

LEHIGH VALLEY RAILROAD

TIME TABLE No. 12

IN EFFECT

Sunday, January 5, 1941, 12:01 A. M.

EASTERN STANDARD TIME

For the Government and
Information of Employees

J. N. HAINES,
General Manager

GEO. VOELKNER,
Asst. General Manager

C. L. GRIM,
Supt. Car Service

R. L. GEBHARDT,
Supt., New York Division

F. S. MITTEN,
Supt., Wyoming Division

A. E. O'DEA,
Supt., Buffalo Division

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SOMETHING FOR EMPLOYEES TO THINK ABOUT

The standing and reputation of our railroad with the public is determined and established by the contacts our patrons have with the employees.

COURTESY and GENUINE INTEREST in their transportation problems, and prompt, thoughtful and courteous answers to their questions, no matter how trivial they may appear to be, are the best possible sales arguments when dealing with the public.

If every employe will consider himself a representative of the Company, and practice the simple virtues of COURTESY and CONSIDERATION when contacting the public, it will make our Lehigh Valley Railroad an outstanding example of Constructive Transportation Salesmanship.

Your co-operation to this end is earnestly solicited.

J. N. HAINES

General Manager.

Distance from New York		WESTWARD — FIRST CLASS			
		37	25	21	9
		P.R.R. 625	P.R.R. 621	P.R.R. 609	
		Daily	Daily Except Sunday	Sunday Only	Daily
No. 12 STATIONS		A. M.	A. M.	A. M.	A. M.
1.0	NEW YORK (P.R.R.)		7.50	8.36	11.05
2.4	JERSEY CITY (L.V.)	B			
5.1	JERSEY AVE. JCT.		3.50		
8.6	CONSTABLE JCT.	B	4.00		
	OAK ISLAND JCT.		4.05		
	NEWARK (P.R.R.)		\$ 8.06	\$ 8.50	\$11.21
	HUNTER (P.R.R.)		8.10	8.54	11.25
11.4	NEWARK (Jct.)	B	\$ 4.11	8.20	9.05
12.7	HILLSIDE (Jct.)		4.31		11.33
14.1	TOWNLEY				
16.0	ROSELLE PARK (Jct.)				
17.9	CRANFORD (Jct.)				
19.4	CLARK		4.41	8.28	9.13
21.3	GOODMANS			9.18	11.40
23.2	POTTER		4.46	8.33	9.18
24.9	OAK TREE				
26.5	SO. PLAINFIELD (Jct.)	B	4.52	\$ 8.39	\$ 9.23
29.1	NEW MARKET				A11.49
33.1	BOUND BROOK		4.59	8.47	9.29
35.8	PORT READING JCT.	B	5.03	8.51	9.33
36.4	MANVILLE				
38.2	ROYCE VALLEY				
42.0	FLAGTOWN				
44.7	NESHANIC		5.14	9.03	9.42
48.6	THREE BRIDGES	B			12.08
51.0	FLEMINGTON JCT.	D	5.22	\$ 9.12	\$ 9.49
54.1	STANTON				12.14
57.7	LANDSDOWN (Jct.)		5.30	9.20	9.56
60.7	JUTLAND				12.21
63.6	PATTENBURG				
64.0	BELLEWOOD	B	5.41	9.28	10.04
65.2	WEST END TUNNEL		5.43	9.30	10.06
65.8	WEST PORTAL				12.28
68.6	BLOOMSBURY				12.30
73.7	ALPHA				
74.6	GREENS BRIDGE		5.53	9.43	10.14
76.5	PHILLIPSBURG (Jct.)	B	5.57	9.47	10.18
77.0	EASTON (Jct.)	B	5.58	\$ 9.48	\$10.22
80.7	RICHARDS	B	6.04	9.56	\$12.46
88.6	BETHLEHEM (Jct.)	B	6.14	10.02	10.28
		K	6.19	\$10.12	\$10.38
				C10.20	\$ 1.02
92.5	EAST PENN JCT.	B	6.25	10.26	10.49
93.3	ALLENTOWN (Jct.)	C	6.26	\$10.28	\$10.54
96.0	FULLERTON			10.40	\$ 1.23
97.1	CATASAUQUA (Jct.)	B	6.31	10.47	11.01
98.0	HOKENDAUQUA				1.29
99.0	COPLAY				
100.3	CEMENTON				
102.7	LAURYS				
104.2	TREICHLER	B	6.40	10.55	11.09
109.5	SLATINGTON (Jct.)		6.46	\$11.02	\$11.16
115.1	LIZARD CREEK JCT.		6.52	11.09	11.23
115.7	BOWMANSTOWN	D			1.49
119.1	LEIGHTON	B	\$ 7.00	\$11.16	\$11.31
120.7	PACKERTON	B	7.11	11.20	11.35
122.7	MAUCH CHUNK	B	7.19	\$11.24	\$11.39
			A. M.	A. M.	P. M.

No. 37 will not carry passengers.

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TWARD — FIRST CLASS

		31	23	53	39	7	55	17	15
		P.R.R. 631	P.R.R. 623		P.R.R. 639	P.R.R. 607		P.R.R. 617	P.R.R. 615
		Saturday Only See Note	Daily Ex. Saturday & Sunday	Daily Ex. Saturday & Sunday	Sunday Only	Daily	Daily Ex. Saturday & Sunday	Daily Except Sunday	Sunday Only
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		12.55	4.00	5.52	6.20	7.45		10.10	10.45
			3.30	6.01					
			3.37	6.06					
				6.11					
		\$ 1.10	\$ 4.21		\$ 6.35	\$ 8.00		\$10.25	\$11.00
		1.14	4.24		6.39	8.04		10.29	11.04
		1.24	4.27	\$ 6.16	6.49	8.14	C 8.35	10.41	11.16
		G 1.26		\$ 6.20					
				\$ 6.24					
		Will not run Feb. 22		\$ 6.28					
		1.34	4.37	6.35	6.57	8.22	8.45	10.49	11.24
				6.38					
		1.39	4.42	6.40	7.02	8.27	8.51	10.54	11.29
		\$ 1.44	A 4.46	\$ 6.42	\$ 7.07	\$ 8.32	8.56	A10.59	A11.34
				\$ 6.46					
		1.51	4.55	6.55	7.13	8.39	\$ 9.05	11.06	11.41
		1.54	4.59	6.59	7.17	8.43	9.10	11.10	11.45
				f 7.01					
		2.03	5.10	7.11	7.26	8.53	9.21	11.20	11.55
		\$ 2.11	A 5.18	\$ 7.20	\$ 7.33	\$ 9.02	\$ 9.32	11.29	12.04
		2.18	5.27		7.41	9.10		11.38	12.13
		2.26	5.41		7.49	9.20		11.49	12.24
		2.28	5.43		7.51	9.22		11.51	12.26
		2.38	5.56		8.01	9.32		12.01	12.36
		2.41	5.59		8.04	9.35		12.04	12.39
		\$ 2.47	\$ 6.02		\$ 8.09	\$ 9.40		\$12.05	\$12.40
		2.53	6.08		8.15	9.46		12.29	12.47
		\$ 3.08	\$ 6.18		\$ 8.28	\$ 9.56		\$12.45	\$ 1.03
			6.21			10.15		1.09	1.10
		3.14	6.27		8.36	10.23		1.17	1.18
		\$ 3.18	\$ 6.29		\$ 8.42	\$10.25		\$ 1.19	\$ 1.20
						10.31		1.35	1.27
		3.24			8.48	10.38		1.43	1.35
		3.32			8.56	10.46		1.51	1.43
		\$ 3.38			\$ 9.03	10.52		1.57	1.49
		3.45			9.10	10.58		2.03	1.55
		\$ 3.52			\$ 9.18				
		3.56			9.22	11.06		2.13	2.05
		\$ 4.00			\$ 9.26	\$11.10		\$ 2.17	\$ 2.09
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

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Distance from New York	No. 12 STATIONS	EASTWARD — FIRST CLASS			
		52	24	28	28
		P.R.R. 624	P.R.R. 628	P.R.R. 628	
		Daily Ex. Sun. See Note	Daily Ex. Saturday & Sunday	Daily	Daily
		A. M.	A. M.	P. M.	P. M.
1.0	NEW YORK (P.R.R.)		\$ 9.44	\$12.15	\$12.15
2.4	JERSEY CITY (L.V.)	B \$ 8.11	\$10.00		
5.1	JERSEY AVE. JCT.	8.03	9.53		
8.6	CONSTABLE JCT.	7.58			
	OAK ISLAND JCT.	7.53			
	NEWARK (P.R.R.)		\$ 9.24	\$11.59	\$11.59
	HUNTER (P.R.R.)		9.20	11.55	11.55
11.4	NEWARK (Jct.)	B \$ 7.49	9.15	11.45	11.45
12.7	HILLSIDE (Jct.)	\$ 7.45			
14.1	TOWNLEY	\$ 7.41			
16.0	ROSELLE PARK (Jct.)	\$ 7.37	9.09	11.40	11.40
17.9	CRANFORD (Jct.)	7.32			
19.4	CLARK	\$ 7.25			
21.3	GOODMANS	\$ 7.22			
23.2	POTTER	\$ 7.19			
		7.16			
24.9	OAK TREE	\$ 7.13			
26.5	SO. PLAINFIELD (Jct.)	B \$ 7.10	A 8.56	\$11.28	\$11.28
29.1	NEW MARKET	\$ 7.02	8.52	11.24	11.24
33.1	BOUND BROOK	\$ 6.55			
35.8	PORT READING JCT.	B 6.51	8.43	11.17	11.17
36.4	MANVILLE	\$ 6.49			
38.2	ROYCE VALLEY				
42.0	FLAGTOWN	6.30	8.32	11.08	11.08
44.7	NESHANIC				
48.6	THREE BRIDGES	B			
51.0	FLEMINGTON JCT.	D 6.21	A 8.24	\$11.01	\$11.01
54.1	STANTON		8.14	10.52	10.52
57.7	LANDSDOWN (Jct.)				
60.7	JUTLAND				
63.6	PATTENBURG				
64.0	BELLEWOOD	B	8.06	10.46	10.46
65.2	WEST END TUNNEL		8.04	10.44	10.44
65.8	WEST PORTAL				
68.6	BLOOMSBURY				
73.7	ALPHA	Will not run Feb. 22.			
74.6	GREENS BRIDGE		7.51	10.32	10.32
76.5	PHILLIPSBURG (Jct.)	B	7.48	10.29	10.29
77.0	EASTON (Jct.)	B	\$ 7.47	\$10.28	\$10.28
80.7	RICHARDS	B	7.40	10.19	10.19
88.6	BETHLEHEM (Jct.)	B	\$ 7.30	\$10.09	\$10.09
92.5	EAST PENN JCT.	B	7.22	10.00	10.00
93.3	ALLENTOWN (Jct.)		7.20	\$ 9.58	\$ 9.58
96.0	FULLERTON				
97.1	CATASAUQUA (Jct.)	B		9.51	9.51
98.0	HOKENDAUQUA				
99.0	COPLAY				
100.3	CEMENTON				
102.7	LAURYS				
104.2	TREICHLER	B		9.43	9.43
109.5	SLATINGTON (Jct.)		\$ 9.36	\$ 9.36	
115.1	LIZARD CREEK JCT.			9.27	9.27
115.7	BOWMANSTOWN	D			
119.1	LEHIGHTON	B	\$ 9.22	\$ 9.22	
120.7	PACKERTON	B	9.18	9.18	
122.7	MAUCH CHUNK	B	9.14	9.14	
		A. M.	A. M.	A. M.	A. M.

EASTWARD — FIRST CLASS									
	26	54	10	36	32				
	P.R.R. 626		P.R.R. 610		P.R.R. 632				
	Daily Except Sunday	Daily Ex. Saturday & Sunday	Daily	Daily	Sunday Only				
	P. M.	P. M.	P. M.	P. M.	P. M.				
	\$ 6.15		\$ 8.20		\$10.45				
				8.57					
				8.53					
				8.48					
	\$ 6.00		\$ 8.04		\$10.29				
	5.56		8.00		10.25				
	5.46	\$ 6.47	7.50	C 8.43	10.15				
				8.30					
	5.40	6.39	7.45	8.25	10.10				
		C 6.35							
		C 6.33							
	\$ 5.28	\$ 6.27	\$ 7.32	8.14	\$ 9.58				
	5.23	\$ 6.17	7.28	8.11	9.54				
				H 8.06					
	5.15	6.02	7.20	7.59	9.46				
	5.05	\$ 5.33	7.11	7.50	9.36				
		\$ 5.27							
	\$ 4.58	5.20	Q 7.04	7.44	9.29				
	4.49		6.55	7.36	9.20				
	4.43		6.49	7.27	9.14				
	4.41		6.47	7.25	9.12				
	4.29		6.35	7.09	8.59				
	4.26		6.32	7.06	8.56				
	\$ 4.25		\$ 6.31	7.05	\$ 8.55				
	4.16		6.21	6.57	8.46				
	4.06		6.11	6.47	C 8.36				
	\$ 4.01		\$ 5.59	6.47	\$ 8.31				
	3.55		5.53	6.42	8.25				
	\$ 3.53		5.51	6.41	8.23				
			\$ 5.44		\$ 8.18				
	3.45		5.39	6.37	8.13				
	3.33		5.32	6.30	8.05				
	\$ 3.26		5.26	6.24	\$ 7.59				
	3.17		5.20	6.18	7.50				
	\$ 3.12			6.13	\$ 7.45				
	3.08		5.09	6.08					
	3.04		5.05	6.04	7.41				
				6.00	7.37				
	P. M.	P. M.	P. M.	P. M.	P. M.				

Nos. 54 and 36 will not carry passengers

WESTWARD			Distance from New York	EASTWARD		
				No. 12		
				STATIONS		
			36.1	PERTH AMBOY.....		
			33.8	RARITAN JCT.....		
			29.9	METUCHEN.....		
			26.5	SOUTH PLAINFIELD (Jct).....		

Flemington Branch

		WESTWARD—FIRST CLASS				
Distance from New York	No. 12 STATIONS	403	409	425	421	
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	
		A. M.	A. M.	A. M.	A. M.	
51.0	FLEMINGTON JCT.....	D	6.53	7.51	9.13	9.50
52.7	FLEMINGTON.....	D	\$ 6.59	\$ 7.57	\$ 9.19	\$ 9.56
			A. M.	A. M.	A. M.	A. M.

Flemington Branch

		EASTWARD—FIRST CLASS				
Distance from New York	No. 12 STATIONS	452	404	408	424	
		Daily Ex. Sun. See Note	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
		A. M.	A. M.	A. M.	A. M.	
51.0	FLEMINGTON JCT.....	D	\$ 6.18	\$ 6.48	\$ 7.45	\$ 9.08
52.7	FLEMINGTON.....	D	6.12	6.42	7.39	9.02
			A. M.	A. M.	A. M.	A. M.

No. 452 will not run Feb. 22.

Clinton & Pittstown Branches

WESTWARD			Distance from New York	EASTWARD		
				No. 12		
				STATIONS		
			59.6	CLINTON.....		
			57.7	LANDSDOWN (Jct.).....		
			61.6	PITTSOWN.....		

WESTWARD			Distance from New York	EASTWARD		
				No. 12		
				STATIONS		
			77.0	EASTON (Jct.).....		
			80.2	ALTA.....		
			81.8	13th STREET JCT.....		
			86.1	TATAMY.....		
			86.8	L. & N. E. JCT.....		
			87.1	STOCKERTOWN.....		
			88.1	BELFAST JCT.....		

Flemington Branch

WESTWARD — FIRST CLASS								
427	431	417	419	429	411	439	407	455
Daily	Saturday Only See Note	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Sunday Only	Daily	Daily Ex. Saturday & Sunday
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
11.02	2.12	4.00	4.59	6.56	7.05	7.34	9.03	9.40
\$11.08	\$ 2.18	\$ 4.06	\$ 5.06	\$ 7.02	\$ 7.11	\$ 7.40	\$ 9.09	\$ 9.46
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 431 will not run Feb. 22.

Nos. 417 and 455 will not carry passengers.

Flemington Branch

EASTWARD — FIRST CLASS								
420	428	430	426	454	418	410	440	406
Sunday Only	Daily	Saturday Only See Note	Daily Except Sunday	Daily Ex. Saturday & Sunday	Daily Except Sunday	Sunday Only	Sunday Only	Daily
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 9.45	\$10.57	\$ 2.08	\$ 4.54	\$ 5.16	\$ 6.53	\$ 7.02	\$ 7.30	\$ 8.58
9.39	10.51	2.02	4.48	5.10	6.47	6.56	7.24	8.52
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 430 will not run Feb. 22.

No. 454 will not carry passengers.

Slatedale Branch

WESTWARD			Distance from New York	EASTWARD		
Second Class				Second Class		
Reading Co. 483	Reading Co. 481			Reading Co. 482	Reading Co. 484	
Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday	
P. M.	A. M.			A. M.	P. M.	
f 3.20	4.50	109.5	No. 12 STATIONS	\$ 8.55	\$ 8.00	
f 3.26	4.56	111.3		f 8.49	f 7.54	
3.27	4.57	111.5		8.48	7.53	
P. M.	A. M.			A. M.	P. M.	
			 SLATINGTON (Jct.)			
			 EMERALD			
			 LITTLE RUN JCT.			

Nos. 481, 482, 483 and 484 will carry passengers.

Distance from New York	No. 12 STATIONS	WESTWARD—FIRST CLASS				
		215	211	225	209	
		Monday Only	Daily Except Sunday	Daily	Daily	
		A. M.	A. M.	P. M.	P. M.	
130.8	PENN HAVEN JCT.....B	2.27	f 6.47	f 12.06	f 2.24	.....
135.1	BLACK CREEK JCT.....	2.35	6.55	12.14	2.32	.....
135.9	WEATHERLY.....D	\$ 2.37	\$ 6.57	\$12.16	\$ 2.34	.....
137.6	HAZLE CREEK JCT.....	2.42	7.03	12.26	2.39	.....
141.1	ASHMORE (Jct.).....E	\$ 2.49	\$ 7.12	\$12.38	\$ 2.46	.....
145.5	HAZLETON.....	\$ 2.59	\$ 7.24	\$12.48	\$ 2.56	.....
145.8	LOCUST JCT., E.D.T.....B					.....
146.0	HAZLETON JCT., E.D.T.....					.....
147.3	ONEIDA JCT.....					.....
148.5	YORK JCT.....					.....
149.2	AUDENRIED (Jct.).....					.....
150.9	McADOO.....					.....
157.7	LAUREL JCT.....B					.....
158.2	PINE JCT.....					.....
158.4	DELANO.....					.....
160.3	PARK PLACE (Jct.).....					.....
165.6	SHENANDOAH.....D					.....
166.7	KOHINOOR JCT.....					.....
174.9	CENTRALIA.....					.....
179.6	DIAMOND TOWN E.D.T.....					.....
179.9	MOUNT CARMEL (Jct.).....D					.....
		A. M.	A. M.	P. M.	P. M.	

Nos. 215, 211, 225 and 209 will stop on signal at Stockton.

Hazleton Branch

Distance from New York	No. 12 STATIONS	EASTWARD—FIRST CLASS			
		208	228	202	226
		Daily Except Sunday	Daily	Daily	Daily Except Sunday
		A. M.	A. M.	P. M.	P. M.
130.8	PENN HAVEN JCT.....B	f 5.20	8.49	f 1.41	f 2.34
135.1	BLACK CREEK JCT.....	5.12	8.41	1.33	2.26
135.9	WEATHERLY.....D	\$ 5.10	\$ 8.39	\$ 1.31	\$ 2.24
137.6	HAZLE CREEK JCT.....	5.06	8.35	1.27	2.20
141.1	ASHMORE (Jct.).....B	\$ 5.00	\$ 8.29	\$ 1.21	\$ 2.14
145.5	HAZLETON.....	4.50	8.19	1.11	2.04
145.8	LOCUST JCT., E.D.T.....B				
146.0	HAZLETON JCT., E.D.T.....				
147.3	ONEIDA JCT.....				
148.5	YORK JCT.....				
149.2	AUDENRIED (Jct.).....				
150.9	MCADOO.....				
157.7	LAUREL JCT.....B				
158.2	PINE JCT.....				
158.4	DELANO.....				
160.3	PARK PLACE (Jct.).....				
165.6	SHENANDOAH.....D				
166.7	KOHINOOR JCT.....				
174.9	CENTRALIA.....				
179.6	DIAMOND TOWN, E.D.T.....				
179.9	MOUNT CARMEL (Jct.).....D				
		A. M.	A. M.	P. M.	P. M.

Nos. 208, 228, 202 and 226 will stop on signal at Stockton

WESTWARD—FIRST CLASS					
231	229	239	207		
Saturday Only See Note	Daily Except Sunday	Sunday Only	Daily		
P. M.	P. M.	P. M.	P. M.		
f 4.23	9.13	f 9.49	f 11.88		
f 4.81	9.21	9.57	11.46		
S 4.83	S 9.23	S 9.59	S 11.48		
4.88	9.28	10.04	11.53		
S 4.45	S 9.85	S 10.11	S 12.00		
S 4.55	S 9.45	S 10.21	S 12.10		
Will not run Feb. 22.					
P. M.	P. M.	P. M.	A. M.		

Nos. 231, 229, 239 and 207 will stop on signal at Stockton.

Hazleton Branch

[illegible]

Nos. 210, 232 and 200 will stop on signal at Stockton.

WESTWARD		Dis- tance from New York	No. 12 STATIONS	EASTWARD	
		115.1	LIZARD CREEK JCT.		
		122.7	ANDREAS		
		126.6	WEST PENN.		
		141.0	ORWIGSBURG		
		144.3	SPRING GARDEN JCT.		
		144.9	SCHUYLKILL HAVEN JCT.		
		144.3	SPRING GARDEN JCT.		
		150.2	YORK FARM JCT.		
		151.8	POTTSVILLE, 12th St.		

Quakake Branch

WESTWARD		Dis- tance from New York	No. 12 STATIONS	EASTWARD	
		135.1	BLACK CREEK JCT.		
		137.2	HUDSONDALE		
		139.9	GERHARDS		
		143.2	STEWARTS		
		148.2	QUAKAKE		
		151.7	PINE JCT.		

Hazle Creek Branch

WESTWARD		Dis- tance from New York	No. 12 STATIONS	EASTWARD	
		137.5	HAZLE CREEK JCT. (Jct.)		
		139.0	GARA JCT. (Jct.)		

Westward—1st Class			Dis- tance from New York	No. 12 STATIONS	Eastward—1st Class		
	243	241			242	244	
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday	
	P. M.	A. M.			A. M.	P. M.	
	3.40	8.03	146.3	FREELAND	S 7.37	S 8.20	
	S 3.44	S 8.07	145.1	DRIFTON, E. D. T.	S 7.33	S 8.16	
	S 3.47	S 8.10	144.4	JEDDO	S 7.30	S 8.13	
	3.49	8.12	144.2	PINK ASH JCT.	7.28	8.11	
	3.54	8.17	143.1	ECKLEY JCT.	7.23	8.06	
	f 3.57	f 8.20	142.1	HAZLE BROOK	f 7.20	f 8.03	
	S 4.00	S 8.23	141.1	ASHMORE (Jct.)	S 7.17	S 8.00	
	P. M.	A. M.			A. M.	P. M.	

Nos. 241, 242, 243 and 244 will stop on signal at Foundryville.

Hays Creek Branch

WESTWARD		Dis- tance from New York	No. 12 STATIONS	EASTWARD	
		143.8	TANNERY (Jct.)	B	
		144.8	ACKERMAN, E. D. T.		
		147.3	ALMONRY		
		153.0	GARA JCT.		
		156.0	HARTZ, E. D. T.		
		156.8	ASHMORE (Jct.)	B	

Ebervale Branch

WESTWARD		Dis- tance from New York	No. 12 STATIONS	EASTWARD	
		145.5	JEDDO No. 4		
		146.1	ELKRAM, E. D. T. (Jct.)		
		147.0	EBERVALE		
		148.0	VEXIT JCT., E. D. T.		
		151.4	JEDDO No. 7		
		151.4	OAKBUR JCT.		
		151.9	HARLEIGH JCT.		

WESTWARD		Distance from New York	No. 12 STATIONS	EASTWARD	
		147.3	ONEIDA JCT.		
		149.8	HARWOOD JCT.		
		155.0	ONEIDA		
		156.9	SHEPPTON		

Tomhicken Branch

WESTWARD		Distance from New York	No. 12 STATIONS	EASTWARD	
		155.3	GUM RUN (Jct.)		
		154.4	TOMHICKEN		
		150.0	CLADER		
		149.8	HARLEIGH JCT.		
		146.1	CRANBERRY E.D.T.		
		146.3	CRANBERRY JCT.		
		145.8	LOCUST JCT.		
		146.0	HAZLETON JCT.		

