LEHIGH VALLEY RAILROAD.

MAHANOY & HAZLETON DIVISION.

TIME-TABLE No. 41.

Taking effect Sunday, September 30, 1906, at 12.01 A. M., Eastern Standard Time.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES.

M. B. CUTTER,
GENERAL MANAGER.

T. H. PINDELL,
SUPERINTENDENT OF TRANSPORTATION.

G. J. GILDROY,
SUPERINTENDENT.

No. 41

STATIONS and Distances between Stations

WEST.

FIRST CLASS.

SECOND CLASS.

Distances from New York.	STATIONS and Distances between Stations	Distances from Mt. Carmel.	171	173	175	177	179	181	183	221	185	187	189	193	223	195	197	27	199	201	203	205	207	209	211	213	215	731	733	735	737	739
			Daily except Sunday	Daily except Sunday	P. R. R. Daily except Sunday	P. R. R. Daily except Sunday	Daily except Sunday	Daily except Sunday	P. R. R. Daily.	P. R. R. Daily except Sunday	Daily except Sunday	Daily except Sunday	P. R. R. Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	P. R. R. Daily.	Daily.	Daily except Sunday	Daily except Sunday	P. R. R. Daily.	Daily except Sunday	Daily.	Sat'day only.	Sunday only.	Sunday only.	Sunday only.	Daily except Monday	Daily except Monday	Daily except Sunday	Daily except Sunday	Daily except Sunday
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	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.	P. M.
130.8	Penn Haven Junction, B	51.8		$ 6 53			$ 7 50				$11 45	$12 45						$ 5 49				$ 8 01	$10 01			$ 9 10	$11 45	2 25	2 45		7 30	
4.3																																
135.1	Black Creek Junction, B	47.5		7 01			8 00				11 53	12 53						5 59				8 11	10 09			9 18	11 53	2 40	3 05		7 48	
0.8																																
135.9	Weatherly, B	46.7		$ 7 05			$ 8 02				$11 55	$12 55						$ 6 01	$ 6 20			$ 8 18	$10 11	$12 30		$ 9 20	$11 55		3 10		8 02	
1.7																																
137.6	Hazle Creek Junction, B	45.0		f 7 10			f 8 07				12 00							6 07	f 6 25			8 18	10 16	f12 35		f 9 25	f12 00		3 50		8 40	
3.6																																
141.2	(Jct) Lumber Yard, B	41.4					$ 8 20				$12 11							$ 6 17				8 28	f10 26			$ 9 35	$12 19		4 10		9 10	
1.9																																
143.1	Stockton,	39.5					$ 8 24				$12 15							$ 6 21				f 8 32	f10 30			$ 9 39	$12 24	Runs Via Quakake Branch.	4 20		9 30	
1.9																																
145.0	Hazleton Shops, D	37.6	$ 5 52				8 28				12 19							6 25				8 36	10 33			9 44	12 27		4 30		9 40	
0.3																																
145.3	Wyoming Street,	37.3	$ 5 53				$ 8 30				$12 20			$ 2 55				$ 6 27				$ 8 38	$10 34			$ 9 45	$12 28		4 35		9 42	
0.2							C	C		C			C	C	C		C															
145.5	Hazleton,	37.1	$ 5 55		$ 7 05	$ 7 46	$ 8 35	$ 8 45	$ 9 19	$12 04	$12 24		$12 55	$ 2 56	$ 3 05		$ 5 59	$ 6 30		$ 6 45	$ 7 45	$ 8 41	$10 36			$ 9 50	$12 30		5 00		10 40	
0.3																																
145.8	Locust Junction, E. D. T.	36.8	5 56		7 06	7 47	8 36	8 46	9 20	12 06	12 25		12 56	2 57	3 06		6 00	6 33		6 46	7 46					9 51					10 43		
0.2																																
146.0	Hazleton Junction, E. D. T. B	36.6	5 57		7 07	7 48	8 40	8 50	9 21	12 07	12 26		12 57	C 2 58	3 07		6 01	6 35		6 47	C 7 47					9 52					C10 45	C 7 37	
1.6																																
147.6	Oneida Junction,	35.0	5 59			7 50	8 42	f 8 55	9 23	12 10	12 28			3 00			6 03	6 37		f 6 50						9 54					10 55	C 7 45	
1.6																																
149.2	(Jct) Audenried,	33.4	$ 6 03			$ 7 54	$ 8 46		$ 9 27	$12 14	$12 33			$ 3 05			$ 6 07	$ 6 43								$10 00					11 08	7 55	
1.7																																
150.9	McAdoo,	31.7				$ 7 58	$ 8 50		9 30	$12 17	$12 36						6 10	$ 6 47								$10 04					11 24	8 05	
0.8																																
151.7	Silver Brook Jct., E. D. T. B	30.9				f 8 00	f 8 52		9 31	f12 20	$12 38						6 11	f 6 49								$10 06					C11 44	8 10	
2.1																																
153.8	Lofty,	28.8				f 8 05	f 8 56		9 35	f12 24	$12 42						6 15	f 6 54								$10 11					11 56	8 20	
2.2																																
156.0	Malones, B	26.6				8 09	9 00		9 39	12 31	12 46						6 19	6 58								10 15					12 08	8 32	
1.9																																
157.9	Laurel Junction, E. D. T. B	24.7				8 15	9 04		C 9 42	12 35	12 50						6 22	7 02								10 19					C12 18	8 43	
0.3																																
158.2	Pine Junction,	24.4				8 16	9 05			12 36	12 51							7 03								10 20		3 38			12 20	
0.2																															12 30	
158.4	Delano,	24.2				$ 8 18	$ 9 06			$12 40	$12 52							$ 7 04							$ 6 45	$10 21		3 40		4 45	C 1 02	
1.1																																
159.5	Trenton,	23.1					f 9 09				f12 54							f 7 07							$ 6 48	f10 24		3 52		4 50	1 07	
0.8																																
160.3	(Jct) Park Place, E. D. T B	22.3					$ 9 13				$12 58							$ 7 14							$ 6 50	$10 28		4 00		4 55	1 12	
2.6																																
162.9	Mahanoy Siding,	19.7					9 18				1 04							7 20							6 59	10 33		Runs via High Grade.		5 03	Runs via High Grade	
0.2																									C							
163.1	Mahanoy City, B	19.5					$ 9 20				$ 1 06							$ 7 22							$ 7 00	$10 35				$ 5 10		
2.5																																
165.6	Barry Junction, E. D. T.	17.0					9 27				1 13							7 30								10 42		4 12		5 30	1 50	
1.3																																
166.9	Yatesville,	15.7					9 30				1 16							7 33								f10 45		4 20		f 5 45	2 00	
1.4																																
168.3	Shenandoah, N	14.3					$ 9 34				$ 1 20					$ 3 50		$ 7 37								$10 49		4 35		$ 6 00	2 10	
1.1																																
169.4	Kohinoor Junction, D	13.2					9 37				1 23					3 55		7 40								10 51		4 42		6 05	2 18	
3.4																																
172.8	Raven Run,	9.8					f 9 45				$ 1 32							f 7 50								f11 00		5 00			2 45	
4.8																																
177.6	Centralia,	5.0					$ 9 55				$ 1 44							$ 8 01								$11 10		5 30			3 22	
3.1																																
180.7	Morris Ridge, E. D. T. B	1.9					10 01				1 50							8 07								11 16		5 46			3 42	
1.9																																
182.6	(Jct) Mount Carmel, B	0.0					$10 10				$ 2 00							$ 8 17								$11 25		6 00			4 00	
MILES.		MILES.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
			Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily.	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily.	Sat'day only.	Sunday only.	Sunday only.	Sunday only.	Daily except Monday	Daily except Monday	Daily except Sunday	Daily except Sunday	Daily except Sunday
			P. R. R. 171	173	P. R. R. 175	P. R. R. 177	179	181	P. R. R. 183	P. R. R. 221	185	187	P. R. R. 189	193	P. R. R. 223	195	P. R. R. 197	27	199	201	P. R. R. 203	205	207	209	211	213	215	731	733	735	737	739

