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The Pennsylvania Railroad

EASTERN REGION

Central Pennsylvania Division

WILLIAMSPORT DIVISION

Time Table No. 15

In effect 12.01 A. M., Sunday, Sept. 25, 1932

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

H. E. WOLCOTT,
Superintendent.

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Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Harrisburg	STATIONS	Sidings assigned dir. Car Capacity 45 ft. cars		
						E	W	Both
I		B	0.2	0.2	HARRISBURG (PHILA. DIV.)			
			1.2	1.4	HG BLOCK STATION			
			2.3	3.7	MACLAY STREET			
I		B	1.6	5.3	LUCKNOW			
					ROCKVILLE			
	P		2.7	8.0	DAUPHIN			
			0.5	8.5	STONE No. 2 Track		130	
			3.4	11.9	SPEECEVILLE			
			2.3	14.2	CLARKS FERRY			
			0.8	15.0	BRIDGE SIDING			198
			1.1	16.1	INGLENOOK			
			5.1	21.2	HALIFAX			
I		B	1.0	22.2	FORT	98	96	
			2.6	24.8	MCLELLAN			110
			1.8	26.6	LV JUNCTION			
			0.4	27.0	MILLERSBURG	98	70	
			5.0	32.0	MAHANTANGO			
			0.2	32.2	PAXTON SIDING			172
			2.5	34.7	STONE CRUSHER			
			2.3	37.0	DALMATIA			
I		B	2.7	39.7	FIDLER	70	97	
			2.2	41.9	HERNDON			
	P		3.1	45.0	BOYLES	106	105	
			1.0	46.0	FISHERS FERRY			
			2.5	48.5	SELINS GROVE JCT.			
			3.4	51.9	CREEK SIDING		89	
I			1.2	53.1	SE READING			
			0.3	53.4	SUNBURY			
		B	0.3	53.7	HORN			
I		B	0.8	54.5	KASE			68
			0.8	55.3	NORTHUMBERLAND			
			3.3	58.6	WEST END NORTHUMBERLAND YARD			
			0.3	58.9	KAPP			
I		B	3.2	62.1	MONTANDON			
I			3.0	65.1	MU READING			
			0.8	65.9	MILTON			
			1.3	67.2	FAIR			155
			3.0	70.2	WATSON TOWN			
I		B	1.5	71.7	WATSON	98	94	
			0.7	72.4	DEWART			
I			3.6	76.0	OG READING			
			0.9	76.9	MONTGOMERY			
			1.0	77.9	CLINTON SIDING			154
			2.9	80.8	MUNCY			
			3.3	84.1	SOCK SIDING	107	100	
I		B	4.6	90.8	ALLENS			
I			0.6	91.4	WG READING			
			0.9	92.3	MARKET STREET			
			0.6	92.9	WALNUT			
			0.2	93.1	WILLIAMSPORT			
I		B	0.5	93.6	GRIER			
I		B	1.2	94.8	NEWBERRY			105
	P		0.6	95.4	WEST END Newberry Sdg.			
I		B	3.0	98.4	LINDEN			194
			0.3	98.7	NISBET			
			5.2	103.9	NIPPONO			186
			0.9	104.8	JERSEY SHORE			
			1.0	105.8	BARDS			
	P		4.3	110.1	PINE (No. 2 track)		125	
I		B	2.6	112.7	RICH			
			0.1	112.8	McELHATTAN			
	P		3.4	116.2	E. END LOCK HAVEN Sdg. No. 2 Track			
I		B	1.5	117.7	LOCK HAVEN			135
			0.6	118.3	BELLEFONTE AVE.			
			3.3	121.6	TANGAS JCT.			89
			0.5	122.1	QUEENS RUN			
			1.2	123.3	FARRANDSVILLE			
			2.6	125.9	BELL SIDING		208	
			0.7	126.6	EAST FERNEY			
			1.9	128.5	FERNEY			
			2.0	130.5	BAKER	199		
			0.9	131.4	GLEN UNION			
			2.1	133.5	WHETHAM			
			2.3	135.8	RITCHIE			
			3.2	139.0	HYNER			
			0.7	139.7	QUAIL SIDING	203		
			2.8	142.5	NORTH BEND			
			0.8	143.3	FARWELL			
		B	1.2	144.5	DROCTON			
			1.2	145.7	RENOVO	134		
		B	0.2	145.9	DRURY			

I—Interlocking Station and Plant.

P—Interlocking Plant.

B—Block Station.

Drocton

Closed

12:01 A.M. to 8:00 A.M., Daily
8:00 A.M. to 12:01 A.M., Mondays

BELLEFONTE BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Montandon	STATIONS	Sidings assigned dir. Car capacity 45 ft. cars		
						E	W	Both
I	B				MONTANDON			19
I	†B		1.6	1.6	LEWISBURG	G		
			0.2	1.8	URREADING			
			0.3	2.1	LEWISBURG SIDING			28
			0.9	3.0	BROOK PARK			5
			4.1	7.1	VICKSBURG			5
	†B		3.7	10.8	MF BLOCK STATION			
			0.1	10.9	MIFFLINBURG			22
			4.5	15.4	SWENGEL			7
	†B		0.9	16.3	MILLMONT	ML		27
			2.5	18.8	RUTHERTON			6
	†B		0.9	19.7	GLEN IRON	IN		27
			4.0	23.7	PARDEE			
			1.2	24.9	WEIKER			4
	†B		4.1	29.0	CHERRY RUN	KL		17
			3.0	32.0	PADDY MOUNTAIN			
			2.0	34.0	INGLEBY			2
	†B		2.7	36.7	COBURN	CB		23
			6.8	43.5	RISING SPRINGS			25
			3.0	46.5	PENN CAVE			
	†B		2.9	49.4	CENTRE HALL	RH		30
			2.5	51.9	GREGG			
			2.9	54.8	LINDEN HALL			
			2.0	56.8	OAK HALL			10
	†B		1.6	58.4	LEMONT	MN		16
			1.9	60.3	DALE SUMMIT			19
			2.0	62.3	ROCK VIEW			6
	†B		1.5	63.8	WR BLOCK STATION			
			0.2	64.0	PLEASANT GAP			26
			1.5	65.5	AXEMANN			9
	†B		2.0	67.5	BL BLOCK STATION			
			0.1	67.6	BELLEFONTE	{ BE BF		

Unattended Block Stations controlled by open Block Stations.

†G	Unattended	Controlled by Montandon.
†MF	Unattended	Controlled by Montandon.
†ML	Unattended	Controlled by Montandon.
†IN	Unattended	Controlled by Montandon.
†KL	Unattended	Controlled by Montandon.
†CB	Unattended	Controlled by Montandon.
†RH	Unattended	Controlled by Montandon.
†MN	Unattended	Controlled by Montandon.
†WR	Unattended	Controlled by Montandon.
†BL	Unattended	Controlled by Montandon.

LYKENS BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from LV	STATIONS	Sidings assigned dir. Car capacity 45 ft. cars		
						E	W	Both
		†B			†LV BLOCK STATION			
		†B	0.9	0.9	JN BLOCK STATION			
		†B	6.9	7.8	ELIZABETHV'E SDG. --- EL			63
			0.7	8.5	ELIZABETHVILLE			
			2.9	11.4	LOYALTON			4
	†B		2.4	13.8	LY BLOCK STATION			
	†		.9	14.7	LYKENS			15

† End of Block.

Unattended Block Stations controlled by open Block Stations.

†LY	Unattended	Controlled by Fort
†EL	Unattended	Controlled by Fort
†JN	Unattended	Controlled by Fort
†LV	Unattended	Controlled by Fort

BERWICK BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Watson	STATIONS	Sidings assigned dir. Car capacity 45 ft. cars		
						E	W	Both
		†			WATSONTOWN			
		†B	0.8	0.8	YL BLOCK STATION			
			0.8	1.6	TRUCKENMILLERS			4
			0.8	2.4	McEWENSVILLE			
		†B	3.6	6.0	TURBOTVILLE --- DU			9
			2.0	8.0	SCHUYLER			4
		†B	1.8	9.8	OTTAWA --- CA			10
		†B	2.8	12.6	STRAWBY RIDGE --- WV			5
			2.0	14.6	DERRY			
		†B	2.2	16.8	JERSEYTOWN --- EK			8
		†B	3.3	20.1	{ EYERSGROVEJCT. --- { QC			20
		†B	0.1	20.2	{ UN			
			1.8	22.0	MORDANSVILLE			
			3.5	25.5	BUCKHORN			1
		†B	1.8	27.3	PAPER MILL --- RP			5
			1.0	28.3	LIGHT STREET			1
		†B	1.5	29.8	SUMMIT --- MT			12
			1.0	30.8	CABIN RUN			
			3.1	33.9	FWLLERSVILLE			2
			0.7	34.6	DENNIS MILLS			
			0.9	35.5	EVANSVILLE			
		†B	2.6	38.1	†SW BLOCK STATION			
			0.8	38.9	LA SALLE STREET			
			0.2	39.1	BERWICK			27

† End of Block.

Unattended Block Stations controlled by open Block Stations.

†End of Block	Unattended	Controlled by Watson
†YL	Unattended	Controlled by Watson
†DU	Unattended	Controlled by Watson
†CA	Unattended	Controlled by Watson
†WV	Unattended	Controlled by Watson
†EK	Unattended	Controlled by Watson
†QC	Unattended	Controlled by Watson
†UN	Unattended	Controlled by Watson
†RP	Unattended	Controlled by Watson
†MT	Unattended	Controlled by Watson
†SW	Unattended	Controlled by Watson

MILLVILLE BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Millville	STATIONS	Sidings assigned dir. Car capacity 45 ft. cars		
						E	W	Both
		†B	0.4	2.6	EYERSGROVE JCT.-----BH			
			2.2	2.2	EYERSGROVE			
		†			MILLVILLE			2
					† End of Block.			27

Unattended Block Stations controlled by open Block Stations.

†BH	Unattended	Controlled by Watson
†End of Block	Unattended	Controlled by Watson

LAURELTON BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from LJ	STATIONS	Sidings assigned dir. Car capacity 45 ft. cars		
						E	W	Both
		†B			LJ STATION			
		†	2.7	2.7	LH STATION			5
					† End of Block			

Block operation on Laurelton Branch controlled by Montandon.

TANGASCOOTAC BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from BG	STATIONS	Siding assigned dir. Car capacity 45 ft. cars		
						E	W	Both
			5.2	5.2	TANGAS JUNCTION			
			0.6	5.8	BIRGE RUN			
					NORTH FORK			

Block operation on Tangascootic Branch controlled by Lock Haven.

ELMIRA BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Canandaigua	STATIONS	Sidings assigned dir. Car capacity 45 ft. cars		
						N	S	Both
		B	0.1	0.1	CANANDAIGUA			
		†B	1.3	1.6	CG BLOCK STATION			
		†B	5.0	6.6	D BLOCK STATION			
			1.4	8.0	UN BLOCK STATION			32
		B	3.7	11.7	ALOQUIN			
		†B	2.7	14.4	STANLEY			34
			3.9	18.3	HALL			33
		†B	0.9	19.2	BELLONA			
			1.0	20.2	K BLOCK STATION			49
			4.0	24.2	BENTON			
		†B	0.5	24.7	PENN YAN			18
		B	3.5	28.2	HW BLOCK STATION			34
			3.1	31.3	MILO			46
		B	0.5	41.8	HIMROD JCT.			47
			4.0	35.8	HIMROD			
		B	1.4	37.2	STARKEY			64
			1.1	38.3	LAKEMONT			
		†B	0.6	41.0	GLENORA			
		B	5.7	46.7	ROCK STREAM			97
		†B	3.8	50.5	CK BLOCK STATION			
		B	5.8	55.8	WATKINS GLEN	71	51	64
		†B	2.8	58.6	MONTOUR FALLS			40
			4.4	63.0	MILLPORT			56
					PINE VALLEY			110
					HORSEHEADS			
I		B	1.2	64.2	HO TOWER (Erie R. R.)			
			4.1	68.3	ELMIRA			
			0.8	69.1	HENRY STREET			
I		B	0.1	69.2	SOUTHPORT JUNCTION			
			0.7	69.9	SOUTHPORT			
		B	1.1	71.0	KENDALL			
			0.5	71.5	STATE LINE JUNCTION			
	P		4.2	75.7	NYPEN			
		B	1.2	76.9	FASSETT			125
			3.7	80.6	GILLET			
	†B	3.0	83.6	S BLOCK STATION				
			1.0	84.6	SNEDIKER			125
		B	4.0	88.6	COLUMBIA X ROADS			56
			4.7	93.3	TROY			
		B	0.9	94.2	DENSE			106
		B	4.3	98.5	COWLEY	125	54	
			3.1	101.6	ALBA			
	P		2.9	104.5	LOWREY			125
		B	0.9	105.4	CANTON			19
			3.7	109.1	GROVER			
		B	1.8	110.9	LEOLYN			133
		B	4.8	115.7	ROARING BRANCH			142
	†B	3.0	118.7	M BLOCK STATION				
			1.1	119.8	RALSTON			121
			2.9	122.7	MARSH HILL JUNCTION			
		B	0.1	122.8	BERGAN			125
			1.8	124.6	BODINE			
			1.9	126.5	FIELD			
		B	3.0	130.4	TROUT RUN	100	100	
	†B	5.0	135.4	CO BLOCK STATION				118
			6.0	136.4	COGAN VALLEY			
			1.3	137.7	HEPBURNVILLE			
			1.8	139.5	McKINNEY			83
	P		2.3	141.8	DYKE			
I		B	0.9	142.7	NEWBERRY			105
I		B	1.2	143.0	GRIER			
			0.5	143.5	WILLIAMSPORT			

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

NOTE—Block Stations are open continuously except—

Starkey	Closed	4:00 P.M. to 8:00 A.M. Daily. Sundays, 8:00 A.M. to 4:00 P.M.
Watkins Glen	Closed	11:00 P.M. to 7:00 A.M. Daily. Sundays, 7:00 A.M. to 11:00 P.M.
Millport	Closed	11:00 P.M. to 7:00 A.M. Daily. Sundays, 7:00 A.M. to 11:00 P.M.
Col. X Roads	Closed	5:00 P.M. to 9:00 A.M. Daily. Sundays, 9:00 A.M. to 5:00 P.M.
Cowley	Closed	5:00 P.M. to 9:00 A.M. Daily. Sundays, 9:00 A.M. to 12:01 A.M.
Leolyn	Closed	Sundays, 4:00 P.M. to 12:01 A.M.
Roaring Brch.	Closed	4:00 P.M. to 8:00 A.M. Daily. Sundays, 8:00 A.M. to 12:01 A.M.
Trout Run	Closed	4:00 P.M. to 12:01 A.M. Daily

Unattended Block Stations controlled by open Block Stations.

‡ CG	Unattended	Controlled by Canandaigua
‡ D	Unattended	Controlled by Stanley
‡ UN	Unattended	Controlled by Stanley
‡ H	Unattended	Controlled by Stanley
‡ K	Unattended	Controlled by Stanley
‡ HW	Unattended	Controlled by Himrod Jct.
‡ CK	Unattended	Controlled by Watkins Glen
‡ MF	Unattended	Controlled by Watkins Glen
‡ VA	Unattended	Controlled by Millport when that block station open; by HO Tower when Millport closed.
‡ S	Unattended	Controlled by Fassett
‡ M	Unattended	Controlled by Bergan
‡ CO	Unattended	Controlled by Trout Run when that station open; by Bergan when Trout Run closed

SODUS BAY BRANCH.

Interlocking Stations & Plant	Interlocking Plants	Block Stations	Dist. between stations	Distance from Sodus Point	STATIONS	Sidings assigned dir. Car capacity 45 ft. cars		
						N	S	Both
					SODUS POINT			
		‡B	2.4	2.4	SO BLOCK STATION			
		B	1.3	3.7	WALLINGTON			26
			1.1	4.8	SODUS CENTER			
			3.9	8.7	ZURICH			
		‡B	1.8	10.5	ZR BLOCK STATION			38
			1.7	12.2	FAIRVILLE			
		‡B	3.6	15.8	BA BLOCK STATION			
			0.9	16.7	NEWARK			26
		‡B	0.1	16.8	HB BLOCK STATION			
		B	6.1	22.9	PHELPS JUNCTION	JC		30
			3.9	26.8	ORLEANS			
		‡B	1.7	28.5	SENECA CASTLE	CN		45
			2.6	31.1	FLINT			
		B	2.3	33.4	STANLEY			

NOTE—Block Stations are open continuously except—

Wallington	Closed	4:00 P.M. to 7:00 A.M. and 11:45 A.M. to 12:45 P.M. Daily. Sundays, 7:00 A.M. to 4:00 P.M.
Phelps Jct.	Attended	Daily except Sunday, 7:00 A.M. to 3:00 P.M.
‡ JC	Unattended	Daily 3:00 P.M. to 7:00 A.M. and Sundays 7:00 A.M. to 3:00 P.M. Controlled by Wallington ‡

Unattended Block Stations controlled by open Block Stations.

‡ SO	Unattended	Controlled by Wallington ‡
‡ ZR	Unattended	Controlled by Wallington ‡
‡ BA	Unattended	Controlled by Wallington ‡
‡ HB	Unattended	Controlled by Wallington ‡
Phelps Jct.	Attended	Daily except Sunday, 7:00 A.M. to 3:00 P.M.
‡ JC	Unattended	Daily 3:00 P.M. to 7:00 A.M. and Sundays 7:00 A.M. to 3:00 P.M. Controlled by Wallington ‡
‡ CN	Unattended	Controlled by Stanley

‡ During hours Wallington is closed, SO, ZR, BA, HB, and JC are controlled by Stanley.

THE PENNSYLVANIA RAILROAD—EASTERN REGION—WILLIAMSPORT DIVISION

Williamsport, Pa., October 24, 1932.

GENERAL ORDER No. 1502.	ZONE WR.
GENERAL ORDER No. 1502.	ZONE A.
GENERAL ORDER No. 1503.	ZONE B.
GENERAL ORDER No. 1502.	ZONE C.

Effective 12.01 A. M., Sunday, October 30, 1932, trains 631 and 630 are extended from Williamsport to Lock Haven, and the schedules of trains 511, 571, 503 and 8633 changed as shown hereon. Letters NN indicate stop on signal Saturdays and Sundays only, to receive or discharge passengers.

Employees must paste perforated slips over corresponding pages 10, 11, 13, 15 and 22 of Time Table No. 15.

11. 13, 15 and 22 of Time Table No. 15.

