

# **THE PENNSYLVANIA RAILROAD**

---

## **NORTHERN REGION**

---

### **TIMETABLE NO. 9**

**In effect 2.01 A.M., Sunday, April 28, 1963**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

**A. M. HARRIS,**  
**General Manager Transportation**

**J. H. BURDAKIN,**  
**Regional Manager**

**E. R. ADAMS,**  
**Superintendent Transportation**

**Original timetable from the collection of Rob Mandeville**

**PDF Conversion by Rob Schoenberg -- r08sch@gmail.com**

**<http://PRR.Railfan.net>**

**2024**

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NOTE—Applies on pages 3 to 12 inclusive.  
 X Indicates in service continuously.  
 B Indicates in service part-time.  
 C Indicates controlled by.  
 O Indicates trainphone.  
 R Remote controlled from.

## MAIN LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance From Baltimore	Sidings Assigned direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	HARRISBURG (Phila. Region)	84.4			
			ROCKVILLE	90.6			305
			REGION POST (Phila. Region)	92.2			
			DAUPHIN	93.7			
X			STONE	94.0			
X			EAST FERRY	99.4			264
X			WEST FERRY	102.3			
			HALIFAX	106.5			
			L. V. JUNCTION	111.9			
			MILLERSBURG	112.5			
X			EAST MILLER	113.3			265
X			WEST MILLER	116.1			
			DALMATIA	122.3			
X			EAST BOYLES	127.1			300
			HERNDON	127.2			
X			WEST BOYLES	130.3			
			SELINGROVE JCT	133.7			
X			CREEK	138.0			
X	X		SF (Reading R.R. Crossing)	138.4			
			SUNBURY	138.7			
				Distance from Erie			
			SUNBURY	287.5			106
			HORN	287.3			
X	X	X-O	KASE	286.4			135
			NORTHUMBERLAND	285.6			329
X			MOLLY (R-KASE)	282.4			
			MONTANDON	278.8			
X	X		MU (Reading R.R. Crossing)	275.9			
			MILTON	275.0			
X			EAST FAIR	274.4			278
X			WEST FAIR	271.7			
			WATSONTOWN	270.7			
			WATSON	270.3			76
			DEWART	268.5			
X			MONTY (R-NEW-BERRY)*	265.0			
			(Reading R.R. Crossing)				
			MONTGOMERY	264.0			
			CLINTON	263.7			50
X			EAST MUNCY (R-NEWBERRY)*	261.3			
			MUNCY	260.1			232
X			WEST MUNCY	259.0			
X			EAST ALLENS (R-NEWBERRY)*	250.2			
			LYON	248.3			
X			WEST ALLENS	245.3			
X			EAST LINDEN (R-NEWBERRY)*	242.8			239
X			LINDEN	242.5			249
			NISBET	242.2			
X			WEST BUD (R-NEWBERRY)*	239.9			
			JERSEY SHORE	236.1			20
X			PINE (R-RICH)	230.8			
X	X	X	RICH	228.2			
			McELHATTAN	228.1			
X			LANE (R-LOCK HAVEN)	224.8		119	
X	X	X-O	LOCK HAVEN	223.2	115		
			FARRANDSVILLE	217.6			
			FERNEY	212.4			
			BAKER	211.3			178
			GRUGAN	209.5			
			GLEN UNION	209.4			
			RITCHIE	205.0			
			HYNER	201.8			
			QUAIL	201.7			142
			NORTH BEND	198.4			
X			FARWELL (R-DROCTON)	197.5	96		
	X	X	DROCTON	196.4			
			RENOVO	195.2			
		X	DRURY	194.9			
			WESTPORT	189.3			
X	X	X-O	CT	183.2			108
			KEATING	182.8			
			GROVE	173.2			
			SINNEMAHOING	170.9			
X	X	X-O	DF	168.2	99	52	
			DRIFTWOOD	167.9			
X			HY	163.5			
X		X	SC (R-DF)	159.0			
			STERLING RUN	158.5			
X	X	X-O	JN	150.0	89	93	

# MAIN LINE—continued

Interlocking	Interlocking Station	Block Station	STATIONS	Distance From Buffalo	Sidings Assigned direction Car Capacity 50 ft. cars		
					South	North	Both
		X	EMPORIUM.....	121.2			
			LINORE▲..... (R-JN)	120.4			
			SIZERVILLE.....	114.9			
			KEATING SUMMIT.....	107.6			
			LIBERTY.....	104.8			
X	X	X-O	NR.....	103.1			9
			WRIGHTS.....	101.9			
		B	PORT ALLEGANY.....	98.9			143
			TURTLE POINT.....	91.7			
			LARABEE.....	87.7			
			CLERMONT JCT.....	87.5			
X	X	X	CR.....	85.6	97		
			ELDRED.....	84.5			
X		X	SN.....	78.1			
X	X	X-O	WH.....	77.3			
			PORTVILLE.....	76.2			
X			OW.....	73.0			
			SHAW.....	70.8			
			OLEAN.....	70.4			
			FIRST STREET.....	70.2			
		B	AD.....	69.5			
X	X		E-L R.R. CROSSING.....	69.4			
			HINSDALE.....	63.5			
			ISCHUA.....	57.2			
			FRANKLINVILLE.....	49.7			
			NAPIERS.....	46.9			
X	X	X-O	MACHIAS (B.&O.R.R. Crossing).....	44.5			
X			LAKE.....	43.8			93
			DELEVAN.....	38.9			
			ARCADE.....	35.8			
X			BUCK.....	34.3			
X			CHAFFEE.....	32.9			142
			PROTECTION.....	30.3			
X			PERRY.....	27.9			
			HOLLAND.....	26.7			
			SOUTH WALES.....	22.0			
X			WALES.....	21.5			
			EAST AURORA.....	17.2			171
X			HUBBARD.....	15.5			
			JAMISON ROAD.....	14.7			
			SPRINGBROOK.....	10.5			
			GRAVITY.....	8.9			
			EBENEZER.....	6.7			
			UNION.....	6.6			
X	X	X-O	CJ.....	5.7			
			WINCHESTER.....	4.6			
X	X	X	DM (E-L R.R. Crossing).....	2.8			
		X	FW (E-L R.R. and B.C.R.R. Crossing).....	1.9			
X	X	X	SS 49A.....				
			BUFFALO (N.Y.C.R.R.).....				

Mileage in station list is based on the numbered Mile Posts from Buffalo, Erie and Baltimore.

The direction from Buffalo to Emporium is southward.

The direction from JN to Rockville is eastward.

NOTE—\*Newberry is located on Williamsport Branch.

▲Linore is a block station for northward movements on No. 1 track, only.

Grugan is an emergency block station and will be in service only when opened by train order or General Order.

Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
Port Allegany	5.00 A.M. to 1.00 P.M. and 3.00 P.M. to 11.00 P. M. Daily
AD	6.00 A.M. to 10.00 P.M. daily except Saturday and Sunday.

# MAIN LINE—ERIE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From State St. Erie	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		JN (Main Line).....	150.0	89	93	
				EMPORIUM.....	149.9			
				ST. MARYS.....	128.3			216
			X	CAP.....(C-RIDGWAY)(a)	124.4			
				DAGUSCAHONDA.....	123.0			
		B-O		RIDGWAY.....	117.9			
				RIDGWAY SIDING.....	117.1			110
			X	BURG.....(C-RIDGWAY)(a)	110.6			68
				JOHNSONBURG.....	110.2			
				WILCOX.....	103.7			
				SERGEANT.....	98.9			
		B-O		KANE.....	94.7			175
				LUDLOW.....	85.4			
				ROY.....	81.8			
				SHEFFIELD.....	78.9			
				TIONA.....	75.3			
				CLARENDON.....	72.5			
			X	CLARE.....(C-OTTS)	71.7			191
X	X	X-O		OTTS.....	66.5			128
				WARREN.....	65.8			
				STARBRICK.....	63.4			
X	B	B		IRV.....	60.0			95
				IRVINETON.....	59.9			
				YOUNGSVILLE.....	57.3			
				PITTSFIELD.....	54.1			
				GARLAND.....	50.0			
			X	SPRING.....(C-IRV)(b)	44.5			112
				SPRING CREEK.....	44.0			
X	X	X		MS (E-L R.R. Crossing).....	37.1			42
				CORRY.....	37.0			
X	X	X-O		EYE.....	36.5			
X		X		LOVE.....(R-EYE)	33.7			
				ELGIN.....	31.5			
				UNION CITY.....	26.1			148
				WATERFORD.....	18.4			
				JACKSON.....	13.5			
				LANG.....	9.5			
				BELLE VALLEY.....	7.0			
		B-O		ELM.....	2.9			
				ERIE.....				

The distance from Erie (Union Station) to Elm is 2.2 miles.

The direction from Erie to JN is eastward.

Mileage in station list is based on the numbered Mile Posts from Erie.

NOTES—Union City and St. Marys are emergency block stations and will be in service only when opened by train order or General Order.

(a) - Controlled by JN when Ridgway is not in service.

(b) - Controlled by Otts when Irv is not in service.

Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
Elm	7.00 A.M. to 11.00 P.M., Daily
Irv	5.00 A.M. to 1.00 P.M., 6.00 P.M. to 2.00 A.M., Daily
Kane	7.00 P.M. to 3.00 A.M. Daily except Sunday
Ridgway	5.00 A.M. to 1.00 P.M., 8.00 P.M. to 4.00 A.M., Daily

# **ELMIRA BRANCH** **SODUS BAY SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From	Sidings Assigned direction Car Capacity 50 ft. cars		
						South	North	Both
X			X	SODUS POINT	33.4			
				POINT (C-STANLEY) (a)	31.3			
			X	WALLINGTON (N.Y.C.R.R.)	29.7			
				NEW (C-STANLEY) (a)	19.5			115
			X	NEWARK	16.8			
X				ARK (C-STANLEY) (a)	16.3			
				PHELPS JCT. (N.Y.C.R.R.)	10.5			
				ORLEANS	6.6			
X	B	B-O		SENECA CASTLE	4.9			115
				STANLEY				
					Sodus Bay Secondary Track			
X	B	B-O		STANLEY (L.V.R.R. Crossing)	52.2			
				HALL	49.7			
			X	BELLONA	45.7			
				BELL (C-HIMROD JCT.)	44.8			36
				BENTON	43.9			
				PENN YAN	39.8			
		X		HIMROD JUNCTION	32.9			
		X		HIMROD JUNCTION	32.9			
			X	STARK (C-WATKINS GLEN) (b)	29.5			117
				STARKEY	28.3			
			X	ROCK (C-WATKINS GLEN) (b)	24.0			87
				ROCK STREAM	23.8			
		B-O		WATKINS GLEN	17.4			99
				FALLS	15.1			88
				MONTOUR FALLS	14.1			
				MILLPORT	8.4			
			X	PORT (C-WATKINS GLEN) (b)	8.1			36
				PINE VALLEY	5.6			
				HORSEHEADS	1.2			99
					★			
X	X	X-O		HO	80.6			
X				ELMIRA	76.5			
				SOUTHPORT JUNCTION	75.5			
					E-L R.R.			
X		X		SHANNON (R KENDALL)	75.4			
				SOUTHPORT	75.0			
	X	X		KENDALL	74.0			
X				NYPEN	69.4			
				FASSETT	68.1			112
				GILLET	64.4			
		B-O		SNED	60.5			112
				COLUMBIA X ROADS	56.3			
				TROY	51.7			
				DENSE	50.7			106
				COWLEY	45.4			112
				CANTON	38.5			
				GROVER	34.9			
		B-O		LEOLYN	32.5			119
				ROARING BRANCH	27.3			127
			X	MAX (C-LEOLYN) (b)	24.2			104
				RALSTON	23.2			
				BERGAN	20.2			112
				BODINE	18.5			
				TROUT RUN	12.7			117
X	X	X-O	X	COGAN (C-NEWBERRY)	7.8			106
				NEWBERRY (Williamsport Br.)				

The direction from Newberry to Himrod Jct. and from Himrod Jct. to Sodus Point is northward.

NOTES—Cowley and Columbia X Roads are emergency block stations and will be in service only when opened by train order or General Order.

(a) Point, New and Ark controlled by Himrod Jct. when Stanley is not in service.

(b) Port, Rock and Stark controlled by Himrod Jct. when Watkins Glen is not in service.

(c) Max controlled by Newberry when Leolyn is not in service.

\* Distance from Stanley

# Distance from HO

★ Distance from Newberry



**Interlocking, Block and Block-Limit Stations  
in service part-time as follows:**

Station	Hours in service
Leolyn	7.00 A.M. to 3.00 P.M., Daily except Saturday and Sunday
Sned	7.00 A.M. to 3.00 P.M., Daily except Saturday and Sunday
Watkins Glen	7.00 A.M., Monday to 7.00 A.M., Saturday
Stanley	2.00 P.M. to 10.00 P.M., Daily except Saturday and Sunday.*

**NOTE**—\*During the period when Stanley is not in service, signals will not be extinguished, movements may be permitted to Stanley from Bell or Ark Block-Limit Stations.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
				<b>WILLIAMSPORT BRANCH</b>	*			
				“O” TRACK				
X				WILLS (Reading R.R. Crossing) R-MU	249.5			
				WALNUT	248.0			
				WILLIAMSPORT.. } Station Track	247.8			
X	X	X-O		NEWBERRY	246.1			169
X				RIVER (R-NEWBERRY)	242.7			
X				LINDEN (Main Line) ( “O” )	242.5			
X				RIVER (R-NEWBERRY) } “O”	242.7			
X				EAST LINDEN (Main Line) } Trk.	242.8			
				The direction from Linden to Newberry is eastward.				
				* Distance from Erie.				
				<b>BALD EAGLE BRANCH</b>	#			
X	X	X-O		LOCK HAVEN (Main Line)	54.2			
X				POST (R LOCK HAVEN)	52.5			164
				REGION POST (Pgh. Region)	52.0			
				The direction from Region Post—Pgh. Region to Lock Haven is eastward.				
				# Distance from Tyrone.				
				<b>WILKES-BARRE BRANCH</b>	★			
				WILKES-BARRE	62.8	Yard Tracks		
				HART	61.6			
				DIVISION STREET	60.9			
	X			BUTTONWOOD	59.7			
X		X		LOG (R BUTTONWOOD)	59.2			
X		X		LOMIS (R HUNLOCK)	56.4			
				NANTICOKE	55.9			
				EAGLE	54.8			
				HONEY POT	53.5			
X	X	X-O		HUNLOCK	52.4			
				RETREAT	50.7			
				MOCANAQUA	46.2			
				WAPWALLOPEN	41.2			
X				NESCOPECK	35.7			270
				MIFFLIN	30.5			
				EAST BLOOMSBURG	23.3			
X	X	X		NORCA (Reading R.R. Crossing)	21.2			109
				CATAWISSA	20.0			
				CA JUNCTION	19.7			
				SOUTH DANVILLE	10.9			
X	X	X		KIPS	9.5	159	95	
				BANKS	1.8			
X	X	X-O		KASE (Main Line)				
				The direction from Kase to Wilkes-Barre is eastward.				
				★ Distance from Kase.				
				NOTE—Nescopeck is an emergency block and interlocking station and will be in service only when opened by train order or General Order.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				<b>CHAUTAUQUA BRANCH</b>	*			
X	X			BUFFALO (N.Y.C.R.R.) SS 49A				
X	X	X		FW (Main Line)	1.9			
				P. & B. JCT. (B.C.R.R.)	2.0			
				BUFFALO RIVER Movable Bdge.	2.9			
				B. & SW. JCT (B.C.R.R.)	3.1			
X	X	X		FY	4.2			
				CB	7.4			
				BLASDELL	7.5			
				LAKEVIEW	15.6			
				ANGOLA	22.8			
				SILVER CREEK	32.7			
				DUNKIRK	42.3			
		X-O		BM	50.2			
					N.K.P.R.R.			
X	X			BROCTON	50.8			42
X	X			PROSS SHOP TRACK	60.1			
				NORTH NEFF	61.8			163
				SOUTH NEFF	63.8			
				MAYVILLE	65.1			23
				SUMMERDALE SHOP TRACK	70.9			
				SHERMAN	74.6			51
X				DUNN	77.1			
				NORTH PAN	80.0			
X				PANAMA	81.5			268
				SOUTH PAN	82.7			
				CLYMER	86.7			
X	X	X-O		CORRY	93.9			
				EYE	93.9			
X				LOVELL	94.3			
				LOVE	95.2			
				SPARTANSBURG	102.2			
X				CENTERVILLE	109.6			
				NORTH TRY	110.2			
X				TRYONVILLE	111.8			266
				SOUTH TRY	113.5			
				HYDETOWN	117.1			
				TITUSVILLE	120.5			40
X				MILLER FARM	126.0			
				PETRO	130.6			
				REED	133.5			
				ROUSEVILLE	134.5			
				PENN	137.1			
X	X	X-O		OIL CITY	137.5			
				BRIDGE	138.4			
				The distance between Mile Post 93 and Mile Post 94 is 2.6 miles. The distance from junction Main Line—Buffalo at FW to Bridge is 138.4 miles. The direction from FW to FY and BM to Bridge is southward. *Distance from Buffalo				
				<b>ALLEGHENY BRANCH</b>	#			
X	X	X-O		BRIDGE	132.3			
X	X	X		RH	129.5			
				FRANK	123.8			
				FRANKLIN	123.7			
				VENANGO	122.8			350
X				DRAKE	120.5			
X				SANDY	104.9			275
X				WOODS	102.0			
				ROCKLAND	99.1			
X				EMLENTON	89.2			
X				BIRCH	88.6			220
				FOX	86.4			
				FOXBURG	85.5			
				PARKERS LANDING	82.8			
				WEST MONTEREY	78.3			
				MADISON	73.1			139
				SARAH FURNACE	72.0			
X	X	X-O		BRADY	64.6			
				RED BANK	63.5			
				REGION POST (Pittsburgh Reg.)	63.4			
				BRADY SIDING	61.0			264
				PITTSBURGH	0			
				The distance between Brady and Sarah Furnace is 2.0 miles; Birch and Rockland is 7.1 miles and Sandy and Drake is 12.1 miles. The distance from Pittsburgh to Bridge is 121.0 miles. The direction from Region Post (Pgh. Reg.) to Bridge is northward. #Distance from Pittsburgh				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance From	Sidings Assigned direction Car Capacity 50 ft. cars		
							North	South	Both
				<b>WEST SENECA BRANCH</b>		*			
X	X	X-O		GJ (Main Line)					
				MEYER		0.3			
				SQ		4.3			
X	X	X		GB (Chautauqua Branch)		5.2			
				The direction from GJ to GB is southward. * Distance from GJ					
				<b>SALAMANCA BRANCH</b> OIL CITY AND SALAMANCA SECONDARY TRACKS		#			
X	X	X-O		BRIDGE		0.9			
				ROCKMERE		3.7			
			X	ROCK (C-BRIDGE)	Oil City Secondary Track	3.8			
			X	ACE (C-BRIDGE)		12.7			77
				TIONESTA		20.5			
				WEST HICKORY		26.8			
			X	TRUNK (C-IRV)(a)		30.1			37
				TIDIOUTE		35.4			66
			X	GEM (C-IRV)(a)		39.2			
			X	STONE (C-IRV)(a)		49.4			65
				STONE		49.4			
				IRVINETON		50.1			
X	B	B		IRV	Main Line-Erie	60.0			
				WARREN		65.8			
X	X	X-O		OTTS		66.5			
				STRUTHERS	Struthers Running Track	57.3			
				GLADE		58.6			
				FIR	Construction Track	61.6			
				KINZUA		68.7			
				CORYDON		77.3			
				QUAKER BRIDGE		85.3			
				RED HOUSE		91.2			
				END OF BLOCK		93.4			
				SALAMANCA		97.2			
			X	CARL (C-RJ)	Salamanca Sec. Track	102.8			87
				CARROLLTON		102.9			
X	X	X		RJ (E-L R.R. and B. & O.R.R. Crossing)		104.7			
				LIMESTONE	B. & O. R.R.	108.8			
				EAST BRADFORD		112.9			
				BRADFORD		114.1			
				VANDALIA	Salamanca Sec. Track	107.2			
			X	BONY (C-RJ)		113.3			
				ALLEGANY		113.5			
			X	BILL (C-AD)(b)		115.6			
		B		AD		116.3			
				The direction from Bridge to AD is northward. NOTES—(a) - Controlled by Bridge when Irv is not in service. (b) - Controlled by RJ when AD is not in service. ♦ Indicates Block-Limit Stations for southward trains only. # Distance from Oil City					
				<b>RIDGWAY SECONDARY TRACK</b>		★			
		B-O		RIDGWAY (Main Line-Erie)					
				END OF BLOCK SIGN		1.5			
				BROCKWAY (E-L R.R. Crossing)		19.4			
				LANES MILLS		21.4			
				McMINNS		23.2			
X	X	X		FALLS CREEK (Low Grade Sec. Track) (B. & O.R.R. Crossing)		27.2			
				The direction from Ridgway is southward. ★ Distance from Ridgway					

Block and Interlocking Stations in service part time as follows:

Station	Hours in service
Irv	5.00 A.M. to 1.00 P.M. 6.00 P.M. to 2.00 A.M., Daily
AD	6.00 A.M. to 10.00 P.M., Daily except Saturday and Sunday.
Ridgway	5.00 A.M. to 1.00 P.M. 8.00 P.M. to 4.00 A.M., Daily

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
				<b>L. V. JUNCTION SECONDARY TRACK</b>	*			
				L. V. JUNCTION (Main Line).....				
				ELIZABETHVILLE.....	8.5			
				LYKENS.....	14.7			
				The direction from L. V. Junction is westward.				
				*Distance from L. V. Jct.				
				<b>SELINGSGROVE SECONDARY TRACK</b>	#			
				END OF BLOCK.....	17.0			
				McCLURE.....	17.1			
				BEAVER SPRINGS.....	23.3			
				MIDDLEBURG.....	33.0			
			X	SAL..... (C-KASE)	42.8			
				SELINGSGROVE.....	43.3			
				<b>SELINGSGROVE JUNCTION (Main Line)</b>	44.6			
				The direction from Selingsgrove Junction is westward.				
				#Distance from Lewistown.				
				<b>SHAMOKIN SECONDARY TRACK</b>	★			
X	X	X-O		<b>KASE (Main Line)</b>				
				EAST SUNBURY.....	0.8			
				ADAM.....	1.4			
				SNYDERTOWN.....	7.4			
				DEIBLER.....	9.5			
			X	CROWL..... (C-KASE)	11.6			68
				PAXINOS.....	13.4			
				WEIGH SCALES.....	16.0			
				SHAMOKIN.....	18.8			
			X	LUKE..... (C-KASE)	19.7			57
				SCOTT.....	20.9			
				LOCUST.....	24.1			
			X	STATE..... (C-KASE)	24.9			
				SAGON.....	25.8			
				MT. CARMEL.....	27.1			
				The direction from Kase is eastward.				
				★Distance from Kase.				
				<b>MONTANDON SECONDARY TRACK</b>	◆			
				<b>MONTANDON (Main Line)</b>				
X				LEWISBURG.....	1.6			
				UR (Reading R.R. Crossing) (R-MU)	1.8			
				VICKSBURG.....	7.0			
				MIFFLINBURG.....	10.8			
				MILLMONT.....	16.2			
			X	IRON..... (C-KASE)	19.5			
				GLEN IRON.....	19.6			
				CENTRE HALL.....	49.1			
				LEMONT.....	58.2			
				ROCKVIEW.....	62.0			
				REGION POST (Pgh. Region)	63.4			
			X	WHITE (Bellefonte Sec. Track).....	63.4			
				(C-MILES)				
			X	PLEASANT GAP.....	63.8			
				FONT..... (C-MILES)	67.1			
				BELLEFONTE.....	67.3			
				The direction from Montandon is westward.				
				◆Distance from Montandon.				
				<b>WATSONTOWN SECONDARY TRACK</b>	+			
				<b>WATSONTOWN (Main Line)</b>				
				McEWENSVILLE.....	2.4			
				STRAWBERRY RIDGE.....	12.6			
				JERSEYTOWN.....	16.8			
				EYERSGROVE JCT.....	20.2			
				LIGHT STREET.....	28.0			
				FOWLERSVILLE.....	33.9			
				LASALLE STREET.....	38.5			
				BERWICK.....	39.1			
				The direction from Watontown is eastward.				
				♣Distance from Watontown.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From	Sidings Assigned direction Car Capacity 50 ft. cars		
						North or East	South or West	Both
				<b>ROCHESTER SECONDARY TRACK</b>	★			
				ROCHESTER (TROUP ST.) TERMINAL	3.6	Terminal Running Track		
X	X	X	X	TERM (C-GENESEE JCT)	3.6			
				GENESEE JCT. (N.Y.C.R.R.)	5.8			
				SCOTTSVILLE	12.3			
				WADSWORTH JCT	14.5			
X				WADSWORTH JCT. } Construction D. L. & W. JCT. } Track	14.5 35.3			
				HINSDALE (Main Line)	98.7			
					*			
				WADSWORTH	386.7			
X	X	X		RETROF JCT (P.R.R.)	393.3			
				P. & L. JCT.	394.1			
X	X	X		BATAVIA	410.5			
X	X	X		NIAGARA JCT.	438.0			
X	X	X		TIFFT JCT.	442.2			
X	X	X		CLINTON ST. } R— RIDGE ROAD } Niagara Jct.	443.7 450.9			
				TIFFT TERMINAL	452.1			
					◆			
		X		FW (Main Line)	0.5			
		X		P. & B. JCT.	0.6			
		X		BUFFALO RIVER Mvble Bdge	1.8			
X	X			B. & SW. JCT	1.9			
				LAKE SHORE CROSSING	2.0			
					♣			
				PENN YARD	6.4			
				SB	5.8			
				SQ	4.3			
				MEYER	0.3			
X	X	X		GJ (Main Line)				
				The direction from Term to Wadsworth Jct. is Southward; from Penn Yard is Northward.				
				NOTES—★ Distance from Rochester * Distance from New York ◆ Distance from Howard St. ♣ Distance from GJ				
				D. L. & W. Jct. is an interlocking station in service only when required.				
				<b>LOW GRADE SECONDARY TRACK</b>	♣			
X	X	X-O		BRADY (Allegheny Br.)				76
				RED BANK ( " " )	0.0			
			X	AW (C-BRADY)	5.8			
				LAWSONHAM	5.8			
				ST. CHARLES	14.8			
			X	HF (C-GH) (e)	17.3			59
				BOSTONIA	19.2			
				NEW BETHLEHEM	20.4			
			X	OD (C-GH) (e)	23.0			52
				HAWTHORN	23.9			
			X	MY (C-GH) (e)	25.5			51
		B	B	SU (C-GH) (e)	34.1			73
				SUMMERVILLE	34.1			
		B		GH	40.9			27
				BROOKVILLE	41.5			
			X	BE (C-GH) (e)	44.7			95
			X	RS (C-GH) (e)	56.0			50
				REYNOLDSVILLE	56.1			
				SHERWOOD	58.1			
X	X	X		FALLS CREEK (B. & O.R.R.)	62.7			75
				DUBOIS	65.1			
			X	DB (C-FALLSCREEK)	65.7			76
			X	SA (C-DF)	70.6			
				SUMMIT	71.0			
				PENFIELD	77.6			
				TYLER	81.7			
			X	VI (C-DF)	84.9			
				MEDJX RUN	90.5			
			X	BA (C-DF)	93.6			74
			X	DR (C-DF)	108.0			
				DRIFTWOOD (Main Line)	110.0			
X	X	X-O		DF	110.1			

The direction from Brady to Driftwood is eastward.

NOTES—(e) SU when GH is not in service; Brady when SU and GH are not in service.

♣ Distance from Red Bank.

## Block and Block-Limit Stations in service part time as follows:

Station	Hours in service
<b>SU (Block Station)</b>	4.00 P.M. to 12.01 A.M. Daily, except Sunday.
<b>SU (Block-Limit Station)</b>	12.01 A.M. to 4.01 P.M. Daily, except Sunday. 12.01 A.M. Sunday to 12.01 A.M. Monday.
<b>GH</b>	12.01 A.M. to 4.01 P.M. Daily.

NOTE— During the period when GH is not in service, signal lights will not be extinguished.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From	Sidings Assigned direction Car Capacity 50 ft. cars		
						North or East	South or West	Both
				<b>CLERMONT SECONDARY TRACK</b>	*			
				CLERMONT JCT. (Main Line).....				
				LARABEE.....	0.2			
				CORYVILLE.....	2.4			
				SMETHPORT.....	9.0			
				END OF TRACK.....	9.6			
				The direction from Clermont Jct. is southward.				
				*Distance from Clermont Jct.				
				<b>FARMERS VALLEY SECONDARY TRACK</b>	#			
				CORYVILLE.....				
				FARMERS VALLEY.....	3.9			
				The direction from Coryville is southward.				
				#Distance from Coryville.				
				<b>No. 401 SECONDARY TRACK</b>	★			
X	X	X-O		BRADY (Allegheny Br.).....				
				<b>CROSSOVER AT SOUTH END PHILLIPSTON YARD</b>	0.5			
				The direction from Brady is northward.				
				★Distance From Brady				
				<b>NOS. 1, 2, 3, 4, 5 and 6 RUNNING TRACKS</b>	◆			
				CROSS-OVER TO MAIN TRACK WEST OF ELM ST. SWITCH 792 FEET EAST OF MILE POST 2.....	No. 6			
					0.6			
X	X			SWITCH 792 FEET EAST OF MILE POST 2.....	Nos. 3 & 4			
				XC (N.Y.C.R.R.).....		0.6		
				SEVENTH STREET.....		0.8		
						1.5		
				SEVENTH STREET.....	No. 5	1.5		
				SASSAFRAS STREET.....		3.0		
X				SASSAFRAS STREET.....	Nos. 1 & 2	3.0		
				DOCK JCT. (P.R.R.).....		5.2		
				DOCK JCT. (N.Y.C.R.R.).....		6.2		
				The direction from cross-over to main track west of Elm St., to Dock Jct. is westward.				
				◆Distance from Crossover West of Elm St.				
				<b>NO. 12 SECONDARY TRACK</b>	◆			
		B-O		ELM (Main Line-Erie).....				
				BELLE VALLEY.....	4.1			
				CROSS-OVER 1400 FEET EAST OF MILE POST 7.....	4.3			
				The direction from Elm is eastward				
				◆Distance from Elm				

## Block Station in service part-time as follows:

Station	Hours in service
<b>Elm</b>	7.00 A.M. to 11.00 P.M., Daily

**EMPORIUM TO ERIE — WESTWARD****FIRST CLASS**

STATIONS	FIRST CLASS			
	581			
	DAILY			
	A. M.			
EMPORIUM.....	\$ 5.35			
ST. MARYS.....	\$ 6.16			
CAP.....	6.24			
RIDGWAY.....	\$ 6.35			
	6.46			
RIDGWAY SIDING.....	6.47			
BURG.....	6.56			
JOHNSONBURG.....	\$ 7.02			
WILCOX.....	7.09			
KANE.....	\$ 7.30			
ROY.....	7.50			
SHEFFIELD.....	B 7.56			
CLARE.....	8.08			
OTTS.....	8.14			
WARREN.....	\$ 8.20			
IRV.....	8.28			
YOUNGSVILLE.....	B 8.32			
SPRING.....	8.51			
MS.....	9.02			
CORRY.....	\$ 9.10			
EYE.....	9.11			
LOVE.....	9.13			
UNION CITY.....	\$ 9.27			
WATERFORD.....	9.37			
JACKSON.....	9.43			
LANG.....	9.48			
ELM.....	9.57			
ERIE.....	\$ 10.05			
	A. M.			
	581			

**ERIE TO EMPORIUM — EASTWARD****FIRST CLASS**

STATIONS	FIRST CLASS			
	580			
	P. M.			
EMPORIUM.....	\$ 10.10			
ST. MARYS.....	\$ 9.37			
CAP.....	9.27			
RIDGWAY.....	\$ 9.18			
	9.08			
RIDGWAY SIDING.....	9.07			
BURG.....	9.00			
JOHNSONBURG.....	\$ 8.57			
WILCOX.....	8.47			
KANE.....	\$ 8.28			
ROY.....	7.58			
SHEFFIELD.....	A 7.52			
CLARE.....	7.41			
OTTS.....	7.34			
WARREN.....	\$ 7.31			
IRV.....	7.16			
YOUNGSVILLE.....	A 7.12			
SPRING.....	6.57			
MS.....	6.50			
CORRY.....	\$ 6.48			
EYE.....	6.38			
LOVE.....	6.35			
UNION CITY.....	\$ 6.24			
WATERFORD.....	6.13			
JACKSON.....	6.07			
LANG.....	6.02			
ELM.....	5.53			
ERIE.....	\$ 5.45			
	P. M.			
	DAILY			
	580			

# HARRISBURG TO BUFFALO—WESTWARD—NORTHWARD

	FIRST CLASS			
	571 DAILY EX. SUN.	573 SUN. ONLY	575 DAILY	
	A. M.	A. M.	P. M.	
HARRISBURG	\$ 11.25	\$ 11.25	\$ 11.35	
(Phila. Region)	11.36	11.36	11.46	
ROCKVILLE	F 12.00	\$ 12.01	F 12.10	
MILLERSBURG	\$ 12.31	\$ 12.34	\$ 12.41	
SUNBURY	# 12.43	# 12.51		
KASE	12.45	12.36	12.53	
MONTANDON			F 1.00	
MILTON	\$ 1.00	\$ 12.51	F 1.07	
WATSONTOWN			F 1.13	
MONTGOMERY			F 1.21	
MUNCY	\$ 1.20	\$ 1.11		
EAST ALLENS	1.30	1.21	1.39	
WEST ALLENS	1.40	1.31	1.49	
WILLIAMSPORT	\$ 2.05	\$ 1.55	\$ 2.20	
(Williamsport Br.)	# 2.20	# 2.05	# 2.40	
LINDEN	2.30	2.16	2.50	
JERSEY SHORE	E 2.39	F 2.27		
McELHATTAN	2.51	2.37	3.11	
LOCK HAVEN	\$ 2.57	\$ 2.45	\$ 3.17	
	# 3.03	# 3.22		
DROCTON	3.35	3.15	3.55	
RENOVO	\$ 3.37	\$ 3.17	\$ 3.58	
	# 3.47	# 3.24	# 4.12	
DRURY	3.48	3.25	4.13	
CT	4.04	3.41	4.29	
DF	4.26	4.03	4.51	
HY	4.33	4.10	4.57	
SC	4.39	4.16	5.03	
JN	4.51	4.28	5.16	
EMPORIUM	\$ 4.55	\$ 4.35	\$ 5.17	
			# 5.42	
NR	5.23	5.03	6.07	
PORT ALLEGANY	\$ 5.34	\$ 5.14	\$ 6.20	
CLERMONT JCT.	5.47	5.25	6.30	
CR	5.49	5.27	6.32	
ELDRED	\$ 5.54	\$ 5.30		
SN	6.03	5.37	6.41	
WH	6.04	5.38	6.42	
OW	6.09	5.43	6.48	
OLEAN	\$ 6.12	\$ 5.50	\$ 6.53	
	# 6.30		# 7.03	
AD	6.32	5.52	7.05	
HINSDALE	6.40	5.59	7.12	
FRANKLINVILLE	\$ 6.57	F 6.16	7.27	
MACHIAS	7.04	6.22	7.32	
LAF	7.05	6.23	7.33	
ARCA	F 7.16	6.33		
BUCH	7.19	6.35	7.45	
CHAFEE	7.21	6.37	7.47	
PERR	7.26	6.42	7.52	
WALE	7.34	6.49	7.59	
EAST / UROA	\$ 7.40	\$ 6.55	\$ 8.05	
HUBBARD	7.43	6.59	8.09	
GJ	7.54	7.10	8.19	
DM	7.58	7.14	8.22	
FW	8.01	7.18	8.26	
SS 49A (NYC)	8.04	7.22	8.29	
BUFFALO	\$ 8.15	\$ 7.35	\$ 8.40	
	P. M.	P. M.	A. M.	
	571	573	575	



**BUFFALO TO HARRISBURG—SOUTHWARD—EASTWARD****FIRST CLASS**

570	572	576	574	
P. M.	P. M.	P. M.	A. M.	
\$ 5.43	\$ 5.40	\$ 6.40	\$ 4.20	
5.32	5.29	6.25	4.09	
\$ 5.00	\$ 5.05	\$ 5.55		
# 4.28		# 5.30	# 3.17	
\$ 4.18	\$ 4.33	\$ 5.20	\$ 3.07	
4.16	4.29	5.18	3.05	
\$ 4.03	\$ 4.17	\$ 4.58	F 2.55	
		4.57	F 2.46	
\$ 3.42	\$ 3.57	\$ 4.29		
3.30	3.45	4.15	2.25	
3.20	3.35	4.05	2.15	
# 3.05	# 3.20	# 3.50	# 2.00	
\$ 2.50	\$ 3.12	\$ 3.35	\$ 1.40	
2.33	2.55	3.18	1.20	
\$ 2.16	\$ 2.47	\$ 3.09		
2.07	2.36	2.55	12.57	
# 2.01		# 2.49	# 12.51	
\$ 1.56	\$ 2.30	\$ 2.44	\$ 12.45	
1.24	1.56	2.12	12.13	
# 1.22	# 1.54	# 2.10	# 12.11	
\$ 1.12	\$ 1.47	\$ 2.00	\$ 12.01	
1.11	1.46	1.59	12.00	
12.52	1.29	1.42	11.42	
12.32	1.09	1.22	11.25	
12.24	1.01	1.14	11.17	
12.18	12.55	1.08	11.11	
12.06	12.44	12.56	10.59	
\$ 12.05	\$ 12.43	\$ 12.55	# 10.58	
			\$ 10.29	
11.37	12.13	12.28	\$ 9.59	
\$ 11.30	\$ 12.06	\$ 12.21	\$ 9.52	
11.17	11.55	12.08	9.39	
11.15	11.53	12.06	9.37	
\$ 11.13	\$ 11.51	\$ 12.04	9.35	
11.06	11.43	11.57	9.28	
11.05	11.42	11.56	9.27	
10.58	11.36	11.50	9.22	
# 10.55	\$ 11.32	# 11.45	# 9.19	
\$ 10.45		\$ 11.34	\$ 9.06	
10.43	11.28	11.32	9.04	
10.35	11.20	11.24	8.56	
\$ 10.19	\$ 11.05	\$ 11.09	8.42	
E 10.11	10.57	E 11.01	8.36	
10.09	10.55	10.59	8.35	
9.58	10.46	10.48	8.24	
9.52	10.43	10.42	8.22	
9.49	10.40	10.39	8.20	
9.43	10.34	10.33	8.15	
9.36	10.27	10.26	8.08	
\$ 9.31	\$ 10.22	\$ 10.21	\$ 8.02	
9.28	10.18	10.18	7.59	
9.18	10.08	10.08	7.49	
9.15	10.05	10.05	7.46	
9.13	10.03	10.03	7.43	
9.11	10.01	10.01	7.41	
\$ 9.00	\$ 9.50	\$ 9.50	\$ 7.30	
A. M.	A. M.	A. M.	P. M.	
DAILY EX. SAT. & SUN.	SUN. ONLY	SAT. ONLY	DAILY	
570	572	576	574	

