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THE PENNSYLVANIA RAILROAD

EASTERN REGION

CENTRAL PENNSYLVANIA DIVISION

WILLIAMSPORT DIVISION

Time-Table No. 9

In effect 2.01 A. M., Sunday, September 25, 1949

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

J. W. LEONARD,
Supt. Pass. Transportation

P. W. NEFF,
General Superintendent.

W. C. ALLEN,
Supt. Freight Transportation

J. E. VANDLING,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Baltimore	Sidings assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		HARRISBURG (Phila. Div.)	84.4			
				ROCKVILLE	90.6	183		
				DIVISION POST (Phila. Div.)	92.2			
X				DAUPHIN	93.7			
				STONE	93.8		129	
				BRIDGE	99.3			179
				HALIFAX	106.6			
				FORT	106.8			190
				L. V. JUNCTION	111.9			
				MILLERSBURG	112.3			
				PAXTON	116.6			172
				DALMATIA	122.3			
X	X	O		FIDLER	125.2	63	88	
X				HERNDON	127.2			
				BOYLES	130.2	99	97	
				SELINGSGROVE JCT	133.7			
				CREEK	137.3		81	
X	X			SF	138.4			
				SUNBURY	138.7			
					Distance from Erie			
X				SUNBURY	287.5			
X	X	O		HORN	287.3			
				KASE	286.4			68
				NORTHUMBERLAND	285.6			
X	X	X		MOLLY	282.4			
X	X	X		MONTANDON	278.8			
				MU	275.9			
				MILTON	275.0			
				FAIR	274.4			155
				WATSON TOWN	270.7			
				WATSON	270.3			185
X	X			DEWART	268.5			
				OG	265.0			
				MONTGOMERY	264.0			
				CLINTON	263.7			180
				MUNCY	260.1			
X	X	X		ALLENS	250.2			
X	X	X		WG	249.5			
				WALNUT	248.0			
				WILLIAMSPORT	247.8			
X	X	X		NEWBERRY	246.1			189
X	X	O		LINDEN	242.5			187
				NISBET	242.2			
X				BUD	240.6			
				JERSEY SHORE	236.1			25
X				PINE	230.8		120	
X	X	X		RICH	228.2			
				McELHATTAN	228.1			
X				LANE	224.8			133
X	X	O		LOCK HAVEN	223.2	128		
				FARRANDSVILLE	217.6			
				FERNEY	212.4			
				BAKER	211.3			198
				GLEN UNION	209.4			
				RITCHIE	205.0			
				HYNER	201.8			
				QUAIL	201.7			153
				NORTH BEND	198.4			
X				FARWELL	197.5	107		
	X	X		DROCTON	196.4			
				RENOVO	195.2			127
		X		DRURY	194.9			
				DIVISION POST (Renovo Div.)	194.2			

NOTE—X indicates in service.

O indicates block station and trainphone in service.

NOTE—Mileage computed from Baltimore to Sunbury and from Erie to Sunbury.

Block stations—Remote controlled by open block stations:

Block Station	Controlled by
WG	Allens
Walnut	Newberry

MAIN LINE

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Stoney	Rockville
Boyles	Fidler
Horn	Kase
Bud	Linden
Pine	Rich
Lane	Lock Haven
Farwell	Drocton

Employees in Charge of Sidings of
Assigned Direction as Follows:

Siding	Employee in Charge	Note
Stoney (Westward)	Signalman Rockville	
Fidler (Westward)	Signalman Fidler	
Fidler (Eastward)	Signalman Fidler	
Boyles (Westward)	Signalman Fidler	
Boyles (Eastward)	Signalman Fidler	
Creek (Westward)	Signalman Kase	
Pine (Westward)	Signalman Rich	
Lane (Westward)	Signalman Lock Haven	
Lock Haven (Eastward)	Signalman Lock Haven	
Farwell (Eastward)	Signalman Drocton	

LINDEN BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Erie	Sidings assigned direction Car capacity 45 ft. cars
						East West Both
X	X	X		ALLENS	250.2	
X	X	X		LYON	248.3	
X	X	X		LINDEN	242.5	

NOTE—X indicates in service.

The direction from Allens to Linden is westward.

BALD EAGLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings assigned direction Car capacity 45 ft. cars
						East West Both
X	X	X		LOCK HAVEN	54.2	
				POST	52.5	
				DIVISION POST (Mid. Div.)	52.0	183

NOTE—X indicates in service.

ELMIRA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from HO	Sidings assigned direction Car capacity 45 ft. cars
						East West Both
X	X	X	X	CANANDAIGUA	63.9	
				LAKE	63.8	
				STANLEY	52.2	
				HALL	49.7	
				BELLONA	45.7	
			X	BELL	44.8	49
				BENTON	43.9	
		X		PENN YAN	39.8	
				HIMROD JUNCTION	32.9	
				HIMROD	32.3	
			X	STARK	29.5	180
				STARKEY	28.3	
				LAKEMONT	26.9	
				GLENORA	25.8	
			X	ROCK	24.0	97
		X		ROCK STREAM	23.8	
				WATKINS GLEN	17.4	110
				FALLS	15.1	98
				MONTOUR FALLS	14.1	
			X	MILLPORT	8.4	
				PORT	8.1	40
				PINE VALLEY	5.6	
				HORSEHEADS	1.2	110

					Distance from Newberry	
X	X	X		HO	80.6	
X				ELMIRA	76.5	
				SOUTHPORT JUNCTION	75.5	
X		X		SHANNON	75.4	
	X	X		SOUTHPORT	75.0	
X	X	X		KENDALL	74.0	
	X	X		NYPEN	69.4	
				FASSETT	68.1	125
				GILLET	64.4	
		O		SNED	60.5	125
		X		COLUMBIA X ROADS	56.3	56
				TROY	51.7	
		X		DENSE	50.7	106
		X		COWLEY	45.4	125
				ALBA	42.4	
				LOWREY	39.5	125
				CANTON	38.6	
				GROVER	34.9	
		O		LEOLYN	32.5	183
				ROARING BRANCH	27.3	142
			X	MAX	24.2	116
				RALSTON	23.2	
				BERGAN	20.2	125
				BODINE	18.5	
		X		TROUT RUN	12.7	131
			X	COGAN	7.8	118
X	X	X		HEPBURNVILLE	5.3	
				NEWBERRY		

NOTE—X indicates in service.

O indicates block station and trainphone in service.

Mileage computed from Newberry to HO and from HO to Canandaigua.

Mileage shown corresponds to mile posts for train order purposes.

Block stations open continuously, except:

Columbia X Roads	Closed	Daily except Sat. and Sun. 4.00 P.M. to 8.00 A.M.—Saturday and Sunday
Dense	Closed	Daily except Sun. 6.30 A.M. to 10.30 P.M.—Sunday

Block stations—Remote controlled by open block stations:

Block Station	Controlled by
Nypen	Fassett
Shannon	Kendall

ELMIRA BRANCH

Block-Limit stations controlled by open block stations:

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

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Shannon	Kendall
Nypen	Fassett

SODUS BAY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Stanley	Sidings assigned direction Car capacity 45 ft. cars		
						East	West	Both
			X	SODUS POINT	33.4			
				POINT	31.3			
			X	WALLINGTON	29.7			
				NEW	19.5			128
			X	NEWARK	16.8			
				ARK	16.3			
				PHELPS JCT.	10.5			
				ORLEANS	6.6			
				SENECA CASTLE	4.9			
X	X	X		STANLEY				128

NOTE—X indicates in service.

The direction from Sodus Point to Stanley is eastward.

Block-Limit stations controlled by open block stations:

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

L. V. JUNCTION SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From L. V. Jct.
				L. V. JUNCTION	
				ELIZABETHVILLE	8.5
				LOYALTON	11.4
				LYKENS	14.7

NOTE—X Indicates in service.

MONTANDON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Montandon	Sidings assigned direction Car capacity 45 ft. cars		
						East	West	Both
X	X	X		MONTANDON-----				
X	X			LEWISBURG-----	1.6			
				UR-----	1.8			
				VICKSBURG-----	7.0			
				MIFFLINBURG-----	10.8			
				SWENGEL-----	15.3			
				MILLMONT-----	16.2			
			X	IRON-----	19.5			
				GLEN IRON-----	19.6			
				PARDEE-----	23.6			
				WEIKERT-----	24.7			
				INGLEBY-----	33.8			
				COBURN-----	36.5			
				RISING SPRINGS-----	43.3			
				CENTRE HALL-----	49.1			
				LEMONT-----	58.2			
				ROCKVIEW-----	62.0			
			X	WHITE-----	63.4			
				PLEASANT GAP-----	63.8			
				DIVISION POST (Mid. Div.)-----	66.8			
			X	FONT (MIDDLE DIVISION) Bellefonte Br.	67.1			
				BELLEFONTE-----	67.3			

NOTE—X indicates in service.

Block-Limit stations—Controlled by open block stations:

Block-Limit Station	Controlled by
Iron	Montandon
White	Miles (Middle Division)
Font	Miles (Middle Division)

WATSONTOWN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Watontown
				WATSONTOWN	
				McEWENSVILLE	2.4
				TURBOTVILLE	6.0
				SCHUYLER	8.0
				OTTAWA	9.8
				STRAWBERRY RIDGE	12.6
				DERRY	14.6
				JERSEYTOWN	16.8
				EYERSGROVE JCT.	20.2
				MORDANSVILLE	22.0
				BUCKHORN	25.5
				PAPER MILL	27.3
				LIGHT STREET	28.3
				SUMMIT	29.8
				CABIN RUN	30.8
				FOWLERSVILLE	33.9
				DENNIS MILLS	34.6
				EVANSVILLE	35.5
				LASALLE STREET	38.9
				BERWICK	39.1

NOTE—X Indicates in service.

HARRISBURG TO RENOVO

STATIONS	FIRST CLASS			
	577 DAILY EX. SUN.	579 SUNDAY ONLY	D. L. & W. 1702 DAILY	571 DAILY
	A. M.	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	\$ 3.55	\$ 4.05	.....	\$ 11.50
ROCKVILLE	4.05	4.16	.....	12.01
DAUPHIN	X 4.09	X 4.20	.....	.....
HALIFAX	X 4.25	X 4.37	.....	.....
MILLERSBURG	\$ 4.40	\$ 4.49	.....	\$ 12.25
DALMATIA	\$ 4.55	X 5.01	.....	.....
FIDLER	5.00	5.05	.....	12.39
HERNDON	\$ 5.04	.....	.....	.....
SUNBURY	\$ 6.00	\$ 5.41	\$ 7.10	\$ 1.04
KASE	6.03	5.43	7.15	1.07
NORTHUMBERL'D	\$ 6.07	\$ 5.57	7.20	.....
MONTANDON	\$ 6.15	\$ 6.06	.....	1.15
MILTON	\$ 6.40	\$ 6.16	.....	\$ 1.23
WATSONTOWN	\$ 6.47	\$ 6.24	.....	.....
DEWART	F 6.52	F 6.28	.....	.....
MONTGOMERY	\$ 7.03	\$ 6.40	.....	.....
MUNCY	\$ 7.13	\$ 6.49	.....	\$ 1.42
ALLENS	7.28	7.05	.....	1.54
WILLIAMSPORT	{ \$ 7.35	{ \$ 7.12	.....	{ \$ 2.01
	7.53	7.35	.....	2.20
NEWBERRY	7.57	7.39	.....	2.27
LINDEN	8.01	7.44	.....	2.32
NISBET	\$ 8.02	\$ 7.45	.....	.....
JERSEY SHORE	\$ 8.14	\$ 7.58	.....	\$ 2.44
PINE	.....	X 8.06	.....	.....
McELHATTAN (Rich)	\$ 8.25	\$ 8.10	.....	2.54
LOCK HAVEN	\$ 8.40	\$ 8.24	.....	\$ 3.13
FARRANDSVILLE	F 8.51	F 8.34	.....	.....
HYNER	F 9.12	F 8.58	.....	.....
NORTH BEND	\$ 9.21	\$ 9.03	.....	.....
DROCTON	9.29	9.08	.....	3.47
RENOVO	{ \$ 9.35	{ \$ 9.10	.....	{ \$ 3.50
			.....	3.57
DRURY	.....	.....	.....	3.58
Arrive	A. M.	A. M.	A. M.	P. M.
	577	579	1705	571