H. E. WOLCOTT, Superintendent

STATIONS	Leave						631 DAILY EX. SUN. P. M.	503 DAILY A. M.	8533 DAILY EX. SUN. A. M.	633 DAILY EX. SUN. A. M.	571 DAILY A. M.	511 DAILY P. M.	630 A. M.	8533 DAILY EX. SUN. A. M.		571 DAILY A. M.	511 DAILY P. M.			
		503 DAILY A. M.	8533 DAILY EX. SUN. A. M.	571 DAILY A. M.	511 DAILY P. M.	630 A. M.														
		503 DAILY A. M.	8533 DAILY EX. SUN. A. M.	571 DAILY A. M.	511 DAILY P. M.	630 A. M.														
HARRISBURG (Phila. Div.)	\$	4.25		\$	11.18		\$	9.05		\$	4.25		\$	11.18		\$	9.05			
MACLAY STREET																				
ROCKVILLE		4.35			11.28			8.55			4.35			11.28			8.55			
DAUPHIN	F	4.40			11.32			8.51			4.40			11.32			8.51			
SPEECEVILLE		4.45									4.45									
CLARKS FERRY		4.49						8.43			4.49						8.43			
INGLENOOK		4.51									4.51									
HALIFAX	X	4.57		NN	11.46			8.34			4.57		NN	11.46			8.34			
FORT		4.58			11.47			8.38			4.58			11.47			8.38			
McCLELLAN																				
LV JUNCTION		5.03						8.28			5.03						8.28			
MILLERSBURG	\$	5.05		\$	11.53			8.27			\$	5.05		\$	11.53		\$	8.27		
MAHANTANGO		5.12						8.20			5.12						8.20			
STONE CRUSHER																				
DALMATIA	F	5.18						8.13			5.18						8.13			
FIDLER		5.22			12.07			8.09			5.22			12.07			8.09			
HERNDON	F	5.26						8.06			5.26						8.06			
FISHERS FERRY		5.32						8.00			5.32						8.00			
SELINS GROVE JCT.		5.35			12.16			7.57			5.35			12.16			7.57			
SUNBURY	\$	5.42	\$	6.00	\$	12.22	\$	12.20	\$	7.50	\$	5.42	\$	6.00	\$	12.22	\$	12.20	\$	7.50
		5.52			12.26						5.52			12.26						
KASE		5.55	6.03	12.29	12.23	7.45					5.55	6.03	12.29	12.23	7.45					
NORTHUMBERL'D	\$	6.01	\$	6.05	\$	12.36		\$	7.43		\$	6.01	\$	6.05	\$	12.36		\$	7.43	
KAPP		6.06	6.11								6.06	6.11								
MONTANDON	\$	6.11	\$	6.15	12.44	12.33	\$	7.30			\$	6.11	\$	6.15	12.44	12.33	\$	7.30		
MILTON	\$	6.21		\$	12.49	\$	12.38	\$	7.24		\$	6.21		\$	12.49	\$	12.38	\$	7.24	
WATSON TOWN	\$	6.28			U	12.45	\$	7.17			\$	6.28			U	12.45	\$	7.17		
WATSON		6.31			12.56	12.47	7.13				6.31			12.56	12.47	7.13				
DEWART	\$	6.34				F	7.12				\$	6.34				F	7.12			
MONTGOMERY	\$	6.44			1.03	L	12.55	\$	7.04		\$	6.44			1.03	L	12.55	\$	7.04	
MUNCY	\$	6.54		Q	1.08	N	1.00	\$	6.58		\$	6.54		Q	1.08	N	1.00	\$	6.58	
ALLENS		7.07			1.20	1.11	6.46				7.07			1.20	1.11	6.46				
MARKET STREET	\$	7.12					\$	6.43			\$	7.12					\$	6.43		
WILLIAMSPORT	\$	7.15		\$	1.25	\$	1.16	\$	6.40	\$	10.08	\$	7.15		\$	1.25	\$	1.16	\$	6.40
		7.30			1.34	1.21	6.28	\$	10.12				7.30			1.34	1.21	6.28	\$	10.12
GRIER		7.32			1.36	1.23	6.26		10.14			7.32			1.36	1.23	6.26		10.14	
NEWBERRY	\$	7.35			1.38	1.25	\$	6.23	\$	10.17	\$	7.35			1.38	1.25	\$	6.23	\$	10.17
LINDEN		7.40			1.42	1.30	6.17	10.22			7.40			1.42	1.30	6.17	10.22			
NISBET	\$	7.41				F	6.16	F	10.23		\$	7.41				F	6.16	F	10.23	
JERSEY SHORE	\$	7.48			1.48	\$	1.37	\$	6.08	\$	10.30	\$	7.48			1.48	\$	1.37	\$	6.08
PINE	F	7.56				F	6.00	F	10.37			7.56					F	6.00	F	10.37
McELHATTAN	\$	8.01			1.56	1.48	\$	5.54	\$	10.42	\$	8.01			1.56	1.48	\$	5.54	\$	10.42
LOCK HAVEN	\$	8.09		\$	2.05	\$	1.58	\$	5.45	\$	10.50	\$	8.09		\$	2.05	\$	1.58	\$	5.45
BELLEFONTE AVE.	\$	8.19										\$	8.19							
QUEENS RUN	F	8.25			2.13							F	8.25			2.13				
FARRANDSVILLE	F	8.29										F	8.29							
EAST FERNEY	F	8.33										F	8.33							
FERNEY	F	8.39			2.20							F	8.39			2.20				
BAKER		8.41			2.22								8.41			2.22				
GLEN UNION	F	8.43										F	8.43							
WHETHAM	F	8.47			2.26							F	8.47			2.26				
RITCHIE	F	8.51										F	8.51							
HYNER	\$	8.56			2.33							\$	8.56			2.33				
NORTH BEND	\$	9.02										\$	9.02							
FARWELL																				
DROCTON		9.08			2.39								9.08			2.39				
RENOVO	\$	9.11		\$	2.41							\$	9.11		\$	2.41				
DRURY		9.22			2.49								9.22			2.49				
		9.23			2.51								9.23			2.51				
Arrive		A. M.	A. M.	P. M.	P. M.	A. M.	P. M.				A. M.	A. M.	P. M.	P. M.	A. M.	P. M.				
		503	8533	571	511	DAILY EX. SUN. 630	631				503	8533	571	511	DAILY EX. SUN. 630	631				

STATIONS	FIRST CLASS			
	515 DAILY EX. SUN.	8608 DAILY	501 DAILY EX. SUN.	8517 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div.)			\$ 3.55	\$ 5.45
MACLAY STREET				\$ 5.50
ROCKVILLE			4.07	5.57
DAUPHIN			\$ 4.12	\$ 6.03
SPEECEVILLE			F 4.18	F 6.10
CLARKS FERRY			F 4.22	F 6.16
INGLENOOK			F 4.25	F 6.20
HALIFAX			\$ 4.33	\$ 6.29
FORT			4.35	6.31
McCLELLAN			F 4.38	F 6.35
LV JUNCTION			4.41	6.39
MILLERSBURG			\$ 4.44	\$ 6.40
MAHANTANGO			F 4.52	
STONE CRUSHER			F 4.56	
DALMATIA			\$ 5.00	
FIDLER			5.03	
HERNDON			\$ 5.08	
FISHERS FERRY			F 5.15	
SELINGSGROVE JCT.			5.19	
SUNBURY	\$ 3.40		\$ 5.26	
KASE		3.43	5.39	
NORTHUMBERL'D			\$ 5.46	
KAPP			F 5.52	
MONTANDON			\$ 5.57	
MILTON			\$ 6.05	
WATSON TOWN			\$ 6.13	
WATSON			6.16	
DEWART			\$ 6.19	
MONTGOMERY			\$ 6.28	
MUNCY			\$ 6.35	
ALLENS			6.48	
MARKET STREET			\$ 6.52	
WILLIAMSPORT	\$ 2.32		\$ 6.55	
GRIER	2.34			
NEWBERRY	\$ 2.37			
LINDEN	2.42			
NISBET	F 2.43			
JERSEY SHORE	\$ 2.52			
PINE	F 2.59			
McELHATTAN	\$ 3.05			
LOCK HAVEN	\$ 3.13			
BELLEFONTE AVE.				
QUEENS RUN				
FARRANDSVILLE				
EAST FERNEY				
FERNEY				
BAKER				
GLEN UNION				
WHETHAM				
RITCHIE				
HYNER				
NORTH BEND				
FARWELL				
DROCTON				
RENOVO				
DRURY				
Arrive	P. M.	P. M.	P. M.	P. M.
	515	8608	501	8517

FIRST CLASS			
631 DAILY EX. SUN.	651 SUNDAY ONLY	581 DAILY	575 DAILY
P. M.	P. M.	P. M.	P. M.
\$ 7.38	\$ 7.38	\$ 11.12	\$ 11.47
7.48	7.48	11.22	11.58
\$ 7.53	\$ 7.53	F 11.27	12.02
8.01	8.01	11.36	12.09
\$ 8.09	\$ 8.09	F 11.44	12.16
8.11	8.11	11.46	12.17
8.16	8.16	11.52	
\$ 8.18	\$ 8.18	\$ 11.53	12.23
8.25	8.25		
\$ 8.31	\$ 8.31	12.05	12.34
8.34	8.34	12.08	12.37
\$ 8.38	\$ 8.38		
		12.15	12.44
8.46	8.46	12.18	12.47
\$ 8.53	\$ 8.53	\$ 12.24	\$ 12.54
8.57	8.57	12.29	12.58
9.00	9.00	12.32	1.01
\$ 9.02	\$ 9.02	12.33	1.02
\$ 9.12	\$ 9.12	12.41	1.10
\$ 9.19	\$ 9.19	F 12.46	M 1.16
\$ 9.26	\$ 9.26		
9.28	9.28	12.54	1.24
F 9.31	F 9.31		
\$ 9.40	\$ 9.40	1.03	1.33
\$ 9.48	\$ 9.48	1.07	1.37
10.01	10.01	1.18	1.48
\$ 10.05	10.05		
\$ 10.08	\$ 10.08	\$ 1.24	\$ 1.54
		1.42	2.04
		1.44	2.06
		1.46	2.08
		1.50	2.13
		1.57	2.20
		2.05	2.29
		\$ 2.15	\$ 2.39
		2.22	2.46
		2.29	2.54
		2.31	2.56
		2.35	2.57
		2.42	3.07
			3.12
		2.48	3.16
		\$ 2.50	\$ 3.19
		3.10	3.30
		3.12	3.32
P. M.	P. M.	A. M.	A. M.
631	651	581	575

STATIONS	FIRST CLASS			
	580	574	576	8510
	Arrive A. M.	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	\$ 4.50	\$ 5.02	\$ 6.28	\$ 8.45
MACLAY STREET				\$ 8.40
ROCKVILLE	4.39	4.52	6.18	8.33
DAUPHIN	4.35	4.48	F 6.13	\$ 8.27
SPEECEVILLE	4.30			F 8.20
CLARKS FERRY	4.26	4.40	6.04	F 8.14
INGLENOOK				F 8.10
HALIFAX	4.18	4.32	P 5.54	\$ 8.03
FORT	4.17	4.31	5.53	8.00
McCLELLAN				F 7.55
LV JUNCTION	4.12	4.26	5.47	7.50
MILLERSBURG			\$ 5.46	\$ 7.45
MAHANTANGO	4.06	4.20		
STONE CRUSHER				
DALMATIA				
FIDLER	3.56	4.11	5.32	
HERNDON				
FISHERS FERRY	3.49			
SELINS GROVE JCT.	3.46	4.02	5.23	
SUNBURY	\$ 3.39	\$ 3.55	\$ 5.16	
	3.29			
KASE	3.27	3.51	5.11	
NORTHUMBERL'D	\$ 3.25	3.50	5.10	
KAPP	3.17			
MONTANDON	3.13	3.43	5.04	
MILTON	\$ 3.06	3.39	0 4.59	
WATSON TOWN				
WATSON	2.58	3.33		
DEWART			4.52	
MONTGOMERY	2.48	3.25	4.45	
MUNCY	2.43	3.21	4.41	
ALLENS	2.30	3.10	4.30	
MARKET STREET	2.26			
WILLIAMSPORT	\$ 2.24	\$ 3.04	\$ 4.24	
	2.04	2.51	4.19	
GRIER	2.02	2.49	4.17	
NEWBERRY	2.00	2.47	4.15	
LINDEN	1.56	2.43	4.11	
NISBET				
JERSEY SHORE	F 1.48	2.36	4.05	
PINE	1.42			
McELHATTAN	1.39	2.28	3.57	
LOCK HAVEN	\$ 1.33	\$ 2.21	F 3.51	
BELLEFONTE AVE.				
QUEENS RUN				
FARRANDSVILLE	1.24	2.13	3.44	
EAST FERNEY				
FERNEY				
BAKER	1.16	2.05	3.36	
GLEN UNION	1.15	2.04	3.35	
WHETHAM				
RITCHIE				
HYNER	1.06	1.55	3.26	
NORTH BEND	1.02	1.51	3.22	
FARWELL				
DROCTON	1.00	1.49	3.20	
RENOVO	\$ 12.57	\$ 1.46	\$ 3.17	
DRURY	\$ 12.42	\$ 1.40	\$ 3.12	
	12.41	1.39	3.11	
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY EX. SUN.
	580	574	576	8510

[illegible]

STATIONS	FIRST CLASS			
	510	570	560	8609
	Arrive P. M.	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div.)		\$ 4.39	\$ 6.30	
MACLAY STREET				
ROCKVILLE		4.29	6.19	
DAUPHIN		4.25	\$ 6.13	
SPEECEVILLE			F 6.07	
CLARKS FERRY		4.17	F 6.02	
INGLENOOK			F 5.59	
HALIFAX		4.09	\$ 5.52	
FORT		4.08	5.49	
McCLELLAN			F 5.45	
LV JUNCTION			5.41	
MILLERSBURG		L 4.02	\$ 5.40	
MAHANTANGO		3.57	F 5.28	
STONE CRUSHER				
DALMATIA			\$ 5.21	
FIDLER		3.49	5.17	
HERNDON			\$ 5.14	
FISHERS FERRY			F 5.07	
SELINGSGROVE JCT.		3.40	5.03	
SUNBURY	\$ 3.25	\$ 3.33	\$ 4.56	\$ 8.45
KASE	3.22	3.28	4.46	8.42
NORTHUMBERL'D	\$ 3.20	3.27	4.44	
KAPP			F 4.34	
MONTANDON	3.10	3.20	\$ 4.29	
MILTON	\$ 3.05	\$ 3.15	\$ 4.23	
WATSON TOWN			\$ 4.15	
WATSON	2.58	3.07	4.10	
DEWART			\$ 4.08	
MONTGOMERY	2.50	2.59	\$ 3.58	
MUNCY	R 2.45	0 2.54	\$ 3.51	
ALLENS	2.34	2.43	3.37	
MARKET STREET			\$ 3.33	
WILLIAMSPORT	\$ 2.28	\$ 2.37	\$ 3.30	
GRIER	2.21	2.30		
NEWBERRY	2.19	2.28		
LINDEN	2.15	2.24		
NISBET				
JERSEY SHORE	\$ 2.08	2.17		
PINE				
McELHATTAN	1.58	2.09		
LOCK HAVEN	\$ 1.51	\$ 2.02		
BELLEFONTE AVE.		1.59		
QUEENS RUN				
FARRANDSVILLE		1.54		
EAST FERNEY				
FERNEY				
BAKER		1.47		
GLEN UNION		1.46		
WHETHAM				
RITCHIE				
HYNER		1.37		
NORTH BEND		1.33		
FARWELL				
DROCTON		1.31		
RENOVO		1.28		
DRURY		1.20		
		1.19		
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY
	510	570	560	8609

FIRST CLASS			
568	8506	506	
P. M.	P. M.	A. M.	
\$ 10.45		\$ 1.50	
10.35		1.40	
\$ 10.29		1.35	
		1.30	
10.17		1.26	
\$ 10.07		1.18	
10.04		1.17	
		1.12	
\$ 9.59		\$ 1.11	
\$ 9.58			
		1.05	
9.48			
\$ 9.41		F 12.58	
9.37		12.54	
\$ 9.34		F 12.51	
F 9.26		12.45	
9.23		12.42	
\$ 9.15		\$ 12.34	
9.06			
		12.28	
\$ 9.04		\$ 12.26	
\$ 9.02		12.13	
8.52		F 12.08	
\$ 8.47			
\$ 8.40		\$ 12.02	
\$ 8.32		\$ 11.55	
8.28		11.52	
\$ 8.26		F 11.50	
\$ 8.17		\$ 11.42	
\$ 8.10		F 11.35	
7.58		11.22	
\$ 7.54		\$ 11.18	
\$ 7.51		\$ 11.15	
7.37			
		9.47	
\$ 7.35		\$ 9.45	
\$ 7.32		9.40	
7.27		F 9.39	
F 7.26			
\$ 7.18		\$ 9.31	
F 7.09		F 9.23	
\$ 7.04		\$ 9.18	
\$ 6.56		\$ 9.10	
\$ 6.46			
F 6.41			
F 6.38			
F 6.34			
F 6.30			
6.25			
F 6.24			
F 6.20			
F 6.16			
\$ 6.11			
\$ 6.06			
\$ 6.03			
\$ 6.00			
5.50			
5.48			
P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY	
568	8506	506	

WILLIAMSPORT TO CANANDAIGUA—NORTHWARD				
STATIONS	FIRST CLASS			
	8409	8403	8461	8405
	A. M.	P. M.	A. M.	P. M.
CANANDAIGUA	S 6.55	S 12.35		S 6.55
D BLOCK STATION	6.50	12.31		6.50
UN BLOCK STATION	6.42	12.24		6.42
ALOQUIN	6.40	12.21		
STANLEY	S 6.38	S 12.15		S 6.34
HALL	F 6.26	S 12.09	S. & N. Y.	F 6.27
BELLONA		F 12.03	R. R.	F 6.21
K BLOCK STATION	6.17	12.01		6.19
BENTON		F 11.58		
PENN YAN	S 6.08	S 11.51		S 6.10
MILO		F 11.43		
HIMROD JCT.	5.53	11.38		5.58
HIMROD	F 5.52	S 11.37		F 5.57
STARKEY	F 5.45	S 11.31		S 5.50
LAKEMONT		F 11.27		F 5.46
GLENORA	5.39	F 11.23		F 5.49
ROCK STREAM	5.35	F 11.18		F 5.38
CK BLOCK STATION	5.34	11.17		5.38
WATKINS GLEN	S 5.21	S 11.08		S 5.29
MONTOUR FALLS	S 5.13	S 11.01		S 5.21
MILLPORT	5.02	F 10.49		5.12
PINE VALLEY	4.57	F 10.45		
HORSEHEADS	S 4.51	S 10.39		S 5.02
HO TOWER (Erie R.R.)	4.48	10.35		4.59
ELMIRA	S 4.40	10.28		4.52
HENRY STREET	S 4.31	S 10.18		S 4.47
SOUTHPORT JCT.	S 4.28	S 10.15		S 4.44
	4.26	10.13		4.42
SOUTHPORT	4.22	10.10		4.40
KENDALL BL'K STA.	4.19	10.05		4.38
FASSETT	4.11	F 9.58		4.31
GILLETT	4.06	S 9.49		
DUNNING				
SNEDIKER	4.00	F 9.43		4.22
COLUMBIA X ROADS	3.53	S 9.35		S 4.15
TROY	S 3.45	S 9.26		S 4.08
DENSE BLOCK STA.	3.42	9.22		4.05
COWLEY	3.35	S 9.15		F 3.58
ALBA		F 9.08		
LOWREY	3.26	9.03		3.49
CANTON	S 3.23	S 9.00		S 3.47
GROVER		S 8.51		
LEOLYN	3.13	S 8.47		3.39
ROARING BRANCH	3.03	S 8.38		S 3.30
M BLOCK STATION	2.57	8.31		3.26
RALSTON	S 2.54	S 8.28		S 3.23
MARSH HILL JCT.		S 8.22	9.00	S 3.17
BERGAN BL'K STA.	2.46	8.19	8.59	3.15
BODINE		F 8.16		F 3.12
FIELD		F 8.12		
TROUT RUN	2.36	S 8.05	8.46	S 3.04
COGAN VALLEY	2.27	F 7.54	8.37	2.54
HEPBURNVILLE		F 7.51		
DYKE	2.19	7.45	8.28	2.47
NEWBERRY			8.25	
GRIER BLOCK STA.	2.15	7.42		2.44
WILLIAMSPORT	S 2.13	S 7.40		S 2.42
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	8409	8403	8461	8405

Train 8412 is Superior by direction to Train 8403.