Beaver Meadow Branch

WESTWARD		Distance from New York	No. 12 STATIONS	EASTWARD	
		141.3	BEAVER MEADOW		
		144.5	JEANESVILLE		
		145.0	WOOD JCT.		
		145.3	YORK JCT.		
		145.6	AUDENRIED (Jct.)		

New Boston Branch

WESTWARD		Distance from New York	No. 12 STATIONS	EASTWARD	
		157.7	LAUREL JCT.		
		162.9	NEWTON		

WESTWARD		Distance from New York	No. 12 STATIONS	EASTWARD	
		160.3	PARK PLACE (Jct.)		
		163.1	MAHANOEY CITY		

Ashland Branch

WESTWARD		Distance from New York	No. 12 STATIONS	EASTWARD	
		169.4	KOHINOOR JCT.		
		171.5	LOST CREEK		
		172.5	PACKER No. 5		
		173.7	GIRARDVILLE		
		176.5	ASHLAND		

Austin Branch

WESTWARD		Distance from New York	No. 12 STATIONS	EASTWARD	
		186.4	COXTON (Jct.)		
		185.9	AUSTIN JCT.		
		190.6	SIBLEY JCT.		

West Pittston Branch

WESTWARD		Distance from New York	No. 12 STATIONS	EASTWARD	
		186.4	COXTON (Jct.)		
		189.9	WYOMING		
		193.2	MALBY JCT.		
		193.6	HARVEY JCT.		
		193.2	MALBY JCT.		
		194.6	KINGSTON-PRINGLE ST.		

Distance from New York	No. 12 STATIONS	WESTWARD—FIRST CLASS			
		215	15	17	211
		Monday Only	Monday Only	Daily Except Monday	Daily Except Sunday
		A. M.	A. M.	A. M.	A. M.
122.7	MAUCH CHUNK.....B	2.13	2.20	2.33	6.33
130.8	PENN HAVEN JCT.....B	2.27	2.34	2.47	6.47
136.8	ROCKPORT.....		2.43	2.56	
143.8	TANNERY (Jct.).....B		2.52	3.06	
145.7	WHITE HAVEN.....				
147.3	BRADERS.....		3.04	3.17	
158.5	GRACEDALE (Jct.).....B		3.22	3.35	
164.4	Mountain Cut-off { OLIVERS MILLS (Jct.) AVOCA (Jct.) DURVEA JCT. PITTSTON JCT.....B				
176.4			Via Main Line	Via Main Line	
177.5					
179.0					
159.7	MOUNTAIN TOP E.D.T.....		S 3.27	K 3.40	
170.9	CONWAY E.D.T.....		3.43	4.01	
174.0	FRANKLIN JCT.....				
174.6	SO. WILKES-BARRE (Jct.)..B		S 3.53	S 4.06	
176.0	WILKES-BARRE (Jct.).....B		S 3.58 4.10	S 4.11 4.25	
178.9	PORT BOWKLEY.....		4.17	4.32	
180.3	PLAINVILLE.....				
184.0	PITTSTON.....		S 4.33	S 4.43	
185.3	PITTSTON JCT.....B		4.35	4.50	
186.4	COXTON (Jct.).....B		4.38	4.53	
190.6	RANSOM.....		4.44	4.59	
193.2	WYOANNA.....				
195.8	FALLS.....D				
200.0	WHITES FERRY.....		4.57	5.12	
202.6	LAGRANGE.....				
207.0	TUNKHANNOCK (Jct.).....B		S 5.06	S 5.21	
211.3	VOSBURG.....		5.12	5.27	
214.1	MEHOOPANY.....				
216.9	MESHOPPEN.....D				
219.2	MYOBEACH.....				
221.8	BLACK WALNUT.....		5.22	5.37	
224.1	SKINNERS EDDY.....				
225.1	LACEYVILLE.....D		5.26	5.41	
234.3	WYALUSING.....D				
240.1	HOMETS FERRY.....		5.41	5.56	
244.0	RUMMERFIELD.....		5.45	6.00	
247.0	STANDING STONE.....				
251.1	WYSOX.....		S 5.52	S 6.07	
254.8	TOWANDA (Jct.).....D		S 5.58 6.06	S 6.11 6.21	
261.4	ULSTER.....		6.14	6.29	
265.7	MILAN.....				
269.7	ATHENS.....B		S 6.23	S 6.38	
271.0	SAYRE (Jct.).....B		S 6.27	S 6.42	
272.6	STATE LINE.....B		6.35	6.56	
273.0	EAST WAVERLY.....		6.39	7.00	
279.0	LOCKWOOD.....		6.47	7.08	
285.8	VAN ETEN JCT.....		6.55	7.16	
295.9	CAYUTA.....D				
299.1	HINMAN.....D				
302.2	ODESSA.....D				
309.3	BURDETT.....D				
319.6	CAYWOOD.....D				
323.0	LODI.....D				
326.9	GILBERT.....D				
332.2	KENDAIA.....				
335.2	REEDER.....				
342.1	GENEVA JCT.....B		S 8.38	S 8.59	
344.5	GENEVA (Jct.).....B		S 8.41	S 9.02	
354.4	CLIFTON SPRINGS.....D		8.51	9.12	
359.7	MANCHESTER.....B		A 9.05 S 9.13	A 9.26 S 9.34	
		A. M.	A. M.	A. M.	A. M.

WESTWARD—FIRST CLASS								
37	25	21	225	127	9	209	231	29
Daily	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Saturday Only See Note	Daily Except Sunday
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
7.19	11.38	11.45	11.52		2.06	2.10	4.09	8.55
7.33	11.52	11.59	12.06		2.20	2.24	4.23	9.09
7.42	12.01	12.08			2.29			9.18
7.53	12.10	12.17			2.38			9.27
	\$12.15	\$12.23						E 9.33
8.02	12.21	12.29			2.44			9.39
8.21	12.37	12.47			3.00			9.57
8.32								
8.53	Via Main Line	Via Main Line			Via Main Line			Via Main Line
8.58								
9.01								
	12.39	12.49			3.02		Will not run Feb. 22.	9.59
	1.00	1.10			3.23			10.20
	1.05	1.15			3.28			10.25
	S 1.10	S 1.23			S 3.33			\$10.30
	C 1.26				3.40			10.37
	1.33	1.30			3.47			10.44
	S 1.42	S 1.39			S 3.56			\$10.53
	S 1.46	S 1.43			3.58			\$10.57
	S 1.51	S 1.48			4.02			\$11.03
S 9.06								
9.12					4.08			
9.25					4.21			
S 9.31					S 4.28			
9.39					4.34			
9.45								
9.58					4.44			
\$10.02					4.48			
\$10.11					5.03			
10.18					5.07			
10.24					5.14			
10.32					S 5.18			
10.37					5.26			
10.45					5.34			
10.54					5.43			
\$10.58					S 5.47			
				3.00	S 5.52			
				S 3.06	5.56			
				S 3.14	6.05			
				3.23	6.13			
				Via Ithaca Branch				
				5.26	7.38			
				S 5.30	7.45			
				S 7.59				
				8.07				
A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 37 will not carry passengers.

Distance from New York	No. 12 STATIONS		WESTWARD — FIRST CLASS				
			229	39	239	7	207
			Daily Except Sunday	Sunday Only	Sunday Only	Daily	Daily
			P. M.	P. M.	P. M.	P. M.	P. M.
122.7	MAUCH CHUNK.....	B	8.59	9.31	9.35	11.20	11.24
130.8	PENN HAVEN JCT.....	B	9.18	9.45	9.49	11.34	11.38
136.8	ROCKPORT.....			9.54		11.43	
143.8	TANNERY (Jct.).....	B		10.03		11.52	
145.7	WHITE HAVEN.....			10.09			
147.3	BRADERS.....			10.15		11.59	
158.5	GRACEDALE (Jct.).....	B		10.33		12.17	
164.4	Mountain Cut-off { OLIVERS MILLS (Jct.) AVOCA (Jct.) DURVEA JCT. PITSTON JCT.....	B		Via Main Line		Via Main Line	
176.4							
177.5							
179.0							
159.7	MOUNTAIN TOP E.D.T.....			10.35		12.20	
170.9	CONWAY E.D.T.....			10.58		12.41	
174.0	FRANKLIN JCT.....			1.01			
174.6	SO. WILKES-BARRE (Jct.).....	B		\$11.06		12.46	
176.0	WILKES-BARRE (Jct.).....	B		11.12		\$12.51	
						1.06	
178.9	PORT BOWKLEY.....			11.19		1.13	
180.3	PLAINSVILLE.....						
184.0	PITSTON.....			\$11.28		N 1.22	
185.3	PITSTON JCT.....	B		\$11.32		1.24	
186.4	COXTON (Jct.).....	B		\$11.37		1.27	
190.6	RANSOM.....					1.33	
193.2	WYOANNA.....						
195.8	FALLS.....	D					
200.0	WHITES FERRY.....						
202.6	LAGRANGE.....					1.46	
207.0	TUNKHANNOCK (Jct.).....	B				N 1.52	
211.3	VOSBURG.....					1.58	
214.1	MEHOOPANY.....						
216.9	MESHOPPEN.....	D					
219.2	MYOBEACH.....						
221.8	BLACK WALNUT.....					2.08	
224.1	SKINNERS EDDY.....						
225.1	LACEYVILLE.....	D				2.12	
234.3	WYALUSING.....	D					
240.1	HOMETS FERRY.....					2.27	
244.0	RUMMERFIELD.....					2.31	
247.0	STANDING STONE.....						
251.1	WYSOX.....					S 2.38	
254.8	TOWANDA (Jct.).....	D				C 2.42	
261.4	ULSTER.....					2.50	
						2.58	
265.7	MILAN.....						
269.7	ATHENS.....	B				3.07	
271.0	SAYRE (Jct.).....	B				S 3.11	
272.6	STATE LINE.....	B				3.17	
273.0	EAST WAVERLY.....					3.21	
279.0	LOCKWOOD.....					3.30	
285.8	VAN ETEN JCT.....					3.38	
295.9	CAYUTA.....	D					
299.1	HINMAN.....					3.52	
302.2	ODESSA.....	D					
309.3	BURDETT.....	D				4.03	
319.6	CAYWOOD.....	D				4.14	
323.0	LODI.....	D					
326.9	GILBERT.....	D				4.21	
332.2	KENDAIA.....						
335.2	REEDER.....					4.29	
342.1	GENEVA JCT.....	B				4.37	
344.5	GENEVA (Jct.).....	B				S 4.40	
354.4	CLIFTON SPRINGS.....	D				4.47	
359.7	MANCHESTER.....	B				5.05	
			P. M.	P. M.	P. M.	A. M.	P. M.

[illegible]

Nos. 520, 523, 524 and 525 available for passengers.

Montrose Branch					
WESTWARD Second Class		Distance from New York	EASTWARD Second Class		
	561			560	
	Daily Except Sunday			Daily Except Sunday	
	A. M.			P. M.	
.....	9.45		207.0	TUNKHANNOCK (Jct.).....B	\$ 2.20
.....	f 10.15		213.3	LAKE CAREY.....	f 1.60
.....	\$10.50		221.4	SPRINGVILLE.....D	\$ 1.15
.....	f 11.15	225.5	DIMOCK.....	f 12.50	
.....	\$11.40	229.8	SOUTH MONTROSE.....D	\$12.35	
.....	\$11.59	234.0	MONTROSE.....D	12.15	
	A. M.			P. M.	
Nos. 560 and 561 will carry passengers and stop on signal at Marcy, Hawley, Aldovin, Avery, Lynn, Tyler, Woodhouse, Woodbourne, Loudon Hill and Cool.					

Nos. 560 and 561 will carry passengers and stop on signal at Marcy, Hawley, Aldovin, Avery, Lynn, Tyler, Woodhouse, Woodbourne, Loudon Hill and Cool.

WESTWARD First Class		Waverly—Elmira Branch		EASTWARD First Class	
		Distance from New York	No. 12		
			STATIONS		
*****	*****	271.0	SAYRE (Jct.).....	B	*****
*****	*****	273.2	WAVERLY (Jct.).....		*****
			Erie {	} Erie	
*****	*****	290.8	ELMIRA (Jct.).....		*****
*****	*****	293.2	ELMIRA HEIGHTS.....		*****
*****	*****	295.9	HORSEHEADS.....		*****

Distance from New York	No. 12 STATIONS	EASTWARD—FIRST CLASS			
		208	8	228	28
		Daily Except Sunday	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.
122.7	MAUCH CHUNK.....B	\$ 5.34	\$ 5.38	\$ 9.03	\$ 9.09
130.8	PENN HAVEN JCT.....B	f 5.20	5.24	8.49	8.55
136.8	ROCKPORT.....		5.14		8.46
143.8	TANNERY (Jct.).....		5.04		8.37
145.7	WHITE HAVEN.....				\$ 8.31
147.3	BRADERS.....		4.55		8.27
158.5	GRACEDALE (Jct.).....B		4.38		8.12
164.4	Mountain Cut-off { OLIVERS MILLS (Jct.) } AVOCA (Jct.) } DURYEA JCT. } PITTSTON JCT. }.....B		4.28		Via Main Line
176.4			4.10		
177.5			4.06		
179.0			4.01		
159.7	MOUNTAIN TOP, E.D.T.....		Via Mountain Cut-Off		8.10
170.9	CONWAY, E.D.T.....				7.49
174.0	FRANKLIN JCT.....				7.44
174.6	SO, WILKES-BARRE (Jct.).....B				7.39
176.0	WILKES-BARRE (Jct.).....B				\$ 7.33
178.9	PORT BOWKLEY.....				7.27
180.3	PLAINSVILLE.....				\$ 7.19
184.0	PITSTON.....				\$ 7.15
185.3	PITSTON JCT.....B				7.10
186.4	COXTON (Jct.).....B		3.58		
190.6	RANSOM.....		\$ 3.53		
193.2	WYOANNA.....		3.47		
195.8	FALLS.....D				
200.0	WHITES FERRY.....				
202.6	LAGRANGE.....				
207.0	TUNKHANNOCK (Jct.).....B		3.31		
211.3	VOSBURG.....		3.26		
214.1	MEHOOPANY.....				
216.9	MESHOPPEN.....D		3.20		
219.2	MYOBEACH.....				
221.8	BLACK WALNUT.....				
224.1	SKINNERS EDDY.....D				
225.1	LACEYVILLE.....D		3.12		
234.3	WYALUSING.....D		3.03		
240.1	HOMETS FERRY.....				
244.0	RUMMERFIELD.....				
247.0	STANDING STONE.....				
251.1	WYSOX.....		2.46		
254.8	TOWANDA (Jct.).....D		2.41		
254.9	CHUTE.....		C 2.40		
261.4	ULSTER.....		\$ 2.34		
265.7	MILAN.....		2.28		
269.7	ATHENS.....B		2.19		
271.0	SAYRE (Jct.).....B		2.16		
272.6	STATE LINE.....B		\$ 2.10		
273.0	EAST WAVERLY.....		2.06		
279.0	LOCKWOOD.....				
285.8	VAN ETTEEN JCT.....		1.58		
295.9	CAYUTA.....D		1.51		
299.1	HINMAN.....		1.37		
302.2	ODESSA.....D				
309.3	BURDETT.....D				
319.6	CAYWOOD.....D		1.24		
323.0	LODI.....D				
326.9	GILBERT.....D		1.10		
332.2	KENDAIA.....		1.06		
335.2	REEDER.....				
342.1	GENEVA JCT.....B		12.57		
344.5	GENEVA (Jct.).....B		12.50		
354.4	CLIFTON SPRINGS.....D		12.47		
359.7	MANCHESTER.....B		\$12.42		
			12.27		
		A. M.	A. M.	A. M.	A. M.

EASTWARD—First Class								
	128	202	226	26	210	10	36	232
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Sunday Only
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 1.55 f 1.41	\$ 2.48 f 2.34	\$ 2.54 2.40 2.30 2.21 S 2.15	\$ 4.40 C 4.26	\$ 4.55 4.41 4.31 4.22 S 4.16	6.00 5.46 5.36 5.27	\$ 7.25 f 7.11
				2.11 1.55		4.12 3.57	5.18 5.03	
				Via Main Line		Via Main Line	4.52 4.31 4.25 4.20	
				1.53 1.32		3.53 3.32		
				C 1.27 S 1.22 S 1.17		3.27 3.22 S 3.14		
				1.11		3.08		
				S 1.02 \$12.58		S 2.59 2.55		
				12.53		2.52	4.17	
						2.46	4.06	
						\$ 2.30 2.28	\$ 3.50 3.42 3.36	
						2.17	3.29	
						2.09 2.00	3.21 3.12	
						1.48	2.56	
						S 1.38 1.36 S 1.30	2.52	
						1.28	2.45	
						1.14 1.10 S 1.05 1.01	2.35 2.30	
	\$12.15 12.11							
	\$12.01 11.51					12.53 12.46		
	Via Ithaca Branch					Via Ithaca Branch		
	9.24 9.20					11.24 11.21 \$11.16 \$11.06		
	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.

No. 36 will not carry passengers.

Distance from New York	No. 12 STATIONS	EASTWARD — FIRST CLASS			
		32	200	4	
		Sunday Only	Daily Except Sunday	Daily	
		P. M.	P. M.	A. M.	
122.7	MAUCH CHUNK.....B	\$ 7.31	\$11.04	\$ 3.54	
130.8	PENN HAVEN JCT.....B	7.17	11.50	3.40	
136.8	ROCKPORT.....	7.08		3.30	
143.8	TANNERY (Jct.).....B	6.59		3.20	
145.7	WHITE HAVEN.....	6.53			
147.3	BRADERS.....	6.49		3.11	
158.5	GRACEDALE (Jct.).....B	6.33		2.54	
164.4	Mountain Cut-off { OLIVERS MILLS (Jct.) AVOCA (Jct.) DURVEA JCT..... PITSTON JCT.....B }	Via Main Line		Via Main Line	
176.4					
177.5					
179.0					
159.7	MOUNTAIN TOP E.D.T.....	6.31		2.49	
170.9	CONWAY E.D.T.....	6.10		2.19	
174.0	FRANKLIN JCT.....				
174.6	SO. WILKES-BARRE (Jct.)...B	6.05		2.14	
176.0	WILKES-BARRE (Jct.).....B	6.00		1.49	
178.9	PORT BOWKLEY.....	5.51		1.43	
180.3	PLAINVILLE.....				
184.0	PITSTON.....	5.42		1.34	
185.3	PITSTON JCT.....B	5.33		1.30	
186.4	COXTON (Jct.).....B	5.33		1.27	
190.6	RANSOM.....			1.21	
193.2	WYOANNA.....				
195.8	FALLS.....D				
200.0	WHITES FERRY.....				
202.6	LAGRANGE.....				
207.0	TUNKHANNOCK (Jct.).....B			N 1.05	
211.3	VOSBURG.....			12.58	
214.1	MEHOOPANY.....				
216.9	MESHOPPEN.....D			12.51	
219.2	MYOBEACH.....				
221.8	BLACK WALNUT.....				
224.1	SKINNERS EDDY.....				
225.1	LACEYVILLE.....D			12.42	
234.3	WYALUSING.....D			12.33	
240.1	HOMETS FERRY.....				
244.0	RUMMERFIELD.....				
247.0	STANDING STONE.....				
251.1	WYSOX.....			12.16	
254.8	TOWANDA (Jct.).....D			12.12	
254.9	CHUTE.....			12.05	
261.4	ULSTER.....			11.50	
265.7	MILAN.....				
269.7	ATHENS.....B			11.41	
271.0	SAYRE (Jct.).....B			11.37	
272.6	STATE LINE.....B			11.24	
273.0	EAST WAVERLY.....			11.20	
279.0	LOCKWOOD.....				
285.8	VAN ETEN JCT.....			11.12	
295.9	CAYUTA.....D			11.05	
299.1	HINMAN.....				
302.2	ODESSA.....D			Via Ithaca Branch	
309.3	BURDETT.....D				
319.6	CAYWOOD.....D				
323.0	LODI.....D				
326.9	GILBERT.....D				
332.2	KENDAIA.....				
335.2	REEDER.....				
342.1	GENEVA JCT.....B			9.24	
344.5	GENEVA (Jct.).....B			9.20	
354.4	CLIFTON SPRINGS.....D			9.06	
359.7	MANCHESTER.....B			8.55	
		P. M.	P. M.	P. M.	

Distance from New York	No. 12 STATIONS	WESTWARD—First Class			
		15	17	127	9
		Monday Only	Daily Except Monday	Daily	Daily
		A. M.	A. M.	P. M.	P. M.
285.8	VAN ETEN JCT.....	6.55	7.16	3.23	6.13
286.6	VAN ETEN.....D	6.57	7.18	3.27	6.15
289.1	SPENCER.....D	7.00	7.21	3.33	6.18
293.2	NORTH SPENCER.....	7.04	7.25	3.39	6.22
297.4	WEST DANBY.....			3.46	
301.4	NEWFIELD.....D	7.17	7.38	3.52	6.35
307.1	ITHACA (Jct.).....B	7.27	7.48	4.06	6.49
		7.41	8.02		
313.7	WILLOW CREEK.....			4.19	
315.8	TAUGHANNOCK FALLS.....			4.23	
317.9	TRUMANSBURG.....D	8.00	8.21	4.31	7.08
320.9	COVERT.....			4.36	
324.1	INTERLAKEN.....D	8.10	8.31	4.42	7.15
327.4	SHELDRAKE SPRINGS.....			4.47	
330.6	HAYS CORNERS.....D	8.20	8.41	4.53	7.23
335.0	ROMULUS.....D			4.59	
339.7	MACDOUGALL.....D	8.32	8.53	5.17	7.32
345.3	GENEVA JCT.....B	8.38	8.59	5.26	7.38
		A. M.	A. M.	P. M.	P. M.

Ithaca Branch

Distance from New York	No. 12 STATIONS	EASTWARD—First Class		
		128	10	4
		Daily	Daily	Daily
		A. M.	P. M.	P. M.
285.8	VAN ETEN JCT.....	11.51	12.46	11.05
286.6	VAN ETEN.....D	11.48	12.44	11.03
289.1	SPENCER.....D	11.42	12.41	11.00
293.2	NORTH SPENCER.....	11.36	12.37	10.56
297.4	WEST DANBY.....	11.15		
301.4	NEWFIELD.....D	11.05	12.23	10.38
307.1	ITHACA (Jct.).....B	10.57	12.15	10.30
313.7	WILLOW CREEK.....	10.42		10.12
315.8	TAUGHANNOCK FALLS.....	10.38		
317.9	TRUMANSBURG.....D	10.34	11.56	9.53
320.9	COVERT.....	10.27		
324.1	INTERLAKEN.....D	10.20	11.49	9.50
327.4	SHELDRAKE SPRINGS.....	9.57		
330.6	HAYS CORNERS.....D	9.52	11.41	9.42
335.0	ROMULUS.....D	9.45		
339.7	MACDOUGALL.....D	9.38	11.32	9.32
345.3	GENEVA JCT.....B	9.24	11.24	9.24
		A. M.	A. M.	P. M.

Auburn & Ithaca Branch

WESTWARD First Class		Distance from New York	No. 12 STATIONS		EASTWARD First Class	
301					302	
Daily Except Sunday					Daily Except Sunday	
A. M.					P. M.	
8.10	307.1		ITHACA (Jct.).....B		12.01	
8.14	307.1		STATE STREET.....		11.52	
8.20	310.1		MCKINNEYS.....		11.45	
8.25	313.4		PORTLAND POINT.....		11.39	
8.27	314.5		LUDLOWVILLE.....D		11.36	
8.33	318.7		LANSING.....		11.29	
8.38	321.0		LAKE RIDGE.....		11.24	
8.47	325.4		KINGS FERRY.....D		11.14	
9.02	332.7		AURORA.....D		10.59	
9.07	335.3		LEVANNA.....D		10.52	
9.16	339.4		UNION SPRINGS.....D		10.44	
9.22	341.7		CAYUGA JCT.....		10.40	
9.33	344.8		OAKWOOD.....		10.38	
9.36	346.4		HALF ACRE.....		10.30	
9.45	349.3		AUBURN (Jct.).....D		10.25	
		A. M.			A. M.	

Nos. 301 and 302 will stop on signal at Willets, Long Point, Farleys and Cross Roads.