**WILLIAMSPORT BRANCH**  
**WILLIAMSPORT TO LINDEN—WESTWARD**

STATIONS	FIRST CLASS			
	5741	575	573	
	DAILY	DAILY	SUN. ONLY	
	A.M.	A.M.	P.M.	
LINDEN.....		2.50	2.16	
EAST LINDEN.....	2.10			
RIVER.....	2.09	2.49	2.15	
NEWBERRY.....	2.05	2.44	2.10	
WILLIAMSPORT.....	\$ 2.00	\$ 2.40	\$ 2.05	
	A.M.	A.M.	P.M.	
	5741	575	573	
	571	5701	5721	5761
	DAILY	DAILY	SUN. ONLY	SAT. ONLY
	P.M.	P.M.	P.M.	P.M.
LINDEN.....	2.30			
EAST LINDEN.....		3.15	3.30	4.00
RIVER.....	2.29	3.14	3.29	3.59
NEWBERRY.....	2.25	3.10	3.24	3.54
WILLIAMSPORT.....	\$ 2.20	\$ 3.05	\$ 3.20	\$ 3.50
	P.M.	P.M.	P.M.	P.M.
	571	5701	5721	5761

**LINDEN TO WILLIAMSPORT—EASTWARD**

STATIONS	FIRST CLASS			
	574	5750	5730	5710
	A.M.	A.M.	P.M.	P.M.
	A.M.	A.M.	P.M.	P.M.
LINDEN.....	1.20			
EAST LINDEN.....		1.54	1.35	1.45
RIVER.....	1.21	1.55	1.36	1.46
NEWBERRY.....	1.31	2.06	1.44	1.54
WILLIAMSPORT.....	\$ 1.40	\$ 2.20	\$ 1.55	\$ 2.05
	A.M.	A.M.	P.M.	P.M.
	DAILY	DAILY	SUN. ONLY	DAILY EX. SUN.
	574	5750	5730	5710
	570	572	576	
	P.M.	P.M.	P.M.	
LINDEN.....	2.33	2.55	3.18	
EAST LINDEN.....		2.56	3.19	
RIVER.....	2.34	3.04	3.27	
NEWBERRY.....	2.42	3.12	3.35	
WILLIAMSPORT.....	\$ 2.50	\$ 3.12	\$ 3.35	
	P.M.	P.M.	P.M.	
	DAILY	SUN. ONLY	SAT. ONLY	
	570	572	576	

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## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Buffalo #	7.00 AM to 2.00 AM	7.00 AM to 2.00 AM	7.00 AM to 2.00 AM
East Aurora* #	8.00 AM to 5.00 PM	Closed	Closed
Arcade* #	8.00 AM to 5.00 PM	Closed	Closed
Machias* #	8.00 AM to 5.00 PM	Closed	Closed
Franklinville* #	8.00 AM to 5.00 PM	Closed	Closed
Olean #	5.30 AM to 10.30 PM	5.30 AM to 10.30 PM	5.30 AM to 10.30 PM
Eldred* #	8.00 AM to 5.00 PM	Closed	Closed
Port Allegany* #	5.00 AM to 1.00 PM 4.00 PM to 11.59 PM	5.00 AM to 1.00 PM 4.00 PM to 11.59 PM	5.00 AM to 1.00 PM 4.00 PM to 11.59 PM
Emporium* #	8.00 AM to 6.00 PM	Closed	Closed
Erie #	8.00 AM to 11.00 PM	8.00 AM to 11.00 PM	8.00 AM to 11.00 PM
Union City* #	8.00 AM to 10.00 AM 2.00 PM to 5.00 PM	Closed	Closed
Corry #	8.00 AM to 5.00 PM 6.00 PM to 8.00 PM	8.30 AM to 10.30 AM 6.00 PM to 8.00 PM	8.30 AM to 10.30 AM 6.00 PM to 8.00 PM
Warren #	8.00 AM to 8.30 PM	8.00 AM to 10.00 AM 6.30 PM to 8.30 PM	8.00 AM to 10.00 AM 6.30 PM to 8.30 PM
Sheffield* #	1.00 PM to 5.00 PM	Closed	Closed
Kane* #	6.45 AM to 10.45 AM 7.00 PM to 3.00 AM	7.00 PM to 3.00 AM	Closed
Johnsonburg* #	6.30 AM to 2.30 PM	6.30 AM to 2.30 PM	6.30 AM to 2.30 PM
Ridgway* #	6.00 AM to 10.00 PM	6.00 AM to 10.00 PM	2.00 PM to 10.00 PM
St. Marys* #	6.00 AM to 5.00 PM 6.00 PM to 10.00 PM	6.00 AM to 8.00 AM 8.00 PM to 10.00 PM	6.00 AM to 8.00 AM 8.00 PM to 10.00 PM
Renovo*	1.00 PM to 1.30 PM 3.00 PM to 3.30 PM	Closed	Closed
Lock Haven* #	1.00 PM to 4.00 PM	Closed	Closed
Williamsport #	8.00 AM to 5.00 PM	Closed	Closed
Muncy* #	8.00 AM to 5.00 PM	Closed	Closed
Watsonstown* #	8.00 AM to 5.00 PM	Closed	Closed
Milton* #	8.00 AM to 5.00 PM	Closed	Closed
Sunbury* #	8.30 AM to 5.30 PM	Closed	Closed
Millersburg* #	8.00 AM to 11.59 AM	Closed	Closed

### NOTES—

\*Closed New Year's, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas.

#During Daylight Saving Time, offices will open and close one hour earlier than indicated above.

# U. S. MAIL WORK

STATIONS	Southward		Northward		Eastward		Westward	
	570 576		571		580		581	
Turtle Point	CD		J					
Wrights	CD		CD					
	Eastward		Westward					
	570 576		571					
Farrandsville	E		D					
McElhattan			D					
Jersey Shore			E					
Montgomery			CD					
Millersburg			E					
Wilcox							1 D	
Sergeant							2 D	
Ludlow							1 CD	
Sheffield					1CD		1CD FG	
Clarendon							2 D	
Irvineton							1 D	
Youngsville					2 C		FG 1 CD	
Pittsfield							1 D	
Garland							1 D	
Spring Creek							1 D	
Elgin					1 CD		1 CD	
Waterford					2 C		G	

C—Mail caught from crane only.

D—Mail delivery only.

CD—Mail caught and delivered.

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

F—Train stops, Sunday only mail received or delivered, or both.

G—Stop on request of Railway Postal clerk to deliver preferential mail.

J—Stop on signal to receive or deliver bulky or fragile parcel post matter.

1—Daily except Sunday.

2—Daily except Sundays and holidays.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A.

U.S. letter box is located on platform at Olean. Trainmen will not start the train until postal clerk has made letter box collection. At non-station stops where mail is delivered, a speed of 30 miles per hour must not be exceeded.

ARRANGED FREIGHT TRAIN SERVICE

Canadian Connections.

<b>*CN-4, Moves Cars From:</b> CN 486, 12.45 A.M. Pt. Huron CN 465, 7.00 A.M. Toronto CN 305, 10.00 A.M. Toronto CN 463, 9.00 P.M. Toronto	<b>Moves Cars To:</b> BF - 4, -12.30 A.M. Enola CBF-2, - 3.00 A.M. Conway BNY - 16, - 5.00 A.M. New York OC - 4, - 9.00 A.M. Oil City	<b>Moves Cars From:</b> CN 511, 8.00 A.M. London CN 487, 1.00 P.M. Pt. Huron CN 306, 3.00 P.M. Toronto CN 464, 5.00 P.M. Toronto	<b>Moves Cars To:</b> CN 511, 8.00 A.M. London CN 487, 1.00 P.M. Pt. Huron CN 306, 3.00 P.M. Toronto CN 464, 5.00 P.M. Toronto
<b>* NOTE- CN-4 will have all cars subject to U.S. Custom Inspection from C.N. Ry.</b>			
<b>CN-8, Moves Cars From:</b> CN 469, 11.00 A.M. Toronto CN 488, 12.45 P.M. Pt. Huron CN 510, 3.00 P.M. London	<b>Moves Cars From:</b> BF - 4, -12.30 A.M. Enola (Auto parts) CBF-2, - 3.00 A.M. Conway BNY-16, - 5.00 A.M. New York OC-4, - 9.00 A.M. Oil City BF-20, - 9.00 A.M. Olean BF - 14, -12.30 P.M. Enola	<b>Moves Cars From:</b> BF - 21, - 8.00 A.M. Olean CBF-1, - 8.00 A.M. Conway BF - 7, - 2.30 P.M. Enola	<b>Moves Cars To:</b> CN 489, 2.00 A.M. Pt. Huron CN 466, 7.00 A.M. Toronto CN 511, 8.00 A.M. London CN 468, 10.30 P.M. Toronto
<b>MC-8, Moves Cars From:</b> MC ★ WD-2, 6.00 P.M. Detroit MC ★ JS-2, 8.30 P.M. Detroit			<b>MC, # NC-1, 12.30 A.M. Detroit</b>

# NOTE- Cars moved from Victoria by 10.30 P.M. Transfer to Welland for NC-1 pick-up.

FROM CN RY.		STATIONS		TO CN RY.		To MCR Y.
From MC RY.		Arrive	Leave	CN-3 (1-2)	CN-7 (1)	MC-7 (1)
MC-8 (1)	CN-4 (1)			A. M.	P. M.	P. M.
P. M.	P. M.					
10.00	1.15		EBENEZER	8.00	3.35	4.30
8.45	12.15		BLACK ROCK	9.30	4.45	5.30
7.00	11.45		FORT ERIE (CN RY.)	10.15	5.30	6.45
8.15			VICTORIA (MC RY.)			
P. M.	A. M.	Leave	Arrive	A. M.	P. M.	P. M.
		(1) Daily (2) Operates via Belt Line				

# ARRANGED FREIGHT TRAIN SERVICE — SOUTHWARD — EASTWARD

The time shown conveys no timetable authority.

Stations	BF-4 (1)	RB-2 (7)	CBF-2 (1)	EP-1 (5)	BNY-16 (1)	OC-4 (1)	BF-20 (1)	W-10 (10)*	BF-14 (11)	BF-18 (1)	SO-2 (1)	PB-2 (4)	BR-4 (4)	W-2 (1)	R-64 (4)
Arrive	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
Renovo.....	9.00				11.30		Nor. Reg. G.O. No. 914 Page 20 Column 7	6.15 3.45	8.30					7.00	9.30
Driftwood.....		4.30	1.30								8.00	11.00			8.00
Brady.....		1.00	9.00			2.30					4.30	8.00			10.30
Oil City.....															
Emporium.....	7.15				10.00			1.00 8.30						3.40	
Ridgway.....															
Kane.....															
Warren.....															
Corry.....			6.45			12.15								12.01	
Rochester.....													1.30	10.15	
Wadsworth Jct.....													10.30		
Erie.....				4.30										8.30	
Dock Jct.....				4.00											
Olean.....	4.00								3.30	4.30					
Buffalo.....	12.30		3.00		5.00	9.00			12.01	1.30			8.30		
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

- (1) Daily.  
(4) Daily except Sunday.  
(5) Daily except Tuesday.  
(6) Daily except Sat. and Sun.  
(7) Daily except Sat. and Sun.  
(8) Daily except Tues. and Wed.  
(9) Daily except Sat. and Sun. (Operates Sat. when needed).  
(10) Daily except Sat.  
(11) Daily except Monday and Tuesday.  
(12) Operates Tuesday, Thursday and Saturday.  
(\*) Operates one hour earlier during Daylight Saving Time.

# ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no timetable authority.

Stations	PF-1 (3)	BF-21 (1)	SO-1 (1)	BF-7 (1)	W-9 (4)*	BF-3 (1)	EP-2 (4)	BR-3 (4)	BF-19 (1)	R-63 (5)	RB-1 (7)	OC-3 (1)	CBF-1 (1)	W-5 (1)	BF-5 (1)
Leave	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Renovo.....		Nor. Reg. G.O.		7.45	10.00	12.01				8.30				10.30	11.00
Driftwood.....					12.30					9.30					
Brady.....	2.15	No. 914 Page 21	4.30							7.00	8.30	9.00	1.00		
Oil City.....	4.30	Column 2	10.30								12.30		2.30		
Emporium.....				9.00	3.00									4.45	12.30
Ridgway.....					6.00										
Kane.....															
Warren.....														7.30	
Corry.....												11.45	4.45		
Rochester.....															
Wadsworth Jct.....								6.00							
Erie.....								9.00							
Dock Jct.....														8.45	
Olean.....				10.45											
Buffalo.....		9.00	9.00	2.30		6.00		11.00	6.30			3.00	8.00		2.30
Arrive	A. M.	5.00	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

- (1) Daily.  
 (3) Daily except Tuesday.  
 (4) Daily except Sunday.  
 (5) Daily except Monday.  
 (7) Daily except Sat. and Sun.  
 (8) Daily except Monday and Tuesday.  
 (9) Daily except Sat. and Sun. (Operates Sat. when needed)  
 (10) Daily except Sat.  
 (11) Operates Monday, Wednesday and Friday.  
 (\*) Operates one hour earlier during Daylight Saving Time.

# ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority.

Stations	AN-3 (1)	BF-3 (1)	EC-1 (6)	SA-1 (1)	S-80 (6)	S-97 (4)	RS-5 (7)	W-9 (2)*	BF-5 (1)	S-82 (1)	EC-3 (1-3)	WR-1 (2)	BC-7 (1)*	BF-7 (1)	W-5 (1)
Harrisburg.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Enola.....		5.00	6.15		8.00				3.45	4.30	6.30			9.45	
Rockville.....		5.30	6.45		8.30				4.15	5.00	7.00			10.15	
Kase.....					9.45	1.30				7.15	8.45				
Buttonwood.....					12.15	8.30				9.15			11.59		
Hudson.....					3.00					11.45			9.30		
Northumberland.....	5.00		10.00			1.45					9.00			1.00	
Newberry.....			1.00	7.30			1.30				11.59				
Newberry.....	6.45														
Southport.....				3.30			10.00				4.30	8.15			
Lock Haven.....	8.15			9.00			2.30		8.50		7.30			4.00	
Renovo.....		11.15					4.00		10.00			11.00	3.00	5.00	
Renovo.....		12.01						10.00	11.00			12.15		7.45	10.30
Altoona.....	12.45	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.

- (1) Daily.  
 (2) Daily except Sunday.  
 (3) Daily except Tues. Newberry to Southport.  
 (4) Daily except Sat. and Sun.  
 (5) Daily except Tuesday.  
 (6) Daily except Tuesday.  
 (7) As required during Lake Coal Season.  
 (8) Daily except Monday and Tuesday.  
 (\*) Operates one hour earlier during Daylight Saving Time.



# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority.

Stations	AS-20 (5)	S-81 (1)	WR-2 (3)	AS-2 (1)	S-98 (4)	AMC-2 (1)	W-2 (7)	EC-2 (3)	RS-6 (5-7)	BF-4 (1)	AS-22 (5-6)	BNY-16 (1)	AS-24 (5)	S-83 (8)	AS-26 (5)	W-10 (9)*	BF-14 (1)	EC-6 (1)	AN-16 (1)	CSB-8 (1)
Harrisburg	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
Enola		5.30					9.45	5.30		3.30		6.30		7.15			4.30	3.30		
Rockville		5.00					9.00	5.15		3.00		6.00		6.45			4.00	3.00		
Kase		3.30			4.45									5.00						4.00
Buttonwood		1.00			7.00									2.30						5.45
Hudson					8.30															7.00
Northumberland					4.30	3.30	7.30	3.30									2.30	1.00	8.45	
Watson town																	12.35	11.00	5.15	
Newberry								1.00												
Newberry			4.15	8.15				11.30												
Southport	9.45			12.15				8.00	2.30	7.00			11.00		3.45					
Lock Haven	4.30		3.15	7.00		11.30	4.00		9.15	1.30		2.30	5.30		10.15		10.50		3.45	2.00
Renovo			1.30				2.30		8.00	10.00		1.30					9.30			
Renovo							7.00			9.00		11.30				6.15	8.30			
Altoona	12.30			3.30		7.00					9.30		1.30		6.00				10.30	11.45
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

- (1) Daily.  
 (2) Daily except Sun.  
 (3) Daily except Mon.  
 (4) Daily except Sat. and Sun.  
 (5) Operates during Lake Coal Season.  
 (6) Will be operated when more than three trains of coal are available to move.  
 (7) Operates as required.  
 (8) Daily except Wednesday.  
 (9) Daily except Saturday.  
 (\*) Operates one hour earlier during Daylight Saving Time.

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Uniforms

**100J-1A.** Designated uniformed employes must wear the standard uniform October 1st to April 30th, both inclusive.

The uniform designated for summer use only may be worn May 1st to September 30th, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

### Employees Permitted to Ride on Engines, etc.

**100O-1A.** Referring to **Rule O**, the following designated employes will be permitted to ride on freight trains and engines.

Train Dispatchers.

Movement Directors.

Asst. Train Masters in the discharge of their duties.

Yardmasters in their districts.

Supervisors of C. and S., Assistants, C. and S. Inspectors, Foremen and Maintainers in their district.

Supervisors of Track, Assistants and Foremen in their districts.

Maintenance of Equipment Mechanics in discharge of their duties.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Other persons must hold proper transportation issued by the Superintendent Transportation.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the operating cab of an engine hauling a passenger train, two men in addition to the crew.

### Personal Injuries.

**100R-1A.** Injuries to persons or employes must be reported immediately to the Superintendent Transportation by wire and a full report made to the head of the department within twenty-four hours.

**100R-1B.** Equipment involved in personal injury must be reported to inspectors immediately for their inspection and report.

**100R-2A. Medical Officers and Surgeons.** All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Buffalo, N.Y.	C. H. Hartley, Regional Medical Officer Res. 192 Northwood Drive, Kenmore 17, N.Y. Office, Seneca and Louisiana Sts. Hours, 8.00 A.M. to 3.30 P.M.	TR 6-5071 TL 2-5820 Ext. 220
	James A. Werick Part-Time Medical Officer Office, Seneca and Louisiana Sts. Hours, 8 A.M. to 12.00 Noon Mon. 8 A.M. to 11.00 A.M. Wed. 8 A.M. to 12.00 Noon Thurs. 2.30 P.M. to 4.30 P.M. Friday	TL 2-5820 Ext. 220
	Dr. Philip B. Wels, (Surgeon) Office: 1275 Delaware Ave. Res. 126 Meadow Road	TT 2-6788 TR 5-4434
	Jack W. Herrmann, (Surgeon) Office, 73 High St. Res. 162 Brantwood Road	TT 4-3333 TF 5-1111

Location	Name and Address	Telephone Number
Buffalo, N. Y.	Carrol J. Shaver, (Surgeon) Offices, 5489 Broadway Lancaster, N. Y. 154 Cazenovia St. Res. 112 Greenaway Road	NT 3-6683 TA 2-0339 TF 4-1857
	I. J. Koenig, (Oculist) Office, (Hotel Westbrook), 675 Delaware Ave. Res. 6939 Old Lake Shore Road, Lakeview, N. Y.	TT 3-9907 NA 7-7264
East Aurora, N. Y.	W. H. Putney, (Surgeon) Office and Res., 519 Main St.	East Aurora NL 2-0135
Olean, N. Y.	John M. Godfrey Part-Time Medical Officer 201 S. Union St.	FR 2-0141 FR 2-2822
	N. P. Johnson, (Surgeon) Office, So. Union & E. Henley St. Res. Windfall Rd.	FR 2-0141 FR 2-4969
Port Allegany, Pa.	R. A. Niles, (Surgeon) Office, Main Street Res., Main Street	2-2830 2-2420
Rochester, N. Y.	A. A. Fisher, (Surgeon) Part-Time Medical Officer Office, 415 Park Ave. Res. 53 Pickford Drive.	GI 2-1410 GI 2-1213
Erie, Pa.	L. A. Lasher, (Surgeon) Part-Time Medical Officer Office, 132 West 26th St. Res. 302 Maryland Ave.	GL 2-3998 GL 2-3114
	R. L. Lasher, (Ass't. Surgeon) Part-Time Medical Officer Office and Res. 132 West 26th St.	GL 2-3998
	Dr. J. Elmer O'Brien, (Surgeon) 302 East 10th Street, Erie, Pa.	GL 2-3912
	J. H. Delaney, (Oculist) 138 West 9th St.	GL 2-3788
	J. Donald Lasher (Ass't. Surgeon) Part-Time Medical Officer Office, 132 W. 26th St.	GL 2-3998
Corry, Pa.	N. T. Gillette, (Surgeon) Office, 8 Park Place East Res., 8 Park Place East	2-0525 2-0520
Warren, Pa.	Quay McCune Part-Time Medical Officer 514 West Third Avenue	Randolph 3-4510
	L. E. Chapman, (Surgeon) 1911 Penna. Ave., East	Randolph 3-1113
	W. M. Cashman, (Surgeon) Office—514 3rd Ave. West Res., 108 3rd Ave. West	Randolph 3-4830 Randolph 3-4831
Ridgway, Pa.	W. W. Thompson, (Surgeon) Part-Time Medical Officer Office, 107 Center St. Res., 110 South Street	PRospect 2-3841
Emporium, Pa.	J. E. Blackburn Part-Time Medical Officer 312 West Fourth St.	2-6123
	J. L. Hackett, (Surgeon) Office and Res., 8 W. 4th Street	383
Renovo, Pa.	John M. Dwyer Part-Time Medical Officer 844 Huron Ave.	923-0400
	Frank P. Dwyer, (Surgeon) 165 Sixth St.	923-0753
	R. A. Werts, (Surgeon) 1002 Huron Ave.	923-0110

Location	Name and Address	Telephone Number
Lock Haven, Pa.	K. S. Brickley, (Surgeon) 35 W. Main St.	4014
	Roy Fielding, <i>J. H. Moore</i> Part-Time Medical Officer 204 West Main St. <i>111 Woodward</i>	Lock Haven 6131
	David W. Thomas, Jr., (Surgeon) 112 W. Main St.	2834
Elmira, N.Y.	Ross E. Hobler, (Surgeon) Part-Time Medical Officer 426 West Clinton St.	RE 39-682 RE 39-362
Penn Yan, N.Y.	Glenn C. Hatch, (Surgeon) 165 Main Street	75
Canandaigua, N.Y.	P. N. Standish, (Surgeon) Part-Time Medical Officer 134 N. Main Street Res., W. Lake Road	1650 405
Newark, N.Y.	Evan Tansley, (Surgeon) Part-Time Medical Officer Medical Center	Deerfield 1-3310
Williamsport, Pa.	W. G. Hamm Part-Time Medical Officer 610 W. Fourth St.	323-3963
	Robert S. Yasui, (Surgeon) Bidelspacher Building	326-5878
	C. L. Youngman, (Surgeon) 445 William St.	322-7303
	W. D. Todhunter, (Surgeon) 711 Rural Avenue	322-9766
Montgomery, Pa.	W. E. Turner, (Surgeon) 41 N. Main St.	KI 7-2441 KI 7-2501
Watsonstown, Pa.	F. R. Adams, (Surgeon) Brimmer Ave.	538-3771
Berwick, Pa.	E. A. Glenn, (Surgeon) 2nd & Chestnut Sts.	PL 2-5313
Milton, Pa.	G. C. Davis, (Surgeon) 33 Arch St.	PI 2-4245
Northumberland, Pa.	P. N. Friedline, (Surgeon) 205 King St.	GR 3-3342
Sunbury, Pa.	J. H. C. Wentzel Part-Time Medical Officer 36 N. Fourth St.	Atlantic 6-2401
	G. A. Deitrich, Jr., (Surgeon) 28 N. 3rd St.	AT 6-6201
	J. H. Landau, (Surgeon) 70 Fairmount Ave.	AT 6-2503
	R. M. Johnston, (Oculist) 12 North Front St.	AT 6-5934
Danville, Pa.	H. L. Foss, (Surgeon) Geisinger Hospital	BR 5-1000
Catawissa, Pa.	C. L. Johnston, (Surgeon) 238 Main St.	EL 6-7325
Nanticoke, Pa.	A. J. Abbott, (Surgeon) 203 E. Green Street	RE 5-1140

Location	Name and Address	Telephone Number
Wilkes-Barre, Pa.	C. A. Miller, (Surgeon) Part-Time Medical Officer Res., 17 West Union St. Office, 17 West Union St.	Valley 3-1027 Valley 3-8767
Shamokin, Pa.	J. R. Vastine, (Surgeon) Part-Time Medical Officer 302 E. Sunbury St.	648-4663
Oil City, Pa.	A. W. Goodwin Part-Time Medical Officer 19 Seneca St.	56-361
	Clinton A. Hays (Surgeon) Office, 403 Wolf's Head Bldg. Res. Maple Ave.. Hasson Hgts. M.R. 4	5-4921 6-5471
Titusville, Pa.	H. S. Anderson, (Surgeon) Office, 110 N. Franklin St. Res., 225 West Elm St.	2-0161 3-5461
Tionesta, Pa.	F. J. Bovard, (Surgeon) Office, Elm St. Res., Vine St.	23 107
Phillipston, Pa.	W. J. Hoffman, (Surgeon) Part-Time Medical Officer Office, Broad Street Res., 808 Robinson Street	Lakewood 63441 Lakewood 64331
Reynoldsville, Pa.	M. B. Brandon, (Surgeon) Office, 6 No. 3rd St. Res., 702 Grant St.	Oldfield 5921 Oldfield 5521
	A. A. DeVittorio Part-Time Medical Officer 6 No. 3rd St.	Oldfield 5921

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

Where time is shown, office will open and close one hour earlier during Daylight Saving Time.

**100R-2B.** Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employe notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

**100R-3A. Locations of Hospitals**

Location	Name and Address	Telephone Number
Buffalo, N.Y.	Buffalo General 100 High St.,	TT 6-5600
	So. Buffalo Mercy Hosp. 565 Abbott Rd.	TA 2-5000
	Millard Fillmore Hosp. 3 Gates Circle,	TT 2-8000
	Kenmore Mercy Hosp. 2950 Elmwood Ave.	TR 7-5000
Olean, N.Y.	Olean General North Main St.,	FR 2-0181
	St. Francis West State Street	FR 2-5300
Port Allegany, Pa.	Port Allegany Community Pine Street	2-2541
Salamanca, N.Y.	City 32 Academy St.,	480
Rochester, N.Y.	Genesee 224 Alexander St.	Monroe 1870
Dunkirk, N.Y.	Brooks Memorial 10 West 6th St.	EM 6-1111
Erie, Pa.	St. Vincent's 24th and Sassafras St.	GL 2-6811
	Hamot 2nd and State Sts.	GL 2-6991
Corry, Pa.	Corry Memorial 612 W. Smith St.	3-5201
Warren, Pa.	Warren General Crescent Park	Randolph 3-3300
Kane, Pa.	Community Kane, Pa.	837-8585
	Kane Summit Thompson Park	837-6767
Ridgway, Pa.	Elk County General Cor. Euclid and Hospital Sts.	PR 6-6111
St. Marys, Pa.	Andrew Kaul Memorial Manrus Street	Terminal 4-2831
Renovo, Pa.	Renovo 9th and Huron Ave.	923-1000
Lock Haven, Pa.	Lock Haven Hospital 4th and Nelson Sts.	748-7721
Williamsport, Pa.	Williamsport City 777 Rural Ave.	322-7861
	Divine Providence 1100 Grampian Blvd.	326-4191
Elmira, N.Y.	Arnot-Ogden Memorial Roe Avenue	RE 4-5221
Montour Falls, N.Y.	Schuyler Rel. Ass'n Schuyler Street	3131
Penn Yan, N.Y.	Sail. and Sold. Memorial 418 Main Street	307

Location	Name and Address	Telephone Number
Canandaigua, N.Y.	Thompson Memorial 120 N. Main Street	798
Sodus, N.Y.	Myers Community	4251
Berwick, Pa.	Berwick Mulberry Street	PL 2-4551
Sunbury, Pa.	Sunbury Community N. 11th Street	AT 6-5811
Danville, Pa.	Geisinger Memorial Popular Street	BR 5-1000
Bloomsburg, Pa.	Bloomsburg East First Street	ST 4-3880
Nanticoke, Pa.	State West Washington Street	RE 5-5000
Wilkes-Barre, Pa.	Wyoming Valley 149 Dana Street	Valley 4-4621
Shamokin, Pa.	State Uniontown	648-4621
Franklin, Pa.	Franklin City 1 Spruce Street	328
Oil City, Pa.	Oil City East Bissell Avenue	4-1211
Titusville, Pa.	Titusville City 406 West Oak Street	22-243
Brookville, Pa.	Brookville South Main Street	425
DuBois, Pa.	Maple Avenue Maple Avenue	700
	DuBois South Main Street	788

#### 100R-4A. First-Aid Boxes and Stretchers, Location of:

##### First-Aid Boxes:

In baggage, combined, and cabin cars, at each passenger and freight station, at yard master's and car inspector's offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track car.

##### Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

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

# OPERATING RULES

## STANDARD TIME

**1001-A1.** Eastern Standard Time applies on this Region.

## TIMETABLES

### Letters and Characters.

**1004-A.** The following letters and characters in schedules indicate:

- S** —Regular stop.
- F** —Stop on signal to receive or discharge passengers.
- A** —Stop on signal to receive passengers.
- B** —Stop on signal to discharge passengers.
- C** —Regular stop to receive passengers.
- D** —Regular stop to discharge passengers.
- E** —Regular stop for express, mail or newspapers.
- G** —Regular stop, Saturday only.
- H** —Regular stop, Saturday only, to receive passengers
- J** —Regular stop, Saturday only, to discharge passengers.
- K** —Regular stop, Sunday only.
- L** —Stop on signal, Sunday only, to receive or discharge passengers.
- M** —Regular stop daily except Saturday and Sunday.
- N** —Regular stop daily except Sunday.
- —No baggage service.
- ⊕ —No baggage service Sunday.
- ✚ —Passenger train—rail motor car.
- \* —Passenger train—with passenger and freight equipment.
- ◇ —Passenger train—No train baggageman.
- † —Will not run on specified dates or Holidays shown on schedule pages.
- # —Train may leave at scheduled arriving time when station work is completed.

## ENGINE WHISTLE SIGNALS

**1014 (db) and (eb)-A1. Rule 14 (db) and 14 (eb) will apply:**

### Main Line—Erie

Secondary Track	Between	And
12	Yard Limit Board 1217 ft. east of Mile Post 4	Cross-over 1400 feet east of Mile Post 7

**1014(l)-A3.** Enginemen will sound engine whistle signal, **Rule 14(l)** approaching tunnels and prolong or repeat it until tunnel is reached.

**1014(l)-A4. Rule 14(l)** will not apply at the following locations:

**SUNBURY**—Within city limits between Bridge 137.26 east of Creek and Bridge 285.86 east of Northumberland. Grade crossings between Adam, and SF.

**WATSONTOWN**—Within borough limits between 616 feet east of Mile Post 271 and 535 feet west of Mile Post 270.

**LOCK HAVEN**—Within city limits between 1519 feet east Mile Post 223 and 233 feet west of Mile Post 221; or 439 feet west of Mile Post 54 on Bald Eagle Branch.

**WILKES-BARRE**—Grade crossings east of Carey Avenue.



## ALLEGHENY BRANCH

**1014(l)-A5.** Referring to **Rule 14(l)** at the following public grade crossings, except in emergency, it will not be necessary to prolong this whistle warning until crossing is reached:

Foxburg  
Emlenton

**1014(l)-A6.** Enginemen of northward trains and engines will sound whistle signal, **Rule 14(l)** approaching Cabin 7 Yard Office, Oil City.

## TRAIN SIGNALS

**1019-A.** Night signals will be displayed on rear of trains while passing through tunnels.

**1019-A1.** Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

**1019-2A.** Trains and engines using Running tracks between Elm and Dock Jct. will display markers in accordance with **Rule 19**. When not equipped to so display markers, a red flag by day and a white light by night will be displayed on rear of train.

**1019-A3.** In the application of **Rule 19**, authorized reflector discs may be used as markers in territory listed below:

Rochester Secondary Track  
Sodus Bay Secondary Track

**1019-A4.** In the application of **Rule 19**, authorized flashing type lamps may be used as markers.

Markers will be extinguished by day when weather conditions permit.

## USE OF SIGNALS

### Fusees and Torpedoes

**1035-A1.** In the application of **Rule 35**, the following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and fusees.

Night Signals—A white light, torpedoes and fusees.

**1035-B1.** On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

**1035-C1.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines in Road Service	3	3
Engines in Helping Service	6	6
Track Cars	4	8
Crossing Watchmen	3	NONE
Detector Cars and Burro Cranes	6	12

**NOTE**—In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

**1038-A1.** In the application of **Rule 38**, lights may be omitted on reflectorized speed signs.

**Slide Protection Fence.**

**1043-A.** The letters SP on a signal mast indicates the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employees finding such signals displaying the most restrictive indication, must promptly report to Superintendent Transportation.

**1043-A1.** Slide protection fences in service:

**Main Line**

Between	Connected with
M.P. 168 and M.P. 169 (East of Driftwood)	Westward SP Signal No. 1695 located 3250 feet east of east end of slide fence.
M.P. 172 and M.P. 173 (East of Sinnemahoning)	Westward SP Indicator Signal located 3300 feet east of east end of slide fence. Eastward SP Indicator Signal located 4500 feet west of west end of slide fence.
M.P. 174 and M.P. 175 (East of Grove)	Eastward SP Signal No. 1732 located 6405 feet west of west end of slide fence.
M.P. 181 and M.P. 183 (West of Keating)	Eastward SP Signal No. 1804 located 7270 feet west of west end of slide fence.
M.P. 202 and M.P. 204 (Hyner)	Westward SP Signal No. 2045 located 5432 feet east of east end of slide fence. Eastward SP Signal No. 2024 located 3395 feet west of west end of slide fence.
M.P. 205 and M.P. 207 (Ritchie)	Westward SP Signal No. 2071 located 3601 feet east of east end of slide fence. Eastward SP Signal No. 2046 located 4424 feet west of west end of slide fence.
M.P. 208 and M.P. 209 (Glen Union)	Westward SP Signal No. 2091 located 3050 feet east of east end of slide fence. Eastward SP Signal No. 2070 located 7306 feet west of west end of slide fence.
M.P. 217 and M.P. 219 (Farrandsville)	Westward SP Signal No. 2185 located 1550 feet east of east end of slide fence. Eastward SP Signal No. 2178 located 110 feet west of west end of slide fence.
M.P. 264 and M.P. 265 (Montgomery)	Westward movement protected by SP home signal Monty, 479 feet east of east end of slide fence. Eastward SP Signal No. 2632 located 6685 feet west of west end of slide fence and Eastward Home Signal for Monty.
M.P. 135 and M.P. 137 West of Selinsgrove Jct.	Westward SP Signal No. 1327 located 13,725 feet east of east end of slide fence. *Eastward home signals at Creek Interlocking 10,600 feet west of west end of slide fence.
M.P. 124 and M.P. 126 East and West of Mile Post 125	Westward SP Signal No. 1231, located 9910 feet east of east end of slide fence. Eastward SP Signal No. 1252, 787 feet west of west end of slide fence.

\*Restricting signal may be caused by a slide.

Between	Connected with
M.P. 98 and M.P. 99 East of East Ferry	Westward SP Signal No. 977, 4020 feet east of east end of slide fence. *Eastward home signals at East Ferry, 2960 feet west of west end of slide fence.

\*Restricting signal may be caused by a slide.

### Chautauqua Branch

Between	Connected with
M.P. 121 and M.P. 126 (Miller Farm)	Southward SP Signal No. 1215 located 14,866 feet north of north end of slide fence. Northward SP Signal No. 1258 located 8,188 feet south of south end of slide fence.

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

### SUPERIORITY OF TRAINS

**1072-A2.** Eastward and southward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order, except on the Elmira Branch, West Seneca Branch and Allegheny Branch, between Region Post (Pgh. Region) and Brady, northward trains are superior by direction to trains of the same class in the opposite direction.

### GENERAL ORDERS

#### Bulletin Boards, Employes' Registers, Standard Clocks

**1075-A1.** Location of Bulletin Boards where General Orders of this region, other regions and other railroads are posted and delivered. Locations on this region of Employee's Registers and Standard Clocks.

Bulletin Board	Employes' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Buffalo, Station Master's Office-N.Y.C.R.R.	N.K.P.R.R. N.Y.C.R.R.
X	X	.....	Buffalo—Babcock Street Yard Office	.....
X	X	.....	Buffalo—Burrows Lot Yard Office	.....
X	X	.....	Buffalo—Penn Yard, Yard Office	L.V.R.R.
X	X	.....	Buffalo—Alabama Street Yard Office	N.Y.C.R.R.
X	X	.....	Ebenezer—Station	L.V.R.R.
X	X	.....	Ebenezer Jct.—Yard Office	.....
X	X	X	Ebenezer—Crew Dispatcher's Office	N.K.P.R.R. N.Y.C.R.R. E.-L.R.R. L.V.R.R.
X	X	X	Olean—Crew Dispatcher's Office	.....
	X	X	Port Allegany Passenger Station	.....
X	X	X	Emporium—Engine House Office	.....
X	X	X	Rochester—Engine House	L.V.R.R.
X	X	.....	Erie—Conductor's Room Union Station	.....