CANANDAIGUA TO WILLIAMSPORT—SOUTHWARD				
STATIONS	FIRST CLASS			
	8412	8462	8418	8420
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
Leave	A. M.	P. M.	P. M.	P. M.
CANANDAIGUA	S 7.35		S 1.50	S 8.50
D BLOCK STATION	7.40		1.54	8.54
UN BLOCK STATION	7.48		2.01	9.02
ALOQUIN			F 2.04	
STANLEY	S 7.56		S 2.14	F 9.10
HALL	S 8.01	S. & N. Y.	S 2.19	F 9.17
BELLONA	F 8.06	R. R.	F 2.25	
K BLOCK STATION	8.08		2.27	9.25
BENTON	F 8.10		F 2.29	
PENN YAN	S 8.18		S 2.37	S 9.35
MILO			F 2.44	
HIMROD JCT.	8.28		2.49	9.45
HIMROD	S 8.30		F 2.51	
STARKEY	S 8.36		S 2.57	F 9.53
LAKEMONT	F 8.38		F 2.59	
GLENORA	F 8.41		F 3.02	
ROCK STREAM	F 8.45		F 3.06	10.01
CK BLOCK STATION	8.46		3.07	10.02
WATKINS GLEN	S 8.55		S 3.16	S 10.12
MONTOUR FALLS	S 9.02		S 3.23	S 10.19
MILLPORT	9.12		F 3.34	10.35
PINE VALLEY	9.18		F 3.41	10.42
HORSEHEADS	S 9.25		S 3.50	S 10.49
HO TOWER (Erie R.R.)	9.28		3.53	10.52
ELMIRA	S 9.35		S 4.00	S 11.00
	9.39		4.10	11.08
HENRY STREET	S 9.42		S 4.13	
SOUTHPORT JCT.	9.43		4.14	11.13
SOUTHPORT	9.46		4.19	11.17
KENDALL BL'K STA.	9.49		4.22	11.19
FASSETT	9.58		F 4.31	11.29
GILLETT			F 4.38	11.36
DUNNING				
SNEDIKER	10.10		F 4.47	11.43
COLUMBIA X ROADS	S 10.16		S 4.54	F 11.48
TROY	S 10.25		S 5.03	S 11.57
DENSE BLOCK STA.	10.29		5.06	12.00
COWLEY	F 10.37		F 5.14	12.10
ALBA			F 5.18	
LOWREY	10.47		5.22	12.18
CANTON	S 10.51		S 5.25	S 12.21
GROVER			F 5.31	
LEOLYN	10.59		S 5.35	12.29
ROARING BRANCH	F 11.07		S 5.46	12.37
M BLOCK STATION	11.12		5.51	12.42
RALSTON	S 11.15		S 5.55	F 12.44
MARSH HILL JCT.		3.55	S 6.00	
BERGAN BL'K STA.	11.20	3.56	6.01	12.49
BODINE	F 11.22		S 6.05	
FIELD			F 6.08	
TROUT RUN	F 11.30	4.07	S 6.16	12.58
COGAN VALLEY	11.40	4.19	F 6.27	1.08
HEPBURNVILLE				
DYKE	11.49	4.27	6.35	1.16
NEWBERRY		4.30		
GRIER BLOCK STA.	11.51		6.38	1.18
WILLIAMSPORT	S 11.53		S 6.40	S 1.20
Arrive	A. M.	P. M.	P. M.	A. M.
	8412	8462	8418	8420

Train 8412 is Superior by direction to Train 8403.

SODUS BAY BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	8428			
	DAILY EX. SUN. A. M.			
Leave				
SODUS POINT	S 6.30			
SO BLOCK STATION	6.34			
WALLINGTON	S 6.39			
SODUS CENTER	S 6.43			
ZURICH	F 6.51			
ZR BLOCK STATION	6.55			
FAIRVILLE	F 6.59			
BA BLOCK STATION	7.07			
NEWARK	S 7.13			
HB BLOCK STATION	7.14			
PHELPS JUNCTION	S 7.27			
ORLEANS	S 7.37			
SENECA CASTLE	S 7.42			
FLINT	F 7.48			
STANLEY	S 7.55			
Arrive	A. M.			
	8428			

BERWICK BRANCH.

WATSONTOWN TO EYERSGROVE JCT.—EASTWARD

STATIONS	FIRST CLASS			
	9602			
	DAILY EX. SUN. A. M.			
Leave				
WATSONTOWN†	S 10.45			
YL	10.48			
TRUCKENMILLERS	F 10.52			
McEWENSVILLE	F 10.57			
TURBOTVILLE	S 11.15			
SCHUYLER	F 11.20			
OTTAWA	S 11.25			
STRAWBEY RIDGE	S 11.40			
DERRY	F 11.45			
JERSEYTOWN	S 11.55			
EYERSGROVE JCT.	12.15			
Arrive	P. M.			
	9602			

† End of Block.

MILLVILLE BRANCH.

MILLVILLE TO EYERSGROVE JCT.—EASTWARD.

STATIONS	FIRST CLASS			
	9652			
	DAILY EX. SUN. P. M.			
Leave				
MILLVILLE†	S 3.30			
EYERSGROVE	S 3.35			
EYERSGROVE JCT.	3.37			
Arrive	P. M.			
	9652			

† End of Block.

SODUS BAY BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	8425			
	P. M.			
Arrive				
SODUS POINT	S 4.25			
SO BLOCK STATION	4.22			
WALLINGTON	S 4.17			
SODUS CENTER	S 4.13			
ZURICH	F 4.05			
ZR BLOCK STATION	4.01			
FAIRVILLE	F 3.57			
BA BLOCK STATION	3.49			
NEWARK	S 3.45			
HB BLOCK STATION	3.40			
PHELPS JUNCTION	S 3.32			
ORLEANS	S 3.22			
SENECA CASTLE	S 3.17			
FLINT	S 3.11			
STANLEY	S 3.05			
Leave	P. M.			
	DAILY EX. SUN. 8425			

Train No. 8428 is Superior by direction to Train No. 8425.

BERWICK BRANCH.

EYERSGROVE JCT. TO WATSONTOWN—WESTWARD

STATIONS	FIRST CLASS			
	9601			
	P. M.			
Arrive				
WATSONTOWN†	S 5.30			
YL	5.25			
TRUCKENMILLERS	F 5.20			
McEWENSVILLE	S 5.15			
TURBOTVILLE	S 5.00			
SCHUYLER	F 4.45			
OTTAWA	S 4.40			
STRAWBEY RIDGE	S 4.25			
DERRY	F 4.10			
JERSEYTOWN	S 4.00			
EYERSGROVE JCT.	3.42			
Leave	P. M.			
	DAILY EX. SUN. 9601			

End of Block.

MILLVILLE BRANCH.

EYERSGROVE JCT. TO MILLVILLE—WESTWARD.

STATIONS	FIRST CLASS			
	9651			
	P. M.			
Arrive				
MILLVILLE†	S 12.30			
EYERSGROVE	S 12.20			
EYERSGROVE JCT.	12.17			
Leave	P. M.			
	DAILY EX. SUN. 9651			

MONTANDON TO BELLEFONTE—WESTWARD

STATIONS	FIRST CLASS			
	8533	8583		
	DAILY EX. SUN.	SUNDAY ONLY		
Leave	A. M.	A. M.		
MONTANDON-----	S 6.06	F 6.30		
LEWISBURG-----	S 6.16	S 6.36		
BROOK PARK-----	F 6.19	F 6.39		
VICKSBURG-----	F 6.26	F 6.46		
MIFFLINBURG-----	S 6.36	S 6.53		
SWENGEL-----	F 6.43	F 7.01		
MILLMONT-----	S 6.46	F 7.03		
RUTHERTON-----	F 6.50	F 7.07		
GLEN IRON-----	S 6.52	F 7.08		
PARDEE-----	F 6.58	F 7.14		
WEIKER-----	F 7.01	F 7.17		
CHERRY RUN-----	F 7.10	F 7.27		
PADDY MOUNTAIN-----	F 7.17	F 7.33		
INGLEBY-----	F 7.22	F 7.38		
COBURN-----	S 7.28	S 7.44		
RISING SPRINGS-----	S 7.40	S 7.57		
PENN CAVE-----	F 7.45	F 8.02		
CENTRE HALL-----	S 7.56	S 8.10		
GREGG-----	F 8.01	F 8.15		
LINDEN HALL-----	F 8.06	F 8.20		
OAK HALL-----	S 8.10	F 8.24		
LEMONT-----	S 8.28	S 8.30		
DALE SUMMIT-----	F 8.32	F 8.35		
ROCKVIEW-----	F 8.36	F 8.39		
PLEASANT GAP-----	S 8.40	F 8.45		
AXEMANN-----	F 8.45	F 8.49		
BELLEFONTE-----	S 8.50	S 8.55		
Arrive	A. M.	A. M.		
	8533	8583		

No. 8583 is superior by direction to No. 8580.
No. 8533 is superior by direction to No. 8530.

SPECIAL INSTRUCTIONS

APPLICABLE ONLY ON LYKENS BRANCH.

Eastward trains will run through Millersburg Yard prepared to stop short of train or obstruction.

LYKENS BRANCH—Westward

MILLERSBURG TO LYKENS

STATIONS	FIRST CLASS			
	8517			
	DAILY EX. SUN.			
Leave	P. M.			
MILLERSBURG-----	S 6.41			
LV JUNCTION-----	6.45			
JN BLOCK STAT'N-----	6.48			
ELIZABETHV'E SID.-----	F 7.03			
ELIZABETHVILLE-----	S 7.07			
LOYALTON-----	F 7.13			
LYKENS†-----	S 7.20			
Arrive	P. M.			
	8517			

† End of Block.

BELLEFONTE TO MONTANDON—EASTWARD

STATIONS	FIRST CLASS			
	8530	8580		
	P. M.	P. M.		
Arrive				
MONTANDON-----	S 1.53	F 12.59		
LEWISBURG-----	S 1.48	S 12.54		
BROOK PARK-----	F 1.35	F 12.45		
VICKSBURG-----	F 1.29	F 12.40		
MIFFLINBURG-----	S 1.22	S 12.34		
SWENGEL-----	F 1.03	F 12.18		
MILLMONT-----	S 1.00	F 12.16		
RUTHERTON-----	F 12.55	F 12.12		
GLEN IRON-----	S 12.52	F 12.10		
PARDEE-----	F 12.46	F 12.04		
WEIKER-----	F 12.42	F 12.01		
CHERRY RUN-----	F 12.31	F 11.52		
PADDY MOUNT'N-----	F 12.25	F 11.47		
INGLEBY-----	F 12.20	F 11.42		
COBURN-----	S 12.15	S 11.37		
RISING SPRINGS-----	S 11.40	F 11.06		
PENN CAVE-----	F 11.13	F 10.40		
CENTRE HALL-----	S 11.03	F 10.30		
GREGG-----	F 10.58	F 10.25		
LINDEN HALL-----	F 10.54	F 10.21		
OAK HALL-----	S 10.50	F 10.17		
LEMONT-----	S 10.46	S 10.13		
DALE SUMMIT-----	F 10.35	F 10.08		
ROCKVIEW-----	F 10.30	F 10.03		
PLEASANT GAP-----	F 10.26	F 9.59		
AXEMANN-----	F 10.22	F 9.55		
BELLEFONTE-----	S 10.15	S 9.50		
Leave	A. M.	A. M.		
	DAILY EX. SUN.	SUNDAY ONLY		
	8530	8580		

No. 8583 is superior by direction to No. 8580.
No. 8533 is superior by direction to No. 8530.

SPECIAL INSTRUCTIONS

APPLICABLE ON BELLEFONTE BRANCH ONLY

1. All trains must approach Beaver Dam Tunnel and Paddy Mountain Tunnel under full control.

LYKENS BRANCH—Eastward

LYKENS TO MILLERSBURG

STATIONS	FIRST CLASS			
	8510			
	A. M.			
Arrive				
MILLERSBURG-----	S 7.44			
LV JUNCTION-----	7.41			
JN BLOCK STAT'N-----	7.36			
ELIZABETHV'E SID.-----	F 7.27			
ELIZABETHVILLE-----	S 7.25			
LOYALTON-----	F 7.20			
LYKENS†-----	S 7.15			
Leave	A. M.			
	DAILY EX. SUN.			
	8510			

† End of Block.

EXTRA STOPS BY PASSENGER TRAINS.

TRAIN NO.	STOP AT	FOR
8509	Linden Block Station on signal . . .	Signalmen
515	Bald Eagle Creek Bridge on signal	Workmen
8510	Fort on signal	Signalmen
8533	Rat Hole, Nthld Yard	Employees
8412	Southport	Employees
8418	Southport	Employees
8420	Southport	Employees
8403	Southport	Employees
8405	Southport	Employees
8409	Southport	Employees

TRAINS WAIT FOR CONNECTION.

Junction Point	Train	Waits Until	For Train	Remarks
LOCK HAVEN	571	2.10 p. m.	510	
WILLIAMSPORT	578	12.35 p. m.	8412	
	568	8.00 p. m.	8418	
	506	11.45 p. m.	8506	
	8409	Indefinitely	581	
	8403	Indefinitely	503	
	8405	3.25 p. m.	570	
	8405	3.25 p. m.	510	
WATSONTOWN	9602	11.00 a. m.	553	
NORTH'LD	560	5.00 p. m.	703	D. L. & W.
SUNBURY	568	9.55 p. m.	8609	When passengers are reported
	568	9.40 p. m.	8811	
	578	1.45 p. m.	8605	
	8533	6.45 a. m.	503	
	501	6.00 p. m.	8807	
MILLERSBURG	8517	6.50 p. m.	560	
CANANDAIGUA	8412	7.50 a. m.	NYC 4	When passengers are reported
	8418	2.15 p. m.	NYC 10	When passengers are reported
	8420	Indefinitely	NYC 18	For Washington sleeper
	8420	9.00 p. m.	NYC 11	When passengers are reported
PHELPS JCT.	8428	7.35 a. m.	NYC 1	When passengers are reported
STANLEY	8412	8.10 a. m.	8428	

Trains having mail cars and receiving instructions to wait at junction points for a connecting train will not only wait for the passengers but will see that the mail is loaded before starting.

The conductor of No. 570 when more than 25 minutes late, will report from Lock Haven, the number of passengers for Elmira Branch, between Williamsport and Elmira and for north of Elmira, separately. Also report passengers for the Mt. Carmel connection and for No. 510 connection separately, stating the number for beyond Mt. Carmel.

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

U. S. MAIL WORK ON THROUGH TRAINS

STATIONS.	WESTWARD					EASTWARD					
	503	553	515	501	575	574	630	578	560	568	506
Dauphin	D			E				E	E		
Speecheville		C D					C D				
Halifax	D	E		E			E	E	E	E	
Millersburg	E	E		E			E	E	E	E	
Mahantango				C D			C D				
Dalmatia	D	E		E			E	E	E	E	
Herndon		E		E			E	E	E	E	
Fishers Ferry		C D		C D			C D	C D	C D		
Sunbury	E	E		E	E	E	E	E	E	E	E
Northumberland	E	E		E			E	E	E	E	E
Montandon	E	E		E			E	E	E	E	E
Milton	E	E		E			E	E	E	E	E
Watsonstown	E	E		E			E	E	E	E	E
Dewart	D	E		E			E	C D	E	E	
Montgomery	E	E		E			E	E	E	E	E
Muncy	E	E		E			E	E	E	E	E
Market Street	E	E		E			E	E	E	E	E
Williamsport	E	E	E	E	E	E	E	E	E	E	E
Nisbet	C D							E		E	
Jersey Shore	E		E					E		E	
Pine	C D		C D								
McElhattan	E		E					E		E	
Lock Haven	E		E		E	E		E		E	
Farrandsville	C D									C D	
Glen Union	C D										
Hyner	E									E	
North Bend	E									E	
Renovo	E				E	E				E	

U. S. MAIL WORK ON THROUGH TRAINS

STATIONS	SOUTHWARD		NORTHWARD		
	8412	8418	8409	8403	8405
Canandaigua	E	E		E	E
Stanley	E	E		E	E
Hall			D		C D
Bellona	C D			C D	C D
Penn Yan	E	E		E	E
Himrod		C D		D	C D
Starkey	E	E		E	E
Lakemont	C D	C D		D	C D
Glenora	C D			C D	C D
Rock Stream	C D				C D
Watkins Glen	E	E		E	E
Montour Falls	E	E		E	E
Millport	C D	C D		C D	C D
Pine Valley	C D	C D		C D	C D
Horseheads	E	E		E	E
Elmira	E	E		E	E
Gillett	C D	C D		E	C D
Snediker	C D	C D		C D	C D
Columbia X Roads	E	E		E	E
Troy	E	E		E	E
Cowley	C D	C D		E	C D
Alba	C D	C D		C D	C D
Canton	E	E		E	E
Grover	C D	C D		E	C D
Leolyn	C D	C D		C D	C D
Roaring Branch	C D	E		E	E
Ralston	E	E		E	E
Marsh Hill Jct.		E		E	E
Bodine	C D	E			C D
Field	C D				D C D
Trout Run	C D	E		E	E
Cogan Valley	C D	C D		C D	C D
Hepburnville	C D	C D		C D	C D

C—Mail caught from crane only.

D—Mail delivered only.

C D—Mail caught and delivered.

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

STATIONS	MILK TRAIN			
	Runs extra and may run ahead of time shown when it can be done without missing any work			
	BF-11 DAILY			
Leave	A. M.			
HARRISBURG (Phila. Div.)	10.35			
MACLAY STREET				
ROCKVILLE	10.47			
DAUPHIN				
SPEECEVILLE				
CLARKS FERRY	10.59			
INGLENOOK				
HALIFAX				
FORT	11.08			
McCLELLAN				
LV JUNCTION	11.13			
MILLERSBURG				
MAHANTANGO				
STONE CRUSHER				
DALMATIA				
FIDLER	11.33			
HERNDON				
FISHERS FERRY				
SELINGROVE JCT.	11.42			
SUNBURY	E 11.50 12.10			
KASE				
NORTHUMBERL'D	12.15			
KAPP				
MONTANDON	12.25			
MILTON				
WATSON TOWN				
WATSON	12.35			
DEWART				
MONTGOMERY	12.45			
MUNCY				
ALLENS	1.02			
MARKET STREET				
WILLIAMSPORT	E 1.08 1.40			
GRIER				
NEWBERRY				
LINDEN	1.50			
NISBET				
JERSEY SHORE	1.58			
PINE				
McELHATTAN				
LOCK HAVEN	2.15			
BELLEFONTE AVE				
QUEENS RUN	2.23			
FARRANDSVILLE				
EAST FERNEY				
FERNEY				
BAKER	2.33			
GLEN UNION				
WHETHAM				
RITCHIE				
HYNER	2.45			
NORTH BFND.				
FARWELL				
DROCTON	2.52			
RENOVO				
DRURY	E 2.55			
Arrive	P. M.			
	BF-11			

The Time Shown Conveys no Time Table Authority.