WESTWARD First Class		Dis- tance from New York	No. 12 STATIONS		EASTWARD First Class	
	325			324		
	Daily			Daily		
	P. M.			P. M.		
	S 5.17	332.7	EAST ITHACA.....	D	\$12.20	
	S 5.28	326.6	ETNA.....	D	\$12.04	
	S 6.00	323.7	FREEVILLE (Jct.).....	D	\$11.38	
	S 6.08	327.6	McLEAN.....	D	\$11.31	
	S 6.24	334.1	CORTLAND.....	D	\$11.17	
	S 6.26	334.8	CORTLAND JCT.....	B	11.07	
	S 6.37	341.0	EAST HOMER.....	D	\$10.55	
	S 6.49	346.0	TRUXTON.....	D	\$10.41	
	S 6.57	350.8	CUYLER.....	D	\$10.22	
	S 7.08	354.4	DeRUYTER.....	D	\$10.15	
	f 7.17	359.0	SHEDS CORNERS.....	D	\$10.06	
	S 7.23	362.6	NEW WOODSTOCK.....	D	\$10.01	
	f 7.26	363.7	DELPHI FALLS.....	f	9.58	
	S 7.39	368.3	CAZENOVIA.....	D	\$ 9.48	
	7.51	373.5	MATS SIDING.....	f	9.34	
	S 7.55	375.1	BLAKESLEE.....	S	9.31	
	S 8.15	382.8	CANASTOTA (Jct.).....	D	9.10	
	P. M.				A. M.	

Nos. 324 and 325 available for passengers.

Auburn Branch

Westward First Class		Dis- tance from New York	No. 12		Eastward First Class	
	283				282	
	Daily					Daily
	P. M.					P. M.
	3.25	271.0	.....	SAYRE (Jct.).....	B	\$ 2.45
	3.40	271.5	.....	S. C. JCT.....	S	\$ 1.50
	3.57	280.0	.....	SMITHBORO.....	D	1.23
	4.04	284.1	.....	TIoga CENTER.....		1.18
S	4.20	289.6	.....	OWEGO (Jct.).....	B	\$12.29
	4.28	293.8	.....	FLEMINGVILLE.....		12.22
S	4.38	299.3	.....	NEWARK VALLEY.....	D	\$12.14
	4.48	299.8	.....	WATSON.....		12.11
S	4.58	305.0	.....	BERKSHIRE.....	D	\$12.04
S	5.07	308.8	.....	RICHFORD.....	D	\$11.56
	5.16	312.9	.....	MILLS.....		\$11.41
S	5.27	314.7	.....	NORTH HARFORD.....	D	\$11.36
S	5.45	320.9	.....	DRYDEN.....	D	\$11.09
S	5.50	323.7	.....	FREEVILLE (Jct.).....	D	\$11.03
S	6.00	326.1	.....	PERUTON.....		\$10.31
	6.10	328.8	.....	GROTON.....	D	\$10.23
S	6.28	335.1	.....	LOCKE.....	D	\$10.11
S	6.36	338.7	.....	MORAVIA.....	D	\$10.00
	6.44	339.2	.....	MEAD.....		9.41
	6.50	342.6	.....	CASCADE.....		9.36
		345.6	.....	ENSENORE.....		
f	7.03	349.2	.....	OWASCO LAKE.....	D	f 9.26
	7.12	355.0	.....	PAULS.....		9.18
S	7.16	356.3	.....	AUBURN (Jct.).....	D	9.15
		359.8	.....	THROOP.....		
		364.9	.....	WEST SHORE (Jct.).....		
		365.7	.....	WEEDSPORT (Jct.).....	D	
		373.9	.....	CATO.....		
		377.8	.....	IRA.....		
		382.1	.....	MARTVILLE.....	D	
		385.0	.....	STERLING (Jct.).....		
		386.7	.....	FAIR HAVEN.....	D	
	P. M.					A. M.

Nos. 282 and 283 available for passengers.

WESTWARD Second Class		Distance from New York	EASTWARD Second Class	
	793			794
	Daily Except Monday			Daily Except Monday
	A. M.			A. M.
		342.1	GENEVA JCT.	B
		346.9	WATERLOO	D
		348.9	SENECA JCT.	
		350.4	SENeca FALLS	D
		354.6	L. V. JCT	
			C.Y.C }	{ C
			N.Y.C }	{ N
				</

Nos. 793 and 794 available for passengers.

Naples Branch

WESTWARD		Distance from New York	No. 12		EASTWARD	
			STATIONS			
		344.5	GENEVA (Jct.)	B		
		345.9	PRE-EMPTION			
		349.2	DIXON			
		352.0	STANLEY (Jct.)	B		
		354.1	GORHAM	D		
		357.0	GRANGER			
		360.0	RUSHVILLE	D		
		362.1	VALLEY VIEW			
		364.7	MIDDLESEX	D		
		369.2	WEST RIVER			
		373.9	NAPLES	D		

Lehigh & Lake Erie Branch

WESTWARD		Distance from New York	No. 12		EASTWARD	
			STATIONS			
		442.2	TIFFT JCT. (Jct.)		B	
		452.1	TIFFT TERMINAL			

Distance from New York	No. 12 STATIONS	WESTWARD—First Class				
		7	107	901	903	
		Daily	Daily	Daily	Daily	
		A. M.	A. M.	A. M.	A. M.	
359.7	MANCHESTER.....B	5.05				
364.8	FARMINGTON.....D					
369.2	VICTOR.....D	5.16				
374.6	MENDON.....D	5.22				
379.5	ROCHESTER JCT.....B	S 5.31				
381.9	RUSH.....D					
386.7	WADSWORTH.....D					
392.9	CALEDONIA.....D					
394.1	P. & L. JCT.....B	5.47		ERIE 5	ERIE 516	
400.3	NORTH LEROY.....D					
405.5	STAFFORD.....D	6.00				
410.5	BATAVIA.....D					
420.7	LONGWOOD.....D	6.17				
429.6	WENDE.....D	6.25				
437.7	DEPEW.....D	S 6.33 6.55	6.47			
438.0	NIAGARA JCT.....B	6.56	6.48			
442.2	TIFFT JCT.....B	7.01				
443.1	EAST BUFFALO.....D					
446.3	BUFFALO JCT.....D	7.08		7.52	10.52	
447.6	BUFFALO.....B	S 7.10		S 7.55	S10.55	
		A. M.	A. M.	A. M.	A. M.	

Buffalo to Manchester

Distance from New York	No. 12 STATIONS	EASTWARD—First Class				
		170	902	10	906	
		Daily	Daily	Daily	Daily	
		A. M.	A. M.	A. M.	P. M.	
359.7	MANCHESTER.....B			10.58		
364.8	FARMINGTON.....D			10.50		
369.2	VICTOR.....D					
374.6	MENDON.....D			10.41		
379.5	ROCHESTER JCT.....B			S10.36		
381.9	RUSH.....D			10.30		
386.7	WADSWORTH.....D					
392.9	CALEDONIA.....D					
394.1	P. & L. JCT.....B		ERIE 2	R10.20 10.18	ERIE 519	
400.3	NORTH LEROY.....D					
405.5	STAFFORD.....D			10.07		
410.5	BATAVIA.....D			A10.01		
420.7	LONGWOOD.....D			9.51		
429.6	WENDE.....D			9.43		
437.7	DEPEW.....D	S 6.25				
438.0	NIAGARA JCT.....B	6.20		9.34		
442.2	TIFFT JCT.....B	6.15		9.29		
443.1	EAST BUFFALO.....D					
446.3	BUFFALO JCT.....D	6.07	8.23	9.22	5.33	
447.6	BUFFALO.....B	6.05	8.20	9.20	5.30	
		A. M.	A. M.	A. M.	P. M.	

WESTWARD—First Class							
	15	17	905	907	9	181	
	Monday Only	Daily Except Monday	Daily Except Sunday	Daily	Daily	Daily	
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
	S 9.13	S 9.34			8.07		
	9.25	9.46			8.18		
	S 9.33	K 9.54			8.25		
	S 9.40	S10.01			C 8.33		
	9.48	10.13					
	A10.01	A10.26	ERIE 477	ERIE 1	8.49		
	10.04	10.29					
	10.17	10.42			9.02		
	A10.24	A10.49			G 9.08		
	10.35	11.00			9.18		
	10.44	11.09			9.26		
						11.14	
	10.54	11.19			9.35	11.15	
	10.59	11.24			9.40	11.20	
	11.08	11.33	12.07	7.42	9.48	11.28	
	S11.10	S11.35	S12.10	S 7.45	S 9.50	S11.30	
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	

Buffalo to Manchester

EASTWARD—FIRST CLASS							
	904	4	908	108	8		
	Daily Except Sunday	Daily	Daily	Daily	Daily		
	P. M.	P. M.	P. M.	P. M.	A. M.		
		8.47			12.27		
		8.39			12.19		
		8.30			12.10		
	C 8.25				J 12.05		
	S 8.02						
		7.59			11.59		
	ERIE 480	R 7.49 7.47	ERIE 6		11.47		
		7.37			11.36		
		R 7.30					
		7.19			11.22		
		7.10			11.14		
					11.04		
					S10.56		
		7.00		10.49	10.55		
		6.55			10.50		
	5.33	6.47	9.43		10.42		
	5.35	6.45	9.45		10.40		
	P. M.	P. M.	P. M.	P. M.	P. M.		

Dis- tance from New York	No. 12 STATIONS	WESTWARD—FIRST CLASS			
		705	707	717	709
		Daily See Note	Daily	Daily	Daily
		A. M.	A. M.	A. M.	P. M.
394.9	HEMLOCK.....D				
392.4	LIVONIA.....D				
385.3	LIMA.....D				
382.0	HONEOYE JCT.....D				
382.3	HONEOYE FALLS.....D				
382.0	HONEOYE JCT.....B	12.10	5.38	10.49	8.38
379.5	ROCHESTER JCT.....D	12.18	5.46	10.57	8.46
385.4	HENRIETTA.....B	12.22	5.50	11.01	8.50
388.0	MORTIMER (Jct.).....B	12.27	5.55	11.06	8.55
390.7	RIVER JCT.....D				
392.7	ROCHESTER.....D	\$12.31	\$ 5.59	\$ 11.10	\$ 8.59
		A. M.	A. M.	A. M.	P. M.

No. 705 will not carry passengers.

Rochester Branch

Dis- tance from New York	No. 12 STATIONS	EASTWARD—FIRST CLASS			
		706	710	704	708
		Daily	Daily	Daily	Daily See Note
		A. M.	A. M.	P. M.	A. M.
394.9	HEMLOCK.....D				
392.4	LIVONIA.....D				
385.3	LIMA.....D				
382.0	HONEOYE JCT.....D				
382.3	HONEOYE FALLS.....D				
382.0	HONEOYE JCT.....B	\$ 5.16	\$ 10.31	\$ 7.41	\$ 12.01
379.5	ROCHESTER JCT.....D	5.08	10.23	7.30	11.53
385.4	HENRIETTA.....B	5.04	10.19	7.25	11.49
388.0	MORTIMER (Jct.).....B	4.59	10.14	7.19	11.44
390.7	RIVER JCT.....D				
392.7	ROCHESTER.....D	4.55	10.10	7.15	11.40
		A. M.	A. M.	P. M.	P. M.

No. 708 will operate only to handle revenue passengers for train No. 8.

Niagara Falls Branch

WESTWARD First Class		Dis- tance from New York	No. 12 STATIONS		EASTWARD First Class	
	107				108	
	Daily				Daily	
	A. M.				P. M.	
	6.48	438.0	NIAGARA JCT.....B		10.49	
	6.55	442.5	WILLIAMSVILLE.....D		10.42	
	7.05	448.5	TONAWANDA JCT.....B		10.32	
	7.10	450.7	NO. TONAWANDA.....D		10.27	
	\$ 7.28	461.7	NIAGARA FALLS.....B		\$10.09	
	\$ 7.35	463.5	SUSPENSION BRIDGE.....D		10.02	
	A. M.				P. M.	

EXPLANATION OF CHARACTERS

The following signs and abbreviations appearing before and after station names and before figures of the schedule indicate:

- A Stop on signal to receive or discharge revenue passengers.
- B Continuously operated train order office.
- C Caution.
- D Part time train order office.
- E Stop on signal to discharge revenue passengers from Philadelphia, Newark and New York.
- f Flag stop to receive or discharge passengers.
- G Stop on signal to discharge revenue passengers.
- H Regular stop, Saturday only.
- J Stop on signal to receive revenue passengers.
- K Regular stop, daily except Sunday.
- L Regular stop, Sunday only.
- N Stop on signal to discharge revenue passengers from, or receive revenue passengers for Philadelphia, Newark and New York, and to receive revenue passengers for, or discharge revenue passengers from Buffalo and the West.
- Q Regular stop, Sundays and Holidays only.
- R Stop on signal to receive revenue passengers for Philadelphia, Newark and New York, provided arrangements are made with Ticket Agent before 6:00 P.M.
- S Regular stop.
- Z Stop to receive revenue passengers for New York, provided arrangements are made through General Yardmaster's office, Packerton, phone Lehigh 52, before 5.00 A.M.
- E.D.T. End of double track.
- Jct. Junction.
- Hol. (Holidays:)
None.

SPECIAL INSTRUCTIONS—MAIN LINE
AND ALL BRANCHES

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

2. Rules mentioned in these instructions are found in the Book of Rules for the Government of the Operating Department, unless otherwise indicated.

3. During storms and bad weather all trains must be handled under control, without regard to making schedule time, at all points where slides or washouts are liable to be encountered.

4. When a train or engine crew has been on duty fourteen hours, the Conductor must send a telegram to the Superintendent advising him of the fact, or if the stop is made at a non-telegraph office, report must be made to the Train Dispatcher by telephone. When an engine is run light over the road, and the engine crew or flagman has been on duty fourteen hours, the Engineman must make such report to the Superintendent or Train Dispatcher.

5. Extra trains must report for instructions before leaving their initial station.

6. On odd numbered tracks the current of traffic is westward, and on even numbered tracks eastward. Where there are no more than two tracks, the track to the right, facing east, is No. 2, the track next to the left is No. 1. Where there are more than two tracks, the track to the left of No. 1 track, facing east, is No. 3; the track to the right of No. 2 track, facing east, is No. 4, except between Richards and Treichler, where tracks are numbered 2, 1, 4 and 3, from right to left, facing east.

7. Two tracks are in service, and Rule D-21 applies in the following territory:

Main Line:

Between Jersey Avenue Junction and Mountain Top.
Between Conway and Buffalo.

Mountain Cut-off:

Between Gracedale and Pittston Junction.

National Docks Branch:

Between National Junction and Constable Junction, except over bridges ND2e and ND2f.

Perth Amboy Branch:

Between South Plainfield and Perth Amboy.

Hazleton Branch:

Between Penn Haven Junction and Locust Junction.
Between Hazleton Junction and a point 900 feet east of Barryville road crossing.
Between Barryville road crossing and Diamondtown.

Hays Creek Branch:

Between Tannery and Ackerman.
Between Hartz and Ashmore.

Freeland Branch:

Between Drifton and Ashmore (except single track through Jeddo Tunnel).

Tomhicken Branch:

Between Cranberry and Hazleton Junction or Locust Junction.

Lehigh & Lake Erie Branch:

Between Tift Junction and Tift Terminal.

Niagara Falls Branch:

Between Niagara Junction and Tonawanda Junction.

8. No. 3 track is in service between:

Potter and South Plainfield.
Port Reading Junction and Royce Valley.
Three Bridges and Pattenburg.
Richards and Treichler.
Braders and Gracedale.

No. 4 track is in service between:

Treichler and Richards.
Greens Bridge and West End Tunnel.
Royce Valley and Port Reading Junction.
New Market and Potter.

9. Lehigh Valley trains will use the tracks of other railroads as indicated, subject to rules and regulations of such railroads. Where time appears between these points it is for information only; for running time, use time tables of owning line.

Pennsylvania R. R.... Passenger trains only, between New York and Hunter, and between Jersey City and Hunter.

Peoples Rwy.....Between Pottsville and York Farm Jct.

D. & H. R. R.....Between Avoca and Moosic.

S. & N. Y. R. R.....Between Monroeton and Washington St., Towanda.

Erie R. R.....Between Waverly and Elmira.

Erie R. R.....Between Owego and Binghamton.

D. & H. R. R.....Between Erie Station, Binghamton, and D. & H. "YO" Cabin.

N. Y. C. R. R.....Between Cayuga and L. V. Junction.

N. Y. C. R. R.....Between Tonawanda Junction and Suspension Bridge.

10. Trains of other railroads will use Lehigh Valley R. R. tracks as indicated, subject to the rules and regulations of this Company:

C. R. R. of N. J.....National Docks Branch.

N. Y. C. R. R.....National Docks Branch.

Pennsylvania R. R.....National Docks Branch.

Pennsylvania R. R.....Newark, between Hunter and engine change track.

Reading Co.....Little Run Junction and Slatington.

Pennsylvania R. R.....Gum Run and Laurel Jct.

Pennsylvania R. R.....Wilkes-Barre, between Northampton Street and Station.

D. & H. R. R.....Wilkes-Barre, between D. & H. Junction and Station.

Erie R. R.....Between Duryea Junction and Pittston Junction.

N. Y. O. & W. R. R.....Between Sibley Jct., Pittston Jct. and Coxton.

S. & N. Y. R. R.....Between Towanda and Washington Street, Towanda.

Erie R. R.....Between Buffalo Junction and Buffalo.

Erie R. R.....Between River Junction and Rochester Subway R. R. connection.

D. & H. R. R.....Between Owego and Sayre.

11. Class T engines must not be operated on any Branch unless specific authority is contained in these Special Instructions. They must be operated carefully on sidings and yard tracks account possibility of close obstructions and track centers.

12. Helping engines must not be used on rear of trains in which there are loaded flat cars of wooden construction, including wooden cars with steel center sills, and must not be used on the rear of any trains in which there are empty flat cars of either wood or metal construction. Conductors of trains containing flat cars, which require helpers, must report the fact to the Train Dispatcher, so that proper arrangements may be made.

13. When a first-class train becomes parted on a heavy grade, crew must see that rear portion is immediately secured, and not attempt to recouple train until power arrives to assist in re-coupling detached portion.

14. When freight trains are on ascending grades, a trainman or the conductor must ride with the flagman on the rear car, which car must not be left without at least one man upon it while on ascending grades.

15. In storing cars on passing sidings and storage tracks a clearance of 300 feet must be maintained on each side of highway crossings. On industrial and public delivery team tracks where such clearance is not possible cars should be spotted to provide the very best view possible from the highway or street.

16. In the operation of snow plows and flangers, a Conductor must be stationed in the plow or flanger at all times, to control the movement and pass signals.

When side tracks are to be plowed or flanged, it must be definitely ascertained that siding is clear before attempting to operate through it.

17. In the operation of locomotive cranes, derricks, ditchers or any other machines having swinging booms or other parts which may foul adjacent tracks, the conductor and the engineman must know that any swinging parts or boom are securely fastened and clear of all adjacent tracks and overhead obstructions before the flagman is relieved.

18. When making road movements of scale test car, it must be placed next ahead of caboose and trains handling must not exceed a speed of 35 M.P.H.

SPECIAL INSTRUCTIONS—MAIN LINE AND MOUNTAIN CUT-OFF

1. Class K-5, K-5½, K-6, N-2, N-2½, N-3, N-4, N-5, N-6, R-1, R-1B, S-2, T-1, T-2 and T-3 engines must not be operated east of Lead to Claremont Terminal or over Pennsylvania Railroad tracks east of Hunter.

Engines having a tank of more than 12,000 gallons capacity must not be operated east of Lead to Claremont Terminal.

2. Present No. 3 track in the passenger yard at Jersey City will be used as an eastbound running track between Communipaw Avenue and a point just west of the cross-over leading from No. 1 to No. 3 track west of Johnston Avenue. Before attempting to use this eastbound running track the Conductor must first secure phone permission from the Yard Master at Jersey Avenue. Movements east of the

cross-over west of Johnston Avenue must be protected by flag by a member of the crew who will precede his engine.

3. Trains Nos. 52 and 53 will operate with reduced speed between Jersey Avenue Junction and Jersey City via yard leader, Washington Street, and east end of No. 7 Local Track.

Extra trains and yard engines must clear these trains and protect in accordance with the provisions of Rule 99.

4. Newark—Engines in both directions must sound the regulation highway crossing whistle signal approaching Frelinghuysen Avenue and Peddie Street and stop before entering upon any portion of the highway crossing. After crossing gates have been lowered and highway traffic stopped, the regular highway crossing whistle signal must be again sounded and trains may then proceed over crossings.

5. Roselle Park—Eastbound trains will not stop at Roselle Park to do switching service, except in case of emergency, and when necessary, trains must be stopped 700 feet east of Signal 172 to clear the circuit which operates the highway crossing signals at Roselle Park.

When moves are made against the current of traffic, crossings must be protected by a member of train crew in accordance with Rule 36a.

6. Cranford—Crews of trains using connecting track between main line and B. & O. R. R. connection must protect themselves in both directions in accordance with Rule 99.

7. Clark—Eastbound trains switching at Clark, must be stopped at signal 192, just west of station, to clear the circuit controlling highway crossing signals at Walnut Street and Lexington Avenue.

8. Helping engines on rear of westbound trains must be cut off just east of home signal at east end of Musconetcong Tunnel. Helping engines on rear of eastbound trains must be cut off just west of home signal at west end of Musconetcong Tunnel.

9. Musconetcong Tunnel—Movements through tunnel are governed by signal indications at entrances controlled by the Towerman at Bellewood. Conductors finding signals indicating "stop" must immediately report on telephone to Towerman at Bellewood, who must furnish Caution Form B, before trains may proceed through tunnel.

Enginemen of freight trains moving through tunnel must shut off steam at yellow signal light located 600 feet from each portal.

All trains passing through tunnel in daytime must display one white light and two red lights on rear end of train, and lights in each passenger car must be lighted. Enginemen and Flagmen must each have red light ready for instant use.

Flagmen on passenger trains having observation cars must announce on observation platform when trains are about to enter tunnel.

10. Phillipsburg—Engines running backward, westbound, must be flagged over Stockton and Fox Street crossings between 8.00 P. M. and 6:30 A. M. Yard engines must not operate over these crossings in either direction until proceed signal has been received from member of crew stationed on the crossing.

11. Phillipsburg—Trains moving from No. 2 to No. 4 track, Phillipsburg Tower must advance east of dwarf signal before making reverse move on No. 4 track, unless authorized by Towerman. Westbound movements must not be made on No. 4 track, Phillipsburg to Easton, without authority of Towerman at Phillipsburg, who must first confer with Towerman at Easton and know track is clear and protected.

12. Easton—K, N, R, S, and T class engines must not be operated over No. 4 track, Bridges 76 and 76A.

13. Bethlehem—T class engines cannot be operated over Reading Company tracks.

14. Allentown—Trains on tracks No. 3 and 4, Old Main Line, must approach Hamilton Street crossing prepared to stop regardless of signal indication, as automatic signal section is not connected through crossing account electric railroad, leaving a dead section 80 feet long on which a car or caboose left standing will not hold automatic signal in stop position.

15. Catasauqua-Biery Yard-R-1 and T class engines must not be operated over No. 10, 14, 16 and 18 tracks.

16. Packerton—Light engines must not operate at a speed exceeding 10 miles per hour between westbound yard office and Leighton.

17. Mauch Chunk—Regular and extra passenger trains originating at Mauch Chunk must not leave without Clearance Form A.

18. Mauch Chunk—Hazleton Branch passenger trains, originating and terminating at Mauch Chunk, must cross to and from No. 3 track west of station.

19. Mauch Chunk—Engines must stop before passing over road crossing on west leg of "Y" and then proceed at reduced speed.

20. Rockport and Vosburg Tunnels—Movements through Rockport Tunnel are governed by automatic signals 1361 and 1372.

Movements through Vosburg Tunnel are governed by automatic signals 2101 and 2122.

These signals are operated in accordance with Rules 292, 288 and 281. Conductors or Enginemen on trains finding these signals indicating "Stop" must communicate with Train Dispatcher, and after receiving permission to proceed, flagman must be sent in advance of train through tunnels.

Telephones are located at automatic signals 1361, 1372, 2101 and 2122, also at both ends of each tunnel.

All trains passing through tunnels in daytime must display one white light and two red lights on rear end of train, and lights in each passenger car must be lighted. Enginemen and Flagmen must each have red light ready for instant use.

Flagmen on passenger trains having observation cars must announce on observation platforms when trains are about to pass through tunnels.

21. One mile east of Glen Summit Springs—Air brake test must be made on eastbound trains before descending grade.

22. Mountain Top—Air brake test must be made on westbound trains, and westbound freight train crews must inspect their trains before descending grade.

Engines turning on Mountain Top "Y" must protect highway crossing with Flagman.