No. 41.

EAST.

STATIONS and Distances between Stations.

FIRST CLASS. | SECOND CLASS.

Distances from New York.		Distances from Mt. Carmel.	P.R.R. 172	28	P.R.R. 174	178	180	182	P.R.R. 184	186	P.R.R. 188	190	P.R.R. 192	P.R.R. 252	62	P.R.R. 194	196	198	P.R.R. 200	202	P.R.R. 204	206	208	210	212	214	216	P.R.R. 732	734	736	738	740
			Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily.	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Sat'day only.	Sunday only.	Sunday only.	Sunday only.	Daily except Monday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
130.8	Penn Haven Junction, B	51.8	$ 6 40	$ 6 55				$ 9 20				$12 34			$ 3 50		$ 6 35					$ 9 49				$11 00	$ 4 26		3 15	7 20		8 50
4.3																															
135.1	Black Creek Junction, B	47.5	6 32	6 46				9 09				12 24			3 40		6 27					9 41				10 51	4 17		2 50	7 00		8 25
0.8																															
135.9	Weatherly, B	46.7	$ 6 30	$ 6 44				$ 9 06				$12 22			$ 3 36		$ 6 25					$ 9 39				$10 49	$ 4 15		2 10			8 17
1.7																															
137.6	Hazle Creek Junction, B	45.0	$ 6 26	6 40				9 02				12 18			f 3 32		6 21					f 9 34				f10 45	f 4 11		1 50			7 45
3.6																															
141.2	(Jct) Lumber Yard, B	41.4		$ 6 32				$ 8 53				$12 09					$ 6 15					f 9 26				f10 36	$ 4 04		1 04			7 15
1.9																															
143.1	Stockton,	39.5		$ 6 28				$ 8 49				f12 05					$ 6 11					$ 9 21				f10 31	$ 4 01		12 56			7 00
1.9																															
145.0	Hazleton Shops, D	37.6		6 24				8 45				12 02					6 07					9 17				10 27	3 58		12 48			6 44
0.3																															
145.3	Wyoming Street,	37.3		$ 6 23			$ 7 48	$ 8 44				$12 01					$ 6 06					$ 9 16				$10 26	$ 3 56		12 45			6 41
0.2								C			C	C								C	C										
145.5	Hazleton,	37.1		$ 6 20	$ 7 05		$ 7 46	$ 8 42	$ 9 19	$11 00	$11 57	$11 59	$12 55	$ 3 05		$ 5 59	$ 6 04	$ 7 02	$ 7 45	$ 7 55	$ 8 05	$ 9 15		$ 1 15		$10 22	$ 3 55		12 30			6 30
0.3																															
145.8	Locust Junction, E.D.T.	36.8			7 01		7 45	8 41	9 15	10 57	11 56	11 58	12 51	3 02		5 53	6 02	7 01	7 41	7 53	8 04			1 14		10 20			12 28			
0.2																															
146.0	Hazleton Junction, E. D. T. B	36.6			7 00		7 44	8 40	9 14	C10 55	C11 55	C11 57	12 50	C 3 01		C 5 52	C 6 01	7 00	7 40	C 7 52	8 03			1 13		10 19		3 05	12 26			
1.6																				C											
147.6	Oneida Junction,	35.0			6 56		7 40	8 36		f10 50		11 53	12 47	2 58			5 58	6 57	C 7 38	f 7 48				1 09		10 15		2 59	12 18			
1.6																															
149.2	(Jct) Audenried,	33.4			$ 6 53		$ 7 37	$ 8 33				$11 50	$12 44	$ 2 55			$ 5 56	$ 6 54	$ 7 35					$ 1 05		$10 12		2 54	12 10			
1.7																															
150.9	McAdoo,	31.7			$ 6 50			$ 8 29				$11 46	12 40	$ 2 51			$ 5 52		7 32							$10 08		2 48	11 59			
0.8												C																			
151.7	Silver Brook Jct., E.D.T. B	30.9			f 6 48			f 8 27				f11 44	12 38	f 2 49			f 5 50		7 31							$10 06		2 45	C11 44			
2.1																															
153.8	Lofty,	28.8			f 6 44			f 8 23				f11 39	12 35	f 2 45			$ 5 46		7 27							$10 01		2 38	11 26			
2.2																															
156.0	Malones, B	26.6			6 39			8 19				11 35	12 31	2 41			5 42		7 28							9 55		2 31	11 11			
1.9																															
157.9	Laurel Junction, E.D.T. B.	24.7			6 35			8 15				11 31	C12 28	2 37			5 39		7 20							C 9 51		2 25	11 01			
0.3																															
158.2	Pine Junction,	24.4						8 14				11 30					5 38									9 50			10 54	5 05		
0.2																															
158.4	Delano,	24.2						$ 8 13				$11 29					$ 5 37						$11 35		$ 7 20	$ 9 49			10 33	5 00	6 00	
1.1																															
159.5	Trenton,	23.1						f 8 09				11 25					$ 5 31						$11 31		f 7 17	f 9 46			10 12	3 50	5 54	
0.8																															
160.3	(Jct) Park Place, E.D.T. B	22.3						$ 8 07				$11 23					$ 5 29						$11 27		$ 7 14	$ 9 44			10 06	3 40	5 50	
2.6																															
162.9	Mahanoy Siding,	19.7						8 00				11 17					5 20						11 16		7 06	9 38			Runs via High Grade.	Runs via High Grade.	Runs via High Grade.	
0.2																									C							
163.1	Mahanoy City, B	19.5						$ 7 59				$11 16					$ 5 19						$11 15		$ 7 05	$ 9 37						
2.5																															
165.6	Barry Junction, E.D.T.	17.0						7 53				11 10					5 12									9 31			9 00	3 15	5 37	
1.3																															
166.9	Yatesville,	15.7						f 7 50				11 06					5 09									f 9 28			8 58	3 00	5 30	
1.4																															
168.3	Shenandoah, N	14.3				$ 7 35		$ 7 46				$11 02					$ 5 05									$ 9 25			8 45	2 40	$ 5 25	
1.1																	C															
169.4	Kohinoor Junction, D	13.2				7 31		7 43				10 58					$ 5 00									9 22			8 30	2 30	C $ 5 10	
3.4																															
172.8	Raven Run,	9.8						f 7 35				f10 50					f 4 52									f 9 14			8 12	2 10		
4.8																															
177.6	Centralia,	5.0						$ 7 25				$10 40					$ 4 42									$ 9 02			7 50	1 35		
3.1																															
180.7	Morris Ridge, E.D.T. B	1.9						7 19				10 34					4 35									8 55			7 38	1 10		
1.9																															
182.6	(Jct) Mount Carmel, B	0.0						$ 7 15				$10 30					$ 4 30									$ 8 50			7 30	1 00		
MILES.		MILES.	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.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
			Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily.	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Sat'day only.	Sunday only.	Sunday only.	Sunday only.	Daily except Monday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
			P.R.R. 172	28	P.R.R. 174	178	180	182	P.R.R. 184	186	P.R.R. 188	190	P.R.R. 192	P.R.R. 252	62	P.R.R. 194	196	198	P.R.R. 200	202	P.R.R. 204	206	208	210	212	214	216	P.R.R. 732	734	736	738	740