WESTWARD

FIRST CLASS				
512 DAILY	501 DAILY EX. SUN.	527 DAILY	581 DAILY	575 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.
.....	\$ 3.20	\$ 7.40	\$ 11.00	\$ 11.33
.....	3.30	7.50	11.11	11.45
.....	F 3.34	.....	.....	.....
.....	\$ 3.51	F 8.08	.....	.....
.....	\$ 4.05	\$ 8.16	\$ 11.35	.....
.....	\$ 4.19	.....	.....	.....
.....	4.23	8.31	11.50	12.24
.....	\$ 4.27	.....	.....	.....
.....	\$ 3.55	\$ 4.58	\$ 8.52	\$ 12.12
.....	4.01	5.00	8.54	12.15
.....	\$ 5.04	.....	.....	12.49
.....	\$ 5.14	\$ 9.03	12.23	12.57
.....	\$ 5.36	\$ 9.11	\$ 12.29	.....
.....	\$ 5.46	F 9.17	.....	.....
.....	F 5.51	.....	.....	.....
.....	\$ 6.02	F 9.26	.....	.....
.....	\$ 6.11	F 9.34	.....	.....
.....	6.23	9.48	12.59	1.29
.....	\$ 6.30	\$ 10.00	\$ 1.06	\$ 1.36
.....	.....	.....	\$ 1.25	\$ 1.53
.....	.....	.....	1.29	1.58
.....	.....	.....	1.34	2.03
.....				
.....	Will Not Run Nov. 24 Dec. 26 Jan. 2 May 30	.....	.....	.....
.....	.....	.....	1.50	2.20
.....	.....	.....	\$ 2.01	\$ 2.32
.....				
.....				
.....	.....	.....	2.34	3.08
.....	.....	.....	\$ 2.37	\$ 3.11
.....	.....	.....	3.00	3.27
.....	.....	.....	3.01	3.28
P. M.	P. M.	P. M.	A. M.	A. M.
512	501	527	581	575

STATIONS	FIRST CLASS			
	580	574	526	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 4.42	\$ 5.02	\$ 8.56	
ROCKVILLE	4.32	4.51	8.46	
DAUPHIN				
HALIFAX			F 8.28	
MILLERSBURG			\$ 8.17	
DALMATIA				
FIDLER	3.41	4.01	8.01	
HERNDON				
SUNBURY	\$ 3.24	\$ 3.44	\$ 7.44	
KASE	3.13	3.34	7.38	
NORTHUMBERL'D				
MONTANDON	3.06	3.27	\$ 7.29	
MILTON	\$ 2.58		\$ 7.22	
WATSON TOWN			\$ 7.14	
DEWART				
MONTGOMERY			F 7.03	
MUNCY			\$ 6.58	
ALLENS	2.27	2.52	6.47	
WILLIAMSPORT	\$ 2.20	2.45	\$ 6.40	
	\$ 1.50	2.28		
NEWBERRY	1.46	2.24		
LINDEN	1.42	2.20		
NISBET				
JERSEY SHORE				
PINE				
McELHATTAN (Rich)	1.22	2.00		
LOCK HAVEN	\$ 1.15	\$ 1.53		
FARRANDSVILLE				
HYNER				
NORTH BEND				
DROCTON	12.43	1.21		
RENOVO	\$ 12.40	1.18		
	\$ 12.15	1.08		
DRURY	12.14	1.07		
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	580	574	EX. SUN. 526	

FIRST CLASS					
	509	500	570	578	1705
	A. M.	P. M.	P. M.	P. M.	P. M.
		\$ 1.35	\$ 5.00	\$ 10.50	
		1.25	4.49	10.39	
		\$ 1.15			
		\$ 12.57		F 10.17	
		\$ 12.48	\$ 4.20	\$ 10.06	
		\$ 12.34		F 9.49	
		12.28	4.04	9.44	
		\$ 12.25			
	\$ 11.54	\$ 12.10	\$ 3.47	\$ 9.24	\$ 9.10
	11.48	11.59	3.39	9.00	9.06
		\$ 11.57		\$ 8.58	8.59
		\$ 11.45	3.32	F 8.47	
		\$ 11.39	\$ 3.26	\$ 8.40	
		\$ 11.31		\$ 8.30	
		\$ 11.26			
		\$ 11.20		F 8.16	
		\$ 11.13	F 3.05	\$ 8.08	
		11.02	2.54	7.57	
		\$ 10.55	\$ 2.47	7.50	
			2.32	\$ 6.50	
			2.27	6.46	
			2.22	6.42	
				\$ 6.40	
		Will Not Run Nov. 24 Dec. 26 Jan. 2 May 30	\$ 2.13	\$ 6.30	
			2.04	\$ 6.18	
			\$ 1.58	\$ 6.00	
				F 5.47	
				\$ 5.27	
				\$ 5.22	
			1.21	5.19	
			1.18	\$ 5.16	
			\$ 1.09		
			1.08		
	A. M.	A. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	+509	EX. SUN. 500	570	578	D. L. & W. 1705

WILLIAMSPORT TO CANANDAIGUA—WESTWARD

STATIONS	FIRST CLASS			
	595			
	DAILY			
Leave	A. M.			
WILLIAMSPORT	\$ 3.05			
NEWBERRY	3.08			
COGAN	3.20			
TROUT RUN	3.28			
BERGAN				
RALSTON	F 3.44			
MAX	3.46			
ROARING BRANCH				
LEOLYN	4.02			
CANTON	\$ 4.12			
LOWREY	4.15			
COWLEY	4.23			
DENSE	4.31			
TROY	\$ 4.34			
COLUMBIA X ROADS	4.42			
SNED	4.49			
FASSETT	5.00			
KENDALL	5.08			
SOUTHPORT	5.10			
ERIE R. SOUTHPORT JCT.	5.12			
ELMIRA	\$ 5.15			
HO	5.24			
	5.32			
HORSEHEADS	\$ 5.36			
PORT	5.46			
MONTOUR FALLS	\$ 5.58			
WATKINS GLEN	\$ 6.08			
ROCK STREAM				
ROCK	6.23			
GLENORA				
LAKEMONT				
STARKEY	F 6.32			
STARK	6.34			
HIMROD	F 6.40			
HIMROD JUNCTION	6.42			
PENN YAN	\$ 6.58			
BENTON				
BELL	7.07			
BELLONA				
HALL	\$ 7.15			
STANLEY	\$ 7.20			
LAKE	7.49			
CANANDAIGUA	\$ 7.50			
Arrive	A. M.			
	595			

CANANDAIGUA TO WILLIAMSPORT—EASTWARD

STATIONS	FIRST CLASS			
	596	598		
	A. M.	A. M.		
Arrive				
WILLIAMSPORT	\$ @ 1.47	\$ @ 1.25		
NEWBERRY	1.40	1.13		
COGAN	1.28	1.04		
TROUT RUN	1.18	12.57		
BERGAN				
RALSTON	F 12.59	F 12.44		
MAX	12.56	12.42		
ROARING BRANCH				
LEOLYN	12.44	12.30		
CANTON	\$ 12.34	\$ 12.21		
LOWREY	12.29	12.19		
COWLEY	12.20	12.10		
DENSE	12.11	12.03		
TROY	\$ 12.08	\$ 12.01		
COLUMBIA X ROADS				
SNED	11.52	11.47		
FASSETT	11.42	11.37		
KENDALL	11.31	11.27		
SOUTHPORT	11.26	11.24		
ERIE R. SOUTHPORT JCT.	11.24	11.21		
ELMIRA	\$ 11.20	\$ 11.18		
HO	10.55	11.08		
	10.48	11.01		
HORSEHEADS	F 10.44	F 10.57		
PORT	10.32	10.46		
MONTOUR FALLS	\$ 10.18	\$ 10.32		
WATKINS GLEN	\$ 10.12	\$ 10.26		
ROCK STREAM				
ROCK	10.01	10.15		
GLENORA				
LAKEMONT				
STARKEY	F 9.53	F 10.07		
STARK	9.51	10.05		
HIMROD				
HIMROD JUNCTION	9.46	10.00		
PENN YAN	\$ 9.37	\$ 9.51		
BENTON				
BELL	9.26	9.40		
BELLONA				
HALL	\$ 9.19	\$ 9.34		
STANLEY	F 9.15	F 9.29		
LAKE	8.56	9.11		
CANANDAIGUA	\$ 8.55	\$ 9.10		
Leave	P. M.	P. M.		
	DAILY	SUNDAY		
	EX. SUN.	ONLY		
	596	598		

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
570	578	RENOVO	570	578
570	511	LOCK HAVEN	510	511
577	571	* JERSEY SHORE		
All trains		WILLIAMSPORT	All trains	
500	570	* MUNOY		
500	500	* MONTGOMERY		
528	501	* WATSONTOWN		
577	578	MILTON	579	578
528	527	SUNBURY	571	527
500	500	* DALMATIA		
577	570	* MILLERSBURG		
528	501	* HALIFAX		
All trains		ELMIRA	All trains	
All trains		WATKINS GLEN	All trains	
All trains		CANANDAIGUA	All trains	

* Stations Closed Saturday.

EXTRA STOPS — PASSENGER TRAINS

Train No.	Stop at	For
596	Southport	Employees
598	Southport	Employees
595	Southport	Employees
577	Glen Union	Employees
578	Glen Union Daily Except Sunday..	Employees

U. S. MAIL WORK

STATIONS.	Westward					Eastward				
	577	571	501	575		574	526	500	570	578
Dauphin			E					E	C D	
Halifax		D	E				E	E	C D	
Millersburg	E	E	E				E	E	E	
Dalmatia	E	D	E					E	E	
Herndon	E	E	E					E	E	
Sunbury	E	E	E	E		E	E	E	E	D
Northumb'and	E	D	E				E	E	E	
Montandon	E	E	E				E	E	E	
Milton	E	E	E					E	E	
Watson town	E	D	E				E	E	E	
Dewart			E					E	E	
Montgomery	E	C D	E				D	E	E	
Muncy	E	E	E				E	E	E	
Williamsport	E	E	D	E		E	E	E	E	
Nisbet	E	D							C D	
Jersey Shore	E	E							E	
McElhattan	E	D							E	
Lock Haven	E	E		E		E			E	
Farrandsville	C D								E	
Glen Union	C D								C D	
Hyner	E								C D	
North Bend	E								E	
Renovo	E	E		E		E			E	

ELMIRA BRANCH

STATIONS	Westward		Eastward	
	595			596
Canandaigua				
Stanley	D			E
Hall	E			
Bellona	D			
Penn Yan	E			E
Himrod	D			
Watkins Glen	E			E
Montour Falls	E			E
Horseheads	E			
Elmira	E			E
Troy	E			E
Canton	E			E
Williamsport	E			E

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

NOTE—Additional letters and characters may be used where required.

Letters and characters as used on this page have no reference to their application as provided for in special instructions ★ 1201 or 1202.

TRAINS WAIT FOR CONNECTIONS

AT WILLIAMSPORT

Div.	Train No.	Due Wmspt.	Mins. Wait	For Div.	Train No.	Due Wmspt.
Wmspt.	595	3.05 AM	Indef.	Wmspt.	575	1.39 AM

(R)—When passengers are reported.

AT SUNBURY

Div.	Train No.	Due Sunbury	Mins. Wait	For Div.	Train No.	Due Sunbury
Wmspt.	578	9.24 PM	30	DL&WRR	1705	9.10 PM
W-Barre	512	8.55 PM	Ind. (R)	Wmspt.	570	3.47 PM

(R)—When passengers are reported.

AT ELMIRA

Div.	Train No.	Due Elmira	Time Limit	For Div.	Train No.	Due Elmira
Wmspt.	596	11:02 P.M.	11:35 PM (R)	Erie	27	11.16 PM

AT CANANDAIGUA

Div.	Train No.	Due Canandga.	Mins. Wait	For Div.	Train No.	Due Canandga.
Wmspt.	596	8.55 PM	Indef.	NYC	18	8.26 PM
Wmspt.	596	8.55 PM	20 (R)	NYC	11	8.06 PM
Wmspt.	598	9.10 PM	Indef.	NYC	18	8.26 PM
Wmspt.	598	9.10 PM	20 (R)	NYC	11	8.06 PM

(R)—When passengers are reported.

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.

Conductor Train No. 570 will advise at Williamsport number of passengers for Wilkes-Barre Division points.