## General Orders—Continued

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Erie—Crew Dispatcher's Office	Lake Pittsburgh N.K.P.R.R. N.Y.C.R.R.
X	X	.....	Erie—Elm Street Yard Office	.....
X	X	.....	Erie—OD Yard Office	.....
X	X	.....	Erie—Lake Yard Office	.....
X	X	.....	Erie—Dock Junction Yard Office	.....
X	X	.....	Corry—Freight Station	N.K.P.R.R.
X	X	.....	Warren—Yard Office	.....
X	X	X	Ridgway—Passenger Station	.....
X	X	X	Phillipston—Bunk House	Pittsburgh
X	X	X	Oil City—Crew Dispatcher's Office	Pittsburgh N.K.P.R.R.
X	X	X	Oil City—Cabin 7, Yard Master's Office	.....
X	X	.....	Titusville—Freight Station	.....
X	X	.....	Reynoldsville—Ass't Train Master's Office	.....
X	X	X	Renovo—Yard Master's Office, West Yard	Philadelphia
X	X	X	Renovo—Yard Master's Office, East Yard	Philadelphia
X	X	X	Lock Haven—Yard Master's Office	Pittsburgh Philadelphia
X	X	X	Newberry—Yard Master's Office	Philadelphia E.-L. R. R.
X	X	X	Williamsport—Yard Master's Office	Philadelphia Pittsburgh
X	X	X	Northumberland—Yard Master's Office	Philadelphia Pittsburgh L.V.R.R.
X	X	X	Sunbury—Baggage Room	Philadelphia
X	X	X	Southport—Yard Master's Office	Pittsburgh E.-L. R. R. N.Y.C.R.R.
X	X	X	Sodus Point—Enginehouse Foreman's Office	E.-L. R. R.
X	X	X	Weigh Scales—Yard Office	L.V.R.R.
X	X	X	Buttonwood—Yard Master's Office	Pittsburgh Philadelphia L.V.R.R. D. & H.R.R.
X	.....	.....	L.V.R.R.—Wilkes-Barre, Yard Office	Northern
X	.....	.....	L.V.R.R.—Hazleton, Shop Office	Northern
X	.....	.....	L.V.R.R.—Delano, Crew Dispr.	Northern
X	.....	.....	L.V.R.R.—Delano, Yard Office	Northern
X	.....	.....	N.Y.C.R.R.—Buffalo, Frontier Yard	Northern
X	.....	.....	N.Y.C.R.R., East Syracuse, N.Y. Ass't. Train Master's Office	Northern E.-L. R. R.
X	.....	.....	N.Y.C.R.R., East Syracuse, N.Y. Terminal Foreman's Office	Northern E.-L. R. R.
X	.....	.....	New York Central Railroad, Avis—General Yard Master's Office	Northern
X	.....	.....	New York Central Railroad, Newberry Jct.—General Yard Master's Office	Northern
X	.....	.....	New York Central Railroad, Clearfield— Yard Master's Office	Northern
X	.....	.....	N.Y.C.R.R.—Stoneboro	Northern
X	.....	.....	E.-L. Railroad, Elmira—Yard Master's Off.	Northern
X	.....	.....	B. & O. R. R.—Buffalo, N. Y.	Northern

## General Orders—Continued

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	.....	.....	B. & O. R. R.—DuBois	Northern
X	.....	.....	L. E. F. & C.—Clarion	Northern
X	.....	.....	N.K.P.R.R.—Buffalo	Northern
X	.....	.....	N.K.P.R.R.—Conneaut	Northern

NOTE—X indicates in service.

**1075-A2.** At the following locations, in the application of **Rule 75**, conductor and engineman will not be required to know that the other is qualified and that he has inserted in his timetable the necessary general orders for the trip or tour of duty.

Point	Location of Bulletin Boards
Renovo	Yard Master's Office, West Yard Yard Master's Office, East Yard
Williamsport	Yard Master's Office, Newberry Yard Master's Office, Williamsport

NOTE—Applies only to conductors and enginemen of eastward freight trains leaving Renovo yard.

**Standard Clocks**

**1075-A3.** Standard clocks at other points:

Train dispatchers' office.

Open block stations.

**General Order Zones**

**1075-A4.** General Order Zones of this Region are as follows:

**Zone A—Main Line:**

Buffalo to Springbrook.

**Branches:**

Chautauqua **FW** to **FY**.

West Seneca.

**Zone B—Main Line:**

Springbrook to Renovo (Olean Yard inclusive.)

**Secondary Tracks:**

Clermont.

Farmers Valley.

**Zone C—Branches:**

Salamanca—Stone to Irv.

**Secondary Tracks:**

Salamanca

Oil City

**Zone D—Branches:**

Chautauqua—**BM** to Bridge.

**Zone E—Rochester Secondary Track****Zone F—Main Line—Erie:**

Erie to Kane. (Erie Yard inclusive.)

**Zone G—Main Line—Erie:**

Kane to **JN**.

**Secondary Tracks:**

Ridgway.

**Zone H—Main Line:**

Renovo to Rich.

**Branches:**

Bald Eagle.

**Zone I—Main Line:**

Rich to Molly.

**Branches:**

Williamsport

**Secondary Tracks:**

Watsonstown.

Montandon.

**Zone J—Main Line:**

Molly to Rockville.

**Secondary Tracks:**

L.V. Jct.

Selinsgrove.

**Zone K—Branches:**

Elmira

Newberry to Southport Jct.

HO to Himrod Jct.

**Secondary Tracks:**

Sodus Bay.

**Zone L—Branch:**

Wilkes-Barre.

**Zone M—Shamokin Secondary Track:****Zone N—Branches:**Allegheny-Region Post (Pgh. Reg.) to  
Bridge.**Secondary Tracks:**

Low Grade

**MOVEMENT OF TRAINS**

**1083-A1. Rule S-83:** Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by operators at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: At CR a Proceed Signal displayed for southward trains, at NR a Proceed Signal displayed for northward trains will indicate that all trains due which are superior have arrived or left.

At LOVE a Proceed Signal displayed for westward trains will indicate that all trains due which are superior have arrived or left.

**1083-B. Rule D-83:** Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the operator at initial stations or junctions.

**Yard Limits.**

**1093-A1.** Yard Limits indicated by yard limit boards as follows:

Track	Between	And
<b>Main Line</b>	<b>Port Allegany</b> <b>Mile Post 95</b>	2000 feet south of Mile Post 99
	<b>Eldred</b> <b>CR</b>	<b>Clermont</b> <b>Jct.</b>
<b>Williamsport Branch</b>	<b>Newberry</b>	100 feet west of Mile Post 243
<b>West Seneca Branch</b>	<b>Buffalo</b> <b>GJ</b>	<b>GB</b>
<b>Chautauqua Branch</b>	<b>Buffalo</b> <b>FW</b>	<b>FY</b>
	<b>Brocton</b> <b>BM</b>	769 feet north of Mile Post 52
	<b>Mayville</b> 1184 feet north of Mile Post 64	2012 feet south of Mile Post 66
	<b>Corry</b> Mile Post 89	1545 feet south of Mile Post 97
	<b>Titusville</b> 785 feet south of Mile Post 119	29 feet south of Mile Post 121
	1786 feet south of Mile Post 132	Bridge
<b>Oil City Secondary Track</b>	Bridge	Mile Post 5
<b>Salamanca Secondary Track</b>	<b>Olean</b> 2314 feet north of Mile Post 112	<b>AD</b>
<b>Rochester Secondary Track</b>	<b>Term</b>	1007 feet south of Mile Post 6
<b>Main Line—Erie</b>	<b>Erie</b>	1217 feet east of Mile Post 4
	<b>Union City</b> 1493 feet east of Mile Post 24	2000 feet east of Mile Post 27
	<b>Corry</b> 4376 feet east of Mile Post 35	5048 feet east of Mile Post 37
	<b>Warren</b> 2765 feet east of Mile Post 66	1013 feet east of Mile Post 68
	<b>Sheffield</b> Mile Post 78	4196 feet east of Mile Post 79
	<b>Kane</b> 4247 feet east of Mile Post 93	55 feet west of Mile Post 96
	<b>Johnsonburg</b> Mile Post 109	Mile Post 111
	<b>Ridgway</b> 2347 feet east of Mile Post 116	4296 feet east of Mile Post 118
	<b>St. Marys</b> 2530 feet east of Mile Post 127	800 feet east of Mile Post 130

Track	Between	And
Main Line— Erie (cont'd)	Emporium 4879 feet east of Mile Post 147	4466 feet east of Mile Post 149
Allegheny Branch	Brady	Mile Post 61 (Pgh. Region)
Low Grade Secondary Track	Brady	2025 feet east of Mile Post 2
	Lawsonham 205 feet east of Mile Post 5	2644 feet east of Mile Post 6
	New Bethlehem 2640 feet east of Mile Post 18	100 feet east of Mile Post 23
	Summerville 4889 feet east of Mile Post 32	3018 feet east of Mile Post 34
	Brookville 1853 feet east of Mile Post 40	Mile Post 43
	Reynoldsville 2574 feet east of Mile Post 54	3843 feet east of Mile Post 56
	Falls Creek—DuBois 1340 feet east of Mile Post 61	721 feet east of Mile Post 67
	Driftwood 100 feet east of Mile Post 108	DF (Main Line)
Elmira Branch	Williamsport Newberry	3178 feet north of Mile Post 2
	Ralston 100 feet south of Mile Post 23	600 feet north of Max
	Leolyn 1600 feet south of Mile Post 32	400 feet north of Mile Post 34
	Canton 2300 feet south of Mile Post 38	2250 feet south of Mile Post 40
	Troy 2022 feet south of Mile Post 51	1466 feet south of Mile Post 53
	Sned 1562 feet north of Mile Post 60	630 feet south of Mile Post 62
	Southport Mile Post 69	321 feet north of Shannon
	Horseheads HO	Mile Post 4
	Watkins Glen 54 feet north of Mile Post 15	1287 feet south of Mile Post 19



Track	Between	And
Sodus Bay Secondary Track	Penn Yan 2250 feet north of Mile Post 39	2720 feet north of Mile Post 40
	Stanley 378 feet south of Mile Post 51	2050 feet north of Mile Post 1
	Newark 2700 feet south of Mile Post 16	3058 feet north of Mile Post 19
	Sodus Point 650 feet north of Mile Post 31	Sodus Point
Bald Eagle Branch	Lock Haven	520 feet west of Post
Wilkes- Barre Branch	Wilkes-Barre 1464 feet west of Mile Post 58	Log
Shamokin Secondary Track	Sunbury Kase	2879 feet west of Mile Post 2
	Shamokin Crowl	2865 feet west of Mile Post 20
	Mount Carmel 1004 feet west of Mile Post 25	5071 feet east of Mile Post 26

**1093-B1. Rule D-93 in effect as follows:**

Track	Between	And
Main Line No. 1 and No. 2	2200 feet south of Mile Post 9	SS49A
Main Line No. 1 and No. 2	1976 feet south of Mile Post 69	826 feet north of Mile Post 72
Main Line—Erie No. 1 and No. 2	Mile Post 62	Otts
Allegheny Branch No. 1 and No. 2	Bridge	RH

## Non-interlocked Railroad Crossings at Grade

**1098-A1.** Movement of trains or engines on tracks of this region over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc., Governing Movements over Crossing		Requirements	Note
	Type	Indication or Position		
Main Line FW E.-L. R. R. B. C. R. R.	Semaphore	More favorable than stop	Stop before crossing	5
Chautauqua Branch FW E.-L. R. R.	Semaphore	More favorable than stop	Stop before crossing	5
Chautauqua Branch B. & S. W. Jct. B. C. R. R.	Target	Horizontal	Stop before crossing	5
Terminal Running Track Rochester B. & O. R. R.	Target	Horizontal	Stop before crossing	1-5
Erie, Pa. Tenth Street Track leading to Hammermill Paper Co. plant: N. Y. C. R. R.	Target	Diagonal	Cross without stopping	2
Erie, Pa. Tenth Street Track leading to Uniflow Co. plant: N. Y. C. R. R.	Target	Diagonal	Cross without stopping	3
Erie City Track, west of Chestnut Street N. Y. C. R. R.	Target	Vertical	Cross without stopping	3
Ridgway Secondary Track Brockway E.-L. R. R.	Position Light	More favorable than stop	Stop before crossing	4-5
Elmira L. V. R. R.	Target	Normal "Clear" for P. R. R. Trains		6

**NOTE 1.** The normal position of target for crossing is for B. & O. R. R. movement. Trainmen of P. R. R. trains using this crossing will operate crossing target leaving same in normal position after using.

**NOTE 2.** At night position is indicated by two red lights. Normal position of target is for P. R. R. movement.

**NOTE 3.** At night position is indicated by two red lights. Normal position of target is for N. Y. C. R. R. movement. Trainmen of P. R. R. trains using this crossing will operate crossing target, leaving same in normal position after using.

**NOTE 4.** Trains may cross when proper signal is displayed. Signal is controlled by knife switch in telephone shelter box, north end of Brockway station. Normal indication of signal is STOP when knife switch is in center position. Throw switch to right to clear signal for P.R.R. movements; to left for E.-L. R.R. movement. Before operating knife switch, employees must assure themselves that crossing is not occupied.

**NOTE 5.** Stop must be made within not less than 200 feet or more than 800 feet of crossing.

**NOTE 6.**—At Elmira a green light or green banner displayed toward Pennsylvania Railroad movements at the Lehigh Valley Railroad crossing will be an indication for Pennsylvania Railroad movement to proceed over the crossing.

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

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

Stop signs with red lights located 100 feet north and 130 feet south of crossing.

### **Movable Bridge—Not Part of Interlocking**

#### **Chautauqua Branch—Buffalo River Movable Bridge 2.94**

**1098-B1.** Fixed color light low signals, governing movements over Buffalo River Movable Bridge 2.94 showing aspects and indications as follows:

Aspect	Indication
Red	Stop
Yellow	Stop; then proceed at Restricted speed.

Stop must be made within not less than 200 feet or more than 800 feet of Movable Bridge.

Buffalo River is a navigable stream and boats have right of way. The boat signal for Bridge is three blasts of whistle when boat calls for the draw, trains and engines must clear as soon as possible.

**1099-A1.** Between home signal located on O. H. Bridge 195.34 and Drury on No. 2 track and between home signal at Drury and crossover east of Renovo Passenger Station on No. 1 track, switching movement will be protected by signals under control of operator at Drury. After permission has been given for switching movement, the operator at Drury, must not permit any other engine or train to pass home signal on the track or tracks on which switching movement is being made until after switching movement is completed.

### Automatic Highway Crossing Protection on Siding, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Main Line or Branch	Crossing	Location	Protection actuated by trains operating on	Note
Main Line	Hazelmere Avenue	Lake	Lake Siding	1
	Franklin Street	Olean	Crude Track	1
	Fourth Street		AD-1 Running Track Scale Track	1
	Wayne Street		AD-1 Running Track Scale Track I. W. Miller Track	1
	First Street		Olean Transfer Track AD-1 Running Track Olean Branch Track	1
	Mill Street	Port Allegany	Middle Track	1
	Jay	Lock Haven	Industrial Track	1
	Thomas Ave.	Montgomery	Clinton Siding	1
	Main St.	Dewart	—Siding	1
	8th Street	Watson-town	Switching and Storage Track	1
	4th Street		Switching, Storage and Freight House Track	1
	Main St.		Switching and Storage Track	1
	Centre Street	Milton	Milton Siding	1
	Cameron Avenue		Milton Siding	1
	Woodlawn Street	Sunbury	Sunbury Siding	
	Court Street		Sunbury Siding	
	Chestnut Street		Sunbury Siding	
	Church Street		Sunbury Siding	
	Walnut Street		Sunbury Siding	
	Linden Street		Sunbury Siding	
	Spruce Ave.		Sunbury Siding	
	Pottsville	Herndon	Boyles Siding	

Main Line or Branch	Crossing	Location	Protection actuated by trains operating on	Note
<b>Main Line—Erie</b>	Cascade Street	Erie	Dock Junction Industrial Track	1
	Raspberry Street			
	Norcross Road	Belle Valley	No. 12 Secondary Track	
	Depot Road	Waterford	Spur Track	1
	Market Street	Union City	Union City Siding Freight House Track	1
	Lovell Road	Love	Love Storage Track	
	Fifth Ave. Mead Ave.	Corry	Aero Supply Co. Track	2
			Thumb Track	1
			Freight House Track	
			MS Siding	
			Scale Track	
	First Avenue	Corry	Freight House Track	
			MS Siding	1
			Depot Track	
			Hole Track	
	Center Street		MS Siding	1
			Depot Track	
			Hole Track	
	Penna. Avenue		McInnis Steel Co. Track	1
	State Highway No. 77	Spring Creek	Spring Siding	1
	Main Street	Warren	Flexible Coupling Co. Track	1
	Mohawk Avenue		Otts Siding	1
			Warren Gravel Pit Track	
			Warren Planing Mill Track	
	Brown Avenue	Clarendon	Clare Siding	1
	Railroad Street		Brown Track	1
			House Track	
	Main Street	Johnsonburg	Public Track	1
	Fourth Street	St. Marys	St. Marys Siding	1
<b>Williamsport Branch</b>	Poplar Diamond Streets	Newberry	No. 7 lead Track and Newberry Siding	
	Grier Street	Williamsport	Long Siding Track and Industrial Track	
<b>Chautauqua Branch</b>	Highland Avenue	Brocton	Lawson Spur Track	1
	Chautauqua St.	Mayville	Milk Track	1
	North Center Street	Corry	Gravel Pit Track	1
	Main Street	Spartansburg	Siding and Mill Track	1

Main Line or Branch	Crossing	Location	Protection actuated by trains operating on	Note
<b>Chautauqua Branch—Con't.</b>	Main Street	Hydetown	Station Track	1
	Perry Street	Titusville	Titusville Siding Team Track	1
	Union Street	Oil City	House Track Junction NYC RR Track	1
<b>Construction Track</b>	Red House Road	Red House	Town Track	1
<b>Allegheny Branch</b>	Main Street	Emlenton	Emlenton Track	1
	St. Petersburg Road	Foxburg	Foxburg Storage Track	1
<b>Running Tracks 1 &amp; 2</b>	Pittsburgh Avenue	Dock Jct.	Drill Track Lake View Forge Track	3
<b>City Track Erie</b>	Green Garden Road	Dock Jct.	City Track Yard Storage Track	1 & 4
<b>Wilkes-Barre Branch</b>	Mill Street	South Danville	Siding	
	Third Street	Nescopeck	Siding	
	Carey Avenue	Wilkes-Barre	Yard Track	
	Barney Street	Wilkes-Barre	No. 1 Yard Track	6
	Horton Street	Wilkes-Barre	No. 1 Yard Track	6
<b>Elmira Branch</b>	Dana Street	Wilkes-Barre	No. 1 Yard Track	1
	Fourth Street	Watkins Glen	Siding	1 & 7
<b>Bald Eagle Branch</b>	Steuben Street	Horseheads	Siding	1
	Walnut Street	Lock Haven	Siding	
<b>Haas Lead</b>	Hanna Street	Lock Haven	Siding	5
	Fourth Street	Sunbury	Haas Lead	
	Awl Street	Sunbury	Haas Lead	
	Tenth Street	Sunbury	Haas Lead	
	Lenker Avenue	Sunbury	Haas Lead	
<b>Sodus Bay Secondary Track</b>	Haas Avenue	Sunbury	Haas Lead	
	Station Street	Hall	Industrial Track	1
	Elm Street	Penn Yan	Industrial Track	1
	East Miller Street	Newark	House Track	1

Note 1. Track circuits which operate Highway Crossing Signals or Short Arm Gates or both on tracks other than main track extend a distance of about 70 feet on each side of crossing. Trains and engines using track other than main track, must stop on track circuit and allow Highway Crossing Signals and Short Arm Gates to operate a minimum of 20 seconds before proceeding over crossing.

Note 2. Westward movements on Aero Supply Co. track approaching Fifth Ave. will stop clear of crossing and member of the crew operate the push-button located at southwest corner of crossing insuring the operation of highway crossing protection for a minimum of 20 seconds before proceeding over crossing.

Note 3. When low home signal governing westward movement from No. 1 and No. 2 Running Tracks, located 20 feet west of Pittsburgh Avenue crossing, displays a Stop Indication, train must stop east of CC sign located 550 feet east of Pittsburgh Avenue.

Note 4. Westward movement approaching Green Garden Road on City Track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 20 seconds.

Note 5. Westward switching movements, which involve fouling of Hanna Street must not be made until permission of the Operator has been obtained to do so, and then only after it is known that the flashing signals have been operating for at least 30 seconds.

Note 6. Each movement of a locomotive, car or train on the tracks approaching the crossings, at grade, shall come to a complete stop clear of the highways and within the short track circuits, approximately 70 feet east of Barney Street and 70 feet west of Horton Street, and shall not proceed across the highways until a period of at least 20 seconds has elapsed, and until it has been determined that the crossing is clear of vehicles and pedestrian traffic.

Note 7. Trains and engines using Watkins Glen Siding must not proceed across Fourth Street until it has been determined that the crossing is clear of vehicles and pedestrian traffic.

#### **Locations at which Signs Mark Operating Limits of Automatic Crossing Protection**

**1103-A2A.** At the following locations, CC sign indicates point beyond which engines and cars will operate automatic crossing protection:

East Allens, West of—Note 1	Springbrook—Note 4
Newberry—Note 2	Penfield—Note 5
South Wales—Note 3	Newark—Note 6

**NOTE 1.**—When fixed signal 2486, located 2850 feet east of Mile Post 248, displays any aspect other than **Rule 281 Fig A**, train must stop west of CC sign located 1370 feet east of Mile Post 249, and report to the operator at Newberry.

**NOTE 2.**—Eastward trains of more than 10 cars stopping at eastward home signals at Newberry must stop west of CC sign located 425 feet west of Poplar Street crossing and report to the operator at Newberry.

**NOTE 3.**—Northward trains on No. 1 track stopping for northward home signal at Wales will stop just south of CC sign, 600 feet south of Warner Hill Crossing.

**NOTE 4.**—Southward trains on No. 2 track with work at Springbrook Public Delivery Track, will stop with their train standing north of CC sign, located at Mile Post 10.

**NOTE 5.**—Eastward trains on Low Grade Secondary track with work on Penfield Industrial track will stop with their train standing west of CC sign, located 2600 feet east of Mile Post 77. After work has been completed and engine recoupled to train, the entire train must be west of CC sign before proceeding eastward.

**NOTE 6.**—At the following locations, CC signs indicate points beyond which engines and cars will operate automatic crossing protection at Maple Ave., Newark:

1200 feet south of Maple Ave. for northward movement  
1164 feet north of Maple Ave. for southward movement

### Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Main Line or Branch	Crossing	Location	Location of push buttons to manually operate crossing protection	Note
Main Line	First Street	Olean	In Gate Tower at Union Street	1-2
	King Street		On pipe post adjacent to curb, south side King Street, west side of railroad	
	Allegany Avenue	Emporium	On instrument case west side of crossing	3
Haas Lead	Fourth Street Awl Street	Sunbury	On pole west of Fourth St. for eastward movements On pole east of Awl Street for westward movements	
Main Line—Erie	Main Street	Corry	On highway crossing signal mast south side of crossing	5
	Railroad Street	Clarendon	On highway crossing signal mast south side of crossing	
	Brown Avenue		On highway crossing signal mast north side of crossing	
	Main Street	Sheffield	At Passenger station (For westward movement only.)	
	Lafayette Street	St. Marys	Outside door of Passenger station (For westward movement only)	
Running Tracks 3 & 4 Erie	Eighth Street	Erie	On highway crossing signal mast each side of crossing	4
	Ninth Street		On highway crossing signal mast each side of crossing	4
	Tenth Street		On highway crossing signal mast each side of crossing	4
	Eleventh Street		On highway crossing signal mast each side of crossing	4



Main Line or Branch	Crossing	Location	Location of push buttons to manually operate crossing protection	Note
Elmira Branch	Main Street Westlake Street	Horse-heads	On case at Franklin St. for northward movement only	
	South Street Main Street	Montour Falls	On case at Main St. for southward movement On pole 380 feet south of South St. for northward movement	
Sodus Bay Secondary Track	Highway at Station	Seneca Castle	On north end of station	
Chautauqua Branch	Perry Street	Titusville	Signal mast west side of track	
Construction Track	Red House Road	Red House	On relay case at crossing	
Low Grade Secondary Track	Main Street	Reynoldsville	On relay case at crossing	
Sligo Running Track	Route No. 68	Rimersburg	On relay case at station	

Note 1. Cut in Push Button located on pipe post adjacent to automatic signal No. 704.

Note 2. Before making southward movement on No. 2 track over First Street Crossing after a cross-over movement has been made from No. 1 track to No. 2 track, trainmen will operate Cut in Push Button located on pipe post adjacent to curb, south side of First Street, west side of railroad.

Note 3. Cut in Push Button located on highway crossing signal mast east side of crossing is provided for the operation of automatic highway signals when movements are made over crossing on other than main track.

Cut in Push Button must be pushed and held by a member of the crew until the movement has cleared the crossing.

Note 4. Cut in Push Buttons located on Highway Crossing Signal mast each side of crossing are provided for the operation of automatic Highway Crossing Signals when movements are made over crossing on other than Running tracks. Cut in Push Button must be pushed and held by a member of the crew until movement has cleared the crossing.

Note 5. Westward trains doing work at St. Marys Passenger Station must stop clear of insulated joints, 50 feet east of Lafayette Street, and crew member will operate button to raise crossing gates. Before train moves on crossing LOWER button must be operated and gates must be in position to protect street traffic.

### Interrupting Operation of Automatic Highway Crossing Protection Automatically

**1103-A5.** At the following location apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

#### MAIN LINE

Location	Streets	Note
Gravity	Lein Road	1
Springbrook	Pound Road	2
Hinsdale	Maple Street	3
South Williamsport	Maynard	
Watsonstown	Eighth, Fourth and Main	
Milton	Locust, Walnut, Centre and Cameron Ave.	15, 16
Sunbury	Church, Walnut, Linden and Spruce	
Halifax (East)	Armstrong, Market and Rice	

#### MAIN LINE—Erie

Warren	Wilks Crossing west end Warren yard on No. 2 track.	6
Kane	Fraley	
St. Marys	St. Marys, Lafayette	11

#### Williamsport Branch

Newberry	Poplar Street	4, 16
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#### Wilkes-Barre Branch

South Danville	Mill	
Catawissa	Main	
East Bloomsburg	Highway at Station	
Nescopeck	Third	
Wilkes-Barre	Barney and Horton	7
	Dana	9

#### Shamokin Secondary Track

Paxinos	Elysburg and Schlagel Roads	10
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#### Elmira Branch

Fassett	State Highway 14	
Hall	Highway south of Station	
Penn Yan	Seneca, Elm, Clinton and Shepard	14
Montour Falls	South and Main	
Horseheads	Broad, Franklin, Westlake, Steuben, and Main	13

#### Sodus Bay Secondary Track

Newark	Miller	12
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#### Chautauqua Branch

Spartansburg	Main	17
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Location	Streets	Note
<b>Selinsgrove Secondary Track</b>		
Selinsgrove	Pine	
<b>Low Grade Secondary Track</b>		
Mayport	Route 536	8
<b>Struthers Running Track</b>		
North of Otts	Mohawk & Crescent Park Dr.	5

Note 1. Northward trains on No. 1 and No. 2 tracks, stopping at Lein Road Crossing for instructions, must stop with head end of train within limits of cut-out circuit indicated by CC signs.

Crossover switches and switch leading from No. 1 track to Gravity Yard must not be reversed until immediately prior to making movement over these switches.

Note 2. Southward trains on No. 2 track with work at Springbrook Public Delivery Track, will stop with their train standing north of CC sign, located at Mile Post 10.

Note 3. Northward movements will stop south of Signal 636; southward movements on No. 2 track making crossover movement will stop north of Signal 633 to avoid unnecessary operation of automatic highway crossing protection at Maple Street.

Note 4. Automatic cut-out circuit for eastward movements on main track provided at a point 425 feet west of Poplar Street grade crossing, indicated by a CC Sign. To avoid unnecessary flashing of lights at Poplar Street and Diamond Street switching movements must remain west of this point whenever practicable.

Note 5. Southward trains stopping for southward home signal at Otts must stop just north of CC sign.

Note 6. Automatic cut-out circuit for westward movement on No. 2 track provided at a point 570 feet east of Wilers Highway Grade Crossing, indicated by a CC sign, in service.

Westward movements on No. 2 track approaching at slow speed, switching movements, and approaching movement, resumed after having stopped, must be prepared to stop before passing over crossing unless automatic protection is operating.

Note 7. Apparatus provided to interrupt the operation of automatic highway crossing protection automatically at Barney Street for Eastward movement on No. 1 Yard Track and at Horton Street for Westward movement.

Note 8. To avoid unnecessary operation of automatic highway crossing signals protecting highway grade crossing, Highway Route No. 536 located 350 feet east of MY, eastward trains required to stop at MY will stop west of MY Block-Limit signal. Westward trains required to stop at MY will stop 80 feet east of grade crossing, clear of point where rails are marked with yellow stripe.

Note 9. Westward trains and engines must not exceed a speed of 10 miles per hour between CC sign, 440 feet east of Dana Street and Dana Street.

Note 10. Eastward trains stopping with work at Paxinos, will stop with their train and engine west of CC sign, located 280 feet east of Mile Post 13, to avoid unnecessary operation of automatic flashers at Elysburg Road.

Note 11. Automatic cut-out circuit for westward movement on Main Track, 1320 feet east of Lafayette Street, for Lafayette and St. Marys Streets, and 1310 feet east of St. Marys Street, for St. Marys Street, indicated by CC signs.

Automatic cut-out circuit for eastward movement on Main Track, 868 feet west of St. Marys Street.

Note 12. Automatic cut-out circuit for southward movement, 668 feet north of East Miller Street, and for northward movement, 330 feet south of East Miller Street, indicated by CC signs.

Northward movement from Newark house track must stop 70 feet south of East Miller Street and allow automatic crossing signals to operate a minimum of 20 seconds before proceeding over crossing.

Note 13. Northward trains on Main Track of 70 cars or less, stopping to do work at Horseheads must leave cars south of CC sign, 1467 feet south of Steuben Street, and after work has been completed and engine recoupled to train, the entire train must be south of CC sign.

Note 14. Northward trains with work between Seneca and Clinton Streets, Penn Yan, will stop with their train standing south of a point 430 feet south of Seneca Street where rails are marked with yellow stripe.

Northward trains with work north of Clinton Street, Penn Yan, will stop with their train standing south of a point 225 feet south of Clinton Street where rails are marked with yellow stripe.

Southward trains with work between Clinton and Seneca Streets, Penn Yan, will stop with their train standing north of a point 70 feet north of Shepard Street, where rails are marked with yellow stripe, except trains in excess of 14 cars that would obstruct North Avenue while standing north of Shepard Street, will stop with their train standing north of CC sign, located 1598 feet north of North Avenue.

Southward trains with work south of Elm and Seneca Streets, Penn Yan, will stop with their train standing north of a point 151 feet north of Elm Street where rails are marked with yellow stripe.

Movements at slow speed, switching movements and movements resumed after having been stopped must approach Seneca, Elm, Clinton and Shepard Streets prepared to stop before passing over crossing unless automatic protection has been operating for a minimum of 20 seconds.

Note 15. Eastward trains making station stop at Milton on Main Track must stop west of CC sign, located 148 feet west of Center Ave. crossing, Milton, to avoid unnecessary flashing of lights at Center Ave.

Note 16. Eastward movements on Main Track approaching at slow speed, switching movements, and approaching movement, resumed after having stopped, must be prepared to stop before passing over crossing unless automatic protection has operated a minimum of 20 seconds and crossing area is clear.

Note 17. Southward trains on Main Track with work at Sparta Mill Track will stop with balance of their train standing north of "CC" Sign. After work has been completed and engine recoupled to train the entire train must be north of "CC" Sign.

### Protection for Public Highway Crossings at Grade

**1103-B1.** Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty, and unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Chautauqua Branch	Duncomb Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)
Chautauqua Branch	Center Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)
Chautauqua Branch	Sycamore Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Shamokin Secondary Track	Legislative Route 49036	Weigh Scales	4.00 P.M. and 8.00 A.M. following day, Monday to Friday and 4.00 P.M. Friday and 8.00 A.M. Monday.	(2)
	Shamokin Street	Shamokin	11.00 P.M. and 7.00 A.M. following day, Monday to Friday and 11.00 P.M., Friday and 7.00 A.M. Monday.	(2)
	Sixth Street Market St.	Shamokin	11.59 P.M. and 8.00 A.M. following day, Monday to Friday and 11.59 P.M. Friday and 8.00 A.M. Monday.	(2)
	Eighth Street Liberty St. Washington Street Rock Street Franklin St.	Shamokin	4.30 P.M. and 8.30 A.M. following day, Monday to Friday and 4.30 P.M. Friday and 8.30 A.M. Monday.	(2)

During Daylight Saving Time, hours shown above will be one hour earlier.

**NOTE 1.** Backing trains and engines over these crossings must be avoided if possible. All trains must run with caution over these street crossings.

**NOTE 2.** No crossing watchman on duty New Year's Day, Washington's Birthday, Decoration Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. When any of the above holidays fall on Sunday there will be no crossing watchman on duty the following Monday.

**1103-B3.** Northward trains stopping at Machias will arrange to promptly cut train to clear Steffenhagen Road, first highway crossing north of Mile Post 45.

**1103-B4.** Street crossing east of Water Works Erie, must be kept open at all times by trains stopped west of Sassafras Street.

**1103-B5.** Movements over East Avenue, Erie, must be made with the direction of highway traffic on Tenth Street when permitted by the traffic signal.

**1103-B6.** Control switches for highway traffic signals located on traffic signal poles north and south of Main Street Highway Crossing, Brockway, on the east side of crossing.

Trains and engines, before passing over Main Street Highway Grade crossing, Brockway, must stop clear of this crossing and a member of the crew must manually operate the highway traffic stop light from control switches. Stop lights may be operated from either switch. After highway traffic stop light switch has been thrown and highway traffic is under control, trains and engines may proceed over this crossing. Highway traffic stop light switch must be restored to normal position after crossing is clear.

**1103-B7.** When the home signal governing southward movements on No. 2 track over E.-L. R.R. Crossing, Olean is in STOP position, southward trains on No. 2 track must STOP at least 100 feet north of Franklin Street crossing to avoid unnecessary operation of Automatic Highway Crossing Signals.

**1103-B8.** Sign reading "Trains stopping to do work must leave cars east of this sign" located 218 feet east of Green Garden Road, on City Track (Dock Jct.).

Sign reading "Trains stopping to do work must leave cars west of this sign" located 68 feet west of Green Garden Road, on City Track (Dock Jct.).

The purpose of these signs are to prevent unnecessary operation of Highway Crossing gates and signals.

**1103-B9.** All southward freight trains to pick up cars from AD Storage track will stop clear of Hinsdale Road Crossing, Olean, and will not detach engine until instructions have been received.

**1103-B10.** Between the hours of 6.45 A.M. and 10.45 P.M., daily, apparatus controlled by watchman in tower at First Avenue, Corry is provided to manually interrupt the operation of the automatic highway crossing protection at Center Street and First Avenue.

During Daylight Saving Time hours shown above will be one hour earlier.

**1103-B11.** Eastward trains having work at Warren Yard will arrange to stop clear of Wilers Road Crossing and clear of starting circuit for automatic highway crossing signals and gates to avoid unnecessary working of same.

**1103-C1.** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

Each and every movement of a locomotive, car or train across the highway at the crossing shall be stopped clear of the highway and shall not proceed thereover until a member of the train crew, equipped with a red flag during daylight hours and with a lighted red lantern and a lighted white lantern during the hours of darkness, has entered upon the highway and properly warned the traveling public of the approach of said locomotive, car or train.

Track	Crossing	Location
<b>Main Line</b>		
All Tracks	Alabama Street	Buffalo
Brick Co.	State Highway— Route 144	Drury's Run
Brick Co.	State Highway— Route 120	Drury's Run
West Leg Wye	Walnut and Henderson Streets	Lock Haven
Industrial	Fleming	So. Williamsport
Jasper Wood Products Co. Glenn Gery Brick Co.	State Highway— Route 49097	Watsonstown— West of
Industrial	Eighth Street	Watsonstown
Industrial	Fourth Street	Watsonstown
Watsonstown Brick Company	Township Road No. 609	Watsonstown
Canal Track	All Crossings	Milton
E.-L. R.R. Interchange	King Street	Northumberland
<b>Main Line—Erie</b>		
Track leading to E. E. C. Ry.	East 12th Street	Erie
Wye	Ash Street	Erie
Haller Co. and Keystone Realty Co.	Wallace Street	Erie
Continental Rubber Company	West 12th St. and West 11th St.	Erie
No. 2 Team Track	Market St.	Union City
Deluxe Metal Fur- niture Company	U. S. Route No. 6	Warren
N.Y. and Pa. Co. Inc.	U. S. Route No. 219	Johnsonburg
Brussels St. Yard Tracks Sylvania Electric Products Co. Yard Tracks	U. S. Route No. 120 Pa. State Route A1247 Fourth Street	St. Marys

Track	Crossing	Location
<b>Chautauqua Branch</b>		
Depot Track Hole Track Wilson Track Milk Track Rodger Track	Mead Ave.—5th Ave.	Corry
Main Track Note — On school days only between 7.45 A.M. and 9.00 A.M. and between 3.00 P.M. and 4.45 P.M. During Day-light Saving Time, these times will be one hour earlier.	Central Avenue Franklin Street Drake Street	Titusville
Pioneer Track	Franklin Street Perry Street	Titusville
Pennzoil Plant No. 2, No. 10 track	Township Road	Oil City
<b>Salamanca Secondary Track</b>		
BS-1 Running Track	Seventh Street Eighth Street	Olean
<b>Ridgway Secondary Track</b>		
Yard Track	Main Street	Ridgway
East Leg of Wye Track	Broad St.	Ridgway
Brockway Glass Co.	U.S. Route No. 219	Brockway
<b>Williamsport Branch</b>		
Industrial	Railway Street Penn Street East Fourth Street Franklin Street Mulberry Street State Street Market Street Fifth Street Pine Street Hepburn Street Oliver, Rose and Cemetery Streets	Williamsport
Canal & Lumber	All public crossings	Williamsport
Clermont Secondary Track	U.S. Route No. 446	Larabee
Terminal Running Track	Troup Street Plymouth Avenue Brooks Avenue Elmwood Avenue Scottsville Road Cairn Street	Rochester
<b>Sodus Bay Secondary Track</b>		
All	Palmyra and Buffalo Streets	Marion
Newark-Marion	Main Street	Newark
Reed Company's	Ford Street	Newark
Bloomer Bros.	Siegrist Street	Newark

Track	Crossing	Location
<b>Elmira Branch</b>		
Salt Co.	Fourth Street	Watkins Glen
Siding	Fourth Street	Watkins Glen
Brick Works	Main Street	Horseheads
Allens Products Co. Blodges Gas and Oil Co.	Clinton Street	Penn Yan
<b>Canandaigua Track</b>		
	U. S. Highway cross- ing Route 5 and 20	Canandaigua
	Ontario Street	Canandaigua
<b>Low Grade Secondary</b>		
Wallwork Mine	Route No. 28	Hawthorn
Crawford Furniture Co. Track	Route No. 28	OD
<b>Watsonstown Secondary Track</b>		
Secondary	State Highway— Route 14	McEwensville
Secondary	State Highway— Route 44	Turbotville
Secondary	State Highway— Route 54	Ottawa—East of
Secondary	State Highway— Route 42	Eyersgrove Jct. —East of
Secondary	State Highway— Route 339	Light Street
All	LaSalle and Mul- berry Streets	Berwick
<b>Montandon Secondary Track</b>		
Secondary	State Highway— Route 871	Lemont— East of
Secondary	State Highway— Route 45	Centre Hall— East of
Secondary	State Highway— Route 45	Centre Hall
Secondary	State Highway— Route 15	Lewisburg
<b>Wilkes-Barre Branch</b>		
Catawissa	2nd Street	Catawissa
Industrial	3rd Street	Nescopeck
Industrial Lead	Public Road	Nanticoke
Susquehanna Lumber Co., East Leg of Wye	Broadway	Nanticoke
Gibbs Milling Co.	Broadway	Nanticoke
West Nanticoke	Warsaw, Saba and Allan Streets	Nanticoke
All	Division Street	Wilkes-Barre
All	South Franklin St.	Wilkes-Barre
All	South Main St.	Wilkes-Barre



Track	Crossing	Location
<b>Shamokin Secondary Track</b>		
Richards	U. S. Route No. 122	Sagon—3061 feet east of
Green Ridge	U. S. Route No. 122	Sagon—3180 feet east of
Green Ridge	Route No. 54	Sagon—3405 feet east of

#### **L. V. Jct. Secondary Track**

All	Main and Market Streets	Lykens
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**1103-C3.** Trains must not enter or cross Center or Sycamore Street crossings, Oil City, while the crossing is being occupied by another engine or train either standing or moving; they must not cross either street thereafter until the accumulated street traffic has passed over in safety.