Tomhicken Branch.

WEST.						EAST.					
2nd Class	First Class.					First Class.				2nd Class	
P. R. R. 739	P. R. R. 225	P. R. R. 197	P. R. R. 221	P. R. R. 183		P. R. R. 174	P. R. R. 192	P. R. R. 252	P. R. R. 200	P. R. R. 732	
Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily.	Distances from New York.	No. 41. STATIONS and Distances between Stations.	Daily except Sunday	Daily.	Daily except Sunday	Daily.	Daily except Monday	Distances from Tomhicken.
P. M.	P. M.	P. M.	A. M.	A. M.			A. M	P. M.	P. M.	P. M.	A. M.	
7 05	$ 7 42	$ 5 35	$11 38	$ 8 57	154.3	(Jct) Tomhicken, B	$ 7 22	$ 1 14	$ 3 24	$ 8 03	3 37	0.0
						3.7						
7 18	$ 7 49	5 42	$11 44	9 04	150.6	Conyngham, D	$ 7 16	1 07	$ 3 17	7 57	3 24	3.7
						1.0						
7 22	7 55	5 44	11 46	9 06	149.6	Harleigh Junction,	7 14	1 05	3 15	7 55	3 20	4.7
						1.9						
7 29	7 59	5 48	11 50	9 10	147.7	Long Run Junction,	7 11	1 01	3 11	7 51	3 13	6.6
						1.6						
7 35	8 02	5 51	11 54	9 13	146.1	Cranberry Jct., E.D T.D	7 08	12 58	3 08	7 48	3 07	8.2
						0.3						
					145.8	Locust Junction, E.D.T						8.5
						0.2						
C 7 37	8 03	5 52	11 55	9 14	146.0	Hazleton Junction, B	7 07	12 57	3 07	C 7 47	3 05	8.5
P. M.	P. M.	P. M.	A. M.	A. M.	MILES.		A. M.	P. M.	P. M.	P. M.	A. M.	MILES.
Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily.			Daily except Sunday	Daily.	Daily except Sunday	Daily.	Daily except Monday	
P. R. R. 739	P. R. R. 225	P. R. R. 197	P. R. R. 221	P. R. R. 183			P. R. R. 174	P. R. R. 192	P. R. R. 252	P. R. R. 200	P. R. R. 732	

Beaver Meadow Branch.

WEST.			EAST.	
First Class.			First Class.	
209	199	173	172	62
Sat'day only.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
P. M.	P. M.	A. M.	A. M.	P. M.
f 12 35	f 6 25	f 7 10	$ 6 26	f 3 32
$12 47	$ 6 36	$ 7 20	$ 6 18	$ 3 24
$12 52	$ 6 41	$ 7 24	$ 6 14	$ 3 20
$12 58	$ 6 47	$ 7 30	$ 6 10	$ 3 14
$ 1 05	$ 6 54	$ 7 37	$ 6 03	$ 3 05
P. M.	P. M.	A. M.	A. M.	P. M.
Sat'day only.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
209	199	173	172	62

Distances from New York.	No. 41. STATIONS and Distances between Stations.	Distances from Audenried.
137.6	Hazle Creek Jct., B	8.0
141.3	3.7 Beaver Meadow, D	4.3
142.6	1.3 Leviston,	3.0
144.4	1.8 Jeanesville, D	1.2
145.6	1.2 (Jct) Audenried, D	0.0
MILES.		MILES.

Ashland Branch.

WEST.		EAST.	
2nd Class	1st Class	1st Class	2nd Class
735	195	178	738
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
A. M.	P. M.	A. M.	P. M.
6 05	3 55	7 31	$ 5 00
$ 6 15	$ 4 03	$ 7 23	$ 4 51
6 20	4 07	7 19	4 46
$ 6 25	$ 4 12	$ 7 15	$ 4 42
C $ 6 40	C $ 4 22	$ 7 05	C $ 4 30
A. M.	P. M.	A. M.	P. M.
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
735	195	178	738

Distances from New York.	No. 41. STATIONS and Distances between Stations.	Distances from Ashland.
169.4	Kohinoor Junction, D	7.1
	2.1	
171.5	Lost Creek, E. D. T. D	5.0
	1.0	
172.5	Packer No. 5,	4.0
	1.2	
173.7	Girardville, D	2.8
	2.8	
176.5	Ashland, D	0.0
MILES.		MILES.

New Boston Branch.