Conductors of Trains Nos. 501 and 527 will wire ticket office Sunbury through Agent at Millersburg and Conductor Train 578 will wire ticket office Sunbury number of pay passengers and destination for the Pennsylvania-Greyhound Bus connections at Sunbury.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	S 80 (1)	S 1 (1)	RN 1 (1)	EC 1 (1)	SA 1 (1)	BF 3 (1)	W 5 (1)	BNY 15 (1)	ER 3 (1)	CSB 1 (1)	EC 3 (1)	BF 5 (1)	S 82 (1)	AN 3 (1)	CSB 7 (1)
Harrisburg	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
Enola	10.45	1.00		4.45		7.00		9.00	11.10		4.00	5.15	5.30		
Rockville	11.15	1.15		5.15		7.30		9.30	11.40		4.30	5.45	6.00		
Kase	1.45	3.15				9.00		10.45	1.15	2.00	7.00	7.15	8.25		2.30
Buttonwood	3.45	5.15								11.30			10.25		11.30
Northumberland				9.15							9.30			3.30	5.20
Williamsport			8.30						2.50		11.15			6.30	
Williamsport											4.30				
Southport					3.30						(2)				
Southport											6.30				
Linden											10.45				
Stanley											2.20				
Sodus Point			11.15		10.40			1.20	5.00	5.00		9.15		8.45	8.15
Canandaigua			12.45			12.01		2.15	6.10			10.00			
Lock Haven						12.45	5.30	8.00				11.00			
Renovo					4.00					8.30				1.10	11.45
Renovo														P. M.	P. M.
Altoona	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily Except Tuesday and Friday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	RA 14 (1)	S 81 (1)	AN 16 (1)	W 2 (3)	S 83 (1)	BNY 16 (1)	BF 4 (1)	CSB 2 (1)	RN 2 (1)	BNY 14 (1)	EC 2 (1)	S 2 (1)	EC 6 (1)	CSB 8 (1)
Harrisburg	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
Enola		12.45		2.00	12.30	6.00	7.45			1.55	12.15	1.30		
Rockville		12.15		1.40	11.59	5.30	7.15			1.30	11.45	1.00	11.00	
Kase		9.00		12.00	9.00	3.50	5.45	6.45			9.45	11.11	10.30	3.45
Buttonwood		5.00			5.00		5.30	9.30				9.15		5.45
Northumberland			9.00	11.45						9.35	9.40		8.30	
Williamsport			6.30						7.30	9.10	7.15		6.30	
Williamsport											5.00			
Southport			5.30								1.15			
Southport	9.30										(5)			
Linden	2.30			10.15							10.45			2.20
Stanley											5.45			
Sodus Point											2.30			
Canandaigua														
Lock Haven	1.15		4.00	9.15		12.40	3.00	3.30	6.00	8.10				1.45
Renovo				8.00		11.45	2.00		4.00	7.15				
Renovo				7.00		10.00	12.30			6.15				
Altoona	9.00		11.30					12.30						11.30
Altoona	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily Except Tuesday. (5) Daily Except Tuesday and Friday.

SPECIAL INSTRUCTIONS

Note—Five-point star symbol (★) indicates Special Instruction of System application.

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

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

1202.

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

HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1501. Rule 14 (r) will apply:

When stops are to be made for water; Operator will notify train dispatcher promptly.

1502. Rule 14 will apply:

(dc) — — — — o o Flagman return from west—
Bald Eagle Branch, Lock Haven.

Rule 14 changed:

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

1503. Rule 14 (l) not in effect within city limits of Sunbury (between bridges 137.26 east of Creek siding and bridge 285.86 east of Northumberland).

1504. Rule 14 (l) not in effect within borough limits of Watsonstown (between 616 feet east of Mile Post 271; or

100 feet east of Mile Post 0.0 on secondary track east of Watsonstown, and 535 feet west of Mile Post 270).

1505. Rule 14 (l) not in effect within city limits of Lock Haven (between 1519 feet east of Mile Post 223 and 233 feet west of Mile Post 221; or 439 feet west of Mile Post 54 on Bald Eagle Branch).

1506. Rule 14 (m) not in effect approaching railroad crossings at grade.

USE OF SIGNALS

Fusees and Torpedoes

1801. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1802. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	24
Freight Service	18	24
Engines in Road Service	3	6
Engines in Shifting Service	3	4
Track Cars	6	12

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

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

1804. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Slide Protection Fence

★1851. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

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

1852. Slide protection fences in service:

From a point 263 feet east of M.P. 136 to a point 4292 feet east of M.P. 136.

From a point 1600 feet west of M.P. 203 to a point 3050 feet east of M.P. 203.

From a point 2331 feet east of M.P. 205 to a point 1730 feet east of M.P. 206.

From a point 2050 feet east of M.P. 208 to a point 2950 feet east of M.P. 208.

From a point 3286 feet east of M.P. 208 to a point 3736 feet east of M.P. 208.

From a point 1200 feet west of M.P. 218 to a point 1100 feet east of M.P. 218.

From a point 2500 feet east of M.P. 264 to a point opposite OG.

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

SUPERIORITY OF TRAINS

★1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1903. On Elmira and Sodus Bay Branches, westward trains are superior by direction to trains of the same class in the opposite direction.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Renovo—Passenger Trainmen's Room	Philadelphia Renovo Buffalo
X	X	X	Renovo—Yard Master's Office, West Yard	Philadelphia Renovo Buffalo
X	X	X	Renovo—Yard Master's Office, East Yard	Philadelphia
X	X	X	Lock Haven—Yard Master's Office	Middle Philadelphia
X	X	X	Newberry—Yard Master's Office	Philadelphia Erie R. R.
X	X	X	Williamsport—Baggage Room	Philadelphia Erie R. R.
X	X	X	Williamsport—Yard Master's Office	Philadelphia Erie R. R.
X	X	X	Northumberland—Yard Master's Office	W'kes-Barre Philadelphia Middle L. V. R. R. D. & H. R. R. Reading Co.
X	X	X	Sunbury—Baggage Room	Philadelphia W'kes-Barre
X	X	X	Lykens—Coaling Station	Philadelphia
X	X	X	Berwick—Freight Station	
X	X	X	Southport—Yard Master's Office	Middle Erie R. R. N. Y. C. R. R. N. Y. C. R. R.
X		X	Himrod Jct.—Block Station	Erie R. R.
X	X	X	Canandaigua—Yard Master's Office	Erie R. R.
X	X	X	Newark—Car Inspector's Office	Erie R. R.
X	X	X	Sodus Point—Enginehouse Foreman's Office	Erie R. R.
X			New York Central Railroad, Avis—General Yard Master's Office	Williamsport
X			New York Central Railroad, Newberry Jct.—General Yard Master's Office	Williamsport
X			New York Central Railroad, Clearfield—Yard Master's Office	Williamsport
X			Erie Railroad, Elmira—Yard Master's Office	Williamsport

NOTE—X indicates in service.

2002. Standard Clocks At Other Points:
At Train Dispatcher's Office.
At Block Stations.

GENERAL ORDER ZONES

★2101. General Order Zones of this Division are as follows:

Zone A—Division Post (Renovo Division) and Rich.

Zone B—Between Rich and Molly including Linden Branch; Watsonstown Secondary Track and Montandon Secondary Track.

Zone C—Between Molly and Rockville including L. V. Jct., Secondary track.

Zone D—Between Newberry and Southport Jct.

Zone E—Between HO and Canandaigua including Sodus Bay Branch.

Qualification of Conductor Or Engineman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of 12 months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Main Line	Allens	Linden via Williamsport
Elmira Branch	Newberry	Southport Junction
Elmira Branch	HO	Lake
Sodus Bay Branch	Stanley	Point

2202. Two or More Tracks

Current of traffic is as follows:

Between:	Main Line	No. 3 Track	No. 2 Track	No. 1 Track
Rockville and Kase			West'd Psgr.	East'd Psgr.
Kase and West End Bridge 285.86		West'd Psgr.	East'd Frt.	East'd Psgr.
West End Bridge 285.86 and Molly			West'd Psgr.	East'd Psgr.
Molly and Montandon		West'd Psgr.	East'd Frt.	East'd Psgr.
Montandon and Allens			West'd Psgr.	East'd Psgr.
Linden and Drury			West'd Psgr.	East'd Psgr.
Between:	Linden Branch			
Allen and Linden			West'd Frt.	East'd Frt.

NOTE—Tracks are numbered from south to north.

2204. Secondary Track of No Assigned Direction

Track	Between	And	Controlled by	Note
Watson town (E)	Watson town	Berwick	Allens	
L. V. Jct. (W)	L. V. Jct.	Lykens	Fidler	
Montandon (W)	Montandon	Font	Montandon	1

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

NOTE 1. Rule 105a will not apply. All other operating, Signal and Interlocking Rules, and Supplemental Instructions as they apply to main tracks and sidings, except Rules 201 to 223 inclusive are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

Entire division.

On the Elmira and Sodus Bay Branches Rules S-97 and 201 to 223 inclusive will not apply, track cars will run on these branches as track car extras on verbal permission of the signalman when authorized by the Superintendent, and after hold orders Form J have been issued to hold opposing trains clear of the block.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Williamsport.

Train Dispatchers in charge as follows:
Main Line Rockville to Drury.

Branches	Secondary Tracks
Linden	L. V. Junction
Elmira	Montandon
Sodus Bay	Watson town

★2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: At Allens a Proceed signal displayed for westward train will indicate that all trains due which are superior have arrived or left.

★2403. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Himrod Jct.	Side track	N. Y. C. R. R.	To and from N. Y. C. R. R.

2406. All trains must stop not less than 200 nor more than 500 feet from the crossing of the New York Central Railroad at Phelps Junction, and it must be known that the crossing is clear before using. Movements over the crossing are controlled by interlocked fixed signals.

Push buttons marked "Proceed" and "Stop" are located in box marked "PB" adjacent to the northwest corner of the crossing frog. After train has been stopped at the fixed signal, if there are no New York Central trains in sight, trainmen will push button marked "Proceed." If signal displays "Proceed" indication, train may proceed over crossing. It is not necessary to stop after passing over crossing to restore signal to normal position. If for any reason train is delayed after fixed signal displays "Proceed" indication, trainmen will push button marked "Stop".

When fixed signal cannot be cleared, train will be governed by Rule 663; Form C card, when used, must be authorized by signalman at Stanley.

When means of communication fail and should no cause for detaining train be known train will, after an understanding between the conductor and engineman and after providing protection against trains on the New York Central Railroad, pass the stop signal and proceed over the crossing.

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

2407. At Wallington, when the fixed signal at the crossing displays a proceed indication, trains may proceed without stopping at the New York Central Railroad crossing. Trains must not exceed a speed of ten (10) miles per hour over the crossing.

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

2408. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Walnut	All switches between home signals
5th Ave., Wmsport	Switch leading from passenger terminal track to main track

2409. Signalmen in charge of main track hand-operated switches when block station is open:

Rules 33a and 104a will apply, except at Cowley.

Location	Switches
Drury	Crossover between No. 1 and No. 2 tracks 909 feet west of Drury; crossover between No. 2 track and No. 1 yard track 588 feet west of Drury; crossover between east yard lead and west yard lead 337 feet west of Drury; crossover between No. 1 track and No. 2 track 663 feet east of Drury, and crossover between No. 2 track and east yard lead 282 feet east of Drury
Drocton	From east yard to No. 2 track 167 feet west of Drocton; from No. 2 track to Farwell siding 55 feet west of Drocton; crossover between Farwell siding and No. 1 track 412 feet east of Drocton, and from No. 2 track to west yard 243 feet east of Drocton
Trout Run	East end of siding
Leolyn	East end of siding
Cowley	West end of siding
Dense	East end of siding Switch out of service when block station closed
Sned	East end of siding and east leg of Sned wye
Fassett	East end of siding
Kendall	From main track to pull out track 102 feet east of Kendall, from pull out track to pull in track 51 feet west of Kendall

Hand-Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled By
Drury	No. 2 Main to Yard	Drury
Drury	No. 2 Main to No. 1 Main	Drury
Drocton	No. 2 Main to Yard	Drocton
Drocton	Yard to No. 2 Main	Drocton
Linden	No. 2 Main to Coal Wharf	Linden
Newberry Yard	West End No. 8 Track to Main	Newberry
Newberry Yard	East End No. 8 Track to Main	Newberry
Rose St. Siding Williamsport	West End Rose St. Siding to Main	Newberry
Kase	No. 2 Track from Wilkes-Barre Div'n.	Kase
Sunbury	W.-Barre Divn. Crossing Wmsport Divn.	SF
Elmira Branch W. of Nby.	Lundy Lumber Co. to Main 2 Switches	Newberry
Elmira Branch W. of Nby.	Public Del'y to Main	Newberry
Elmira Branch Trout Run	West End Lumber Siding to Main	Trout Run

Location	Switch	Controlled By
Elmira Branch Cowley	West End Cowley Siding to Main	Cowley
Elmira Branch Stanley	Crossover Main Track To I Track	Stanley

The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch
L. V. Jct.	Trailing crossover from No. 1 to No. 2 tracks
	Trailing crossover from No. 2 track to yard and secondary track
Selinsgrove Junction	Trailing crossover from No. 1 to No. 2 tracks
	Facing switch from No. 1 track to Lewis-town Branch

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

2412. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Leolyn	Main	Siding to Main	
Lock Haven—east end Lock Haven eastward siding	No. 1 Track	Siding to No. 1 Track	
Molly—east of—2136 feet east of M.P. 282	No. 2 Track	From yard track to No. 2 track	
Stoney—West end Stoney siding	No. 2 Track	Siding to No. 2 track	1

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

2413. When a train stops on siding for any cause conductor or engineman 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.