STATIONS	MILK TRAIN			
	Runs extra and may run ahead of time shown when it can be done without missing any work			
	BF-10 DAILY			
Arrive	A. M.			
HARRISBURG (Phila. Div.)	E 12.10			
MACLAY STREET				
ROCKVILLE	11.58			
DAUPHIN				
SPEECEVILLE				
CLARKS FERRY	11.42			
INGLENOOK				
HALIFAX				
FORT	11.32			
McCLELLAN				
LV JUNCTION	11.26			
MILLERSBURG				
MAHANTANGO	11.19			
STONE CRUSHER				
DALMATIA				
FIDLER	11.10			
HERNDON				
FISHERS FERRY				
SELINGROVE JCT.	10.58			
SUNBURY	E 10.50 10.00			
KASE				
NORTHUMBERL'D	9.56			
KAPP				
MONTANDON				
MILTON	9.43			
WATSON TOWN				
WATSON	9.36			
DEWART				
MONTGOMERY				
MUNCY	9.23			
ALLENS	9.11			
MARKET STREET				
WILLIAMSPORT	E 9.05 8.50			
GRIER				
NEWBERRY				
LINDEN				
NISBET	8.41			
JERSEY SHORE	8.32			
PINE				
McELHATTAN	8.21			
LOCK HAVEN	8.13			
BELLEFONTE AVE.				
QUEENS RUN				
FARRANDSVILLE	8.03			
EAST FERNEY				
FERNEY				
BAKER	7.55			
GLEN UNION				
WHETHAM				
RITCHIE				
HYNER	7.45			
NORTH BEND				
FARWELL				
DROCTON	7.38			
RENOVO				
DRURY	E 7.35			
Leave	P. M.			
	BF-10			

The Time Shown Conveys no Time Table Authority.

PASSENGER HIGHWAY BUS SERVICE TRIPS

BETWEEN SUNBURY AND LAURELTON				BETWEEN LAURELTON AND SUNBURY			
		DAILY EX. SUN.		STATIONS	DAILY EX. SUN.		
		P. M.	A. M.		P. M.	P. M.	
		12.35	9.55	SUNBURY	12.20	8.15	
		12.42	10.02	NORTHUMBERL'D	12.13	8.08	
		12.45	10.05	SWAN PARK	12.10	8.05	
		12.48	10.08	WEST END	12.07	8.02	
		12.50	10.10	KAPP	12.05	8.00	
		12.53	10.13	CHILLESQUAQUE	12.02	7.57	
		12.57	10.17	EAST LEWISBURG	11.58	7.53	
		6.00		MONTANDON	5.45		
		6.07		EAST LEWISBURG	5.38		
		6.10	10.20	LEWISBURG	11.55	7.50	
		6.13	10.23	BROOK PARK	11.52	7.47	
		6.15	10.25	BIHEL	11.50	7.45	
		6.21	10.31	VICKSBURG	11.44	7.39	
		6.30	10.38	MIFFLINBURG	11.35	7.32	
		6.42		HARTLETON		7.20	
		6.52		STATE VILLAGE			
		7.02		LAURELTON		7.02	
		P. M.	A. M.		A. M.	P. M.	

ARRANGED FREIGHT TRAIN SERVICE.

WESTWARD AND NORTHWARD.

STATIONS.		S 80	EC 1	PG 13	WR 1	RN 1	RA 13	BF 3	BNY 15	BA 13	S 82	BF 5	EC 3
Leave		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Harrisburg													
Enola		1.15	2.45					7.00	9.30		5.20	5.30	7.00
Rockville		2.00	3.30					7.45	10.15		6.05	6.15	7.45
Kase		4.15		1.30				9.00	11.30	11.00	8.35	7.30	9.45
Northumberland			5.15			4.45							
Northumberland			5.45			7.00			11.50				11.45
Williamsport			7.15		3.00	7.45	6.00		1.00				1.20
Williamsport			8.15						1.15				6.00
Southport			1.30										8.15
Southport			5.30										
Stanley													
Sodus Point													
Canandaigua													
Lock Haven			10.30										
Renovo				4.30		9.30	7.15	11.10	2.15	2.30		9.45	12.15
Renovo					9.30	11.00		11.59	3.30			10.30	
Renovo								12.45	5.30			11.30	
Arrive		A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

The time shown conveys no time table authority.

ARRANGED FREIGHT TRAIN SERVICE.

EASTWARD and SOUTHWARD

STATIONS.		S 81	AN 16	S 83	BF 4	W 2	W 4	BNY 16	WR 2	RA 14	EC 292	AH 16	RN 2	EC 2	BNY 14	EC 6	PG 16
Arrive		A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.
Harrisburg								3.15							10.15		
Enola	6.45			12.30	5.30									11.00		4.30	
Rockville	5.45			11.30	4.45			3.00						10.45	10.00	3.30	
Kase	3.00			8.30	2.45			1.00				5.45		9.00		12.45	2.15
Northumberland																	
Northumberland			5.30										10.30				
Williamsport													7.00	7.15	7.35	11.40	
Williamsport									11.30				6.00	5.00	7.20	11.00	
Southport														1.15		5.30	
Southport										11.45				10.45		3.30	
Canandaigua														5.30		11.30	
Stanley																	
Sodus Point											6.15						
Lock Haven			1.30		12.30			11.20		3.15	1.00	1.30	5.00		6.30		
Renovo					11.30			10.30	6.00				3.30				10.20
Renovo					5.10	6.00	9.00	9.30							5.45		
Leave		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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	Sundays	
Open for Train No.	Close After Train No.		Open for Train No.	Close After Train No.
503	568	RENOVO	503	568
503	568	NORTH BEND		
All trains		LOCK HAVEN	All trains	
503	515	McELHATTAN		
503	515	JERSEY SHORE		
578	515	NEWBERRY		
All trains		WILLIAMSPORT	All trains	
503	560	MUNCY		
553	560	MONTGOMERY		
553	560	DEWART		
553	560	WATSONTOWN		
All trains		MILTON	All trains	
553	560	MONTANDON		
All trains		NORTHUM'RLAND	All trains	
All trains		SUNBURY	All trains	
630	560	HERNDON		
553	560	DALMATIA		
503	568	MILLERSBURG	503	570
8510	501	HALIFAX		
Closed Except for 8510 and 553		DAUPHIN		
8403	8405	COGAN VALLEY		
8403	8418	TROUT RUN		
8403	8418	BODINE		
8403	8418	MARSH HILL JCT.		
8403	8418	RALSTON		
8403	8418	ROARING BRANCH		
8403	8418	GROVER		
All trains		CANTON	All trains	
8403	8418	COWLEY		
8403	8418	TROY		
8403	8418	COLUMBIA X RDS.		
8403	8418	GILLET		
8412	8420	HORSEHEADS	8420	8420
8412	8405	MONTOUR FALLS		
8412	8405	WATKINS GLEN		
8412	8418	GLENORA		
8412	8420	STARKEY	8420	8420
8409	8405	HIMROD		
8409	8420	PENN YAN	8409	8420
8412	8418	BELLONA		
8409	8420	HALL	8420	8420
8409	8405	STANLEY		
8403	8418	ALOQUIN		
8428	8425	SENECA CASTLE		
8428	8425	ORLEANS		
8428	8425	SODUS CENTER		
8428	8425	WALLINGTON		
8428	8425	SODUS POINT		
8530	8530	LEWISBURG		
8533	8530	MIFFLINBURG		
8533	8530	GLEN IRON		
8533	8530	COBURN		
8533	8530	RISEING SPRINGS		
8533	8530	CENTRE HALL		
8533	8530	LEMONT		
9651	9652	MILLVILLE		
9602	9601	TURBOTVILLE		
9602	9601	STRAWB'RY RDG.		
8510	3517	LYKENS		
8510	8517	ELIZABETHVILLE		

Northumberland closed for trains 631 and 568.

No tickets sold at Alba or Gillett on holidays.

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

Closed for No. 9601 Wednesday.

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 pages.

D201. Standard clocks are located as follows:

Train Dispatcher's office, attended block stations and all points where conductors and enginemen report for duty.

TIME TABLE

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5, @, ®, ©, etc.

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 on signal to receive passengers for points on the Buffalo Division or to discharge passengers from Harrisburg and beyond.
- N—Stop on signal to discharge passengers from Sunbury and beyond, and to receive passengers for Bellefonte and beyond.
- O—Stop on signal to discharge passengers from Emporium Junction and beyond and to receive passengers for Harrisburg and beyond.
- P—Regular stop Daily except Sunday.
- Q—Stop on signal to discharge passengers from Harrisburg and beyond and to receive passengers for Emporium Junction and beyond.
- R—Stop on signal to discharge passengers from Bellefonte and beyond and to receive passengers for Sunbury and beyond.

E†—Stop Sunday only to discharge newspapers.

T—Stop on signal to receive express.

U—Stop on signal to discharge passengers from beyond Sunbury and to receive passengers for beyond Lock Haven.

W—Stop on signal to discharge passengers from beyond Lock Haven and to receive passengers for beyond Sunbury.

X—Reduce speed to 25 miles per hour for safe delivery of U. S. Mail and newspapers.

XX—Reduce speed to 25 miles per hour, when handling the newspaper car, for safe delivery of U. S. Mail and newspapers.

V—Stop on signal to discharge sleeping car passengers.

Z—Stop on signal, Sunday only, to receive or discharge revenue passengers.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when 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 a track.

D702. Rule 14-L amplified.

Sound	Indication
— o o	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 to trains approaching junctions or railroad crossings at grade, nor to passenger trains making regular stops at stations.

D704. Rule 14 (d) amplified.

— — — — o o Flagman return from West on Bellefonte Branch at Montandon, and on Lykens Branch at LV Junction.

D705. Rule 14 amplified.

When it is desired to enter passing sidings at interlocking stations, enginemen will, except at Lock Haven, so indicate to signalman when approaching these stations by one long, one short and one long sound of the whistle, thus: — o —

Where switches leading to sidings are remotely controlled, trains desiring to use these sidings will give this signal when passing the first Block Station in the rear.

D706. Rule 14 amplified: — — o o o Freight trains intending to stop for water will give this signal when passing block stations as follows:

WESTWARD

Whistle sounded at	Indicates stop at
Rockville	Bridge
Fort	Fidler
Fidler	West end Creek Siding
# Montandon	Watson
Watson	Montoursville
Allens	DuBoistown
Linden	Aughenbaughs
Rich	Lock Haven
Lock Haven	Ferney

EASTWARD

Whistle sounded at	Indicates stop at
Drury	Ferney (N. Y. C. Trains)
Lock Haven	Aughenbaughs
Linden	DuBoistown
Watson	Northumberland
Kase	Fidler
Fidler	Millersburg
Fort	Bridge

When whistling at Montandon indicating stop for water at Watson, this signal will be used in accordance with Special Instruction for highway crossing at Montandon and take the place of the crossing whistle signal for that point.

D707. Rule 14 amplified.

The engine whistle must be sounded as per Rule 14-m approaching non-stop points where mail is caught or delivered.

S8. EMERGENCY WHISTLES 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. Electric whistle located on island east of Northumberland for the purpose of signaling enginemen of freight trains when making up train will be operated under Rule 16 as follows:

Sound	Indication
(a) o o	When standing—start.
(b) o o	When running—stop at once.
(c) o o o	When standing—back train.
(e) o o o o	When standing—apply or release air brakes.
(f) o o o o	When running—reduce speed.
(g) o o o o o	When standing—recall flagman.

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 modified:

Westward trains on Berwick Branch between turn table and Station at Watson, will display the marker light on the side next to the main track, yellow to the rear.

D1003. Rule 19 modified:

At points shown below passenger trains making backward movements will not be required to remove markers from rear of train, nor to display regulation markers on front of engine. When night signals are required, they must display a red light to rear.

Between Millersburg and LV Junction.
Between Sunbury and Kase.

D1004. At night, trains moving or standing on yard thoroughfare tracks will when clear of main tracks display markers as provided in Rule 19, figure 5; when a road crew is relieved while train occupies thoroughfare, yard master will provide protection. All other movements on thoroughfare tracks will be protected at night by a trainman with a white light.

D1005. The bottom line under Fig. 4, of Rule 19, 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.

D1006. Rule 21a will apply on double, three or more tracks.

Rule 21 modified:

(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) Signalman 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.

D1007. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends 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.

S11. USE OF SIGNALS.

D1101.—

D1102. The marker light out on signal as shown in Fig. 1, Rule 287, does not prevent the correct reading of that signal. However, the marker light being out should be reported from the next point of communication where this can be done without 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.

D1105. Enginemen will use the whistle judiciously where required by rule or law, but all unnecessary long and loud sounds must be eliminated in order to minimize the annoyance to and complaints from residents along the right-of-way.

D1106. The minimum number of fusees and torpedoes which must be carried as part of the equipment in the service indicated, is as follows:

	Fusees Torpedoes	
Passenger Service	10	24
Freight Service	18	24
Engines	3	6

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

Conductor and Engineman will be responsible for seeing that train and engine are properly provided with train signals before starting from initial terminal, as well as enroute.

Flagman and Fireman are responsible for informing Conductor and Engineman when supply should be replenished enroute.

D1107. During the hours Phelps Junction Block Station is Unattended the crossing signals will be operated by train service men. After complying with Special Instruction D-1604, a trainman will, by means of the levers located in the Block Station, place the signals governing New York Central trains in stop position and the signals governing his own train in clear position. After the P. R. R. train clears the crossing, a member of the crew must return the crossing signals to stop position for P. R. R. trains and to clear position for N. Y. C. R. R. trains. Chart, showing the method of manipulation of signal levers, is displayed in the Block Station. Access to the Block Station will be through the Waiting Room, door of which is secured by switch-lock. Upon leaving the Block Station, Waiting Room door must be locked.

D1108. During the hours Wallington Block Station is closed, signals governing movement of either P. R. R. or N. Y. C. R. R. trains over the crossing, will be in stop position, except when changed to proceed position to permit trains of either road to pass over crossing. After complying with Special Instruction D-1604, train service men will operate the levers controlling the interlocked signals, in accordance with framed instructions located near the interlocking machine in Wallington Station. There are two doors entering office from east side, one of which is equipped with P. R. R. switch-lock and the other with N. Y. C. R. R. switch-lock to permit access to machine. Upon leaving station door must be relocked.

S12. SUPERIORITY OF TRAINS.

D1201. On Elmira Branch, Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified; On all other portions of the Division Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

D1202. On Berwick, Millville, Sodus Bay, and Lykens Branches, where all schedules are represented by one engine and crew, a delayed regular train becomes superior to all other trains.

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 N. Y. C., S. & N. Y. R. R. and Erie R. R. where General Orders of this Division as indicated below will be posted and delivered.

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

Location	Other Divisions	Zones
Renovo; Passenger Trainmen's Room.	Middle Philadelphia Renovo Buffalo Renovo-W'p't	A. B. G. A. A.B.C.D.E.F A. B. C. D. WR
Renovo; Yard Master's Office West Yard.	Middle Philadelphia Renovo Buffalo Renovo-W'p't	A. B. G. A. A.B.C.D.E.F A. B. C. D. WR
Renovo; Yard Master's Office East Yard.	Middle Philadelphia Renovo Buffalo Renovo-W'p't	A. B. G. A. D. E. F. A. B. C. WR
Lock Haven; Yard Master's Office.	Middle Philadelphia	A. B. G. A.
Williamsport; Station Master's Office. Yard Master's Office.	Wilkes-Barre Philadelphia Middle Erie R. R.	A. E. A. A. B. G. Susq. Div.
Northumberland; Yard Master's Office Eastward Classification Yard.	Wilkes-Barre Philadelphia	A. E. A.
Northumberland; Enginehouse.	Wilkes-Barre Philadelphia Middle L. V. R. R. D. & H. R. R. Reading Co.	A.B.C.D.E.F. A. A. B. G. M. & H. Div. Penna. Div. Sham. Div.
Horn	Philadelphia Wilkes-Barre	A. A. E.
Lykens; Coaling Station.	Philadelphia	A.
Berwick; Yard Master's Office		
Southport; Yard Master's Office	Middle Philadelphia Erie R. R. N. Y. C. R. R.	A. B. G. A. Susq. Div. Penna. Div.
Watkins Glen; Passenger Station	Erie R. R.	Susq. Div.
Himrod Jct.; Block Station	Erie R. R.	Susq. Div.
Canandaigua; Yard Master's Office Passenger Station	Erie R. R.	Susq. Div.
Newark; Car Inspector's Office	Erie R. R.	Susq. Div.
Sodus Point; Enginehouse Foreman's office	Erie R. R.	Susq. Div.

FOREIGN RAILROADS

Location	Other Divisions	Zones
Avis; General Yard Master's Office N. Y. C.	Williamsport Renovo	A. WR. E.
Newberry Jct.; General Yard Master's Office N. Y. C.	Williamsport Renovo	A. WR. E.
West Williamsport; Agents Office, S. & N. Y. R. R.	Williamsport	B. D.
Towanda; Train Master's Office, S. & N. Y. R. R.	Williamsport	B. D.
Elmira; Telegraph Office, Erie Railroad Station	Williamsport	D. E.

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 employee'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 enginemen 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 Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which 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 employee'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 the 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 others' 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. General Order zones of this Division are as follows:

Zone WR. Between M. P. 194 and M. P. 198.

Zone A. Between M. P. 198 and Rich, including Tangascootac Branch.

Zone B. Between Rich and west end Northumberland Yard, including Berwick, Millville, Laurelton and Bellefonte Branches.

Zone C. Between west end Northumberland Yard and Rockville, including Lykens Branch.

Zone D. Between Grier-Newberry and Erie R. R. Jct., Southport.

Zone E. Between Erie R. R. Jct., Southport and Canandaigua, including Sodus Bay and Marion Branches.

General Orders for each Zone will be numbered consecutively followed by the proper Zone letter, example, General Order No. 301 Zone A.

D1403. Employees whose duties require them to be familiar with transportation rules and special instructions, must pass a satisfactory examination within six months after employment and be re-examined at least once every three years, or at more frequent intervals where required by law, except where a man has in the interim passed examination for promotion.

D1404. 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.

D1405. Qualification of Conductors and Enginemen will be checked when new time-tables go into 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, Conductor or Enginemen must be requalified 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.

S15. TRACK ASSIGNMENTS.

D1501. DOUBLE TRACK.

Rockville to Kase.

Northumberland to West end Northumberland Yard.

Montandon to Drury, Via Linden Branch.

D1502. Track assignment.

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

EASTWARD PASSENGER

No. 1 track Drury to Linden.

No. 1 track Allens to Rockville.

EASTWARD FREIGHT

No. 1 track Linden to Allens.

No. 2 track Montandon to West end Northumberland Yard.

No. 2 track East end Northumberland Yard to Kase.