WEST.						EAST.						
2nd Class	First Class.					First Class.					2nd Class	
P. R. R. 739	P. R. R. 197	P. R. R. 253	P. R. R. 221	P. R. R. 183	P. R. R. 177	P. R. R. 174	P. R. R. 192	P. R. R. 252	P. R. R. 254	P. R. R. 200	P. R. R. 732	
Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Monday	Distances from New York.
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
8 43	6 22			9 42		6 35	12 28	2 37		7 20	2 25	157.9
		C $ 5 40	$12 40		$ 8 18				C $ 5 31			158.4
		5 41	12 41		8 19				5 30			158.6
8 45	6 23	5 42	12 42	9 43	8 20	$ 6 33	12 27	f 2 36	5 29	7 19	2 23	158.8
8 47	6 24	5 43	12 43	9 44	8 21	6 32	12 26	2 35	5 28	7 18	2 21	159.2
8 52	6 25	5 45	12 45	9 45	8 23	6 30	12 25	2 34	5 27	7 17	2 18	160.2
8 54	6 26	f 5 46	f12 46	9 46	f 8 24	f 6 29	12 24	f 2 32	f 5 26	7 16	2 16	160.6
9 00	6 29	f 5 50	f12 49	9 49	f 8 27	f 6 25	12 21	f 2 29	f 5 23	7 13	2 11	162.0
9 05	6 31	f 5 53	f12 53	9 51	f 8 30	6 22	12 19	f 2 26	f 5 21	7 11	2 07	163.0
9 10	$ 6 32	$ 5 54	$12 55	$ 9 52	$ 8 31	$ 6 21	$12 18	$ 2 25	$ 5 20	$ 7 10	2 05	163.5
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	MILES.
Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Sunday	Daily except Sunday	Daily.	Daily except Monday	
P. R. R. 739	P. R. R. 197	P. R. R. 253	P. R. R. 221	P. R. R. 183	P. R. R. 177	P. R. R. 174	P. R. R. 192	P. R. R. 252	P. R. R. 254	P. R. R. 200	P. R. R. 732	

Distances from New Boston Junction.	No. 41. STATIONS and Distances between Stations.
5.0	Laurel Junction, B
5.1	0.5 Delano, D
4.9	0.2 Pine Junction,
4.7	0.2 Delano Junction,
4.3	0.4 Grier,
3.3	1.0 Park Siding,
2.9	0.4 Buck Mountain,
1.5	1.4 Vulcan,
0.5	1.0 Cemetery,
0.0	0.5 New Boston Junction, B
MILES.	

Highland Branch.

WEST.					EAST.				
2nd Class	First Class.				First Class.				2nd Class
741	247	245	243	241	242	244	246	248	742
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
$ 9 25	C $ 5 40					$ 9 25			C $ 5 30
f 9 30	f 5 44					f 9 21			f 5 25
9 34	5 47					9 18			5 21
f 9 36	f 5 48					f 9 17			f 5 19
$ 9 40	$ 5 52	$11 45	$ 8 00	$ 6 12	$ 7 20	$ 9 15	$12 45	$ 6 37	$ 5 15
	$ 5 56	$11 49	$ 8 04	$ 6 16	$ 7 15	$ 9 09	$12 35	$ 6 32	
	$ 5 59	$11 52	$ 8 06	$ 6 18	$ 7 12	$ 9 06	$12 32	$ 6 29	
	6 00	11 53	8 07	6 19	7 00	9 04	12 30	6 28	
	f 6 03	f11 56	f 8 09	f 6 21	f 6 58	f 9 02	f12 28	f 6 26	
	f 6 09	f12 02	f 8 13	f 6 26	f 6 54	f 8 58	f12 19	f 6 22	
	C $ 6 12	$12 04	$ 8 18	$ 6 30	$ 6 50	$ 8 55	$12 15	C $ 6 19	
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
741	247	245	243	241	242	244	246	248	742

Distances from New York.	No. 41. STATIONS and Distances between Stations.	Distances from Lumber Yard.
151.6	Highland No. 6 Slope,	10.4
149.9	1.7 Sandy Run Junction,	8.7
148.9	1.0 Sandy Run,	7.7
147.7	1.2 Highland Junction,	6.5
147.2	0.5 Highland,	6.0
146.4	0.8 Freeland, D	5.2
145.2	1.2 Drifton, E. D. T. D	4.0
144.5	0.7 Jeddo, D	3.3
144.3	0.2 Pink Ash Junction,	3.1
143.7	0.6 Foundryville,	2.5
142.2	1.5 Hazle Brook,	1.0
141.2	1.0 (Jct) Lumber Yard, B	0.0
MILES.		MILES.

Sheppton Branch.

WEST. FIRST CLASS. 201 Daily except Sunday	WEST. FIRST CLASS. 181 Daily except Sunday	Distances from New York.	No. 41. STATIONS and Distances between Stations.		Distances from Sheppton.	EAST. FIRST CLASS. 186 Daily except Sunday	EAST. FIRST CLASS. 202 Daily except Sunday
P. M.	A. M.					A. M.	P. M.
		150.4	Drifton,		24.8		
		146.1	4.3 Eckley Junction,		20.5		
		142.1	4.0 Stockton Junction,		16.5		
		141.7	0.7 Bridge Scales,	D	15.8		
		146.5	4.8 Roan,	B	11.0		
		147.0	0.5 Roan Junction,		10.5		
f 6 50	f 8 55	147.8	0.8 Oneida Junction,	D	9.7	f10 50	C f 7 48
6 55	9 05	149.8	2.0 Harwood Junction,		7.7	10 40	7 43
f 6 56	f 9 07	150.2	0.4 Harwood Road,		7.3	f10 37	f 7 42
f 6 58	f 9 10	151.2	1.0 Humboldt Road,		6.3	f10 30	f 7 40
$ 7 08	$ 9 25	155.6	4.4 Oneida,	D	1.9	$10 15	$ 7 31
C $ 7 15	$ 9 35	157.5	1.9 Sheppton,		0.0	$10 05	C $ 7 25
P. M.	A. M.	MILES.			MILES.	A. M.	P. M.
Daily except Sunday 201	Daily except Sunday 181					Daily except Sunday 186	Daily except Sunday 202

Deringer Branch.

WEST. FIRST CLASS.	Distances from New York.	No. 41. STATIONS and Distances between Stations.		Distances from Oneida Junction.	EAST. FIRST CLASS.
	161.2	Deringer,		13.4	
	160.1	1.1 Gum Run,	B	12.3	
	158.2	1.9 Tomhicken,		10.4	
	152.4	5.8 Long Run Junction,		4.6	
	151.6	0.8 Cranberry,		3.8	
	147.8	3.8 Oneida Junction,	D	0.0	
	MILES.			MILES.	

SPECIAL INSTRUCTIONS—MAIN LINE AND ALL BRANCHES.

Explanation of characters.