2414. At Lock Haven when other conditions permit signalmen will arrange to display Rule 292, Fig. A, on eastward home signals on No. 1 main track to all trains making station stop, except when station platform will not accommodate such trains.

Eastward trains making station stop west of home signal, when ready to proceed, will operate the push button, located in box on telephone pole, east of baggage room to indicate to the signalman in Lock Haven Block Station that train is ready to proceed. The signalman will, when other conditions permit, display the proper home signal in the proceed indication.

Westward shifting movements, which involve fouling Hanna Street must not be made until verbal permission of the signalman has been obtained to do so, and then only after it is known that the flasher signals have been operating for at least thirty (30) seconds.

2415. Main track switches at Selinsgrove Jct., and L. V. Jct., 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 these switches are open, trains using them are relieved from observing Rule 99. A train receiving Stop-and-proceed indication at first signal east or west of these switches, must expect to find a train using the switches without flag protection.

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at:
 Lock Haven (Bald Eagle Branch)
 Williamsport
 Bellefonte—(Montandon Secondary Track)
 Canandaigua
 Newark
 Sodus Point
 Stanley
 Penn Yan
 Watkins Glen
 Southport
 Sned
 Troy
 Canton
 Leolyn
 Ralston

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	Pine Street Sunbury	Horn

2419. When cars are placed on yard tracks, and for any reason proper clearance cannot be given, such obstruction must be protected by train crew placing cars on the track, until Yard Master has been informed, and advises that he (Yard Master) will protect them. In addition to this, switch leading from ladder must be kept set for track occupied by cars 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.

2421. Engines moving on circle track, Northumberland, must not exceed a speed of 10 miles per hour.

2422. Standing trains obstructing Hepburn Street Crossing, Williamsport, must station a trainman at the crossing to cut the train in the event the City Fire Department desires to cross the tracks.

2423. Westward freight trains will report to the Superintendent at Williamsport, from Yard Masters Office, at Enola, Harrisburg or Marysville for instructions and orders before leaving.

2424. All trains must approach and proceed through Beaver Dam and Paddy Mountain tunnels prepared to stop short of any obstruction.

2425. Between the home signal 360 feet west of Sunbury Passenger Station, and Junction of Shamokin Branch on No. 2 track, and between home signal at Horn and Sunbury Passenger Station on No. 1 track, movements will be protected by signals under control of signalman at Kase. After permission has been given for movement, the signalman at Kase, must not permit any other engine or train to pass home signal on the track or tracks on which switching movement is being made until after switching movement is completed.

2426. Between home signal, located on foot bridge, and Drury, on No. 2 track, and between home signal at Drury and crossover east of Renovo Passenger Station on No. 1 track switching movement will be protected by signals under control of signalman at Drury. After permission has been given for switching movement, the signalman at Drury, must not permit any other engine or train to pass home signal on the track or tracks on which switching movement is being made until after switching movement is completed.

Non-interlocked Railroad Crossings At Grade

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Phelps Junction	Sema- phore Sig- nals	Normal "Stop" for P. R. R. Trains	Be Governed by Special Instruction No. 2406	
Wallington	Position Light Sig- nals	Normal "Clear" for P. R. R. Trains	Be Governed by Special Instruction No. 2407	

2428. At Williamsport push buttons connected with home signal, east of Fifth Avenue and with signal west of Seventh Avenue are located in telephone boxes on the base of these signals. When movements governed by fixed signals are to be made over the hand operated switches at these points in their reverse position, the push button must be operated to get proper signal indication and after receiving proper signal indication and movement is started, push button must be held until the leading end of the movement has passed the signal.

2429. Special Instructions governing movement of trains and the use of track between Lock Haven Interlocking and Middle-Williamsport Division Board, located 55 feet west of Mile Post 52, appear in Special Instructions Middle Division Time-Table.

2430. At Elmira a green light or green banner displayed toward Pennsylvania Railroad movements at the Lehigh Valley Railroad crossing will be an indication for Pennsylvania Railroad movements to proceed over the crossing.

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

Normal position of crossing signal will be for Pennsylvania Railroad movements to proceed.

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

2431. At Rockville, when letter B, illuminated, is displayed on standard located 1500 feet west of Block Station on north side of tracks, freight trains will take siding at Bridge. When letter F, illuminated, is displayed, freight trains will take siding at Fort. Before entering either siding member of crew should attempt to communicate with the signalman at Rockville or Fidler.

2432. When cutting train on Linden Siding at public road crossing 544 feet west of Nisbet Station, no portion of the train must be left standing within ten car-lengths of the crossing.

2433. Trains dropping or picking up "Swing" brakeman at Fassett will reduce speed to (10) miles per hour for that purpose.

2434. Permission for westward trains to use No. 1 thoroughfare track, Northumberland, will be given by sign displayed in window at Kase; by message or verbal permission from the yard master.

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

2435. Permission for eastward trains to use No. 2 thoroughfare track, Northumberland, will be given by sign displayed in window at Montandon; by message or by verbal permission from the yard master.

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

2436. Permission for westward trains to use thoroughfare track, Renovo, will be given at Drocton by message or by sign displayed in window at Drocton or by verbal permission from the yard master.

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

Automatic Highway Crossing Signals

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Millersburg	Moore Street
Sunbury	Spruce Street
Canton	Troy Street
Horseheads	Broad Street
Horseheads	Franklin Street
Montour Falls	South Street
Montour Falls	Main Street
Penn Yan	Seneca Street
Penn Yan	Elm Street
Hall	Highway crossing east of station
Seneca Castle	Highway crossing at station

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

2451. In order to insure proper operation of highway crossing signals at Franklin Street, Horseheads, westward trains making shifting movements to siding at Franklin Street must stop far enough east of Broad Street so that after work is completed and engine again couples to train, the entire train will be at least 300 feet east of Broad Street before again proceeding westward. Web of rails 300 feet east of Broad Street will be marked with yellow paint.

2452. Automatic highway crossing short arm gates and flasher light signal located at Seneca, Elm and Clinton Streets, Penn Yan. Between the hours of 12.01 P. M. and 8.01 P. M., daily except Sunday, gates and flasher lights at these crossings will be operated manually from Penn Yan passenger station while shifting movements are being made.

When an eastward train stops at passenger station and does not obstruct Elm Street, trainman must push the button marked "UP" which will raise the gates and stop flasher lights at Elm and Seneca Streets. When train is ready to proceed east, trainman must push the button marked "DOWN". Push buttons are located on northeast corner of passenger station.

When an eastward train stops at water station, trainman must push the button marked "UP" which will raise the gates and stop the flasher lights at Elm and Seneca Streets. When train is ready to proceed east, trainman must push the button marked "DOWN." Push buttons are located in box marked "PB", 35 feet east of water station on north side of main track.

When shifting movements are to be made over Clinton Street and as soon as such movements are completed, employee manually operating crossing protection from Penn Yan passenger station must be notified. Telephone is located on south side of main track east of Clinton Street.

Westward trains performing work at Penn Yan must stop a sufficient distance east of the approach circuit for flashing light signals, so that after work is completed and engine coupled to train, the entire train will be east of the circuit. The east end of this circuit is indicated by a white post with reflector buttons, 1878 feet west of mile post 39.

2453. Automatic highway crossing short arm gates and flashing light signals protecting 4th and 8th Streets, Watertown, in service.

Short arm gates and flashing light signals operate for train movements on all sidings.

Watson siding, 8th Street
Hefty Milling Co. siding, 8th Street
Freight house siding, 4th Street

Shifting movements over Fourth Street and Eighth Street must approach these crossings prepared to stop and may move over the crossings only after gates are in position to protect highway traffic.

Any part of a shifting movement on track circuits extending 70 feet in both directions from these crossings will cause movement of the gates to protect highway traffic.

When eastward trains stop for water or work, cars of the train must stand on the track circuit marked by yellow posts, extending 400 feet in both directions from the water plug. After work is completed and engine coupled to train the entire train must be west of the yellow post located 400 feet east of the water plug.

2454. Cars must not be left standing on the track circuit portion of the following tracks:

Track	Street or Highway	Location
Station Track	Henderson Street	Lock Haven
Post Siding	Walnut Street	Lock Haven
Newberry Siding	Poplar and Diamond Sts.	Newberry
No. 7 Yard Track	Poplar and Diamond Sts.	Newberry
Rose St. Siding	Grier Street	Williamsport
Industrial	Grier Street	Williamsport
Clinton Siding	Thomas Avenue	Montgomery
Watson Siding	4th and 8th Streets	Watson town
Passing Siding	Chemung Street	Horseheads
Watkins Glen Siding	4th Street	Watkins Glen
Siding	N. Y. Route 14A	Hall

End of track circuits at above locations are designated by yellow strip, about 10 inches wide, painted on the outside of the head, web and base of both rails.

NOTE—To insure proper operation of the automatic highway crossing signals protecting the several street crossings in Milton, freight trains moving east on No. 1 track having work at Milton, stop must be made far enough west of relay case located 550 feet west of the east end of Fair Siding so that after the work is completed and engine again couples to train, the entire train will be west of this relay case.

Protection For Public Highway Crossing At Grade

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
All	Main and Market Streets	Lykens
Laurelton Lead	State Highway—Route 45	Laurelton
Secondary Track	9th Street—Route 404	Lewisburg
Secondary Track	State Highway—Route 15	McEwensville
Secondary Track	State Highway—Route 54	Turbotville
Secondary Track	State Highway—Route 54	Ottawa—East of
Secondary Track	State Highway—Route 42	Eyersgrove Jct.—East of
Secondary Track	State Highway—Route 339	Light Street
All	LaSalle and Mulberry Streets	Berwick
D. L. & W. Interchange	King Street	Northumberland
Canal Track	All Crossings	Milton
West Leg Wye	Henderson & Walnut Sts.	Lock Haven
Tannery Lead	State Highway—Route 120	North Bend
Gas Co.	State Highway—Route 120	Drocton—East of

Track	Crossing	Location
Brick Co.	State Highway—Route 120	Drurys Run
Brick Co.	State Highway—Route 144	Drurys Run
Canal & Lumber	All public crossings	Williamsport
Industrial	Oliver, Rose and Cemetery Streets	Williamsport
Hill	Just east of Milk Station	Cowley
Brick Works	Main Street	Horseheads
Salt Co.	Fourth Street	Watkins Glen
Bloomer Bros.	Siegrist Street	Newark
Reed Company's	Ford Street	Newark
Newark-Marion	Main Street	Newark
All	Palmyra and Buffalo Streets	Marion

2457. At Henderson Street, Lock Haven, when movements are to be made on station siding which will obstruct this crossing, observation must be made to determine if lights are flashing when circuit is fouled. If lights do not operate, trainmen must push the button located in box marked "PB" on relay housing west of crossing, and hold push button as long as crossing is obstructed, observing that flasher lights are operating properly.

No movement may be made over this crossing by train on station siding unless protection is provided as above described, or as required by Rule 103a.

MOVEMENT BY TRAIN ORDERS

2501. A Train-order signal displayed in front of or on the corner of Kase Block Station next to Williamsport Division tracks, indicates orders for Williamsport Division trains; on back of or on the corner of this block station next to Wilkes-Barre Division tracks, indicate orders for Wilkes-Barre Division trains.

2502. A Train-order signal displayed in front of Lock Haven Block Station indicates there are orders for Williamsport Division trains or for eastward trains moving from the Bald Eagle Branch to the Williamsport Division. A Train-order signal displayed on the southeast corner of the block station indicates orders for westward trains moving from the Williamsport Division to the Bald Eagle Branch.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★2601. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	Rockville	Kase
	No. 1 and No. 3	Kase	Northumberland
	No. 1 and No. 2	Northumberland	Molly
	No. 1 and No. 3	Molly	Montandon
	No. 1 and No. 2	Montandon	Allens
	No. 1 and No. 2	Linden	Drury
	Single	Allens	Walnut
Elmira Branch	Single	Newberry	Southport Jet.
	Single	HO	Lake

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★2602. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	No. 2	Molly	Montandon
	Single	West End Newberry Sdg.	Linden

★2603. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

Distant Switch Indicators in Service

Station	Indication Displayed for Movements	Distance in Feet From Switch Protected	Switch Protected by This Signal
Lock Haven	Westward on No. 1 track	7535	East End Lock Haven Eastward Siding
Port	Westward	5500	East End Port Siding
Rock	Eastward	6875	West End Rock Siding
Stark	Eastward	6490	West End Stark Siding

Distant Switch Indicator

Note: Y-Yellow; G-Green



Indication—Switch open.
Name—Caution Indicator.



