# LEHIGH VALLEY RAIL ROAD—LEHIGH DIVISION.

## Time Table No. 76.—To take effect at 12 o'clock Noon on Sunday, April 16th, 1876.

This Table is for the information and government of Employees only—The Company reserving the right to change it as circumstances may require.

☞ All previous time tables and supplements thereto will be superseded by this time table.

## DOWN TRAINS EASTWARD.

| 77 | 75 | 73 | 71 | 69 | 67 | 65 | 63 | 61 | 59 | 57 | 55 | 53 | 51 | 49 | 47 | 45 | 43 | 41 | 9 | 7 | 3 | 1 | 17 | 15 | Dist. | STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COAL TRAINS. | | | | | | | | | | | | | | FREIGHT TRAINS. | | | | | PASSENGER TRAINS. | | | | | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | A. M. | A. M. | P. M. | A. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | | |
| | | | | | | | | | | | | | | | | | | | | 4 30 | 10 45 | 7 25 | 5 00 | 3.30 | 0.5 | East M. Chunk |
| | | | | | | | | | | | | | | | | | 11 15 | | | | | 7 30 | | 3.35 | | |
| | | | | | | | | | | | | | | 5 25 | 1050 | 2 15 | 12 10 | 7 35 | 5 25 | 4 35 | 10 50 | 7 35 | 5 05 | 3.40 | 1.5 | Mauch Chunk, |
| 10 40 | 9 30 | 7 50 | 6 45 | 5 35 | 3 35 | 2 00 | 12 10 | 11 30 | 9 45 | 7 38 | 6 30 | 5 08 | 3 43 | 5 35 | 11 05 | 2 25 | 12 23 | 7 48 | *5 28 | 4 39 | | 7 38 | 5 08 | 3.43* | 2.0 | Packerton, |
| | | | | | | | | | | | | | | | | | 12 41 | 8 05 | 5 32 | 4 44 | 10 57 | 7 42 | 5 12 | 3.48 | 2.1 | Lehighton, |
| 11 07 | 10 00 | 8 18 | 7 10 | 6 05 | 4 03 | 2 28 | 12 40 | 11 58 | 10 15 | 8 02 | 7 00 | 5 35 | 4 18 | 5 55 | 11 27 | 2 42 | 1 01 | 8 22 | *5 36 | 4 49 | 11 01 | 7 47 | 5 17 | 3.52* | 5.4 | Parryville, |
| | | | | | | | | | | | | | | | | | 1 37 | 8 55 | | 5 00 | 11 11 | 7 57 | 5 27 | | 1.9 | Lehigh Gap, |
| | | | | | 4 55 | | | | 11 05 | | 7 51 | | 5 21 | | | | | | | | | | | | | |
| 11 58 | 10 50 | 9 09 | 7 57 | 6 50 | 5 05 | 3 18 | 1 30 | 1247 | 1115 | 8 46 | 8 01 | 6 24 | 5 31 | 6 30 | 12 05 | 3 12 | 1 50 | 9 06 | 5 51 | 5 05 | 11 15 | 8 01 | 5 31 | 4.08 | 3.7 | Slatington, |
| | | | | | 5 51 | | | | | | | | | | | | 2 17 | 9 28 | | 5 12 | 11 22 | 8 07 | 5 37 | | 3.1 | Rockdale, |
| 12 45 | 11 40 | 9 57 | 8 38 | 7 31 | 6 34 | 4 04 | 2 20 | 1 30 | 11 58 | 9 27 | 8 45 | 7 09 | 6 17 | 7 02 | 12 41 | 3 40 | 2 40 | 9 47 | *6 04 | 5 19 | 11 28 | 8 14 | 5 44 | 4 22* | 2.5 | Laury's, |