**1103-C4.** At Oil City, all trains, in addition to having protection, must come to a stop before entering E.-L. R. R. track at Wye, then proceed around Wye with care, coming to a stop before crossing Seneca Street.

**1104-C5.** Trains and engines operating on the Ridgway Secondary Track must stop before passing over McMinns Crossing, Route 219, located 2970 feet south of Mile Post 22; and a member of the crew must protect the crossing in advance of each movement over the crossing.

During the hours of darkness a lighted fusee must be used for flagging highway traffic while movement is being made over this crossing.

#### **1104-A1. Normal Position of Switches and Crossovers At Specified Locations**

Switch Located at	Connecting	With	Normal Position is for Movements
Coryville	Clermont Secondary Track	Farmers Valley Secondary Track	To Farmers Valley Secondary Track
Dock Jct.	No. 2 Running Track	N.Y.C.R.R. Connection	To No. 1 Running Track
Erie, Seventh St.	No. 4 Running Track	No. 5 Running Track	To No. 4 Running Track
Erie, 792 feet East of Mile Post 2	No. 3 Running Track	No. 6 Running Track	To No. 4 Running Track
Brockway	Station and Interchange Track	E.-L. R.R.	To E.-L. R.R.
Brockway	Yard Track	E.-L. R.R.	To E.-L. R.R.
Himrod Jct.	Side Track	N.Y.C.R.R.	To and from N.Y.C.R.R.
Wilkes-Barre Northampton St.	Yard Track	No. 6 Track L.V.R.R.	To No. 6 Track
Williamsport—East of	Psgr. Track	Ladder Track	To Psgr. Track
Williamsport—West of	Psgr. Track	Ladder Track	To Terminal Track
Venango Yard	North end Scale Track	Run Around Track	To Run Around Track
Venango Yard	South end Scale Track	Run Around Track	To Run Around Track
Penfield—Lady Jane Colliery	Loaded Track	Penfield Track	To Loaded Track

**1104-B1. Switch Tenders are Stationed at and Have Charge of Main Track Switches as Indicated**

Location	Switches
<b>GJ</b> (Note 1)	South of Block Station

NOTE 1. At switches just south of **GJ** the switch tender will obtain permission for movements to No. 1 and No. 2 main tracks, crossover movements, departure tracks, freight yard tracks and outbound engine track, and give the permission verbally to conductors and enginemen. Switch tender will also report movements clear of the block to operator.

**1104-C1. Operator in Charge of Main Track Hand-operated Switches when Block Station is Open**

Location	Switches
<b>AD</b>	All main track switches
Port Allegany	Switch at south end of Siding
<b>BM</b>	Switch at north end of Brocton Siding
<b>MS</b>	Switch 1
Kane	Switch 1 (Note 1)
Drury	Crossover between No. 1 and No. 2 tracks 909 feet west of Drury; crossover between No. 2 track and No. 1 yard track 588 feet west of Drury; crossover between east yard lead and West yard lead 337 feet west of Drury; crossover between No. 1 track and No. 2 track 663 feet east of Drury; crossover between No. 2 track and east yard lead 282 feet east of Drury, and main track switch leading from No. 1 track to the west end of freight house track.
Drocton	From east yard to No. 2 track 167 feet west of Drocton; from No. 2 track to Farwell siding 55 feet west of Drocton; crossover between Farwell siding and No. 1 track 412 feet east of Drocton, and from No. 2 track to west yard 243 feet east of Drocton.
Trout Run	South end of siding
Leolyn	South end of siding
Sned	South end of siding
Kendall	From main track to pull out track 102 feet south of Kendall
<b>GH</b>	Switch at Junction P.R.R. and N.Y.C. Switch at east end of siding.

NOTE 1. Operator Kane in charge of switch east end yard track when Block Station is open.

**Hand Operated Switches Equipped with Electric Locks**

**1104-D1.** The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper.

Location	Switch	Controlled by
<b>DM</b>	Crossover between No. 1 Track and Yard 3	<b>DM</b>
<b>Ebenezer</b>	Crossover between No. 1 and No. 2 Track Union Road overhead bridge	<b>GJ</b>
<b>East Aurora</b>	North end of Siding	Machias Note 1
<b>East Aurora</b>	South end of Siding	Machias Note 1
<b>East Aurora</b>	Freight House Track	Machias Note 1
<b>East Aurora</b>	Crossover Main Track to Siding	Machias Note 1
<b>East Aurora</b>	East Aurora Lumber & Supply Corp.	Machias Note 1
<b>Chaffee</b>	North end of Storage Track	Machias Note 1
<b>Arcade</b>	Town Track	Machias Note 1
<b>Arcade</b>	A.&A.R.R. Connection Track	Machias Note 1
<b>Delevan</b>	Borden's Milk Track	Machias Note 1
<b>Lake</b>	North end of Siding	Machias Note 1
<b>Portville</b>	South end of Storage Track	<b>WH</b> Note 1
<b>Drury</b>	No. 2 Main Track to Yard	<b>Drury</b>
<b>Drury</b>	No. 2 Main Track to No. 1 Main Track	<b>Drury</b>
<b>Drocton</b>	No. 2 Main Track to Yard Track East of Drocton Tower	<b>Drocton</b>
<b>Drocton</b>	Yard Track to No. 2 Main Track West of Drocton Tower	<b>Drocton</b>
<b>Kase</b>	Wilkes-Barre Branch to cripple car Track	<b>Kase</b>
<b>Kase</b>	Wilkes-Barre Branch to Oil Track	<b>Kase</b>
<b>Sunbury</b>	Main Track to Central Builders M.P. 286	<b>Kase</b> Note 1
<b>Sunbury</b>	Haas lead crossing Main Line	<b>SF</b>

Location	Switch	Controlled by
Williamsport Branch		
Newberry Yard	East End No. 8 Track to Main Track	Newberry
Newberry—west of	Main Track to No. 7 Lead Track	Newberry
Rose St. Williamsport	West End Rose St. Track to Main Track	Newberry
Williamsport 7th Ave.	Facing hand-operated switch, for westward movement in Yard Track leading to Industrial Track	Newberry
Elmira Branch		
North of Newberry	Lundy Lumber Co. to Main Track—2 Switches Public Delivery to Main Track	Newberry
Wilkes-Barre Branch		
Catawissa	Main Track to A. J. Balshi Track	Norca
Kips	Main Track to west end of Westward Siding	Kips
Allegheny Branch		
Madison	Switch to south and north end Madison Sdg.	Brady Note 1
West Monterey	Facing switch for northward movement leading to Sta. Track	Brady Note 1
Parkers Landing	Facing switch for southward movement leading to delivery track	Brady Note 1
South of M. P. 84	Facing switch for southward movement leading to delivery track	Brady Note 1
Emlenton	Switch to south and north end Emlenton track	Brady Note 1
Venango	Facing switch for southward movement leading to Venango siding	Brady Note 1
South of M. P. 128	Facing switch for northward movement leading to Cran track	Brady Note 1
Oil City	Inbound Shop Track	Bridge
Oil City	Outbound Shop Track	Bridge
Oil City	Retail Track	Bridge
Oil City	Oil City Milling Co. Track	Bridge
Oil City	Water Works Track	Bridge

NOTE 1. To leave Main Track at locations where Switch levers are locked with electric locks, trains or engines must occupy track circuit which extends 150 feet from switch, before switch can be opened.

**1104-D2.** The following switches are equipped with electric lock, not controlled by operator:

Location	Switch	Note
Halifax	Facing switch for westward movement leading to Trestle Track. Facing switch for westward movement leading to Station Track.	1-3 1-3
L. V. Jct.	Facing switch for westward movement leading to Industrial track. Facing switch for eastward movement leading to L. V. Jct. Yard track.	1-3 1-3
Dalmatia	Trailing switch for eastward movement from single track to Dalmatia delivery track.	1-3
Herndon	Facing switch for eastward movement from single track to Herndon delivery track.	1-3
Selinsgrove Jct.	Facing switch for eastward movement from single track to Selinsgrove secondary track.	1-3
East end Creek Storage	Trailing switch for eastward movement from single track to east end Creek storage track.	1-3
Northumberland	Facing switch for eastward movement in single track to E-LRR Interchange.	1-3
	Facing crossover for eastward movement in single track 430 feet west of station.	1-3
	Facing crossover for westward movement in single track to No. 1 Thoroughfare Track.	1-3
Montandon	Facing switch for westward movement leading to Montandon Secondary Track.	1-3
Milton	Facing switch for eastward movement leading to American Home Foods Inc., track 1050 feet west of "MU" Interlocking Station.	1-3
	Facing switch for westward movement leading to Switching Track, 1730 feet west of "MU" Interlocking Station.	1-3
	Facing switch for eastward movement leading to Merritt, Chapman & Scott Corporation track, 2010 feet east of Milton Station.	1-3
	Facing switch for westward movement leading to Bark Track, 1715 feet east of Milton Station.	1-3
	Facing switch for westward movement to Freight House track.	1-3
	Facing switch for eastward movement leading to switching track, 680 feet east of Milton Station.	1-3
	Facing crossover for westward movement leading to ACF track, 121 feet east of Mile Post 274.	1-3
East Fair	Facing crossover for westward movement leading to Watsonstown switching and storage track, 1276 feet east of Mile Post 271.	1-2-3

Location	Switch	Note
Watsonstown	Facing switch for eastward movement leading to Watsonstown freight house, 1224 feet east of Mile Post 270.	1-2-3
	Facing switch for westward movement leading to Watson siding at Mile Post 270.	1-3
	Facing switch for eastward movement leading to Watson siding, 1181 feet east of Mile Post 269.	1-2-3
Montgomery	Facing crossover for westward movement leading to freight house track, 345 feet west of Mile Post 264.	1-3
	Facing switch for westward movement leading to Clinton siding, 1398 feet west of Mile Post 264.	1-3
	Facing switch for eastward movement leading to Clinton siding, 1210 feet east of Mile Post 263.	1-3
Jersey Shore	Facing switch for eastward movement in Main Track leading to siding, 1908 feet east of Mile Post 236, in service.	1-3
	Facing switch for westward movement in Main Track leading to siding, 1853 feet west of Mile Post 237, in service.	1-3
Lomis— East of	Main Track to Industrial Track	1-3
Lang	Switch at east end of Industrial Track	1
BM-Eye	Switch from main track to yard tracks, 3707 feet south of Mile Post 50	1-3
	Switch to south end of Brocton Siding, 1276 feet north of Mile Post 51	1-3
	Switch to Brocton Team Tracks, 993 feet north of Mile Post 51	1-3
	Switch to south end Brocton Yard, 1261 feet north of Mile Post 52	1-3
	Switch to north end Mayville Siding, 507 feet north of Mile Post 65	1-3
	Crossover to south end Mayville Siding, 1425 feet south of Mile Post 65	1-3
	Switch to north end Sherman Siding, 533 feet south of Mile Post 74	1-3
	Switch to south end Sherman Siding, 1600 feet north of Mile Post 75	1-3
	Switch to Clymer Freight House Tracks, 206 feet south of Mile Post 87	1-3
	Switch to Middle Track, Corry, 1178 feet north of Eye	1-3
	Switch at west end of Tail Track	1
Eye	Switches at east and west ends Warehouse Track	1
	Switch 2, <b>MS</b>	1

Location	Switch	Note
East of Love	Crossover, Main Track to Middle Storage Track	1
North of Love	Crossover Main Track to Middle Storage Track	1
	Switch, Main Track to north end of Middle Storage Track	1
Love— Bridge	Switch to north end Titusville Siding, 353 feet south of Mile Post 120	1-3
	Switch to south end Titusville Siding, 3436 feet south of Mile Post 120	1-3
	Switch to north end Rouse Running Track, 2128 feet south of Mile Post 132	1-3
	Switch to Pennzoil Track, 4394 feet south of Mile Post 134	1-3
	Crossover to Rouse Running Track, 4122 feet south of Mile Post 134	1-3
	Switch to NYC RR Interchange, 2675 feet south of Mile Post 136	1-3
	Crossover to Rouse Running Track, 4041 feet south of Mile Post 136	1-3
	Switch to E-L RR Interchange, 4055 feet south of Mile Post 136	1-3

NOTE 1. The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

NOTE 2. After removing switch lock from keeper, when immediate unlock does not result, wait approximately seven (7) minutes for electric locking release to operate, after which Main Track switch can be opened.

NOTE 3. To leave Main Track at locations where switch levers are locked with electric locks, trains or engines must occupy track circuit which extends 150 feet from switch, before switch can be opened.

#### 1105-A1. Spring Switches Located

Location	Normal Position	Route for Which Sprung	Note
Sned—north end Siding	Main Track	Siding to Main Track	
Cowley—south end Siding	Main Track	Siding to Main Track	
Leolyn—north end Siding	Main Track	Siding to Main Track	
Lock Haven—east end eastward Siding	No. 1 Track	Siding to No. 1 Track	
Nescopeck—east end Siding	Main Track	Siding to Main Track	
St. Marys, Switch 1	Main Track movements	Eastward movement from Siding to Main Track	

Location	Normal Position	Route for Which Sprung	Note
Stone—End of two Main Tracks	Single Track to No. 1 Track	Southward movements from No. 2 Track to Single Track	
Dock Jet.	For Eastward movement from N.Y.C.R.R. connection to No. 1 Running Track	For Westward movement from No. 2 Running Track to N.Y.C. R.R. connection	1
Erie, Sassafra St.	For Westward movement from No. 5 Running track to No. 2 Running Track	For Eastward movement from No. 1 Running Track to No. 5 Running Track	1

NOTE 1. Spring switches at these locations are not protected by signal indications. All other instructions pertaining to spring switches are in effect.

### Receiving or Discharging Traffic

**1107-A1.** In the application of **Rule 107**,

(a) Operator **JN** will notify eastward trains if westward First-Class trains due have not arrived.

(b) Trains and engines must not pass passenger trains standing at Warren station.

(c) Operator **WH** will notify southward trains if northward First-Class trains due have not arrived.

(d) Operator **WH** will notify northward trains if southward First-Class trains due have not arrived.

### Secondary Tracks

**1110-A1.** Trains and engines will protect against following movements on Secondary Tracks as indicated:

Track	Between	And
12	Yard Limit Board East of Mile Post 4	Cross-over 1400 feet east of Mile Post 7

### Track Assignments

**1151-A1. Single Track**

Track	Between	And
Main Line	Rockville	East Allens
Main Line	West Allens	East Linden
Main Line	Linden	Pine
Main Line	HY	SG
Main Line	NR	CR
Main Line	SN	OW
Main Line	Lake	Perry
Main Line	Wales	Hubbard



Track	Between	And
Main Line—Erie	<b>JN</b>	Otts
Main Line—Erie	Irv	Erie
Bald Eagle Branch	Lock Haven	Region Post (Pittsburgh Reg.)
Elmira Branch	Newberry	Southport Junction
Elmira Branch	<b>HO</b>	Himrod Jct.
Wilkes-Barre Branch	Log	Kase
Chautauqua Branch	<b>FW</b>	<b>FY</b>
Chautauqua Branch	<b>BM</b>	Bridge
West Seneca Branch	<b>GJ</b>	<b>GB</b>
Allegheny Branch	Region Post (Pgh Region)	<b>RH</b>
Williamsport Branch	Newberry	Linden
	River	East Linden

### 1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 2 Track	No. 1 Track
East Allens and West Allens	Westward	Eastward
East Linden and Linden	Westward	Eastward
Pine and HY	Westward	Eastward
<b>SG and JN</b>	Westward	Eastward
<b>JN and NR</b>	Southward	Northward
<b>CR and SN</b>	Southward	Northward
<b>OW and Lake</b>	Southward	Northward
Perry and Wales	Southward	Northward
Hubbard and SS49A	Southward	Northward
<b>Main Line—Erie Between:</b>		
Otts and Irv	Westward	Eastward
<b>Allegheny Branch Between:</b>		
<b>RH and Bridge</b>	Southward	Northward
<b>Salamanca Branch Between:</b>		
Stone and Irv	Southward	Northward

Note—Tracks are numbered from south to north or east to west.

**1151-B2.** Third paragraph of **Rule D-151** will not apply and northward movements on No. 2 track may be made between Shaw and First Street, Olean, on verbal permission of the operator at **AD** (#) when authorized by Train Dispatcher. Movements must be made at Restricted Speed.

NOTE—(#) Machias when **AD** is not in service.

**1151-D1. Secondary Tracks of No Assigned Direction**

(E) (W) (N) (S) Indicates timetable direction, from point first named.

Track	Between	And	Controlled by	Note
Rochester (S)	Term	Wadsworth Jct.	Genesee Jct.	
13 (S)	<b>AD</b>	Bill	<b>AD</b>	1
12 (E)	Elm	Cross-over 1400 feet east of Mile Post 7	Elm	2
				3
Clermont (S)	Clermont Jct.	End of track	<b>CR</b>	
Farmers Valley (S)	Coryville	Farmers Valley	<b>CR</b>	
Sodus Bay (N)	Himrod Jct.	Stanley	Himrod Jct.	8
	Stanley	Point	Stanley	4-8
Watson- town (E)	Watsonstown	Berwick	Newberry	
Montan- don (W)	Montandon	White (Pgh. Region)	Kase	5
Shamokin (E)	Kase	Mt. Carmel	Kase	8
Selins- grove (W)	Selinsgrove Jct.	129 feet west of mile post 17	Kase	5
L.V. Jct. (W)	L.V. Jct.	Lykens	Kase	
Low Grade (E)	Brady	<b>AW</b>	Brady	8
	<b>AW</b>	Falls Creek	<b>GH</b>	6 8
	Falls Creek	<b>DB</b>	Falls Creek	8
	<b>DB</b>	<b>DF</b>	<b>DF</b>	8
No. 401 (S)	Crossover at south end of Phillipston Yard	Brady	Brady	7
Oil City (N)	Bridge	Trunk	Bridge	
	Trunk	Stone	Irv	9
Salamanca (N)	End of Block	Bony	<b>RJ</b>	
	Bony	<b>AD</b>	<b>AD</b>	1
Ridgway (S)	Ridgway	Falls Creek	Ridgway	10

NOTE 1. Controlled by **RJ** when **AD** is not in service.

NOTE 2. Verbal permission from the operator at Elm will be authority for westward movements to use Track 12.

NOTE 3. Controlled by Eye when Elm is not in service.

NOTE 4. Controlled by Himrod Jct. when Stanley is not in service.

NOTE 5. **Rule 99** will not apply.

NOTE 6. Controlled by **SU** when **GH** is not in service.

Controlled by Brady when **SU** and **GH** are not in service.

**NOTE 7.** Northward movements made on signal indication at Brady.

**NOTE 8.** At Brady, **SU**, **GH**, Falls Creek, **DF**, Kase, Stanley, and Himrod Jct. extra trains and passenger extras, may proceed on proper Manual Block Signal indication in lieu of verbal permission of operator.

When a train is to be operated as a passenger extra it will be notified in writing by the Operator.

**NOTE 9.** Controlled by Bridge when Irv is not in service.

**NOTE 10.** Controlled by **JN** when Ridgway is not in service.

### 1151-E1. Employees in Charge of Sidings of Assigned Direction

Siding	Employee in Charge	Note
Kips — Eastward	Operator Kips	
Kips — Westward	Operator Kips	
Lane — Westward	Operator Lock Haven	
Lock Haven — Eastward	Operator Lock Haven	
Farwell — Eastward	Operator Drocton	
<b>DF</b> — Westward	Operator <b>DF</b>	
<b>DF</b> — Eastward	Operator <b>DF</b>	
<b>JN</b> — Westward	Operator <b>JN</b>	
<b>JN</b> — Eastward	Operator <b>JN</b>	
<b>CR</b> — Southward	Operator <b>CR</b>	

### 1151-F1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled By	Note
1	Spring Switch 54 feet east of N.Y.C. R.R. Conne- ction Dock Jct.	Spring Switch 100 feet west of Sassafras Street	Eastward	Yardmaster <b>OD</b>	1
2	Spring Switch 100 feet west of Sassa- fras Street	Spring Switch 54 feet east of N.Y.C. R.R. Conne- ction Dock Jct.	Westward	Yardmaster <b>OD</b>	2
3	Switch at Seventh Street	Switch 79 feet east of Mile Post 2	Eastward	Yardmaster <b>OD</b>	
4	Switch 792 feet east of Mile Post 2	Switch at Seventh Street	Westward	Yardmaster <b>OD</b>	

NOTE 1. Authority for eastward movements to use No. 1 Running Track from Dock Jct., (N.Y.C.) to Sassafras, Street will be by signal indication. Eastward trains and engines that do not have permission to proceed east of Sassafras Street must stop west of crossover switches at Erie Water Works until permission has been obtained.

NOTE 2. Westward trains enroute to N.Y.C. R.R. must stop clear of crossover leading to N.Y.C. R.R. connection at Dock Jct., unless home signal governing westward movements to N.Y.C. R.R., displays an indication more favorable than Stop.

### 1151-G1. Running Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Dock Extension (S)	Meyer	SB	Yard Master Penn Yard	
Tail (S)	1080 feet North of CJ	CJ	Yard Master Ebenezer Jct.	
BS-1 (S)	Buffalo St.	First Street	Yard Master Olean	
AY-1 (S)	Bill	Allegany	Yard Master Olean	
AD-1 (S)	AD	Olean	Yard Master Olean	
Terminal (S)	Rochester (Troup St.)	Terminal	Operator Genesee Jct.	
Honey Pot (E)	Hunlock	Lomis	Operator Hunlock	
East Brady (N)	Brady	End of Track	Operator Brady	
Sligo (E)	AW	Sligo	Operator Brady	
Rouse (N)	Bridge	2128 feet South of M.P. 132	Operator Bridge	
5 (E)	Spring Switch 100 feet west of Sassafras Street	Switch at Seventh St.	Yard Master OD	
6 (E)	Switch 792 feet east of Mile Post 2	Cross-over to Main Track west of Elm St.	Yard Master OD	

(N) (E) (S) Indicates timetable direction from point first named.

**1151-J1. Passenger Trains as Specified will use Tracks as follows unless Interlocking Signals otherwise Indicate:**

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
570 5750	Siding Siding	West Bud Newberry	Linden	— —	571 5741

### **PASSENGER TRAIN OPERATION**

**1154-A1.** Passenger trains will make running test of air brakes approaching descending grades as follows:

#### **MAIN LINE**

Northward      Keating Summit  
Southward      NR

#### **MAIN LINE- ERIE**

Eastward      Kane, except when stop is made  
                    at Kane.  
Westward      Lang

**1154-A2.** Northern Region passenger trains will operate to and from N.Y.C.R.R. terminal Buffalo. Trains, in both directions, will be backed between SS-49-A and N.Y.C.R.R. terminal. All passenger trains will be supplied with back-up hose. An air brake test with back-up hose must be made on outbound trains at N.Y.C.R.R. Terminal, and on inbound trains after stopping on the N.Y.C.R.R. tracks at SS-49-A in accordance with **Rule 1587** of N.Y.C.R.R. Air Brake Instruction Book, effective February 1st, 1947.

**1154-A2A.** Passenger trains Nos. 570, 572, 576, 5710, 5730, 574 and 5750 will turn train on the Wye at Newberry unless otherwise directed. All passenger trains must have a back-up hose or back-up valve and brake test must be made at Newberry in accordance with Instruction 30 of Brake and Air Signal Instruction Book 99-D-1, effective January 1, 1953 and backward movement will be governed by these same instructions.

**1154-A3.** Southward passenger trains must not block Union Street crossing, Olean, with standing engine or cars.

**1154-A4.** Unauthorized persons are prohibited from riding on rear of passenger trains.

**1154-A5.** Helping engines for passenger trains must remain clear of track which passenger train will use until passenger train has come to a stop and the yard master, conductor or engineman of passenger train has made a safe arrangement for taking on helping engines, except helping engines for northward passenger trains may occupy No. 1 track north of Signal No. 1212 at Emporium.

**1154-A6.** All diesel engines on passenger trains will replenish steam generator water supply at Olean and Renovo.

**1154-A7.** Conductors of any train when running late, will notify the Superintendent Transportation as soon as possible whether or not they have revenue passengers for connecting trains at junction points or for connections.

## FREIGHT TRAIN OPERATION

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

#### Applies on Entire Region

#### Starting Trains with Diesel Engines on Rear

**1155-A1.** When starting trains where diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher on the rear, the following procedure must be followed:

When train is ready to start, power will be used to start the train by the hauling engines. If the hauling engines cannot start the train engineman of hauling engine will contact engineman of helping engine by trainphone and request the helpers to use power to push in slack on rear and start the train. When trainphone is not operating properly and contact cannot be made with engineman of helping engine a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the diesel pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

It is important that the engineman of the pusher engine observe the brake pipe pointer on the gauge very closely after the brakes have been applied with the 25-lb. brake pipe reduction. Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start the train.

The four (4) minute interval must be timed with a watch by both the hauling and pushing engineman.

During the four (4) minute interval, if necessary for pusher engine to apply the independent brake to keep the slack from running out, be sure to have independent brake released at end of four (4) minute interval.

**1155-A2.** The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-D-1 on handling freight trains will apply.

Trains having 40 percent or more loaded cars in train will be considered loaded trains; less than 40 percent loaded cars will be considered empty trains.

Trains having 25 percent or more of the cars in train loaded with mineral freight or grain will be considered a mineral freight train and all instructions pertaining to mineral freight trains will apply.

On all loaded freight trains, the brake pipe pressure must be adjusted to 95 pounds between all points.

On all mineral freight trains, the retaining valves should be turned up in slow direct exhaust position (45 degrees above center) on 25 percent of the cars in train, commencing at head end of train, unless otherwise provided. This should be done at the time the terminal air brake test is made.

On all trains of empty open top cars consisting of 100 or more cars, retaining valves should be turned up in slow direct exhaust position on the first 25 cars back of the locomotive; on such trains consisting of 50 to 100 cars the retaining valves should be turned up in slow direct exhaust position on the first 15 cars back of the locomotive.

When engineman is notified as to the condition of the brakes, he should also be notified as to the number of retaining valves set up in slow direct exhaust position.

When in the judgment of the engineman, the use of additional retaining valves is required, or their use is desired on grades other than specified, he will instruct the conductor.

When using retaining valves of the three-position type, place handle in high pressure position on loaded cars and low pressure position on empty cars.

Retaining valves must not be released when approaching the foot of the grade until a proper whistle signal is received from the engineman to release them.

If, in the judgment of conductor or engineman, the weather conditions or character of the lading in the cars is such as to prohibit the turning up of retaining valves with safety while the trains are in motion, and there is no convenient operating stop where this work can be done, trains must be stopped at the top of the grade so that retaining valves can be turned up and, in such instances, stop will also be made at the foot of the grade to permit turning retaining valves down.

On all grades where retaining valves are used either in the slow direct exhaust position or in high pressure position, engineman must operate the brake valve in such a manner as to maintain a brake pipe pressure of not less than 70 pounds on loaded freight trains.

When descending the grades where the dynamic brake is in use, engineman will operate the dynamic brake to the limit of its capacity supplemented by the necessary automatic air brake applications to control the speed.

Where trains are doubled on the hill, such as McMinns Summit, or any other point and, after entire train has been coupled together, a test of the brakes on the cars which have been stored on siding, must be made as prescribed by Instructions 14a of the No. 99-D-1 Brake and Train Air Signal Instructions.

**TRAINS HAULED BY ENGINES EQUIPPED WITH OPERATIVE PRESSURE MAINTAINING BRAKE VALVE ON SUCH TRAINS THE FOLLOWING WILL APPLY ON GRADES LISTED BELOW:**

#### **Mineral Freight Trains**

Kane to Roy  
St. Marys to Mile Post 138  
Keating Summit to NR  
Chaffee to South Wales

**Mineral freight trains must not exceed a speed of 25 miles per hour.**

#### **All Loaded Freight Trains**

Lang to State Street, Erie  
Dock Jct. to State Street, Erie  
Summerdale to Brocton  
McMinns Summit to Brockway

Retaining valves will not be used except as required for mineral freight trains.

**TRAINS HAULED BY ENGINES NOT EQUIPPED WITH PRESSURE MAINTAINING BRAKE VALVE OR PRESSURE MAINTAINING FEATURE OF BRAKE VALVE INOPERATIVE.**

Retaining valves must be set up in slow direct exhaust position on 50% of cars in train.

**Loaded freight trains must not exceed a speed of 25 miles per hour:**

Summerdale to Mayville  
Pross to Brocton  
Lang to Elm

### **Keating Summit to Mile Post 113**

On mineral freight or grain trains the brake pipe pressure must be 105 pounds, on other loaded trains 100 pounds and on empty trains 80 pounds before descending grade. The above brake pressure must be obtained before passing NR.

When the pusher engine, next to the train, has passed NR, the engineman must observe the brake pipe pressure. If the brake pipe pressure on the pusher engine next to the train registers less than 90 lbs. on mineral freight or grain trains, less than 85 lbs. on other freight trains or less than 70 lbs. on empty trains, engineman will give the engine whistle signal to apply the brakes and the train stopped before passing Keating Summit and not proceed until the required brake pipe pressure has been obtained and a road test of the brakes has been made.

On trains not having pusher engine, the flagman must observe the brake pipe pressure on cabin gauge and if less than required, the train must be stopped.

**Speed of northward and southward freight trains passing Keating Summit must not exceed 12 miles per hour; Enginemen, both front and rear must so regulate speed to obtain this result.**

**ENGINES NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE OR DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE INOPERATIVE.**

On such loaded freight trains the following instructions will apply:

When the tons per effective brake do not exceed 75, sufficient retaining valves must be turned up, beginning at the head end of train, to provide a retaining valve value equal to or greater than the gross tons of the train, but not less than one retaining valve for each 75 gross tons in the train. Retaining valves will be placed in high pressure position, except on empty cars which should have retaining valves set up for low pressure position.

When the tons per effective brake exceed 75, if the retaining valve value of train exceeds the gross tons of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except the last ten cars in the train, which retaining valves must be left in release position. If the difference between the gross tonnage and retaining valve value is less than 1000 tons, the number of retaining valves equal to the difference, divided by 100, must be placed in release position on the rear of the train. For example, if the retaining valve value exceeds the gross tonnage of the train, 900 tons, nine retaining valves will be left in release position, until finally, if only 100 tons, one retaining valve will be left in release position.

In no case must the gross tonnage exceed the retaining valve value.

The conductor will make notation on the back of form M.P. 261-A showing the number of retaining valves left in release position.

Retaining valves on this grade must not be released until called for by the engineman.

If the brake pipe pressure on the engine drops to 70 pounds on loaded trains and 60 pounds on empty trains, from any cause, the train must stop and be secured by hand brakes until it is known that the brake pipe pressure has been restored.

The conductor will be responsible for properly instructing the trainmen in the use of retaining valves and knowing that the handles of retaining valves are turned to the proper position.



Conductors and enginemen who have not handled trains on this grade for a period of one year or more will be required to qualify on the grade before they can be allowed to run over the territory. Conductors and enginemen will not accept any position requiring them to operate over these grades until the above requirements have been fulfilled and they have been qualified by Train Master or his representative.

In starting southward freight trains between Keating Summit and Mile Post 113, the following instructions will govern: When a train is stopped it must be secured by hand brakes, after which trainmen will begin at the rear of the train and turn down retaining valves sufficient to permit the engineman to start the train without having to take the slack. Engineman will not attempt to start the train until signal is received from the trainmen that sufficient retaining valves have been released. The retaining valves turned down must be again turned up as soon as the air brake on the car is released.

After the retaining valves have been released and re-set as specified, the trainmen will signal the engineman to proceed. The engineman will then call the flagman and the hand brakes will be released, beginning from the rear of the train. After handbrakes have been released and the flagman has returned, the trainman will signal the engineman to proceed. The engine should then be moved not more than two feet at a time, allowing ample time after each stop to permit the slack in the train to adjust itself until the entire train moves. Should it be necessary to take the slack exceptional care must be exercised.

#### **ENGINES EQUIPPED WITH OPERATIVE DYNAMIC BRAKES AND PRESSURE MAINTAINING BRAKE VALVES.**

On such trains the following tonnage will govern:

One 1500 or 1600 H.P. Unit.....	3,250 tons
One 1750 H.P. Unit.....	3,500 tons
One 2000 H.P. Unit.....	3,750 tons
One 2400 H.P. Unit.....	4,500 tons
One 2500 H.P. Unit.....	4,500 tons

Train tonnage must not exceed 12,000 tons regardless of the Horsepower.

Tonnage for trains hauled by more than one unit, multiply the allowance shown for one single unit of that class by the number of units hauling the train.

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engines.

Retaining valves will not be set up in high or low pressure position.

On trains having 50% or more of cars loaded with mineral freight or grain retaining valves must be set in slow direct exhaust position (45 degrees above center) on all except the rear ten cars.

This must be done at the time the Terminal air brake test is made and so remain enroute.

If the brake pipe pressure on the engine drops to 80 pounds on loaded trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied in front and rear ends to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

Should the train be stopped for any other cause a sufficient number of hand brakes must be immediately applied before train brakes are released.

If dynamic brake or pressure maintaining feature, or both, fail enroute, instructions governing train with non-equipped engine will govern.

### Kane to Wilcox

On loaded freight trains, the feed valve must be adjusted 100 lbs. and the brake pipe pressure must be 100 lbs., passing Roy.

### ENGINES NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE OR DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE INOPERATIVE.

On such loaded freight trains, when the tons per effective brake do not exceed 60, sufficient retaining valves must be turned up in high pressure position beginning at the head end of the train to provide a retaining valve value equal to or greater than the gross tonnage of train, but not less than one retaining valve for each 75 gross tons in the train.

When the tons per effective brake exceed 61, all retaining valves must be turned up in high pressure position, except the rear five cars which should be left in release position. Retaining valves must be tested and M.P. 261A form filled out for each train in accordance with No. 99-D-1 Brake and Train Air Signal Instructions. Notation must be made on M.P. 261A form, the number of retainers turned up in high pressure position, and the number left in release on rear end of train.

### ENGINES EQUIPPED WITH OPERATIVE DYNAMIC BRAKES AND PRESSURE MAINTAINING BRAKE VALVES.

On such trains the following tonnage will govern:

One 1500 or 1600 H.P. Unit.....	3,250 tons
One 1750 H.P. Unit.....	3,500 tons
One 2000 H.P. Unit.....	3,750 tons
One 2400 H.P. Unit.....	4,500 tons
One 2500 H.P. Unit.....	4,500 tons

Train tonnage must not exceed 12,000 tons regardless of the Horsepower.

Tonnage for trains hauled by more than one unit, multiply the allowance shown for one single unit of that class by the number of units hauling the train.

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engine.

Retaining valves will not be set up in low or high pressure position. On mineral freight trains, retaining valves must be set in slow direct exhaust position (handle at 45 degrees above center) on all except the rear five cars, and this must be done at the time the terminal air brake test is made and so remain en route.

If the brake pipe pressure on the engine drops to 80 pounds on loaded trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

If dynamic brake or pressure maintaining feature, or both, fail enroute, instructions governing trains with non-equipped engines will govern.

Trains leaving Erie destined east of Kane with engines having dynamic brake operative must have the retaining valves set in slow direct exhaust position in accordance with instructions. Train will continue through to final terminal with retainers set in slow direct exhaust position.

When the pusher engine next to the train is passing the west end of Kane siding, pusher enginemen must observe the brake pipe pressure and if 85 pounds or more on loaded train, sound whistle signal to release brakes. If brake pipe pressure on pusher engine is less than 85 pounds, the engineman will sound whistle to apply brakes and train must be stopped before fouling the

switches just west of Kane and must not proceed until the required brake pressure has been obtained and a road test of the brakes has been made.

On trains having no pusher, the flagman must observe the brake pipe pressure on cabin gauge and if less than 85 pounds the train must be stopped.

Trains starting from Kane will be governed by the above instructions.

Conductors and enginemen who have not handled trains on this grade for a period of one year or more will be required to qualify on the grade before they can be allowed to run over the territory. Conductors and enginemen will not accept any position requiring them to operate over these grades until the above requirements have been fulfilled and they have been qualified by Train Master or his representative.

**Eastward freight trains must not exceed a speed of 10 miles per hour between Mile Post 95 and Mile Post 96; Enginemen, both front and rear must so regulate speed to obtain this result.**

If retaining valves are used in high pressure position on mineral freight trains Kane to Wilcox, 50 percent of the retaining valves must be placed in slow direct exhaust position on head portion of train after descending the grade.

### **Sligo Running Track**

#### **Rimersburg to AW**

Instructions 55-a to 60 inclusive and note at bottom of Form M.P. 261-A, page 73, Brake and Train Air Signal Instruction No. 99-D-1 are in effect.