Indication—Switch closed.
Name—Clear Indicator.

Take Siding Indicators in Service

Main Line—Eastward

Location	Indication
Signal 1280	Take Fidler Westward Siding
Fidler	Take Paxton Siding



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

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

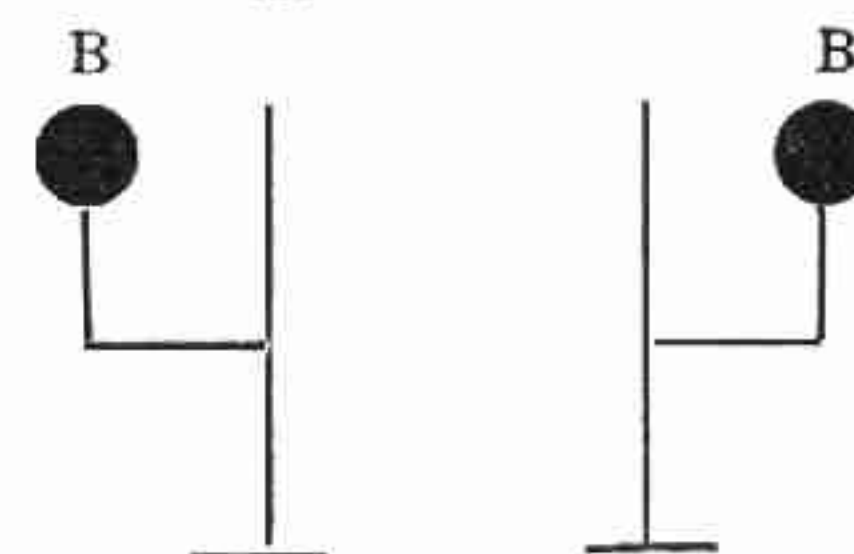
When Take-Siding-Indicator is displayed on signal 1280, trains, other than passenger trains, will take siding at West End Fidler Westward Siding without further permission.

Signal Mast Bracket Marker

Elmira Branch

In Service:

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



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

Note—

B—INDICATES BLUE

MANUAL BLOCK SYSTEM

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Main Line	Single	Allens	7th Ave., Wmsport
Elmira Branch	Single	Newberry	Southport Jct.
	Single	HO	Lake
Sodus Bay Branch	Single	Stanley	Point
Montandon	Secondary	Montandon	Font

2803. Rule 317 will apply:

On single track portion of the Division except between Newberry and Linden.

On Secondary Track between points listed under Special Instruction 2801.

For Movement Against Current of Traffic.

Main Line—Between Rockville and Drury.

2804. 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 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.

2805. The eastward block signal at 5th Avenue and the westward block signal at Walnut when displaying aspect Rule 285, Fig. A or Aspect Rule 281, Fig. A will indicate clear block and will also act as a distant signal to the next home signal.

2806. Between Walnut and Newberry Interlocking, signal aspects will supersede Time-Table superiority.

2807. The eastward block signal at WG, when displaying Aspect Rule 285, Fig. A or Aspect Rule 282, Fig. A will indicate clear block and will also act as a distant signal to the eastward home signal at Allens.

2808. The block signal located 250 feet west of Allens governing westward movements between that point and the signal east of WG, when displaying Aspect Rule 285, Fig. A or Aspect Rule 281, Fig. A will indicate clear block and will also act as a distant signal to the westward block signal at WG.

2811. Westward home signal, 371 feet east of Fassett, and eastward home signal 50 feet west of switch at Nypen when displaying Aspect Rule 285, Fig. A or Aspect Rule 281, Fig. A will indicate clear block and will also act as distant signal to next home signal in advance.

2812. When a passenger train cuts off cars on main track and proceeds with markers, the conductor, before proceeding, must notify the signalman at the next block station in advance, that his train will pass the block station

with markers displayed, but that he has left cars on the main track and block is not clear. Block will be considered occupied until reported clear by proper authority.

2813. When a train clears the block on No. 2 track between Kase and Northumberland yard, they are relieved from reporting clear to the signalman.

2815. Eastward trains clearing main track at Nypen must report clear.

2816. Eastward freight trains required to report clear at Port will continue to Pine Valley and report clear at that point instead of at Port.

2817. East end of block No. 2 track at Molly indicated by sign located on signal bridge.

2818. Eastward trains from Elmira Branch, will report clear to signalman at Newberry promptly upon arrival at Williamsport, unless otherwise instructed.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

	Track	Between	And
Main Line	No. 1 track	Fixed signal 20 feet west of Drury	Linden
	No. 1 and No. 2	Allens	Rockville
	No. 2	Linden	Home signal 2600 feet west of Drury
	No. 3	Kase	East end North'd yard
	No. 3	Molly	Montandon
	Single	7th Ave. Wmspt.	Linden
Linden Branch	No. 1 and No. 2	Allens	Linden

For Movements Against Current of Traffic

	Track	Between	And
Main Line	No. 2	Molly	Montandon

2902. In Automatic Block System Territory, when lights are out in signals having numbers, Track Cars may proceed at restricted speed, without stopping.

2903. When a train is standing at Renovo passenger station, an engine which is to move, assist or switch such train, will be relieved from observing Rule 503 at Westward Home Signal at Drury, and at Signal 1954 on No. 1 track, east of Renovo Station.

2904. When a train or engine clears the westward passenger track at Northumberland, crew of such train or engine is relieved from reporting clear to the signalman unless previously instructed to do so.

2905. Eastward trains clearing main track at west end Newberry Siding are relieved from reporting clear.

Torpedo-Placing Machine

★3005. Torpedo-placing machine located 500 feet east of home signal at Allens governing westward movements on No. 2 track, in service.

Torpedo-placing machine is marked by a sign showing the letter T illuminated when the home signal with which it is connected is in Stop position. The torpedo-placing machine places a torpedo in position to be exploded by a train or engine passing over it when the home signal with which it is connected is in Stop position. Trains or engines approaching a home signal governing movements on a track equipped with torpedo-placing machine must stop clear of the illuminated sign when home signal indicates Stop.

When a train or engine is stopped at the location of the torpedo-placing machine due to the sign showing letter T illuminated, the crew must promptly report to the signalman for instructions.

When the home signal indicates Stop, and a train or engine passes the sign and explodes a torpedo, the train or engine must stop at once and report the occurrence to the signalman.

3006. When shifting movements are made on No. 2 track east of the westward home signal to Allens Interlocking, train or engine must proceed eastward to clear the T sign on the torpedo placing machine and not proceed westward until the westward home signal displays proceed indication.

★3101. SPEEDS
SPEED TABLE

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

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

PASSENGER TRAINS AND FREIGHT TRAINS

	Single Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
MAIN LINE								
BETWEEN:								
	Miles Per Hour							
Rockville and MP 120	...	...	...	...	60	45	60	45
MP 120 and Pine St., Sunbury	...	...	...	...	65	45	65	45
Pine St., Sunbury, and Horn	...	...	...	...	20	20	20	20
Horn and Kase	...	...	...	...	65	45	65	45
Kase and West End Bridge 285.86	...	...	65	45	30	30	65	45
West End Bridge 285.86 and Molly	...	...	...	...	65	45	65	45
Molly and Montandon	...	...	65	45	40	40	65	45
Montandon and Milton	...	...	...	...	65	45	65	45
Through Borough of Milton	...	...	...	...	65	40	65	40
Milton and Allens	...	...	...	...	65	45	65	45
Allens and Penn St., Williamsport ..	65	45	...	...	...	...	...	...
Penn St. and Rose St., Williamsport ..	30	30	...	...	...	...	...	...
Rose St., Williamsport, and Linden ..	65	45	...	...	...	...	...	...
Linden and Lock Haven Block Sta. ..	...	...	...	...	60	45	60	45
Lock Haven Block Station and Bellefonte Ave.	...	...	...	...	30	30	30	30
Bellefonte Ave. and 1000 feet west of MP 222	...	...	...	...	45	45	45	45
1000 feet west of MP 222 and Drocton	...	...	...	...	60	45	60	45
Drocton and Junction Renovo Div. ...	...	...	...	...	60	30	60	30
Elmira Branch								
Between:								
W. 4th St. and Race St., Williamsport	20	20	...	...	...	...	...	...
Race St., Williamsport, and overhead bridge 39.26 east of Penn Yan	50	40	...	...	...	...	...	...
Overhead bridge 39.26 east of Penn Yan and Mile Post 42	40	40	...	...	...	...	...	...
M. P. 42 and Stanley	50	40	...	...	...	...	...	...
Stanley and Lake	40	40	...	...	...	...	...	...
Linden Branch								
Between:								
Allens and Linden	...	...	...	...	30	30	30	30
Sodus Bay Branch								
Between:								
Stanley and Point	30	30	...	...	...	...	...	...

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

Trains of more than 125 cars must not exceed a speed of 35 miles per hour.

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

Location	Direction	Signal No.	M.P.H.
Northumberland	Eastward	Dist. Sig. to Kase	40
Dense	Westward	Dist. Sig. to Dense	25

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

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

Engine and non-weigh cuts of cars must not exceed a speed of eight (8) miles per hour over weigh rails or dead rails of scales in Southport Yard.

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (Phila. Divn.) and Division Post (Renovo Div.)	35	25
Sodus Bay Branch		
Between:		
Stanley and Point	25	20
Elmira Branch		
Between:		
Newberry and Southport Jct.	30	20
HO and Lake	30	20
Montandon Secondary Track		
Between:		
Montandon and Font	25	20
Watson town Secondary Track		
Between:		
Watson town and Berwick	20	15
L. V. Jct. Secondary Track		
Between:		
Lykens and L. V. Jct.	20	20

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Div. Post (Phila. Div.) and Div. Post (Renovo Div.)	30	20	20
Sodus Bay Branch			
Between:			
Stanley and Point	30	20	20
Elmira Branch			
Between:			
Newberry and Southport Jct.	30	20	20
HO and Lake	30	20	20
Montandon Secondary Track			
Between:			
Montandon and Font	30	20	20
Watson town Secondary Track			
Between:			
Watson town and Berwick	20	20	20
L. V. Jct. Secondary Track			
Between:			
Lykens and L. V. Jct.	20	20	20

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

VARIOUS

MAIN LINE

	Miles per Hour
Circus Trains	45
Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Supplemental Instruction to Operating, Signal and Interlocking Rules, 4155A.	
—on straight track	30
—on curves	20
Snow Plows in service	25
Snow Flangers in service	20
Passing station platforms and trains on adjacent tracks	5
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
NOTE—Snow Plows or Flangers must stop before meeting or passing a passenger train on adjacent track.	
Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains	50
—Freight Trains	40
Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type	65
NOTE—For purposes of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been so advised.	
Passenger train assisted by an engine on rear and air brake controlled by leading engine	20
Pushing Cars—Passenger trains	20
—Freight trains	20
Track Cars—unless otherwise restricted	20
—when hauling track cars or trailers ..	15
—hand cars operated under Rule 80	10
—through crossovers and turnouts, and over highways and railroad crossings ..	5

Cars Carrying Major Calibre Gun Barrels

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

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Main Line Between: Rockville and Renovo	30	Prohibited
Elmira Branch Between: Newberry and Lake	20	Prohibited
Sodus Bay Branch Between: Stanley and Point	10	Prohibited
Montandon Secondary Track Between: Montandon and Font	10	Prohibited
Watson town Secondary Track Between: Watson town and Berwick	10	Prohibited

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

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

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

ENTIRE DIVISION

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
East end Lock Haven Eastward Siding	Facing	50
	Trailing—Springing switch through turnout	15
	Trailing—Not Springing switch	60
Molly—East of:	Facing	50
	Trailing—Springing switch through turnout	15
	Trailing—Not Springing switch	65
Stoney—West end Siding	Facing	15
	Trailing—Springing switch through turnout	15
	Trailing—Not Springing switch	60
Leolyn—West end Siding	Facing	50
	Trailing—Springing switch through turnout	15
	Trailing—Not Springing switch	50
Non-Interlocked turnouts—diverging movements, except class HH-1, I, J, K, M1, Q and T engines over No. 8 crossovers and turnouts		10

Class HH-1, I, J, K, M1, Q and T engines through No. 8 crossovers or turnouts must not exceed speed indicated

Miles per Hour	
Forward	Backward
10	5

This will apply to all hand operated crossovers and turnouts.