| | | | | | | | | | | | | | | | | | 2 57 | 10 01 | | 5 26 | 11 35 | 8 21 | 5 51 | | 1.4 | Whitehall, |
| 1 12 | 12 06 | 10 24 | 9 02 | 7 55 | 6 58 | 4 30 | 2 46 | 1 56 | 12 22 | 9 50 | 9 10 | 7 35 | 6 44 | 7 20 | 1 01 | 3 57 | 3 06 | 10 10 | *6 12 | 5 31 | 11 39 | 8 26 | 5 56 | 4 31* | 0.9 | Coplay, |
| | | | | | | | | | | | | | | | | | 3 13 | 10 15 | | 5 35 | 11 42 | 8 30 | 6 00 | | 0.9 | Hokendauqua, |
| 1 26 | 12 20 | 10 37 | 9 13 | 8 05 | 7 09 | 4 43 | 3 00 | 2 08 | 12 33 | 10 00 | 9 23 | 7 47 | 6 57 | 7 30 | 1 11 | 4 04 | 3 20 | 10 20 | 6 16 | 5 39 | 11 46 | 8 34 | 6 04 | 4.35 | 2.6 | Catasauqua, |
| | | | | | | | | | | | | | | | | | | | | 5 45 | | 8 40 | 6 10 | | 1.1 | Furnace, |
| 1 52 | 12 47 | 11 02 | 9 36 | 8 27 | 7 31 | 5 07 | 3 27 | 2 32 | 12 57 | 10 22 | 9 47 | 8 12 | 7 22 | 7 53 | 1 30 | 4 20 | 3 50 | 10 55 | 6 25 | 5 50 | 11 55 | 8 45 | 6 15 | 4.45 | 0.4 | Allentown, |
| 1 55 | 12 50 | 11 05 | 9 39 | 8 30 | 7 34 | 5 10 | 3 30 | 2 35 | 1 00 | 10 25 | 9 50 | 8 15 | 7 25 | 7 55 | 1 33 | 4 25 | 4 00 | 12 15 | 6 28 | 5 53 | 11 58 | 8 48 | 6 18 | 4.48 | 4.3 | E. P. Junction, |
| | | | | | | 5 40 | 4 00 | | | | 10 15 | 8 40 | | | | 4 47 | | | 6 37 | 6 02 | 12 07 | 8 57 | 6 27 | 4.57 | | |
| 2 25 | 1 15 | 1135 | 10 05 | 8 55 | 8 00 | 5 50 | 4 10 | 3 05 | 1 25 | 10 50 | 1025 | 8 50 | 7 55 | 8 20 | 2 00 | 5 00 | 4 45 | 12 45 | 6 40 | 6 05 | 12 10 | 9 00 | 6 30 | 5 00 | 2.8 | Bethlehem, |
| | | | | | | | | | | | | | | | | | 5 02 | 1 02 | | 6 12 | 12 17 | 9 07 | 6 37 | | 3.0 | Freemansburg |
| | | | | | | | | | | | | | | | | | 5 17 | 1 17 | | 6 18 | | 9 13 | 6 43 | | 4.2 | Redington, |
| 3 25 | 2 15 | 12 35 | 11 05 | 9 55 | 9 00 | 7 40 | 5 20 | 4 05 | 2 25 | 11 50 | 11 30 | 10 00 | 8 55 | 9 20 | 3 00 | 6 00 | 5 45 | 1 45 | | 6 28 | | 9 23 | 6 53 | | 1.7 | Glendon, |
| 3 55 | 2 25 | 1 05 | 11 15 | 10 15 | 9 10 | 7 55 | 5 40 | 4 15 | 2 45 | | | | | 9 30 | 3 15 | 6 10 | | 2 00 | 7 00 | 6 35 | 12 35 | | | 5.20 | 0.5 | Easton, |
| | | | | | | | | | | | | | | | | | | | | 6 55 | 1 00 | 9 30 | 7 00 | 5.35 | | |
| 4 00 | 2 30 | 1 10 | 11 20 | 10 20 | 9 15 | 8 00 | 5 45 | 4 20 | 2 50 | | | | | 9 35 | 3 20 | 6 15 | | | 7 05 | 7 00 | 1 03 | 9 35 | 7 05 | 5.38 | 0 | Phillipsburg, |
| | | | | | | | | | | | | | | | | | | | | 7 05 | | | | | | |
| A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | Miles. | Miles. |