The brake pipe pressure must be 100 lbs. before descending this grade with freight trains of loaded cars. Before the train is started from Rimersburg the engineman of the pusher engine must observe the brake pipe pressure and if it is 85 lbs. or more, sound the whistle signal to release the brakes. If the brake pipe pressure on the pusher engine next to the train is less than 85 lbs., the engineman will sound the whistle to apply the brakes and the train will not proceed until required brake pipe pressure has been obtained and a road test of the brakes has been made.

On single engine trains or with helping engine on the head end, the flagman must observe the brake pressure on the cabin gauge and if it is 85 lbs. or more, will give signal to proceed, and if less will give the signal to apply the brakes and train will not be started until the required brake pressure has been obtained and road test has been made. When the stop signal is given the lead engineman will give one sound of the whistle and when proceed is given will give two sounds of the whistle.

Trains starting from Rimersburg will be governed by the above instructions.

When trains are doubled at Rimersburg or at any other point, after entire train has been coupled together a test of the brakes on the cars which had been stored on the siding, must be made as prescribed in Instruction 14a of No. 99-D-1, Brake and Train Air Signal Instructions.

If the retaining valve value of the train exceeds the gross tonnage of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except on the last 10 cars in the train, which retaining valves must be left in release position. If the difference between the gross tonnage and retaining valve value is less than 1000 tons, a number of retaining valves equal to the difference, divided by 100, must be left in the release position on the rear of the train.

For example: If the retaining valve value exceeds the gross tonnage of the train by 900 tons, 9 retaining valves will be left in the release position; 800 tons, 8 retaining valves will be left in release position until finally, if only 100 tons, 1 retaining valve will be left in release position.

In no case must the gross tonnage exceed the retaining valve value.

The conductor will make notation on back of Form MP-261-A showing the number of retaining valves left in release position.

If the brake pipe pressure on the engine drops to 70 pounds on loaded trains and 60 pounds on empty trains, from any cause, the train must stop and be secured by hand brakes until it is known that the brake pipe pressure has been restored.

On trains having engines equipped with operative dynamic brakes and pressure maintaining brake valves, retaining valves will not be set up in high or low pressure position. On mineral freight trains, retaining valves must be set in slow direct exhaust position (45 degrees above center) on all except the rear five (5) cars.

If the brake pipe pressure on the engines drops to 80 pounds on loaded trains, from any cause, the train must stop. Train brakes must not be released after stopping until a sufficient number of hand brakes are applied on front end to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

When stopping trains controlled by the pressure maintaining method of braking on the grade, approximately six or seven car lengths prior to stop, the independent brake valve must be substituted for the dynamic brake for the remainder of the stop, in order to insure the bunching of slack on the entire train.

When starting trains that have been stopped in the above manner, the engine must not be moved more than six inches at a time until the entire train is in motion.

If dynamic brake or pressure maintaining feature, or both fail enroute, instructions governing train with non-equipped engine will govern.

On loaded trains the brake pipe pressure must be 105 pounds.

Before leaving Rimersburg it must be known that the train brake system is charged to not less than 10 pounds below the standard pressure. On 50 cars or less it will be necessary to cut out the pressure maintaining feature and place the automatic brake valve on lap to determine if train brake system is charged. On over 50 cars the gauge on rear end can be used to determine if system is charged.

The following tonnage ratings for dynamic brake will govern:

One 1500 or 1600 H.P. Unit.....	3250 tons
One 1750 H.P. Unit.....	3500 tons
One 1800 or 2000 H.P. Unit.....	3750 tons
One 2400 or 2500 H.P. Unit.....	4500 tons

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engines.

The tonnage will be determined by multiplying the tonnage per single unit by the number of operative units hauling the train.

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

#### **Elmira Branch**

	<b>Loaded Trains</b>
Southward—Leolyn	30%
Northward—Troy Hill	30%
Sned to Kendall	20%
Millport Hill	20%

#### **LV Secondary Track**

Eastward—Lykens to L.V. Jct.	20%
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The number of retaining valves to be increased when conditions require.

**Mt. Carmel to Weigh Scales and  
All Connecting tracks:**

Conductors and enginemen of freight trains and mine crews will confer relative to the consist of their train, and use sufficient retaining valves to insure safety.

**1155-B1.** When cutting train on West Linden Siding at public road crossing 544 feet west of Nisbet Station, no portion of the train must be left standing within ten-car lengths of the crossing.

**1155-B2.** When eastward freight trains that are to be yarded in Dock Jct. Yard are stopped at N.Y.C. eastward home signal, Dock Jct., a trainman must proceed ahead and line switches for yard track to prevent stopping train within interlocking limits.

**1155-B3.** Enginemen of rear helper engine on freight trains having more than one helper engine will ease off while passing over turnouts and crossovers when making diverging movements.

**1155-B4.** Engines may be used to push against N-5 or heavier cabins ONLY. Other types of cabins must be coupled behind helper engines.

**1155-B5.** Helper engines on rear of eastward freight trains, assisting to St. Marys, will detach helpers at Fourth Street.

**1155-B6.** Helper engines on rear of eastward and westward freight trains assisting to Kane, will detach helpers east of westward home signal.

**1155-B7.** Helper engines on rear of eastward freight trains must be detached at Jackson unless otherwise instructed.

**1155-B8.** Conductors of freight trains arriving at sidings, stations or yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing of cars in their train. A manifest or waybill or its equivalent must accompany each car.

**1155-B9.** Westward trains stopping at Ridgway to perform work, take on helper engines, etc., will stop with entire train east of Snow Plow crossing or helpers cut train for Bark Street when crossing is being used.

Eastward trains stopping at Ridgway to perform work, taking on helpers, etc., will stop with entire train west of Bark Street crossing.

**1155-B10.** To avoid the blocking of Railroad Avenue Crossing, Eldred, Pa., southward freight trains of 90 or more cars must not obstruct this crossing unless it is known that continued movement is possible at CR. Trains of less than 90 cars can be contained between this crossing and CR.

Enginemen of trains stopped at this location must contact operator at the adjacent block station for instructions.

**1155-B11.** Helper engines on rear of freight trains must be detached at Keating Summit unless otherwise instructed. Enginemen of helper engines having been detached will promptly contact the block station in the rear for instructions and block information.

**1155-B12.** Freight trains with helper engines on rear having stopped on the ascending grade approaching Keating Summit will not attempt to start if a passenger train is due on the adjacent main track, unless flag protection is afforded the passenger train until the freight train is in motion.

**1155-B13.** Freight train tonnage must not exceed the rating of four (4) BF-16 type units exclusive of the capacity of helping units assisting on other than the head end of train. Not more than eight (8) units will be operated in multiple control when attached to the head end of the train. Maximum locomotive power used on other than the head end of a freight train must not exceed 6600 horsepower. If operating conditions exist whereby it is necessary to attach locomotive units in excess of 6600 horsepower to other than the head end of the train, a sufficient number of units must be isolated to prevent excessive power.

In the judgment of hauling engineman, to avoid stalling train on heavy part of grade, one isolated unit may be cut in temporarily.

**1155-B14.** On descending grades where instructions require the use of dynamic brakes in lieu of or to supplement retaining valves, another engine will not be coupled ahead of the hauling engine unless it is known that the hauler engine is equipped with coupler stops or centering devices.

AS-10, AS-16 or ES-15 type units which are not equipped with coupler stops or centering devices may be operated when coupled in multiple, under the following conditions:

When they are the first two units on the front end of a train;

When they are the last two units on the rear end of a train;

When moving light.

It will be the engineman's responsibility to know that coupler stops or centering devices are applied to AS-10, AS-16, or ES-15 type units used in road helper or through freight road hauler service before being dispatched from enginehouse.

**1155-B15.** No. 1 Yard Track Brocton must not be blocked without permission of operator at **BM**.

**1155-B17.** Conductors in charge of engines making movements on coal dock feed tracks, Erie, will, before occupying feed tracks, call Coal Dock Office and secure permission to make movements. After permission is received and before movement is started, conductor will sound siren—one long blast—by operating push button in telephone box at east end of feed tracks.

Yard Master at Lake Yard will notify crews as to tracks on which coal is to be placed.

**1155-B18.** Crews shifting tracks or placing cars on tracks which are equipped with concrete bumpers will leave a space between the car and the bumper, so as to relieve the strain on the draft gear when the car is coupled on.

**1155-B19.** Freight trains using E.-L.R.R. tracks between Brockway and Hyde will proceed at restricted speed.

**1155-B20.** Storage Tracks Nos. 1 and 2 must not be blocked without permission of Operator at **JN**. When these tracks are cleared of cars, the conductor in charge of the train clearing these tracks must promptly notify Operator at **JN** to that effect.

**1155-B21.** Conductors placing cars for loading or unloading, must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

**1155-B22.** Account close proximity of gasoline storage tanks, train crews must not set off cars with heated journals on coach track Emlenton, Allegheny Branch.

**1155-B23.** Account close proximity of gasoline storage tanks, train crews must not set off cars with heated journals on Atlantic Refining Co. Track, east of East Allens.

**1155-B24.** All freight trains requiring a third brakeman operating in either direction between the points shown below must stop where indicated to pick up or discharge the additional brakeman on head end of train:

	<b>Between:</b>	<b>Stop to be made at:</b>
Main Line—	Buffalo and Renovo	Grantiers Road crossing 1840 feet south of Mile Post 80.
Chautauqua Br.—	Buffalo and Oil City	Eye Block and Interlocking Station, Corry, Pa.
Elmira Br.—	Southport and Newberry	Highway crossing, State Route 14, Fassett, Pa.

**1155-B25.** Flashing light signal system for use in doubling yard and road movements in service at the following locations:

Renovo—mounted on telephone pole crossarms, north of main track, with signal units visible from both east and west at these points:

276 feet east of Drocton Block Station  
1617 feet west of Mile Post 197  
150 feet west of Mile Post 197  
749 feet east of Mile Post 197

Northumberland—mounted on signal bridge, south of Kase siding, 550 feet west of Kase;

mounted on telephone pole, north of main track, 100 feet east of Mile Post 286

These signals will be under control of a member of the train crew engaged in doubling yard or road drafts at these points. Push button controls are located as follows:

Renovo—mounted in trainman's shelter located 1150 feet west of Drocton Block Station

Northumberland—mounted on telephone pole, south of siding, 150 feet west of eastward home signal at Northumberland;

mounted in telephone shelter box, south of siding, near westward home signal at Northumberland

Flashing light signal aspects governing doubling of yard or road movements have been assigned the following indications:

One long flash	- Stop
Two short flashes	- Move Forward
Three short flashes	- Move Backward

Flashing light signals will be extinguished when not in use.

These signals do not supersede the observance of Block and Interlocking Signals.

## **FREIGHT AND PASSENGER TRAIN OPERATION**

**1156-A1.** Helping engines must be detached only at block stations or at points where telephone communication is available with a block station.

This instruction will not apply when helper engines are used in switching movements of the train being assisted.

**1156-A2.** When a train is delayed at points remote from block stations, conductor or engineman must see that some member of the crew communicates with operator at once and at frequent intervals.

**1156-A3.** When authorized by the operator, and, at reduced speed, an engine may pass stop-block signal, or enter a block occupied by a passenger train for the purpose of switching that train.

**1156-A4.** Conductor or engineman of a train must secure permission from operator before entering a siding where switches are hand-operated except at points where open block stations are located at entrance end of siding.

**1156-A6.** Attention is called to the following extract of The Law Of The State of New York:

"No railroad corporation, or any officer, agent or employee thereof shall stop its cars, horses or locomotives upon a grade crossing of a railroad of another corporation for the purpose of receiving, delivering passengers or freight, or other purpose."

**1156-A7.** Movements on thoroughfare track between Log and crossover at south end of two or more tracks, Wilkes-Barre Connecting Railroad, governed as follows:

Eastward or northward trains receiving a restricting signal on eastward home signal at Log may proceed to Carey Avenue unless otherwise directed by yard master.

Eastward or northward trains from Buttonwood will obtain permission from yard master.

Southward trains will stop clear of trailing crossover north of Carey Avenue for instructions from yard master.

Westward trains from Buttonwood will obtain permission from operator at Buttonwood. Operator at Buttonwood will not authorize movements on thoroughfare track unless directed by yard master.

**1156-A8.** Trainmen after obtaining permission from operator at Hunlock to make movement over main track on West Nanticoke track, will operate the mechanism at derail which, when thrown, will cause signals to display Restricting aspect, **Rule 290, Fig. B.**

**1156-A9.** Movements on Haas lead will be in charge of operator at Kase.

**1156-A10.** All trains must approach and proceed through Beaver Dam and Paddy Mountain tunnels, Montandon Secondary Track, and Jerseytown Cut at a point one-half mile east of Mile Post 17, Watsontown Secondary Track, prepared to stop short of any obstruction.

**1156-A11.** Permission for westward trains to use No. 1 and No. 2 thoroughfare tracks, Northumberland, will be given by signal indication at Kase or by verbal permission from the yard master.

**1156-A12.** Permission for eastward trains to use No. 1 and No. 2 thoroughfare tracks, Northumberland, will be given by signal indication at Molly or by verbal permission from the yard master.

Eastward trains receiving fixed signal indication to use No. 2 thoroughfare track Northumberland will proceed to switch leading to pit and engine running track, 7950 feet east of Molly, and call yard master by telephone from this point for instructions.

**1156-A13.** Permission for westward trains to use thoroughfare track, Renovo, will be given at Drocton by message or by sign displayed in window or by verbal permission from the yard master.

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

**1156-A14.** When engines on all diesel engine units are shut down on grades, sufficient hand brakes must be applied to the train to secure it until it is ready to proceed.



**1156-A15.** Operation of A-2 Caboose Valve. Service Application: Move the valve handle from release toward application position, being sure to hesitate 10 seconds in each notched position before moving on to the next notch. The first movement of the handle locks the valve so it can not be moved back to closed position. After the train has stopped the valve can be unlocked by moving the handle to the extreme application position.

Emergency Application: Move the valve handle quickly from release to the extreme application position and leave it there until after the train has stopped.

**1156-A16.** At Seventh Avenue, Williamsport, westward movements over electric locked hand-operated switch leading to industrial track must operate push button located adjacent to the low home signal to receive proper signal indication. Push button must be held until after the leading end of the movement has passed the signal.

**1156-A17.** Signal indication or permission of the operator at Newberry will be the authority for movement on the Williamsport Station track.

**1156-A18.** Northern Region trains operating on other railroads will be governed as follows:

Between	and	By Timetable and Rules of
Penn Yard	Wadsworth Jct.	L.V.R.R.
Dock Jct.	Girard Jct.	N.Y.C.R.R.
SS 49-A	Central Terminal Bfo.	N.Y.C.R.R.
SS 49-A	Black Rock	N.Y.C.R.R.
DM	Black Rock	E.-L. R.R.
Black Rock	Fort Erie	C.N.R.R.
Fort Erie	Victoria Yd	N.Y.C.R.R.
FY	BM	N.K.P.R.R.
Riverside Jct.	Bradford	B. & O. R.R.
Southport Jct.	HO	E.-L. R.R.

### SPEED RESTRICTIONS

#### 1157-A. Speed Table

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

**Minimum Running Times and Speeds  
On Descending Grades—Freight Trains.**

**1157-B1.** The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded:

**Keating Summit Grade—Southward**

Trains having an average tonnage of 60 tons or less, per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	15	4
Mile Post 109 to Mile Post 110	2.2	1	15	4
Mile Post 110 to Mile Post 111	2.1	1	15	4
Mile Post 111 to Mile Post 112	2.2	1	15	4
Mile Post 112 to Mile Post 113	2.1	1	15	4
<b>TOTAL</b>	—	5	—	20

**NOTE**—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Trains having an average tonnage of over 60 tons, per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	12	5
Mile Post 109 to Mile Post 110	2.2	1	12	5
Mile Post 110 to Mile Post 111	2.1	1	12	5
Mile Post 111 to Mile Post 112	2.2	1	12	5
Mile Post 112 to Mile Post 113	2.1	1	12	5
<b>TOTAL</b>	—	5	—	25

**NOTE**—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

The maximum tonnage may be increased from 50 to 75 tons and 95 to 105 tons per effective brake, between Keating Summit and Sizerville.

**1157-B2.** The following minimum running times for freight trains hauled by engines using the dynamic brake in conjunction with the pressure maintaining method of braking are established:

Trains having an average tonnage of 60 tons or less, per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	20	3
Mile Post 109 to Mile Post 110	2.2	1	20	3
Mile Post 110 to Mile Post 111	2.1	1	20	3
Mile Post 111 to Mile Post 112	2.2	1	20	3
Mile Post 112 to Mile Post 113	2.1	1	20	3
<b>TOTAL</b>	—	5	—	15

**NOTE**—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Trains having an average tonnage of over 60 tons, per operative brake:

Points		Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	15	4
Mile Post 109 to Mile Post 110	2.2	1	15	4
Mile Post 110 to Mile Post 111	2.1	1	15	4
Mile Post 111 to Mile Post 112	2.2	1	15	4
Mile Post 112 to Mile Post 113	2.1	1	15	4
<b>TOTAL</b>	—	5	—	20

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

### Kane to Wilcox—Eastward

Trains having an average tonnage of 60 tons or less, per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	25	10
<b>TOTAL</b>	—	8.6	—	27

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Trains having an average tonnage of over 60 tons, per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	20	13
<b>TOTAL</b>	—	8.6	—	30

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Before descending the above grade, engineman must know that the dynamic brake is operating properly and conductor must know that retaining valves are in proper position.

### Sligo Running Track—Westward

Trains having an average tonnage over 51 tons per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 5 to <b>AW</b>	2.20	5	12	25

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

**PASSENGER TRAINS AND FREIGHT TRAINS**  
**1157-C1. Maximum Speeds, unless otherwise Specified**

	Single Track		No. 2 Track		No. 1 Track	
	Pass.	Freight	Pass.	Freight	Pass.	Freight
	Miles Per Hour					
<b>Main Line</b>						
<b>Between:</b>						
Rockville and Mile Post 120	60	45	....	....	....	....
MP 120 and 500 ft. west of MP 138	65	45	....	....	....	....
500 ft. West of MP 138 and Horn	20	20	....	....	....	....
Horn and Northumberland	30	30	....	....	....	....
Northumberland and Milton	65	45	....	....	....	....
Through Borough of Milton	65	40	....	....	....	....
Milton and Mile Post 271	65	45	....	....	....	....
Mile Post 271 and Mile Post 270	45	45	....	....	....	....
Mile Post 270 and East Allens	65	45	....	....	....	....
East Allens and Signals 2486 and 2485	....	....	45	45	45	45
Signals 2486 and 2485 and West Allens	....	....	30	30	30	30
West Allens and East Linden	45	45	....	....	....	....
East Linden and Linden	....	....	30	30	30	30
Linden and Pine	60	45	....	....	....	....
Pine and Lock Haven	....	....	60	45	60	45
Lock Haven and 2200 feet west of Mile Post 223	....	....	30	30	30	30
2200 feet west of MP 223 and 1000 feet west of MP 222	....	....	45	45	45	45
1000 ft. west of MP 222 and Farwell	....	....	60	45	60	45
Farwell and Mile Post 194	....	....	60	30	60	30
Mile Post 194 and Mile Post 186	....	....	45	45	50	45
Mile Post 186 and Mile Post 181	....	....	45	45	45	45
Mile Post 181 and Mile Post 174	....	....	45	45	60	45
Mile Post 174 and Mile Post 172	....	....	45	45	50	45
Mile Post 172 and <b>HY</b>	....	....	45	45	45	45
<b>HY</b> and <b>SG</b>	45	45	....	....	....	....
<b>SG</b> and <b>JN</b>	....	....	45	45	45	45
<b>JN</b> and Mile Post 120	....	....	40	30	40	30
Mile Post 120 and Mile Post 113	....	....	60	45	60	45
Mile Post 113 and Keating Summit	....	....	45	45	35	35
Keating Summit and <b>NR</b>	....	....	40	30	50	30
<b>NR</b> and Mile Post 100	60	45	....	....	....	....
Mile Post 100 and Mile Post 95	55	45	....	....	....	....
Mile Post 95 and <b>CR</b>	60	45	....	....	....	....
<b>CR</b> and <b>SN</b>	....	....	60	45	60	45
<b>SN</b> and <b>OW</b>	60	45	....	....	....	....
<b>OW</b> and Lake	....	....	60	45	60	45
Lake and Perry	60	45	....	....	....	....
Perry and Wales	....	....	60	45	60	45
Wales and Hubbard	60	45	....	....	....	....
Hubbard and <b>GJ</b>	....	....	60	45	60	45
<b>GJ</b> and <b>DM</b>	....	....	40	40	40	40
<b>DM</b> and SS49A	....	....	30	30	30	30

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
<b>Main Line—Erie Between:</b>	Miles Per Hour					
JN and Mile Post 140	50	45	....	....	....	....
Mile Post 140 and Mile Post 116	40	40	....	....	....	....
Mile Post 116 and Mile Post 104	50	45	....	....	....	....
Mile Post 104 and Kane	40	40	....	....	....	....
Kane and Roy	35	35	....	....	....	....
Roy and Otts	50	45	....	....	....	....
Otts and Irv	....	....	50	45	50	45
Irv and Elm	50	45	....	....	....	....
Elm and Erie	30	25	....	....	....	....
<b>Williamsport Branch Between:</b>						
Newberry and 1400 ft. west of MP 246	30	30	....	....	....	....
1400 ft. west of MP 246 and Linden	65	45	....	....	....	....
River and East Linden	15	15	....	....	....	....
<b>Elmira Branch Between:</b>						
Newberry and 600 ft. north of MP 1	20	20	....	....	....	....
600 feet north of MP 1 and MP 27	40	40	....	....	....	....
MP 27 and Leolyn	25	25	....	....	....	....
Leolyn and Southport Jct.	40	40	....	....	....	....
HO and Mile Post 8	40	40	....	....	....	....
MP 8 and MP 14	25	25	....	....	....	....
MP 14 and Himrod Jct.	40	40	....	....	....	....
<b>Wilkes-Barre Branch Between:</b>						
Kase within interlocking limits	....	....	30	30	30	30
Kase and Log	40	40	....	....	....	....
<b>Chautauqua Branch Between:</b>						
FW and FY	20	20	....	....	....	....
BM and Pross	30	30	....	....	....	....
Pross and Mayville	40	40	....	....	....	....
Mayville and Summerdale	30	30	....	....	....	....
Summerdale and Mile Post 116	40	40	....	....	....	....
Mile Post 116 and Titusville	35	35	....	....	....	....
Titusville and Reed	30	30	....	....	....	....
Reed and Bridge	40	40	....	....	....	....
<b>Salamanca Branch Between:</b>						
Stone and Irv	....	....	40	40	40	40
<b>West Seneca Branch Between:</b>						
GJ and Meyer	15	15	....	....	....	....
Meyer and SQ	30	30	....	....	....	....
SQ and GB	20	20	....	....	....	....
<b>Bald Eagle Branch Between:</b>						
Lock Haven and Region Post (Pgh. Reg.)	45	45	....	....	....	....
<b>Allegheny Branch Between:</b>						
Region Post (Pgh. Reg.) and RH	40	40	....	....	....	....
RH and Bridge	....	....	35	35	35	35

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

Trains of more than 125 cars must not exceed a speed of 35 miles per hour between Lock Haven and Pine.

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

Location	Direction	Signal No.	M.P.H.
Kips	Eastward	Dist. Sig. to Kips	30
Kips	Westward	Dist. Sig. to Kips	30

**1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise Specified**

	Miles per Hour
<b>Main Line</b>	
<b>Main Line—Erie</b>	
Passenger Trains.....	50
Freight Trains.....	40

**1157-C3. Wreck Trains and Work Trains**

	Boom Trailing	Boom Forward	On Curves		
	Miles per Hour				
	Wreck	Work	Wreck	Work	Work
<b>Main Line</b>					
<b>Between:</b>					
Region Post (Phila. Region) and Renovo.....	35	30	25	25	20
Renovo and JN.....	30	30	20	20	20
JN and Mile Post 113.....	40	40	30	30	25
Mile Post 113 and Keating Summit.....	20	20	20	20	20
Keating Summit and DM.....	40	40	30	30	25
DM and SS49A.....	30	30	20	20	10
<b>Main Line—Erie</b>					
<b>Between:</b>					
Erie and Elm.....	25	25	20	20	20
Elm and Emporium.....	30	30	20	20	20
<b>Williamsport Branch</b>					
<b>Between:</b>					
Newberry and Linden.....	30	30	20	20	15
River and East Linden.....	15	15	15	15	15
<b>Elmira Branch</b>					
<b>Between:</b>					
Newberry and Southport Jct.....	30	30	20	20	20
HO and Himrod Jct.....	30	30	20	20	20
<b>Wilkes-Barre Branch</b>					
<b>Between:</b>					
Log and Kase .....	30	30	25	25	20
<b>Bald Eagle Branch</b>					
<b>Between:</b>					
Lock Haven and Region Post (Pgh. Region).....	35	30	25	20	20
<b>Allegheny Branch</b>					
<b>Between:</b>					
Region Post (Pgh. Region) and Mile Post 120.....	30	30	25	25	25
Mile Post 120 and Bridge.....	30	30	25	25	20

	Boom Trailing		Boom Forward		On Curves
	Miles per Hour				
	Wreck	Work	Wreck	Work	Work
<b>Chautauqua Branch</b> <b>Between:</b> FW and FY.....	30	30	20	20	20
BM and Pross.....	25	25	20	20	20
Pross and Mayville.....	35	35	25	25	20
Mayville and Summerdale.....	20	20	20	20	20
Summerdale and Bridge.....	30	30	25	25	20
<b>Salamanca Branch</b> <b>Between:</b> Stone and Irv.....	20	20	20	20	20
<b>West Seneca Branch</b> <b>Between:</b> GJ and GB.....	15	15	15	15	15
<b>Selinsgrove Secondary Track</b> <b>Between:</b> Selinsgrove Jct. and 129 feet west of Mile Post 17.....	20	20	20	20	20
<b>L. V. Jct. Secondary Track</b> <b>Between:</b> Lykens and L. V. Jct.....	20	20	20	15	15
<b>Shamokin Secondary Track</b> <b>Between:</b> Mt. Carmel and Kase.....	25	25	20	20	20
<b>Montandon Secondary Track</b> <b>Between:</b> Montandon and White.....	25	25	20	20	20
<b>Watsonstown Secondary Track</b> <b>Between:</b> Watsonstown and Berwick.....	20	20	15	15	15
<b>Sodus Bay Secondary Track</b> <b>Between:</b> Himrod Jct. and Point.....	25	25	20	20	20
<b>Rochester Secondary Track</b> <b>Between:</b> Term and Wadsworth Jct.....	20	20	20	20	20
<b>Salamanca Secondary Track</b> <b>Between:</b> End of Block and Bony.....	20	20	20	20	20
<b>Low Grade Secondary Track</b> <b>Between:</b> Brady and Mort.....	15	15	15	15	15
Mort and West end Bridge 109.79	30	30	20	20	20
West end Bridge 109.79 and DF (Main Line).....	20	20	20	20	20
<b>No. 12 Secondary Track</b> <b>Between:</b> Elm and Cross-over 1400 feet east of Mile Post 7.....	20	20	20	20	20

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

Main Line*	Miles per hour
<b>1157-C4. Circus Trains</b> .....	*30
<b>1157-C5. Revenue Trains</b> handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see <b>Rule 4155-A.</b>	
—on straight track.....	*30
—on curves.....	*20
<b>1157-C6. Freight trains</b> with 30 or more cars of mineral freight.....	*40
Jenny type cars, loaded or empty.....	*40
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
<b>1157-C7. Snow Plows</b> in service.....	*20
Snow Flangers in service.....	*20
Passing all grade crossings, station platforms and trains on adjacent tracks.....	*5
<b>1157-C11. Passenger train</b> assisted by an engine on rear and air brake controlled by leading engine.	20
<b>1157-C12. Pushing cars</b> —Passenger trains.....	20
—Freight trains.....	20
<b>1157-C13. Track Cars</b> —unless otherwise restricted	20
—when hauling track cars or trailers.....	15
—through crossovers and turn-outs, and over highway and railroad crossings.....	5
<b>1157-C14. Highway Rail Cars</b>	
—unless otherwise restricted	
Fairmont A-34.....	30
Fairmont A-30.....	20
Wilys Jeep.....	20
Evans Autorailer.....	20
—through crossovers and turn-outs, and over highway and railroad crossings.....	5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to track cars.	
<b>1157-C15. Diesel engines</b> when operated from rear unit or other than leading end for direction of movement.....	30
<b>1157-C16. Freight trains</b> on descending grades: <b>Main Line—Erie</b>	
Eastward freight trains;	
—Mile Post 130 to Mile Post 138.....	30
Westward freight trains;	
—Mile Post 130 to Cap.....	30
—Mile Post 94 to Roy.....	30
Clare to Mile Post 68.....	30
Lang to Elm.....	25
*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated.	
<b>1157-C17. Trains</b> with TTX type equipment: <b>Watsonstown Secondary Track</b>	
All curves between Mile Post 0 and Mile Post 1.....	10
First curve east of Mile Post 2.....	20
First curve east of Mile Post 4.....	20
All curves between Mile Post 7 and Mile Post 8.....	20
Second curve east of Mile Post 12.....	20
All curves between Mile Post 17 and Mile Post 18....	15
Third curve east of Mile Post 20.....	15
Curve at Mile Post 25.....	15



## TURNOUTS

### 1157-D1. Maximum Speeds

#### SPRING SWITCHES

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Erie— Dock Jct. Sassafras Street	Trailing—Springing switch	12
	Facing.....	12
	Trailing—Not Springing Switch.....	12
Stone—End of two Main Tracks	Trailing—Springing switch	15
	Facing.....	40
	Trailing—Not Springing switch.....	40
Lock Haven— East end of east- ward Siding	Facing.....	50
	Trailing—Springing switch	15
	Trailing—Not Springing switch.....	60
Leolyn—North end of Siding	Facing.....	40
	Trailing—Springing switch	15
	Trailing—Not Springing switch.....	40
Cowley— South end of Siding	Facing.....	40
	Trailing—Springing switch	15
	Trailing—Not Springing switch.....	40
Sned—North end of Siding	Facing.....	40
	Trailing—Springing switch	15
	Trailing—Not Springing switch.....	40
Nescopeck— East end of Siding	Facing.....	40
	Trailing—Springing switch	15
	Trailing—Not Springing switch.....	40

Non-Interlocked turnout—diverging movements through crossovers and turnouts.....	15
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This will apply to all hand-operated crossovers and turnouts.

**1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a track not Protected by both a Home Signal and a Distant Signal**

Location	Miles Per Hour
Chautauqua Branch: Movable Bridge 2.94.....	15

## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum Speeds

Main Line	Miles per Hour
Second and third curve west of M.P. 92.....	45
First curve west of M.P. 101.....	55
Curve at Halifax Station.....	50
Curve at M.P. 112.....	50
First curve east of M.P. 133.....	60
First curve west of M.P. 133.....	45
Second curve east of M.P. 135.....	55
First curve east of M.P. 135.....	45
Curve at M.P. 136.....	55
First and second curve west of M.P. 136.....	55
Curve at M.P. 137.....	55
First curve west of M.P. 137.....	55
Second curve west of M.P. 137.....	60
Horn and 300 feet west of Northumberland station..	30
First curve west of M.P. 266.....	30
Curve at Monty east of Montgomery.....	15
Curve at M.P. 260.....	55
First curve east of Mile Post 255.....	60
First curve west of Mile Post 255.....	60
Second curve west of M.P. 255.....	55
First curve east of M.P. 254 and curve at M.P. 254.....	60
First and second curves east of M.P. 252.....	45
Curve at M.P. 252.....	50
Curve west of Jersey Shore Station.....	55
All curves between Mile Post 232 and Mile Post 233	55
Curve at Mile Post 230.....	55
First curve east of M.P. 229.....	45
Second and third curves west of M.P. 221.....	50
First curve west of M.P. 220.....	50
First and second curves east of M.P. 218.....	45
On and between first and second curves west of Glen Union.....	40
Second curve west of M.P. 207.....	45
First curve west of M.P. 204.....	55
First curve east of M.P. 196 No. 2 track.....	50
All curves between Renovo and Mile Post 194.....	45
Between CT and west end of curve west of Keating....	35
First curve west of and first curve east of Bridge 171.08.....	35
First curve east of Driftwood Station.....	35
Curve west of Bridge 155.20.....	40
JN to and over Allegany Ave.....	10
First curve south and first curve north of Mile Post 119 on No. 1 track.....	50
Between Sizerville and Distant Signal 1154 No. 1 track, freight trains.....	35
Light engines-Mile Post 113 to Keating Summit.....	30
Light engines-Keating Summit to NR.....	30
Curve south of Mile Post 104 south of NR.....	40
Curve at Mile Post 104.....	40
Port Allegany, street crossings north and south of Station.....	20
First curve south of Mile Post 88.....	55
First curve north of Mile Post 83, No. 2 track.....	55
Curves between Mile Post 83 and Mile Post 81, No. 1 track.....	50
Curve ½ mile north of Mile Post 80.....	50
Second curve north of Mile Post 79 No. 1 track.....	40
No. 2 track.....	50
Curve at Mile Post 74.....	50
First curve north of Mile Post 71.....	30
Union Street, Olean.....	10

	Miles per Hour
E-L RR Crossing to Mile Post 69.....	30
Mile Post 69 to Signal 683, No. 2 Track, freight trains	40
Between Bridge 60.22 south of Mile Post 60 and north end of curve north of Mile Post 60.....	50
Curve north of Mile Post 41.....	55
Curves south and north of Arcade Station.....	45
Reverse curves north of Mile Post 31 and north of Mile Post 30.....	50
Mile Post 7 to GJ on No. 1 track, freight trains.....	40
1000 feet south of FW to FW Block Station.....	20
First curve north of FW.....	10
<b>Main Line—Erie</b>	
Between JN and Mile Post 149.....	15
Second curve west of Mile Post 145.....	45
First curve west of Mile Post 129.....	25
St. Marys, trains and engines over highway crossings Mile Post 129 and a point 2640 feet east of Mile Post 127.....	30
Curve at Mile Post 119.....	35
Curve at Ridgway Station.....	25
Ridgway, over highway crossings between Mile Post 119 and Mile Post 117.....	6
First curve west of Mile Post 116.....	45
Curve at Mile Post 114 and first curve west of Mile Post 114.....	45
Johnsonburg, over highway crossings Mile Post 111 to a point 1440 feet east of Mile Post 109.....	15
Kane, from Mile Post 96 to a point 2640 feet east of Mile Post 93.....	15
Sheffield, over Main Street crossing.....	30
Curves between Mile Post 70 and Mile Post 69.....	45
Warren-Passenger Trains over highway crossings between Mile Post 67 and Mile Post 65.....	25
Warren-Freight Trains and light engines over high- way crossings between Mile Post 67 and Mile Post 65.....	6
First curve east of Irv.....	30
All curves $\frac{1}{2}$ mile west of Mile Post 49 and $\frac{3}{4}$ mile west of Mile Post 47.....	45
Between Mile Post 38 and MS.....	35
Between MS and Eye.....	20
Union City, between Block Signals.....	20
Union City, over highway crossings.....	20
Belle Valley, west of, while approaching Norcross Road crossing.....	30
Second curve west of Mile Post 6 (5 Mile Curve).....	25
Curve west of Ash Street.....	15
Erie—freight trains and light engines over highway crossings.....	6
<b>Williamsport Branch</b>	
Curve M.P. 243.....	50
Bridge 242.86.....	30
First curve west of Bridge 242.86.....	30
Newberry, both legs of wye.....	15
Naught "O" Track River and East Linden.....	15
<b>Elmira Branch</b>	
Newberry and Southport Jet.	
600 feet north of M.P. 1 to M.P. 2.....	30
Curve at M.P. 9.....	35
First curve north of M.P. 24.....	35
Second curve north of M.P. 26.....	35
M.P. 52 and 1200 feet north of M.P. 52.....	20
All curves from Cowley to and including the curve at M.P. 53.....	35

	Miles per Hour
Curve at M.P. 54.....	25
Curve at M.P. 55.....	25
Curve ½ mile north of M.P. 55.....	25
Curve at M.P. 74 and first curve north of M.P. 74.....	15
All other curves Kendall to Shannon.....	30
Curve at Shannon.....	15
HO and Himrod Jct.	
Curve at M.P. 17.....	20
Curve at Watkins Glen.....	20
<b>Wilkes-Barre Branch</b>	
First curve east of Mile Post 59.....	15
First curve west of Mile Post 59.....	30
First and second curves east of Mile Post 58.....	30
Curve at Lomis.....	30
Curve at Mile Post 56.....	30
West Nanticoke track crossing.....	30
Curve 1500 feet east of Mile Post 55.....	30
First curve east of Norca.....	30
Kips and Mile Post 11.....	30
<b>Chautauqua Branch</b>	
Engines running light entire Branch.....	30
Curve at FW.....	10
Between Low Home Signal north of Movable Bridge 2.94 and Buffalo Creek R.R. Crossing.....	15
Between Pross and Bridge 60.44.....	30
Corry within corporate limits between Mile Post 92 and first crossing south of Eye.....	20
Mile Post 121 and North end Titusville Siding.....	25
Curve at Mile Post 121.....	25
Curve North of Bridge 132.29.....	20
First curve north of Mile Post 136.....	25
Bridge to Mile Post 136.....	25
Bridge Interlocking.....	20
<b>Allegheny Branch</b>	
Curve between Sarah Furnace and Madison.....	35
Curve at Mile Post 93.....	35
Curve north of Mile Post 100.....	30
First curve north of Mile Post 101.....	30
First and second curves north of Kennerdell tunnel.....	30
Curve at Mile Post 111.....	30
First curve south of Mile Post 120.....	35
Curves between RH and Bridge.....	35
Bridge Interlocking.....	20
Olean Leg of Wye at Bridge.....	15
<b>Salamanca Branch</b>	
Engines running light entire Branch.....	30
Curve at Irvineton Station.....	15
<b>Salamanca Secondary Track</b>	
Salamanca, highway crossings between Mile Post 95 and Mile Post 98.....	20
<b>Shamokin Secondary Track</b>	
Curve at Mile Post 14.....	20
First curve west of Mile Post 14.....	20
First curve east of Mile Post 16.....	15
Locust and State.....	10