23. Mountain Top to Conway—Freight trains must not follow passenger trains until clear at Conway.

24. Wilkes-Barre—Westbound trains must not move west of Market Street on tracks Nos. 4 or 6 without signal from switchtender.

25. Wilkes-Barre—Pennsylvania R.R. trains will use No. 6 yard track between Northampton and Market Streets, operating with caution, looking out for obstructions and Lehigh Valley R.R. passenger trains on Nos. 1 and 2 tracks receiving and discharging passengers. The normal position of switches at Northampton Street will be for movement from Pennsylvania R.R. main track to No. 6 yard track.

26. Wilkes-Barre—Before using Pennsylvania R. R. tracks governed by Manual Block System, Conductors or Enginemen must secure instructions from Pennsylvania R. R. Signalman at Hart Tower, South Wilkes-Barre.

27. Wilkes-Barre—Light engines enroute from shops to passenger station use siding adjacent to No. 1 track to end of siding west of Scott Street, where they must stop, and telephone authority must be secured from switchtender to proceed on No. 1 track to Market Street switches.

28. North Wilkes-Barre—(Delaware & Hudson R. R. grade crossing). Signal indicating "stop" may be passed only on hand signal from Trainman standing on crossing, who must, before giving hand signal, observe that signals on D. & H. R. R., governing movements over crossing, are indicating "stop," that no train is approaching crossing on D. & H. R. R. track or opposing movement on L. V. R. R. track, and then only after he has unlocked telephone booth at crossing, opened proper L. V. R. R. hand switch located therein for track on which movement is to be made, and has received authority from Train Dispatcher. After movement has been completed, hand switch must be closed and telephone booth locked.

29. Wyoanna—Locomotives, box cars, or other high equipment must not be operated under Wyoming Sand and Stone Company crusher.

30. Laceyville—Westbound Extra Trains must not block the Highway crossing just West of the Station when taking water.

31. Sayre—Regular trains and passenger extras originating at Sayre, must not leave without Clearance Form A.

32. East Waverly—All Eastbound freight trains with 85 or more cars, will come to a full stop at or before passing East Waverly Station and wait a sufficient length of time to insure that all brakes are released on the entire train, before proceeding.

33. Caywood—S and T Class engines may use only the first 800 feet of siding serving Porter's Warehouse. Engines must not pass over coal hoppers.

34. Geneva—Eastbound regular trains scheduled to stop, must not leave without Clearance Form A.

35. The outlets of the westbound passing sidings at Pittsburgh & Lehigh Jct. and Stafford are equipped with hand thrown switch stands

and spring switches (locations marked by switch stands painted yellow), through which trains moving from these passing sidings to No. 1 track, may trail in continuous movement without operating switches by hand.

Trains trailing through these switches and stopping with any part of train on switches, must not make reverse movement nor take up slack until switches have been properly set by hand. The spring switches if set by hand must be restored to normal position for No. 1 track by hand. Train movements from passing sidings to No. 1 track are governed by color light dwarf signals located east of the switches the day and night indications of which are "Red"—Stop; "Yellow"—Approach next signal prepared to stop.

When trains are ready to leave passing siding, trainman will operate switch indicator and if "Proceed" indication is received will press button marked "Signal" in a box attached to indicator post to operate dwarf signal. If for any reason movement is not made after siding dwarf signal has been cleared, button marked "Cancel" located in the same box should be pressed to restore circuits for main track movements.

Color light switch signals are located between the main tracks at the Spring switches governing eastward movements on No. 1 track. Day and night indications of these signals are the same as the night indications of switch targets and are operated in accordance with Rules 703-A and 703-B. When "Red" indications are displayed by these signals trains moving east on No. 1 track must stop and ascertain that switch points of the spring switches are in proper position before passing over them.

If necessary to enter these sidings from the west ends the spring switches must first be properly lined by hand and the movements thereafter governed by hand, flag or lamp signals.

36. General Crushed Stone Company Plant—(Between P. & L. Junction and North Leroy). Account insufficient clearance, T-1, T-2, T-3, R-1, S-2, K-5, K-5½, N-3, N-4 and N-5 class engines are prohibited from passing under or beyond stone crusher building. Engines using B. & O. R. R. tracks are prohibited from moving beyond the switch points of the first switch east of the road crossing.

37. Batavia—The Wood Working siding must not be used as a passing siding. It may be used by local freight and pickup trains of not more than 20 cars. K-N-S and T Class engines must not use this track beyond the straight portion. S and T Class engines are prohibited from entering the wye track leading from No. 2 track east of Ellicott Street.

38. Buffalo—Regular trains must not leave without Clearance Form A.

39. Buffalo—All trains using Pennsylvania R. R. connection at Bailey Avenue must stop not less than 200 or more than 800 feet from Pennsylvania R. R. grade crossing, and not proceed until proper signals are displayed.

40. Buffalo—Headlights on all yard and road engines entering or leaving train shed must be kept burning at all times while such engines are moving within the train shed. Rule 17 is modified accordingly.

41. Buffalo—T class engines and Erie Railroad engines, class N-1, N-3, K-2 and H-20-A are permitted to operate into Passenger train shed on track one *only*.

MOUNTAIN CUT-OFF

1. Engines of trains not having pushers on rear must not be cut off while taking water at Deep Hollow water station.

2. Operation of T class engines over the mountain cut-off is permitted.

3. Gracedale—Eastbound trains must not be pushed to main line track until leading engine has given whistle signal prescribed in Rule 14-b.

4. Between Gracedale and Mountain Top—Whistle signal prescribed in Rule 14-D (d) must be used to call in Flagmen on track No. 2, and whistle signal prescribed in Rule 14-D (e) must be used to call in Flagmen on track No. 1.

5. Mountain Top—Eastbound extra trains must approach crossover at west end of "Y", and westbound extra trains must approach crossover at east end of "Y" prepared to stop, expecting to find trains occupying main track or crossing over.

6. Mountain Top—Air brake test must be made by all westbound trains, and westbound freight train crews must inspect their trains before descending grade.

SPECIAL INSTRUCTIONS—BRANCHES

National Docks Branch:

1. Account insufficient clearance between tracks in Waldo Avenue Tunnel only one train is permitted through the tunnel at a time. Signal control arranged accordingly.

2. Operation of locomotives with tank capacity in excess of 12,000 gallons is not permitted.

3. Pennsylvania R. R. engines, classes H-8-S, H-8-SA, H-8-SB, and H-9-S are restricted from operating between National Junction, Waldo Avenue and East Claremont.

4. N. Y. C. Railroad Company Locomotives classed as K-11-F without booster may be operated between National Junction and Constable Junction with the following restrictions:

(1) 70-ton coal cars weighing 210,000 to 214,000 pounds total, must be coupled two or more car lengths from the engine.

(2) Engine must not be coupled to another engine.

(3) Engines in excess of the following weights will not be permitted:
 Weight on front trucks..... 49,000 lbs.
 Weight on three axles..... 175,500 lbs.
 Weight on trailer..... 47,500 lbs.

Total weight of engine..... 272,000 lbs.
 Weight of tender (8,000 gallons and 14 tons coal) . . 166,700 lbs.

438,700 lbs.

5. The normal position of target signal, controlled by lever operated manually, at grade crossing in vicinity of 33rd Street, Bayonne, crossing the National Docks Branch at Mile Post 6.64 will be for the C.R.R. of N.J. Trains must stop at stop signs located 150 feet from the crossing and must not proceed until the signal has been cleared.

Irvington Branch:

1. The regular branch switch engine has right of track between Hillside and Irvington.

2. Operation N-2 and R-1 class engines with 8,000-gallon tenders is permitted, except on sidings.

Perth Amboy Branch:

1. Operation of T class engines over the Perth Amboy Branch is permitted.

2. Perth Amboy—(Pennsylvania R. R. grade crossing). A signal indicating "stop" may be passed only on hand signal from Trainman standing on crossing, who must before giving hand signal observe that all signals on P. R. R. governing movements over crossing are indicating "stop," and that no train is approaching crossing on P. R. R. track.

3. Metuchen—Crews of trains using single track to connection with Pennsylvania R. R. must protect themselves in both directions.

4. South Plainfield—No. 5 track is a thoroughfare track used in both directions. Trains must not move to this track before making special arrangements with the Towerman at South Plainfield, who must not provide for such movement unless movements are fully protected by Flagman.

Raritan Branch:

1. The regular branch switch engine has right of track.

2. Gates across the tracks are located 2,500 feet west of mile post 22 and 1,250 feet west of mile post 24. The normal position of these gates is closed and locked with Lehigh Valley Railroad switch locks. Trains must approach gates carefully and a trainman must unlock and open the gates for movement of the train after which they must be immediately closed and relocked.

Flemington Branch:

1. Superiority of trains:

Weekdays	Weekdays	Sundays
No. 403 to No. 408	No. 431 to No. 426	No. 421 to No. 428
No. 409 to No. 424	No. 417 to No. 426	No. 427 to No. 410
No. 425 to No. 428	No. 419 to No. 454	No. 411 to No. 440
No. 427 to No. 430	No. 419 to No. 418	No. 439 to No. 406
No. 427 to No. 426	No. 429 to No. 406	

Clinton and Pittstown Branches:

1. The regular branch freight engine has right of track from 9.00 A.M. to 5.00 P.M.

Musconetcong Branch:

1. The regular branch switch engine has right of track from 10.00 A. M. to 6.00 P. M.

Easton & Northern Branch:

1. White flags and white lights will not be displayed on extra trains.
2. All Eastbound trains must stop at west end of Bridge EA-77-A, over Lehigh River. Westbound trains with "N" class engines when stopped on this bridge must not attempt to start with engine on bridge, but must back off bridge and secure assistance. When trains are double-headed, engines must be separated by at least seven cars.

3. All trains must approach highway crossings at 25th Street, Freemansburg Avenue, William Penn Highway, Northampton Street, Easton; the crossing just west of Tatamy, and the two crossings at Stockertown prepared to stop.

4. To avoid unnecessary operation of highway crossing signals at William Penn Highway and Northampton Street crossings, cars being switched should be placed on siding clear of main line. When making switching movements between these two crossings, switches must be reversed and cars must not be placed on main track west of Alta telephone booth. Helping engines stopping at Alta must enter siding clear of main line.

5. L. & N. E. Junction—All trains must stop before passing over grade crossing. There is a signal located on the east side of this crossing. A Trainman must be sent ahead to set this signal in clear position before giving train signal to proceed.

Bushkill Branch:

1. The regular branch switch engine has right of track 7.00 A. M. to 7.00 P. M.

Barber Quarry and West End Branches:

1. Trains must not occupy either branch except under direction of Yardmaster at Allentown.

Slatedale and Welshtown Branches:

1. The regular branch switch engine has right of track on Welsh-town Branch 7.00 A. M. to 7.00 P. M., daily except Sunday.

2. Normal position of switches at Little Run Junction is for Reading Company trains.

Pottsville Branch:

1. The regular branch freight engine has right of track from 8.00 A. M. to 6.00 P. M.

2. Lizard Creek Junction—The junction point with the L. & N. E. R. R. is located at a point 2700 feet west of switch leading to the Pottsville Branch.

Normal position of switch at Lizard Creek Jct. is for the Pottsville Branch.

Normal position of switch at junction point is for the L. & N. E. R. R. L. & N. E. R. R. trains have right of track 6.00 P. M. to 6.00 A. M. between junction point and switch to Pottsville Branch.

3. All trains must run prepared to stop at any point on bridge at Schuylkill Haven and Glenworth.

Hazleton Branch:

1. Operation of T class engines is permitted between Penn Haven Junction and Hazleton Junction.

2. Hazle Creek Junction—Between Hazle Creek Junction and automatic signal 1342 east of Black Creek Junction, trains on No. 1 track and siding must obtain permission from the Train Dispatcher before crossing over or obstructing No. 2 track, and must report to the Train Dispatcher when clear. (Except trains moving from Quakake Branch, which trains will be governed by signal indication.)

3. Black Creek Junction—Connection from Quakake Branch to No. 2 track is equipped with spring switch permitting trains from Quakake Branch to trail through switch without operating switch by hand.

Trains trailing through this switch and stopping with any part of train on switch must not make reverse movement until switch has been properly set by hand.

Trains moving west on No. 2 track Hazleton Branch must stop and ascertain that switch points of this spring switch are in proper position before passing over it.

Normal position of switch is for Hazleton Branch.

4. Hazleton—Class K-2½, K-3, K-4, K-5, K-5½, K-6, N-2, N-2½, N-3, N-4, N-5, N-6, R-1, S-2, T-1, T-2 and T-3 engines must not be operated on No. 3 track between Laurel Street and Church Street, Hazleton, and must not be coupled together between Hazleton Junction and Locust Junction.

Pennsylvania R. R. engines, class I-1, are restricted from operating between Hazleton Junction and Locust Junction.

Engines heavier than L-5 class must not operate beyond a point 200 feet east of frog on Engle's Siding.

5. Hazleton Shaft Branch—Regularly assigned mine engine has right over all trains, 7.00 A. M. to 11.00 P. M. daily except Sunday.

6. McAdoo—Storage siding on south side of Reading Company's main track is used by Lehigh Valley and Reading Company's trains to interchange cars to and from Candlemas Colliery. Crews of Lehigh Valley R. R. trains using Reading Company's Tracks must protect themselves in both directions.

7. All westbound trains must protect against eastbound trains on single track 900 feet east of Barryville Road Crossing to Barryville Road Crossing.

8. Shenandoah—Four-tenths (0.4) mile east. Engines handling wrecking cranes must stop before passing under Reading Company Bridge and move carefully account close clearance. Conductors must satisfy themselves crane and boom clear.

9. Montana Branch—Regularly assigned mine engine has right over all trains, 8.00 A. M. to 8.00 P. M. daily except Sunday.

10. Stuartville—Class K-2½, K-3, K-4, K-5, K-5½, K-6, N-2, N-2½, N-3, N-4, N-5, N-6, R-1, S-2, T-1, T-2 or T-3 engines must not be coupled together when turning on "Y." All engines must enter east leg of "Y" in turning.

11. Diamondtown—Normal position of switch at E. D. T. is for Mt. Carmel freight yard.

12. All westbound trains must protect against eastbound trains on single track between Diamondtown and LVRR receiving yard west of Mt. Carmel.

13. Mount Carmel—All trains must approach station prepared to stop, expecting to find Pennsylvania R. R. trains occupying main track.

Pennsylvania R. R. trains run extra on Green Ridge "Y" and have rights over other extra trains; crews of other extra trains must protect themselves accordingly.

Quakake Branch:

1. Opposing and following movement of trains must not be permitted, except a train may follow a train, other than a passenger train, with permissive Form C. Under no circumstances must eastbound trains (except light engines) be permitted to follow a train from Pine Junction until the preceding train is clear at Quakake.

Conductors must report to train dispatcher when clear and obtain his permission before again occupying main track.

Beaver Meadow Branch:

1. Evans and Coleraine Colliery Branch—Regularly assigned mine engines have right over all trains 8.00 A. M. to 6.00 P. M., daily except Sundays.

2. Evans Branch—Trains must stop 1,000 feet east of derail at end of loaded car yard, Evans Colliery, and member of crew must examine track to derail before proceeding.

Hays Creek Branch:

1. Operation of T class engines over the Hays Creek Branch is permitted.

2. Between Tannery and Ackerman, track to the left facing east, is No. 2; the next track to the right, No. 1.

3. Opposing and following movement of trains between Ackerman and Hartz, and Gara Jct. and Hazle Creek Jct. must not be permitted, except a train may follow a train, other than a passenger train, with Permissive Form C. Conductors must report to Train Dispatcher when clear and obtain his permission before occupying main track.

4. When automatic signal HC1442, located 300 feet west of connection from Tannery Yard on Wyoming Division to No. 2 track, indicates "stop," trains must not proceed unless connection is known to be clear.

Freeland Branch:

1. Class N-4, N-5, N-6, R-1 and S-2 engines are restricted from operating between connection from Freeland Branch and Lehigh Valley Coal Co. Shops at Drifton.

2. Highland No. 2 Branch—Trains must be stopped and member of crew must see that switch at east end of Long Siding, located 2500 feet east of Drifton Junction is properly set before passing over same.

3. Highland No. 5 Branch—Jeddo-Highland Coal Company's mine engine has right over all trains 6.00 A. M. to 2.30 P. M. daily except Sunday on Highland No. 5 colliery tracks from a point 500 feet west of derail switch located west of entrance to loaded car track.

4. Highland No. 5 Branch—Regularly assigned mine engine has right over all trains 10.00 A. M. to 6.00 P. M. daily except Sunday to a point 500 feet west of derail switch located west of entrance to loaded car yard.

5. Normal position of switches is for continuous movement between Highland No. 2 and Highland No. 5 branches.

6. Jeddo Tunnel—The ends of double track at east and west end of Tunnel are equipped with spring switches, permitting trains to trail through switch without operating switch stand by hand.

Normal position of these spring switches is as follows:

At west end of Tunnel the switch is set for movement from single track to westbound track; at east end of Tunnel switch is set for movement from single track to eastbound track. Trains trailing through these spring switches and stopping with any part of train on switch must not make reverse movement or take up slack until switch has been properly set by hand.

When signals governing movement through Tunnel indicate stop, they may be passed only under protection of a flagman sent in advance of the train through the Tunnel to the end of double track after having received permission from Train Dispatcher. Trains having flagged through Tunnel must notify Train Dispatcher when clear of single track.

Helping engines assisting westbound trains must be placed on rear of train.

Ventilator lids on top of cabs of all engines must be closed or entirely open with lids turned back on roof of cab when passing through Tunnel.

While passing through Tunnel in daytime all trains must display one white light and two red lights on rear end of train, and lights in each passenger car must be lighted. Enginemen and Flagmen must each have red light ready for immediate use.

7. Drifton—All trains run carefully between Station and overhead bridge 800 feet east of Station.

8. Eckley Branch—Regularly assigned mine engine has right over all trains between 7.00 A. M. and 4.00 P. M. daily except Sunday.

9. North Ashmore—Trains using single track between West Ashmore and North Ashmore must report their arrival at and departure from North Ashmore to Train Dispatcher.

Ebervale Branch:

1. Jeddo-Highland Coal Company's mine engine has right over all trains 6.00 A. M. to 8.00 P. M. daily except Sunday between west end Jeddo No. 4 and switches at Jeddo No. 7 breaker.

2. All trains using Lattimer Branch between Lattimer Junction, Lattimer Store and Milnesville must protect against each other.

All trains must stop before using switch at Lattimer No. 6 empty car siding and member of crew must examine track through to end before proceeding.

3. All trains must approach Hazleton and Wilkes-Barre State Highway crossing, prepared to stop.

West Hazleton Industrial Branch:

1. Regularly assigned switching engine has right over all trains 8.00 A. M. to 6.00 P. M. daily except Sunday between Oakbur Jct. and West Hazleton.

2. Heavier engines than Class G-14 are prohibited.

Tomhicken Branch:

1. Operation of T class engines over the Tomhicken Branch is permitted.

2. Opposing and following movement of trains between Cranberry and Gum Run must not be permitted, except a train may follow a train, other than a passenger train, with permissive Form C. Conductors must report to train dispatcher when clear and obtain his permission before occupying main track.

3. Switch at Cranberry E.D.T. is equipped with spring switches and switch signal displaying following indication:

Green—Switch set in normal position.

Red—Switch improperly set.

Trains receiving red indication must ascertain if switch is properly set. Normal position of switch is for westbound movement.

Eastbound trains at Cranberry E.D.T. may trail through spring switch when in normal position without operating switch stand.

Trains stopping on spring switch must not take slack or make a reverse movement until spring switch is reversed by hand.

When Signal N-1461, located 65 feet east of Cranberry E.D.T., indicates stop, trains may proceed only after ascertaining that switch is properly set and permission is obtained from the Train Dispatcher.

Spring switches that are set by hand, must be restored to normal position by hand.

4. Hazleton No. 1 Branch—Regularly assigned mine engine has right over all trains 8.00 A. M. to 6.00 P. M. daily except Sunday.

All trains must stop and member of crew must examine track between points 1,700 and 1,000 feet from branch switch before proceeding and at other points must exercise great care and run prepared to stop.

5. Class R-1 engines are restricted from operating beyond a point 500 feet from main track switch.

6. Deringer Branch—Regularly assigned mine engine has right over all trains 4.00 P. M. to 11.59 P. M. daily except Sunday.

All trains approaching west end of empty cars sidings must stop expecting to find cars being dropped across them. Trains must not proceed until track is known to be clear.

7. L. V. R. R. trains moving over P. R. R. track between Gum Run and Deringer Branch switch will be governed by P. R. R. General Order No. 1619 Zone B.

Sheppton Branch:

1. All trains must stop and have member of crew examine track between narrow gauge crossings, located 700 feet west of first concrete highway crossing east of Sheppton and a point 800 feet east of concrete highway crossing at Sheppton, before proceeding.

2. Engines must not be operated between unloading pit, P. P. & L. Company's Plant at Harwood and a point three hundred (300) feet west thereof.

New Boston Branch:

1. All trains are operated by train orders and manual block system rules of the Pennsylvania Railroad, with Train Dispatchers located at Sunbury. Employees will be governed by Pennsylvania Railroad Book of Operating Rules and Wilkes-Barre Division working timetable.

2. Morea Branch—Regularly assigned mine engine has right over all trains, 1.00 P. M. to 10.00 P. M. daily except Sunday.

Westbound trains must stop 1,500 feet east and eastbound trains must stop 2,000 feet west of Bridge Mo-165 and examine track between these points before proceeding.

Mahanoy City Branch:

1. Mahanoy City—All trains approaching Smash Board Signals at grade crossing with Reading Company must sound whistle or otherwise notify Agent, who will arrange signal operation.

Ashland Branch:

1. White flags and white lights will not be displayed on extra trains.
2. Ventilator lids on top of cabs of all engines must be closed or entirely open with lid turned back on roof of cab when passing under Reading Company arch just east of Packer No. 5.

3. All trains must run very carefully between points 600 feet and 2,500 feet west of Mile Post 170.

4. All trains must run prepared to stop passing through Girardville.

Mineral Spring Branch:

1. Trains must move prepared to stop unless tracks are known to be clear.

2. All trains must stop before passing over C. R. R. of N. J. grade crossing, at the Mineral Spring Colliery, and protect themselves in both directions before proceeding over the crossing.

Miners Mills Branch:

1. Trains must move prepared to stop unless tracks are known to be clear.

2. All trains run carefully account mine settlements.

3. Prospect Colliery leader. All trains run carefully account mine settlement.

Austin Branch:

1. Trains must move prepared to stop unless tracks are known to be clear.

West Pittston Branch:

1. Trains must move prepared to stop unless tracks are known to be clear.

2. All trains must run prepared to stop at D. L. & W. R. R. grade crossings at Harry E and East Boston collieries and east of Union Street, Luzerne.

Bowmans Creek Branch:

1. Manual Block System for opposing and following movements is in operation between Luzerne and Splash Dam and between Lopez and Bernice. Where there is no operator, Conductors must report to Train Dispatcher on telephone when clear and obtain his permission before again occupying main track.

2. Between Forty Fort (River Street) and Luzerne all trains must run prepared to stop unless tracks are known to be clear.

3. Normal position of switches at Harvey Junction is for West Pittston Branch.

4. Normal position of switches at Splash Dam is for the Splash Dam Branch.

5. Trains must not leave Bernice without Clearance Form A.

6. Air brake test must be made by all trains before descending grades in both directions at Chestnut Ridge and Splash Dam:

State Line & Sullivan Branch:

1. Manual Block System for opposing and following movement is in operation between Bernice and Monroeton. Where there is no operator, Conductors must report to Train Dispatcher when clear and obtain his permission before again occupying main track.

2. Trains must not leave Bernice or Towanda without Clearance Form A.

3. Normal position of switch at Monroeton is for S. & N. Y. R. R. trains.

4. Air brake test must be made on all trains before descending grade at Satterfield.

5. Towanda—S. & N. Y. R. R. engines, except those attached to passenger trains, move as yard engines in Towanda yard.

All trains and engines must run prepared to stop at all crossings, Pine Street to Washington Street. Where switching or back-up movements are made, member of crew must be stationed so as to give ample warning to pedestrians and vehicles approaching.

Montrose Branch:

1. Manual Block system for opposing and following movements is in operation. Where there is no operator, Conductors must report to Train Dispatcher, on public telephone, when clear, and obtain his permission before again occupying main track.

2. Trains must not leave Tunkhannock or Montrose without Clearance Form A.

3. No. 561 is superior to No. 560.

Waverly-Elmira Branch:

1. Sayre—Trains must not leave without Clearance Form A. Trains using Branch are governed by hand signal from Switchtender.