No. 8 Crossover and turnout switches located as follows:

MAIN LINE

Williamsport

Crossover from main track to No. 11 yard track at Walnut St.

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

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

Crossover from main track to Terminal track at west end of platform.

Lock Haven

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

ELMIRA BRANCH

Troy

Switch leading from main track to west end Dense siding.

Southport

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

Port

Switch at east end of siding.

Watkins Glen

Switch at east end of siding.

Crossover to siding.

Switch at west end of siding.

Penn Yan

All turnout switches.

Stanley

Crossover to "I" track.

Switch to Sodus Bay Branch.

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

SODUS BAY BRANCH

Stanley

Switch at Junction with Elmira Branch.

Seneca Castle

All turnout switches.

Newark

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

Crossover at Newark yard office.

Wallington

All turnout switches.

Sodus Point

Switch at east end of engine storage track.

Switch leading to yard east of water tank.

Switch to engine house.

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

CURVES, BRIDGES, ETC.

MAIN LINE	Miles per Hour
Second curve west of M.P. 92	55
Third curve west of M.P. 92	45
First curve west of M.P. 101	55
Curve at Halifax Station	50
Curve at M.P. 111	45
Curve at M.P. 112	55
First curve east of M.P. 133	60
First curve west of M.P. 133	45
Second curve east of M.P. 135	55
First curve east of M.P. 135	45
Curve at M.P. 136	55
Curve at M.P. 137	55
First curve west of M.P. 137	60
Curve at Kase—Nos. 2 and 3 tracks	30
Curve at Kase No. 1 track	45
Curve at M.P. 286	45
Curve at Northumberland station No. 1 track	50
Curves between M.P. 271 and M.P. 273	55
First curve west of M.P. 266	45
Curve at Reading Crossing (OG) East of Montgomery	15
Second curve west of M.P. 255	55
First and second curves east of M.P. 252	45
Curve at M.P. 252	50
First curve west of Allens	40
Curve at Reading Crossing (WG) West of Allens	25
Over Reading Crossing (WG)	15
Curve at M.P. 243	50
First curve west of Bridge 242.86	30
Curve at Linden Interlocking No. 2 track	30
First curve east of M.P. 229	45
Second and third curves west of M.P. 221	50
First curve west of M.P. 220	50
First and second curves east of M.P. 218	45
Second curve west of M.P. 218, No. 1 track	55
On and between first and second curves west of Glen Union	40
Second curve west of M.P. 207	45
First curve west of M.P. 204	55
First curve east of M.P. 196 No. 2 track	50
All curves Renovo to Junction Renovo Div.	45
L. V. Junction-Secondary Track	
L. V. Junction to Bridge 0.15	10
Watson town-Secondary Track	
Curve at M.P. 0	15
Curve between M.P. 1 and M.P. 2	15
First Curve east of M.P. 3	15
Bridge 4.19	25
First Curve east of M.P. 5	15
First Curve east of M.P. 6	15
Bridge 14.17	25
All Curves between M.P. 18 and Eversgrove Jct.	15
Montandon Secondary Track	
Curve at Montandon	15
Curve west of Bridge 1.08	15
Between Home Signals UR interlocking	20
Curves between M.P. 21 and M.P. 26	20
Curves between M.P. 30 and M.P. 37	25
Curves between M.P. 41 and M.P. 46	25
Curves between M.P. 55 and M.P. 59	25
Curves between M.P. 64 and M.P. 67	20
All other curves	30

MAIN LINE		Miles per Hour
Elmira Branch		
Between:		
Williamsport and Southport Jet.		
First curve west of Race St.		35
From ½ mile west of M.P. 1 to M.P. 2		30
First two curves west of M.P. 2		45
Curve at M.P. 9		35
All other curves between M.P. 5 and M.P. 12		40
First curve west of M.P. 20		40
Curve at M.P. 21		40
First curve west of M.P. 24		35
All other curves between Ralston and Roaring Branch		45
First curve west of M.P. 29		30
Curve at M.P. 31		30
All other curves between Roaring Branch and east end of Leolyn Siding		35
All curves between M.P. 37 and M.P. 41		45
All curves between M.P. 41 and M.P. 44		40
All curves from M.P. 46 to and including the curve at M.P. 53		35
Curve ½ mile west of M.P. 53		40
Curve at M.P. 54		25
Curve at M.P. 55		25
Curve ½ mile west of M.P. 55		25
All curves from M.P. 58 to Kendall		40
All curves Kendall to Shannon		30
Curve at LaFrance Street, Southport		15
Elmira Branch		
Between:		
HO and Lake		
All curves from the first curve east of M.P. 8 to M.P. 14		35
Curve at M.P. 17		20
Curve at Watkins Glen		20
Second curve east of M.P. 18		40
From third curve east of M.P. 25 to Glenora		40
All curves from M.P. 59 to M.P. 62		30
Sodus Bay Branch		
Stanley, curve at junction with Elmira Branch		15

3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward—Light	Forward—with train
A	15	15	..
B and C	20	20	..
D	40	65	65
E and G	25	50	65
H	25	40	45
I	25	30	45
J	25	45	45
K	25	50	65
L	25	40	45
M	25	50	65
N	25	45	45
Q and S	25	40	65
T	25	50	65
Rail Motor Cars	60	60	60

Class Diesel Engines	Miles per Hour	
	Forward—Light	Forward—with train
Road		
AP-3	40	65
BP-1 Psgr. Ser. .	40	65
BP-1 Frt. Ser. . .	40	45
FP-3	40	45
AF-4	40	45
BF-4	40	45
BP-3	40	65
EP-3	40	65
EF-3	40	45
FF-3	40	45
Yard		
AS-6	20	20
AS-10	40	40
BS-6	40	40
BS-10	40	40
ES-6	40	40
ES-10	40	40

NOTE—

Road Diesel Engines

The first letter indicates the builder; i.e., "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks, Morse & Company.

The second letter indicates the service to which normally assigned; i.e., "P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine. The "BP-1" is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

Yard Diesel Engines

The first letter indicates the same as for Road Diesel Engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting Service.

"6"—600 or 660 horsepower.

3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
Watson town	Watson town	Eyersgrove Junction	30
Watson town	Eyersgrove Junction	Berwick	20
Montandon	Montandon	Font	30
L. V. Junction	L. V. Junction	Lykens	20

★3107. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	B	C	E	G, AP-3, BP-3, EP-3, FP-3	H	H-8-9-10, AF-4, BF-4, EF-4, FF-3	I	K, BP-1	L	M	T
LOCK HAVEN											
West Leg wye to B. E. Beh.					B-5	B-5	B-5	B-5	B-5	X	X
Canal Siding		X	X	X		X	X	X	X	X	X
M. L. Claster Coal Yard		X	X	X		X	X	X	X	X	X
A. H. Rinella			X	X		X	X	X	X	X	X
Lock Haven Auto Co.			X	X		X	X	X	X	X	X
E. End West yard			X	X			X	X	X	X	X
Clinton Wholesale Groc. Co. and M. L. Claster & Son Lbr. Yard						X	X	X	X	X	X
Lock Haven Chair Co.			X	X		X	X	X	X	X	X
North Ann. Refractories Co.		X	X	X		X	X	X	X	X	X
QUEENS RUN											
E. of — (River) Bridge 218.97						30			45	30	
FARRANDSVILLE											
No. 1 Track — Bridge 217.49						30			45	45	
FERNEY											
Cripple car track									X	X	
NORTH BEND											
Tannery Lead	X	X	X	X	X	X	X	X	X	X	
Armour Leather Co.											
E. of — No. 1 Track Bridge 198.92											55
RENOVO											
Renovo Gas and Elec. Co.		X	X	X			X	X	X	X	X
L V JCT. TO LYKENS							X			X	X
L V Junc. Storage and stock yard								X	X		
W. A. Hemminger		X	X	X		X		X	X		
Atlantic Ref. Co.								X	X		
ELIZABETHVILLE											
P. W. Raker, C. T. Romberger		X	X	X				X	X		
P. E. Bingaman & Sons	X	X	X	X	X	X		X	X		
MONTANDON							X			X	X
Secondary tracks											X
LEWISBURG											
C. Driesbach Sons								X	X		
Deitrich & Gamble								X	X		
Kunkle & Comstock	X	X	X	X	X	X		X	X		
Creasy Lumber Co.								X	X		
Brook Park Siding								X			
VICKSBURG											
Station track								X	X		
W. of M. P. 7, Bridge 7.21					30	30		30	20		
MIFFLINBURG											
Pub. Delivery Tr.				R				X	X		
Farmers Exchange				R				X	X		
Mifflinburg Body Co., all tracks		R						X	X		
Dairyman's League								X	X		
SWENGEL											
Public Delivery								X			
MILLMONT											
Millmont Box Co.								X	X		
LAURELTON LEAD											
COBURN											
Pub. Delivery Tr.								X	X		
West of — Lumber Siding								X			
RISING SPRINGS											
Spring Mills Milling Co.								X	X		
CENTRE HALL											
Centre Hall Mills From 12 Car Lengths West of East End to West End	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks
	B	C	E	G, AP-3, BP-3, EP-3, FP-3	H	H-8-9-10, AF-4, BF-4, EF-4, FF-3	I	K, BP-1	L	M	T
LINDEN HALL											
W. of M. P. 54, Bridge 54.69					30	30		30	20		
W. of M. P. 55, Bridge 55.19					30	30		30	20		
OAK HALL											
Public Delivery								X	X		
W. of — W. of M. P. 57, Bridge 57.09					30	30		30	20		
LEMONT											
E. C. Ross		R		R				X	X		
ROCKVIEW											
Public Delivery								X	X		
WHITE ROCK											
White Rock Quarries								X	X		
PLEASANT GAP											
Public Delivery								X	X		
AXEMANN											
Central Penna. Gas Co.								X	X		
Public Delivery								X	X		
WATS'N TO BERWICK											
1000 feet east of connection with main line, Wats'n to Berwick							X	X		X	X
All turnouts from secondary track to A. C. & F. yard tracks							X	X	X	X	X
TURBOTVILLE											
J. H. Rishel & Co.									X		
OTTAWA											
D. R. Rishel & Co.									X		
Linden Branch											
SOUTH W'NSPORT											
Delvan Block Co.									X	X	X
Brick Yard Siding									X	X	X
Public Delivery									X	X	X
Ray-O-Vac									X	X	X
J. H. Foresman	X	X	X	X	X	X	X	X	X	X	X
Keystone Furniture							X	X	X	X	X
Keystone Friction Hinge		X	X	X			X	X	X	X	X
Linden Coal Dock							X	X	X	X	X
Bald Eagle Branch											
LOCK HAVEN											
Penn. Woven Wire Co.		X	X	X		X	X	X	X	X	X
Hoherman Coal and Junk Yard			X	X		X	X	X	X	X	X
J. D. Bowe			X	X		X	X	X	X	X	X
American Aniline Prod. Co.			X	X		X	X	X	X	X	X
N. Y. & Penna. Paper Co.		X	X	X			X	X	X	X	X
Castanea Paper Co.		X	X	X			X	X	X	X	X
Elmira Branch											
Main Tracks Newberry to Southport Jet.											X
Main track HO to Stanley											X
Main track Stanley to Canandaigua											X
WILLIAMSPORT											
Lundy Lumber Co.		X	X	X			X	X	X	X	X
NEWBERRY											
W. of — W. of M. P. 2, Bridge 2.09							35			45	
W. of M. P. 2, Bridge 2.64							25			40	
W. of M. P. 3, Bridge 3.84							30			45	
W. of M. P. 5, Bridge 5.21							40				