	Miles per Hour
<b>Selinsgrove Secondary Track</b>	
Curve at east end Bridge 44.40.....	10
Bridge 44.40 and Bridge 44.04—Susquehanna River.....	10
Selinsgrove, street crossings.....	10
Second curve east of Mile Post 41.....	25
First curve east of Mile Post 38.....	25
<b>L. V. Junction Secondary Track</b>	
L. V. Junction to a point 1000 feet west.....	10
<b>Watsonstown Secondary Track</b>	
Curve at M.P. 0.....	15
Curve between M.P. 1 and M.P. 2.....	15
First curve east of M.P. 3.....	15
Bridge 4.19.....	25
First curve east of M.P. 5.....	15
First curve east of M.P. 6.....	15
Bridge 14.17.....	25
All curves between M.P. 18 and Eversgrove Jct....	15
Berwick, Warren and LaSalle St. crossings.....	4
<b>Montandon Secondary Track</b>	
Curve at Montandon.....	15
Curve west of Bridge 1.08.....	15
Between Home Signals UR interlocking.....	20
Curves between M.P. 21 and M.P. 26.....	20
Curves between M.P. 30 and M.P. 37.....	25
Curves between M.P. 41 and M.P. 46.....	25
Curves between M.P. 55 and M.P. 59.....	25
<b>Sodus Bay Secondary Track</b>	
Stanley, through interlocking.....	15
Over NYC Crossing Phelps Junction.....	20
Over NYC Crossing Wallington.....	20
<b>Low Grade Secondary Track</b>	
Between Mile Post 4 and Mile Post 6.....	25
First curve east of Mile Post 8.....	20
Between Mile Post 12 and Mile Post 16.....	25
First curve east of Mile Post 16.....	25
Curve at Mile Post 17.....	20
1000 feet east of to a point 1000 feet west of SU Block Station.....	20
1000 feet east of to a point 1000 feet west of GH Block Station.....	20
Falls Creek, B&O R.R. Crossing.....	20
DuBois, head end of trains while passing over DuBois Street and Liberty Blvd. crossings at grade.....	10
Summit tunnel.....	25
Curve at Mile Post 71.....	25
First curve east of Mile Post 87.....	25
First curve west of Bridge 108.86.....	25
Curve at DF Bridge 109.79.....	20
<b>1, 2, 3, 4 and 5 Running Tracks</b>	
Erie, freight trains and engines over highway crossings.....	12

# **ENGINES**

**1157-G1. Maximum Speeds, unless otherwise restricted**

Class	Miles per Hour	
Rail Motor Car or Cars.....	65	
Rail Detector Cars.....	50	
	Multiple Light	With Train
<b>Diesel Units:</b>		
Road "A" and "B" Unit Types—		
Passenger.....	60	95
Freight, except EH-15.....	50	65
EH-15.....	50	50
Freight-Passenger.....	60	75
<b>Shifter Types—</b>		
All Classes, except following:	50	60
APS-24MS.....	60	75
AS-16MS, EFS-17M, ES-15MS.....	50	65
ES-15A.....	30	55
ES-6 (#5911 only).....	30	40
GS-4, GS-4M.....	30	30
A6-B.....	20	20
Pennsylvania-Reading Seashore Lines—		
BS-16ms (#6011-#6016, #6024-#6027, incl.)	50	80
BS-16ms (#6007-#6010, incl.).....	50	65
BS-16m.....	50	65
BS-15ms.....	50	65
<b>Single Units—Light—</b>		
All Classes, except A6-B.....	30	
A6-B.....	20	

## **NOTE—**

Diesel unit type designations:

Second letter (and third where used) in unit type designation indicates service as follows:

- "P"—Passenger.
- "F"—Freight.
- "H"—Freight (Helper).
- "FP"—Freight-Passenger.
- "S"—Shifter.
- "PS"—Shifter, Passenger.
- "FS"—Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

## **SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**

**1157-H1. Maximum speeds, unless otherwise specified.**

Track	Between	And	Miles per Hour
<b>Secondary Tracks—</b>			
Rochester.....	Term.....	Wadsworth Jct...	20
13.....	AD.....	Bill.....	15
Clermont.....	Clermont Jct.....	End of Track.....	12
Farmers Valley.....	Coryville.....	Farmers Valley.....	20
Oil City.....	Bridge.....	Stone.....	20
Salamanca.....	End of Block.....	Bony.....	25
	Bony.....	AD.....	15
Ridgway.....	Ridgway.....	Falls Creek.....	20
		Crossover 1400 feet east of Mile Post 7.....	25
12.....	Elm.....	Eyersgrove Junction.....	30
Watson town.....	Watson town.....		
	Eyersgrove Junction.....	Berwick.....	20

Track	Between	And	Miles per Hour
Montandon.....	Montandon .....	Water Street Lewisburg.....	30
	Water Street Lewisburg.....	Derr Drive Lewisburg.....	25
	Derr Drive Lewisburg.....	White.....	30
L.V. Junction....	L.V. Junction....	Lykens.....	20
Selinsgrove.....	Selinsgrove Junction.....	Beaver Springs....	30
	Beaver Springs.....	1000 feet west of M.P. 17.....	20
Shamokin.....	Kase.....	Tenth Street, East Sunbury.....	20
	Tenth Street, East Sunbury....	M.P. 18.....	30
	M.P. 18.....	Luke.....	20
	Luke.....	1,129 ft. West of M.P. 25.....	30
Sodus Bay.....	Himrod Jet.....	Point.....	30
Low Grade.....	Brady.....	Mort.....	15
	Mort.....	DF (Main Line)	30
401.....	Crossover South end Phillipston Yard.....	Brady.....	10
Running Tracks—			
East Brady.....	Brady.....	End of track.....	10
Sidings—			
Rockville.....	Rockville.....	Stoney.....	30
Ferry.....	East Ferry.....	West Ferry.....	30
Miller.....	East Miller.....	West Miller.....	30
Boyles.....	East Boyles.....	West Boyles.....	30
Sunbury.....	Creek.....	Horn.....	20
Kase.....	Horn.....	Northumberland	30
Northumber- land.....	Northumberland	Molly.....	30
Fair.....	East Fair.....	West Fair.....	30
Muncy.....	East Muncy.....	West Muncy.....	30
W. Linden.....	Linden.....	West Bud.....	30
E. Linden.....	West Allens.....	East Linden.....	30
Neff.....	North Neff.....	South Neff.....	30
Panama.....	North Pan.....	South Pan.....	30
Tryonville.....	North Try.....	South Try.....	30

**1157-J1.** In the application of **Rule 113**, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

Track	Between	And	Miles per Hour
Bradford.....	Bradford.....	End of Track.....	10

## ENGINE AND SPECIAL LOAD RESTRICTIONS

**1160-A1. Engines and special loads are restricted at locations shown below:**

NOTE—Letters and figures indicate:

**X—Prohibited.**

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the region unless authorized by Superintendent Transportation.

**Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.**

	CLASS OF ENGINES						SPECIAL LOADS				
COLUMN	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)	
	AS6, A6B, BS6, BS6A, BS7, BS7M, ES6, GS4, GS4M	AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S, AS18M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, ES10, ES12, ES12M, FS10	AS15M, AS16, AS16M, AS16MS, AF15, AF16, BF15, BF16, BF15A, BF16, EFS17M, EFS17MS, EF15A, EH15, EFP15, FS12, FS12M, FS16M, FS20, FS20M, FF16, ABF-18, EF-22, AF-24, GF-25	AS18AM, AS24M, AFP20, BS16M, BS16MS, EP20, EP22, FP20, FP20A	AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, FF20, LS25, LS25M	BH50					
LOCATION											
BUFFALO:											
ALABAMA ST. YARD:											
North end A. & P. Tea Co. No. 3.....			X	X	X	X					
A. & P. Tea Co. No. 4.....			X	X	X	X					
Keystone Warehouse.....			X	X	X	X					
Kenney Coal Co.....			X	X	X	X					
Standard Milling Co., Nos. 1 & 2.....	X	X	X	X	X	X		X	X	X	
Hamburg St. Tracks Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.....			X	X	X	X					
All other tracks North of SS49A.....				X	X	X					
FILLMORE AVE. YARD:											
Chemical Charcoal Co. No. 2.....			X	X	X	X					
Fillmore Foundry.....			X	X	X	X					
Balber Coal Co.....			X	X	X	X					
Arctic Ice Co.....			X	X	X	X					
Miller Lumber Co.....			X	X	X	X					
BRIDGE 1.00:											
Fillmore Ave.....	30	30	30	30	30	30	30	20	20	10	



	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)	
<b>Connecting Terminal Elevator</b> No. 1 and No. 2 loading tracks under elevator shed and north thereof.....	X	X	X	X	X	X		X	X	X	
All other tracks.....						X					
<b>MICHIGAN AVE., YARD:</b> All tracks.....						X					
<b>BURROWS LOT:</b> Buffalo Creek R. R. Connection.....				X	X	X					
Loop Tracks.....				X	X	X					
International Milling Co.....			X	X	X	X					
Perot Malting Co.....				X	X	X					
Archer Daniels Midland.....				X	X	X					
Kelley Island Lime Co.....				X	X	X					
Pierce & Stevens Co.....				X	X	X					
All other tracks.....					X	X					
<b>Buffalo Creek R. R.:</b> Clinton and Howard St. Bridges.....	20	20	20	X	X	X		X	X	X	
All tracks.....				X	X	X		X	X	X	
<b>WEST SENECA BRANCH:</b> All Tracks.....						X					
<b>EBENEZER:</b> Wye Tracks at GJ.....						10	10	10	10	X	
<b>Dock Extension</b> <b>Running Track:</b> Lackawanna: South Buffalo Ry. Interchange Tracks, North end.....				X	X						
<b>ORE DOCK:</b> Scale Track.....			X	X	X	X					
Back Scale Track.....			X	X	X	X					
Crossover No. 1 Track to Scale Track.....					X	X					
Rubbish Track.....			X	X	X	X	X	X	X	X	
Empty Yard.....				X	X	X	X	X	X	X	
Hanna Furnace Corp'n.....			X	X	X	X					
Buffalo Slag Co.....				X	X	X					
Townhall Lumber & Supply Co.....				X	X	X					
Lehigh Portland Cement Co.....				X	X	X					
<b>MAIN LINE</b> <b>Buffalo:</b> N.Y.C. R.R. Connection at FW.....			X	X	X	X					
B. C. R. R. Connection at FW.....			X	X	X	X					
E.-L. R. R. Connection at FW.....											
E.-L. R. R. Interchange Tracks, Babcock St.....			X	X	X	X					
Yard 2—Babcock St. North end of Tracks 7, 8, 9 and 10.....			X	X	X	X					
Branch Yard Tracks 13 to 27 in- clusive.....			X	X	X	X					
Greeny Iron Co., Inc.....			X	X	X	X					
Buffalo Pottery Co., to sign.....			X	X	X	X					
Buffalo Pottery Co. Trestle, be- yond sign.....	X	X	X	X	X	X	X	X	X	X	
R. J. Watters.....				X	X	X					
Lackawanna Steel Construction Co.....			X	X	X	X					
W. Virginia Pulp & Paper Co.....			X	X	X	X					
Chapin and Fagan.....			X	X	X	X					
F. N. Burt, Ltd.....			X	X	X	X	X	X	X	X	
American Car & Foundry.....			X	X	X	X	X	X	X	X	
Verity Mills.....				X	X	X	X	X	X	X	
E.-L. R.R. Connections south of DM.....											
E.-L. R.R. Interchange Tracks 1, 2 and 3.....			X	X	X	X					
Worthington Corp'n.....			X	X	X	X					
Niagara Hudson Power Corp.....											
<b>BRIDGE 3.53:</b> South of DM.....								50	35	25	
Iroquois Gas Co.....			X	X	X	X					
Madison Wire Co.....			X	X	X	X					
N. Y. C. R. R. Interchange at GJ.....			X	X	X	X					
Philadelphia Quartz Co.....			X	X	X	X	X	X	X	X	
<b>EBENEZER:</b> North end Yard 2, except Tracks 1 and 2.....				X	X	X					
Scale Track, on Scales.....	4	4	4	X	X	X	X	X	X	X	
Receiving Yard Tracks Nos. 1 to 8 incl.....	10	10	10	10	10	10	10	10	10	10	

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)
<b>EAST AURORA:</b>										
Freight House Tracks.....										
Griggs & Ball.....			X	X	X	X	E	E	E	E
E. E. Godfrey.....				X	X	X	E	E	E	E
Tenney Lumber.....				X	X	X	E	E	E	E
Fisher Price Toys, Inc.....				X	X	X				
East Aurora Lumber Co.....			X	X	X	X				
All other Tracks.....										
<b>CHAFFEE:</b>										
Local and Mill Tracks.....										
<b>ARCADE:</b>										
Run around Track.....										
<b>DELEVAN:</b>										
Bordens Company.....										
<b>MACHIAS:</b>										
Olean Gravel Inc.....						X				
Olean Gravel Inc.: under tipple..	X	X	X	X	X	X	X	X	X	X
B. & O. R. R. Connection.....					B5	B5		10	10	10
<b>MILE POST 47,</b>										
North of:										
Buffalo Slag Co.....				X	X	X				
<b>FRANKLINVILLE:</b>										
J. H. Gray Milling Co. and Ontario										
Knife Co.....			X	X	X	X				
Jones Old Track.....			X	X	X	X				
<b>OLEAN:</b>										
Clark Bros. Tracks.....	X	X	X	X	X	X	E	E	E	E
Olean Transfer Co.....				X			E	E	E	E
Olean Transfer Co., beyond first										
coal Trestle.....				X	X	X	X	X	X	X
Foss Bros. Co.....				X	X	X	X	X	X	X
Van der Horst Corp. of America.....					E	E	E	E	E	E
Daystrom Corp. No. 2 Track to										
Franklin Ave.....				X	X	X	E	E	E	E
Daystrom Corp. No. 2 Track be-										
yond Franklin Ave.....			X	X	X	X	E	E	E	E
I. W. Miller & Son to door of										
building.....				X	X	X	E	E	E	E
I. W. Miller & Son beyond door of										
building.....		X	X	X	X	X	E	E	E	E
Armour & Co. siding.....			X	X	X	X	E	E	E	E
Socony Vacuum Oil Plant.....			X	X	X	X				
E.-L. R. R. Interchange No. 1.....	5	5	5	X	X	X				
E.-L. R. R. Interchange No. 3.....			X	X	X	X				
E.-L. R. R. Interchange No. 4.....			X	X	X	X				
Olean Branch Side Track.....	5	5	5	X	X	X	5	5	5	5
Olean Branch Side Track beyond										
Henley St.....	5	5	5	X	X	X	E	E	E	E
Blue Line Track and Freight House										
Tracks.....	5	5	5	5	5	X	E	E	E	E
Red Line and all connecting tracks										
to a point 50 feet west of South										
Union St. Crossing.....	5	5	X	X	X	X	X	X	X	X
Red Line Track beyond a point 50										
feet west of South Union St.										
Crossing.....	5	5	X	X	X	X	X	X	X	X
Olean Creek Bridge on side track										
South of E. State St.....	5	5	X	X	X	X	X	X	X	X
Treatle, Quirin Coal Co.....	X	X	X	X	X	X	X	X	X	X
Trestles, on Olean Tile Co. and										
Public Deliv. Tracks.....	10	X	X	X	X	X	X	X	X	X
England Walton & Co. beyond a										
point 270 feet from switch.....	E	E	E	E	E	E	E	E	E	E
<b>OW: NORTH OF:</b>										
Wholesale Grocery Co-op.....			X	X	X	X				
Line Material Co. Track.....	5	5	5	5	5	X				
Zukerman Track.....	5	5	5	5	5	X				
<b>PORTVILLE:</b>										
Dairymen's League Switch.....				X	X	X	E	E	E	E
<b>Clermont</b>										
<b>Secondary Track:</b>										
Between Clermont Jct. and Mile										
Post 5, Farmers Valley.....				E	E	E	E	E	E	E
Mile Post 5, Farmers Valley.....	10	10	10	E	E	E	E	E	E	E
<b>Farmers Valley</b>										
<b>Secondary Track:</b>										
Between Coryville and Farmers										
Valley.....				E	E	E	E	E	E	E
Quaker State Refg. Co.: Tracks										
Nos. 2, 3 and 4 beyond a point										
370 feet from point of switch.....				X	X	X				
Quaker State Refg. Co.: Tracks										
Nos. 5 and 6 beyond a point 350										
feet from Secondary Track Switch.....				X	X	X				

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)	
<b>ELDRED:</b> Public Del. Track North of Mile Post 80.....	X	X	X	X	X	X					
<b>PORT ALLEGANY:</b> Trestle on Andy Anderson Track.....		X	X	X	X	X	X	X	X	X	
Pierce Glass Co. Track.....			X	X	X	X					
Planing Mill Co.....				E	E	E	E	E	E	E	
American Extract Slab Stack Track.....	X	X	X	X	X	X	X	X	X	X	
Old C. & P. A. R.R. Interchange No. 1 Abbott Milk Track.....				E	E	E	E	E	E	E	
All other C. & P. A. Tracks.....				X	X	X	X	X	X	X	
<b>BRIDGE 97.07:</b> South of Port Allegany.....				40	40	40		40	30	20	
<b>EMPORIUM:</b> North Leg Wye.....				X	X	X					
Penna. Powder Co.....				X	X	X					
<b>BRIDGE 155.20:</b> East of } No. 1 Track.....	40	40	45	45	45	45	45	40	30	15	
Cameron } No. 2 Track.....	40	40	45	45	45	45	45	40	30	15	
<b>BRIDGE 158.70:</b> Sterling Run.....	40	40	45	45	45	45	45	45	35	20	
<b>BRIDGE 165.16:</b> East of HY.....	40	40	45	45	45	45	45	40	30	20	
<b>BRIDGE 167.17:</b> West of Driftwood.....	40	40	45	45	45	45	45	40	30	20	
<b>BRIDGE 171.08:</b> Sinnemahoning.....	40	40	45	45	45	45	45	40	30	20	
<b>BRIDGE 183.00:</b> Keating.....	40	40	45	45	45	45	45	40	30	20	
<b>BRIDGE 189.23:</b> Westport.....	40	40	45	45	50	45	45	40	30	20	
<b>NORTH BEND</b> Bridge 198.92.....									45	20	
Armour Leather Co.....	X	X	X	X	X	X					
<b>FARRANDSVILLE</b> (River) Bridge 218.97.....								45	30	20	
No. 1 Track—Bridge 217.49.....								45	30	20	
<b>LOCK HAVEN</b> West Leg wye to B. E. Beh.....						X					
Canal Track, Jay St.....				X	X	X					
Clinton Wholesale Groc. Co. and M. L. Claster & Son Lbr. Yard.....						X					
Lock Haven Chair Co.....						X					
<b>McELHATTAN</b> Bridge 227.19.....										20	
<b>MONTGOMERY</b> (River) Bridge 265.16.....								55	45	35	
Montgomery Table & Desk Wks. and others.....						X					
<b>WATSONTOWN</b> Watson town Brick Co. Trestle.....				X	X	X	X	X	X	X	
Watson town Fdy. & Machine Co.....				X	X	X					
Watson town Cab. Co.....				X	X	X					
Glen Gery Brick Co. Trestle.....				X	X	X	X	X	X	X	
Jasper Wood Products Co. 8th St. Plant.....						X					
Jasper Wood Products Co. New Plant.....						X					
<b>MILTON</b> Amn Home Foods, Inc., track.....						X					
Merritt, Chapman & Scott Corp., track.....						X					
Milton Mfg. Co., all tracks.....				X	X	X	X	X	X	X	
E. of—Bridge 275.25.....								35	35	30	
E. of—Bridge 275.22.....								35	35	30	
Canal Track.....				X	X	X					
A. C. & F. Co. tracks.....						X					
Canal track, from a point 250 feet west of Locust St. to end of track.....			X	X	X	X	X	X	X	X	
West of East Fair, Bridge 273.28.....									40	30	
<b>NORTHUMBERLAND</b> Highway Bridge No. 285.69.....				X	X	X	X	50	50	35	
Keystone Forging Co. Coal Trestle.....								X	X	X	
<b>SUNBURY</b> Sunbury Barret Div. Allied Chemi- cal.....							X	X	X	X	

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)
<b>MILLERSBURG</b>										
Trestle on F.G. Boyer Track.....	X	X	X	X	X	X	X	X	X	X
<b>HALIFAX</b>										
Trestle on track south of main track.....	X	X	X	X	X	X	X	X	X	X
<b>Erie</b>										
<b>ERIE—DOCK JCT:</b>										
City Track—East of Chestnut Street.....				X	X	X	E	E	E	E
City Track—All industrial tracks.....			X	X	X	X	E	E	E	E
City Track—B. & L.E. Interchange.....			X	X	X	X	X	X	X	X
Continental Rubber Co.....			X	X	X	X	E	E	E	E
Dock Jct.—Dead rail over scales.....		X	X	X	X	X	E	E	E	E
Dock Jct.—Repair yd.....				X	X	X				
Reed Mfg. Co.....				X	X	X				
<b>ERIE—WEST LAKE YARD:</b>										
Penna. Elec. Co. 5th and Cranberry.....	X	X	X	X	X	X	X	X	X	X
United Oil Mfg. Co.....				X	X	X				
Dock #2—Track 21.....				X	X	X				
Dock #1—No. 1 Track.....				X	X	X				
Dock #1—No. 2 Track.....				X	X	X				
Dock #4 Sand Products.....				X	X	X				
Water Works.....		E	E	X	X	X	X			
Ruberoid Corp.....			X	X	X	X				
Erie Sand and Gravel Co.....				X	X	X				
<b>ERIE—EAST LAKE YARD:</b>										
Penna. Elec. Co. East and W. of French St.....			X	X	X	X		E	E	E
Penna. Elec. Co. East of Holland St.....			X	X	X	X		E	E	E
Penna. Elec. Co.—Trestle.....		X	X	X	X	X	X	E	E	E
Grain Elevator Yard.....				X	X	X		E	E	E
Flour Yard.....				X	X	X		E	E	E
Duquesne Terminal Tracks 1, 2 and 3.....				X	X	X		E	E	E
Hammermill Dock Tracks 1 and 2.....				X	X	X		E	E	E
Coal Dock Gravity Tracks.....				X	X	X		E	E	E
Coal Dock Tracks to White line.....				X	X	X		E	E	E
Coal Dock Tracks to Sign.....				X	X	X		E	E	E
Coal Dock Tracks beyond Sign.....	X	X	X	X	X	X	X	E	E	E
Ore Dock Tracks.....				X	X	X		E	E	E
Ore Dock, east of Power Plant.....				X	X	X		E	E	E
Loop Yard Tracks.....				X	X	X		E	E	E
Loop Yard Track No. 1 beyond Curve.....	X	X	X	X	X	X	X	E	E	E
Mud Yard to first curve.....				X	X	X		E	E	E
Mud Yard beyond first curve.....				X	X	X		E	E	E
New Yard.....				X	X	X	X	E	E	E
Switches at East end Nos. 1, 2 and 3, Cut Yard.....				X	X	X				
Soldiers and Sailors Home Trestle.....	X	X	X	X	X	X	X	E	E	E
Whalen Yard.....				X	X	X		E	E	E
Penna. Gas Co.....		X	X	X	X	X		E	E	E
Perry Furnace Trestle No. 4.....	X	X	X	X	X	X	X	E	E	E
Perry Furnace Trestles 1, 2 and 3.....				X	X	X	X	E	E	E
R. K. McMullen Co.....				X	X	X		E	E	E
Acme Coal Co.....		X	X	X	X	X		E	E	E
Frontier Lbr. Co.....				X	X	X		E	E	E
Erie Burial Case.....				X	X	X		E	E	E
Liberty Iron & Metal.....				X	X	X		E	E	E
Penn Coal Co.....				X	X	X		E	E	E
Union Junk & Metal.....				X	X	X		E	E	E
Tenth St. Track.....				X	X	X		E	E	E
Metric Metal Co.....				X	X	X		E	E	E
J. F. Siegel Coal Co.....				X	X	X		E	E	E
Storage Track at 11th Street.....				X	X	X		E	E	E
Erie Engine Co.....			X	X	X	X		E	E	E
Erie City Iron Works.....			X	X	X	X		E	E	E
<b>Main Line—Erie</b>										
<b>ERIE—"OD" YARD:</b>										
Freight House Tracks East of Platform Nos. 1 to 8 incl.....				X	X	X		E	E	E
Freight House Tracks West of Platform Nos. 1 to 8 incl.....				X	X	X		E	E	E
Creek Tracks Nos. 1 to 4 incl.....				X	X	X	X	E	E	E
Erie Grocery Corp'n.....				X	X	X		E	E	E
Car Shop Yard.....				X	X	X		E	E	E
Cabin Tracks.....				X	X	X		E	E	E
Old Outbound Tracks Nos. 1 to 4 incl.....				X	X	X		E	E	E
Wye Track.....				X	X	X		E	E	E
Liberty Iron and Metal Co.....				X	X	X		E	E	E
Larkin Co.....				X	X	X		E	E	E
N.K.P. Interchange.....				X	X	X		E	E	E
N.Y.C.R.R. Interchange.....				X	X	X		E	E	E
M. W. Track.....				X	X	X		E	E	E
Pocahontas Track.....				X	X	X		E	E	E
Tracks between "OD" Ladder and No. 6 Running Track.....				X	X	X		E	E	E
Yard tracks 1, 2, 3, 7, 8 and 9.....				X	X	X		E	E	E

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)
<b>ERIE—WARFEL YARD:</b>										
Track 14.....				X	X	X			E	E
Erie Iron & Supply Co.....				X	X	X		E	E	E
Elm Street Spur.....				X	X	X		E	E	E
Gravel Pit and Industrial Tracks.....				X	X	X			E	E
<b>MILE POST 5, WEST OF:</b>										
Atlas Construction Co.....				X	X	X	E	E	E	E
Kanty College.....				X	X	X			E	E
<b>MILE POST 7:</b>										
Schrimper Brothers.....				X	X	X			E	E
<b>WATERFORD:</b>										
Station Tracks.....				X	X	X		E	E	E
<b>UNION CITY:</b>										
Tracks leading to York and Foster, Inc.....				X	X	X	E	E	E	E
Union City Chair Co.....				X	X	X		E	E	E
G.L.F. Co-op. Ass'n.....				X	X	X		E	E	E
Nos. 3, 4 and 5 Yard Tracks.....			X	X	X	X		E	E	E
<b>CORRY:</b>										
McInnes Steel Co.....				X	X	X		E	E	E
Howard Tannery Co.....				X	X	X		E	E	E
<b>SPRING CREEK:</b>										
Team Track.....						X				
<b>YOUNGSVILLE:</b>										
Feed Mill Track.....				X	X					
<b>IRVINGTON:</b>										
Yard Tracks south of Main Track.....				X	X	X				
<b>STARBRICK:</b>										
Penna. Elec. Co.....				X	X					
Warren Tank Car Co. Tracks Nos. 2, 3 and 4.....	X	X	X	X	X	X	X	X	X	X
Other Tracks.....										
<b>WARREN:</b>										
South of Tank Car Company's Switch on DeLuxe Track.....	X	X	X	X	X	X	X	X	X	X
DeLuxe Metal Furniture Co.....				X	X	X				
Fourth Street Track.....				X	X	X				
Penn. Furn. & Iron Co.....				X	X	X				
Switches from old scale Track at east end Freight House.....				X	X					
Switch at east end No. 2 House Track.....				X	X	X				
Smith Horton Co.....				X	X	X				
Switch at east end No. 2 Yard Track.....										
Thomas Flexible Coupling Co.....				X	X	X				
Warren Planing Mill Co. beyond Yard Limit board.....				X	X	X				
Gravel Pit.....				X	X	X				
<b>WEST OF MILE POST 71:</b>										
Industrial Oil Co.....						X				
Stoneham Gasoline Co.....						X				
<b>CLARENDON:</b>										
Tiona Refining Co. No. 2.....						X	E	E	E	E
Bradford Penn Refining Co.....						X	E	E	E	E
Barrel Works.....						X				
<b>SHEFFIELD:</b>										
No. 1 Interchange.....						X				
Penna. Glass Bottle Co.....			X	X	X	X				
Storage Track.....					X	X				
<b>KANE:</b>										
Richgas Co.....				X	X	X				
Track leading to Kane Mfg. Co.....				X	X	X	E	E	E	E
Freight House Track.....										
Miles-Kane Co. No. 1.....			X	X	X	X	E	E	E	E
Town Delivery.....										
Connection to B. & O. R. R.....					X	X				
Board of Trade to restricting sign.....					X	X	E	E	E	E
Kane Lumber and Fuel Co., as far as derail.....			X	X	X	X				
<b>SERGEANT:</b>										
Sergeant Glass Co.....					X	X				
Otto Chemical Co.....					X	X	E	E	E	E
<b>WILCOX:</b>										
Keystone Tanning & Glue Co.....										

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)
<b>JOHNSONBURG:</b>										
N. Y. & Pa. Co., Inc. beyond 300 feet east of east end of bridge.....				X	X	X	X	X	X	X
N. Y. & Pa. Co., Inc. Wood yard track and connections.....				X	X	X	E	E	E	E
Br. Trk. into Penna. Paper Co. connection to Rolfe R. R. ....				X	X	X	X	X	X	X
New Track.....				X	X	X				
Old Track.....			X	X	X	X	E	E	E	E
Track leading to Smith Lumber Co. and Sinclair Refining Co. ....				X	X	X	E	E	E	E
Freight House Deliv. ....				X	X	X				
Team Track.....				X	X	X				
Old Scale.....				X	X	X		E	E	E
West Yard Nos. 2, 3 and 4.....				X	X	X				
Speer Carbon Co. ....				X	X	X				
General Chemical Co. ....				X	X	X				
<b>RIDGWAY:</b>										
Elliott Co. ....		X	X	X	X	X				
Connection to Keystone Tanning & Glue Co., track No. 5.....				X	X	X	E	E	E	E
Keystone Tanning & Glue Co., track No. 5 beyond sign.....	X	X	X	X	X	X	E	E	E	E
Smith Bros. and Co. beyond restricting sign.....	X	X	X	X	X	X	X	X	X	X
Hyde Murphy Co. ....						X	E	E	E	E
No. 1 House Track.....						X				
Storage Track—West end.....						X				
Russell Car and Snow Plow Co. beyond restricting sign.....	X	X	X	X	X	X	E	E	E	E
Russell Car and Snow Plow Co. connection.....						X	E	E	E	E
Ridgway Machine Co. ....						X				
<b>ST. MARYS—WEST YARD:</b>										
Wolfer & Keller (Texaco).....						X				
Connection to track No. 7 east end of Yard.....						X				
Connection to East Yard.....										
<b>ST. MARYS—EAST YARD:</b>										
Armour Leather Co. track.....							E	E	E	E
Industrial Track.....				X	X	X	E	E	E	E
Harvey Esso and St. Marys Block Co. ....						X	E	E	E	E
Builders Supply Co. ....						X	E	E	E	E
Thompson W.E. ....							E	E	E	E
Stackpole Carbon Co. #1.....						X				
Speer Carbon Co. ....										
Stackpole Carbon Co. #2.....						X				
St. Marys Sewer Co. ....				X	X	X	E	E	E	E
All other Tracks.....				X	X	X	E	E	E	E
<b>BRIDGE 148.77:</b>										
West of Emporium.....	40	40	45	50	50	45	45	50	45	30
<b>Chautauqua Branch:</b>										
FW to FY and BM to Bridge.....										
Engines running light over above territory.....				40	40	35				
<b>BUFFALO:</b>										
Elk St. Yard.....			X	X	X	X				
<b>BROCTON:</b>										
Brocton Preserving Co. and Brocton Mills.....			X	X	X	X				
Station Track.....						X				
Ryckman's National Grape Corp'n.....						X				
<b>BRIDGE 60.44:</b>										
South of Pross.....								35	35	35
<b>MAYVILLE:</b>										
South end of Bell's.....				X	X	X				
Chautauqua Cabinet Co. ....				X	X	X				
<b>CORRY:</b>										
Ajax Iron Works beyond frog.....				X	X	X				
<b>SPARTANSBURG:</b>										
<b>BRIDGE 102.35:</b>										
On Mill Track.....	5	5	5	X	X	X	X	X	X	X

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)	
<b>TITUSVILLE:</b>											
Mechanic St. Team Track.....				E	E	E	E	E	E	E	
Pioneer Track.....				E	E	E	E	E	E	E	
Water Works Track beyond Clearance Point.....				E	E	E	E	E	E	E	
Titusville Iron Works.....				E	E	E	E	E	E	E	
Dillon Track.....				E	E	E	E	E	E	E	
Meyers Track.....				E	E	E	E	E	E	E	
Hale Track.....				E	E	E	E	E	E	E	
<b>BRIDGE 130.27:</b>											
South of Petroleum Center.....									30	30	
<b>OIL CITY:</b>											
Continental Refining Co.....				X	X	X					
Pennzoil Plant No. 1.....					X	X					
Pennzoil Plant No. 2—Hole Track					X	X					
Pennzoil Plant No. 2—Fuel Oil Track.....				X	X	X					
J. B. Berry Sons Co.....					X	X					
Upper Yard Tracks.....				X	X	X					
Borland Lumber Co.....			X	X	X	X					
Wye at passenger Station.....				X	X	X					
<b>Salamanca Branch:</b>											
Over entire branch:											
Engines running forward light.....				30	30	X					
Engines running backward.....				25	25	X					
<b>IRVINGTON:</b>											
Yard Tracks.....				X	X						
<b>Oil City Secondary Track:</b>											
<b>OIL CITY:</b>											
Emil Koos.....			X	X	X	X					
<b>BRIDGE 28.04:</b>											
South of West Hickory.....								30	30	30	
<b>BRIDGE 39.29:</b>											
North of Gem.....								30	30	30	
<b>BRIDGE 47.88:</b>											
South of Stone.....								30	30	30	
<b>Struthers Running Track:</b>											
Seneca Works No. 1.....				X	X	X					
L. Segel Track.....				X	X	X					
Phenix Furniture Co. and Public Delivery Track.....				X	X	X					
Seneca Works No. 2.....				X	X	X					
Warren Axe and Tool Co.....				X	X	X					
Rogers Spur.....				X	X	X					
Crew Levick Co.....				X	X	X					
Cooperative GLF Farm Supplies Nos. 1 and 2 Tracks.....				X	X	X					
Pure Oil Co.....				X	X	X					
Nu-Guard Chemicals, Inc.....				X	X	X					
Warren Lamp Co.....				X	X	X					
Hammond Iron Works, Nos. 1 to 3 inclusive.....				X	X	X					
Riverside Acid Works.....				X	X	X					
United Refinery Co., Tannery Tracks.....				X	X	X					
Warren Water Co. Track.....				X	X	X					
<b>Construction Track:</b>											
<b>KINZUA:</b>											
Public Delivery Track.....				E	E						
<b>Salamanca Secondary Track:</b>											
<b>SALAMANCA:</b>											
Public Delivery Track.....				E	E						
Cement Block Track.....				E	E						
<b>BRIDGE 87.33:</b>											
North of Salamanca.....								30	30	30	
<b>RIVERSIDE JCT.:</b>											
B. & O. R. R. Connection.....	5	5	5	5	5	5	5				
<b>VANDALIA:</b>											
Public Delivery Track.....											