B Day and night train order office.
D Day train order office.
N Night train order office.

1. ON SINGLE TRACK, TRAINS RUNNING EAST ARE SUPERIOR TO TRAINS OF THE SAME CLASS RUNNING WEST.

2. Yard engines will use the main track within yard limits without working train orders, subject to rule 99.

3. First-class trains must not exceed scheduled speed within yard limits. Other trains must run prepared to stop at any point within yard limits.

4. Where automatic signals are in use, torpedoes must not be used except in foggy or stormy weather.

5. Operators at train order offices will block trains in accordance with rule 91, except where automatic or telegraph block is in use.

6. When a train is stopped by a train order signal for a telegraph block, or time block, it must not proceed without a clearance card Form "A."
When a train is stopped by a time block the operator must not deliver the clearance card until the time has expired.

7. When necessary to stop a train at a train order or block office out of office hours, or at a temporary office, a red flag or a red light (also torpedoes in foggy or stormy weather) must be used as an additional precaution.

8. Operators must report fogs and sudden changes of the weather to the train dispatcher.

9. Helping enginemen must be given a copy of all train orders affecting the movement of the train they help.

10. Passenger trains will wait for their connections unless otherwise ordered. Conductors of delayed trains must notify the Superintendent the number and destination of passengers for transfer.

11. On double track all trains not scheduled will run extra without running train orders.
When a train crosses over to or obstructs the other track it will not protect against trains moving against the current of traffic.

12. Engines must be cut off from freight trains when taking coal or water.

13. Trains moving on or entering double track at an initial station or junction, will be governed by the interlocking signals; or where there are no interlocking signals, by train order signal. An operator or signalman, will not give a clear signal to an inferior train when a superior train is due, except under rule D-93, when directed by the train dispatcher.

SPECIAL INSTRUCTIONS—MAIN LINE.

1. Double track: between Penn Haven Junction and Locust Junction, Hazleton Junction and Silver Brook Junction, Laurel Junction and Morris Ridge via high grade tracks from Park Place to Barry Junction. Normal position of switches at end of double track is for east-bound trains.

2. No. 735 will carry passengers between Mahanoy City and Ashland.
No. 738 will carry passengers between Ashland and Shenandoah.

3. No. 196 on Sunday will stop on signal at Hazle Creek Junction; Tamanend, Shoemakers and Yatesville to receive or discharge passengers.
No. 27 on Sunday will stop on signal at Hazle Creek Junction and Yatesville to receive or discharge passengers.

4. Nos. 27, 177, 179, 190, 213, 214, 221 and 252 will stop on signal at Tamanend to receive or discharge passengers.
Nos. 27, 179, 185, 190, 208, 211, 212, 213 and 214 will stop on signal at Shoemakers to receive or discharge passengers.
No. 185 will stop at Shenandoah Junction to discharge passengers.
Nos. 182 and 185 will stop on signal at Packer No. 4 to receive or discharge passengers.
No. 196 will stop on signal at Stuartville to receive passengers.
No. 182 will wait at Mt. Carmel for connection with N. C. Railway train 302.

5. Yards are located as follows and their limits are designated by yard limit signs:
Weatherly—Between Black Creek Junction and scale siding switch and Hudsondale.
Hazle Creek Junction—Between tower and west end of sidings.
Lumber Yard—Between coal platform and tower west of station and Hazle Brook.
Hazleton—Between Stockton and Oneida Junction and Cranberry Junction and between Cranberry Junction and Hazleton Junction.
Audenried—Between "Y" switches and Central Railroad of New Jersey crossing and Beaver Brook Branch switch.
Delano—Between Laurel Junction and Park Place, Laurel Junction and Delano Junction, Pine Junction and Delano Junction, Quakake and Pine Junction.
Shenandoah—Between Kehley Run Junction and road crossing east of Packer No. 3 breaker on main line and Ashland Branch.
Mt. Carmel—Between Morris Ridge and Sioux colliery.

6. Bulletin boards are located at Lehighton round house, Packerton telegraph office, Penn Haven Junction, Weatherly yard office, Hazleton passenger trainmen's room and yard office, Delano yard and shop offices, Kohinoor Junction and Mt. Carmel.

7. Train registers are located at Silver Brook Junction, Barry Junction and Morris Ridge for first and second-class trains, and at Mt. Carmel for all trains. Trains not scheduled to stop at Silver Brook Junction and Morris Ridge will be registered by the telegraph operator, and at Barry Junction by the switch tender.

8. Standard clocks are located at Weatherly, Hazleton yard office, Delano yard office and Mt. Carmel.

9. A day and night train order office is located at Delano yard office. The hours for day train order offices are from 6:00 a. m. until 6:00 p. m.

10. Ash pans may be cleaned—Weatherly coal dock siding. Hazle Creek Junction water station. Hazleton engine house yard. Pine Junction siding. Delano, south of "Y". Centralia water station. Mt. Carmel water station. Mt. Carmel engine house track.

11. The maximum rate of speed for second-class and extra trains between Oneida Junction and Laurel Junction is twenty-five miles an hour, other portions of main line twenty miles an hour.

12. All trains will run prepared to stop approaching and passing through Weatherly, Hazleton, Delano, Mahanoy City, Shenandoah and Centralia.
All east-bound second-class and extra trains (except light engines) will consume ten minutes between Hazle Creek Junction and Weatherly.
All trains will reduce speed to fifteen miles an hour passing around Hartz's curve two miles west of Hazle Creek Junction.
All west-bound first-class trains will approach Hazleton station under full control prepared to stop at Church street, east of station platform.
All trains will exercise great care and run prepared to stop while backing in or out between Hazleton station and Hazleton Junction.
All trains will approach Audenried prepared to stop, expecting to find Beaver Meadow Branch passenger trains occupying main track at Audenried station, crossing over east of station, or backing out of "Y".
All first-class trains will reduce speed to twenty-five miles an hour and second-class and extra trains to fifteen miles an hour at first curve west of overhead bridge west of Lofty, curve at Malones cut, first curve west of Malones, the first four sharp curves west of Mahanoy City, curve over fill east of Yatesville water station, the sharp curves between Packer No. 3 and Raven Run arch and the first curve east and first curve west of Morris Ridge Branch switch.
All trains will approach Mt. Carmel station prepared to stop, expecting to find N. C. Railway trains occupying main track at station platform.