## UP TRAINS WESTWARD.

| Dist. | 18 | 2 | 4 | 6 | 14 | 8 | 46 | 44 | 42 | 48 | 50 | 52 | 54 | 56 | 58 | 60 | 62 | 64 | 66 | 68 | 70 | 72 | 74 | 76 | 78 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PASSENGER TRAINS. | | | | | | FREIGHT TRAINS. | | | | | COAL TRAINS. | | | | | | | | | | | | | |
| | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | A. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 106.5 | 8 03 | | 1 23 | 5 48 | 9 15 | 11 08 | | | | | | | | | | | | | | | | | | | |
| 106.0 | 8 00 | 11 45 11 40 | 1 20 1 15 | 5 45 | 9 10 | 11 05 11 00 | | 12 55 12 25 | 1 00 | 11 45 | | | | | | | | | | | | | | | |
| 104.5 | 7 53 | | 1 11 | 5 40 | 9 03 | | 2 40 | 12 17 | 12 52 | 11 35 | 2 10 | 4 15 | 6 00 | 7 00 | 9 45 | 11 15 | 1 45 | 2 45 | 3 20 | 4 55 | 8 00 | 8 30 | 9 45 | 10 30 | 12 40 |
| 102.5 | 7 48 | 11 33 | 1 06 | 5 35 | 8 58 | 10 52 | | 12 06 | 12 41 | | | | | | | | | | | | | | | | |
| 100.4 | 7 43 | 11 28* | 1 01 | 5 30 | 8 53 | 10 48* | 2 25 | 11 55 | 12 30 | 11 14 | 1 53 | 3 55 | 5 35 | 6 35 | 9 25 | 10 54 | 1 25 | 2 24 | 3 00 | 4 35 | 7 35 | 8 05 | 9 20 | 10 10 | 12 20 |
| 95.0 | 7 33 | | 12 52 | 5 20 | 8 43 | | | 11 26 | 12 01 | | | | | | 8 55 | | | | | | | | | | |
| 93.1 | 7 28 | 11 15 | 12 47 | 5 15 | 8 38 | 10 36 | 1 58 | 11 15 11 00 | 11 50 | 10 36 10 26 | 1 24 | 3 15 | 4 53 | 5 53 | 8 45 | 10 16 | 1247 12 37 | 1 47 | 2 20 | 3 55 | 6 53 | 7 23 | 8 38 8 28 | 9 36 | 11 40 |
| 89.4 | 7 20 | | 12 40 | 5 07 | 8 30 | | | 10 25 | 11 25 | | | | | | | | | | | | | | | | |
| 86.3 | 7 14 | 1102* | 12 35 | 5 01 | 8 24 | 10 25* | 1 33 | 10 00 | 11 02 10 52 | 9 53 | 12 57 | 2 40 | 4 13 | 5 13 | 8 10 | 9 42 | 11 52 | 1 12 | 1 45 | 3 20 | 6 13 | 6 43 | 7 50 | 9 04 | 11 05 |
| 83.8 | 7 08 | | 12 30 | 4 55 | 8 | | | 9 35 | 10 25 | | | | | | | | 1135 | | | | | | | | |
| 82.4 | 7 03 | | 1 26 | 4 51 | 8 13 | | 1 20 | 9 22 9 10 | 10 10 | 9 34 | 12 41 | 2 20 | 3 51 | 4 51 | 7 50 | 9 22 | 11 26 | 12 53 | 1 25 | 3 00 | 5 50 | 6 20 | 7 29 | 8 46 | 10 45 |
| 81.5 | 7 00 | | 12 23 | 4 48 | 8 10 | | | 9 01 | 10 00 | | | | | | | | | | | | | | | | |
| 80.6 | 6 57 | 10 52 | 12 20 | 4 45 | 8 07 | 10 16 | 1 13 | 8 52 | 9 50 | 9 25 | 12 33 | 2 10 | 3 40 | 4 40 | 7 40 | 9 12 | 11 13 | 12 43 | 1 15 | 2 50 | 5 39 | 6 10 | 7 18 | 8 37 | 10 35 |
| 78.0 | 6 47 | 10 45* | | 4 38 | 7 57 | | | | | | | | | | | | | | | | | | | | |
| 76.9 | 6 43 | 10 42 | 12 11 | 4 34 | 7 53 | 10 05 | 1 00 | 8 12 8 00 | 9 14 8 45 | 9 07 | 12 18 | 1 50 | 3 17 | 4 17 | 7 20 | 8 54 | 1055 | 12 24 | 12 55 | 2 30 | 5 20 | 5 50 | 6 59 | 8 21 | 10 15 |
| 76.5 | 6 39 | 10 38* | 12 08 | 4 29 | 7 49 | 10 00 | 12 58 | | | 9 05 | 12 16 | 1 47 | 3 14 | 4 14 | 7 17 | 8 52 | 10 53 | 12 22 | 12 52 | 2 27 | 5 17 | 5 47 | 6 57 | 8 18 | 10 12 |
| 72.2 | 6 30 | 10 30 10 25 | 12 00 11 55 | 4 20 4 15 | 7 40 7 35 | 9 50 9 45 | 12 43 | 7 20 | 8 00 7 50 | 8 45 | 12 00 11 35 11 15 | 1 25 | 2 50 | 3 50 | 6 55 | 8 30 | 1030 1025 10 15 | 1200 1140 11 30 | 12 30 | 2 05 | 4 55 | 5 25 | 6 32 | 8 00 | 9 50 9 25 |
| 69.4 | 6 22 | | 11 48 | | 7 28 | | | 6 55 | 7 25 | | | | | | | | | | | | | | | | |
| 66.4 | 6 15 | | | | 7 22 | | | 6 45 | 7 15 | | | | | | | | | | | | | | | | |
| 62.2 | 6 06 | 10 05* | 1135* | 355* | 7 12 | | | 6 53 | 8 05 | | | 12 30 | 1 50 | 2 50 | 6 06 | 7 38 | 9 15 | 10 30 | 1135 | 1 10 | 3 55 | 4 25 | 5 38 | 7 12 | 8 35 |
| 60.5 | 6 00 | 10 00 | 11 30 | 3 50 | 7 05 | 9 25 | 12 05 | 6 15 | 6 45 | 10 30 | | | | 2 30 | | | | | | | 3 25 | | 5 05 | 6 35 | |
| 60.0 | 5 55 | 9 55 | 11 25 | 3 45 | 7 00 | 9 20 | | | 6 45 | | | | | 2 25 | | | | | | | 3 20 | | 5 00 | 6 30 | |
| Miles. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