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)
<b>ALLEGANY:</b>										
Wm. N. Hall Track.....						X				
St. Bona. College Track to 200 feet North of Highway.....						X				
St. Bona. College Track from 200 feet North of Highway to End.....			X	X	X	X				
<b>BRIDGE 115.23:</b>										
South of Bill.....								20	20	20
<b>OLEAN:</b>										
Weston Lumber Co.....			X	X	X	X	X	X	X	X
South end No. 5 Coach Yard.....				X	X	X	X	X	X	X
Engine Storage Yard.....						X	X	X	X	X
Cabin Track.....				X	X	X				
Dailey Mills, No. 4 Track.....				X	X	X				
South end Olean Yard On Track Scales.....	X	X	X	X	X	X	X	X	X	X
<b>BRADFORD TRACK:</b>										
All Tracks.....				X	X	X				
<b>Rochester Secondary Track:</b>										
Entire Secondary Track.....			B 20	B 15	B 15	X				
<b>ROCHESTER:</b>										
Hubbs & Hastings.....	X	X	X	X	X	X	E	E	E	E
Miller's Waste Material Track.....			E	E	E	E	E	E	E	E
All Industrial Tracks from Station to Term Block-Limit Station.....			E	E	E	E	E	E	E	E
All tracks beyond Wye.....			E	E	E	E	E	E	E	E
<b>Ridgway Branch:</b>										
End of block sign south of Ridgway to Falls Creek.....				20	20	X				
<b>RIDGWAY:</b>										
No. 4 Team Track and No. 1 Freight House Track.....				X	X	X				
Hyde-Murphy Co. and C. O. Salberg.....				X	X	X	E	E	E	E
Main Street Track.....						X				
Penn Ridge Ice Co.....				X	X	X	E	E	E	E
Switch at North end Hungarian Track.....						X		E	E	E
<b>BROCKWAY:</b>										
McCauley & McKay Track.....		X	X	X	X	X	E	E	E	E
Brockway Glass Co., coal trestle.....	X	X	X	X	X	X	E	E	E	E
<b>Allegheny Branch</b>										
<b>FOXBURG:</b>										
Keystone Supply Co. Track.....						E		E	E	E
<b>EMLENTON:</b>										
Freight Station Track.....				X	X	X				
<b>MILE POST 120 TO BRIDGE:</b>										
Engines running light.....						35				
<b>VENANGO:</b>										
On Track Scales.....	X	X	X	X	X	X	X	X	X	X
<b>OIL CITY:</b>										
Water Works Track.....		X	X	X	X	X	X	X	X	X
Oil City Milling Co.....				X	X	X				
Retail Tracks.....				X	X	X				
<b>East Brady Running Track</b>										
Phillipston Yard—Cross-over from Run Around Track to Ladder North end.....						X				
Phillipston to end of track.....						X				
<b>LOW GRADE SECONDARY TRACK:</b>										
Jct. Allegheny Branch and Mort.....				15 20 20	15 20 20	X X X				
Mort to Falls Creek.....										
Falls Creek to Driftwood.....										
<b>LAWSONHAM:</b>										
River storage track.....				X	X	X				
Switch to Sligo Running Track.....				X	X	X				
<b>BRIDGE 14.90:</b>										
St. Charles.....	20	20	20	20	20	15	20	15	15	X
<b>CLIMAX:</b>										
Switch to Tile Co. track.....				X	X	X				



	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)	
<b>BOSTONIA:</b> Bostonia track.....				X	X	X					
<b>NEW BETHLEHEM:</b> Tile Co. track.....				X	X	X					
<b>BRIDGE 22.27:</b> West of OD.....	20	20	20	20	20	15	20	15	15	X	
<b>OAK RIDGE:</b> Crawford Furn. Co. Track.....				X	X	X					
<b>HAWTHORN:</b> Sherman Mine tracks beyond tipple Wallwork track.....				X X	X X	X X	X	X	X	X	
<b>BRIDGE 30.76:</b> West of Heathville.....	20	20	20	20	20	X	20	15	15	X	
<b>BRIDGE 35.63:</b> Second bridge east of SU.....	20	20	20	20	20	X	20	20	20	X	
<b>BRIDGE 35.92:</b> Third bridge east of SU.....	20	20	20	20	20	X	20	15	15	X	
<b>BRIDGE 41.00:</b> East of GH.....	20	20	20	20	20	X	20	20	20	X	
<b>BRIDGE 42.36:</b> East of Brookville.....	20	20	20	20	20	X	20	15	15	X	
<b>BROOKVILLE:</b> Brookville track..... Locomotive Works track.....				X X	X X	X X		E	E	E	
<b>BRIDGE 47.68:</b> East of BE.....	20	20	20	20	20	X	20	15	15	X	
<b>FULLER:</b> Carload delivery track..... Coal track.....						X X					
<b>BRIDGE 51.68:</b> West of Mile Post 52.....	20	20	20	20	20	X	20	15	15	X	
<b>BRIDGE 53.29:</b> East of Mile Post 53.....	20	20	20	20	20	X	20	20	20	X	
<b>BRIDGE 53.50:</b> Second bridge east of Mile Post 53.....	20	20	20	20	20	X	20	20	20	X	
<b>BRIDGE 53.66:</b> Third bridge east of Mile Post 53.....	20	20	20	20	20	X	20	15	15	X	
<b>BRIDGE 54.41:</b> Second bridge west of RS.....	20	20	20	20	20	X	20	15	15	X	
<b>REYNOLDSVILLE:</b> Cabin track..... Glass Works track..... West End RS siding.....				X X A	X X A	X X X					
<b>FALLS CREEK:</b> Bridge 62.64..... All connections north side main track except east end warehouse track..... B. & O. R. R. connection from siding..... Jackson China Co. spur.....	20	20	20	20	20	X	20	20	20	X	
<b>BRIDGE 63.11:</b> East of Falls Creek.....	20	20	20	20	20	X	20	20	20	X	
<b>BRIDGE 64.35:</b> Second bridge west of DB.....	20	20	20	20	20	X	20	15	15	X	
<b>DUBOIS:</b> Industrial track west of B. & O. R.R. connection..... Old Clay track..... Trvestle-Kohlhepp's coal track..... Shakespeare's scrap yard beyond clearance point..... Brady Street track to freight house All other tracks except DB siding.....				X X X X X X	X X X X X X	X X X X X X					
<b>TYLER:</b> Crossover between tracks of New Shawmut Mining Co., west of tipple.....	X	X	X	X	X	X	X	X	X	X	
<b>BRIDGE 85.69:</b> Fourth bridge east of VI.....	20	20	20	20	20	X	20	15	15	X	

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)	
<b>BRIDGE 90.21:</b> Second bridge west of Medix Run..	20	20	20	20	20	X	20	15	15	X	
<b>SLIGO RUNNING TRACK:</b> <b>AW to SLIGO</b> .....				X	X	X					
<b>Bald Eagle Branch</b> Lock Haven and M.P. 52.....											
<b>LOCK HAVEN</b> Penn. Woven Wire Co.....					X	X	X	X	X	X	
Hoberman Coal and Junk Yard.....				X	X	X					
American Aniline Prod. Co.....				X	X	X					
N.Y. & Penna. Paper Co.....				X	X	X					
Castanea Paper Co.....				X	X	X	X	X	X	X	
<b>L. V. Junction</b> <b>Secondary Track</b> M.P. 1 to Lykens.....				X	X	X	X	X	X	X	
<b>ELIZABETHVILLE</b> Deibler Bros. Trestle.....	X	X	X	X	X	X	X	X	X	X	
<b>Selinsgrove</b> <b>Secondary Track</b> Selinsgrove Jct. to Selinsgrove.....						X	X	X	X	X	
Selinsgrove to McClure.....				X	X	X	X	X	X	X	
Bridge 44.04, Susquehanna River.....	10	10	10	D 10	D 10	X	X	X	X	X	
Bridge 44.40, Susquehanna River.....	10	10	10	D 10	D 10	X	X	X	X	X	
<b>SELINGSGROVE</b> Fisher Coal Trestle.....	X	X	X	X	X	X	X	X	X	X	
Susquehanna Univ. Trestle.....	X	X	X	X	X	X	X	X	X	X	
<b>MIDDLEBURG</b> H.G. Winey Trestle.....	X	X	X	X	X	X	X	X	X	X	
<b>Williamsport Branch</b> Entire Branch.....											
<b>WILLIAMSPORT</b> 3d St. Undergrade Bridge 249.40.....								35	20	10	
Trestle at Gas Co. and Lycoming College.....	X	X	X	X	X	X	X	X	X	X	
Freight House, Walnut St.....						X	X				
Coach Yard—Walnut St.....						X	X				
Trayer Coal Trestle.....	X	X	X	X	X	X					
Campbell St. Undergrade Bridge 247.88.....										20	
Ray E. Thomas.....						X					
All Industrial Tracks on Long Siding.....						X					
Wagner Coal Co., Trestle, Long Siding.....			X	X	X	X	X	X	X	X	
Hepburn Street Trestle, Lumber Track.....			X	X	X	X	X	X	X	X	
Wmspt. Storage (Rose St.).....			X	X	X	X					
Canal, Lumber Tracks.....			X	X	X	X					
Lycoming Creek Bridge 246.53.....								45	30	20	
<b>LINDEN</b> E. of—(River) Bridge 242.86.....								45	30	20	
<b>Shamokin</b> <b>Secondary Track</b> Entire Secondary Track.....						X					
<b>PAXINOS</b> E. of, Hoover Coal Co., beyond point designated by sign.....						X					
<b>SHAMROCK</b> Station Track.....						X					
<b>CROWL</b> West of, Bridge 10.63.....						X				15	
<b>ADAM—EAST OF</b> Bridge 2.85.....						X				20	
Black Mill Track.....						X				15	
Bridge 1.47.....						X					
<b>EAST SUNBURY</b> All Industrial Tracks between Horn and Adam.....				X	X	X				15	
Bridge 0.63.....						X				15	
Bridge 0.48.....						X					
<b>HAAS LEAD</b> All Industrial and Station Tracks between Adam and Front St., Sunbury.....				X	X	X					
Sunbury Supply Co.....	X	X	X	X	X	X	X	X	X	X	

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)	
<b>MT. CARMEL</b>											
Montelius Track.....				X	X	X					
Public Delivery Track, beyond east end of A. Ondo produce house....	X	X	X	X	X	X					
E. End of L. V. R. R. Track north of Station.....						X					
<b>BRIDGE 22.30</b>											
164 feet east of M. P. 22.....						X			25	25	
<b>SCOTT TRACK</b>											
				X	X	X	X	X	X	X	
<b>BRIDGE 20.59</b>											
1,697 feet east of M. P. 20.....						X			25	25	
<b>BRIDGE 19.61</b>											
275 feet east of Luke.....						X				15	
<b>SHAMOKIN</b>											
Freight Sta. Tracks.....						X					
Foundry Track.....						X					
All Industrial Tracks.....						X					
<b>GLENBURN</b>											
Empty Car Track.....						X					
<b>WEIGH SCALES</b>											
First curve east of M. P. 16.....						X					
Crossover.....						X					
<b>Wilkes-Barre Branch</b>											
Entire Branch.....						X					
<b>WILKES-BARRE</b>											
Freight Station and Industrial Tracks.....						X					
<b>HART—WEST OF</b>											
Spur Tracks leading off Vulcan Iron Works Track.....						X					
Industrial Tracks off No. 4 Track.....						X					
<b>PLYMOUTH FERRY CROSSING</b>											
East of, Crossover between Nos. 1 and 2 Tracks.....						X					
<b>PLYMOUTH FERRY CROSSING</b>											
West of, Crossover between Nos. 3 and 4 Tracks.....						X					
<b>BUTTONWOOD</b>											
All Industrial tracks.....						X					
All tracks in D. & H. Yard except No. 5.....						X					
Turnout at west end of Track No. 6, Classification Yard.....						X					
Main Track turnout leading to C.R.R. of N.J. Yard.....						X					
<b>NANTICOKE</b>											
Station and all Industrial Tracks.....						X					
<b>WEST NANTICOKE TRACK</b>											
						X		X	X	X	
<b>GLEN LYON TRACK</b>											
Breaker No. 6, empty car tracks Nos. 5 and 6 beyond clearance point.....	X	X	X	X	X	X					
<b>NESCOPECK</b>											
Lumber Co. Track.....						X					
Station Tracks.....						X					
Storage Tracks 2 and 3.....						X					
Other Industrial Tracks.....						X					
<b>EAST BLOOMSBURG</b>											
Station Track.....						X					
<b>CATAWISSA</b>											
Station Tracks.....						X					
<b>SOUTH DANVILLE</b>											
East end Station Track.....						X					
Merck & Company Lead to.....						X					
Ammonia tracks Nos. 1 and 2 and Power House track.....				X	X	X					
<b>Montandon Secondary Track</b>											
1000 feet west of Montandon to White.....				X	X	X		X	X	X	
<b>LEWISBURG</b>											
Kunkle & Comstock Trestle.....	X	X	X	X	X	X	X	X	X	X	

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)
<b>VICKSBURG</b> W. of M.P. 7, Bridge 7.21.....						X	20	X	X	X
<b>LINDEN HALL</b> Bridge 54.69.....						X	20	X	X	X
Bridge 55.19.....						X	20	X	X	X
<b>OAK HALL</b> Bridge 57.09.....						X	20	X	X	X
<b>LEMONT</b> E. C. Ross Trestle.....						X	X	X	X	X
<b>Watsonstown Secondary Track</b> 1000 feet east of connection with main line, Wats'n to Berwick.....				X	X	X	X	X	X	X
<b>OTTAWA</b> E. C. Smith Trestle.....				X	X	X	X	X	X	X
<b>SOUTH WILLIAMSPORT</b> Delvan Block Co.....						X				
Public Delivery.....						X				
Ray-O-Vac 1 and 2.....						X				
West Branch Grocery.....						X				
Keystone Friction Hinge.....				X	X	X	X	X	X	X
<b>Elmira Branch</b> Entire Branch.....						X				X
<b>NEWBERRY</b> Lundy Lumber Co.....				X	X	X				
Bridge 2.09.....									35	X
Bridge 2.64.....									25	X
Bridge 3.84.....									30	X
<b>COGAN</b> Bridge 6.23.....									30	X
Bridge 6.56.....									35	X
<b>TROUT RUN</b> Bridge 13.91.....									30	X
Bridge 15.09.....									30	X
Bridge 15.60.....								35	30	X
Bridge 17.60.....									30	X
<b>BODINE</b> Bridge 18.91.....								35	25	X
<b>BERGAN</b> Bridge 20.23.....									35	X
Bridge 20.81.....									30	X
Bridge 21.21.....									30	X
<b>RALSTON</b> Bridge 22.64.....									30	X
Bridge 23.02.....									30	X
Bridge 23.43.....									35	X
<b>GROVER</b> Bridge 35.89.....								35	35	X
<b>CANTON</b> Bridge 38.33.....								35	25	X
Ellis Coal Co. Trestle.....				X	X	X	X	X	X	X
Belmar Mfg. Co. Trestle.....	X	X	X	X	X	X	X	X	X	X
Swaze Box Co. Trestle.....				X	X	X	X	X	X	X
<b>TROY</b> Borden Milk Co. Trestle.....	X	X	X	X	X	X	X	X	X	X
Bridge 53.54.....								35	35	X
<b>FASSETT</b> Bridge 73.69.....									30	X
Bridge 73.94.....								30	20	X
<b>SOUTHPORT</b> North end tracks 6, 7, 8, 9, 10.....				X	X	X		X		X
Oil House Track.....				X	X	X		X	X	X
Depressed Track.....				X	X	X				
Paint Track.....				X	X	X				
<b>HORSEHEADS</b> Bridge 0.59.....								25	25	X
Levi Marshall Sons.....						X				
Consolidated Brick Co.....						X				
<b>PINE VALLEY</b> Bridge 5.99.....									35	X
<b>MILLPORT</b> Bridge 7.09.....								20	20	X

	(1)	(2)	(3)	(4)	(5)	(6)	(L)	(M)	(I)	(J)	
<b>MONTOUR FALLS</b> North of, Bridge 16.02									20	X	
<b>WATKINS GLEN</b> Sinclair Oil Co.						X					
Wye Tracks				X	X	X					
Watkins Salt Co.						X					
Short Dump						X					
Bridge 21.82						20		35	20	X	
Bridge 22.09						20		35	20	X	
<b>ROCK STREAM</b> Bridge 24.56							20	20	20	X	
Bridge 24.71								20	20	X	
Bridge 25.05							20	20	20	X	
<b>Sodus Bay</b> <b>Secondary Track</b> Entire Secondary Track						X				X	
<b>PENN YAN</b> Fiero & Monin				X	X	X	X	X	X	X	
J. D. Moore Coal Trestle	X	X	X	X	X	X	X	X	X	X	
<b>BELLONA</b> Public Delivery						X					
Libby, McNeil & Libby				X	X	X	X	X	X	X	
<b>STANLEY</b> L.V.R.R. Wye track						X					
<b>CANANDAIGUA TRACK</b> Entire track				X	X	X				X	
Bridge 53.42									15	X	
Bridge 59.97									30	X	
<b>PHELPS JUNCTION</b> Wye to N.Y.C.						X					
<b>NEWARK</b> N.Y. State School				X	X	X	X	X	X	X	
Newark Coal Co.						X					
Bloomer Bros. Paper Mill Track				X	X	X	X	X	X	X	
C. H. Stewart & Sons						X					
Pub. Delivery Track						X					
Bridge 16.83								X	20	X	
Bridge 16.95								X	20	X	
<b>NEWARK TO MARION</b> Newark—Bridge 2	15	X	X	X	X	X	X	X	X	X	
<b>SODUS POINT</b> Coal pier tracks						X				X	

**1160-A2.** Where trackage right agreements are in effect, a foreign railroad diesel engine may be operated on tracks of this region subject to restrictions applying to the comparable class of PRR engine.

**1160-A3.** Class AS-6 and AS-10 diesel engines are permitted on Standard Milling Co. track Nos. 1 and 2 and Keystone Nos. 1 and 2, Buffalo.

**1160-A4.** All types of engines are prohibited from going over pits on No. 1 and No. 2 tracks at the American Elevators, Burrows Lot.

**1160-A5.** Class EP 22 and AS 24 diesel engines are permitted on north leg of wye track at Emporium.

**1160-A6.** Class AS-16 engines may be operated on all tracks at Rochester at a speed not exceeding 15 miles per hour.

## Other Equipment Restrictions

**1160-B1.** Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc., in accordance with Special Instruction **1160-A1**:

Combined Weight of Car & Lading in lbs.	Minimum Coupled Length	Restrictions
150,000 — 170,000	40' - 0"	Same as Column 2
170,000 — 220,000	42' - 0"	Same as Column 5
220,000 — 263,000	48' - 0"	Same as Column L

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to jenny type hopper or gondola cars. These cars have a gross weight of 220,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is severe and they are subject to restrictions in Special Instruction **1160-A1** as follows:

Two or more loaded coupled cars—Column J Special Load restrictions.

Loaded cars weighing in excess of 220,000 pounds, car and lading, are prohibited on the following tracks:

Clermont Secondary Track, beyond a point 1320 feet south of Mile Post 5

Selinsgrove Secondary Track

Watsonstown Secondary Track

L. V. Junction Secondary Track

Brookville Industrial Track, Brookville, Pa., beyond a point 6800 feet from switch to Low Grade Secondary Track

Scott Industrial Track, Shamokin, Pa.

Marion Industrial Track, Newark, New York

On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instruction **1160-A1**, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour, through curves on such side tracks, and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two to three feet, and by such signs on the side as "Shock Control" and "Hydra-Cushion".

## Special Handling of Multiple Loads.

**1160-B2.** A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

## Snow plows and other equipment used in snow removal service.

**1160-B3.** On two or more tracks, passenger trains and a train handling single track snow plow or Jordan Spreader when used in snow removal service, must not be moved in the opposite directions between two block or interlocking stations.

**1160-B4.** A train handling snow plow, Jordan Spreader or like equipment in snow removal service must not be admitted to a block which is occupied by another train.

**1160-B5.** Snow plows will not clear station platform on No. 2 track at Olean and Emporium.

**1160-B6.** Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of interlocking, at hand switches and at all other points where there is any interference by switches, frogs, guard rail, dragging equipment detectors, road crossings, station platforms or other obstructions.

**1160-B7.** Train orders issued for movement of snow plows must specify whether single or multiple track plow.

**1160-B8.** Engines equipped with snow plows are prohibited on No. 17 track and engine storage track at Alabama Street yard, Buffalo, account close side clearance.

**1160-B9.** When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between plow and engine.

**1160-B10.** All personnel riding moving snow plows must maintain proper hand hold to avoid injury.

**1160-C1.** Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., except as follows:

Main Line or Branch	Between	And	Bridge	Note
Main Line	Buffalo	Region Post (Phila. Reg.)	—	—
Main Line—Erie	Erie	JN	—	—
Elmira Branch	Newberry	Himrod Jct.	—	—
Wilkes-Barre Branch	Kase	Wilkes-Barre	—	—
Shamokin Secondary Track	Kase	Mt. Carmel	—	—
Sodus Bay Secondary Track	Himrod Jct.	Sodus Point	—	—
Chautauqua Branch	BM	Oil City	—	—
Salamanca Secondary Track	AD	End of Block	—	—
Oil City Secondary Track	Bridge	Stone	—	—
West Seneca Branch	GJ	GB	—	—
Allegheny Branch	Red Bank	Oil City	—	—

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as listed for Special Loads, shown in Columns I or J, Special Instruction 1160-A1, at the authorized speed of wreck trains, except in territory between Buffalo, Erie and Renovo the derrick must be separated from the engine by at least two cars, which may or may not be loaded.

These derricks are prohibited from passing under overhead bridge No. 0.94 on the Dock Extension Running Track unless smoke bonnet has been removed. Movement under this bridge may be made on the West Seneca Branch without removing smoke bonnet.

#### **Sodus Bay Secondary Track.**

**1160-C2.** Newark to Marion:

Wrecking cranes larger than 120 ton capacity must not be used over bridges and derrick must be separated from engine by three empty cars.

**1160-D1.** F-39 type TTX cars and similar trailer or automobile carrying flat cars 75 feet in length or longer are prohibited on NYC connection track at FW.

**1160-D2.** TTX type cars and similar trailer or automobile carrying flat cars 85 feet or more in length are restricted at locations shown below:

NOTE—X—Prohibited.

Column 1—Restrictions applying to these cars when coupled to cabin cars, type N-5.

Column 2—Restrictions applying to these cars when two or more are coupled, or are coupled to conventional type freight cars.

Column 3—Restriction of these types of cars when not coupled to other cars or engines.

Length of cars:		85 feet			87 and 89 feet		
Location:	Column:	(1)	(2)	(3)	(1)	(2)	(3)
<b>Buffalo:</b>							
<b>ALABAMA ST. YARD:</b>							
Kenny Coal Co.		X	X		X	X	
Swan St., Nos. 3 and 4 tracks		X	X		X	X	
A. & P. Tea Co. No. 3 track		X	X		X	X	
A. & P. Tea Co. Nos. 5, 6 and 7 trks		X	X		X	X	
Alabama St., Nos. 15, 16, 17, 14-1 and 14-2 tracks and No. 13 spur		X	X		X	X	
<b>MICHIGAN AVE. YARD:</b>							
Main Lead		X	X		X	X	
Nos. 1, 2 and 3 turnouts		X	X		X	X	
<b>BURROWS LOT:</b>							
Outside and Inside Loop tracks		X	X		X	X	
B.C. R.R. Conn. track		X	X		X		
<b>PENN YARD:</b>							
Rubbish track		X	X		X	X	
<b>MAIN LINE</b>							
<b>Buffalo:</b>							
N.Y.C. R.R. Conn. track, FW		X	X		X	X	
B.C. R.R. Conn. track, FW		X	X		X	X	
E-L. R.R. Conn., FW, inside		X	X		X		
E-L. R.R. Conn., FW, outside		X	X		X		
E-L. R.R. Conn., DM, yard 3		X	X		X	X	
North end of yard tracks, Winchester		X	X		X	X	
Philadelphia Quartz Co.		X	X		X	X	
<b>EBENEZER:</b>							
Turnout from outbound track to lumber yard, north of Union		X	X		X	X	
North end of Trevor Pipe Corp. track		X			X		
<b>EAST AURORA:</b>							
Griggs and Ball track		X	X		X	X	
East Aurora Lumber Co. track		X	X		X	X	
<b>MACHIAS:</b>							
Olean Gravel Co. track		X	X		X	X	
<b>OLEAN:</b>							
Daystrom track (new side)		X	X		X	X	
Fibre Forming Co.		X	X		X	X	
Socony Vacuum Oil Plant		X	X		X	X	
Clark Bros. Co., Plant #1		X	X		X	X	
Red Line and Blue Line tracks		X	X		X	X	
Line Material Co. track		X	X		X	X	
Zukerman track		X	X		X	X	
Olean Whsle. Grocery, Nos. 1 and 2 tracks		X	X		X	X	
<b>PORTVILLE:</b>							
G.L.F. track		X	X		X	X	
<b>Farmers Valley</b>							
<b>Secondary Track:</b>							
Quaker State Refg. Co. trk, No. 4		X	X		X	X	
<b>PORT ALLEGANY:</b>							
Pitt Corning Co. track No. 2		X	X		X	X	
Planning Mill Co. track		X	X		X	X	
Pierce Glass Co. track		X	X		X	X	
Wyman's track		X	X		X	X	
<b>EMPORIUM:</b>							
North leg, Wye track		X	X		X	X	
<b>WATSONTOWN:</b>							
Watsontown Foundry & Machine Co.		X	X		X	X	
Philco Co. track, No. 2		X	X		X	X	
<b>Erie:</b>							
<b>DOCK JCT:</b>							
City Track —Bessemer R.R. Conn.		X	X		X	X	
—Marx Toy Co. track		X	X		X	X	
Continental Rubber Co. track		X	X		X	X	
<b>WEST LAKE YARD:</b>							
Coal Dock—to Feed tracks		X	X		X	X	
Coal Dock—to Gravel tracks		X	X		X	X	
Flour yard, all tracks		X	X		X	X	



Length of cars:		85 feet			87 and 89 feet				
Location:	Column:	(1)	(2)	(3)	(1)	(2)	(3)		
<b>WEST LAKE YARD (Continued)</b>									
Duquesne Whse trk (west side).....		X	X		X	X			
Pennsylvania Electric Co. ....		X	X		X	X			
Ruberoid Corp.—all tracks.....		X	X		X	X			
<b>"OD" YARD:</b>									
Wye track.....		X	X		X	X			
Sears and Roebuck Co. track.....		X	X		X	X			
N.K.P. R.R. Conn. track.....		X	X		X	X			
N.Y.C. R.R. Conn. track.....		X	X		X	X			
<b>WARFEL YARD:</b>									
Elm Street Spur.....		X	X		X	X			
Ducain Constr. Co. Block Plant.....		X	X		X	X			
<b>TENTH STREET INDUSTRIAL TRACK:</b>									
between 10th St. and 11th St.....		X	X		X	X			
Inland Container Co. track.....		X	X		X	X			
Penna. Gas Co. ....		X	X		X	X			
Interlake Iron Gravel yard.....		X	X		X	X			
Perry Furnace, Whalen yard.....		X	X		X	X			
Interlake Corp., East Ave.....		X	X		X	X			
<b>MAIN LINE—ERIE</b>									
<b>UNION CITY:</b>									
Chair Factory, No. 4 track.....		X	X		X	X			
Shreve side track.....		X	X		X	X			
<b>ST. MARYS:</b>									
Sylvania Electric Co. track.....		X	X		X	X			
<b>Chautauqua Branch:</b>									
Connection to Main Line, FW.....		X			X				
B. & O. R.R. Conn trk, MP 3.....		X			X				
<b>CORRY:</b>									
Ajax Iron Works track.....		X	X	X	X	X	X		
<b>Salamanca Secondary Track</b>									
B. & O. R.R. Conn track, RJ.....		X	X		X	X			
<b>ALLEGANY:</b>									
Wm. N. Hall track.....		X	X		X	X			
<b>OLEAN:</b>									
Weston Lumber Co. track.....		X	X		X	X			
Corn track.....		X	X		X	X			
<b>Rochester Secondary Track</b>									
<b>ROCHESTER:</b>									
Beauverain track.....		X	X		X	X			
<b>Low Grade Secondary Track</b>									
<b>RED BANK:</b>									
Red Bank yard tracks.....		X	X		X	X			
<b>OAK RIDGE:</b>									
Crawford Furniture Co. track.....		X	X		X	X			
<b>BROOKVILLE:</b>									
Brookville track.....		X	X		X	X			
<b>DU BOIS:</b>									
Town track.....		X	X		X	X			
<b>Selinsgrove Secondary Track:</b>									
Curve at Selinsgrove Jct.....		X	X		X	X			
<b>Wilkes-Barre Branch</b>									
<b>WILKES-BARRE:</b>									
Hazard Nos. 2 and 3 tracks.....		X	X		X	X			
<b>NANTICOKE:</b>									
West Leg of Wye track.....		X	X		X	X			
<b>Williamsport Branch</b>									
<b>WILLIAMSPORT:</b>									
Williamsport Storage track (Rose St.).....		X	X		X	X			
Scale track, Rose St.....		X	X		X	X			
Freight House tracks, Nos. 3, 4, 5.....		X	X		X	X			
Walnut Street:									
B. & C. Shop trk, west end.....		X	X		X	X			
Hill track.....		X	X		X	X			
<b>NEWBERRY:</b>									
Glyco Plant track, No. 2.....		X	X		X	X			
Upper Canal, Middle Canal, and Lumber tracks.....		X	X		X	X			
<b>LOWER CANAL TRACK:</b>									
C. A. Reed storage track.....		X	X		X	X			
<b>Bald Eagle Branch</b>									
<b>LOCK HAVEN:</b>									
Wye track, west leg.....		X	X		X	X			
<b>Elmira Branch</b>									
Sned, Wye track.....		X	X		X	X			
Watkins Glen, Wye track.....		X	X		X	X			
Stanley, Wye track.....		X	X		X	X			

**Overhead Clearance**

**1163-A1.** Employees are prohibited from riding or walking on the roof of any moving car.

The following locations are excepted:

**Renovo Yard****Side Clearance****Buffalo**

**1163-A5.** Employees are warned of close side clearance to columns at mill building of International Milling Company, Childs Street, Buffalo.

**Dalmatia**

**1163-A6.** On account of close clearance, engines and box cars must not be moved under loading tipple on the Stone Crusher Track, 2 miles east of Dalmatia.

**Sunbury**

**1163-A7.** Employees are warned of close side clearance of several signs on buildings and the shelter shed roof on north side of Main track from a point 275 feet east of the east end of the passenger station platform to the west end of the platform.

**Rouseville**

**1163-A8.** Dock Boards installed adjacent to No. 1 and No. 2 Refined Rack Tracks and No. 1 and No. 2 Unloading Rack Tracks at the Pennzoil Company.

Employees are warned of close side clearances from Dock Boards on these tracks.

**Phillipston**

**1163-A9.** Employees are warned of close side clearance to the sanding device at Phillipston enginehouse.

Engines and cars must not be moved beyond signs located on side of sanding device.

**Sligo**

**1163-A10.** Employees are warned of close side clearance existing on loaded tracks at tipple of the Allison Engineering Company mine at Sligo, Pa.

Engines and cars must not be moved beyond close clearance signs located adjacent to the loaded tracks at this location.

**Panama**

**1163-A11.** Trains with Jordan Spreader No. 499604 must stop and then observe movement of this equipment over Bridges 81.05 and 81.45, moving prepared to stop in event of insufficient side clearance.

Conductor must arrange to inform the engineman when this equipment is contained in their train.

**Allegany**

**1163-A12.** Employees are warned of close side clearance existing at unloading ramp of the W. N. Hall and Son Lumber Co. Cars must be shifted at this location only during daylight hours.

## TRAIN DISPATCHERS

### 1201-A1. Location of Train Dispatchers.

#### BUFFALO

Train Dispatchers in charge as follows:

**Main Line**—Buffalo to Drury

**Main Line-Erie**—Erie to JN

##### Branches:

Chautauqua—FW to FY  
                   BM to Bridge  
 Salamanca—Irv to Stone  
 West Seneca  
 Allegheny—Brady to Bridge

##### Secondary Tracks:

Rochester  
 Low Grade  
 Oil City  
 Salamanca  
 Ridgway

##### Running Tracks:

Sligo  
 East Brady

#### WILLIAMSPORT

**Main Line**—Drury to Rockville.

##### Branches:

Williamsport  
 Elmira  
 Wilkes-Barre

##### Secondary Tracks:

L. V. Junction	Shamokin
Montandon	Sodus Bay
Watsonstown	Selinsgrove

#### PITTSBURGH

##### Branches:

Bald Eagle  
 Allegheny

Train Dispatchers, Pittsburgh Region, Pittsburgh, will direct train movement on Bald Eagle Branch between Lock Haven and Region Post (Pgh Reg) and on Allegheny Branch, between Region Post (Pgh Reg) and Brady over signature of Superintendent Transportation, Pittsburgh Region; the foregoing does not otherwise alter the jurisdiction of Northern Region within this territory.

**1201-B1.** Conductor of all passenger trains, before leaving Union Station Erie, must ask Operator, Elm Block Station by telephone for orders.

If no orders are received, Conductor must personally advise engineman, and engineman must not proceed without receiving such advice.

**1201-B2.** Referring to **Rule 201:** Fifth Paragraph in effect on Main Line—Erie.

**1204-B3.** Referring to **Rule 204:** A copy of the train order for the engineman of each helping engine pushing the train need not be supplied. This applies whether engine is coupled directly ahead of or behind the cabin car.

**1221-B4.** A Train-order signal displayed in front of Lock Haven Block Station indicates there are orders for Main Line trains or for eastward trains moving from the Bald Eagle Branch to the Main Line. A Train-order signal displayed on the southeast corner of the block station indicates orders for westward trains moving from the Main Line to the Bald Eagle Branch.

## SIGNAL RULES

**1250-A1. Movement of Trains by Block Signal System Rules****X**—Indicates Rules in Effect.

**COLUMN 1**—Movement of Trains in the same direction by Block Signals  
**Rules 251, 253 and 254.**

**COLUMN 2**—Opposing and following movement of trains by Block Signals  
**Rules 261, 262, 263 and 264.**

**COLUMN 3**—Movement of trains on Secondary Tracks  
**Rules 271, 272 and 273.**

**COLUMN 4**—Manual Block Signal System  
**Rules 305 to 373 inclusive, except Rule 316.**

**COLUMN 5**—Manual Block Signal System  
**Rules 305 to 373 inclusive, except Rule 317.**

**COLUMN 6**—Manual Block Signal System for movements against the current of traffic. **Rules 305 to 373 inclusive, except Rule 317.**

**COLUMN 7**—Manual Block Signal System for movements against the current of traffic. **Rules 305 to 373 inclusive, except Rule 316.**

**COLUMN 8**—Automatic Block Signal System  
**Rules 501 to 512, with the current of traffic and on single track.**

**COLUMN 9**—Automatic Block Signal System  
**Rules 501 to 512, against the current of traffic.**

**COLUMN 10**—Cab Signals  
**Rules 551 to 570, with the current of traffic and on single track.**

**COLUMN 11**—Cab Signals  
**Rules 551 to 570, against the current of traffic.**

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		<b>MAIN LINE</b>												
Region Post (Phila. Reg.)	East Allens	Single		X						X				D
East Allens	West Allens	No. 1 & No. 2	X						X	X				D
West Allens	East Linden	Single		X						X				D
East Linden	Linden	No. 1 & No. 2		X						X				D
Linden	Pine	Single		X						X				D
Pine	Drury	No. 1 & No. 2	X						X	X				
Drury	DF	No. 1 & No. 2	X			X			X					
DF	HY	No. 1 & No. 2	X						X	X				
HY	SG	Single		X						X				
SG	JN	No. 1 & No. 2	X			X			X					
JN	Linore	No. 1 & No. 2	X						X	X				
Linore	NR	No. 1 & No. 2	X			X			X					
NR	CR	Single	X			X								E

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
CR	SN	No. 1 & No. 2	X			X			X					
SN	OW	Single		X						X				
OW	Lake	No. 1 & No. 2	X						X	X				
Lake	Perry	Single		X						X				
Perry	Wales	No. 1 & No. 2		X						X	X			
Wales	Hubbard	Single		X						X				
Hubbard	DM	No. 1 & No. 2	X						X	X				
DM	FW	No. 1 & No. 2	X			X			X					
FW	SS49A(NYC)	No. 1 & No. 2	X						X	X				
		Williamsport Branch												
Newberry	Linden	Single		X						X				
River	East Linden	Single		X						X				
		MAIN LINE-- ERIE												
JN	OTTS	Single	X			X								
OTTS	IRV	No. 1 & No. 2	X						X	X				
IRV	MS	Single	X			X								
MS	LOVE	Single		X						X				
LOVE	End of Block Sign 300 feet east of French Street, Erie	Single	X			X								
		Ridgway Secondary Track												
End of Block Sign one half mile South of Mile Post 1 Ridgway	Falls Creek	Secondary				X								
		Chautauqua Branch												
FW	FY	Single				X								
BM	Bridge	Single		X						X				
		West Seneca Branch												
GJ	GB	Single				X								
		Oil City Secondary Track												
Bridge	Stone	Secondary			X	X								
		Salamanca Branch												
Stone	IRV	No. 1 & No. 2				X			X					
		Salamanca Secondary Track												
End of Block	AD	Secondary			X	X								
		Allegheny Branch												
Reg. Post (Pgh. Region)	Brady	Single				X								
Brady	RH	Single		X						X				
RH	Bridge	No. 1 & No. 2							X	X				
		Low Grade Secondary Track												
Brady	DF	Secondary			X	X								B-C

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Term	Wadsworth Jct.	Rochester Secondary Track												
		Secondary			X	X								B-C
LOG	Hunlock	Wilkes-Barre Branch												
		Single		X		X								
Hunlock	Kips	Single				X								
Kips	Kase	Single		X		X								
Kase	State	Shamokin Secondary Track												
		Secondary			X	X								B-C
Newberry	Southport Jct.	Elmira Branch												
		Single				X								
HO	Himrod Jct.	Single				X								
Himrod Jct.	Point	Sodus Bay Secondary Track												
		Secondary			X	X								B-C
SAL	End of Block Sign 129 feet West of Mile Post 17	Selinegrove Secondary Track												
		Secondary			X	X								A-C
Montandon	White (Pgb. Region)	Montandon Secondary Track												
		Secondary			X	X								A-C
Lock Haven	Region Post (Pgh. Region)	Bald Eagle Branch												
		Single		X						X				

NOTE A—Rule 99 will not apply.

NOTE B—Second paragraph Rule 271 will apply at:

Stanley (When block station is open)  
Himrod Jct.  
Kase  
Genesee Jct.  
Brady  
SU (When block station is open)  
GH (When block station is open)  
Falls Creek  
DF  
RJ

NOTE C—Authority for movement of passenger extras must be in writing.

NOTES A, B, and C apply to Column 3 Rules 271, 272 and 273.

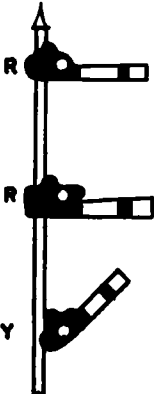
NOTE D—The requirements of Medium Speed will have been complied with when the speed of freight trains has been reduced to not exceeding 30 miles per hour.

NOTE E—Rule S-318 will not apply between CR and Clermont Jct.

**1280-A to 1296-A1.** Signal aspects not in conformity with the typical aspects, in service:

**Semaphore Signals**

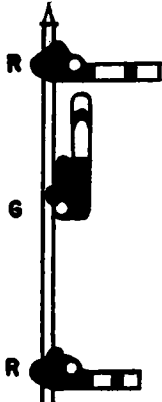
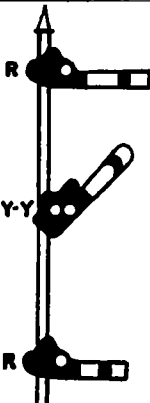
**NOTE:** R-Red, G-Green, Y-Yellow.

Aspects	Indication	Name
	<p>Proceed at restricted speed; will be authority for trains to use siding between <b>BM</b> and Brocton when routed to this track.</p>	Restricting

**Chautauqua Branch**

**BM**

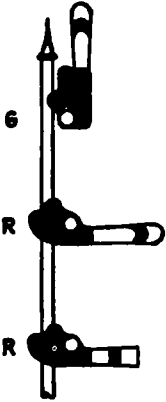
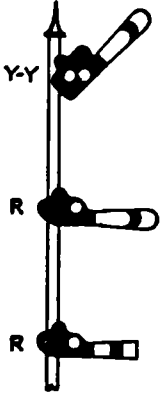
Governing Southward trains from Nickel Plate R. R. to Chautauqua Branch.

	<p>Proceed; manual block clear</p>	Clear-block
	<p>Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.</p>	Permissive-block

**Chautauqua Branch**

**FY**

Governing Southward trains from Chautauqua Branch to Nickel Plate R. R.

Aspects	Indication	Name
	Proceed; manual block clear	Clear-block
	Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.	Permissive-block

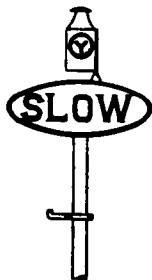
### Chautauqua Branch

**FY**

Governing Southward trains from Chautauqua Branch to Nickel Plate R. R.

### Slow Boards.

Note: Y—Yellow



**Indication**—A train exceeding medium speed must at once reduce to that speed. Where a facing switch is located between Slow Board and next signal, approach that switch prepared to stop. Approach next signal prepared to stop.

**Name**—Caution.






Slow Boards in service as follows:

**Chautauqua Branch - FY, Southward**



**Position Color-Light Type Signals**

NOTE: R-RED

Aspects	Indication	Name
	Proceed; medium speed within interlocking limits.	Medium-clear
	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow-approach
	Proceed at restricted speed.	Restricting
	Stop: then proceed at restricted speed.	Stop-and-proceed
	Stop	Stop-signal

**Main Line:****Stoney**

Governing westward movement from Rockville Siding to Single Track.