2. Elmira—All trains must stop at sign 75 feet from center of crossing at Grand Central Avenue.

All trains must stop not less than 200 or more than 800 feet from Pennsylvania R. R. grade crossing and not proceed until clear signal is displayed. Normal position of signal is clear for L. V. R. R.

All trains must stop not less than 200 or more than 800 feet from D. L. & W. R. R. grade crossing and not proceed until clear signal is displayed. Normal position of signal is clear for D. L. & W. R. R.

Ithaca Branch:

1. Operation of T class engines over the Ithaca Branch is permitted.

2. Freight trains must not follow passenger trains westbound, North Spencer to Ithaca, until clear at Ithaca, nor eastbound, Willow Creek to Ithaca, until clear at Ithaca.

3. Trains must not leave Ithaca without Clearance Form A. Eastbound trains must not leave Geneva and westbound trains Sayre without register notice and Clearance Form A.

Naples Branch:

1. Manual Block System for opposing and following movements is in operation. Where there is no operator, Conductors must report to Train Dispatcher by telephone, when clear, and obtain his permission before again occupying main track.

2. Trains must not leave Geneva or Naples without Clearance Form A.

3. Stanley—All trains must stop not less than 200 or more than 800 feet from Pennsylvania R. R. grade crossing. Engineman must blow one long sound of whistle to call for crossing signals, and when signals are set for safety must answer with two short sounds of whistle before proceeding.

Auburn Branch:

1. Manual Block System for opposing and following movements is in operation. Where there is no operator, Conductors must report to Train Dispatcher, when clear, and obtain his permission before again occupying main track.

2. Trains must not leave Sayre, Freeville, Auburn or Fair Haven without Clearance Form A.

3. Owego—All trains must stop not less than 200 or more than 800 feet from D. L. & W. R. R. grade crossing and not proceed until signal arm is in horizontal position or light shows red.

4. Freeville—All trains must stop not less than 200 or more than 800 feet from Cortland Branch grade crossing, and not proceed until lower signal arm is at an angle of 60 degrees or lower light shows green.

5. Auburn—All trains must stop not less than 200 or more than 800 feet from New York Central R. R. grade crossing, and not proceed until signal arm is at an angle of 60 degrees or light shows green.

All trains and yard engines working west of this crossing must not move east of same without authority from Train Dispatcher.

Between 5.30 P. M. and 7.30 A. M. the normal indication of signal east of Auburn Yard Office on the Auburn Branch is "proceed" for west-bound trains. The normal position of switch in connection with this signal is for Auburn Branch westbound movement.

6. Martville—All trains must stop at sign 100 feet from State Road crossing east of station.

7. Sterling—New York Central R. R. grade crossing.

Signal indicating "stop" may be passed only on hand signal from Trainman standing on crossing, who must, before giving hand signal, observe that all signals governing movements over crossing are indicating "stop" that no train is approaching on any track, and then only after he has unlocked box at crossing and opened crossing switch. After train passes, crossing switch must be closed and box locked.

Auburn & Ithaca Branch:

1. Manual Block System for opposing and following movements is in operation. Where there is no operator, Conductors must report to Train Dispatcher when clear and obtain his permission before again occupying main track.

2. Trains must not leave Ithaca or Auburn without Clearance Form A.

3. Ithaca—All trains must stop not less than 200 or more than 800 feet from D. L. & W. R. R. grade crossing and not proceed until signal arm is at an angle of 45 degrees or light shows yellow. Signal is operated by Trainman, who must first ascertain that no D. L. & W. train is approaching and that movement can be made with safety. Normal position of signal is "proceed" for D. L. & W. movements.

4. Auburn—All trains approaching Axminster R. R. grade crossing must run prepared to stop.

Between 5.30 P. M. and 7.30 A. M. the normal indication of signal east of Auburn Yard Office on the Auburn & Ithaca Branch is "stop" for westbound trains. The normal position of switch in connection with this signal is for Auburn Branch movement. Auburn & Ithaca Branch trains must not proceed until they have received permission from the Dispatcher and then only after switch and signals are properly lined up by the crew for the movement to be made.

Seneca Falls Branch:

1. Manual Block System for opposing and following movements is in operation. Where there is no operator, Conductors must report to Train Dispatcher when clear and obtain his permission before again occupying main track.

2. Trains must not leave Geneva Junction, Seneca Falls or Cayuga without Clearance Form A.

3. Telephones connected with New York Central R. R. Train Dispatcher's Office are located at L. V. Jct. and east end N. Y. C. passing siding, Cayuga.

4. Cayuga Junction—Normal position of switches is for A. & I. Branch.

5. No. 793 is superior to No. 794.

Cortland Branch:

1. Manual Block System for opposing and following movements is in operation. Where there is no operator, Conductors must report to Train Dispatcher when clear and obtain his permission before again occupying main track.

2. Trains must not leave East Ithaca, Freeville, Cortland, or Canastota without Clearance Form A.

3. Freeville—All trains must stop not less than 200 or more than 800 feet from Auburn Branch crossing and not proceed until upper arm is at an angle of 60 degrees or upper light shows green.

All trains must stop before passing over Railroad Street.

4. Cortland—All trains between the hours of 5.00 P. M. and 6.30 A. M. daily, and in addition on Sunday between the hours of 6.30 A. M. and 5.00 P. M., must stop before passing over Main Street and send Trainman ahead, who must station himself to give ample warning to pedestrians and vehicles approaching before giving train signal to proceed.

Rochester Branch:

1. Manual Block System for opposing and following movements is in operation. Where there is no operator, Conductors must report to Train Dispatcher on telephone when clear and obtain his permission before again occupying main track.

2. Trains must not leave Rochester, Rochester Junction or Hemlock without Clearance Form A.

3. Crews of trains desiring to use "Y" switches at Rochester Junction must obtain permission from towerman.

4. Honeoye Junction must not be used to meet or pass trains.

Niagara Falls Branch:

1. Operation of T class engines over the Niagara Falls Branch is permitted.

2. Depew—S and T Class engines are prohibited from entering the Water Works Siding.

3. T class engines must not be operated over Yard Tracks on N. Y. C. Bridge B 28.

Lehigh and Lake Erie Branch:

1. Operation of T class engines over the Lehigh and Lake Erie Branch is permitted.

2. Portable standard headlights for use on the tenders or auxiliary tanks of engines required to back over the L. & L. E. Branch, are furnished at East Buffalo and Manchester Roundhouses.

The so-called Bull's-eye light is not sufficient so it is important that the portable headlight be on the tenders or auxiliary tanks at all times when conditions are such that headlights are required.

In cases of emergency, wherein the tender headlights are not available during the night time and at other times when conditions necessitate the use of headlights, engines backing will be stopped clear of Fisher's Road Crossing, located at MP 447.31, and a Trainman sent ahead with a red light, who must station himself so as to give ample warning to pedestrians and vehicles approaching, before giving train or engine signal to proceed.

HIGHWAY CROSSING PROTECTION

All trains must stop before passing over the following highway crossings. A trainman must be sent ahead; he must so station himself as to give ample warning to pedestrians and vehicles approaching before giving signal for train to proceed.

MAIN LINE

Phillipsburg.....Hanover Street.

Wilkes-Barre (Canal Track).....All Crossings.

Pittston (Town Track).....All Crossings.

Geneva (Yard).....Evans Street.

Buffalo, Babcock Street connection with Buffalo Creek

R.R.....Peabody Street.

Walter Street.

Maurice Street.

Orlando Street.

Babcock Street.

BRANCHES

National Docks Branch.....33rd Street, Bayonne.

Jersey City Branch No. 1 and

Kellogg Plant Leader.....Danforth Avenue.

Culver Avenue.

Clark Avenue.

Chemical Company (Private).

Kellogg Plant (Private).

Passaic Valley Sewer Siding.....Doremus Avenue.

Wilson Avenue Branch,

Newark.....Bay Avenue.

Wheeler Point Road.

Varnum Street.

Avenue "T".

Stockton Street.

BRANCHES—Continued.

Newark Branch, South Side.	Empire Street. Victoria Street.
Irvington Branch.	Nye Avenue (between 5:00 P.M. and 7:00 A.M. daily, also during daylight hours on Sundays and Holidays). Lyons Avenue (between 11:00 P.M. and 7:00 A.M. daily, also during daylight hours on Sundays and Holidays). Chancellor Avenue. Liberty Avenue.
Bloodgood Branch.	Raritan Road. Lennox Avenue.
Raritan Branch.	Keasbys Crossing.
Flemington Branch.	East End Station platform, Flemington. North Main Street, Flemington.
Easton and Northern Branch.	Route 115, Tatamy. Route 115, Belfast Junction.
Barber Quarry and West End Branches.	Lehigh Street. 17th and Tilghman Streets.
Pottsville Branch.	Route 29, West Penn. Route 122, between Spring Garden Junction and Schuylkill Haven.
Beaver Meadow Branch.	Route 309, west of Beaver Meadow.
Ebervale Branch.	Route 29, east of Oakbur Junction.
Sheppton Branch.	Route 29, west of Grape Run Junction.
Ashland Branch.	Second Street, Girardville. Route 45, Lost Creek. Route 45, Ashland.
Austin Branch.	Keyser Avenue.
West Pittston Branch.	Route 11 Extension, Fowler's Mill Branch. West 8th Street, Wyoming. Route 11 Extension, Maltby Breaker. Route 11 Extension, east of Maltby Breaker. Route 11 Extension, Westmoreland Breaker Branch. Bennett Street, Luzerne. Union Street and Main Avenue, Mill Hollow Branch.
Bowmans Creek Branch.	Wells Street, Kingston—Forty Fort. Wyoming Avenue, Kingston—Forty Fort. Route 92, west of Dallas. Route 415, west of Dallas. (Two crossings). Route 515, west of Alderson. Route 515, east of Harveys Lake. Route 415, east of Ruggles. Route 17, Bernice "Y".
Montrose Branch.	Bridge Street, Tunkhannock. Tioga Street, Tunkhannock. Route 29, east of Lake Carey. Route 29, east of Springville. Route 29, east of Loudon Hill. Route 29, east of Cool. Route 29, South Montrose.
Waverly-Elmira Branch.	Bradford Street, Sayre. East Washington Avenue, Elmira. Chemung Street, Horseheads. Ithaca Street, Horseheads.
Ithaca Branch.	Wrights Crossing, between Hayts Corners and Ovid.
Naples Branch.	Reeds Crossing, east of Dixon.
Seneca Falls Branch.	Bridge Street, Seneca Falls.
Cortland Branch.	Hickory Street, Canastota. James Street, Canastota.
Rochester Branch.	Railroad Avenue, Honeoye Falls. Main Street, Honeoye Falls. Route 5 east of Lima. St. Mary's Street, Atwells.

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE
TO EQUAL A GIVEN NUMBER OF MILES PER HOUR

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 51 sec.	70.59	1 min. 23 sec.	43.37	1 min. 55 sec.	31.30
0 " 52 "	69.23	1 " 24 "	42.86	1 " 56 "	31.03
0 " 53 "	67.92	1 " 25 "	42.35	1 " 57 "	30.77
0 " 54 "	66.67	1 " 26 "	41.86	1 " 58 "	30.51
0 " 55 "	65.45	1 " 27 "	41.38	1 " 59 "	30.25
0 " 56 "	64.29	1 " 28 "	40.91	2 " 0 "	30.00
0 " 57 "	63.16	1 " 29 "	40.45	2 " 1 "	29.75
0 " 58 "	62.07	1 " 30 "	40.00	2 " 2 "	29.50
0 " 59 "	61.02	1 " 31 "	39.56	2 " 3 "	29.27
1 " 0 "	60.00	1 " 32 "	39.13	2 " 4 "	29.03
1 " 1 "	59.02	1 " 33 "	38.71	2 " 5 "	28.80
1 " 2 "	58.06	1 " 34 "	38.29	2 " 6 "	28.57
1 " 3 "	57.14	1 " 35 "	37.89	2 " 7 "	28.34
1 " 4 "	56.25	1 " 36 "	37.50	2 " 8 "	28.12
1 " 5 "	55.38	1 " 37 "	37.11	2 " 9 "	27.91
1 " 6 "	54.55	1 " 38 "	36.73	2 " 10 "	27.69
1 " 7 "	53.73	1 " 39 "	36.36	2 " 11 "	27.48
1 " 8 "	52.94	1 " 40 "	36.00	2 " 12 "	27.27
1 " 9 "	52.17	1 " 41 "	35.64	2 " 13 "	27.09
1 " 10 "	51.43	1 " 42 "	35.29	2 " 14 "	26.87
1 " 11 "	50.70	1 " 43 "	34.95	2 " 15 "	26.67
1 " 12 "	50.00	1 " 44 "	34.61	2 " 16 "	26.47
1 " 13 "	49.31	1 " 45 "	34.29	2 " 17 "	26.28
1 " 14 "	48.65	1 " 46 "	33.99	2 " 18 "	26.09
1 " 15 "	48.00	1 " 47 "	33.64	2 " 19 "	25.90
1 " 16 "	47.37	1 " 48 "	33.33	2 " 20 "	25.71
1 " 17 "	46.74	1 " 49 "	33.03	2 " 21 "	25.53
1 " 18 "	46.15	1 " 50 "	32.73	2 " 22 "	25.35
1 " 19 "	45.57	1 " 51 "	32.43	2 " 23 "	25.17
1 " 20 "	45.00	1 " 52 "	32.14	2 " 24 "	25.00
1 " 21 "	44.44	1 " 53 "	31.86	2 " 25 "	24.83
1 " 22 "	43.90	1 " 54 "	31.58	2 " 26 "	24.66

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
2 min. 27 sec.	24.49	2 min. 59 sec.	20.11	3 min. 30 sec.	17.14
2 " 28 "	24.32	3 " 0 "	20.00	3 " 31 "	17.06
2 " 29 "	24.16	3 " 1 "	19.89	3 " 32 "	16.98
2 " 30 "	24.00	3 " 2 "	19.78	3 " 33 "	16.90
2 " 31 "	23.84	3 " 3 "	19.67	3 " 34 "	16.82
2 " 32 "	23.68	3 " 4 "	19.56	3 " 35 "	16.74
2 " 33 "	23.53	3 " 5 "	19.46	3 " 36 "	16.66
2 " 34 "	23.38	3 " 6 "	19.35	3 " 37 "	16.59
2 " 35 "	23.23	3 " 7 "	19.25	3 " 38 "	16.51
2 " 36 "	23.08	3 " 8 "	19.15	3 " 39 "	16.43
2 " 37 "	22.93	3 " 9 "	19.05	3 " 40 "	16.36
2 " 38 "	22.78	3 " 10 "	18.95	3 " 41 "	16.29
2 " 39 "	22.64	3 " 11 "	18.85	3 " 42 "	16.22
2 " 40 "	22.50	3 " 12 "	18.75	3 " 43 "	16.14
2 " 41 "	22.36	3 " 13 "	18.65	3 " 44 "	16.07
2 " 42 "	22.22	3 " 14 "	18.55	3 " 45 "	16.00
2 " 43 "	22.08	3 " 15 "	18.46	3 " 46 "	15.93
2 " 44 "	21.95	3 " 16 "	18.37	3 " 47 "	15.86
2 " 45 "	21.82	3 " 17 "	18.28	3 " 48 "	15.79
2 " 46 "	21.69	3 " 18 "	18.18	3 " 49 "	15.72
2 " 47 "	21.56	3 " 19 "	18.09	3 " 50 "	15.65
2 " 48 "	21.43	3 " 20 "	18.00	3 " 51 "	15.58
2 " 49 "	21.30	3 " 21 "	17.91	3 " 52 "	15.51
2 " 50 "	21.17	3 " 22 "	17.82	3 " 53 "	15.45
2 " 51 "	21.05	3 " 23 "	17.73	3 " 54 "	15.38
2 " 52 "	20.93	3 " 24 "	17.64	3 " 55 "	15.32
2 " 53 "	20.81	3 " 25 "	17.56	3 " 56 "	15.25
2 " 54 "	20.69	3 " 26 "	17.48	3 " 57 "	15.19
2 " 55 "	20.57	3 " 27 "	17.39	3 " 58 "	15.12
2 " 56 "	20.45	3 " 28 "	17.31	3 " 59 "	15.06
2 " 57 "	20.34	3 " 29 "	17.22	4 " 0 "	15.00
2 " 58 "	20.22				

SPEED RESTRICTIONS

Operators and other employees must report promptly by wire any violation of Speed Restrictions.

Do not overlook instructions to stop, and to run prepared to stop, appearing under the Special Instructions in this timetable.

GENERAL SPEED RESTRICTIONS

MAIN LINE AND ALL BRANCHES

Except where speed is restricted to less, the following will apply:

Miles per Hour

Passing Sidings, all trains.....	20
Nos. 3 and 4 tracks, all trains.....	30
Crossover, turnout or diverging route switches, all trains..	15
Trains handling steam wrecking cranes, steam rail loaders, steam ditchers, or other machines having revolving or swinging booms.....	30
Trains moving scale test cars.....	35
Colliery Branch tracks, all trains.....	15
Snow plows or flangers, self-propelled or towed in train....	35
Engines running backwards, except on regular trains making regular back-up movements on branch lines, which must not exceed schedule speed.....	30
Engines with rods removed.....	20
Engines without engine trucks.....	20
Engines:	
M-35 and M-36.....	40
N-2.....	25
N-2½, N-3, N-4, N-5, N-6 without force feed lubrication..	45
N-2½, N-3, N-4, N-5 and N-6 with force feed lubrication..	50
R-1 without force feed lubrication.....	35
R-1 with force feed lubrication.....	45
S-2.....	60
S-2, attached to passenger trains.....	50
T-1 and T-2 attached to passenger train.....	60
Diesel locomotives, Nos. 99 to 105 incl.....	30
Diesel Locomotives 106 to 116 inc., and 120 to 130 inc..	40
Gas-electric locomotives, Nos. 50, 51, 52, 75 and 76.....	30
Motor cars Nos. 10 to 36 (Except 27).....	50
Motor car 27.....	30

MAIN LINE AND MOUNTAIN CUT-OFF

BETWEEN	AND	First Class Trains and Passenger Extras	Symbol Trains	Other Trains and Light Engines
Jersey City.....	Easton.....	70	60	45
Easton.....	New St., Bethlehem.....	60	60	45
New St., Bethlehem.....	Geisinger's Pump House	35	35	35
Geisinger's Pump House.....	East Penn Junction.....	60	45	45
East Penn Junction.....	Lehighon.....	60	60	45
Lehighon.....	Penn Haven Junction.....	35	35	35
Penn Haven Junction.....	Glen Summit Springs.....	60	35	35
Glen Summit Springs.....	Gracedale.....	45	45	45
Gracedale.....	Mountain Top.....	40	40	40
Mountain Top.....	Conway.....	45	25	25
Conway.....	Wilkes Barre.....	60	60	45
Wilkes Barre.....	North Wilkes Barre.....	35	35	35
North Wilkes Barre.....	Pittston.....	60	60	45
Pittston.....	Pittston Junction.....	45	45	45
Gracedale.....	Pittston Junction (via Cut-off).....	45	35	35
Pittston Junction.....	Ransom.....	60	60	45
Ransom.....	Buffalo.....	70	60	45

LOCAL SPEED RESTRICTIONS

	First Class Trains and Passenger Extras	Other Trains and Light Engines
Jersey City, Jersey Ave. and Communipaw Ave. Curve between Constable Junction and Green- ville Yard entrance.....	10	10
Between Jersey City, Communipaw Ave., and Oak Island, class L-5½ engines.....	15	15
Bridge over Newark Bay, including Liftbridge..	25	25
Oak Island Interlocking Plant.....	30	30
Frelinghuysen Avenue, street crossing.....	30	30
Newark Interlocking Plant.....	8	8
	45	45

LOCAL SPEED RESTRICTIONS—Continued

	First Class Trains and Passenger Extras	Other Trains and Light Engines
South Plainfield Interlocking Plant.....	45	45
South Plainfield, Class T engines, around "Y" ..	..	3
Port Reading Junction, railroad grade crossing..	40	40
Landsdown, Class T engines, No. 3 track, Bridge 57B.....	25	25
Between Pattenburg and Landsdown slow freight and coal trains.....	..	30
Musconetcong Tunnel, No. 1 track.....	50	40
Musconetcong Tunnel, No. 2 track.....	50	40
Phillipsburg, street crossings, 6.30 A.M. to 8.00 P.M.	20	20
Phillipsburg, street crossings, 8.00 P.M. to 6.30 A.M. (See Special Instruction No. 10 Page 30) ..	5	5
Phillipsburg, railroad grade crossing.....	20	20
Between Glendon and Easton.....	35	35
Bethlehem Interlocking Plant.....	35	35
Allentown Interlocking Plant.....	35	35
Catasauqua, railroad grade crossing.....	40	40
Penn Haven Junction, Interlocking Plant.....	25	25
Rockport Tunnel.....	40	30
White Haven, bridges 144-A and 145.....	25	25
White Haven, borough limits.....	10	10
Gracedale, interlocking plant.....	45	45
Between 1500 feet East of Mile Post 169 and 2000 feet west of Mile Post 170.....	20	20
Sugar Notch, interlocking plant.....	40	40
Franklin Junction, interlocking plant.....	25	25
South Wilkes-Barre, railroad grade crossing....	15	15
Wilkes-Barre, crossovers at passenger station...	10	10
Wilkes-Barre, street crossings.....	15	15
Wilkes-Barre, Scott St. Bridge, T class engines..	25	25
North Wilkes-Barre, railroad grade crossing....	40	40
North Wilkes-Barre (Mill Creek) North Main Street Crossing.....	15	15
Wilkes-Barre, Between Overhead Highway Bridge 177 at North Washington Street Wilkes-Barre and Overhead Bridge 177B of the Wilkes-Barre Connecting Railroad Company..	15	15
Port Bowkley, between a point 1000 feet east and to a point 510 feet west.....	20	20
Port Bowkley, between 3000 feet west of Port Bowkley and to a point 4500 feet west thereof	20	20
Pittston Junction, railroad grade crossing.....	25	25
Coxton Yard between Pittston Junction and Falling Springs.....	25	25
Tunkhannock, borough limits.....	10	10
Vosburg Tunnel.....	40	30
Towanda, bridge 254.....	35	35
Sayre Yard.....	25	25
State Line, interlocking plant.....	20	20
Van Etten Junction, interlocking plant.....	45	45
Geneva Junction, interlocking plant.....	45	45
Geneva, passenger station, eastbound.....	35	35
Manchester, yard.....	25	25
Manchester, entering yard through diverging routes.....	..	10
Rochester Junction, interlocking plant.....	45	45
P. & L. Junction, railroad grade crossing.....	35	35
Niagara Junction, interlocking plant.....	35	35
Niagara Junction, passing around "Y".....	20	20
Tift Junction, interlocking plant.....	45	45
Tift Junction, switches.....	25	25
Buffalo, between Louisiana and Dingens Streets	45	45
Buffalo, street crossings, at grade.....	6	6
Buffalo, between Chicago Street Tower and passenger station.....	10	10
MOUNTAIN CUT-OFF		
Between a point 1500 feet east of Mile Post 175-C and Erie Railroad overhead bridge located 3500 feet west of Mile Post 176C.....	20	20
Bridge C178-A, east of Pittston Junction.....	15	15

LOCAL SPEED RESTRICTIONS

First Class
Trains and
Passenger
Extras

Other
Trains and
Light
Engines

BRANCHES

National Docks Branch.....	10	10
Irrington Branch.....	15	15
Bloodgood Branch.....	10	10
Over Raritan Road and Walnut Avenue.....	6	6
Perth Amboy Branch.....	45	30
Perty Amboy, railroad grade crossing.....	20	20
Metuchen, Durham and Middlesex Avenue..	20	20
Raritan Branch.....	15	15
Flemington Branch.....	30	20
Fair Grounds, crossing.....	5	5
State Highway, west of Flemington Junction.	5	5
Clinton & Pittstown Branches.....	30	20
Musconetcong Branch.....	12	12
Easton & Northern Branch.....	25	25
Bridges EA-77-A, 78 and 78-A, Class N engines	10	10
Bridges EA-80, Class N engines.....	15	15
Thirteenth Street Junction, curve, Class N engines.....	10	10
Bushkill Branch.....	15	15
Barber Quarry & West End Branches.....	15	15
Slatedale Branch.....	20	20
Welshtown Branch.....	10	10
Pottsville Branch.....	30	20
Bridges Po-145-C and Po-147.....	10	10
Schuylkill Branch.....	12	12
Hazleton Branch.....	45	30
Black Creek Junction.....	15	15
Hazleton, between eastbound tail track switch, located 1200 feet east of crossover switches at east end of loaded Car Yard and water tank east of Shop Office.....	20	20
Hazleton Shaft Colliery Branch over Bridge HS-144.....	10	10
Hazleton, between South Church St. and So. Wyoming St.....	5	5
Hazleton, Wyoming St. between the hours 11.59 P.M. and 5.00 A.M.....	5	5
Hazleton, between Locust Junction and first highway crossing (Vine St.) east of Locust Junction.....	10	10
Pennsylvania R.R. class M1a engines over bridge NBS 146-A west of Hazleton Jct..	15	15
Audenried, between points 600 feet east of Station and C. N. J. grade crossing.....	15	15
Between Brandonville road crossing located 1100 feet east of Barryville and a point 1000 feet west of Barryville.....	20	20
Between point 400 feet west of Yatesville water tank and first overhead bridge east of Shenandoah.....	20	20
Between Shenandoah Jct. and Packer No. 4 crossover.....	30	30
Centralia through borough limits to 1000 feet west of Centralia crossover.....	10	10
Quakake Branch.....	30	25
Black Creek Junction.....	15	15
Beaver Meadow Branch.....	35	20
Between Jeansville Highway crossing and Evans Colliery Branch switch.....	10	10
Hays Creek Branch.....	45	30
No. 2 track, between Ackerman and Tannery	20	20