13. Whistle signals for switches at interlocking plants are as follows:
Penn Haven Junction, one long followed by one short sound for switches leading to or from Mahanoy and Hazleton Division.
Black Creek Junction, one long followed by one short sound for main line trains; one short followed by one long sound for switches leading to or from Quakake Branch.
Hazle Creek Junction, one long followed by one short sound for main line trains; one short followed by one long sound for switches leading to or from Beaver Meadow Branch.
Lumber Yard, one long followed by one short sound for main line trains; one short followed by one long sound for switches leading to or from Highland Branch; two long followed by one short sound for switches leading from No. 1 track to Sheppton Branch connection; two short followed by one long sound for switches leading from Sheppton Branch connection to No. 2 track.

Pine Junction, one long followed by one short sound for main line trains; one short followed by one long sound for switches leading to or from Quakake Branch; two short followed by one long sound for switches leading to or from New Boston Branch; two long followed by one short sound for switches leading from No. 2 track to or from "Y"; one short followed by two long sounds for switches leading from No. 2 track to or from cinder siding; two short followed by two long sounds for switches leading to or from coal dock siding.

Park Place, one long followed by one short sound for main line trains; one short followed by one long sound for switches leading to or from high grade tracks.

At other junction points, one long followed by one short sound for main line trains; one short followed by one long sound for switches leading to or from branches.

14. Nos. 731, 734, 736, 737 and 738 and all extra trains unless otherwise directed, will use the high grade tracks between Park Place and Barry Junction.

Nos. 731 and 736 will run via Quakake Branch between Black Creek Junction and Pine Junction.

15. All trains between Locust Junction and Hazleton Junction will proceed only under signals from switch tenders.

16. First-class trains will use No. 5 track Hazleton, between Wyoming street and Locust Junction as single track, except that all Pennsylvania Railroad passenger trains arriving or departing from Hazleton will use No. 3 track Hazleton, between Hazleton station and first switch east of Locust street as single track.

17. All trains between Silver Brook Junction and Laurel Junction will be moved by the Train Staff System.

18. When necessary for engines to leave main line and enter any colliery branch track, a flagman must be left at the switch to protect train and notify other engines entering the branch, and to note the arrival and departure of superior trains. The absence of flagman will indicate the branch is clear of engines.

19. Extra trains may run ahead of Nos. 734, 736, 737 and 740.

20. All east-bound trains (except light engines) between Hazle Creek Junction and Weatherly and between Beaver Meadow and Weatherly, will be blocked absolutely. No train will be permitted to leave Hazle Creek Junction until the preceding train has cleared the block at Weatherly. No train will be permitted to leave Beaver Meadow until the preceding train from main line or Beaver Meadow branch has cleared the block at Weatherly.

No train will be permitted to leave Hazle Creek Junction until a train that has left Beaver Meadow has cleared the block at Weatherly. Extra trains will not leave Beaver Meadow without ample time to clear the block at Weatherly for first-class trains from main line or Beaver Meadow Branch. Light engines may follow each other, or follow other trains (except passenger trains) prepared to stop. Trainmen will observe the rules strictly in protecting their trains.

21. When automatic signals M1741, M1751 or M1752 located near Montana Branch connection indicates stop, all trains thus stopped must wait five minutes then proceed under protection of a flagman to the end of the block. All east-bound trains from Montana Branch must protect against opposing trains on No. 1 track to cross over east of Montana Branch connection.

22. All trains using Green Ridge "Y" at Mt. Carmel will protect against N. C. Railway first-class trains. N. C. Railway first-class trains will use Green Ridge "Y" to turn their engines and trains. The switches at east end of "Y" must be kept clear of cars at all times so that trains can move from "Y" to main line.

23. West-Bound trains with interchange cars for N. C. Railway, at Mt. Carmel, will use No. 5 track to public road crossing, and No. 3 track and N. C. Railway No. 3 extension to back off trains in N. C. Railway receiving yard. East-bound trains leaving receiving yard will use No. 5 track, stopping clear of No. 3 track, west of public road crossing, until train orders are received to proceed.

24. Railroad crossings are located at the following places: Audenried, Central Railroad of New Jersey. Audenried, L. & W. B. C. Co. Mahanoy City, P. & R. Railway.

25. For meeting and passing points, use sidings designated, viz:

Weatherly	.....	west-bound,	2430 feet,	length in clear.
"	.....	east-bound,	3250 feet,	" " "
Silver Brook Junction	.....		1793 feet,	" " "
Malones	.....		1223 feet	" " "
Laurel Junction	.....		1390 feet,	" " "
Mahanoy Siding	.....		600 feet,	" " "
Barry Siding	.....		970 feet,	" " "

SPECIAL INSTRUCTIONS—TOMHICKEN BRANCH.

1. Double track: between Cranberry Junction and Locust Junction.

2. Yards are located as follows and their limits are designated by yard limit signs:

Hazleton—Between Stockton and Oneida Junction and Cranberry Junction and between Cranberry Junction and Hazleton Junction.

Tomhicken—Between junction with P. R. R. and west end of "Y."

3. Bulletin board is located at Tomhicken.

4. Train register is located at Tomhicken.

5. Standard clock is located at Tomhicken.

6. The hours for day train order offices are from 6:00 a. m. until 6:00 p. m.

7. The maximum rate of speed for second class and extra trains is twenty miles an hour.

8. All first-class trains will reduce speed to twenty-five miles an hour and second-class and extra trains to fifteen miles an hour at curve at mile post No. 153, curve at Conyngham pumping station and curve in rock cut three-fourth miles west of Conyngham station.

All first-class trains will reduce speed to twenty miles an hour, and second-class and extra trains to ten miles an hour over the bridge west of Harleigh Junction.

All trains will reduce speed to ten miles an hour at reverse curve just west of Long Run Junction.

9. For meeting and passing points, use sidings designated, viz:

Tomhicken No. 1 .....1000 feet, length in clear.

Conyngham .....1310 feet, " " "

Harleigh Junction .....Ebervale Branch Connection.

SPECIAL INSTRUCTIONS—NEW BOSTON BRANCH.

1. Yard is located and the limits are designated by yard limit signs: Delano—Between Laurel Junction and Park Place, Laurel Junction and Delano Junction, Pine Junction and Delano Junction, Quakake and Pine Junction.

2. Bulletin board is located at New Boston Junction.

3. Train register is located at New Boston Junction.

4. Standard clock is located at New Boston Junction.

5. The maximum rate of speed for second-class and extra trains is twenty-five miles an hour.

6. All first-class trains will reduce speed to twenty-five miles an hour and second-class and extra trains to fifteen miles an hour at curve opposite Vulcan engine house.

7. When necessary for engines to leave main line and enter any colliery branch track, a flagman must be left at the switch to protect train and notify other engines entering the branch, and to note the arrival and departure of superior trains. The absence of flagman will indicate the branch is clear of engines.

8. For meeting and passing points, use sidings designated, viz:

Grier .....2300 feet, length in clear.