WESTWARD PASSENGER

No. 2 track Rockville to Kase.

No. 3 track Kase to East end Northumberland Yard.

No. 2 track East end Northumberland Yard to West end Northumberland Yard.

No. 3 track West end Northumberland Yard to Montandon.

No. 2 track Montandon to Allens.

No. 2 track Linden to Drury.

WESTWARD FREIGHT

No. 2 track Allens to Linden.

D1503.—

D1504. Between Rockville and Renovo westward sidings are west of, and eastward sidings are east of the middle switches.

Watkins Glen—Southward siding is north of, and northward siding south of station.

Cowley—Southward siding is east of, and northward siding west of main track.

Trout Run—Southward siding is east of, and northward siding west of main track.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers are located at Williamsport.

S16A. Rules 83 and 83a.

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

D1602. Rule 83 will not apply between Williamsport and Linden except when means of communication fail making it necessary to move trains in accordance with Rule 432, in which case trains to be advanced will be given clearance message Form C. T. 1246 by the Signalman at Grier, or Newberry or Linden.

D1603. Rule 83, by clearance message C. T. 1246, or train order.

Rule 83-a may be given verbally.

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

S16B. Rule 98.

D1604. All trains must come to a full stop not less than 200 nor more than 800 feet from the crossings of the New York Central Railroad at Wallington, and at Phelps Junction, and know that the way is clear before crossing. Movements over both of these crossings are controlled by interlocked signals.

Before crossing L. V. R. R. main track in Elmira Yard, crossing signal must be set against movements on L.V.R.R.

S16C. Rules 106 and 106a.

D1605. Trains approaching Watsontown Station at a time when Berwick Branch passenger trains are receiving or discharging passengers or baggage, will be given a signal to stop by the Agent or his assistant. Trains so signalled must not pass between station and Berwick Branch train until a proceed signal is received.

S16D. Rules 251, 253, 254.

D1606. Rules 251, 253 and 254 will apply on the Main Line between Rockville and Drury via Linden Branch.

Trains running under Rule 251, and having work to do between passing stations, may accept and use time on first class trains given them by message from Superintendent. When water stops are made engineman or his representative will endeavor to get in touch with the nearest signalman.

D1607. On double, three or more tracks a passenger train not representing a schedule will run passenger extra without train orders, when proper signal is displayed or permission is given by the signalman, yard master or station master.

D1608. Rule 86 amplified:

Yard Masters at Renovo and Lock Haven and Station Master at Sunbury, are authorized to direct movements ahead of overdue superior trains, within the limits of their respective yards, after an understanding with the block signalman and providing proper protection.

D1609. Engines using the wye at Lock Haven must proceed West on Williamsport Division Main Tracks and enter the wye via the West Leg. If, for any reason, movement cannot be made in this direction, permission must be obtained from the Yard Master at Lock Haven before movement may be made in the reverse direction.

D1610. Train or engine movements entering main track at Drury and all movements against current of traffic at Drury, and train or engine movements over switches at Walnut will be made on hand signal from yard master or switch tender under direction of signalman. Such movements will proceed at not exceeding fifteen miles per hour, with caution prepared to stop short of train or obstruction.

D1611. Station Master at Harrisburg and Yard Master at Renovo are authorized to verbally instruct conductors of Williamsport Division trains to display signals for following sections. Conductors will instruct enginemen.

Yard Master at Renovo is authorized to verbally instruct conductor of Renovo Division trains to display signals for a following section. Conductors will instruct enginemen.

D1612. Renovo Division trains displaying signals to Drury for a following section, will display such signals to Renovo Passenger Station, and following sections will be governed accordingly.

D1613. After a proper understanding between them, Yard Master or his representative, may relieve the conductor of a passenger train of the responsibility for closing the switch at junction of terminal tracks with main track at Canandaigua Station.

D1614. At following named block stations, during the hours these block stations are open, signalmen will open switches to admit all trains to sidings, will close switches after such trains have entered sidings, and will close switches after trains have left sidings, as indicated:

Open and Close for	Close after
Fassett Northward Trains	Southward Trains
Columbia X Roads... Southward Trains	Northward Trains
Dense Northward Trains	Southward Trains
Cowley Southward Trains	Northward Trains
Roaring Branch Southward Trains	Northward Trains
Bergan† Southward Trains	Northward Trains

Trout Run:

North Siding Northward Trains Southward Trains

† Signalman Bergan will also open switches for northward trains stopping at Pole 19/31.

D1615. At points named below, during hours the block stations are open, all southward trains will approach switches at north ends of sidings prepared to stop, and must stop clear of switches unless a proceed signal is given by Signalman:

Columbia X Roads
Cowley—Southward Siding
Roaring Branch

D1616. Northward trains must approach home signal located 250 feet south of State Line Jct. prepared to stop.

D1617. L-1s and I-1s engines must not be headed in on either leg of Ralston wye.

D1618. Normal entrance to Snediker wye is via north switch.

D1619. Brakemen will ride out on trains:

On all descending grades where the use of retainers is necessary, except on southward trains of empty cars between Leolyn and Ralston.

Whenever it may be necessary to transmit signals promptly and plainly, particularly in entering and leaving sidings, and when entering or leaving Williamsport Yard.

Whenever, in the judgment of conductor, the safety of the train may require it.

When riding on engine, trainmen will assist engine crew in looking for signals ahead, and also from rear of train, and for any indication of defects in train.

D1620. Trout Run.

All trains occupying southward siding must pull clear of Liberty Street and Church Street crossings if possible.

Standing engines or cars must not occupy both Liberty Street and Church Street crossings at the same time.

When engines or cars are standing within 100 feet of either Liberty Street or Church Street crossing, a trainman must protect highway traffic against approaching trains on main track.

D1621. Trains using southward siding at Trout Run must move carefully through station platform to avoid possibility of injury to persons occupying the platform. Southward trains taking this siding between the hours of 6:00 A.M. and 10:00 P.M. must stop before entering siding, unless given hand signal to proceed, in which case speed over platform must not exceed 10 miles per hour.

D1622. On Sundays, when train 8409 does not make Flag Stop at Starkey, train will reduce speed to 20 miles per hour passing that station for the safe delivery of newspapers.

D1623. Northward trains having two helping engines behind cabin car, one of which is a Leolyn helper, will stop at Leolyn to cut off helper.

D1624. Rules 365, 465 and 505e amplified:

Flagmen are authorized to report trains clear of main track.

D1625. 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:

D1626. Highway grade crossing signals at the following locations do not operate for movements against the current of traffic. Trains making such movements will approach these crossings at not to exceed one-half its maximum authorized speed and must sound the second warning whistle, Rule 14 L.

(None on the Division.)

D1627. When a train or engine leaves a main track within the circuit limits of a flasher light crossing signal and another train approaches on that track from either direction, special attention must be given by the crew of the train which left the main track as to the flasher lights and if the approaching train does not cause them to work, every effort should be made to protect the crossing. If time is too short to get a man to the crossing it may be possible to slow up the approaching train.

D1628. When a train enters a siding, for any cause, Engineman or Conductor must promptly get into communication with Signalman and ask for instructions.

When held at points remote from Block Stations, Conductor or Engineman must see that some member of the crew calls up Signalman at once, and at frequent intervals.

D1629. Main track switches at Selinsgrove Jct., L. V. Jct., west end Quail siding, No. 1 track, and at Drocton, protected by electric locks connected to hand operated levers. For movements over these switches trainmen will be governed by instructions posted in telephone booth or box. During the time switches are open, trains using them are relieved of observing Rule 99. A train receiving stop and proceed indication at first signal east or west of these switches must expect to find a train using the switches without flag protection.

D1630. Westward freight trains will report to the Train Dispatcher, Williamsport, from Yard Master's office, Marysville, for orders before leaving that point.

D1631. Through crews having work to do at West Yard, Lock Haven, will pull rear of train clear of main track switch at Bellefonte Avenue, so that work at that point will not be interrupted.

D1632. To enable signalman at Grier to display proper route all westward freight trains must, before passing Fifth Avenue, Williamsport, inform the signalman at Grier the number of their engine and whether en route to Williamsport Division or to Elmira Division. The same information in connection with passenger trains will be given to signalman at Grier by Station Master.

D1633. When an engine on a passenger train fails en route and there is a freight engine in the vicinity of where the failure occurs, Conductor and Engineman will arrange to substitute the freight engine for the disabled passenger engine at once and report the facts by wire to the Superintendent from first block station, and move to destination or to a point where suitable engine can be obtained.

When passenger trains are double-headed and one of the locomotives fail, and the failure is of a kind that will necessitate cutting the engine off or cause serious delay to make temporary repairs, Conductor and Engineman will arrange to set the disabled engine off on the first available siding and continue with the train with one engine and report from the first Block Station to the Superintendent; but if the failure occurs at a Block Station, report to Superintendent at once what they propose doing. The engine crew that is regularly assigned to the train must take charge of the serviceable engine and continue to destination, the extra engine crew to remain with the disabled engine, and, after they have made such repairs as necessary for movement, will report to the Superintendent for instructions.

D1634. Sufficient retainers must be used on the front portion of freight trains at the following points to insure safety and proper operation of train:

Elmira Branch: Southward, Leolyn to Roaring Branch; Northward, Troy Hill, between Snediker and Fassett, State Line Hill, and Millport Hill.

Lykens Branch: Williamstown to Lykens and Lykens to Millersburg.

All trains on which the use of retaining valves are required will reduce speed to 15 miles per hour for the purpose of turning up and turning down the retaining valves.

When weather conditions or the character of the lading of cars in the train are such as to prohibit the turning of retaining valves with safety while the train is in motion, the conductor will direct that the train be stopped for this purpose.

D1635. Rule 701 modified:

Engines of freight trains having more than 25 cars must be detached from train before taking water unless in the judgment of the engineman it is unnecessary.

D1636. Eastward freight trains will, as much as possible, avoid taking water at Lock Haven. When stopping at Bridge for water they will call on phone promptly for orders.

D1637. Northward freight trains taking water at Troy, northward freight trains taking water at Penn Yan, and all northward freight trains with helping engine on rear must cut engine from train before taking water.

D1638. Engines of northward trains, and all yard engines taking water at plug north of Southport yard office will do so before pulling train out on ladder. Engines must be detached from cars when taking water at this plug.

D1639. Train BF-11 will take water at west end Creek yard instead of at Sunbury passenger station.

D1640. Freight trains, except Arranged Freight Service trains having cars to pick up or set off at Northumberland, will not take water at Northumberland Passenger Station except in emergency cases.

D1641. Enginemen of engines requiring coal en route will advise the Superintendent as much in advance of arrival at point where coal is required, as possible.

D1642. Where track circuits are used, and trains or cars are placed on the sidings, trainmen must see that they are back of insulated rail joints at clearing point.

D1643. When undesired quick action of the air brake develops on a train between terminals, the conductor must notify the Station Master or Yard Master at the point where such train is delivered, and the Station Master or Yard Master will arrange to have the air brake inspector test the train to locate the defect.

D1644. Between crossover switches at Horn and home signal located just west of Sunbury station on No. 2 track, and between home signal at Horn and first signal east of Horn on No. 1 track, trains and engines will be protected by signals under control of signalman at Horn block station. When a train or engine has been given permission to enter main track in this territory signalman at Horn must know that move is being made before admitting any other train or engine to this territory in the direction of the move authorized. Should a train or engine leave the main track and close switches, after having notified the signalman the move authorized is being made, it shall not again open switches until permission has again been obtained from the signalman.

D1645. Rockville wye and yard tracks west of Rockville are controlled and operated by Philadelphia Division.

D1646. Cars must not be left standing on Long Siding, Williamsport, within 250 feet of Grier Street. A board marked "End of Circuit" is placed to designate this point.

D1647. Between Walnut and Allens trains may proceed ahead of overdue first class trains (in the same direction) after complying with Block Rules.

D1648. Rail Motor Cars must not run through ball switches until switches are set in the proper position for movement to be made.

D1649. When a train clears the block on No. 2 track between Kase and the east end of Northumberland Yard, they are relieved of reporting clear to the signalman.

D1650. A hand operated switch for a diverging movement must not be operated directly in front of an approaching train until the train has been definitely identified and either it is a sufficient distance away to enable it to be properly controlled or it is known that the rate of speed is sufficiently low to permit the diverging movement to be made in safety.

D1651. Enginemen on freight trains in pulling away from water stations, coaling stations, sidings, etc., will move at a slow rate of speed for a distance equivalent to the length of their train so as to enable the Conductor and Brakemen to make inspection of cars while pulling by them in an effort to detect loose or broken brake beams, hot boxes, etc.

D1652. Trains or engines must not pass over the following crossings without a member of the crew being first stationed on the crossing to give warning to persons using same:

Main and Market Sts., Lykens,
One mile west of LJ, on Laurelton Branch,
Water Street, Bellefonte,
Morris Siding, east of Bellefonte,
D. L. & W. Interchange Track, Northumberland,
Canal Siding, Milton, all crossings,
Tangascootac Branch,
H. & P. Branch, North Bend,
Drury's Run Siding,
Canal & Lumber Branches, Williamsport, all crossings,
Western extremity of wye, Ralston.
Hill track, just south of milk station, Cowley.
Crossing south of station when using industrial track,
Columbia X. Roads.
Morrow Plant track over South Main Street, Elmira.
Crossings south and north of station when using station track; Main Street crossing when using Brick Works track, Horseheads.
Fourth Street crossing when using Watkins Glen Salt Co. track, Watkins Glen.
Siegrist Street crossing when using Bloomer Bros. track;
Ford Street crossing when using Reed Company track, Newark.

D1653. When there is a film or rust or foreign substance on rails, gasoline motor cars cannot be depended on to operate flasher signals protecting highway crossings. Motormen must observe such signals and if not properly flashing upon approach of motor car, must proceed over crossing carefully.

D1654. Eastward trains using Newberry siding and having more than 105 cars will, when dwarf signal west of Poplar Street is displayed in proceed position, pull eastward stopping just clear of Arch Street. Crossings at Poplar and Diamond Streets must be opened, cut being made west of dwarf signal, except when pusher engine has arrived and information is received from operator at Newberry that delay will be only for the time necessary to couple that engine to train. When dwarf signal east of Arch Street is displayed in proceed position train will be re-coupled, backward movement over Diamond Street being protected by a member of train crew.

D1655. When southward freight trains are on Himrod Junction siding to meet northward trains, the southward train should stand clear of, or open train, directly in front of block station to enable signalman to deliver orders or Forms K to the northward train.

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. Rule 204 amplified:

Enginemen of helpers must be given copies of all train orders affecting the movement of the train while it is attached.

D1703. Rules 221 and 221a modified:

Conductors of Williamsport Division passenger trains must report at Station Master's office, Williamsport, for orders.

D1704. Rules 219 and 221a modified:

On double, three or more tracks in addition to obtaining block permission in accordance with rules, at hand operated switches, a train must not cross over from one main track to another, nor enter a main track, to run with the current of traffic or to make switching movements, without first ascertaining from the signalman if there are any train orders for them.

The above information must be obtained by Track Cars before using main track at any point.

D1705. A Train Order signal displayed in front of or on the corner of Kase or Horn block stations next to Williamsport Division tracks, indicates orders for Williamsport Division trains; on back of or on the corner of these block stations next to Sunbury Division tracks, indicates orders for Sunbury Division trains.

D1706. Rule 221a amplified:

That part of Rule 221a reading, "If 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.

D1707. A yellow flashing light signal attached to northward block signal mast, at Canton, indicates that Train Order signal is displayed for northward trains.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rule 97 modified: A train not representing a schedule, when entering or leaving yard limits, will run extra (or passenger extra if a passenger train) within yard limits without train orders.

S18a. Rules 93 and 317d are amplified as follows: 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 15 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 the 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. In the application of Special Instruction S18a, the method of operation will be as follows:

1. The special instruction referred to will apply only to Yard engines and other engine movements not representing a train, not authorized by time-table schedule or train order to use the main track within yard limits, without train orders, after securing permission from the Signalman.

2. Under Manual Block System operation, before entering the block the conductor or engineman must notify the Signalman, and the Signalman will notify the Train Dispatcher when it is desired to make such a yard movement. The conductor or engineman desiring the permission will designate the points between which such movements will be made. It will also be the Signalman's responsibility to obtain this information before permitting such main track movements.

3. After entering the main track, movements will not be made beyond the designated limits without again securing permission to do so.

4. Under Rule 317d opposing movements must not be authorized by Signalman beyond the limits of any other movement which had previously been authorized by him.

D1803. Yards indicated by Yard Limit boards are located at:

Williamsport
Bellefonte
Watsonstown (Berwick Branch)
Berwick
Millersburg (Lykens Branch)
Lykens
Canandaigua
Stanley
Penn Yan
Watkins Glen
Southport
Sodus Point
Wallington
Newark

D1804. When trains are placed on yard tracks, and for any reason proper clearance cannot be given, such obstruction must be protected by train crew placing train on the track, until Yard Master has been informed, and advises that he (Yard Master) will protect it. In addition to this, switch leading from ladder must be kept set for track occupied by train not giving proper clearance. This will not relieve train and engine crews from keeping a sharp lookout, and seeing that proper clearance is secured at ends of all tracks when running on ladder or diverting to yard tracks.

D1805. The maximum speed on yard tracks in all yards is 15 miles per hour.

Engines moving on circle track, Northumberland, must not exceed a speed of 10 miles per hour.

D1806. Connecting track between Northumberland and D. L. & W. R. R. interchange tracks will be used under direction of the Yard Master, Northumberland.

D1807. Williamsport Division crews making movements on S. & N. Y. R. R. yard tracks, at Newberry, will not exceed a speed of 10 miles per hour.

D1808. Number indicating track to be used by eastward trains in Williamsport yard will be displayed at Grier.

D1809. Number indicating track to be used by eastward train in Northumberland Yard will be displayed at Montandon Block Station. In the absence of this number or if not otherwise notified of the track to be used in Northumberland Yard, trains moving east on No. 2 track from Montandon will stop at telephone on signal bridge west end Northumberland Yard for instructions.

D1810. Tracks to be used by westward trains entering yard at Northumberland will be indicated by numbers or letter displayed on the northeast corner of Yard Master's office, letter T indicating pull through No. 1 thoroughfare.

When engines are to be run around their train a message to that effect will be handed to trains as they pass the Yard Master's office.

D1811. Trains moving on yard and other tracks, (except main 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.

D1812. Signalmen at Horn will operate switches to and from east end Kase Siding for through trains. Enginemen of such trains will move through these switches on hand signals.

D1813. Westward trains departing from each departure yard, Northumberland, will report to Montandon Block Station from telephone in the vicinity of Yard Master's Office (80). Should they be directed to use No. 2 track between west end of yard and Montandon and should the signal on signal bridge at the west end of the yard governing westward movements be in stop position when approaching that point they will stop clear of the switches leading from No. 1 thoroughfare to No. 2 thoroughfare and again call Montandon by telephone. Normal position of crossover leading from No. 1 thoroughfare to No. 2 thoroughfare is for No. 2 thoroughfare. Crews using this crossover must restore switches to normal position after using same.