## SPECIAL RULES.

1. ***Observe changes in Rules and in Numbers of Trains.*** The time kept in the office at Bethlehem is Standard time. All watches must be daily compared therewith and must be kept to the standard.

2. The figures in heavy type indicate the regular passing places. Telegraph stations in black letters. Where there is no star (*) Trains stop regularly. A star * indicates that Trains do not stop except to pass other trains. F Flag station.

3. Trains are always to be accounted as being of the day on which they are due to commence their trip on this Division.

4. In case of accident to a train, by which the road is obstructed, or which calls for help, the Conductor or Engineer must go at once to the most convenient office and telegraph to Easton, South Easton, Bethlehem, Laury's and Packerton, giving a full account on the blank prepared for the purpose, and asking for such help as is needed.

5. Run slowly and with train under control over the crossing of L. & S. R. R. at Bethlehem; and also when approaching Mauch Chunk, Allentown and Bethlehem. All Engines and trains must be run under control between Glendon and Phillipsburg.

6. Stock trains will leave East Penn. Junction and Easton as directed by the Dispatcher at Easton and will be considered irregular trains.

7. Train Westward will leave Easton at 4.45 a. m. Eastward will keep out of the way of all regular trains.

8. Up Passenger Trains Nos. 2, 6, 8 and 14 will use the down track at Bethlehem Station. Down Passenger Trains must keep out of their way.

9. Up Passenger Trains Nos. 0, 6, 10 and 18 will use the down track between East Penn. Junction and Allentown Station. Up Passenger Trains Nos. 2, 4, 12, 14, and 20 will use the down track at Allentown Station. Down Passenger trains must keep out of their way.

10. Down Passenger Trains Nos. 1, 3, 7 and 17 will use the up track at Catasauqua. Up Passenger trains must keep out of their way.

11. If Down Passenger Trains Nos. 3 and 7 are more than 20 minutes late at Penn Haven Junction, the Branch Trains will run through to Mauch Chunk on their time, and carry a flag for them.

12. If Down Passenger Train No. 3 is more than 45 minutes late, the Branch Train will run through to Easton on its time and rights and carry a flag for it. The Main Line Train following will in such case stop only when flagged or to put off Passengers or Express Goods. When Branch Train No. 3 runs through to Easton, East Mauch Chunk will be a flag station for Train No. 2. If Down Passenger Train No. 7 is more than 30 minutes late, the Branch Train will run through to Easton on its time and rights. Main Line Train No. 7 will in such case run irregular from Penn Haven Junction to Mauch Chunk and thence to Easton as a section of Train No. 9 and will stop only to put off Passengers or Express Goods. Train No. 7 must keep out of the way of No. 9 and when No. 9 overtakes and passes No. 7 at any point No. 9 will carry flags for No. 7 from that point to Easton.

13. Down Passenger Trains Nos. 1 and 7 will wait 20 minutes, and Down Passenger Train No. 3 will wait 30 minutes for Branch Trains if necessary.