Park Siding .....1420 feet, " " "

Cemetery .....2320 feet, " " "

SPECIAL INSTRUCTIONS—BEAVER MEADOW BRANCH.

1. Double track: between Hazle Creek Junction and one mile east of Beaver Meadow. Normal position of switch at west end of double track is for east-bound trains.

2. Yard is located and the limits are designated by yard limit signs: Audenried—Between "Y" switches and Central Railroad of New Jersey crossing and Beaver Brook Branch switch.

3. The hours for day train order offices are from 6:00 a. m. until 6:00 p. m.

4. Ash pans may be cleaned—Beaver Meadow water station.

5. The maximum rate of speed for extra trains is twenty miles an hour.

6. All trains will approach Audenried prepared to stop, expecting to find Beaver Meadow Branch passenger trains occupying main track at Audenried station, crossing over east of station, or backing out of "Y."

7. All east-bound trains (except light engines) between Hazle Creek Junction and Weatherly and between Beaver Meadow and Weatherly, will be blocked absolutely. No train will be permitted to leave Hazle Creek Junction until the preceding train has cleared the block at Weatherly. No train will be permitted to leave Beaver Meadow until the preceding train from main line or Beaver Meadow Branch has cleared the block at Weatherly.

No train will be permitted to leave Hazle Creek Junction until a train that has left Beaver Meadow has cleared the block at Weatherly. Extra trains will not leave Beaver Meadow without ample time to clear the block at Weatherly for first-class trains from main line or Beaver Meadow Branch. Light engines may follow each other or follow other trains (except passenger trains) prepared to stop. Trainmen will observe the rules strictly in protecting their trains.

8. When necessary for engines to leave main line and enter any colliery branch track, a flagman must be left at the switch to protect train and notify other engines entering the branch, and to note the arrival and departure of superior trains. The absence of flagman will indicate the branch is clear of engines.

9. For meeting and passing points, use:

Jeanesville No. 5 .....2120 feet, length in clear.

SPECIAL INSTRUCTIONS—ASHLAND BRANCH.

1. Double track: between Kohinoor Junction and Lost Creek. Normal position of switches at end of double track is for east-bound trains.

2. No. 735 will carry passengers between Mahanoy City and Ashland.

No. 738 will carry passengers between Ashland and Shenandoah.

3. All trains will stop on signal at Packer No. 3, Packer No. 4, Packer No. 2. Rappahannock and Richard street to receive or discharge passengers.

4. Yards are located as follows and their limits are designated by yard limit signs:

Shenandoah—Between Kehley Run Junction and road crossing east of Packer No. 3 breaker on main line and Ashland Branch.

Ashland—Between Ashland Junction and Ashland station.

5. Bulletin board is located at Kohinoor Junction.

6. The hours for day train order offices are from 6:00 a. m. until 6:00 p. m.

7. Ash pans may be cleaned—Lost Creek siding. Ashland, track west of "Y".

8. The maximum rate of speed for second-class and extra trains is twenty miles an hour.

9. All trains must run prepared to stop approaching and passing through Girardville.

10. When necessary for engines to leave main line and enter any colliery branch track, a flagman must be left at the switch to protect train and notify other engines entering the branch, and to note the arrival and departure of superior trains. The absence of flagman will indicate the branch is clear of engines.

SPECIAL INSTRUCTIONS—HIGHLAND BRANCH.

1. Double track: between Drifton and North Lumber Yard. Normal position of switches at end of double track is for east-bound trains.

2. Nos. 741 and 742 will carry passengers.

3. Yards are located as follows and their limits are designated by yard limit signs:

Lumber Yard—Between coal platform and tower west of station and Hazle Brook.

Freeland—Between Freeland and South Heberton switch including South Heberton Branch.

4. Train registers are located at Sandy Run Junction and Highland Junction for first and second-class trains.

5. The hours for day train order offices are from 6:00 a. m. until 6:00 p. m.

6. Ash pans may be cleaned—Lumber Yard—Mount Hall track and Stockton road.

7. The maximum rate of speed for second-class and extra trains is twenty miles an hour.

8. Trains must not exceed a speed of ten miles an hour through Jeddo tunnel.

9. When necessary for engines to leave main line and enter any colliery branch track, a flagman must be left at the switch to protect train and notify other engines entering the branch, and to note the arrival and departure of superior trains. The absence of flagman will indicate the branch is clear of engines.

10. Engines approaching Jeddo tunnel will give two short followed by one long sound of whistle for signal. Trains must not pass signal mast to use gauntlet track through tunnel unless both Automatic and Semaphore Signals are in proceed position.

11. One light must be burning in each coach or combination car when passing through Jeddo tunnel.

A red and a white light must be displayed on the rear end of all trains passing through Jeddo tunnel.

12. G. B. Markle & Co.'s mine engines are superior to all extra trains between Highland No. 6 Slope and Highland Junction. Extra trains between stations named must protect against G. B. Markle & Co.'s mine engines.

13. Railroad crossing is located 300 feet east of Sandy Run Junction—Federal Clay Manufacturing Co.

SPECIAL INSTRUCTIONS—SHEPPTON BRANCH.

1. Yards are located as follows and their limits are designated by yard limit signs:

Drifton—Between water tank west of Drifton station and 1100 feet west of first bridge crossing Highland Branch.

Stockton Junction—Between grade crossing with Stockton No. 2 Branch and third cut, 3000 feet west of Bridge scales including connection from Stockton Junction to Lumber Yard and from Bridge Scales to Lumber Yard.

Roan—Between east switch of Roan "Y" and Roan Junction including Roan "Y", and from Roan Junction to a point 1680 feet west of public road crossing at Roan Junction on the T. H. & N. Ry.

All trains have the right to use the tracks of the T. H. & N. Ry. to yard limit board 1680 feet west of public road crossing and P. & R. Ry. trains will not pass yard limit board without protecting themselves.

Oneida Junction—Between Oneida Junction telegraph office and west end of long siding, including Oneida Junction "Y".

2. Bulletin boards are located at Bridge Scales and Roan.

3. Standard clocks are located at Roan and Oneida.

4. The hours for day train order offices are from 6:00 a. m. until 6:00 p. m.

5. Ash pans may be cleaned—Drifton ash siding, Roan ash siding.

6. The maximum rate of speed for extra trains is twenty miles an hour.

7. All trains will reduce speed to eight miles an hour around Drifton loop.

8. No. 181 is superior to No. 186. No. 201 is superior to No. 202.

9. When necessary for engines to leave main line and enter Eckley, Stockton No. 7 and Harwood colliery branch tracks, a flagman must be left at the switch to protect train and notify other engines entering the branch, and to note the arrival and departure of superior trains. The absence of a flagman will indicate the branch is clear of engines.

