 206, Zone "E"
No. 204, Zone "F"

all of which must be removed from bulletin boards.

Each employe must carefully examine Time-table No. 3 to see that his copy is complete, with all schedule pages properly lined, and note changes.

Employes must turn in old time-tables to bulletin board attendant after Time-table No. 3 takes effect.

This general order is printed in Time-table No. 3 and will not be issued in sticker form.

C. G. GROVE,
Superintendent.



M

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILKES-BARRE DIVISION**

Sunbury, Pa., October 30, 1933

GENERAL ORDER

No. 302, Zone "A"
No. 302, Zone "D"
No. 304, Zone "E"

**EFFECTIVE 2.01 P. M. THURSDAY, NOVEMBER
2, 1933:**

Hill siding, Schuylkill Branch, between points 1600 feet and 2500 feet west of Pottstown passenger station, over Bridge 40.49, **OUT OF SERVICE.**

Main track, Schuylkill Branch, between points 1600 feet and 2500 feet west of Pottstown passenger station, over Bridge 40.49, **MOVED NORTH 13 FEET.**

Speed of 20 miles per hour must not be exceeded between these points.

Hand operated derail west end Pottstown yard track, Schuylkill Branch, 780 feet east of Mile Post 42, **IN SERVICE.**

Phoenixville Branch, from point 1800 feet west of Mile Post 6 to junction of Phoenixville Branch with Philadelphia Division, at Bridge 9.22, **OUT OF SERVICE.**

G5, L1 and I1 engines permitted to use Shamrock station track, Shamokin Branch. Special Instruction D2901, Wilkes-Barre Division Time-Table No. 3, **AMPLIFIED.**

Speed indicated below must not be exceeded between stations named:

MAIN LINE:

At mine settlement 600 feet west of Mile Post 57—10 miles per hour
Between Mile Post 21 and point 2500 feet east of Norca block and interlocking station —10 miles per hour

SCHUYLKILL BRANCH:

Bridge 83.40 —30 miles per hour

Special Instruction D2002, Wilkes-Barre Division Time-Table No. 3, **MODIFIED.**

C. G. GROVE,
Superintendent.

WLP
THE PENNSYLVANIA RAILROAD
EASTERN REGION
WILKES-BARRE DIVISION
GENERAL NOTICE NO. 301

M
Sunbury, Pa., December 8th, 1933.

EFFECTIVE 12.01 P. M. TUESDAY, DECEMBER 12TH, 1933:

Train No. 5923 will make "F" instead of "G" stop
at Betzwood.

Train No. 5906 will make "F" stop for pay passengers
at Schuylkill Haven.

Train No. 5927 will make "F" stop Fridays only at
Gibraltar, 7.06 P.M.

Trains No's. 5906 and 5903 will stop at Buttonwood
for employees.

Hand rail south side Bridge 40.49, west of Pottstown,
REMOVED.

Engines may use No. 4 track, Wilkes-Barre freight
station, for a distance of 200 feet east of driveway
crossing.

The running track between Bridge and the crossover
at the south end of double track, Wilkes-Barre Connecting
Railroad, is designated as the thoroughfare track.

Movements on the thoroughfare track are in charge of
the signalman and yard master at Buttonwood, as follows:

Proceed indication on eastward home signal
at Bridge will authorize eastward or northward
movements from that point to Carey Avenue.

Eastward or northward trains entering
thoroughfare at Buttonwood must obtain permission
from yard master.

Southward trains will stop clear of the trailing
point crossover north of Carey Avenue and must obtain
permission from yard master to make movement either
into yard or on thoroughfare between Carey Avenue and
Buttonwood.

Westward trains must not use thoroughfare west
of Buttonwood without permission from signalman at
Buttonwood.

C. G. GROVE,
SUPERINTENDENT