14. Branch Trains Nos. 3 and 7 will run from Penn Haven Junction to Mauch Chunk—if Main Line Trains precede, they will carry flags for Branch Trains—if Branch Trains precede, they will carry flags for Main Line Trains.

15. Whenever Passenger Train No. 15 fails to reach Mauch Chunk before the leaving time of Passenger Train No. 17, Train No. 17 will carry signals from Mauch Chunk for Train No. 15 to Easton unless sooner overtaken and passed.

## PASSENGER TRAINS.

| 45 EX. | 9 EX. | 13 | 7 EX. | 19 | 3 EX. | 11 | 1 EX. | Dist. | STATIONS. | Dist. | 0 | 10 | 16 | 20 | 12 | 8 EX. | 46 EX. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | | | | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | A. M. |
| | | 6 40 | | | | 9 35 | | 0.9 | Coplay, | 82.4 | | 9 35 | | | 6 30 | | |
| | | 6 45 | | | | 9 40 | | 0.9 | Hokendauqua, | 81.5 | | 9 31 | | | 6 27 | | |
| | | 7 00 | | | | 9 50 | | 2.6 | Catasauqua, | 80.6 | | 9 28 | | | 6 24 | | |
| | | 7 10 | | | | 10 00 | | 1.1 | Furnace, | 78.0 | | 9 18 | | | 6 17 | | |
| | 9 25 | 7 15 | 5 35 | 3 50 | | 10 05 | 8 35 | 0.4 | Allentown, | 76.9 | 8 12 | 9 14 | | 3 50 | 6 13 | 8 50 | |
| 12 40 | 9 30 | 7 20 | 5 40 | 4 00 | 12 15 | 10 15 | 8 40 | 4.3 | E. P. Junction, | 76.5 | 8 08 | 9 09 | 11 50 | 3 45 | 6 09 | 8 40 | 2 25 |
| | 9 40 | | | 4 10 | | 10 25 | | | | | | | | | | | |
| 12 55 | 9 45 | 7 30 | 5 50 | 4 15 | 12 25 | 10 30 | 8 50 | 2.8 | Bethlehem, | 72.2 | 8 00 | 9 00 | 1140 | 3 35 | 6 00 | 8 30 | 2 05 |
| | 9 53 | 7 38 | 5 57 | 4 23 | 12 32 | 10 38 | | 3.0 | Freemansburg | 69.4 | 7 53 | 8 53 | 11 33 | 3 28 | 5 53 | 8 23 | |
| | 10 00 | 7 45 | | 4 30 | 12 38 | 10 45 | | 2.8 | Redington, | 66.4 | 7 47 | 8 47 | 11 27 | 3 22 | 5 47 | | |
| | 10 07 | 7 52 | | 4 37 | 12 44 | 10 52 | | 1.4 | Chain Dam, F | 63.6 | 7 41 | 8 41 | 11 21 | 3 16 | 5 41 | | |
| *1 30 | 10 11 | 7 56 | | 4 41 | 12 47 | 10 56 | | 0.9 | Glendon, | 62.2 | 7 38 | 8 38 | 11 18 | 3 13 | 5 38 | 8 05* | 1 30 |
| | 10 15 | 8 00 | | 4 45 | | 11 00 | | 0.8 | South Easton, | 61.3 | 7 34 | 8 34 | 11 14 | 3 09 | 5 34 | | |
| 1 40 | 10 20 | 8 05 | 6 15 | 4 50 | 12 55 | 11 05 | 9 15 | 0.5 | Easton, | 60.5 | 7 30 | 8 30 | 11 10 | 3 05 | 5 30 | 8 00 | 1 20 |
| 1 45 | 10 25 | 8 10 | 6 20 | 4 55 | 1 00 | 11 10 | 9 20 | 0 | Phillipsburg, | 60.0 | 7 25 | 8 25 | 11 05 | 3 00 | 5 25 | 7 55 | |
| A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | MILES. | | MILES. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | A. M. |

## SPECIAL TRAINS.

38. The Ore Train of the Thomas Iron Company will leave Hokendauqua for Bethlehem at **12.23** P. M. Returning, will leave Bethlehem at 2.00 P. M., and arrive at Hokendauqua at 2.45 P. M.

The Ore Train of the Ironton Railroad Co. will leave their Junction for Hokendauqua at **7.03** A. M. Returning, will be clear of main track by 8.16 A. M.