LOCAL SPEED RESTRICTIONS

First Class
Trains and
Passenger
Extras

Other
Trains and
Light
Engines

BRANCHES—Continued

Freeland Branch.....	30	20
Between highway crossing at Jeddo Station and west end of Jeddo Tunnel.....	15	15
Between points 1,000 and 1,500 feet west of railroad crossing opposite Drifton shop....	15	15
Ebervale Branch.....	20	20
Tomhicken Branch.....	45	30
Between Hazleton Junction and 400 feet east of M.P. 148.....	10	10
Pennsylvania R.R. class M1a engines over bridges NBN 147 west of Long Run, NBN 148 east of Long Run and NBN 149 west of Harleigh Jct.....	15	15
Sheppton Branch.....	25	20
New Boston Branch.....	45	30
Morea Colliery Branch.....	15	15
Pennsylvania R.R. class I-1-S and M1a engines over bridge NBS 157 west of Laurel Junction	15	15
Mahanoy City Branch.....	30	20
Between Primrose Branch switch and Mahanoy City.....	20	20
Ashland Branch.....	15	15
Austin Branch.....	15	15
Between 2500 feet west of MP 186 (No. 10 Tunnel tipple) and No. 10 Tunnel siding switch.....	10	10
Between a point 2500 feet west of M.P. 187 (Babylon Shaft) and William A switch....	10	10
West Pittston Branch.....	20	20
Coxton, bridge WP 186.....	10	10
Bowmans Creek Branch:		
Between Harvey Jct. and Noxen.....	30	30
Between Noxen and Splash Dam and Lopez and Bernice.....	25	20
Luzerne, highway crossing.....	4	4
Luzerne, 898 feet west, over bridge B-181....	15	15
Trucksville, 900 feet east over bridge 183-B..	15	15
Shavertown, highway crossing.....	4	4
Dallas, highway crossing.....	4	4
Noxen, 3010 feet east, over bridge B-198....	10	10
Noxen, 686 feet east, over bridge B-199.....	10	10
State Line & Sullivan Branch.....	35	30
Dushore, 1,300 feet east, over bridge 233-SL..	5	5
New Albany, 1,000 feet west, highway crossing	10	10
Montrose Branch.....	25	20
Waverly-Elmira Branch:		
Between Sayre and Waverly.....	20	20
Elmira, over Grand Central Avenue.....	4	4
Between Elmira and Horseheads.....	30	30
Horseheads, over Sayre Street.....	10	10
Ithaca Branch.....	70	45
Van Etten Jct., switches.....	15	15
North Spencer to Ithaca, westbound.....	40	25
Ithaca yard.....	30	30
Willow Creek to Ithaca, eastbound.....	45	30
Naples Branch:		
Between Geneva and Middlesex.....	30	30
Between Middlesex and Naples.....	30	25
Auburn Branch:		
West of Auburn.....	30	30
East of Auburn.....	50	40
Except between Groton and Locke, westbound.....	..	25
Cato, over state highway, east and west of station.....	6	6
Auburn yard, except in restricted territory..	20	20
Auburn, over all streets between passenger station and State Street.....	10	10

LOCAL SPEED RESTRICTIONS

BRANCHES—Continued

	First Class Trains and Passenger Extras	Other Trains and Light Engines
Moravia, between first public highway east and milk station west	10	10
Groton, over highways	6	6
Dryden, over Main Street	8	8
Richford, highway 440 feet west of station	6	6
Newark Valley, over Whig and Watson Streets between 8:00 A.M. and 5:00 P.M.	10	10
Owego, 2640 feet east, over bridge L-289-A ..	10	10
Tioga Center, over bridge L-284	20	20
Sayre, yard	20	20
Cortland Branch:		
Between Canastota and Freeville	45	35
Except light engines	..	30
Between Blakeslee and Canastota, west-bound	..	20
Between Freeville and East Ithaca	30	30
Etna, highway crossing 1975 feet east of station	6	6
Cortland, all streets	6	6
Cortland Junction, from distant signals to railroad grade crossing	15	15
Canastota, Seneca Turnpike	6	6
Canastota, West Shore R. R. crossing and 500 feet on either side thereof	8	8
Auburn & Ithaca Branch:	45	25
Ithaca, over State and Seneca Streets and Willow Avenue	6	6
Between Lake Ridge and Aurora	30	25
Cayuga Jct., between MP 341.5 and MP 342.3 ..	10	10
Seneca Falls Branch:		
Between Geneva Junction and Seneca Falls ..	20	20
Between Seneca Junction and L. V. Junction ..	20	20
Between Cayuga and Cayuga Junction	45	25
Waterloo and Seneca Falls, street crossings ...	4	4
Rochester Branch:		
Between Rochester and Rochester Junction ...	50	35
Diesel Locomotives	35	35
Between Rochester Junction and Hemlock	35	30
Engines running backwards	20	20
Rochester, between Clarissa Street bridge and passenger station	25	25
Rochester Junction, interlocking plant	15	15
Rochester Junction, passing around "Y"	15	15
Mortimer, railroad grade crossing	25	25
Honeoye Junction, passing around "Y"	10	10
Honeoye Falls, street crossings	6	6
Hemlock, passing around "Y"	10	10
Niagara Falls Branch:		
Between Niagara Junction and Williamsville ..	55	40
Between Williamsville and Tonawanda Jct. ...	55	35
Niagara Junction, passing around "Y"	20	20
Between Sheridan Drive and Sweet Home road crossing	35	35
Tonawanda Junction, switches at connection with N. Y. C. R. R.	20	20
Between Tonawanda Junction and Suspension Bridge, T class engines	35	35
N. Y. C. Bridge B 26, T class engines	20	20
N. Y. C. Bridge B 28, Tracks Nos. 1 and 2, T class engines	15	15
Lehigh & Lake Erie Branch:	35	35
Engines running backwards	20	20
East Buffalo, west leg of "Y"	10	10
T class engines, Bridges LL449B and LL449C ..	15	15
T class engines, all other Bridges	25	25

OPERATION OF RETAINING VALVES

The table below indicates the number of retaining valves which must be turned up on grades. On light loaded, mixed loaded and empty, or all empty car trains, and on grades not mentioned, the Engineman and Conductor must confer and decide on the number of retaining valves to be turned up. Where empty cars in trains are on rear of loaded cars, retaining valves should not be used on empty cars unless absolutely necessary. Retaining valves should be turned up to high pressure position on heavily loaded cars, and to low pressure position on light loaded and empty cars.

On trains whose consist includes more than fifteen cars of grain, coal and/or ore, retaining valves should be manipulated in accordance with instructions governing solid trains of grain, coal and ore.

Where retainers are not used, when speed of trains of more than 70 cars is reduced to less than 20 miles per hour, trains should be brought to a stop before brakes are released.

Kind of Train	From	To	Number of Retaining Valves to be Turned Up
Main Line and Mountain-Cut-Off			
Grain, Coal and Ore	Pattensburg	Landsdown	Trains of 70 to 94 cars, 15 Trains of over 94 cars, 20
	(See Note 1)		
Grain, Coal and Ore	Penn Haven Jct.	Mauch Chunk	Trains of 70 to 94 cars, 15 Trains of over 94 cars, 20
Freight trains consisting of 30%, or more, of coal, steel, cement or other heavily loaded cars	Mountain Top	Conway	100%
Freight trains consisting of lightly loaded cars and trains with less than 30% of coal, steel, cement or other heavily loaded cars	Mountain Top	Conway	50%
Empty car trains	Mountain Top	Conway	25%
Milk (No. 37)	Mountain Top	Conway	25%
Grain, Coal and Ore	Glen Summit (Apex) ..	Tannery	50%
	(See Note 2)		
Grain, Coal and Ore	Mountain Top	Pittston Jct.	75%
	(Via Mountain Cut-Off)		

NOTE 1.

Trains of grain, coal and ore may be operated from Pattensburg to Landsdown without the use of retaining valves under the following conditions:

When the engine handling the train carries standard brake pipe pressure.

When the tonnage of the train is 7000 tons or less.

When the average gross weight of each car, regardless of the tonnage of the train, does not exceed 75 tons.

Retainers will be used in connection with the operation of trains of grain, coal and ore between Pattensburg and Landsdown in accordance with above instructions under the following conditions:

When the engine handling the train does not carry standard brake pipe pressure.

When the tonnage of the train is more than 7000 tons.

When the average gross weight of each car, regardless of the tonnage of the train, is greater than 75 tons.

When the trains of grain, coal and ore are handled without the use of retainers the following method of operation will be complied with:

Train will be permitted to drift by Bellewood at a speed not to exceed ten miles per hour and when the speed has increased to approximately twenty-five miles per hour, a brake pipe reduction of seven pounds will be made. After a lapse of fifteen seconds, a second reduction will be made sufficient to reduce the speed.

When the speed has been reduced to approximately twenty miles per hour, the brakes should be released.

A speed of thirty miles per hour must not be exceeded between signals 632 and 572, and the running time consumed between these two signals must not be less than fifteen minutes.

The procedure to be followed in applying and releasing the brakes is to apply the brakes with a seven to ten pound initial reduction. Place the brake valve in lap for approximately fifteen seconds, and then make a further reduction of the amount necessary to cause the speed to reduce. Release independent brake immediately after application of the train brakes. Keep the independent brake released while the train brakes are applied.

Before releasing the train brakes, apply the engine brake to thirty pounds, after which the train brakes should be released by placing the brake valve handle in release position. After approximately forty-five seconds, graduate the engine brake off slowly. The automatic brake valve must be kept in release position continuously until time to make another application. It should then be placed in running position for approximately ten seconds before moving to service position.

The final release at the foot of the grade will be made using release position for the same length of time as for normal releases followed by the kick-off.

NOTE 2.

Freight trains of 85 or more cars will have not less than 30 retaining valves turned up to high pressure position between Glen Summit (Apex) and Tannery, and must stop at Penn Haven Jct. a sufficient length of time to permit brakes to release on all cars.

BRANCHES

Easton & Northern Branch:

Freight.....	Treadwell Switch....	13th St. Jct.....	50%
Freight.....	Treadwell Switch....	Easton.....	50%
Freight.....	Belfast Jct.....	L. & N. E. Jct....	50%

Hazleton Branch:

Freight.....	Hazle Creek Jct....	Black Creek Jct..	100%
Passenger (over 4 cars).....	Hazle Creek Jct....	Weatherly.....	50%
Freight (over 30 loaded cars).....	Aristes Jct.....	Mount Carmel....	50%
Freight (over 20 cars).....	Aristes Jct.....	Kohinoor Jct....	75%
Freight.....	Black Creek Jct....	Penn Haven Jct..	75%

Quakake Branch:

Freight.....	Delano.....	Quakake.....	75%
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Hays Creek Branch:

Coal.....	Houser.....	Tannery.....	50%
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Freeland Branch:

Freight.....	Freeland.....	Drifton.....	100%
Passenger (over 3 cars).....	Freeland.....	Drifton.....	50%

Mahanoy City Branch:

Passenger (over 5 cars).....	Park Place.....	Mahanoy City....	50%
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Bowmans Creek Branch:

Freight.....	Splash Dam.....	Noxen.....	100%
Freight.....	Chestnut Ridge.....	Harvey Jct.....	100%
Passenger (over 4 cars).....	Chestnut Ridge.....	Harvey Jct.....	50% (Note)

State Line & Sullivan Branch:

Freight.....	Satterfield.....	Monroeton.....	100%
Passenger (over 4 cars).....	Satterfield.....	Dushore.....	50% (Note)

Ithaca Branch:

Coal.....	North Spencer.....	Ithaca.....	100%
Other Freight.....	North Spencer.....	Ithaca.....	75%
Freight.....	Willow Creek.....	Ithaca.....	50%

Naples Branch:

Freight.....	Stanley.....	Geneva.....	75%
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Cortland Branch:

Freight.....	Blakeslee.....	Canastota.....	100%
Passenger (over 5 cars).....	Blakeslee.....	Canastota.....	50% (Note)

Note—Valves to be turned up on every second car, starting from head end of train and must be changed to car following or car ahead alternating every three minutes.

AUTOMATIC TRAIN STOP

Train stop way side inductors are in service at all signals governing main line movements; also on tracks 3 and 4, on which automatic block signals are in service, including the Mountain Cut-Off, between westbound automatic signal 101 at West Oak Island and eastbound automatic signal 2702, east of Sayre; on No. 2 track, Hazleton Branch, between automatic signal 1312 at Hinkles and interlocking signal at M & H Junction; on No. 1 track, Perth Amboy Branch, between automatic signal P-261, east of South Plainfield and interlocking signal at South Plainfield; also on No. 2 track, Hays Creek Branch, between automatic signal H. C. 1442, west of Tannery and interlocking signal at Tannery.

Inductors are located outside the right hand rail and approximately 75 feet in the rear of signal and control only locomotives and motor cars operating forward with the current of traffic and locomotives and motor cars equipped for forward and backward movements.

Helper and other locomotives and motor cars must not be operated in backward movement in road service with the current of traffic, except in cases of emergency, unless equipped for both forward and backward movement in train stop territory, outside of the portions equipped with back-up inductions. If so operated, the speed must not exceed thirty miles per hour, in accordance with time table provisions. In emergencies where locomotives or motor cars, equipped for forward movement only, are operated in backward movement in train stop territory outside of the territories equipped with back-up inductors, conductors and engineers may only make the movement on receipt of written orders from the Superintendent.

Portions of train stop territory equipped with back-up inductors located on both sides of track are as follows:

	From automatic signal 261, west of South Plainfield, to westbound interlocking signal at Port Reading Junction.
	At eastbound interlocking signals, east and west ends of Musconetcong Tunnel.
	From automatic signal 651, east of West Portal, to automatic signal 931, east of Allentown.
Track No. 1	From automatic signal 1161, west of Bowmanstown, to westbound interlocking signal east of Lehighon Tower.
	At automatic signal 1431 west of Tannery.
	At automatic signal 1591 west of Gracedale.
	At automatic signal 1751, east of Hazle Street, Wilkes-Barre.
	At automatic signal 1753, east of Northampton St., Wilkes-Barre.
Mtn. Cut-Off	At automatic signal C-1591, west of Gracedale; C-1741 and C-1761 West of Jenkins, and westbound interlocking signal, Coxton,
Track No. 1	
Track No. 3	At automatic signal 361-A east of Manville.
	From automatic signal 2532 at East Towanda to automatic signal 2512, west of Wysox.
	From eastbound interlocking signal at Coxton to eastbound interlocking signal at Conway.
Track No. 2	From automatic signal 1482, east of Bear Creek Jct., to eastbound interlocking signal at Tannery.
	From automatic signal 1302, east of M & H Junction, to eastbound interlocking signal at Treichler.
	From automatic signal 992, east of Cementon, to eastbound interlocking signal east of Bethlehem Tower.
	From automatic signal 672, east of Bloomsbury, to eastbound interlocking signal at Three Bridges.
Track No. 4	At eastbound interlocking signals Lehighon.
	At automatic signal 632-A, east of Pattenburg.

Non-equipped locomotives and motor cars must not be operated in road service in train stop territory unless double-heading behind a locomotive or motor car, the train stop equipment of which is in service.

Locomotives or motor cars with the train stop device cut out must not be operated in road service from terminals in train stop territory, unless double-heading behind a locomotive or motor car, the train stop equipment of which is in service.

However, if it becomes necessary to cut out train stop device after leaving terminal the engineer of locomotive or motor car must instruct the fireman or the trainman to note signal indications and call same to him, the engine to be operated at a speed not exceeding 30 miles per hour to the first available point of communication for instructions from the Superintendent. Enginemen must provide themselves with prescribed forms, upon which they will write instructions received from the Superintendent, who must retain copies in the permanent files. Brief record will be made on train sheets of the details of movements made in accordance with such instructions.

A report must be made to the Superintendent by wire, at the first available point of communication, of any improper train stop brake application. All defects in the apparatus must be reported on the regular form.

Test inductors, as required, are located at engine terminals and other points where locomotives or motor cars lay over, and enginemen before leaving any terminal for trip over train stop territory must move locomotive or motor car over test inductor at not less than two miles per hour in the following manner:

- 1st—Without acknowledging to permit an automatic brake application to occur.
- 2nd—Back locomotive or motor car over inductor.
- 3rd—Move locomotive or motor car forward over inductor and acknowledge.

Enginemen must make a record of these tests.

In addition to the above, before leaving terminal, engineman must see that cut-out cock is sealed in cut-in position; the headlight generator is running continuously with steam valve wide open, and report promptly to proper authority if equipment fails to operate normally.

Motor cars operating on the Pennsylvania Railroad, east of Newark "NK" interlocking, must be equipped with cab signals operating properly unless authorized by written order of the Superintendent.

These cars must take a test of the cab signals on the engine change track, east of "NK" tower, or on the main track of the Newark Branch opposite this track in accordance with instructions, and engineman must make a record of this test.

Any failure or defect noted in the cab signal apparatus must be immediately reported to the Superintendent by wire.

Engineman must acknowledge when passing over wayside inductors under following conditions:

1. When running forward with current of traffic, at signals giving indication other than "proceed," Rule 281, or "approach next signal at medium speed," Rule 282, or "medium speed within interlocking limits," Rule 283.

2. When making back-up movement against current of traffic.

3. When running forward and pushing cars.

In territories where inductors are located on both sides of track, or when operating engines equipped for forward and backward movements, engineman must acknowledge, when passing over wayside inductors under following conditions:

1. When running forward or backward with current of traffic at signals giving indication other than above quoted.

2. When making forward or backward movements against current of traffic.

Engineman must not acknowledge until after signal indication has been observed and is being obeyed.

When necessary to acknowledge a signal indication, engineman must hold acknowledger lever in acknowledging position until engine receiver has passed over the inductor and acknowledging whistle has stopped sounding.

Automatic brake application will occur if acknowledger lever is held in acknowledging position more than fifteen seconds continuously. When an automatic brake application occurs, it will continue until train stops, after which, reset button, located on right side of tender near the rear, must be pushed for two seconds, brakes may then be released. When a locomotive equipped with automatic train stop is pushing a train, the automatic train stop is to be cut out by closing the double-heading cock and the seal not broken on the cut-out cock.

LOCATION BULLETIN BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS AS INDICATED BY "X"

MAIN LINE	Bulletin Boards	Standard Clocks	Train Registers (seene)
New York, P. R. R. Crew Dispatcher's Office, 33rd St. and 7th Ave.	X	X	
Jersey City L. V. R. R. Main Office.	X		X
Jersey City L. V. R. R. Telegraph Office.		X	
Oak Island, Enginehouse at Bay Avenue.	X	X	X
South Plainfield Tower.		X	
Manville.	X		
Easton Yard Office.	X	X	X
South Easton Enginehouse.	X		
Bethlehem Yard Office.	X	X	
Allentown Yard Office.	X	X	
Catasauqua-Biery Yard Office.	X		
Lehighon Crew Dispatcher's Office.	X	X	
Packerton Yard Office.	X	X	
Mauch Chunk Telegraph Office.	X	X	
White Haven.	X	X	
Wilkes-Barre.	X	X	
Coxton.	X	X	X
First class trains will be registered by tele- graph operator.			
Falling Springs, westbound.	X		X
Sayre Passenger Station.	X	X	X
Sayre Enginehouse.	X	X	
Sayre eastbound yard office.	X	X	
Sayre westbound yard office.	X	X	
Geneva.	X	X	
For trains originating or terminating at this point.			X
Manchester Yard Office.	X	X	X
Manchester Enginehouse.	X		
Buffalo Tift Terminal.	X	X	X
East Buffalo.	X	X	
Buffalo.	X	X	X
BRANCHES			
Perth Amboy Branch:			
Perth Amboy Yard Office.	X	X	X
South Plainfield Tower.		X	
Flemington Branch:			
Flemington Junction.			X
Flemington.	X	X	X
Clinton & Pittstown Branches:			
Clinton.			X
Landsdown.			X
Pittstown.			X
Musconetcong Branch:			
Bloombsbury.			X
Easton & Northern Branch:			
Easton Yard Office.	X	X	X
Thirteenth Street Junction.			X
Belfast Junction.			X
Bushkill Branch:			
Thirteenth Street Junction.			X
Bushkill Street Station.			X
Slatedale and Welshown Branches:			
Slatington.	X		X
Little Run Junction.			X
Pottsville Branch:			
Lizard Creek Jct. Telephone Booth.			X

LOCATION BULLETIN BOARDS, STANDARD CLOCKS AND
TRAIN REGISTERS AS INDICATED BY "X"

BRANCHES—Continued	Bulletin Boards	Standard Clocks	Train Registers (see note)
Hazleton Branch:			
Ashmore Tower.....	x	x	
Ashmore, Engine Foreman Office.....	x	x	
Hazleton Shops, Office.....	x	x	
Hazleton Telegraph Office.....		x	
Hazleton, Passenger Conductor's Room.....	x		
Delano, Crew Dispatcher's Office.....	x	x	
Delano Yard Office.....	x	x	
Freeland Branch:			
Freeland.....		x	x
West Pittston and Austin Branches:			
Coxton.....	x	x	x
Bowmans Creek Branch:			
Bernice.....			x
State Line & Sullivan Branch:			
Towanda.....	x	x	x
Monroeton.....			x
Montrose Branch:			
Tunkhannock.....	x	x	x
Montrose.....			x
Waverly-Elmira Branch:			
Sayre.....	x	x	x
Elmira.....	x		
Ithaca Branch:			
Ithaca.....	x	x	x
Naples Branch:			
Geneva.....	x	x	x
Naples.....			x
Auburn Branch:			
Sayre.....	x	x	x
Freeville.....			x
Auburn.....	x	x	x
Fair Haven.....			x
Cortland Branch:			
East Ithaca.....			x
Freeville.....			x
Cortland.....	x	x	x
Canastota.....	x	x	x
Auburn & Ithaca Branch:			
Auburn.....	x	x	x
Ithaca.....	x	x	x
Seneca Falls Branch:			
Geneva Junction.....			x
Seneca Falls.....			x
Cayuga Junction.....			x
Rochester Branch:			
Hemlock.....	x	x	x
Rochester Junction.....			x
Rochester.....	x	x	x
Niagara Falls Branch:			
Suspension Bridge Enginehouse.....	x	x	
Suspension Bridge Yard Office.....	x		x
Suspension Bridge Telegraph Office.....		x	

Note—Trains not scheduled to stop at Registering station must be registered by telegraph operator or signalman.

OPERATION OF REMOTE CONTROL

Switches at following points and signals protecting them are operated by remote control:

Location of Switches	Operated by
Potter, outlet from No. 4 track and entrance to No. 3 track.....	Towerman, South Plainfield
Royce Valley, entrance to No. 4 track	Towerman, Port Reading Jct.
Greens Bridge, entrance to No. 4 track	Towerman, Phillipsburg
Hazleton Jct., all switches.....	Switchtender, Locust Jct.
Braders, entrance to No. 3 track.....	Towerman, Tannery
Mountain Top, entrance to single line..	Towerman, Gracedale
Conway, entrance to single line.....	Towerman, Gracedale
Van Etten Junction, crossover between tracks Nos. 1 and 2, and entrance to Ithaca Branch.....	Towerman, State Line

Crews of trains finding these signals at stop must report to employee indicated in last column for instructions. Switches may also be operated by hand, after securing authority from Towerman or Switchtender in charge, and must be restored to original position after movement has been completed, Towerman or Switchtender in charge to be notified when this has been done.

"Hand Operation" is as follows: unlock both levers, throw short lever marked "Selector" or "Power" completely over. Operate "Hand Throw" lever back and forth until it moves switch points thereby insuring that points are positively connected to the "Hand Throw" lever; then set up route as required.