D1814. All trains must approach the grade crossing in Berwick Yard under full control, prepared to stop. Crossings Nos. 1, 2 and 3 are controlled by old style gate signals, painted red, and a red light displayed at night. The normal position of these signals will be across A. C. and F. tracks. Crossings 4 and 5 are controlled by lower quadrant signals located on a bridge above the tracks. The normal position of these signals will be clear for P. R. R. trains. In the absence of a light at night in any of these signals, trains must stop and not proceed until crossings are known to be clear and the movement protected.

S19.

SPEED TABLE.

Time Per Mile	MILES	Time Per Mile	MILES	Time Per Mile	MILES	Time Per Mile	MILES
Min. Sec.	PER HOUR	Min. Sec.	PER HOUR	Min. Sec.	PER HOUR	Min. Sec.	PER HOUR
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	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	66.67	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	28.35	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.09
0.58	62.07	1.34	38.30	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	27.07	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	21.18
1.05	55.38	1.41	35.64	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	20.57
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	48.00	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	46.75	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	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.40	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
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 arrangements, when passenger trains have class X-29, or other types of freight cars, equipped for passenger train service, they must have passenger 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.

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.

Main Line: Miles Per Hour

With passenger engines,

Rockville to Stone Crusher 60

Stone Crusher to Lock Haven .. 70

Lock Haven to Drury 60

With freight engines 45

Elmira Branch:

With passenger engines 60

With freight engines 45

Newberry Branch:

With passenger engines 20

With freight engines 20

Sodus Bay Branch:

With passenger engines 40

With freight engines 35

Rail motor car 40

Lykens Branch:

With passenger engines 45

With freight engines 45

Rail motor car 45

Passenger trains.

Bellefonte Branch:

With passenger engines 45

With freight engines 45

Berwick and Millville Branches:

Between Watsontown and Millville:

With passenger engines 30

With freight engines 30

Between Eversgrove Jct. and Berwick:

With passenger engines 20

With freight engines 20

Tangascotac Branch:

With passenger engines 20

With freight engines 20

Linden Branch:

With passenger engines 25

With freight engines 25

S. & N. Y. connecting track 15

Laurelton Branch:

With passenger engines 15

With freight engines 15

First curve north of M. P. 7	55
Second curve north of M. P. 7	45
Curve at M. P. 8	40
First curve north of M. P. 8	30
Curve at M. P. 9	30
First curve north of M. P. 9	40
Curve at, and first and second curve north of M. P. 10	50
Curve at M. P. 11	50
First curve north of M. P. 11	40
First curve north of M. P. 13	55
Second curve north of M. P. 14	55
First curve north of M. P. 20	50
Curve at M. P. 21	40
First curve north of M. P. 23	50
Curve at M. P. 24	45
First curve north of M. P. 24	35
Second curve north of M. P. 24	45
First curve north of M. P. 25	50
Second curve north of M. P. 25	45
Third curve north of M. P. 26	55
Curve at M. P. 27	50
First curve north of M. P. 27	35
First and second curve north of M. P. 28	40
Fourth and fifth curve north of M. P. 28	40
First curve north of M. P. 29	40
Second curve north of M. P. 29	50
Third curve north of M. P. 29	35
Fourth curve north of M. P. 29	45
First curve north of M. P. 31	30
Second and third curve north of M. P. 31	35
Fourth curve north of M. P. 31	40
Curve at M. P. 32	45
First curve north of M. P. 32	35
Second curve north of M. P. 32	40
Third curve north of M. P. 32	55
Curve at M. P. 33	50
First curve north of M. P. 34	50
Curve at M. P. 37	40
First curve north of M. P. 37	50
First curve north of M. P. 38	45
First curve north of M. P. 39	50
First curve north of M. P. 40	50
First curve north of M. P. 41	45
Curve at M. P. 42	40
First curve north of M. P. 43	40
Second curve north of M. P. 43	40
Curve at M. P. 44	40
Curve at M. P. 46	35
First curve north of M. P. 46	45
Second curve north of M. P. 46	35
Curve at M. P. 47	35
First curve north of M. P. 47	40
Second curve north of M. P. 47	50
First curve north of M. P. 48	35
Second curve north of M. P. 48	55
Third curve north of M. P. 48	40
First curve north of M. P. 50	50
Curve at M. P. 51	55
First curve north of M. P. 51	50
Second curve north of M. P. 51	40
First curve north of M. P. 52	50
Second curve north of M. P. 52	40
Fourth curve north of M. P. 52	45
First curve north of M. P. 53	50
Second curve north of M. P. 53	55
First curve north of M. P. 55	45
First curve north of M. P. 58	55
First curve north of M. P. 59	40
Third curve north of M. P. 59	40
First and second curve north of M. P. 60	45
First curve north of M. P. 62	55
Second curve north of M. P. 62	50

First and second curve north of M. P. 63	40
Third curve north of M. P. 63	45
Fourth curve north of M. P. 63	40
First and second curve north of M. P. 64	40
First curve north of M. P. 65	55
Third curve north of M. P. 65	45
First and second curve north of M. P. 66	45
Third and fourth curve north of M. P. 66	40
First curve north of M. P. 67	50
Second curve north of M. P. 67	45
First curve north of M. P. 69	45
Second curve north of M. P. 69	50
Second curve north of M. P. 70	45
Third and fourth curve north of M. P. 70	40
First, second and third curve north of M. P. 72	45
First curve north of M. P. 73	45
Second curve north of M. P. 73	40
First, second and third curve north of M. P. 74	45
First curve north of M. P. 75	30

BETWEEN HO BLOCK STATION AND CANANDAIGUA

Curve at M. P. 1	50
First curve north of M. P. 1	50
First curve north of M. P. 2	55
First curve north of M. P. 4	50
Third curve north of M. P. 4	55
First curve north of M. P. 5	55
Second curve north of M. P. 6	55
Fourth curve north of M. P. 6	50
Fourth curve north of M. P. 7	50
Fifth curve north of M. P. 7	35
First curve north of M. P. 8	35
First curve north of M. P. 9	45
Second and fourth curve north of M. P. 9	50
Fifth curve north of M. P. 9	45
First curve north of M. P. 10	45
Second and third curve north of M. P. 10	40
Fourth curve north of M. P. 10	45
First curve north of M. P. 11	45
Second curve north of M. P. 11	55
First curve north of M. P. 12	45
Second curve north of M. P. 12	40
Third curve north of M. P. 12	45
Second curve north of M. P. 16	30
First curve north of M. P. 17	35
Second curve north of M. P. 17	55
Third curve north of M. P. 17	45
Third curve north of M. P. 18	55
Third curve north of M. P. 24	45
Fourth curve north of M. P. 24	50
Fifth curve north of M. P. 24	55
First curve north of M. P. 25	45
Second curve north of M. P. 27	50
First curve north of M. P. 32	50
First curve north of M. P. 37	55
Second curve north of M. P. 37	50
First curve north of M. P. 38	55
Second curve north of M. P. 40	50
First curve north of M. P. 41	55
First curve north of M. P. 53	55
First curve north of M. P. 54	55
First curve north of M. P. 57	55
Second curve north of M. P. 61	50
First curve north of M. P. 62	55
Second curve north of M. P. 63	50
Third curve north of M. P. 63	55

SODUS BAY BRANCH

All curves between M. P. 7 and M. P. 9	30
All curves between M. P. 17 and M. P. 18	30
All curves between M. P. 28 and Sodus Point	30
All other curves	40

BRIDGES

Bridge No.	LOCATION	CLASS OF ENGINE										
		E	G	H	I	K	L	M	N	NYC	H	
MAIN LINE		MILES PER HOUR										
112.03	Creek west of LV.....				35			50				
275.25	Just east of Milton				35			50				
275.22												
273.28	East of west end Fair Sdg.				40			55				
269.89	West of M.P. 270.....				40			55				
268.77	West of M.P. 269.....				30			45				
265.18	Montgomery (River)							55				
263.05	East of M.P. 263				40			55				
249.69	River, east of Williamspt.				30			45				
249.40	3rd St. Underg'de, Wmspt.				20			35	20			
246.53	Lycoming Creek, Wmspt.				30			45	30			
249.19	East of Market St. Lin. Br.				30			45				
242.86	River, Linden				30			45				
224.98	Bald Eagle Creek	15	15	15	15	15	15	15	15	15	15	15
218.97	Queens Run	30	30	30	30	30	30	30	30	30	30	30
217.49	Farrandville, (No. 1 track only) ..	30	30	30	30	30	30	30	30	30	30	30
BELLEFONTE BRANCH												
7.21	West of M.P. 7.....				30		30	20				
54.69	West of M.P. 54.....				30		30	20				
55.19	West of M.P. 55.....				30		30	20				
57.09	West of M.P. 57.....				30		30	20				
ELMIRA BRANCH												
1.05	Between Dyke and north end McKinneys siding....				35							
2.09					35							
2.64					25			40				
3.84	North end McKinneys sdg.				30				30			
5.21	South of Hepburnville.....				40							
6.23	North of Hepburnville.....				30							
6.56	Cogan Valley				40							
10.13	North of M.P. 9.....				40							
13.91	Bet'een Trout Run & Field				30			30				
15.09					30							
15.60					30							
17.60	North of Field.....				30							
18.91	North of Bodine.....				25			35				
20.23	Marsh Hill Jct.....				35							
20.81	Between Marsh Hill and Ralston.....				30			30				
21.21					30			40				
22.64					30			40	30			
23.02					30			40	30			
23.43	Ralston.....				35							
35.89	South of M.P. 36				35			35				
38.33	South of Canton				25			35				
53.54	Between M.P. 53 & M.P. 54				35			35				
72.68	Between Fassett & Kendall				30			35				
73.69					30							
73.94					20			30	20			
Erie RR	Chemung River.....				15			15		15		
5.84	North of Pine Valley											
7.09	Undergrade, Millport.....										30	
16.02	Bet. Mont. Falls & Wat. Gl.								20			
19.17	Between Watkins Glen and Rock Stream								20			
21.82									20			
22.09									20			
24.56	Rock Stream				20				20	20	20	
24.71	Un'rgrade north Rock Str.								20			
25.05	Big Stream.....				20				20	20	20	
26.44	North of Glenora								20			
32.35	North of Himrod								20			
53.42	Between Stanley & Aloquin								25			
55.33												
SODUS BAY BRANCH												
16.83	Newark								35			
NYC	Marion Yard.....	10	10	10			10		10			

Class I and class M engines restricted north of Southport.
 ¶ This engine must be single lined over Erie R. R. bridge Chemung river.

Minimum time limit of passenger trains between terminals is as follows:

Rockville-Sunbury	52 minutes
Sunbury-Williamsport	39 "
Williamsport-Lock Haven	24 "
Lock Haven-Renovo	30 "
L. V. Junction-Lykens	20 "
Bellefonte-Montandon	1 hour 50 "
Watsonstown-Berwick	1 hour 37 "

D2003. Various.

The following classes of engines will not exceed speed indicated below on Main Line:

Class	Forward	Backward	Class	Forward	Backward
A	15	15	H-6	45	30
B&C except B-7	20	20	H-8 and H-9....	45	30
B-7	10	10	L-1s.....	45	30
F	50	25	I-1s	45	25
H-1	30	25	M-1	70	30
H-3	40	30	CC-1	25	25
H-5	45	30	E-6, K-2 and K-4 ..	70	25

D2004. The maximum speed for light engines, running forward, will be:

Passenger engines 50 miles per hour.

Freight engines (except those further restricted above) ... 40 miles per hour.

D2005. Engines running backward with or without cars must not exceed a speed of 20 miles per hour on Lykens Branch, Bellefonte Branch, Berwick Branch, and Millville Branch.

D2006. On Elmira Branch, engines, except L-1s, running backwards light or with train, must not exceed a speed of 25 miles per hour. L-1s engines running backwards must not exceed a speed of 20 miles per hour.

D2007. Snow plows 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. Trains consisting entirely of passenger equipment, carrying United States or State Troops, will conform to the speed restrictions applicable to passenger trains; if such trains contain any freight equipment, they will conform to the speed restrictions applicable to freight trains.

D2009. Railway Express Agency, or milk trains having four wheel cabin car for crew car, must not exceed speed of fifty miles per hour.

D2010. The following restrictions will govern the speed of wreck derricks over bridges.

150 ton derricks at speed applicable to H8 locomotives, except over bridges where the speed of this class of locomotive is restricted to 30 miles per hour, the speed of the derrick is restricted to 10 miles per hour.

120 ton derricks at speed applicable to H8 locomotives.

100 ton derricks at speed applicable to H6 locomotives, except over bridges where the speed of this class of locomotive is restricted to 30 miles per hour, the speed of the derrick is restricted to 10 miles per hour.

60 and 75 ton derricks at speed applicable to H3 locomotives.

D2011. 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 ENGINES	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 crosshead or guide and front crank pin, on account of front wheels getting out of register, enginemen 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.

D2012. When engines of the L-1s or I-1s types have the front sections of parallel rods removed, the main rods must also be removed, and both crossheads blocked in the extreme forward position by the bolts in the guide provided for that purpose, before the engine is moved. When it is necessary to remove either one of the main rods on these classes of engines the crosshead from which the rod is removed must also be blocked in the extreme forward position before the engine is moved.

D2013. Rule 750 amplified. Dead locomotives of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding twenty miles per hour. Dead locomotives of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

Two or more such dead locomotives in the same train shall be separated by one or more cars.

D2014. 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 point 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.

D2015. Two engines of L-1s class, N-2s class, New York Central H-5 or H-6 class, or heavier, must not be coupled, or have less than two cars between them when passing over Bridge 24.56, Rock Stream, or Bridge 25.05 Big Stream.

D2016. L-1s or N-1s engines and N. Y. C. engines must not exceed a speed of four (4) miles per hour over track scales in Southport yard.

D2017. Trains dropping or picking up "Swing" Brake-man at Fassett will reduce speed to ten (10) miles per hour for that purpose.

D2018. The following distant switch signals are located at less than the required braking distance from the switches:

NORTHWARD
HW Siding

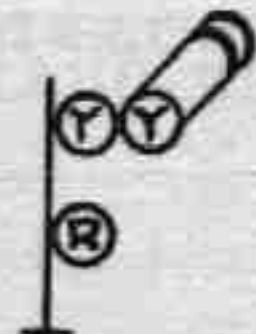
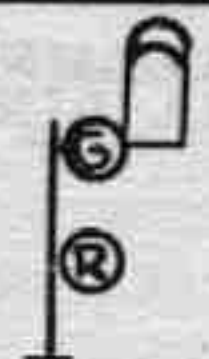
SOUTHWARD
Himrod
Rock Stream

D2019.
MINIMUM NUMBER OF MINUTES BETWEEN STATIONS

WESTWARD		STATIONS	Miles Between Stations	EASTWARD	
Passenger Trains	Freight Trains			Freight Trains	Passenger Trains
Mins.	Mins.			Mins.	Mins.
		ROCKVILLE			
22	23	FORT	16.8	23	22
	6	LV. JUNCTION	4.3	6	
22	18	FIDLER	13.4	18	22
	11	SELINSGROVE JOT.	8.5	11	
	6	WEST END CREEK SDGS.	4.4	6	
13	4	KASE	1.6	3' 45"	13
	1	NORTHUMBERLAND	0.8	1	
	5	WEST END NORTHUMBERLAND YARD	4.0	5	
3'	5	No. 2 Track	3.6	5	5
	5	No. 1 and 3 Track	5	5	3'
8'	12'30"	MONTANDON	9.4	13	8'35"
18	26	WATSON	19.7	26	18
	8	ALLENS	4.0	8	
15	5	NEWBERRY	3.6	5	15
	7	LINDEN	5.4	7	
5'23"	8'30"	NIPPONO	6.3	8'30"	5'23"
	3	PINE	2.5	3	
9	8	RICH	4.8	8	9'30"
	18'30"	LOCK HAVEN	12.9	18'30"	
31	18'30"	BAKER	14.0	18'30"	30'30"
	2	DROCTON	1.4	2	
		DRURY			
18	10	ALLENS TO LINDEN --VIA LINDEN BRANCH--	7.5	10	18

S 21

D2101 SIGNAL ASPECTS NOT STANDARD-IN SERVICE

NAME		STOP SIGNAL	PERMISSIVE BLOCK SIGNAL	CLEAR BLOCK SIGNAL	SLOW BOARD WHEN USED AS A DISTANT SIGNAL
INDICATIONS		STOP	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	PROCEED - MANUAL OR CONTROLLED MANUAL BLOCK - CLEAR	APPROACH HOME SIGNAL PREPARED TO STOP
ASPECTS	A				
	B				
			R = Y = G =	RED YELLOW GREEN	

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 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. 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.

D2205. Rules 317b, 318b, and 362 modified:

After an understanding with the signalman, and under permissive signal, a passenger train may enter a block occupied by an engine which is to assist such train, or for exchange of engines.

After an understanding with the block signalman, and under permissive signal, an engine may enter a block occupied by a passenger train which it is to move or assist, or for the purpose of switching such train.

D2206. In Manual Block System territory when a train is given a train order to pass stop signal account open track, block information must also be given by train order.

D2207. Rule 365 amplified:

For movements within yard limits, Yard Masters or their representative at Williamsport, Lock Haven, Southport and Renovo, and Station Masters at Williamsport and Sunbury are authorized to obtain from signalmen permission to enter and ascertain condition of block for movements under their direction; this information they must personally give to enginemen. They are also authorized to report such movements clear of block.

D2208. The eastward block signal at Grier and the westward block signal at Walnut, when displaying aspect Figure 1, Rule 283 or aspect Figure 1, Rule 286, will indicate clear block and will also act as a distant signal to the next home signal.

D2209. When a passenger train cuts off cars on main track at Sunbury, Lock Haven, Renovo or Southport and proceeds with markers, the conductor, before proceeding, must notify the signalman at next block station in advance, that his train will pass the block station with markers displayed, but that he has left cars on main track and block is not clear. Block will be considered occupied until Sta-

tion Master at Sunbury, or Yard Master at Lock Haven, Renovo or Southport as the case may be, reports cars removed and block clear.

D2210. Eastward block signal at Grier and westward block signal at Walnut supersede the superiority of trains.

D2211. Northward block signal at Fassett, and southward block signal at Nypen supersede the superiority of trains.

D2212. Northward block signal at Canton and southward block signal at Lowrey supersede the superiority of trains.

D2213. When aspect, Fig. 2, Rule 278 is displayed by dwarf signal controlling movements from south end Lowrey siding, permission is thereby conveyed to occupy main track and proceed to Canton.

D2214. Rule 364 modified:

A train must not proceed on a signal known to have been displayed for a preceding movement, except that when an engine or train is assisting a train ahead it may accept the signal displayed for the train that is being assisted and may uncouple between block stations, but unless given permission in writing when passing the last block station before being detached, helping engines must continue in the same direction until reaching a telephone or block station and there obtain permission before proceeding in reverse direction.

Helping engines passing Pine Valley or Starkey block stations will not uncouple from their trains until reaching the far end of the siding.

D2215. The eastward block signal at WG, Reading crossing, when displaying aspect figure 1, Rule 283, or aspect figure 1, Rule 284 will indicate clear block and will also act as a distant signal to the eastward main track home signal at Allens.

D2216. The block signal located 250 feet west of Allens, governing movements on main track between that point and the signal east of WG, Reading crossing, when displaying aspect Fig. 1, Rule 283, or aspect Fig. 1, Rule 286, will indicate clear block and will also act as a distant signal to the westward block signal at WG.