The Engine of the Allentown Iron Company will leave Furnace for Catasauqua at **10.45** A. M. Returning will leave Catasauqua at 11.00 A. M.

The Engine of the Allentown Rolling Mill Company will run only between East Penn. Junction and the Upper Switch at Allentown Furnace.

These trains will have no right of track against regular trains (however much they may be delayed) nor will they leave a station until 5 minutes after the passage of a regular train going in the same direction.

16. Whenever Passenger Train No. 15 fails to reach Mauch Chunk before the leaving time of Passenger Train No. 1, Train No. 1 will carry signals from Mauch Chunk for Train No. 15 to Easton unless sooner overtaken and passed.

17. When Passenger Train No. 7 or Branch Train running through is more than 20 minutes late, No. 7 Express will run from Allentown to Phillipsburg on time of Train No. 7 and make all stops. No. 7 Express will wait at Bethlehem until 5.55 P. M. for arrival of North Penna. R. R. Passenger Train No. 12 if necessary.

18. Down Passenger Train No. 11 will make a double trip between Allentown and East Penn. Junction on down track. No. 7 Express will make a double trip between Easton and Phillipsburg when necessary.

19. The North Penn'a R. R. Sunday Passenger Train will run between Bethlehem and Allentown on Sundays only, as follows: Leave Bethlehem 12.05 P. M.—Arrive at Allentown 12.15 P. M.—Returning leave Allentown 4.10 P. M.—Arrive at Bethlehem 4.20 P. M.—These trains will have all the rights and privileges of regular Passenger Trains.—All trains of an inferior class must be kept out of their way.

20. Up Passenger trains will wait when necessary 20 minutes at East Penn. Junction for arrival of P. & R. trains.

21. Trains Nos. 1 and 1 Express will run independently of each other from East Penn. Junction to Easton and neither will in any case carry signals for the other. The same rule will be observed by Trains Nos. 3 and 3 Express, and by Trains Nos. 7 and 7 Express.

22. Trains Nos. 1 Ex., 8, 8 Ex., 9 Ex., 15, 46 and 50 will run daily. On Sundays Trains Nos. 1 Ex. and 8 Ex. will stop at all stations to let Passengers off or when signalled. Trains Nos. 45, 45 Ex. and 46 Ex. will start daily except Monday. All other Trains will start daily except Sunday.

23. North Penn. Coal Train Westward will run on time of Thro' Coal Train No. 72.

24. Furnace Coal Trains Eastward will run on time of Thro' Coal Trains Nos. 57 and 63.

25. North Penn. Coal Train Eastward will run on time of Thro' Coal Train No. 61.

26. Furnace Coal Trains Westward will run from Laury's on time of Thro' Coal Trains Nos. 64 and 70, but may leave Allentown as early as **10.55** A. M. and **4.34** P. M.

27. Down Freight and Coal Trains will run in on the long siding at Geisinger's, above Bethlehem, to pass Down Passenger Trains.

28. South Easton is a regular station for Train No. 18 at 6.03 A. M.

29. Chain Dam is a Flag Station for Trains Nos. 17 and 18.

30. Bethlehem Iron Works is a Flag Station for Trains Nos. 7 Ex., and 18.

31. Fullerton and Biery's Bridge are regular Stations for Trains Nos. 1, 10, 11, 12, 13, 17 and 18.

32. Portland, Spring Mill and Kittatinny are Flag Stations for Freight Trains.

33. Cherry Ford is a Flag Station for Trains Nos. 7 and 18.

34. Bowman's is a Flag Station for Trains Nos. 6, 7, 14, 17, 18 and for Freight Train No. 42.

35. Up Coal Trains running ahead of Freight Trains Nos. 46 and 50 must not leave Glendon later than 10.00 P. M.

36. When two trains are run on Schedule of Freight No. 46 or No. 50, the second train must be run not less than fifteen (15) minutes behind time.

37. Freight Cars for Wyoming and Beaver Meadow Divisions must be left at Packerton, Getzinger's siding or No. 1 Coalport; for Hazleton Division, at Sheckler's siding or No. 1 Coalport; for Mahanoy Division on Empire siding at Packerton or No. 1 Coalport.

38. All Conductors and Engineers who run to Easton and Packerton must daily examine the Bulletin Boards in Dispatcher's offices.

**ROBT. H. SAYRE, Supt. & Engineer.**

**H. STANLEY GOODWIN, Ass't Gen'l Supt.**

Bethlehem, Pa., April 16th, 1876.