Switches within the limits of remote control which are built for hand operation only must not be thrown without permission from the Towerman or Switchtender, and then only under proper switch indicator protection.

Motor hand cars, trailers and push cars must not be operated over these switches without permission of the towerman or switchtender, notifying them upon completion of the movement.

LOCATION OF YARDS

Yards are located at following points, and their limits designated by yard limit signs:

MAIN LINE

Between tidewater front and Mile Post No. 12 west of Newark, including National Docks Branch.

South Plainfield	Richards	Allentown	Coplay
Phillipsburg	Bethlehem	Fullerton	Packerton
Easton	East Penn Jct.	Catasauqua	Wilkes-Barre
			Coxton

Sayre, including Waverly-Elmira Branch Sayre to Waverly.

Geneva	Between Depew, Buffalo and Tift
Manchester	Terminal

NAME OF BRANCH	BRANCHES	YARDS
Irvington.....	Entire Branch	
Perth Amboy.....	Perth Amboy including Raritan Branch	
Easton & Northern....	Easton	13th St. Junction
	L. & N. E. Junction	Belfast Junction
Bushkill.....	Bushkill Street	Thirteenth St. Junction
Slatedale.....	Slatington	
Pottsville.....	Lizard Creek Junction	
Hazleton.....	Weatherly	Delano
	Hazleton	Mt. Carmel
Quakake.....	Weatherly	Delano
Freeland.....	Ashmore	
Tomhicken.....	Hazleton	
New Boston.....	Delano	
Bowmans Creek.....	Bernice	
State Line & Sullivan..	Bernice	Towanda
Elmira.....	Elmira	
Ithaca.....	Ithaca	Geneva Junction
Auburn.....	Sayre	Auburn
Cortland.....	Cortland	Canastota
Auburn & Ithaca.....	Ithaca	Auburn
Seneca Falls.....	Cayuga	
Rochester.....	Rochester Junction	Rochester
Niagara Falls.....	Suspension Bridge	

LOCATION OF TELEPHONES

Telephones are located in all Towers, Yard Offices and Agency Stations, and at the following locations:

MAIN LINE AND MOUNTAIN CUT-OFF

Jersey City.....	Yard entrance.
Constable Jct.....	Crossover.
Greenville.....	Crossover.
Newark Bay.....	Crossover at Hudson Boulevard.
Hillside.....	Signal 121, one mile east of station.
	Crossover, east of station.
Townley.....	Lower yard.
Roselle Park.....	Schaeffer siding.
	Crossing watchman's booth, Chestnut St.
Goodmans.....	In box on pole at station.
Potter.....	Tingley Road Crossing, west of station.
South Plainfield.....	East and west ends of West Yard.
	Crossover, east of station.
	Inlet, Perth Amboy Branch, track No. 2.
New Market.....	Inlet to No. 4 track.
	Crossover, west of station.
Bound Brook.....	Acetylene Gas Co. Siding.
	Chipman Chemical Co. Siding.
	Crossover, west of station.
Manville.....	Crossing watchman's booth.
Royce Valley.....	Crossover switches, east of station.
	800 feet west of station.
Flax Mills.....	Water station.
Stanton.....	West end of bridge.
Landsdown.....	Clinton Branch Switch.
	Pittstown Branch Switch.
Jutland.....	Station.
Pattensburg.....	Eastbound water crane.
	Signal bridge east of Creamery.
West End Tunnel.....	Signal bridge, west end new tunnel.
	Signal maintainers' supply room.
	West end of No. 3 track.
West Portal.....	First signal bridge east of station.
	100 feet east of station.
	West end of No. 3 track.
Bloomsbury.....	Crossover.
Musconetcong Jct.....	
Alpha.....	On pole east of station.
Greens Bridge.....	Inlet to No. 4 track.
Phillipsburg.....	Stockton Street.
Easton.....	East of E. & N. Branch bridge.
So. Easton.....	Outlet from No. 3 track.
Glendon.....	East of tower.
	South side spur switch.
Richards.....	Outlet switch, east of Tower.
	West of crossover, western end of yard.
Florence.....	Bethlehem Steel Co. pumping station.
Bethlehem.....	Brodhead Avenue, east of station.
	West end Calypso Yard.
Allentown.....	Automatic signal, No. 4 track, west of Third Street.
	Tilghman Street, tracks No. 3 and 4.
	Linden Street bridge, crossover switches.
	West End Junction.
Fullerton.....	Rear of station.
Cementon.....	Crossing watchman's booth.
	Crossover switches.
Rockdale.....	Water station.
Lizard Creek Jct.....	West end of yard.
	In booth.
Mahoning.....	East and west ends of yard.
Leighton.....	L. & S. bridge.
Packerton.....	Narrows Bridge and Weigh Lock.
Mauch Chunk.....	New switch and switch No. 3.

LOCATION OF TELEPHONES

MAIN LINE AND MOUNTAIN CUT-OFF—Continued

Coalport.....	Inlet to No. 4 track.
Glen Onoko.....	Crossover switches and west end of siding.
Ox Bow.....	Pipe line.
Old Penn Haven Jct.....	In booth.
Penn Haven Jct.....	Pole ¼ mile west and 1½ miles west.
Stony Creek.....	Telegraph Pole.
Drakes Creek.....	On pole and crossover.
Rockport Tunnel.....	Automatic signals 1361 and 1372.
	Each end of tunnel.
Mud Run.....	On pole.
Hickory Run.....	Crossover.
Tannery.....	Both ends No. 4 track. West end No. 3 track.
Bridgeport.....	Crossover.
White Haven.....	One-eighth mile west of station.
Braders.....	Crossover.
Mile Post 149.....	1,056 feet east.
Bear Creek Jct.....	Crossover.
Nescopec.....	Crossover.
Apex.....	Crossover.
Gracedale.....	Eastbound Water Station.
	3600 feet west of water station.
Mountain Top.....	End of double track, station, and water crane.
Mile Posts 161, 162 and 164.....	Telegraph pole.
Mile Post 165.....	3,225 feet west. Telegraph pole.
Newport.....	Telegraph pole.
Mile Post 168.....	Telegraph pole.
Conway.....	End of double track.
Wilkes-Barre.....	Hazle Street Tower.
Wilkes-Barre.....	Crossover, east of shop.
North Wilkes-Barre.....	D. & H. grade crossing.
Mill Creek.....	Crossover.
Port Bowkley.....	Underneath water tank.
Plainsville.....	Crossover.
Plains Jct.....	Crossover.
Pittston.....	Crossover, east of station.
Seneca Colliery.....	Crossover.
Weldon.....	One mile east of station.
	West end No. 4 track.
Ransom.....	Crossover and Station.
Wyoanna.....	Crossover.
Falls.....	Ends of track No. 3.
Whites Ferry.....	Crossovers.
La Grange.....	Station.
Tunkhannock.....	Harders Switch.
Tagues Eddy.....	Ends of No. 3 track.
Vosburg Tunnel.....	Automatic Signals 2101 and 2112.
	Each end of tunnel.
Carney.....	East End of siding.
Mehoopany.....	On pole, first highway crossing east.
Meshoppen.....	Crossover and section toolhouse.
Myobeach.....	One mile west of Station.
Black Walnut.....	Quarry switch.
Skinner's Eddy.....	Crossover.
Laceyville.....	Station.
	Ends of tracks Nos. 3 and 4.
Mile Post 229.....	Telegraph pole.
Wyalusing.....	Crossovers.
Mile Post 237.....	Telegraph pole.
Homets Ferry.....	Station.
Mile Post 242.....	2500 feet east. Telegraph pole.
Rummerfield.....	Ends tracks Nos. 3 and 4.
Standing Stone.....	Freight house.
Wysox.....	One mile east of Creek Bridge.
	Crossover.
Towanda.....	15th pole east of Bridge and pole west end of Bridge.
	Crossover and west end No. 3 track.

LOCATION OF TELEPHONES

MAIN LINE AND MOUNTAIN CUT-OFF—Continued

Mile Post 257.....	Opposite automatic signal 2572.
Irving.....	East end of siding.
Ulster.....	Crossover.
Milan.....	West end of siding, and at station on pole.
East Waverly.....	On Pole.
Lockwood.....	Station and on pole at crossover.
Shields.....	West end, former No. 3 track.
Van Etten Jct.....	Cabin.
Rodbourn.....	On pole east of highway crossing.
Conley's Crossing.....	Two miles east of Cayuta.
Cayuta.....	Station.
Hinman.....	West end No. 3 and 4 tracks, at road crossing and east end No. 3 track.
Odessa.....	Station.
Cramers Gulch.....	Two miles west of Odessa.
Canfield.....	Booth.
Burdett.....	Section toolhouse.
Fenton.....	Booth.
Hector.....	Station.
Valois.....	Booth.
Caywood.....	Station.
Lodi.....	Smith's switch, one mile west.
	Water crane at east end No. 4 track.
Gilbert.....	Station.
Kendaia.....	Station.
Reeder.....	West end tracks Nos. 3 and 4, and east end No. 4 track.
Yale.....	On pole.
Geneva.....	Lyon siding and west end No. 4 track.
Oaks Corners.....	Crossover.
Phelps.....	On pole.
Clifton Springs.....	In freight house.
Farmington.....	On pole opposite crossover
Victor.....	East end No. 4 track and Gypsum Switch.
Mendon.....	Access through freight office.
Rochester Junction.....	East end No. 3 track.
Rush.....	Crossover.
Wadsworth.....	At crossover and west end No. 3 track.
Maxwells.....	On pole.
P. & L. Junction.....	East end No. 4 track.
	West end of No. 3 track.
General Crushed Stone Co. Plant.....	2½ miles east of North Leroy, at main track switch.
North Leroy.....	On pole opposite crossover
Stafford.....	On pole.
Batavia.....	Crossover.
Alexander.....	Booth.
Upton.....	Crossing.
Longwood.....	East of crossing.
Corfu.....	On pole.
Mile Post 427.....	Crittenden Road.
Wende.....	Ends No. 4 track.
Wyoming.....	On pole.
Depew.....	Sheldon Avenue.
Cheektowaga.....	Crossover.
Buffalo.....	Dingens Street, old yard office. Babcock Street.

MOUNTAIN CUT-OFF

Olivers Mills.....	Crossover.
	East end No. 4 track.
Deep Hollow.....	Water tank.
Hendlers.....	Straight line, 1,054 feet west of Mile Post C169.
Hendlers.....	Crossover.
Jenkins.....	Ends No. 4 track.
Avoca.....	One mile east, and McAlpine Street Crossing.
Duryea Junction.....	Crossover.
Barnums.....	On pole.
Pittston Junction.....	1,000 feet east on Pole and section men's tool house.

LOCATION OF TELEPHONES

BRANCHES

Perth Amboy Branch:
Raritan Junction.

Musconetcong Branch:
Warren Paper Mills.

Easton & Northern Branch:
Alta Siding, 13th Street Junction, L. & N. E. Junction, Stockertown, and Belfast Jct.

Slatedale Branch:
Little Run Junction.

Hazleton Branch:
Penn Haven Jct., 400 feet east and 1000 feet east of automatic signal No. 1312.
Hinkles.
Black Creek Junction, automatic signals 1351 and M-1352.
Weatherly, on pole opposite sectionmen's tool house.
Hazle Creek Junction, opposite auto signal 1372.
West Ashmore, switchman's shelter.
Oneida Junction.
Grape Run Junction.
York Junction.
Pine Junction Booth.
Park Place Tool House, and section foreman's residence.
Barryville. Mine watchman's shelter.
Kohinoor Junction.
Shenandoah, Watchman's Building, Main Street.
Raven Run, crossover.
Ormrod crossovers.
Aristes Junction.
Centralia, colliery crossover and section foreman's residence.
Diamondtown, end of double track.
Mount Carmel Yard.
Mount Carmel Station.

Quakake Branch:
Gerhards, near Mile Post 140.
Quakake, outside station in box.

Beaver Meadow Branch:
Wood Junction, west end Spring Mountain Colliery Branch.
Evans Colliery Branch switch.

Hays Creek Branch:
Ackerman, end of double track.
Almonry, Section Foreman's residence.
Gara Junction.
Hartz, end double track.

Freeland Branch:
Drifton, end of double track.
Pink Ash Junction.
Jeddo Tunnel, both ends.
North Ashmore, east of "Y" switch.

Ebervale Branch:
Vexit Junction.
Lattimer Junction.
Harleigh Junction, 150 feet from switch.

Tomhicken Branch:
Gum Run.
Tomhicken, outside station in box.
Clader.
Harleigh Junction, 150 feet from switch.
Long Run.
Cranberry, end of double track.

Sheppton Branch:
Harwood Junction.
Oneida.
Oneida Jct.

LOCATION OF TELEPHONES

BRANCHES—Continued

Mahanoy City Branch:

East end of freight house, in box.

Ashland Branch:

Packer No. 5, Colliery Branch switch, in booth.

Bowmans Creek Branch:

Lopez.
Bernice.

State Line & Sullivan Branch:

Laddsborg.
Stevenson.
Monroeton.
Towanda, Washington Street, on freight house.

Ithaca Branch:

Van Etten, on pole just west of Signal I-2871, and section tool house.
Spencer, waiting room.
North Spencer, ends of siding.
West Danby, on poll, 300 feet west of highway crossing.
Newfield, on poles east and west of station.
Ithaca, east end siding one mile east.
Auburn Junction.
Willow Creek, on pole west of crossing.
Trumansburg, ends of siding.
Covert.
Interlaken, ends of siding.
Sheldrake Springs, opposite station.
Hayts Corners, in box on station.
Romulus, ends of siding.
MacDougall, ends of siding.
Geneva Junction, 1,000 feet east.

Naples Branch:

Reed's Crossing.

Auburn Branch:

Hanna, gravel pit switch.
Smithboro, in waiting room.
Owego, west leg of "Y".
Flemingville, in booth 1000 feet west of station.
Watson, east end of passing siding.
Richford, on pole opposite station.
North Harford, in waiting room.
Dryden, east of west end of passing siding.
Dryden, Borden's milk station switch.
Freeville, freight station.
Groton, east of west end of passing siding.
Locke, on pole east end of passing siding.
Mead, east end of tool house.
Ensenore, box in shelter.
Owasco Lake, east of station.
Auburn, Owasco River R. R. connection.
Auburn, Genesee Street, lower part of tower.
Weedsport, on station.
Sterling, at old "Y" track.
Fair Haven, at west leg of "Y".

LOCATION OF TELEPHONES

BRANCHES—Continued

Cortland Branch:

Freeville, freight station.
Truxton, in waiting room.
De Ruyter, on pole opposite water tank.
Sheds Corners, west end passing siding.
Cazenovia, west end passing siding.
Mats Siding, west end passing siding.
Blakeslee, box on pole.
Worlocks Stone Crusher, opposite crusher.
Canastota, bunk house.

Auburn & Ithaca Branch:

West End of bridge at International Salt Plant.
Kings Ferry, on station.
Cayuga Junction, in register office.
Oakwood, box on pole.

Seneca Falls Branch:

Seneca Junction.

Rochester Branch:

Hemlock, in box on station.
Lima, in box on station.
Honeoye Junction.
Henrietta, freight house and west end of siding.
Mortimer, east end of siding.
Rochester, Elmwood Ave., River Junction, Clarissa Street Bridge, engine house.

Niagara Falls Branch:

Niagara Junction, at water tank.
Williamsville, on station and at crossover.
Tonawanda Junction, in shelter.

Lehigh & Lake Erie Branch:

"Y" switches at William Street.

CLOSE OVERHEAD CLEARANCES—MAIN TRACKS

Employees must not go on top of box cars, engines, tanks or other high equipment during movements under said structures. (See bulletin boards for additional close overhead clearances on sidings).

MAIN LINE AND MOUNTAIN CUT-OFF

Bridge, Johnston Avenue, Jersey City.

Overhead electric power wires for electric operation from Bridge 5-A Jersey City, to west side of Newark Bay.

Newark Bay Draw.

Bridge, seven-tenths (0.7) mile east of Oak Island Hump.

Bridge, six-tenths (0.6) mile west of Oak Island Hump.

Bridge, two-tenths (0.2) mile east of Hillside Station.

Bridge, one-tenth (0.1) mile east of Hillside Station.

Bridge at Lincoln.

Bridge at Flagtown Station.

Bridge, one and one-tenth (1.1) miles east of Neshanic Station.

Bridge, one and one-tenth (1.1) miles east of Three Bridges Station.

Bridge, four-tenths (0.4) mile west of Flemington Junction.

Bridge, two-tenths (0.2) mile west of Landsdown Station. No. 3 track.

Bridge, eight-tenths (0.8) mile west of Landsdown Station.

Bridge, five-tenths (0.5) mile west of Jutland Station.

Bridge, one-tenth (0.1) mile east of Bloomsbury Station.

Bridge, three-tenths (0.3) mile west of Bloomsbury Station.

Bridge, one-tenth (0.1) mile west of Alpha Station.

Bridge, one-tenth (0.1) mile west of Phillipsburg Station. No. 4 track.

Bridge, five-tenths (0.5) mile west of Easton Station.

Bridge at Glendon.

Bridge, one-tenth (0.1) mile east of Freemansburg Station.

Bridge, three-tenths (0.3) mile east of Bethlehem Station.

Bridge, two-tenths (0.2) mile west of East Penn Junction.

Bridge, one and sixty seven hundredths (1.67) miles west of East Penn Junction, (old Main Line)

Bridge at Allentown.

Bridge, one-tenth (0.1) mile west of Allentown Station.

Bridge, one and two-tenths (1.2) miles west of Allentown Station.

Bridge, five-tenths (0.5) mile east of Catasauqua Station.

Bridge, two-tenths (0.2) mile east of Coplay Station.

Bridge at Lower Lehigh.

Bridge at Lehigh.

Highway Bridge at Mauch Chunk Station.

Bridge, five-tenths (0.5) mile west of Coalport.

Rockport Tunnel.

Bridge, two-tenths (0.2) mile east of South Wilkes-Barre Station.

Bridge, one and seven-tenths (1.7) miles west of Wilkes-Barre Station.

Bridges, seven-tenths (0.7) mile east of Port Bowkley Station.

Bridge, eight-tenths (0.8) mile west of Plainsville.

Water Street Bridge at Pittston Station.

Overhead electric wires, Water St., Pittston Town Track.

Bridge, three-tenths (.3) mile west of Falls.

Bridge at Vosburg Station.

Vosburg Tunnel.

Bridge, forty-seven hundredths (0.47) mile east of East Towanda Station.

Bridge, five-tenths (.5) mile west of Towanda.

Bridge, five-hundredths (0.05) mile east of Sayre Station.

Bridge, six-hundredths (0.06) mile west of Sayre Station.

Bridge, ninety-four hundredths (0.94) mile west of Sayre Station.

Bridge, and telephone wires four-tenths (0.4) mile east of East Waverly Station.

Bridge, three (3) miles west of Odessa Station.

Bridge, one and five-tenths (1.5) miles east of Gilbert.

Bridge, one and five-tenths (1.5) miles west of Manchester Station.

Bridge, seven-tenths (0.7) mile east of Victor Station.

Bridge, two (2) miles west of Rush Station.

Bridge, two and three-tenths (2.3) miles west of P. & L. Junction Station (No. 2 track).

Bridge, one and seven-tenths (1.7) miles east of Wende Station.

Bridge, three and eight-tenths (3.8) miles east of Depew Station.

CLOSE OVERHEAD CLEARANCES—MAIN TRACKS

WILL NOT CLEAR MAN STANDING ON BOX CAR MAIN LINE AND MOUNTAIN CUT-OFF—Continued

Bridge, one-tenth (0.1) mile west of Niagara Junction Interlocking Station.

Bridge, two-tenths (0.2) mile west of Niagara Junction Interlocking Station.

Bridge, one and nine-tenths (1.9) miles east of Buffalo Station.

Bridge, seven-tenths (0.7) mile east of Buffalo Station.

Bridge, five-tenths (0.5) mile east of Buffalo Station.

Bridge, three-tenths (0.3) mile east of Buffalo Station.

Train shed, all tracks, Buffalo Station.

Gate Hanger, entrance to Scott Street Freight Yard, Buffalo.

MOUNTAIN CUT-OFF

Bridge, four-tenths (0.4) mile east of Avoca Station.

Bridge, three-tenths (0.3) mile west of Avoca Station.

Bridge, four-tenths (0.4) mile west of Avoca Station.

Bridge, two-tenths (0.2) mile west of Jenkins.

Bridge, at Olivers Mills.

BRANCHES

National Docks Branch

Bridge, one-tenth (0.1) mile west of P. R. R. Junction.

Bridge, two-tenths (0.2) mile west of P. R. R. Junction.

Waldo Avenue Tunnel.

Bridge, three-hundredths (0.03) mile west of Edgewater Junction.

Signal Bridge, one-tenth (0.1) mile west of C. R. R. Phillips Street crossing.

Bridge, overhead highway and railroad entrance to National Storage Company Yard.

Bridge, four-tenths (0.4) mile west of East Claremont yard office, Chapel Ave. New Route.

Bridge, eight-tenths (0.8) mile west of East Claremont yard office, Linden Ave., New Route.

Roadway Bridge, one and fifteen-hundredths (1.15) miles west of East Claremont Yard Office, Gates Avenue, New Route.

L.V.R.R. Main Line Bridge, one and twenty-hundredths (1.20) miles west of East Claremont Yard Office.

P.R.R. Bridge, one and twenty-one hundredths (1.21) miles west of East Claremont Yard Office.

Bridge, one and ninety-one hundredths (1.91) miles west of East Claremont Yard Office.

Bridge, two and fifteen hundredths (2.15) miles west of East Claremont Yard Office.

Jersey City Branch No. 1

Bridge, C.R.R. Newark Branch at Culver Avenue, Jersey City.

Merchant's National Bank Branch

Bridge, Route No. 29 at Empire Street, Newark.

Passenger Connection at Newark

Overhead electric power wires for electric operation at Newark.

Perth Amboy Branch

Bridge, six-tenths (0.6) mile west of State St.

Bridge, one and thirty-five hundredths (1.35) miles west of State St.

Bridge, one-tenth (0.1) mile west of upper Yard.

Bridge, one-tenth (0.1) mile west of Raritan Junction.

Bridge, one-tenth (0.1) mile east of Fords station.

Bridge, one and one-tenth (1.1) miles west of Valentines.

Bridge, eight-tenths (0.8) mile east of Lake Ave.

Bridge at Lake Ave.

P. R. R. Bridge, one-tenth (0.1) mile west of Lake Ave. bridge.

Bridge, six-tenths (0.6) mile west of Durham Ave., Metuchen.

Easton and Northern Branch

Bridge, six-tenths (0.6) mile west of Easton.

Slatedale Branch

Bridge and communication wires, one-tenth (0.1) mile west of Emerald.

Pottsville Branch

Bridge, one and six-tenths (1.6) miles west of Lizard Creek Junction.

Bridge, nine-tenths (0.9) mile west of McKeanburg Station.

Bridge at Orwigsburg.

Bridge, seven-tenths (0.7) mile east of Spring Garden Junction.

Bridge, one and two-tenths (1.2) miles west of Spring Garden Junction.

Bridge at Glenworth.

CLOSE OVERHEAD CLEARANCES—MAIN TRACKS

WILL NOT CLEAR MAN STANDING ON BOX CAR

BRANCHES—Continued**Hazleton Branch**

Two (2) steam lines and overhead conveyor on Hazleton Shaft Branch.
 Bridge, steam line and loading chute on old Audenried Branch.
 Bridge, five-tenths (0.5) mile west of Lofty.
 Loading tipple on Park No. 1 Slope siding.
 Bridge, four-tenths (0.4) mile east of Shenandoah.
 One (1) bridge and car hoist at Kohinoor Junction.
 Bridge, five-tenths (0.5) mile west of Aristes on Montana Branch.
 Trestle over colliery track, four hundred (400) feet east of Centralia breaker.

Quakake Branch

Bridge, three-tenths (0.3) mile east of Pine Junction.

Beaver Meadow Branch

Conveyor at Beaver Meadow breaker on Evans Colliery Branch.
 Breaker at Evans Colliery.

Freeland Branch

Jeddo Tunnel.
 Crane, steam line and wires over track at Drifton shops.

Ebervale Branch

Bridge, between Oakbur Junction and Harleigh Junction.
 Loading chute six-tenths (0.6) mile west of Lattimer Junction.

Tomhicken Branch

Steam line west of Cranberry Breaker, on Cranberry Branch.
 Steam line and tipple on Deringer Branch.

Sheppton Branch

Steam line conveyor and slush trough at Oneida Breaker.
 Loading tipple at Humboldt.