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks	
	B	C	E	G, AP-3, BP-3, EP-3, FP-3	H	H-8-9-10, AF-4, BF-4, EF-4, FF-3	I	K, BP-1	L	M		T
COGAN E. of—W. of M. P. 6, Bridge 6.23 W. of M. P. 6, Bridge 6:56							30 35			45 45		
TROUT RUN E. of—W. of M. P. 10, Bridge 10.13 W. of—W. of M. P. 13, Bridge 13.91 W. of M. P. 15, Bridge 15.09 W. of M. P. 15, Bridge 15.60 W. of M. P. 17, Bridge 17.60							40 30 30 30 30			45 45 35 45		
BODINE W. of W. of M. P. 18, Bridge 18.91							25			35		
BERGAN W. of—W. of M. P. 20, Bridge 20.23 W. of M. P. 20, Bridge 20.81 W. of M. P. 21, Bridge 21.21							35 30 30			45 40		
RALSTON E. of—W. of M. P. 22, Bridge 22.64 W. of M. P. 23, Bridge 23.02 W. of—W. of M. P. 23, Bridge 23.43							30 30 35			40 40		
GROVER W. of—W. of M. P. 35, Bridge 35.89							35			35		
CANTON W. of M. P. 38, Bridge 38.33 Belmar Mfg. Co. Krise and Swaze Box to Trestle						X	25 X	X	X	35 X X		
COWLEY Granville Mercantile Co. (Trestle Portion Only) Sheffield Farms	X	X	X	X	X	X	X	X	X	X X		X
TROY TO SNED Borden Milk Co. Tres- tle W. of—W. of M. P. 53, Bridge 53.54 Sned wye track	X	X	X	X	X	X	X 35 5	X	X	X 35 5 X		X
FASSETT W. of—W. of M. P. 72, Bridge 72.68 W. of M. P. 73, Bridge 73.69 W. of M. P. 73, Bridge 73.94							30 30 20			35 45 30		
SOUTHPORT West end tracks 6, 7, 8, 9, 10, 12 Oil House Track							X	X		X X		
HORSEHEADS E. of—Bridge 0.59 Dean & Lee Trestle on L. V. R. R. Consolidated Brick Co.		R X	X X	X X	X X		25 R X X	R X X	R X	25 R X X		R X R
PINE VALLEY W. of—Bridge 5.99							35			40		
MILLPORT E. of—Bridge 7.09							20			20		

LOCATION	CLASS OF ENGINES										Engines With Tender Capacity of Over 15,000 Gallons With 6-Wheel Trucks	
	B	C	E	G, AP-3, BP-3, EP-3, FP-3	H 6	H-8-9-10, AF-4, BF-4, EF-4, FF-3	I	K, BP-1	L	M		T
WATKINS GLEN												
E. of—Bridge 16.02							40					
Sinclair Oil Co.							X	X	X	X		
Wye Tracks							X	X				
W. of—Bridge 17.73							40					
Watkins Salt Co.							X	X	X	X		
Short Dump							X	X				
W. of—Bridge 19.17							40					
W. of—Bridge 21.82							20				35	
W. of—Bridge 22.09							20				35	
ROCK STREAM												
W. of—Bridge 24.56							20		20	20		
W. of—Bridge 24.71							20			20		
W. of—Bridge 25.05							20		20	20		
HIMROD												
H. W. Hall			X	X			X	X	X	X		
W. of—Bridge 32.35							40			25		
PENN YAN												
West siding							R	R		R		
Fiero & Monin		X	X	X			X	X	X	X		X
J. D. Moore Coal Co.	X	X	X	X	X	X	X	X	X	X		X
BELLONA												
Public Delivery							X	X	X	X		
Libby, McNeil & Libby							X	X		X		X
STANLEY												
L V R R Wye track							X			X		
W. of—Bridge 53.42							15			20		
W. of—Bridge 59.97							30					
CANANDAIGUA												
Lake Branch			X	X			X	X	X	X		
Sodus Bay Br.												
Main Track											X	
PHELPS JUNCTION												
Wye to N. Y. C.							X	X		X		
NEWARK												
N. Y. State School		X					X	X	X	X		X
Newark Coal Co.							X	X	X	X		
Bloomer Bros. Paper Mill												
Track		X					X	X	X	X		X
Read Mfg. Co.							X	X		X		
Pub. Delivery Tr.							X	X				
W. of—Bridge 16.83							20					
W. of—Bridge 16.95							20					
SODUS POINT												
Coal pier tracks		X										X
NEWARK TO MARION												
Newark Wye	X	X	X			X	5	X	X	X	X	X

NOTE—Unless otherwise directed by the superintendent, T-1 engines are restricted on Williamsport Division except between Lock Haven interlocking and Rockville via Williamsport or Linden Branch.

NOTE—The movement of class HH-1, J, N, Q and S engines either dead or in service is prohibited.

3109. Unless adjacent tracks are clear, the following classes of engines must not be operated between the points indicated below:

Class of Engine	Between	And
FF-3	East end of curve at M. P. 221	West end of curve at M. P. 221
FF-3	East end of 2nd curve East of M. P. 218	West end of 2nd curve East of M. P. 218
FF-3	East end of 1st curve East of M. P. 217	West end of 1st curve East of M. P. 217
FF-3	East end of curve at M. P. 210	West end of curve at M. P. 210
FF-3	East end of curve at M. P. 209	West end of curve at M. P. 209
FF-3	East end of curve at M. P. 204	West end of curve at M. P. 204

3115. OTHER EQUIPMENT RESTRICTIONS

MAIN LINE:

DLW and N. Y. C. R. R. Engines

Location	P-Q-R	H	L-1	L-2	L-3-a	J-3-a
285.69—North'd Highway Bridge	50	...	...	...	...	...
218.97—Queens Run River Bridge	...	30	30	30	30	45
217.49—Farrandville No. 1 Track	...	...	30	30	30	45

BRANCHES:

Elmira Branch

N. Y. C. R. R. Engines

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

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

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

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

NOTE—Six axle tenders must not exceed speed of 30 M. P. H. on Bridge 2.64 west of Newberry.

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

Newark to Marion:

Engines larger than H-6, cars with gross weight in excess of 210,000 pounds, or wrecking cranes larger than 100 ton capacity must not be used over bridges.

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

3116. Trains with 250 ton wrecking derrick may be moved under the same restrictions as obtain to M-1 engines, provided that if it is hauled by an engine heavier than the H-10, at least four cars, weighing not more than 160,000 lbs. must separate the wreck derrick from the engine.

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

3125. The minimum number of pressure retaining valves which must be turned to proper position for service on front end of freight trains on descending grades, as shown below:

Elmira Branch:	Loaded Trains
Eastward—Leolyn to Max	30%
Westward—Troy Hill	30%
Sned to Kendall	20%
Millport Hill	20%

Lykens to L. V. Junction:

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

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

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

When weather conditions or the character of 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.

USE OF TELEPHONE

Trainphone:

3501. Trainphone in service:

	Between	And
Main Line	Lock Haven	Rockville
Elmira Branch	Newberry	Kendall

3502. Instructions covering the use of telephone or trainphone in train operation as outlined in card effective February 1, 1949 and posted at telephone locations must be followed.

GENERAL INSTRUCTIONS

Overhead Clearance

★3601. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Main Line

Location	Bridge or Structure	Clearance Ft.	In.
Inglenook	Standard Oil Co.—Rack	10	10
Inglenook	Standard Oil Co. Storage house	15	8
Millersburg			
West of—	Bridge 113.78	19	5
Sunbury	Record Storage Room	19	9
Sunbury	Westinghouse Electric Manufactur- ing Co.—Storage Bldg.	16	2
North'd			
East of—	Bridge 286.25	19	8
	Bridge 285.86	19	8
North'd	Bridge over circle track	18	4
North'd	Engine House	16	0
North'd	Stannert Lumber No. 1	15	7
Milton	Boyardi Steel Main Track	20	0
Milton	Boyardi Steel Bar Mill Track	17	6
Milton	Am'n Home Foods, Dep't M	17	8
Milton	Mfg. Co. Bar Mill	20	0
Milton	Mfg. Co. Mill Bldg.	17	9

Location	Bridge or Structure	Clearance Ft. In.
Milton	Mfg. Co. Overhead Trolley Rail ...	18 4
Milton	Mfg. Co. Loading Platform, Etc. ...	17 8
Milton	A. C. & F. Co. Overhead Crane Run- ways	19 6
Watsonstown	Bridge 270.58	18 6
Watsonstown	Brick Co.	13 6
Watsonstown	Cabinet-Hill Track	15 4
Watsonstown	Cabinet-Lumber Track	16 4
Williamsport	Fulmer Coal Co. Shed	16 2
Williamsport	Trayer Coal Co. Shed	17 2
Williamsport	Engine House	16 7
Newberry	Duling Steel	17 6
Newberry	Armour Leather	18 0
Newberry	Central Beer Co.	17 9
Newberry		
West of—	Bridge 243.79	16 11
Linden	Bridge 242.86	20 7
Jersey Shore		
West of—	Bridge 236.04 Side Track	19 11½
McElhattan		
East of—	Bridge 229.49	18 4
Farrandsville		
East of—	Bridge 218.97	19 7
Renovo	Erecting Shop	17 4
Renovo	Engine House	16 6
Renovo	Lumber Shed	15 4
Renovo	Machine Shop	15 8
Lykens Yard		
Lykens	American Briquette Co. Chute	19 0
Lykens	American Briquette Co. Shed	18 0
Lykens	Old Machine Co.	15 8
Lykens	Wisconisco Breaker Corpn.	12 0
Williamsto'n	Breaker	14 4
Montandon Secondary Track		
Lewisburg	Bridge 1.08	20 0
Lewisburg	Deitrich & Gamble Mill	20 5
Mifflinburg	Farmers Exchange Bldg.	15 7
East of M.P. 32	Paddy Mountain Tunnel	16 4
West of M.P. 35	Beaver Dam Tunnel	15 11
Rising Spr'gs	Bridge 42.87	19 9
Centre Hall	Bradford's Shed	16 2
Lemont	Ross Coal Co.	16 2½
White Rock	Overhead Walk	12 6
White Rock	Stone Quarry Hopper	15 0
White Rock	Loading Apparatus	18 0
Axeman	Coal Tipple	19 2
Watsonstown Secondary Track		
Turbotville	Rishel's Building	15 10
Ottawa	Rishel's Building	15 2
Strawberry Ridge	Mainzers Building	14 7
Canal and Lumber Tracks		
Williamsport		
Canal Branch	Eck's Platform	8 3
Canal Branch	Emery Coal Co. Bldg.	16 4
Canal Branch	Bethlehem Steel Co. Building	19 7
Canal Branch	Reading R. R. Overhead Bridge ...	15 5
Canal Branch	Sweet Steel Co. No. 1 Mill	16 7
Canal Branch	Sweet Steel Co. Bar Plant	18 0
Canal Branch	Rishels	15 11
Canal Branch	Cullers	17 3
Canal Branch	Penn Wire Rope	15 0
Canal Branch	Radiant Steel	17 4
Canal Branch	Darling Valve	16 0
Canal Branch	Reeves Parvin	15 6
Lumber Br'ch	Hermance Machine Co. Bldg.	15 4
Lumber Br'ch	Keeler Co. Bldg.	16 0

Location	Bridge or Structure	Clearance Ft. In.
Lumber Br'ch	Keeler Co. Bldg.	18 2
Lumber Br'ch	Valley Iron Works Bldg.	14 6
Lumber Br'ch	Valley Iron Works Bldg.	16 6
Lumber Br'ch	Chesterfield Furn. Co.	15 11
Lumber Br'ch	Hersch Junk Co.	16 0
Lumber Br'ch	C. A. Reed Co.	15 6
Lumber Br'ch	Spencer Heater	20 1
Elmira Branch		
Williamsport	Engler Coal Co. Bldg.	13 4
Williamsport	Aviation Mfg. Corp. Bldg.	16 5
Williamsport	Machine Co. Bldg.	14 8
Williamsport		
West of—	Bridge No. 2.64	20 8
Williamsport		
West of—	Bridge No. 3.84	20 7
Trout Run		
West of—	Bridge No. 15.09	20 7
Ralston		
East of—	Bridge No. 23.02	20 8
Canton	Jewel Coal Co.	14 2
Canton	Krise Coal Co.	14 3
Cowley	Granville Merc'tile Bldg.	12 10

3602. On account of close clearance, engines and box cars must not be moved under loading tipple on the Stone Crusher Siding, 2 miles east of Dalmatia.

3603. Sunbury: Employees are warned of close side clearance of several signs on buildings and the shelter shed roof on north side of No. 2 track from a point 275 feet east of the east end of the passenger station platform to the standpipe at the west end of the platform.

3604. Employees are warned of close clearance at the following locations in New York State, and must not go on top of box cars; between the engines or on top of other high equipment while movements are being made under these bridges or structures:

ELMIRA AND SODUS BAY BRANCHES

Main Track			
Location	Bridge or Structure	Clearance Ft. In.	
Southport,			
East of—	Bridge No. 73.69	20 8	
East of—	Bridge No. 73.94	21 1½	
Horseheads,			
East of—	DL&W Overhead Bridge No. 0.36 ..	19 1	
Himrod,			
West of—	NYC Overhead Bridge No. 32.60 ..	17 3	
Penn Yan,			
East of—	Overhead Highway Bridge No. 39.26	20 7	
Phelps Jct.,			
East of—	LVRH Overhead Bridge No. 9.49 ..	19 4	
Newark,			
West of—	Bridge No. 16.90	20 11½	
West of—	Bridge No. 18.28	21 1½	
Yard Tracks			
Southport	Enginehouse	17 0	
Southport	Coaling Station	19 2	
Southport	LaValley-McLeod Co.	17 7	
Southport	Cons'd Buick Co. W-End	18 10	
Southport	Cons'd Buick Co. E-End	19 5	
Elmira			
(Erie R. R.)	Eclipse Mach. Co.	16 7	
Elmira			
(Erie R. R.)	Barker, Royce & Kimbal	15 8	

Location	Bridge or Structure	Clearance Ft. In.
Elmira (Erie R. R.)	Thatcher Mfg. Co.	20 2
Can'd'gua	Enginehouse	15 8
Newark, West of—	Bridge No. 2 over NYC Marion Branch	21 3½
Sodus Point	Enginehouse	15 8

NOTE—Account of overhead clearance, employees must not take a position higher than end sill on cars being moved over the Sodus Point Coal Dock by a locomotive.