D2217. Northward home signal, 371 feet south of Fassett, and southward home signal, 50 feet north of switch at Nypen when displaying aspect figure 1, Rule 283 or aspect figure 1, Rule 286, will indicate clear block and will also act as distant signals to next block signal in advance.

D2218. Northward block signal, 1199 feet south of Canton when displaying aspect figure 1, Rule 283, or figure 1, Rule 286 will indicate clear block and will also act as distant signal to northward block signal at Lowrey.

D2219. Southward block signal, 255 feet north of south end of Lowrey siding, when displaying aspect figure 1, Rule 283 or aspect figure 1, Rule 286 will indicate clear block and will also act as distant signal to southward block signal at Canton.

D2220. Northward block signal at Canton and southward block signal at Lowrey cannot be displayed in proceed position if any of the intermediate switches are open or unlocked, or if derail at north end freight house track is off rail.

D2221. Switch at south end Lowrey siding is electrically operated by signalman at Canton. When a train enters south end of this siding it is not necessary to report clear as this information is conveyed by indicator.

D2222. When aspect, Fig. 2, Rule 278 is displayed by dwarf signal controlling movements from south end Lowrey siding, permission is thereby conveyed to occupy main track and proceed to Canton.

D2223. On Tangascootac Branch.

Track from Tangas Junction to North Fork and return is operated as a block, under control of the signalman at Lock Haven.

D2224. In Manual Block System territory at block signals remotely controlled, Track Cars will not be given a more favorable block signal indication than permissive.

D2225. In connection with the application of Rule 505b, the following signals whose most restrictive indication is "Stop" (Fig. 1, Rule 275), define block limits.

Home signal at Stoney on No. 2 track.

Eastward signal on No. 2 track just west of River Bridge, Northumberland.

Home signals at Boyles.

Westward home signal at MU, Reading Crossing, Milton.

Signal 1250 feet west of Milton on No. 1 track.

Signal one mile east of Watsontown on No. 2 track.

Westward home signal at Pine.

Signal 300 feet west of Normal Crossing, Lock Haven, No. 1 track.

D2226. The terminal tracks at Canandaigua will be used by passenger trains in both directions only as directed by yard master or his representative.

D2227. Terminal track, between "End of Block" sign and Sodus Point station, will be used by passenger trains only as directed by Agent or his representative.

D2228. South end of Block on Sodus Bay Branch is indicated by a sign located on the west side of the main track 232 feet north of the center of Stanley passenger station.

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 Allens and Grier.

Between Montandon and Bellefonte.

Between LJ and LH.

Between LV Junction and Lykens.

Between Watsontown and SW.

Between Eysersgrove Junction and Millville.

Between Tangas Junction and North Fork.

Between Canandaigua and HO Tower.

Between Southport Junction and Grier.

Between Sodus Point and Stanley.

Between Dyke and Newberry.

D2302. Rule 317a—

D2303. Rule 317b will apply on all single track portions of the Division except between Grier and Linden, and when making movements against current of traffic.

D2304. Rule 318a—

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.

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 rights 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.

D2307. 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.

D2308. 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.

D2309. At block stations below indicated, after a through understanding with the signalman and upon written permission from him, if the track to be used is seen or known to be clear, trains or engines may pass block signal in stop position to make movements outlined, while the block is occupied by other than an opposing train, but must not proceed from that point without proper Block System information. Rule 362 modified.

Block Station	Movements Between
Wallington	Northward block signal and north Yard Board.
Wallington	Southward block signal and south Yard Board.
ZR	Unattended Block Station Sign and a train length from north end of siding.
CN	Unattended Block Station Sign and Maney's track.
Stanley	Northward block signal and north Yard Board.
Stanley	Southward block signal and south crossover at K track.
H	Unattended Block Station Sign and south end Waldo track.
HW	Unattended Block Station Sign to south end Penn Yan siding.
Himrod Jct.	Southward block signal and south end of siding.
Starkey	Southward block signal and Brewer's track.
Watkins Glen	Northward block signal and north Yard Board.
Watkins Glen	Southward block signal and crossover at Fourth Street.
MF	Unattended block station sign and north end west local track.
Kendall	Southward block signal far enough to clear circuit for northward signal.
S. Unattended Block Sta.	Southward block signal and train length south of south end of siding. Northward block signal and north leg of wye.
Canton	Southward block signal and Table Factory track.
Leolyn	Northward block signal and stand pipe.
Trout Run	Northward block signal and north end of siding.

(FORM OF WRITTEN PERMISSION TO BE USED BY SIGNALMEN AFTER CONSULTING WITH AND BEING AUTHORIZED BY THE TRAIN DISPATCHER.)

"C. & E. Train....."

You may passward Stop signal in accordance with time-table special instructions No. D2308.

....."
Signalman

FORM K	PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
Block Station, <u> </u> M. <u> </u> 19 <u> </u>		
To Conductor and Engineman: Train <u> </u>		
Proceed at <u> </u> as though <u> </u> signal was displayed.		
Report Clear at <u> </u>		
<i>Signalman.</i> <i>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.</i> <i>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.</i>		

(To be printed on green paper 5 3/8 x 8 1/2)

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473, inclusive (except Rules 417a and 417b), as amplified by special instruction D3420 are in effect as follows:

Between Grier and Linden. New Rule 417.

On No. 2 track between west end Northumberland Yard and Montandon. New Rule 418.

D2402. Rule 465 modified:

At siding leading from main track just west of Rose Street, Williamsport, a train must not enter the block without a train order authorizing it to do so, and in addition thereto, permission from the signalman, neither of which supersedes time-table superiority unless the Train Order specifically so states.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

Between Rockville and Drury via Linden Branch.

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 signals 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.

D2504. When a passenger train is stopped by a stop and proceed signal, it will proceed at once without waiting for a signal from the conductor.

D2505. Rule 505c modified:

Wilkes-Barre Division passenger trains making movements west on No. 2 track beyond Kase interlocking in connection with movement to Wilkes-Barre Division may do so without flag protection.

D2506. Trains receiving a stop and proceed indication on Signal No. 2370 on No. 1 track, 4600 feet east of west end Nippono siding, or on Signal No. 2381 on No. 2 track, 500 feet east of east end Nippono siding, must in addition to observing Rule 276, run carefully expecting to find track obstructed by rocks.

D2507. Rule 505e amplified:

Brakemen may report trains and engines clear of main tracks between Horn and Sunbury Passenger Station when so directed by Station Master or Operator at Horn.

D2508. Rules 505c, 505d and 505f modified:

Between west end Creek Sidings and Horn, signalmen may give permission for train to enter block to make shifting movements against the current of traffic beyond Home Signals when there is a train other than a passenger train between Boyles and Home Signal at Horn, and may also permit trains to enter block at a hand operated switch to make shifting and other movements between block signals when there is a train other than a passenger train between the hand operated switch and the next station in the rear. These movements may be made only under flag protection.

D2509. Rule 27 modified:

In Automatic Block System territory, when lights are out in signals having numbers, Track Cars may proceed without stopping expecting to find a train in the block, broken rail, obstruction or switch not properly set.

D2510. When a train is standing at Renovo Passenger Station, an engine which is to move, assist or switch such train, will be relieved of observing Rule 505c at Westward Home Signal, Drury, and at Signal No. 1954 on No. 1 track, east of Renovo Station.

D2511. Rule 509 modified:

Between Grier and Linden when a train receives a Stop and Proceed signal indication it will be governed by paragraph B of Rule 509.

S25A. Rule 505a.—

S25B. CAB SIGNAL RULES

S25C. AUTOMATIC TRAIN CONTROL

D2512. On all engines dispatched from Northumberland and Southport to operate over train control territory to Altoona, enginemen will make the departure test, both electrically and pneumatically, before leaving Enginehouse territory.

The pneumatic feature of the train control will be cut in and sealed and the electric feature kept in operation.

S25D. GRADE SIGNALS

D2513. Location of Grade Signals:

No. 2 track west of Bards, signal No. 2342.

A tonnage freight train, as referred to in Rule 277 is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where grade signals are in use the conductor must notify engineman of authorized slow freight engine rating, for that trip, exact tonnage or number of cars in train and changes due to setting off or picking up cars.

S26.

INTERLOCKING RULES.

D2601. To prevent signalman from operating switch and signal when cars are not clear of the main track trainmen must know that cars set off at interlockings clear the main track and do not stand between the point of the main track switch and the throw-off switch; or derail.

D2602. Trains having work to do at Interlockings, must stop so that the entire train will stand clear of the Interlockings after cars that are picked up have been added to the train, thereby leaving the switches free to be operated for any movement desired.

D2603. In the application of Rule 670, a movement within the limits of an interlocking plant means the movement of any part of a train or engine.

D2604. Interlocking Plants at:

Operated by:

East end Stoney siding (No. 2 track)	Rockville
Boyles	Fidler
West end Newberry siding	Newberry
Dyke	Newberry
Pine (No. 2 track)	Rich
East end Lock Haven s'd'g (No. 2 tr'k)	Lock Haven
Lowrey	Canton
Nypen	Fassett

S26A.

D2605. 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.
Grier	Crossover switches in main track at west end of Williamsport passenger station. All switches connected to main track between eastward block signal at Walnut and WG—Reading.
Horn	Wye switch at Fourth Street, Sunbury, on Shamokin Branch.
Lock Haven	Switch east end Canal siding and switch at Lock Haven station siding.
Himrod Jct.	Crossover
State Line Jct.	Erie R. R. connection
Fassett	Crossover south end siding
Dense	South end siding
Cowley	North end northward siding
Canton	All main track switches between Lowrey and Union Street
Roaring Branch	Milk station track
Bergan	North end siding South leg Marsh Hill Jct. wye
Trout Run	{ Local track South end northward siding Lumber track
Newberry	All main track switches between: Dyke and Grier Dyke and Newberry

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 fusees.

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

D2801.

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

(2) 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.

(3) 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.

(4) 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.

(5) Where Automatic Block System rules for single track, Nos. 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; signalman will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

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

(7) 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.

(8) 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 yard master and under proper protection.

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

(10) 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.

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

D2802. Rule 97 will apply to track cars in Controlled Manual Block System territory and orders must also be issued at the other end of the block over which the track car is to be run holding opposing trains clear of that territory.

D2803. Fourth paragraph of Rule 80 amplified to read— "They 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.

D2804. Track cars must not pass over remote controlled switches without permission from the signalman and will report clear after having cleared same.

D2805. 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 should 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 Burro Cranes.

	E2 E3 E5	H8 H9	K3 K4	E6 K2 G5	L1	M1 N1 N2	I1
East end Quail siding to No. 1 track						X	
Renovo—Tracks leading to Old Tank, Power House, & Blacksmith Shop			X	X	X	X	X
“ —Old Foundry track	X	X	X	X	X	X	X
“ —North American Ref. Co. siding, (Drury's Run)	X	X	X	X	X	X	X
“ —Coal Wharf Trestle			X	X	X	X	X
H. & P. Branch			X	X	X	X	X
Tangascootac Branch—West of Tangas	X	X	X	X	X	X	X
“ —East of Tangas			X	X	X	X	X
BELLEFONTE BRANCH							
Main track						X	X
Savage Sand and Oil sidings			X	X	X		
Lewisburg—Freight House, east end					X		
“ —Dreisbach siding					X		
“ —Buffalo Mills siding			X	X	X		
“ —Kunkle & Comstock siding			X	X	X		
“ —Engine House siding					X		
“ —Chair Factory siding					X		
“ —Galloway Coal siding			X	X	X		
Brook Park siding					X		
Vicksburg—Station siding					X		
“ —Cook's siding		X			X		
Marcy Oil siding					X		
Mifflinburg—Jewel Oil siding					X		
“ —Freight House, back track					X		
“ —Dairymen's League					X		
“ —Body and Gear No. 1			X	X	X		
“ —Body & Gear No. 2			X	X	X		
“ —Farmer's Exchange siding			X	X	X		
“ —Oil Racks siding			X	X	X		
Millmont Box Co. siding			X	X	X		
Laurelton Branch			X	X	X		
Rutherton siding			X	X	X		
Weiker siding			X	X	X		
Ingleby siding			X	X	X		
Coburn—Sheffield Farms siding					X		
“ —Hole track					X		
Lumber siding west of Coburn			X	X	X		
Rising Springs—Spring Milling Co. siding ..			X	X	X		
“ —Oil Co. siding			X	X	X		
Centre Hall—Old Fort siding					X		
“ —Bradford siding			X	X	X		
“ —Lime Stone siding			X	X	X		
Gregg siding			X	X	X		
Linden Hall siding					X		
Oak Hall siding					X		
Rockview siding					X		
White Rock siding, to Restriction Board ...			X	X	X		
Pleasant Gap siding			X	X	X		
Axeman siding			X	X	X		
Bellefonte—Titan Metal Co. siding			X	X	X		
“ —Wagner's siding			X	X	X		
“ —Musser's siding			X	X	X		
“ —Penn Match Co. siding			X	X	X		
“ —Bellefonte Lumber Co. siding ..			X	X	X		
“ —Back track, passenger station ..					X		
BERWICK AND MILLVILLE BRANCHES							
Main track	X	X	X	X	X	X	X
LYKENS BRANCH							
All tracks west of JN					X	X	X
Wye and Engine House tracks Nos. 1 & 2 ..			X	X	X	X	X
Elizabethville—Milling Co. siding	X	X	X	X	X	X	X
Lykens—Lykens Supply Co. siding	X	X	X	X	X	X	X
“ —Retail Coal Yard track	X	X	X	X	X	X	X
“ —Under Short Mountain Breaker ..	X	X	X	X	X	X	X
Williamstown—Under Coal Breaker	X	X	X	X	X	X	X

	H6 G5	E6 K2 H8 K3 H9 K4	L1	N2	M1	I1
ELMIRA BRANCH						
Between Canandaigua and Southport....					X	X
Canandaigua—Lake Branch south of Niagara Street			X	X	X	X
Himrod—H. W. Hall track			X	X	X	X
Horseheads—L. V. R. R. trestle	X	X	X	X	X	X
Elmira—Erie R. R. bridge over Chemung River					X	X
Elmira—Willys-Morrow tracks	X	X	X	X	X	X
Southport Yard—Switches at north end oil house track; at north end tracks 6, 7, 8, 9, 10, and 12; at south end track K5					X	X
Cowley—Allen's track	X		X	X	X	X
Grover—Milk station track, Note A	X	X	X	X	X	X
Williamsport—Lycoming Mfg. Co. tracks 1 and 2; United States Sand Paper Co. track; Lycoming Rubber Co. tracks, including public team track north of Cemetery St.	X	X	X	X	X	X
SODUS BAY BRANCH						
Between Sodus Point and Stanley			X		X	X
Marion Yard	X	X	X	X	X	X
Newark—Reed Company track; Bloomer Bros. paper mill track; N. Y. State School track; Newark Coal Co. track..			X	X	X	X

Note A.—Engines heavier than H6 must have three cars north of engine, and restrict speed to 4 miles per hour.

WILLIAMSPORT INDUSTRIAL BRANCHES

Class A-5, B-6, B-8, and H-6 engines may be used on main track of these branches, except on the Upper Canal Branch, where A-5 only may be used. Shifting on the various sidings is restricted to A-5 engines, and care must be exercised when placing cars on short curves where special couplings are required.

S30.

ELECTRICAL OPERATION.

S31.

EMPLOYEE'S REGISTER.

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

D3101. Registers for this purpose are located as follows:

Renovo	Passenger Trainmen's room. Yard Offices.
Lock Haven	Yard Office.
Bellefonte	Yard Office.
Newberry	Interchange Office.
Williamsport	Station Master's Office. Yard Offices.
Watsonstown	Freight Station.
Millville	Passenger Station.
Berwick	Yard Office.
Northumberland	Enginehouse. Yard Office.
Sunbury	Horn.
Millersburg	Baggage room.
Lykens	Coaling Station.*
Southport	Yard Office
Watkins Glen	Telegraph Office
Canandaigua	Yard Office Telegraph Office, Passenger Station
Newark	Car Inspector's Office
Sodus Point	Enginehouse Foreman's Office

S32.

PERSONAL INJURIES.

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

Employees injured 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.

D3201.

MEDICAL EXAMINERS AND COMPANY SURGEONS.

Location	Name and Address	Telephone Number
RENOVO	†Wm. Ford, Asst. Med. Exam. ...	Bell 113R
	C. L. Fullmer, 19 6th St.	" 25
	F. P. Dwyer, 165 Sixth St.	" 141
LOCK HAVEN	†Wm. Ford, Res. Asst. Med. Ex. ...	P. R. R. 3
	J. B. Critchfield, 140 W. Water St.	Bell 314
	W. E. Welliver, 105 E. Water St.	" 174
	D. W. Thomas, 140 E. Main St..	" 352
WILLIAMSPORT	†Wm. Ford, Res. Asst. Med. Ex. ...	P. R. R. 72
	J. A. Klump, 310 W. Fourth St..	Bell 2-8266
	A. F. Hardt, 416 Pine St.	Bell 2-8165
	R. K. Rewalt, 416 Pine St.	Bell 2-8538
MUNCY	T. K. Wood, 21 Main St.	" 251
MONTGOMERY	J. F. Gordner, Main St.	" 163A2
	A. P. Hull, 25 Houston Ave. ...	" 161-3
WATSONTOWN	F. R. Adams, E. 2nd St.	" 83
	H. R. Hummel, S. Main St.	" 40B2
BERWICK	E. A. Glenn, 22d & Chestnut Sts.	Bell 68
MILTON	G. C. Davis, 35 Arch St.	" 135
LEWISBURG	H. R. Thornton, 41 S. 3rd St....	" 5
MIFFLINBURG	P. H. Bikle	" 13J2
BELLEFONTE	David Dale, West High St.....	" 229
	John Sebring	" 157M
CENTRE HALL	Hugh Morrow	" 35
SUNBURY	J. A. Bailey, Medical Examiner.	P. R. R. 28
	J. W. McDonnell, 213 4th St.	Bell 608J
	G. A. Deitrick, 30 N. 3rd St.....	" 22J
NORTHUM'AND	D. F. Heilman, 283 King St.	" 701
HERNDON	C. H. Malick	Rural 34-4-F
MILLERSBURG	Marion Ulrich, Centre St.	" 103R2
	J. E. Bogar, Union St.	Bell 95-R-2
LYKENS	M. D. Lehr, S. 2nd St.	Rural 30R2
DAUPHIN	A. C. Coble, S. Erie St.	Rural 7J
CANANDAIGUA	C. W. Selover, 121 N. Main St...	124
PENN YAN	E. C. Foster, Office, 165 Main St.	75
MONT'R FALLS	Res., 321 Liberty St.	577
	R. O. Baker, 7 Mulberry St.....	68
	W. M. Barnette, Medical Exam..	4011, Sta. 7
ELMIRA	A. W. Booth	1134
	Office, 222 W. Church St.	316
	Res., 408 W. Water St.	1228
	Chas. F. Abbott, Office and Res.,	3159
	103 S. Main St.	1134
	Geo. M. Case, Office and Res.,	5730
TROY	917 W. Church St.	14
	A. C. Smith,	Farmers' 8
	Office, 222 W. Church St.	242-R-3
CANTON	Res., 511 Hoffman St.	242-R-11
	M. B. Ballard,	Bell 32-R-13
RALSTON	Office, 185 Elmira St.	4-R-2
TROUT RUN	Res., 185 Elmira St.	
	A. E. Dann, Office, 13 Troy St...	