Ashland Branch

Stone arch, one-tenth (0.1) mile east of Packer No. 5.
 Crane runway, Goynes pump works, Ashland.

Mill Creek Branch

Loading chute at Prospect Colliery.

West Pittston Branch

Bridge, two-tenths (0.2) mile west of Maltby Junction.

State Line and Sullivan Branch

Bridge, twenty-nine hundredths (0.29) mile west of New Albany.
 Bridge, three-hundredths (0.03) mile west of Kellogg.
 Bridge, one-tenth (0.1) mile west of Washington Street Station, Towanda.

CLOSE OVERHEAD CLEARANCES—MAIN TRACKS

WILL NOT CLEAR MAN STANDING ON BOX CAR

BRANCHES—Continued**Waverly-Elmira Branch**

Bridge, six-hundredths (0.06) mile west of Sayre Station.
 Bridge, ninety-four hundredths (0.94) mile west of Sayre Station.
 Bridge, seven-tenths (0.7) mile east of Waverly Station.
 Bridge, two-tenths (0.2) mile east of Waverly Station.
 Bridge, one-tenth (0.1) mile east of Waverly Station.

Ithaca Branch

Bridge, two and thirty-seven hundredths (2.37) miles west of MacDougall Station.

Naples Branch

Bridge, thirty-six hundredths (0.36) mile east of Stanley Station.
 Bridge, seven-hundredths (0.07) mile east of Pre-emption.

Auburn Branch

D. L. & W. overhead bridge, two and eight-tenths (2.8) miles west of Sayre.
 Erie overhead bridge, one and eight-tenths (1.8) miles east of Barton.
 Bridge, one and nine-tenths (1.9) miles east of Tioga Center.
 Bridge, one and three-tenths (1.3) miles west of Dryden.
 Bridge, one and two-tenths (1.2) miles east of Freeville.
 Bridge, nine-tenths (0.9) miles east of Freeville.
 Bridge, one and nine-tenths (1.9) miles west of Groton.
 Bridge, one and nine-tenths (1.9) miles east of Locke.
 Wire Crossing just east of Glenwood Beach.
 Wire Crossing at Wall Street, Auburn.
 Bridge at Case Avenue, seven-tenths (0.7) mile west of Auburn.
 Wire Crossing over West Shore connection, Weedsport.
 Bridge, four-tenths (0.4) mile east of Sterling.

Cortland Branch

Bridge, one and six-tenths (1.6) miles west of Blakeslee.

Auburn and Ithaca Branch

Tramway at Lyons Elevator, three-tenths (0.3) mile west of Aurora.
 Wire Crossing at Aurora.
 Wire Crossing at Lake Ridge.
 Tramway at International Salt Co. plant, five-tenths (0.5) mile west of Ludlowville.
 Tramway at Rock Salt Co. Plant three-fourths (0.75) mile east of Ludlowville.
 Wire Crossing at Willow Street, Ithaca.
 Wire Crossing at Seneca Street, Ithaca.

Seneca Falls Branch

Wire Crossing at Gorham Street, Waterloo.
 Wire Crossing at Station, Waterloo.

Rochester Branch

Bridge, one and one-tenth (1.1) miles east of Henrietta Station.
 Bridge, one (1) mile east of Rochester Station.
 Trolley Wire, Subway Railway Connection, Rochester.

Niagara Falls Branch

Bridge, one-tenth (0.1) mile west of Niagara Junction Interlocking Station.
 Bridge, two-tenths (0.2) mile west of Niagara Junction Interlocking Station.
 Bridge, nine-tenths (0.9) mile east of North Tonawanda.
 Bridge, three-tenths (0.3) mile east of North Tonawanda.
 Bridge, two and eight-tenths (2.8) miles east of Niagara Falls.
 Bridge, four-tenths (0.4) mile east of Niagara Falls.
 Bridge, two-tenths (0.2) mile west of Niagara Falls.

Lehigh and Lake Erie Branch

Bridge, four and eight-tenths (4.8) miles east of Tift Terminal.
 Bridge, three and five-tenths (3.5) miles east of Tift Terminal.
 Bridge, over lead to Beach track, Tift Terminal.

CAPACITY OF PASSING SIDINGS IN CAR LENGTHS

Exclusive of engine and caboose on single sidings, and two engines and two cabooses on double sidings.

MAIN LINE AND MOUNTAIN CUT-OFF

	East-bound	West-bound		East-bound	West-bound
West End Tunnel	...	175	Lodi	185	...
Tannery	65	53	Reeder	...	138
Falls	...	115	Geneva Jct.	65	...
Tunkhannock	150	233	Rochester Jct.	183	127
Laceyville	262	118-66	P. & L. Jct.	67	166
Rummerfield	223	143	Stafford	146	140
Towanda	...	126	Wende	126	124
Hinman	184	187	Niagara Jct.	123	...

BRANCHES

Easton & Northern Branch

Alta..... 22

Hazleton Branch

Penn Haven Jct..... 142 McAdoo..... 79 79
Weatherly..... 48 ...

Quakake Branch

Hudsondale..... 80

Tomhicken Branch

Gum Run..... 37... Long Run..... 33 ...

Ebervale Branch

Vexit Jct..... 85

New Boston Branch

Newton..... 60

Mahanoy City Branch

Mahanoy Siding..... 11

Bowmans Creek Branch

State Line & Sullivan Branch

Ringald	15	Dushore	28-28
Harveys Lake	28	New Albany	15
Noxen	11	Stevenson	19
Bernice	20-18	Monroeton	28

Ithaca Branch

Spencer	13	Interlaken	37
North Spencer	19	Hayts Corners	21
Trumansburg	65	MacDougall	71
Covert	12		

Naples Branch

Pre-Emption	9	West Gorham	17
Reeds	4	Granger	6
Dixon	3	Rushville	19
Stanley	13	Middlesex	10
Gorham	6	West River	2

Auburn Branch

Smithboro	23	Groton	30
Flemingville	23	Locke	30
Watson	48	Mead	46
Berkshire	29	Owasco Lake	39
North Harford	28	Weedsport	18
Dryden	22	Ira	9
Freeville	18	Martville	10

Cortland Branch

Freeville	23	New Woodstock	28
East Homer	4	Mats Siding	29
DeRuyter	18	Blakeslee	17
Sheds Corners	16		

Auburn & Ithaca Branch

Ludlowville..... 32 Oakwood..... 14

Rochester Branch

Mortimer..... 29

HOURS OF PART-TIME TRAIN ORDER OFFICES

Branch and Station	Weekdays		Sundays	
	On Duty	Off Duty	On Duty	Off Duty
Pottsville				
Bowmanstown.....	7.30 A.M.	4.30 P.M.	.....	.....
Hazleton				
Weatherly.....	6.00 A.M.	9.00 P.M.	8.30 A.M.	5.30 P.M.
Shenandoah.....	9.00 A.M.	6.00 P.M.	.....	.....
Freeland				
Jeddo.....	7.00 A.M.	4.00 P.M.	.....	.....
Freeland.....	7.00 A.M.	4.00 P.M.	.....	.....
Mahanoy City				
Mahanoy City.....	7.00 A.M.	4.00 P.M.	.....	.....
Bowmans Creek				
Luzerne.....	8.00 A.M.	5.00 P.M.	.....	.....
Dallas.....	7.30 A.M.	4.30 P.M.	.....	.....
Alderson.....	4.00 P.M.	5.40 P.M.	.....	.....
Noxen.....	9.00 A.M.	3.40 P.M.	.....	.....
Bernice.....	9.00 A.M.	6.00 P.M.	.....	.....
State Line & Sullivan				
Dushore.....	7.00 A.M.	4.00 P.M.	.....	.....
New Albany.....	8.20 A.M.	12.30 P.M.	.....	.....
New Albany.....	1.30 P.M.	2.40 P.M.	.....	.....
Monroeton.....	3.00 P.M.	5.00 P.M.	.....	.....
Montrose				
Springville.....	8.15 A.M.	5.15 P.M.	.....	.....
South Montrose.....	8.15 A.M.	5.15 P.M.	.....	.....
Montrose.....	8.00 A.M.	5.00 P.M.	10.00 A.M.	12.01 P.M.
Ithaca				
Van Etten.....	8.00 A.M.	5.00 P.M.	.....	.....
Spencer.....	8.00 A.M.	5.00 P.M.	.....	.....
Newfield.....	8.00 A.M.	5.00 P.M.	.....	.....
Trumansburg.....	8.00 A.M.	5.00 P.M.	.....	.....
Interlaken.....	8.00 A.M.	5.00 P.M.	.....	.....
Hayts Corners.....	8.15 A.M.	5.15 P.M.	.....	.....
Romulus.....	9.00 A.M.	6.00 P.M.	.....	.....
MacDougall.....	8.00 A.M.	5.00 P.M.	.....	.....
Naples				
Gorham.....	9.00 A.M.	6.00 P.M.	.....	.....
Rushville.....	8.30 A.M.	5.30 P.M.	.....	.....
Middlesex.....	8.30 A.M.	5.30 P.M.	.....	.....
Naples.....	8.00 A.M.	5.00 P.M.	.....	.....
Auburn				
Smithboro.....	8.00 A.M.	5.00 P.M.	.....	.....
Newark Valley.....	8.30 A.M.	5.30 P.M.	.....	.....
Berkshire.....	9.00 A.M.	6.00 P.M.	.....	.....
Richford.....	9.00 A.M.	6.00 P.M.	.....	.....
North Harford.....	9.00 A.M.	6.00 P.M.	.....	.....
Dryden.....	9.00 A.M.	6.00 P.M.	.....	.....
Freeville.....	9.00 A.M.	6.15 P.M.	10.00 A.M.	12.01 P.M.
Freeville.....	.....	.....	4.30 P.M.	6.30 P.M.
Groton.....	7.00 A.M.	7.00 P.M.	.....	.....
Locke.....	8.45 A.M.	6.45 P.M.	.....	.....
Moravia.....	8.00 A.M.	6.00 P.M.	.....	.....
Owasco Lake.....	8.10 A.M.	5.10 P.M.	.....	.....
Auburn.....	6.30 A.M.	10.30 P.M.	6.30 A.M.	2.30 P.M.
Auburn.....	.....	.....	5.30 P.M.	8.00 P.M.
Weedsport.....	8.00 A.M.	5.00 P.M.	.....	.....
Cato.....	8.00 A.M.	5.00 P.M.	.....	.....
Martville.....	8.00 A.M.	5.00 P.M.	.....	.....
Fair Haven.....	8.00 A.M.	5.00 P.M.	.....	.....
Cortland				
East Ithaca.....	8.30 A.M.	5.30 P.M.	.....	.....
Freeville.....	9.00 A.M.	6.15 P.M.	10.00 A.M.	12.01 P.M.
Freeville.....	.....	.....	4.30 P.M.	6.30 P.M.
Cortland.....	6.15 A.M.	10.00 P.M.	.....	.....
East Homer.....	9.00 A.M.	6.00 P.M.	.....	.....
Truxton.....	9.00 A.M.	6.00 P.M.	.....	.....
Cuyler.....	9.00 A.M.	6.00 P.M.	.....	.....
DeRuyter.....	9.00 A.M.	6.00 P.M.	.....	.....
Sheds Corners.....	8.00 A.M.	5.00 P.M.	.....	.....
New Woodstock.....	9.00 A.M.	6.00 P.M.	.....	.....
Cazenovia.....	8.00 A.M.	5.00 P.M.	.....	.....
Canastota.....	7.00 A.M.	8.30 P.M.	.....	.....
Auburn & Ithaca				
Ludlowville.....	8.00 A.M.	5.00 P.M.	.....	.....
Kings Ferry.....	8.00 A.M.	8.47 A.M.	.....	.....
Kings Ferry.....	11.14 A.M.	5.00 P.M.	.....	.....
Aurora.....	8.30 A.M.	5.30 P.M.	9.00 A.M.	12.01 P.M.
Levana.....	9.07 A.M.	10.52 A.M.	.....	.....
Union Springs.....	8.00 A.M.	5.00 P.M.	.....	.....
Seneca Falls				
Waterloo.....	8.30 A.M.	5.30 P.M.	.....	.....
Seneca Falls.....	9.00 A.M.	6.00 P.M.	.....	.....
Cayuga.....	7.00 A.M.	6.00 P.M.	.....	.....
Rochester				
Rochester.....	4.45 A.M.	12.45 A.M.	4.45 A.M.	12.45 A.M.
Henrietta.....	9.00 A.M.	6.00 P.M.	.....	.....
Honeoye Falls.....	9.00 A.M.	6.00 P.M.	.....	.....
Lima.....	8.15 A.M.	5.15 P.M.	.....	.....
Livonia.....	10.45 A.M.	12.01 P.M.	.....	.....
Livonia.....	3.00 P.M.	4.15 P.M.	.....	.....
Hemlock.....	8.00 A.M.	10.30 A.M.	.....	.....
Hemlock.....	1.15 P.M.	2.45 P.M.	.....	.....
Hemlock.....	4.30 P.M.	5.00 P.M.	.....	.....

COMPANY SURGEONS

Dr. Donald Guthrie, Chief Surgeon Sayre, Pa.
 Dr. George W. Hawk, Associate Chief Surgeon Sayre, Pa.

Employees must procure the services of regularly appointed surgeons of this Company in all cases of injury on the railroad, either to themselves or others.

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

The Superintendent and Local Claims Adjuster must be notified promptly by telegraph on the prescribed form of all personal injuries. Form CA-5 must follow by train mail.

Name	Location	Office	Telephone
W. G. Doran	New York City	43 Fifth Ave.	Stuyvesant 9-3612
H. T. Smith	New York City	965 Fifth Ave.	Regent 4-4446
Eye Specialist			
J. S. Moses	New York City	Suite 144, Penn. Sta.	Penn. 6-6000 Ext. 2451
F. Beekman	New York City	121 E. 60th St.	Regent 4-3634
F. W. Bancroft	New York City	16 E. 90th St.	Atwater 9-1313
R. B. Thomas	Jersey City	793 Montgomery St.	Bergen 3-0919
Eye Specialist			
F. R. McDonald	Jersey City	37 Monticello Ave.	Delaware 3-9026
W. J. Arlitz	Hoboken	107 Newark St.	Hoboken 3-0351
L. Szerlip	Newark	31 Lincoln Park	Market 2-6630
J. L. MacDowall	Perth Amboy	113 Market St.	4-0522
Eye Specialist			
G. W. Tyrrell	Perth Amboy	380 State St.	4-0152
W. E. Ramsay	Perth Amboy	240 High St.	4-0004
C. W. Naulty, Jr.	Perth Amboy	403 High St.	4-0688
J. V. Smith	Perth Amboy	463 State St.	4-1369
N. W. Currie	Plainfield	508 Central Ave.	6-0749
B. Borow	Bound Brook	507 Church St.	420
B. S. Fuhrmann	Flemington	5 Main St.	12-J
L. H. Bloom	Easton	222 Spring Garden St.	4992
P. Correll	Easton	1st Nat'l Bank Bldg.	4841
T. C. Zulick	Easton	37 N. Third St.	9461
P. E. Schwarz	Easton	1004 Washington St.	9042
W. L. Estes, Jr.	Bethlehem	Union Bank Bldg.	1811-J
D. P. Walker	Bethlehem	Union Bank Bldg.	155-J
G. L. de Schweinitz	Bethlehem	85 E. Broad St.	624
Eye Specialist			
H. K. Owen	Philadelphia	319 South 16th St.	Locust 0290
R. A. Dengler	Allentown	1049 Liberty St.	2-8278
W. A. Hausman, Jr.	Allentown	Sacred Heart Hosp'l.	9441
C. J. Newhart	Catasauqua	218 Pine St.	143-M
C. H. Muschlitz	Slatington	435 Main St.	60
C. J. Kistler	Lehighton	253 S. Third St.	109
Eye Specialist			
R. K. Rupp	Lehighton	215 S. Third St.	202
C. J. Ballet	Lehighton	228 S. Third St.	104
R. P. Batchelor	Palmerton	Palmerton Hospital	3333 or 2222
J. J. Dougherty	Mauch Chunk	5. W. Broadway	270
I. E. Freyman	Weatherly	1st and Carbon Sts.	3692
R. A. Gaughan	Hazleton	State Hospital	3000
J. M. Dyson	Hazleton	State Hospital	3000
J. A. Corrigan	Hazleton	330 W. Broad St.	428
W. V. Coyle	Hazleton	Room 508, Traders Bank Bldg.	1655
Eye Specialist			
J. J. Dailey	McAdoo	101 N. Tamaqua St.	320
N. Dever	McAdoo	238 W. Blaine St.	317
D. A. Holland	Mahanoy City	27 S. Catawissa St.	40
I. D. Fenton	Mahanoy City	520 E. Centre St.	140
H. K. Hobbs	Shenandoah	24 S. White St.	2-0620
W. T. Leach	Shenandoah	Locust Mt. Hospital	2727
L. L. Williams	Mt. Carmel	50 E. Second St.	495-J
T. S. Luppold	White Haven	314 Towanda St.	2611
W. S. Stewart	Wilkes-Barre	98 S. Franklin St.	2-8931
J. Howorth	Wilkes-Barre	115 S. Franklin St.	2-9292
S. P. Mengel	Wilkes-Barre	181 S. Franklin St.	2-7210
L. T. Buckman	Wilkes-Barre	83 S. Franklin St.	2-5218
Eye Specialist			
M. J. Murphy	Pittston	101 Dime Bank Bldg.	362-J
C. E. Nicholson	Pittston	Post Office Bldg.	1720-M
T. R. Gagon	Pittston	23 Broad St.	689-J
Eye Specialist			
J. F. Dreier	Dushore	Main St.	77-R-2
A. B. Davenport	Tunkhannock	74 Elm St.	5701
W. B. Beaumont	Laceyville	Main St.	30-R-16
J. C. Lee	Wyalusing	Taylor Ave.	143
P. H. Schwartz	Towanda	111 Main St.	59
H. C. Down	Towanda	425½ Main St.	592-W
C. M. Coon	Athens	214 S. Main St.	1-5192

COMPANY SURGEONS—Continued

Name	Location	Office	Telephone
H. S. Fish	Sayre	113 W. Lockhart St.	2-2581
L. J. Laux	Sayre	128 N. Elmer Ave.	1-5721
A. H. Murray	Sayre	116 S. Elmer Ave.	1-7794
Eye Specialist			
D. Guthrie	Sayre	Packer Hospital	1-3401
C. H. DeWan	Sayre	Packer Hospital	1-3401
G. W. Hawk	Sayre	Packer Hospital	1-3401
P. H. Harmon	Sayre	Packer Hospital	1-3401
C. N. Haines	Sayre	Packer Hospital	1-3401
R. L. Evans	Sayre	Packer Hospital	1-3401
G. F. Carling	Sayre	Packer Hospital	1-3401
S. P. Perry	Sayre	Packer Hospital	1-3401
N. S. Weinberger	Sayre	Packer Hospital	1-3401
Eye Specialist			
H. D. Rentschler	Sayre	Packer Hospital	1-3401
Eye Specialist			
F. H. Spencer	Waverly	423 Park Ave.	206
C. J. V. Redding	Owego	171 Front St.	295
L. F. O'Neill	Auburn	25 William St.	423
A. W. Booth	Elmira	222 W. Church St.	7161
A. M. Fisher	Spencer	Tioga St.	25-F-1
J. E. Wattenberg	Cortland	Savings Bank Bldg	57
G. S. Pixley	Canastota	129 Center St.	6561
C. W. Schmidt	Burdett	Main St.	38
H. H. Crum	Ithaca	120 E. State St.	2240
R. M. Vose	Ithaca	111 E. Seneca St.	2042
F. C. R. Forster	Ithaca	306 N. Aurora St.	3-1193
D. Robb	Ithaca	Room 18—Savings Bank Building	2089
Eye Specialist			
F. H. Snyder	Geneva	364 Main St.	2087
A. M. Orance	Geneva	407 S. Main St.	2609
J. A. Spengler	Geneva	423 Main St.	2134
Eye Specialist			
A. S. Taylor	Clifton Sp'gs.	Sanitarium	3
D. A. Eiseline	Shortsville	15 Grove St.	39
J. H. Pratt	Manchester	North Main St.	231
W. A. Calihan	Rochester	209 Alexander St.	Stone 170
J. H. McGavern	Honeoye Falls	9 East St.	276
J. M. Burt	Caledonia	19 East Ave.	18
W. D. Johnson	Batavia	41 Jackson St.	578
R. P. Reagan	N. Tonawanda	345 Goundry St.	867
F. J. Talbot	Niagara Falls	955 Niagara Ave.	567
F. G. McCarty	Niagara Falls	2834 Lewiston Road	995
G. P. Eddy	Niagara Falls	United Office Bldg.	552
F. B. Rasbach	Buffalo	559 Lafayette Ave.	Lincoln 6320
F. J. Carr	Buffalo	40 Barker St.	Grant 7850
J. V. Carr	Buffalo	40 Barker St.	Grant 7850
A. E. Brennan	Buffalo	50 North Ogden St.	Humboldt 0316
H. H. Glosser	Buffalo	448 Franklin St.	Grant 0975
Eye Specialist			

ELECTRICAL OPERATION

1. The single track and the engine change track between Hunter block station, and westbound interlocking home signal, "NK", Newark, are equipped for A. C. electrified operation. Also over Newark Bay extending to Greenville Sub-station.

2. In the event of difficulty of any kind, communicate immediately with the Power Director, located at Exchange Place, Jersey City.

3. Telephones in the electrified territory are located as follows:

- Signal at east end of engine change track.
- Engine change track.
- Signal bridge east of "NK" tower.
- Hunter tower.
- "NK" tower.

These are equipped with three-way switches with telephone lines connected with:

1. Power Director.
2. Telephone Switchboard, PRR, Exchange Place, Jersey City.
3. Hunter and "NK" towers.

Detailed instructions are posted in each box.

When necessary to clear the line to get the Power Director, the words "Power Emergency" will be used; all other persons using line at that time must yield at once.

4. Yardmasters, Yard Foreman and Conductors will be responsible for knowing that trainmen and caretakers of shipments and equipment understand these instructions.

Enginemen will be responsible for knowing that firemen understand and comply with these instructions.

Foremen will be responsible for knowing that their men understand and comply with these instructions.

When inexperienced employes are required to work in electrified territory, the experienced employes must call their attention to the danger.

5. Employes must not work on or near energized wires, except in emergency, and then only under direction of the Power Director. Rails, frogs, switches and splices must not be changed, bonds or connections broken, unless temporary bonds have been placed and permission obtained from the Power Director.

6. Not more than two persons, in addition to the engine crew, except in special cases, will be permitted to ride on front platforms of multiple unit trains or on electric engines.

7. Electric Engineman Helpers must not operate an electric engine except under the personal supervision of the Engineman, who must be in the cab with the Helper when he is handling the engine.

8. While working in electrified territory, employes are prohibited from getting upon, riding upon, or working upon, the top or roof of any freight car, passenger car, caboose, electric or steam engine, or other high equipment or high lading, or to go upon or work upon the water tank or above the coal load on any engine tender used in either freight, passenger or other service.

9. Employes must not touch dangling wires, nor attempt to move them by any means, but must report their location immediately to the Superintendent, and should, if possible, leave some one to watch such wires until their removal. Other persons in danger should be warned of their location.

Loose or broken impedance bond connections in the tracks must be regarded as energized (live) and reported immediately to the Superintendent and Power Director.

10. All employes are prohibited from going on running boards or smoke box steps of steam locomotives without first securing permission from the Engineman or person in charge, who will supervise the movements of such employes while in such position.

11. Before entering electrified territory, engineman must know that no part of the engine or engine equipment, such as cab ventilators, firing tools, steam valve casing on top of boiler, or coal on tender will foul the overhead wires.

Lehigh Valley Railroad Company

Supplement No. 1

to

TIME TABLE No. 12

IN EFFECT

Monday, January 20, 1941 at 12:01 A.M.

EASTERN STANDARD TIME

Adding trains Nos. 23 and 24

Coupon schedules attached to this announcement must be pasted in Time-Table No. 12 as follows:

Trains Nos. 31 and 23 over blank space and train No. 31 . . . Page 3

Trains Nos. 24 and 28 over Train No. 28 and blank space . . . Page 4

J. N. HAINES,
General Manager

GEO. VOELKNER,
Asst. General Manager

C. L. GRIM,
Supt. Car Service

R. L. GEBHARDT,
Supt., New York Division

F. S. MITTEN,
Supt., Wyoming Division

A. E. O'DEA,
Supt., Buffalo Division

SAFETY
IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY

OBEDIENCE
TO THE RULES IS
ESSENTIAL TO
SAFETY