Sidings

Horseheads, East of—	DL&W Overhead Bridge No. 0.36 ..	19 2¾
M't'r Falls, West of—	Shepard Niles Crane and Hoist Corp., private sidings: No. 4 siding entering Buildings ...	14 10
	No. 3 siding entering Building	17 6
	Overhead Crane	16 9¾
W. Glen, East of—	Watkins Salt Co., private sidings front entering building	19 4¾
	Back track entering building	19 7½
West of—	International Salt Co., private siding overhead pipe Track "A"	18 5½
	Track "B"	18 4
Himrod, West of—	NYC Overhead Bridge No. 32.60 ..	16 9
Penn Yan, East of—	Overhead Highway Bridge No. 39.25	20 10¾
Bellona	Libby McNeil & Libby, private siding, overhead conveyor	20 9½
Newark	Bloomer Bros. private siding at loading shed	20 3

Hours of Service

3605. Referring to Instruction 400Q-1 of Supplemental Instructions to Operating, Signal and Interlocking Rules, conductor, trainman, engineman, fireman, or driver of track car after being on duty 12 hours, must notify the Superintendent the time he will be on duty 16 hours.

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone Number
Renovo	†Wm. Ford, Asst. Med. Exam. ... F. P. Dwyer, 165 Sixth St. R. A. Werts, 1002 Huron Ave. ...	P. R. R. 56 Bell 141 Bell 108
Lock Haven	†Wm. Ford, Asst. Med. Exam. ... W. E. Welliver, 105 E. Water St. D. W. Thomas, 112 W. Main St.	P. R. R. 2333 2834
Williamsport	†Wm. Ford, Asst. Med. Exam. ... A. F. Hardt, 416 Pine St. J. B. Nutt, 416 Pine St. C. L. Youngman, 445 William St. Res., 1413 Campbell St. P. H. Decker, 25 West 3rd St. ...	P.R.R. 2341 Bell 2-8165 Bell 7419 Bell 2-7303 Bell 7700 Bell 5220
Montgomery	W. E. Turner, 41 N. Main St. ...	Bell 54A
Watson town	F. R. Adams, 6 Brimmer Ave. ...	Bell 83
Berwick	E. A. Glenn, 2nd & Chestnut Sts.	Bell 68
Milton	G. C. Davis, 33 Arch St.	Bell 135
Lewisburg	H. R. Thornton, 41 S. 3rd St. ...	Bell 5-2051
Sunbury	• Wm. Ford, Asst. Med. Ex. E. R. Decker, 426 Market St. ... J. H. Landau, 70 Fairmount Ave. G. A. Deitrick, 30 N. 3rd St.	P.R.R. 2241 Bell 806 Bell 1580 Bell 22J
North'd	P. N. Friedline, 205 King St. ... C. E. Rutter, 241 Front St.	Bell 769 737-J
Herndon	C. H. Malick, Mandata	34-4-F
Dauphin	A. C. Coble, S. Erie St.	Rural 7J
Canandaigua	P. M. Standish, 117 N. Main St.	116
Penn Yan	E. C. Foster, Office, 165 Main St. Res., 321 Liberty St.	75 577
Southport	♦R. H. Spackman	6772
Elmira	Ross E. Hobler, 421 W. Church St. L. L. Hobler, Office, 629 W. Church St. Res., same	9682 5915 8196
	A. W. Booth Office, 221 W. Church St. Res., 408 W. Water St.	4586 2-0316
	C. F. Abbott, Office and Res., 103 S. Main St.	2-1228
	A. C. Smith, Office, 410 W. Church St. Res., 511 Hoffman St.	8119 5730
Troy	M. B. Ballard, Office, 185 Elmira St. Res., 185 Elmira St.	14 Farmers 8
Canton	A. E. Dann, Office, 13 Troy St. ... Res., 47 Center St.	242-R-3 242-R-11
Ralston	J. L. Mansuy	30-R-13
Newark	Evan Tansley, 116 High St. ...	Bell 217

Medical Examiners' Office Hours:

† At Renovo 9.00 A.M. to 12.00 Noon, Tuesday and Friday.

† At Lock Haven, Second and Fourth Friday Arrival Train 570 to 3.00 P.M.

† At Williamsport

1.00 P.M. to 5.00 P.M., Monday.

9.00 A.M. to 11.00 A. M., Wednesday.

8.30 A.M. to 12.00 Noon, Thursday.

First and Third Friday Arrival Train 570 to 4.00 P.M.

At Southport

- ‡ 9.00 A.M. to 12.00 noon, Monday.
- 1.00 P.M. to 4.00 P. M., Monday.
- ◆ 1.00 P.M. to 4.00 P.M., Wednesday.
- 9.00 A.M. to 12.00 Noon, Friday.
- 1.00 P.M. to 4.00 P.M., Friday.

- ◆ At Canandaigua 2.00 P.M. to 4.00 P.M., Second and Fourth Tuesday of each month.

At Sodus Point

- 10.00 A.M. to 4.00 P.M., first and third Tuesday.
- 10.00 A.M. to 12.00 Noon, second and fourth Tuesday.

- At Sunbury 8.30 A.M. to 12.00 Noon, Monday.
- 1.30 P.M. to 4.45 P.M., Wednesday.

NOTE—Medical Examiners will not have office hours on New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

3703. Location of Hospitals

Location	Name and Address	Telephone Number
Renovo	Renovo Hos., Huron Ave. & 9th .	91
Lock Haven	Lock Haven Hos., Susq. Ave. . .	403
Bellefonte	Centre Co. Hos., Willow Bank . .	1060
Williamsport	Williamsport City, 798 Louisa St.	7191
Sunbury	Sunbury Community, Purdy Ave.	21
Canandaigua	Thompson Mem., 120 N. Main St.	798
Penn Yan	Sail. & Sold. Mem., 418 Main St.	307
M't'r Falls	Shepard Rel. Ass'n, Schuyler St.	16
Elmira	Arnot-Ogden Memorial, Roe Ave.	5221
Sodus	John F. Myers	4251

3704. First-Aid Boxes and Stretchers:

First-Aid boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, car inspectors' offices, power plants, Substations, block and interlocking stations, tool houses, pump houses, M. W. Cabins, wreck trains, shop and engine houses, camp cars and 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.

One stretcher will be carried in first toilet of first coach in all passenger trains when such trains do not carry a baggage or combined car.

**THE PENNSYLVANIA RAILROAD
WILLIAMSPORT DIVISION**

Williamsport, Pa., September 15, 1949

GENERAL ORDER NO. 901

Effective 2.01 A. M., Sunday, September 25, 1949

Applies in All Zones

- (a) Time-Table No. 9 in effect. It contains the necessary instructions issued in general orders up to and including No. 820, all of which must be removed from the bulletin boards.

Each employe must examine each page to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 8 to bulletin board attendant, after Time-Table No. 9 takes effect.

Applies in All Zones

- (b) Operating, Signal and Interlocking Rules, effective September 28, 1941—Edition of September 25, 1949, in effect with following changes:

- (a) COVER
Color changed to salmon.
- (b) Operating Rules
Rule D-97, Note added.
Rule 99, Changed.
Rule 103a, Changed.
- (c) Movement by Train Order
Rule 204, Note Added.
- (d) Signal Rules
Rule 283, Note Added.
Rule 284, Added.
Rule 294, Fig. a, Illustration Changed.
- (e) Cab Signal Rules
Rule 298, Note Added.
- (f) Interlocking Rules
Rule 661, Changed.
- (g) Form of Blanks
Form C—Clearance Card, Changed.
Form CS—Cab Signal Clearance Card, Changed.
Form K—Clearance Card, Changed.

Applies in All Zones

- (c) Supplemental Instructions to Operating, Signal and Interlocking Rules, effective September 26, 1948, re-issued as edition of September 25, 1949, with following changes:

- (a) Cover
Color changed to Salmon.
- (b) Instructions re-numbered, identified by applicable Rule and in same sequence as Operating, Signal and Interlocking Rules.
- (c) Instruction 400L-2 Diesel Engines—Extinguishing Fires—added.
- (d) Instruction 400N-19 (old 4016) — Train Dispatchers—changed.
- (e) Instruction 400N-21 (old 4017) — Operators — Signalmen—changed.

- (f) Instruction 400R-3 (old 4146)—Emergency Calls—Treatment of Injured Persons—changed.
- (g) Instruction 4019-B — Oscillating Red Lights, Front and Rear of Trains—added.
- (h) Instruction 4019-C — Oscillating White Light, Front of Train—added.
- (i) Instruction 4076-D — Overheated Bearings — Diesel Engines—added.
- (j) Instruction 4083-A—Clearance Message, Form C. T. 1246—added.
- (k) Instruction 4154-C (old 4151)—Side and Trap Door—changed.
- (l) Instruction 4154-H (old 4158)—Steam in Steam Line of Trains—paragraph 2 changed.
- (m) Instruction 4154-I (old 4159)—Tonnage Computation—Passenger Trains—changed.
- (n) Instruction 4154-J — Passenger Car Lighting — added.
- (o) Instruction 4154-K—Locking Cars—added.
- (p) Instruction 4156-E — Diesel Engines Operating in Tunnels or Confined Locations—added.
- (q) Instruction 4156-F — Fireman Leaving Cab of Multiple Unit Diesel Engines—added.
- (r) Instruction 4156-G—Slipping or Sliding of Driving Wheels — Diesel Electric Road Engines — added.
- (s) Instruction 4160-B (old 4113) — Dead or Disabled Engines—paragraph 7 changed.
- (t) Instruction 4164-B (old 4120) — Location and Operation of Telephones — Trainphones — last two paragraphs changed.
- (u) Instruction 4164-C (old 4149)—Use of Public Address System on Passenger Trains — Note added.
- (v) Instruction 4201-A—Use of Mile Post Numbers —added.
- (w) Instruction 4221-A (old 4076)—Message Form C. T. 1250—Sample Form added.
- (x) Instruction 4515-A (old 4095) — Engines Not Equipped with Cab Signals—Form C. T. 1400-B changed.

All employes whose duties are in any way affected thereby must secure copy of Operating, Signal and Interlocking Rules and Supplemental Instructions to Operating, Signal and Interlocking Rules, editions of September 25, 1949, see that copy is complete and note changes.

All previous editions of Operating, Signal and Interlocking Rules, and Supplemental Instructions to Operating, Signal and Interlocking Rules should be turned in to bulletin board attendant after September 25, 1949.

Applies in Zone B

- (d) BELLEFONTE BRANCH
MONTANDON—FONT

Single Track between Montandon and Font changed to Montandon Secondary Track of no assigned direction.

Secondary Track Montandon to White controlled by Montandon.

Secondary Track White to Font controlled by Miles.

(continued)

(continued)

GENERAL ORDER NO. 901

Effective 2.01 A. M., Sunday, September 25, 1949

Applies in Zone B

- (a) **MONTANDON SECONDARY TRACK
MONTANDON—FONT**
Train Dispatcher, Williamsport, in charge of movement.
- (b) **MONTANDON SECONDARY TRACK
MONTANDON—FONT**
All Operating, Signal and Interlocking Rules, and Supplemental Instructions, as they apply to main tracks and sidings, except Rules 201 to 223 inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.
- (c) **MONTANDON SECONDARY TRACK
MONTANDON—FONT**
Rule 317 will apply.
- (d) **MONTANDON SECONDARY TRACK
MONTANDON—FONT**
Maximum speed 30 miles per hour.

Applies in All Zones

- (e) **MAIN LINE
BRIDGE**
Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between 1,000 feet west of Mile Post 98 and 2,600 feet west of Mile Post 98.

This General Order is printed in Time-Table No. 9 and will not be issued in sticker form.

J. E. VANDLING,
Superintendent.

If you have
PLANS FOR
TOMORROW
Be SAFE today