† At Renovo 9.15 A.M. to 12.01 P.M., Mon., Wed., & Fri.
 At Lock Haven 2.00 P.M. to 3.00 P.M. Fri.
 At Williamsport 8.30 A.M. to 11.30 A.M. Tues.
 3.00 P.M. to 5.00 P.M. Wed.
 8.30 A.M. to 12.01 P.M. Sat.

D3202. HOSPITALS.

Location	Name and Address	Telephone Number
RENOVO	Renovo Hos., Huron Ave. & 9th	91
LOCK HAVEN	Lock Haven Hos., Susq. Ave....	403
BELLEFONTE	Bellefonte Hos., Willow Bank..	180
WILLIAMSPORT	Wmsport City, 798 Louisa St....	7191
SUNBURY	Mary M. Packer, Purdy St.	21
CANANDAIGUA	Thompson Mem., 120 N. Main St.	798
PENN YAN	Sail. & Sold. Mem., 418 Main St.	307
MONT'R FALLS	Shepard Rel. Ass'n, Schuyler St.	16
ELMIRA	Arnot-Ogden Memorial, Roe Ave. St. Joseph's, 555 E. Market St...	500 4071

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 Master's and Car Inspector's 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, and 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.

D3204. Form C. T. 317-b will be used in wiring report of personal injuries. A supply of these blanks will be kept at all block stations, yard offices and Station Master's offices.

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 arrangements pertaining to the movement of trains by trainmen, the conductor or engine-man 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.

D3301. List of Telephones.

Telephones are located at all block stations, ends of sidings, stations, loading tracks, wye tracks and crossover switches not adjacent to block stations where trains may clear main track, and at various other points for emergency use.

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 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 authority of the Train Master, and not until proper inspection, and billing has been endorsed by Agent or Yardmaster, "Reinspected at and 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 of keyed or nutted center pin, key or nut should be removed from pin on trailing end.

Conductor, when setting off such shipments for repairs, must notify the proper officer that it is pivoted machinery.

D3401. 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 end of trains.

D3402. Rule 706 modified:

Uniforms—Designated uniformed employees 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 5-a, No. 99-B-1, Brake and Train Air Signal Instruction modified:

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.

No freight train shall be dispatched from a terminal with non-operative air cars mixed among other cars in the train. Trains must be made up and dispatched with either 100 per cent. air, or all non-operative cars to the rear of operative cars and ahead of the cabin. Any cars on which the air brake becomes defective in transit may be handled to the train terminal without change of position in train, at which point the car with defective brakes shall either have air brake repaired in train, car shifted out and shopped for repairs, or car shifted out from among the operative air cars and placed to the rear of the operative air brake cars in the train.

The above cancels any conflicting instructions in Air Brake and Train Air Signal Instruction Book 99-B-1, except that no train shall be operated with less than the required 85 per cent. of air brakes operative.

D3404. Rule 19, No. 99-B-1, Brake and Train Air Signal Instructions amplified by adding the following paragraph:

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

D3405. Rules 9-i and 9-j, No. 99-B-1 Brake and Train Air Signal Instructions amplified:

At points where inspectors are located, when it is not possible for the inspector who has inspected the train to personally inform the engineman and the conductor as to the condition of the brakes, because that inspector has gone off duty, or is working on another train at the time the crew arrives, the inspector will make out a form showing the date, time test was completed, track number on which train stands, number of cars, and bearing his (inspector's) signature; this form to be left with the Yard Master, who will give it to the crew moving the train.

D3406. The minimum clearance of trolley wires running across and over tracks is 22 feet above top of rail. A man standing on a high box car would make contact with such wires and subject himself to serious injury if he happened to swing his arm or lantern overhead when passing under the wire. Trainmen are warned against such danger at the following points where overhead trolley wires cross the tracks of this Division:

West Fourth Street, Williamsport.
Market Street, Williamsport.
Market Street, Middle Canal Branch, Williamsport.
West Fourth and Hepburn Streets, Lumber Branch, Williamsport.
West Third and Hepburn Streets, Lumber Branch, Williamsport.
Market Street, South Williamsport.
D. L. & W. interchange track, King Street, Northumberland.

D3407. Take Siding indicators are located as follows:

Westward	
Location	Indication
Fort.....	Take Millersburg Westward siding
Watson.....	" Clinton siding
Eastward	
Signal 2390.....	Take Linden siding
Signal 1280	" Fidler Westward siding
Fidler	" Paxton siding

Take siding indicators will not apply to first class trains.

When Take Siding Indicator is displayed on Signal 1280, trains will take siding at west end of Fidler westward siding without further permission.

D3408. Tickets and passes found (including pocket-books, card cases and ladies' handbags, if tickets or passes are contained therein) should be delivered to the Ticket Receivers, with a statement of circumstances.

The Lost and Found Bureaus should be duly advised of such delivery, so that inquirers may be directed to the Ticket Receivers.

All other articles found on main line trains (except eastward trains after leaving Williamsport) must be turned over to the Station Master at Williamsport. On eastward trains after leaving Williamsport, they must be turned in at the Parcel Room, Harrisburg Station.

Articles found on Elmira Branch trains will be turned over to the conductors who will forward same promptly to the Station Master at Williamsport.

Articles found on Bellefonte Branch trains must be turned over to the Station Master at Sunbury; those found on Lykens Branch trains must be turned over to the Agent at Millersburg; those found on the Berwick Branch trains must be turned over to the Agent at Watsontown.

The finder will be given a receipt for the article turned in, and, if unclaimed at the expiration of sixty (60) days, article will be returned to finder upon presentation of the receipt.

D3409. When placing a car on siding next to a concrete bumper, space must be left between the bumper and the car, except where the car is being spotted for loading or unloading and it is necessary to place it against the block.

D3410. When deadhead cars are moved in passenger trains they should be without lights and should not be occupied by members of the train crew or other employes, except in performance of duty.

When pullman cars are used as crew cars, these instructions are modified accordingly.

D3411. MP-54 coaches or MPB-54 combined cars occupied by passengers should not be placed between R-50-B cars and the engine, or between R-50-B cars and P-70 type cars.

D3412. Rule 707 amplified. On local passenger trains the side and trap doors must be closed at rear end of last car, also as to other portions of train they must be closed on the side opposite the platform where passengers are being received and discharged.

D3413. Rule 832 amplified:

To signal equipment required by crossing watchman or gatemen, 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."

D3414. Train crews and track drivers will retain, and at the end of each run, forward to Train Master, Williamsport, copies of all train orders which are received by them by telephone at outlying points.

D3415. Crossing watchman must carry a red flag with him during prescribed hours while protecting crossing. Flag to be kept furled except when needed to flag trains.

D3416. From time to time semaphore signals at various points on the Division, will be changed to position light signals in the same location, without further notice.

D3417. Repairs made and material applied to foreign and individual freight cars by train and engine crews must be reported on Form M. P. 401 by the conductor, which must be turned in to Car Inspector or Yard Master at end of trip.

D3418. Temporary repairs to broken air pipes:

If the main reservoir, main reservoir connecting or air pump discharge pipes break and air pump will not furnish air to overcome the leak, ask for assistance at once.

With single top governor, if pipe leading to pump governor breaks, blank pipe towards reservoir and control

pump with steam valve. With double top governor, if pipe leading from brake valve to low pressure governor head breaks, close globe valve in pipe leading from brake valve to governor.

If pipe from main reservoir to high pressure governor head breaks, blank pipe towards main reservoir. Care must be exercised that main reservoir pressure does not build too high with brake valve in lap, service or emergency position.

If main reservoir supply pipe to distributing valve breaks between cut-out cock and distributing valve, close cut-out cock. If broken between cut-out cock and main reservoir pipe, blank towards main reservoir pipe, being careful not to obstruct main pipe, also close cut-out cock. Brakes will be inoperative on engine and tender but operative on train.

With the HS2 brake valve, if equalizing reservoir pipe fails, blank pipe towards brake valve. Service application can be made by moving the brake valve quickly between lap and service positions.

With the H6 brake valve, if the equalizing reservoir pipe fails, blank the pipe, also blank brake pipe exhaust, service applications can be obtained by moving brake valve handle carefully between lap and emergency positions.

If application cylinder pipe breaks, blank at union at distributing valve. Automatic brake will apply properly on locomotive and train, but independent brake will be inoperative.

If the distributing valve release pipe breaks, no repairs necessary. This will result in loss of the holding feature and the independent brake in slow application position, when equalizing portion of the distributing valve is in release position.

If the brake pipe branch pipe breaks between the brake pipe and distributing valve, blank pipe towards brake pipe, being careful not to obstruct main brake pipe. Automatic brake on engine and tender will be inoperative.

If the brake cylinder pipe breaks between the distributing valve and cut-out cock, close the cut-out cock in main reservoir supply pipe. Engine and tender brake will then be inoperative.

If the branch pipe between brake cylinder and any one of the cut-out cocks should break, close the cut-out cock and lose the use of that cylinder.

If the brake pipe metallic connections between engine and tender fail, blank connection if possible at rear of engine. Couple brake pipe and signal hose at front of engine, also couple signal hose on rear of tender with brake pipe hose on car. Test brakes and proceed. Emergency application of brakes not assured.

If pipe from main reservoir to power reverse breaks, close cut-out cock in pipe and operate engine in full gear to terminal. Reverse engine by hand, if necessary.

A. T. C. EQUIPMENT

If branch pipe leading to reducing valve breaks, a brake application will result without warning from the whistle; blank pipe towards main reservoir, cut out pneumatic cut-out cock. If the branch pipe between reducing valve and independent brake valve, or branch pipe to signal line or No. 1 pipe leading to control magnet is broken, a brake application will also result without warning from the whistle. Remove tension on adjusting spring of reducing valve. Cut out pneumatic cut-out cock and proceed with the loss of independent brake, communicating signal and automatic train stop feature.

If pipe No. 10 leading from the automatic brake application valve to the double heading cock, or pipe No. 4 between the double heading cock and timing valve, or pipe

No. 25 leading off from pipe No. 4 to circuit controller breaks, break seal and close pneumatic cut-out cock, losing automatic feature of A. T. C. equipment. If pipes 17 or 37 between the automatic brake valve pipe bracket and the reduction limiting reservoir break, no repairs are necessary. Total loss of equalizing reservoir pressure will be experienced when a train control application takes place.

D3420. Block Signal Rules Additional to Those Contained in The Book of Rules and Not Effective Except Where So Specified by Special Instructions.

AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

416.

NOTE: WHEN THE TELEPHONE IS USED, THE CODE WILL BE USED WITHOUT THE NUMERALS.

- 1—Display Stop-signal.
- 13—I understand.
- 17—Display Stop-signal. Train following.
- 2—Block clear.
- 12—Block is clear of opposing trains.
- 4—Train other than passenger has entered block.
- 46—Passenger train has entered block.
- 5—Block is not clear of train other than passenger.
- 14—Block is not clear of opposing trains.
- 56—Block is not clear of passenger train.
- 7—Train following.
- 52—Train has passed switch. Answer by repeating.
- 55—Hold train. Answer by 13.

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

(Note on Page 108, Book of Rules):

NOTE: Where a BLANK IS SHOWN AFTER A CODE SIGNAL IN RULES 417, 417-A, 417-B, and 418, THE DESIGNATION OF THE TRAIN, AND THE DIRECTION OF EXTRA TRAINS, MUST BE INCLUDED IN GIVING THE SIGNAL.

417. (SINGLE TRACK—FOR ABSOLUTE BLOCK FOR OPPOSING MOVEMENTS AND AUTOMATIC BLOCK FOR FOLLOWING MOVEMENTS.)

To admit a train to a block the signalman must examine the block record and if the block is clear of opposing trains, give "1 for" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the stop signal to opposing trains, reply "12 for" and unlock. If the block is not clear, he must reply "14 of" The signalman at the entrance of block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train except by train order.

If means of communication fail, a train may be admitted to a block as provided for in Rule 432.

417-c. When, as prescribed by Rule 417, 417-a, 417-b, or 418, a signalman gives or receives "2", "12" or "13", this information, with the train number and time given or received, must be entered on the block record at both offices.

418. (DOUBLE, THREE OR MORE TRACKS— FOR ABSOLUTE BLOCK FOR OPPOSING MOVEMENTS AND AUTOMATIC BLOCK FOR FOLLOWING MOVEMENTS ON THE SAME TRACK ON WHICH THERE IS AN ASSIGNED CURRENT OF TRAFFIC.)

To admit each train to a block against the current of traffic the signalman must examine the block record, and

if the block is clear of opposing trains, give "1 for" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the Stop signal to opposing trains, reply "12 for" and unlock if necessary. If the block is not clear of opposing trains, he must reply, "14 of" The signalman at the entrance of the block must then display the proper signal indication.

To admit trains to a block with the current of traffic after a train moving against the current of traffic has cleared it, the signalman at the end of the block where it cleared must examine the block record and if the block is clear of opposing trains, give "1 for" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the Stop signal to opposing trains, reply "12 for" and unlock. If the block is not clear of opposing trains, he must reply "14 of" The signalman at the entrance of the block will then display the proper signal indication to trains with the current of traffic. A train must not be admitted to a block which is occupied by an opposing train except as directed by train order. Rule 432 does not apply to movements covered by Rule 418.

If means of communication fail while there is a train moving against the current of traffic in a block, the signalman in the rear of such trains must, after his indicator shows that it has cleared the block, give unlock to the signalman at the block station in advance, so that movements may be established with the current of traffic; the latter will, after any train against the current of traffic for which "12" or "13" has been given by him, has cleared the block, if his indicator shows that the block is clear, and should no cause for detaining trains with the current of traffic be known, permit them to proceed, but unless otherwise directed by the Superintendent, he must instruct the first train in writing, as follows:

"Means of communication have failed; proceed to the next block station expecting to find track obstructed."

If the block signal at the block station that governs trains with the current of traffic in entering the block cannot be changed from its most restrictive indication, and the signalman is unable to communicate with the Superintendent, he will deliver Clearance Card, Form C, to trains governed by that signal.

ENGINEMEN AND TRAINMEN

465. When a train clears a block between block stations, the conductor or engineman must report clear to the signalman, but they are not required to do so when entering a siding at a block station clearing a block at a switch operated by the signalman. A train must not enter a block nor cross from one track to another at a Block Station, or between Block Stations, without proper block signals or permission from the signalman, either of which supersedes time-table superiority.

In the absence of a block signal, the conductor or engineman must ascertain from the signalman the condition of the block and obtain permission from him to enter it. If information concerning the block is received by the conductor, he must personally give it to the engineman.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified: The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication 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 trains, 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 and points where trackmen are working, and when practicable, exchange signals.

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

	By day	— Nose held with one hand, with other hand pointed toward track.
HOT JOURNAL	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 CONNECTION, LADING SHIFTED OVER SIDE OR END OF CAR, SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.		Stop Signal.

Home Division _____ Name _____ Occupation _____

Qualified for service.

Division

Zone

Part of zone qualified for

GENERAL ORDERS

GENERAL ORDER NO. 1501 ZONE WR.

GENERAL ORDER NO. 1501 ZONE A.

GENERAL ORDER NO. 1501 ZONE B.

GENERAL ORDER NO. 1501 ZONE C.

GENERAL ORDER NO. 1501 ZONE D.

GENERAL ORDER NO. 1501 ZONE E.

Williamsport, Pa., September 15, 1932.

Effective 12:01 A.M., Sunday, September 25, 1932.

Time Table No. 15 takes effect 12:01 A.M., Sunday, September 25, 1932 and contains the necessary instructions issued in the General Orders up to and including:

No. 1404 Zone WR.

No. 1407 Zone A.

No. 1410 Zone B.

No. 1402 Zone C.

No. 1408 Zone D.

Elmira Branch No. 1008 Zone A.

Elmira Branch No. 1006 Zone B.

Elmira Branch No. 1004 Zone C.

All of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 15 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old Time Tables to Bulletin Board Attendant after Time Table No. 15 takes effect.

A speed of 20 miles per hour must not be exceeded over Bridge 7.09 south of Millport.

Trains must not exceed a speed of 45 miles an hour on No. 1 and 2 track between M. P. 114 and east end of Paxton Siding.

This General Order is printed in Time Table No. 15 and will not be issued in sticker form.

H. E. WOLCOTT,
Superintendent.

**PENNSYLVANIA RAILROAD
EASTERN REGION
CENTRAL PENNSYLVANIA DIVISION
WILLIAMSPORT DIVISION**

Williamsport, Pa., April 10, 1933

General Order No. 1505 Zone WR
1510 Zone A
1515 Zone B
1511 Zone C

LOCK HAVEN; East of:

Effective 10:01 A. M., Friday, April 14, 1933: Account of reconstruction of Bridge No. 224.98, one and eight-tenths (1.8) miles east of Lock Haven, No. 2 Track shifted to No. 1 track from a point 1,512 feet east of the east end of this Bridge to a point 462 feet west of the west end of Bridge No. 224.98 and operated as gauntlet tracks. Total length of gauntlet 2,440 feet.

Eastward signal number 2248, number removed and changed to display Aspect Fig. 1, Rule 275; Aspect Fig. 1, Rule 276; Aspect Fig. 1, Rule 283, and Aspect Fig. 1, Rule 286, and governs eastward movements on No. 1 track through the gauntlet.

Signal governing westward movements on No. 2 track through the gauntlet and located 1,512 feet east of the east end of Bridge No. 224.98 in service. This signal displays Aspect Fig. 1, Rule 275; Aspect Fig. 1, Rule 276; Aspect Fig. 1, Rule 283, and Aspect Fig. 1, Rule 286.

Dwarf signal, position light type, located 462 feet west of west end of Bridge No. 224.98, governing eastward movements on No. 2 track through the gauntlet, in service.

Dwarf signal, position light type, located 1,512 feet east of the east end of Bridge No. 224.98 governing westward movements on No. 1 track through the gauntlet, in service.

Signals governing movements through the gauntlet under the control of the Signalman at Lock Haven.

Facing point switch in No. 2 track, 913 feet east of east end of Bridge No. 224.98 leading to two construction tracks at east end of the Bridge in service. Clearance points between No. 2 track and construction tracks indicated by stripe of yellow paint on outside of both rails of side tracks.

Trains must not exceed a speed of fifteen (15) miles per hour through the gauntlet. Second paragraph of General Order No. 1509 Zone A annulled.

MAIN LINE AND LINDEN BRANCH:

Effective at once: The maximum speed of Freight Trains on Main Line and Linden Branch, Williamsport Division, unless otherwise specified is forty (40) miles per hour. Special Instruction D-2001, Page 52, Time Table No. 15 modified.

Effective at once: The maximum speed of passenger trains on Main Line, Williamsport Division, is as follows:

	Miles Per Hour
With Passenger Engines:	
Rockville to Stone Crusher	60
Stone Crusher to Junction—Renovo Division	65
With Freight Engines	45

Special Instruction D-2001, Page 51, Time Table No. 15 modified.

H. E. WOLCOTT,
Superintendent.