10. The Loop track at Drifton will be used as main track and trains using same will keep to the right.

11. All west-bound trains approaching west end of Drifton loop will stop expecting to find cars being dropped across main track from Drifton breaker. Trains will not proceed unless track is known to be clear.

12. Coxe Bros. & Co., Inc. narrow gauge mine engines will use the main track around loop at Drifton protecting themselves.

13. Coxe Bros. & Co., Inc. narrow gauge mine engines are superior to all trains between Oneida and Sheppton. All trains between points named must protect against Coxe Bros. & Co. Inc. narrow gauge mine engines.

14. Railroad crossings are located at the following places:

Eckley colliery branch—Coxe Bros. & Co. Inc.

1315 feet west of Eckley Junction—Coxe Bros. & Co. Inc.

Stockton Junction—Stockton No. 2 Branch.

Stockton Junction—Coxe Bros. & Co. Inc.

Beaver Meadow colliery branch—Coxe Bros. & Co. Inc.

Oneida—Coxe Bros. & Co. Inc.

One-half mile east of Sheppton—Coxe Bros. & Co. Inc.

At railroad crossings of Coxe Bros. & Co. Inc. in addition to observing rule No. 98 in book of rules, trains will be governed by instructions on sign boards located at crossings.

SPECIAL INSTRUCTIONS—DERINGER BRANCH

1. Yards are located as follows and their limits are designated by yard limit signs:

Gum Run—Between grade crossing of Pennsylvania R. R. and water station.

Oneida Junction—Between Oneida Junction telegraph office and west end of long siding including Oneida Junction "Y".

Pennsylvania R. R. trains will use tracks at Gum Run protecting themselves. All trains must run prepared to stop expecting to find tracks occupied.

2. Bulletin board is located at Gum Run.

3. The hours for day train order offices are from 6:00 a. m. until 6:00 p. m.

4. Ash pans may be cleaned—Gum Run "Y."

5. The maximum rate of speed for extra trains is twenty miles an hour.

6. All trains will reduce speed to four miles an hour over trestle on Tomhicken colliery branch track, public road crossing at Cranberry, and reverse curves between Cranberry and mile post 19.

All trains will reduce speed to fifteen miles an hour around horse-shoe curve west of Harwood.

7. Whistle signals for switches at interlocking plants are as follows:

Gum Run—One long followed by one short sound.

8. The direction from Oneida Junction to Deringer is east and from Deringer to Oneida Junction is west.

9. All trains approaching west end of empty car sidings at Deringer will stop expecting to find cars being dropped across main track to Deringer empty car sidings and will not proceed unless track is known to be clear.

10. When necessary for engines to leave main line and enter Tomhicken colliery branch track, a flagman must be left at the switch to protect train and notify other engines entering the branch and to note the arrival and departure of superior trains. The absence of a flagman will indicate the branch is clear of engines.

11. Railroad crossings are located at the following places:

Deringer colliery—Coxe Bros. & Co. Inc.

Gum Run—Pennsylvania Railroad.

Mile Post 19—A Pardee & Co.

SPECIAL INSTRUCTIONS—EBERVALE BRANCH.

1. Day train order office is located at Lattimer Junction.
The hours for day train order offices are from 6:00 a. m. until 6:00 p. m.

2. The maximum rate of speed for extra trains is twenty miles an hour.

3. G. B. Markle & Co.'s mine engines are superior to all extra trains between west end of Jeddo No. 4 mine siding and east end of Ebervale mine siding. Extra trains between points named must protect against G. B. Markle & Co.'s mine engines.

4. All trains using tracks between Lattimer Junction and Lattimer No. 3, Lattimer Store and Milnesville must protect against each other.

5. Railroad crossings: There are two located between Lattimer Junction and Lattimer Store—Pardee Bros. & Co.

SPECIAL INSTRUCTIONS—QUAKAKE BRANCH.

1. Double track: between Black Creek Junction and Pine Junction.

2. Yards are located as follows and their limits designated by yard limit signs:

Weatherly—Between Black Creek Junction and Scale Siding switch and Hudsondale.

Delano—Between Laurel Junction and Park Place, Laurel Junction and Delano Junction, Pine Junction and Delano Junction, Quakake and Pine Junction.

3. Day and night train order offices are located at Black Creek Junction and Quakake.

4. Ash pans may be cleaned—Black Creek water station and Stewart's water station.

5. The maximum rate of speed for second-class and extra trains is twenty miles an hour.

6. All trains must reduce speed to ten miles an hour passing around curve just west of Switchback station.

7. Nos. 731 and 736 will run via Quakake Branch between Black Creek Junction and Pine Junction.

No. 731 is due at Quakake at 3.20 a. m. and No. 736 at 6.00 p. m.

8. Block signals will be used between Pine Junction and Quakake for east-bound trains. East-bound interlocking signal at Pine Junction will also be used as block signal.

COMPANY SURGEONS.

NAME.	LOCATION.	TERRITORY.
JAMES B. TWEEDLE, M. D.	29 Carbon St., Weatherly, Pa.	Penn Haven Junction to Lumber Yard including Beaver Meadow Branch.
WILLIAM R. LONGSHORE, M. D.	79 N. Church St., Hazleton, Pa.	Lumber Yard to Audenried, Roan to Sheppton, Tomhicken and Deringer Branches.
WALTER LATHROP, M. D.	State Hospital, Hazleton, Pa.	Hazleton and immediate vicinity.
LOUIS A. FLEXER, M. D.	Railroad St., Delano, Pa.	Audenried to Delano and Quakake Branch.
PHAON HERMANY, M. D.	56 S. Main St., Mahanoy City, Pa.	New Boston Junction to Barry Junction.
WILLIAM N. STEIN, M. D.	18 E. Oak St., Shenandoah, Pa.	Barry Junction to Centralia.
WILLIAM T. WILLIAMS, M. D.	50 Second St., Mt. Carmel, Pa.	Centralia to Mt. Carmel.
JONATHAN C. BIDDLE, M. D.	State Hospital, Fountain Springs.	Shenandoah to Ashland.
GEORGE S. WENTZ, M. D.	Hospital Hill, Drifton, Pa.	Highland Branch and Sheppton Branch, Drifton to Roan.

The attention of agents and employes is especially called to the necessity of procuring the services of regularly appointed surgeons of this Company, in all cases of personal injury to employes and others injured on the line.

Application must be made to the nearest surgeon to point where accident occurs.

In case of personal injury the Superintendent and Train Master must be notified promptly by telegraph on Form T-35, to be followed with report Form T-5 by train mail.