**East Ferry and West Ferry**

Governing movement from Ferry Siding.

**East Miller and West Miller**

Governing movement from Millersburg Siding.

**East Boyles and West Boyles**

Governing movement from Boyles Siding.

**Creek**

Governing eastward movement from Sunbury Siding to Single Track.

**Molly**

Governing westward movement from Northumberland siding to Single Track.

**East Fair and West Fair**

Governing movement from Fair Siding.

**East Muncy and West Muncy**

Governing movement from Muncy Siding.

**Linden**

Governing eastward movement from West Linden Siding.

**West Bud**

Governing westward movement from West Linden Siding.

**Chautauqua Branch:****North Neff and South Neff**

Governing movement from Neff Siding.

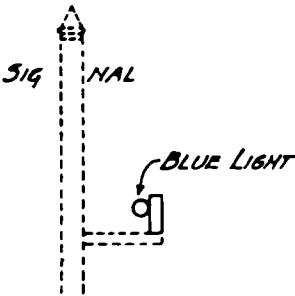
**North Pan and South Pan**

Governing movement from Panama Siding.

**North Try and South Try**

Governing movement from Tryonville Siding.

**Signal Mast Bracket Marker.**



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

Name—Signal mast bracket marker.

Signal mast bracket markers in service on the following signals.

**Ridgway Secondary Track**

On southward distant signal at Brockway.

**Salamanca Secondary Track**

On northward block signal at Salamanca.

**Oil City Secondary Track**

On northward block signal at Bridge.

**Elmira Branch**

Columbia X Roads—Block Signals north and south

**Sodus Bay Secondary Track**

Stanley—Block Signals south.

Home signal north.

**Slide Protection Fence Indicator.**

Note: Y—Yellow; G—Green



Indication—When slides are against the fence.

Name—Caution Indicator.



Indication—When fence is clear.

Name—Clear Indicator.

**1296-A2. Slide Protection Indicators in Service**

Station	Indication Displayed for Movements	Distance in feet from Fence Protected	Slide Protection Fence signal
Sinnema-honing	Westward	3300	Slide Protection Fence between Mile Post 172 and Mile Post 173
	Eastward	4500	

**1317-A2.** Referring to **Rule 317**, freight trains with 15 cars or more must not make following movements between Keating Summit and JN, southward.

**1317-A3.** Referring to **Rule 317**, freight trains with 20 cars or more must not make following movements between Kane and Sergeant, eastward.

**1317-A4.** In the application of **Rule 317**, movements against the current of traffic on No. 1 track between Otts and Irv will not be permitted when an eastward movement has been authorized to pass Spring Block-Limit Station.

### **Facing Hand-operated Switches connected with Manual Block Signal.**

**1362-A.** Train orders must be used to advance a train or engine at the following Manual Block Signals which cannot be cleared:

#### **Main Line**

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Port Allegany	Northward	Single	Port Allegany—Northward Block Signal and M.P. 96
	Southward	Single	Port Allegany—Southward Block Signal and M.P. 98

#### **Main Line—Erie**

JN	Westward	Single	JN—Westward Block Signal and M.P. 148
St. Marys	Eastward	Single	St. Marys—Eastward Block Signal and M.P. 130
Elm	Westward	Single	Elm—Westward Block Signal and 1870 feet west thereof

#### **Elmira Branch**

Kendall	Northward	Single	Kendall and Shannon
Shannon	Southward	Single	Shannon and Kendall

#### **Wilkes-Barre Branch**

Kips	Eastward	Single	Kips and 3868 feet east of M.P. 10
	Westward	Single	Kips and M.P. 8
Hunlock	Westward	Single	Retreat

#### **Oil City Secondary Track**

Bridge	Northward	Single	Bridge—Block Station and 1112 feet north thereof
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#### **Low Grade Secondary Track**

Brady	Eastward	Secondary	Brady and Mile Post 1
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**NOTE**—A train or engine receiving a train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

**1365-A1.** When a passenger train cuts off cars on main track and proceeds with markers, the conductor, before proceeding, must notify the operator at the next block station in advance, that his train will pass the block station with markers displayed, but that he has left cars on the main track and block is not clear. Block will be considered occupied until reported clear by proper authority.

**1365-A2.** Southward trains clearing main track at Nypen must report clear.

**1365-A3.** Southward freight trains required to report clear at Port will continue to Pine Valley and report clear at that point instead of at Port.

**1365-A4.** Eastward trains clearing main tracks at Love must report clear.

**1365-A5.** Westward trains clearing main track at Elm Street, Erie, must report clear.

### **Hand-operated Switches where Trains or Engines must not clear.**

**1502-A1.** At the following locations, trains and engines are prohibited from clearing main track:

#### **Main Line**

Track	Location
Public Delivery	Dauphin.
Freight House Track	Millersburg
Millersburg Spur	4074 feet west of Mile Post 112
Cripple Car	1384 feet west of Mile Post 120
Cripple Car	Mile Post 125
Public Delivery	Mile Post 131 West of West Boyles.
Public Delivery	260 feet east of Mile Post 282
Public Delivery	Montandon
Shippers Car Line Track	700 feet east of "MU"
Fuelane Corp. Track	Milton
Eastern State Farmers Exchange Track	1800 feet west of Milton Station.
Creamery Siding	Dewart
Montgomery Table & Desk Works Track	Montgomery
Freight House Track	Muncy
Atlantic Oil Siding	2832 feet east of M.P. 251
Public Delivery	Nisbet
Freight House Track	Jersey Shore
Public Delivery	South Wales
Public Delivery	Holland
Fisher Price Track	1752 feet north of Mile Post 27

#### **Allegheny Branch**

Keystone Supply Co.	1730 feet south of Mile Post 86, Foxburg.
Cripple Car	210 feet north Mile Post 100, Woods.
C. and K. Coal Co.	2880 feet south of Mile Post 77

#### **Main Line—Erie**

West leg of wye track	East of Love
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**Chautauqua Branch**

Track	Location
Grape Plant track	2469 feet south of Mile Post 52
Lawson Spur track	757 feet north of Mile Post 53
Brainards track	1378 feet south of Mile Post 53
Pross Shop track	670 feet south of Mile Post 60
Gravit Bros. track	893 feet north of Mile Post 64
Malted Milk Plant track	425 feet north of Mile Post 64
G.L.F. track	572 feet south of Mile Post 65
Mayville House track	3282 feet north of Mile Post 66
Klings Furniture track	2453 feet north of Mile Post 66
Summerdale Shop track	995 feet south of Mile Post 70
Sherman Freight House track	2042 feet south of Mile Post 74
G.L.F. track	1200 feet north of Mile Post 75
Cafisch Lumber Co. track	620 feet north of Mile Post 86
Gravel Pit track	2659 feet north of Mile Post 93
Fogle Lumber track	1599 feet south of Mile Post 93
Spartansburg, Freight House track	923 feet south of Mile Post 102
Mill track	2805 feet south of Mile Post 102
Centerville, Milk Plant track	2799 feet south of Mile Post 109
Hydetown, Team track	773 feet south of Mile Post 117
Titusville, Hale track	4990 feet south of Mile Post 119
Waterworks track	950 feet south of Mile Post 120

**1503-A1.** When a train is standing at Renovo passenger station, an engine which is to move, assist or switch such train, will be relieved from observing **Rule 503** at Westward Home Signal at Drury, and at Signal 1954 on No. 1 track, east of Renovo Station.

**1509-A1.** The following signals in Automatic Block Signal System territory must not be passed while in stop position without a Clearance Card (Form C) or train order.

Signal Located at	On Tracks	Secure clearance card or train order through Operator at
<b>Main Line</b>		
Mile Post 7	No. 1	<b>GJ</b>
Linore	No. 2	<b>JN</b>
Mile Post 284	Northumberland Siding	Kase
<b>Main Line—Erie</b>		
376 feet east of Mile Post 64	No. 1	Otts
<b>Allegheny Branch</b>		
720 feet north of Mile Post 73	Single	Brady
3670 feet north of Mile Post 94	Single	Brady
220 feet north of Mile Post 100	Single	Brady
1660 feet south of Mile Post 112	Single	Brady
615 feet north of Mile Post 131	No. 1	Bridge
<b>Chautauqua Branch</b>		
Petro	Single	Eye

## CAB SIGNALS

**1551-A1.** Engines dispatched from the following points destined to Cab Signal Territory must make departure test and have cab signal equipment cut in before departure:

Ebenezer,  
Oil City,  
Southport,  
Buttonwood,  
Northumberland.

## INTERLOCKING

**1606-A1.** Emergency Signals—Whistle or Horn, in service as follows:

**FW**—Horn  
**DM**—Horn  
**GJ**—Horn  
**Machias**—Horn  
**Molly**—Horn  
**Northumberland**—Horn  
**Kase**—Horn  
**Lock Haven**—Horn  
**Eye**—Horn  
**RJ**—Horn  
**Otts**—Horn  
**Irv**—Horn  
**Bridge**—Horn

**1663-A1. Interlockings Operated Automatically**  
Automatic interlockings in service at the following locations:

Location	Inter-locking	Railroad Crossing	Location of Instructions
<b>Sodus Bay Secondary Track</b>	Wallington	N.Y.C. R.R.	Telephone Box at Crossing.
	Phelps Junction	N.Y.C. R.R.	Telephone Box at Crossing.
<b>Williamsport Industrial Track</b>	Wills	Reading R.R.	Telephone Box at Crossing.

**1703-A2.** Conductors of trains having a trainphone equipped cabin car, will make trainphone test with the first block station after departing from their initial terminal.

Block operators, in turn, will notify train dispatchers that cabin car is trainphone equipped.

Home Region.....Name.....Occupation.....

QUALIFIED FOR SERVICE

REGION	ZONE	PART OF ZONE QUALIFIED FOR

Home Region.....	Name.....	Occupation.....
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**QUALIFIED FOR SERVICE**

**REGION****ZONE**

**PART OF ZONE QUALIFIED FOR**



## TO ALL EMPLOYES

Your company, co-operating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Pennsylvania Railroad Company are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety.

**E. R. ADAMS**  
Superintendent Transportation

Approved:  
**C. G. MAGRUDER**  
Regional Manager

# SAFETY RULE OF THE DAY

**Train, Engine and Other  
Transportation Employees  
(EXCEPT STATION EMPLOYEES)**

Date	May	June	July	Aug.	Sept.	
1	1000	1053	1109	1000	1055	
2	1001	1107	1168	1001	1112	
3	1023	1158	1239	1108	1156	
4	1051	1172	1225	1174	1229	
5	1106	1129	1116	1130	1124	
6	1111	1161	1285	1163	1023	
7	1160	1219	1240	1171	1121	
8	1228	1157	1123	1226	1222	
9	1128	1115	1054	1126	1239	
10	1166	1156	1023	1050	1233	
11	1122	1224	1113	1106	1219	
12	1230	1237	1169	1111	1110	
13	1164	1173	1053	1167	1054	
14	1174	1227	1244	1223	1170	
15	1231	1110	1159	1230	1227	
16	1050	1052	1246	1221	1115	
17	1112	1127	1117	1160	1245	
18	1130	1233	1249	1122	1237	
19	1171	1281	1286	1157	1164	
20	1220	1238	1222	1228	1127	
21	1235	1275	1234	1243	1224	
22	1242	1121	1280	1220	1244	
23	1278	1223	1166	1173	1172	
24	1232	1245	1232	1231	1107	
25	1108	1284	1287	1247	1117	
26	1170	1290	1248	1128	1225	
27	1226	1124	1289	1165	1129	
28	1234	1055	1235	1280	1114	
29	1278	1288	1278	1238	1158	
30	1168	1239	1241	1161	1276	
31	1162	—	1221	1275	—	

## SAFETY RULE OF THE DAY

**Train, Engine and Other  
Transportation Employees  
(EXCEPT STATION EMPLOYEES)**

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April
1	1000	1000	1000	1000	1000	1000	1208
2	1001	1001	1001	1001	1001	1001	1000
3	1109	1091	1066	1150	1092	1072	1001
4	1051	1065	1041	1095	1008	1093	1071
5	1113	1073	1012	1067	1202	1074	1043
6	1053	1040	1013	1042	1209	1006	1007
7	1174	1005	1074	1008	1071	1205	1005
8	1116	1067	1046	1153	1045	1103	1092
9	1162	1045	1014	1022	1206	1120	1065
10	1169	1094	1155	1090	1213	1277	1041
11	1126	1047	1068	1076	1018	1236	1042
12	1052	1006	1005	1200	1047	1118	1078
13	1106	1152	1070	1215	1002	1211	1048
14	1171	1075	1024	1065	1204	1150	1008
15	1229	1042	1078	1040	1218	1016	1013
16	1157	1096	1043	1019	1100	1066	1075
17	1230	1154	1003	1075	1216	1069	1004
18	1123	1049	1077	1096	1015	1003	1067
19	1234	1008	1009	1077	1041	1012	1044
20	1130	1021	1201	1017	1005	1013	1152
21	1165	1205	1007	1101	1068	1210	1094
22	1240	1200	1048	1201	1048	1105	1217
23	1050	1002	1072	1103	1049	1119	1200
24	1159	1071	1016	1151	1010	1101	1207
25	1243	1209	1203	1011	1203	1214	1021
26	1241	1216	1217	1044	1102	1104	1090
27	1167	1102	1100	1093	1046	1091	1202
28	1125	1213	1119	1212	1073	1095	1155
29	1015	1204	1105	1104	1040	1020	1114
30	1090	1092	1208	1120	—	1154	1125
31	1004	—	1015	1207	—	1014	—

## THE PENNSYLVANIA RAILROAD NORTHERN REGION

Buffalo, New York, April 15, 1963

### GENERAL ORDER NO. 901

**Effective 2.01 A.M., Sunday, April 28, 1963**

#### Applies in All Zones

- (a) Timetable No. 9 in effect. It contains the necessary instructions issued in General Orders up to and including No. 821, all of which must be removed from bulletin boards.

Each employe must examine each page of Timetable No. 9 to see that his copy is complete, pages properly lined up, and note the changes.

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

- (b) **BOOK OF RULES**  
**RULES FOR CONDUCTING TRANSPORTATION**

Rules for Conducting Transportation, effective October 28, 1956, revised in parts as follows:

**Revisions of April 28, 1957—**

Rule 104—page 34, Rule 331—page 77, Rule 365—page 79, Rule 629—page 90, Form C—page 98, Form K—page 99 and Rule 4076-J—page 112.

**Revisions of October 27, 1957—**

Rule 30—page 23, Rule 400C-1—page 100, Rule 4103-B—page 113 and Rule 4165-A—page 131.

**Revisions of September 1, 1958—**

Rules G and H, page 8.  
Rule R, third paragraph, page 10.  
Rule 103, portion of last paragraph, page 34.  
Rule 104 and 105, pages 34 and 35.  
Rule 502, page 80.  
Rule 400N-21, pages 107 and 108.  
Rule 4076-F, pages 112, and Index, page 3, 18th line.  
Rule 4076-I, page 112.  
Rule 4154-B, pages 115 and 116.  
Rule 4165-A, page 131.  
Rule 283, page 56, NOTE 2 added.  
Rule 400N-4, page 105, added.  
Rule 4076-J, page 112, in sequence.

**Revisions of February 27, 1959—**

Rule 26, second and third paragraph—page 23.  
Rule 34—page 24.  
Rule 75—pages 25 and 26.  
Rule 76, second and fourth paragraph—page 26.  
Rule 77, second paragraph—page 26.  
Rule 99, fourth paragraph—page 32.  
Rule 106—page 35.  
Rule 204, third paragraph—page 37.  
Rule 293-A—page 68.  
Rule 365, second and fifth paragraph—page 79.  
Rule 568—page 87.  
Rules 700-series—pages 92, 93, 94 and 95.  
Form K, second paragraph of instructions—page 99.  
Rule 4165-A—page 131.

**Revisions of May 1, 1960—**

Rule M, page 8.  
Rule 361, third paragraph, page 78.  
Form K, last paragraph, page 99.  
Rule 4076-J, page 112.  
Rule 4155-I, page 122.  
Rule 4155-J, first and fifth paragraphs, page 123.  
Rule 4156-G, fourth paragraph, page 126.  
Rule 4160-C, second and third paragraphs, page 129.

Employees must paste Rule revision in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

(c) **SIGNAL RULES**

Home and Interlocking signals will be changed progressively, and without further notice, to display aspects.

**FIG. AA Rules 283, 283A, 288, 290, 291 and 292.**

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**Applies in Zone B**

(d) **MAIN LINE**

Following sidings blocked with cars:

CR

CT

DF, eastward

JN, eastward

(e) **MAIN LINE**

**LARABEE-TURTLE POINT**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 30 miles per hour on main track between a point 2600 feet south of Mile Post 89 and Mile Post 90, account of track condition.

Special Instruction **1157-F1**, changed.

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**Applies in Zone C**

(f) **PROTECTION FOR PUBLIC HIGHWAY  
CROSSINGS AT GRADE**

Due to rust on the rails, track circuits operating Automatic Highway Crossing Protection at the following crossings may not function properly:

<b>Track</b>	<b>Crossing</b>
Oil City Secondary Track	U.S. Route 62, Hunter, Pa.
" " " "	Depot Street, Route 127, Tidioute, Pa.
Salamanca Branch	U.S. Route 6, Irvineton, Pa.

Trains and engines must approach these crossings prepared to stop unless it is known that the automatic protection is operating.

(g) **SALAMANCA SECONDARY TRACK  
BONY**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour on single track while passing over Bridge 113.11, account of bridge condition.

Special Instruction **1157-F1**, changed.

(h) **OIL CITY SECONDARY TRACK**

Following sidings blocked with cars:

West Hickory

Gem

**Applies in Zone E****(i) PROTECTION FOR PUBLIC HIGHWAY CROSSINGS AT GRADE**

Due to rust on rails, track circuits operating Automatic Highway Crossing Protection at the following locations may not function properly:

**Track**—Construction Track, Wadsworth Jct.-Hinsdale.

**Crossing**

Route 63, Piffard  
 " 20, Cuylerville  
 " 36, Mt. Morris  
 Erie Street, " "  
 Route 258, Tuscarora  
 " 408, Nunda

**Crossing**

Route 19, Fillmore  
 " 19, Houghton  
 " 243, Caneadea  
 " 19, "  
 " 305, Cuba  
 " 16, Hinsdale  
 Dutch Hill Rd., "

Trains and engines must approach these crossings prepared to stop unless it is known that the automatic protection is operating. If the automatic protection is not operating, a member of the crew must protect the crossing in advance of each movement.

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

Track	Crossing	Location
<b>Construction Track</b>	Main Street State Street	Mt. Morris
Acme Electric Corp. Side Track	Bull Street Water Street	Cuba

**Applies in Zone F****(j) NO. 3 RUNNING TRACK  
ERIE**

No. 3 Running Track within XC Interlocking and between XC and a point 792 feet east of Mile Post 2, temporarily out of service.

Page 12 and Special Instruction 1151-F1, changed.

**(k) MAIN LINE-ERIE  
GARLAND-PITTSFIELD****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on main track between Mile Post 51 and Mile Post 52, account of track condition.

Special Instruction 1157-F1, changed.

**Applies in Zone G****(l) MAIN LINE-ERIE  
WILCOX-JOHNSONBURG****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour on main track between a point 4000 feet east of Mile Post 108 and a point 2000 feet east of Mile Post 109, account of track condition.

Special Instruction 1157-F1, changed.

**(m) MAIN LINE-ERIE  
ST. MARYS-EMPORIUM****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on main track between Mile Post 147 and a point 2600 feet east of Mile Post 148, account of track condition.

Special Instruction 1157-F1, changed.

### Applies in Zone I

(n) **MAIN LINE  
DEWART**

Trailing hand-operated switch for eastward movement equipped with hand-operated derail, 2755 feet east of Mile Post 268, leading to Freight House track, out of service.

### Applies in Zones I, J, K and L

(o) **PROTECTION FOR PUBLIC HIGHWAY CROSSINGS  
AT GRADE**

Due to rust on the rails, track circuits operating Automatic Highway Crossing Protection at the following crossings may not function properly:

Track	Crossing
Scale Track	Grier St., Williamsport, Pa.
Selinsgrove Secondary Track	Routes 25 and 522, Kreamer, Pa.
Canandaigua Track	East Street, Canandaigua, N.Y.
Haas Lead	10th St., Sunbury, Pa.
" "	Lenker Ave., Sunbury, Pa.
" "	Haas Ave., Sunbury, Pa.
Kips, eastward siding	Mill St., South Danville, Pa.

Trains and engines must approach these crossings prepared to stop unless it is known that the automatic protection is operating.

### Applies in Zone K

(p) **ELMIRA BRANCH  
TROY-COLUMBIA X ROADS  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on main track between a point 1200 feet north of Mile Post 52 and a point one-half mile north of Mile Post 55, account of track condition.

Special Instruction 1157-F1, changed.

(q) **ELMIRA BRANCH  
COLUMBIA X ROADS-FASSETT  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 30 miles per hour on main track between a point 3000 feet north of Mile Post 55 and Mile Post 68, account of track condition.

Special Instruction 1157-F1, changed.

(r) **ELMIRA BRANCH  
STARK—HIMROD JCT.  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on main track between a point 3000 feet north of Mile Post 27 and a point 5000 feet north of Mile Post 30, account of track condition.

Special Instruction 1157-F1, changed.

(s) **SODUS BAY SECONDARY TRACK  
HIMROD JUNCTION-BENTON  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on single track between Mile Post 39 and Mile Post 41, account of track condition.

Special Instruction 1157-F1, changed.

(t) **ELMIRA BRANCH  
Roaring Branch siding blocked with cars.**

### Applies in Zone L

- (u) WILKES-BARRE BRANCH  
KIPS—SOUTH DANVILLE  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour on main track between Kips and Mile Post 11.  
Special Instruction 1157-F1, changed.
- (v) WILKES-BARRE BRANCH  
MIFFLIN-NESCOPECK  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour on main track between Mile Post 31 and Nescopeck, account of track conditions.  
Special Instruction 1157-F1, changed.
- (w) WILKES-BARRE BRANCH  
KIPS  
Kips westward siding blocked with stored cars.

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### Applies in Zone N

- (x) ALLEGHENY BRANCH  
BRADY  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour on main track within tunnel just north of Brady, account of track condition.  
Special Instruction 1157-F1, changed.
- (y) ALLEGHENY BRANCH  
EMLENTON  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 25 miles per hour on main track while passing over public highway crossings at grade between Mile Post 89 and a point one-half mile north of Mile Post 89, Emlenton.  
Special Instruction 1157-F1, changed.
- (z) ALLEGHENY BRANCH  
Madison siding blocked with cars.
- (aa) LOW GRADE SECONDARY TRACK  
RED BANK-AW  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on single track between a point 1500 feet east of Red Bank and Mile Post 5, account of track condition.  
Special Instruction 1157-F1, changed.
- (bb) LOW GRADE SECONDARY TRACK  
REYNOLDSVILLE-FALLS CREEK  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on single track between a point 2640 feet east of Mile Post 57 and a point 2640 feet east of Mile Post 60, account of track condition.  
Special Instruction 1157-F1, changed.
- (cc) LOW GRADE SECONDARY TRACK  
SA-SUMMIT  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on single track between SA Block-Limit Station and Mile Post 75, account of track condition.  
Special Instruction 1157-F1, changed.



(dd) **LOW GRADE SECONDARY TRACK  
SUMMIT-PENFIELD**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 5 miles per hour on single track between Mile Post 77 and a point 2000 feet east of Mile Post 77, account of track condition.

Special Instruction **1157-F1**, changed.

(ee) **LOW GRADE SECONDARY TRACK  
VI-MEDIX RUN**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour on single track between a point 500 feet west of Caledonia Tunnel and a point 500 feet east of this tunnel, just east of Mile Post 87, account of track condition.

Special Instruction **1157-F1**, changed.

(ff) **LOW GRADE SECONDARY TRACK  
DB siding blocked with cars.**

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

E. R. ADAMS,  
Superintendent Transportation

**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, April 29, 1963

**GENERAL ORDER NO. 902**

**Effective 12:01 A.M., Thursday, May 9, 1963**

**Applies in All Zones**

**(a) TIMETABLE NO. 9**

**Engine and Special Load Restrictions**

Class AF-24 engines are restricted at locations indicated in Column (2) of Special Instruction 1160-A1.

Special Instruction 1160-A1, changed.

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**Applies in Zone A**

**(b) CHAUTAUQUA BRANCH**

**FW-FY**

Main track between FY and a point 530 feet south of Main Line connection at FW changed to trackage of the New York, Chicago and St. Louis Railroad Company, (NKP RR), controlled by the operator at FW. NKP RR Rules and Special Instructions now apply on this track.

PRR Rules and Special Instructions governing movements on that portion of the main track between the Main Line connection at FW and a point 530 feet south thereof, remain in effect.

End of Block sign located 530 feet south of Main Line connection at FW, in service.

Page 8 and Special Instructions 1075-A4, 1093-A1, 1098-A1, 1156-A18, 1157-C1, 1157-C3, 1157-F1, 1160-A1, 1201-A1 and 1250-A1, changed.

Special Instructions 1098-B1 and 1157-E1, withdrawn.

That portion of Special Instruction 1280-A to 1296-A1 which refers to Slow Board and Semaphore Signals at FY, withdrawn.

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**Applies in Zones A, B and E**

**(c) ARRANGED FREIGHT TRAIN SERVICE**

Trains BF-20, BF-21, BR-3 and BR-4, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable over corresponding trains on pages 20 and 21.

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**Applies in Zone E**

**(d) CONSTRUCTION TRACK  
WADSWORTH JCT.-HINSDALE**

Construction track, former Rochester Secondary Track, between Wadsworth Jct. and Hinsdale, out of service.

Page 11, changed.

Paragraph (i) of General Order No. 901, annulled.

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**Applies in Zone F**

**(e) MAIN LINE-ERIE  
GARLAND-PITTSFIELD**

Paragraph (k) of General Order No. 901 referring to a temporary speed restriction of 20 miles per hour on main track between Mile Post 51 and Mile Post 52, is annulled.

(Page 1 of two pages)

**Applies in Zone K**

- (f) ELMIRA BRANCH  
LEOLYN  
Leolyn Block Station in service continuously.  
Pages 6 and 7, changed.
- (g) ELMIRA BRANCH  
SNED  
Sned Block Station in service continuously.  
Pages 6 and 7, changed.
- (h) ELMIRA BRANCH  
SNED  
South wye track at Sned, out of service.
- (i) ELMIRA BRANCH  
WATKINS GLEN-STARKEY  
**(Temporary Speed Restriction)**  
Trains and engines must not exceed a speed of 25 miles per hour on main track between Mile Post 20 and Mile Post 27, account of track condition.  
Special Instruction 1157-F1, changed.

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**Applies in Zone L**

- (j) WILKES-BARRE BRANCH  
NORCA  
Trainphone in service at Norca Block and Interlocking Station.  
Page 7, changed.
- (k) WILKES-BARRE BRANCH  
MIFFLIN-NESCOPECK  
Paragraph (v) of General Order No. 901 referring to a temporary speed restriction of 30 miles per hour on main track between Mile Post 31 and Nescopeck, is annulled.

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**Applies in Zone M**

- (l) SHAMOKIN SECONDARY TRACK  
CROWL  
Crowl Siding, out of service.  
Page 10, changed.

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**Effective 10.01 A.M., Thursday, May 9, 1963**

**Applies in Zone G**

- (m) RIDGWAY SECONDARY TRACK  
McMINNS  
**Automatic Highway Crossing Protection**  
Automatic Highway Crossing Protection for train movements on single track at McMinns Crossing, Route 219, located 3343 feet south of Mile Post 22, in service.  
Special Instruction 1104-C5, withdrawn.
- (n) MAIN LINE-ERIE  
ST. MARYS-EMPORIUM  
Paragraph (m) of General Order No. 901 referring to a temporary speed restriction of 20 miles per hour on main track between Mile Post 147 and a point 2600 feet east of Mile Post 148, is annulled.

E. R. ADAMS,  
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, May 13, 1963

**GENERAL ORDER NO. 903**

**Effective 12.01 A.M., Monday, May 20, 1963.**

**Applies in All Zones**

**(a) PASSENGER TRAIN OPERATION**

All diesel engines on passenger trains will replenish steam generator water supply at Renovo.

Special Instruction 1154-A6, changed.

---

**Applies in Zone A**

**(b) MAIN LINE**

**EBENEZER**

**Side Clearance**

Employees are warned of close side clearance to telephone poles located adjacent to east and west out-bound tracks of engine storage area at Ebenezer engine house.

Special Instruction 1163-A13, added.

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**Applies in Zone B**

**(c) MAIN LINE**

**LARABEE-TURTLE POINT**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 50 miles per hour on main track between a point 2600 feet south of Mile Post 89 and Mile Post 90, account of track condition.

Special Instruction 1157-F1, changed.

Paragraph (e) of General Order No. 901, annulled.

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**Applies in Zones B and C**

**(d) MAIN LINE**

**SALAMANCA SECONDARY TRACK**

**AD**

AD Block Station in service part-time as follows:

6.00 A.M. to 2.00 P.M., Mondays.

10.00 P.M. to 2.00 P.M., Monday through Friday.

10.00 P.M., Friday to 6.00 A.M., Saturday.

Pages 4 and 9, changed.

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**Applies in Zone C**

**(e) SALAMANCA SECONDARY TRACK**

**BONY**

Paragraph (g) of General Order No. 901 referring to a temporary speed restriction of 10 miles per hour on single track while passing over Bridge 113.11, is annulled.

(Page 1 of two pages)

Applies in Zone K

- (f) ELMIRA BRANCH  
SODUS BAY SECONDARY TRACK  
Leolyn, Sned and Watkins Glen Block Stations in service part-time 6.00 A.M., Monday to 6.00 A.M., Saturday. Stanley Block and Interlocking Station in service part-time 6.00 A.M., Monday to 6.00 A.M., Saturday. Block extends between BELL and ARK Block-Limit Stations when Stanley Block and Interlocking Station is not in service. Stanley Interlocking remains in service continuously. Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable at top of page 7.
- (g) ELMIRA BRANCH  
TROY-COLUMBIA X ROADS  
Paragraph (p) of General Order No. 901 referring to a temporary speed restriction of 20 miles per hour on main track between a point 1200 feet north of Mile Post 52 and a point one-half mile north of Mile Post 55, is annulled.
- (h) SODUS BAY SECONDARY TRACK  
SODUS POINT  
Bulletin Board, Employee's Register and Standard Clock moved from Enginehouse Foreman's Office to Yard Office, in service.  
Special Instruction 1075-A1, changed.

Applies in Zone L

- (i) WILKES-BARRE BRANCH  
KIPS  
Kips westward siding cleared of stored cars. Paragraph (w) of General Order No. 901, is annulled.

Applies in Zone N

- (j) LOW GRADE SECONDARY TRACK  
SUMMIT-PENFIELD  
Paragraph (dd) of General Order No. 901 referring to a temporary speed restriction of 5 miles per hour on single track between Mile Post 77 and a point 2000 feet each of Mile Post 77, is annulled.
- E. R. ADAMS,  
Superintendent Transportation.

Interlocking, Block and Block-Limit Stations in service part-time as follows:	
Station	Hours in service
Leolyn	6.00 A.M., Monday to 6.00 A.M., Saturday
Sned	6.00 A.M., Monday to 6.00 A.M., Saturday
Watkins Glen	6.00 A.M., Monday to 6.00 A.M., Saturday
Stanley	6.00 A.M., Monday to 6.00 A.M., Saturday*
NOTE—*During the period when Stanley is not in service, interlocking signals will not be extinguished.	
Northern Region G.O. No. 903, Top of page 7	

**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, June 14, 1963

**GENERAL ORDER NO. 904**

**Effective 12.01 P.M., Tuesday, June 25, 1963**

**Applies in Zone F**

- (a) **MAIN LINE-ERIE  
ELM-BELLE VALLEY**

**Maximum Speed**

Trains and engines must not exceed a speed of 20 miles per hour while passing over McClland Avenue Crossing, located 800 feet east of Mile Post 4.

Special Instruction 1157-F1, changed.

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**Applies in Zone G**

- (b) **MAIN LINE-ERIE  
RIDGWAY-DAGUSCHONDA  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on main track between Mile Post 121 and a point 240 feet west of Mile Post 121, account of track condition.

Special Instruction 1157-F1, changed.

- (c) **MAIN LINE-ERIE  
CAP-ST. MARYS  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on main track between a point 1800 feet east of Mile Post 127 and a point 4500 feet east of Mile Post 127, account of track condition.

Special Instruction 1157-F1, changed

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**Applies in Zone I**

- (d) **MONTANDON SECONDARY TRACK  
CENTRE HALL-LEMONT**

Loading ramp for use in loading quarry stone located adjacent to secondary track, 157 feet west of Mile Post 57, in service.

Facing hand-operated switch point derail for westward movement in secondary track, 1057 feet west of Mile Post 57, in service. This derail will be left in derailing position when not in use. All movements must approach switch point derail prepared to stop and a member of the crew must determine that derail is in proper position for their movement before proceeding.

Special Instruction 1156-A19, added.

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**Applies in Zone K**

- (e) **ELMIRA BRANCH  
BERGAN-RALSTON  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour on single track while passing over Bridge 22.64, account of bridge condition.

Special Instruction 1157-F1, changed.

(Page 1 of two pages)

- (f) ELMIRA BRANCH  
SNED-FASSETT

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 30 miles per hour on main track between north switch to Sned siding and Mile Post 68, account of track condition.

Special Instruction 1157-F1, changed.

Paragraph (q) of General Order No. 901, annulled.

- (g) ELMIRA BRANCH  
WATKINS GLEN-STARKEY

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 25 miles per hour on main track between Mile Post 20 and Mile Post 26, account of track condition.

Special Instruction 1157-F1, changed.

Paragraph (r) of General Order No. 901, is annulled.

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**Applies in Zone L**

- (h) WILKES-BARRE BRANCH  
HUNLOCK

Low home signal, located 518 feet east of Hunlock, governing westward movements from running track to main track moved 227 feet west, in service.

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**Applies in Zone N**

- (i) LOW GRADE SECONDARY TRACK  
REYNOLDSVILLE-FALLS CREEK

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on secondary track between a point 2640 feet east of Mile Post 57 and a point 2640 feet east of Mile Post 60, account of track condition.

Special Instruction 1157-F1, changed.

Paragraph (bb) of General Order No. 901 is annulled.

- (j) LOW GRADE SECONDARY TRACK  
FALLS CREEK-DUBOIS

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 15 miles per hour on secondary track between Mile Post 63 and Mile Post 64, account of track condition.

Special Instruction 1157-F1, changed.

- (k) LOW GRADE SECONDARY TRACK  
SA-SUMMIT

Paragraph (cc) of General Order No. 901 referring to a temporary speed restriction of 10 miles per hour on single track between SA Block-Limit Station and Mile Post 75, is annulled.

- (l) LOW GRADE SECONDARY TRACK  
BA-DR

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 15 miles per hour on secondary track between Mile Post 100 and Mile Post 102, account of track condition.

Special Instruction 1157-F1, changed.

- (m) LOW GRADE SECONDARY TRACK  
SU siding blocked with stored cars.

E. R. ADAMS,

Superintendent Transportation

**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, June 24, 1963

**GENERAL ORDER NO. 905**

**Effective 3.01 P.M., Friday, July 5, 1963**

**Applies in Zone F**

- (a) **MAINE LINE-ERIE  
ELM-BELLE VALLEY**

**Maximum Speed**

Trains and engines must not exceed a speed of 20 miles per hour while passing over McClelland Avenue Crossing, located 800 feet east of Mile Post 4.

**Special Instruction 1157-F1, changed.**

Paragraph (a) of General Order No. 904, annulled.

---

**Applies in Zone K**

- (b) **SODUS BAY SECONDARY TRACK  
STANLEY**

Storage track extending between Stanley and a point 4784 feet south thereof, changed to Sodus Bay Secondary Track, in service.

Former secondary track between Stanley and a point 4784 feet south thereof, designated as Stanley storage track, capacity 70 cars, in service.

Stanley Block and Interlocking Station changed to Stanley Interlocking Station in service part-time as follows:

3.00 P.M. to 11.00 P.M., Monday, Wednesday and Friday

During the hours that Stanley Interlocking Station is not in service, interlocking signals remain in service and govern movement through interlocking limits only.

Block is extended between Bell and Ark Block-Limit Stations.

Ark, New and Point Block-Limit Stations and Sodus Bay Secondary Track between Stanley and Point controlled by Himrod Junction.

Block signal governing northward movement, 115 feet north of Stanley Interlocking Station, out of service.

Trains moving to or from the Canandaigua Track at Stanley will use hand-operated switch in Sodus Bay Secondary Track, located 90 feet north of Stanley Interlocking Station.

Trainphone moved from Stanley to Himrod Junction, in service.

Pages 6 and 7 and Special Instruction 1151-D1, changed.

- (c) **SODUS BAY SECONDARY TRACK  
HALL-STANLEY**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 15 miles per hour while passing over hand-operated switch, 4784 feet south of Stanley, leading to Stanley storage track, account of track curvature.

**Special Instruction 1157-F1, changed.**

**E. R. ADAMS,  
Superintendent Transportation**





**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, July 1, 1963

**GENERAL ORDER NO. 906**

**Effective 12.01 A.M., Wednesday, July 17, 1963**

**Applies in All Zones**

- (a) **BOOK OF RULES  
RULES FOR CONDUCTING TRANSPORTATION  
Train and Engine Service Employees**

In the application of **Rules 400N-1, -3, -5, and 400N-7**, Duties and Responsibilities of Train and Engine Service Employees, the position and title of the Assistant Superintendent Transportation or his representative, will be considered as replacing those of Trainmaster and Road Foreman of Engines.

Information and instructions previously issued in the form of Trainmaster and Road Foreman of Engine Notices will henceforth be issued in the form of Train Service and Engine Service Notices by authority of Assistant Superintendent Transportation or Assistant Superintendent Transportation-Motive Power.

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**Applies in Zone E**

- (b) **ROCHESTER SECONDARY TRACK  
GENESEE JCT.-TERM**

Facing hand-operated switch for northward movement, 3814 feet north of Mile Post 6, leading to 84 Lumber Co. track, in service.

---

**Applies in Zone G**

- (c) **MAIN LINE-ERIE  
WILCOX-JOHNSONBURG**

Paragraph (1) of General Order No. 901 referring to temporary speed restriction of 10 miles per hour on main track between a point 4000 feet east of Mile Post 108 and a point 2000 feet east of Mile Post 109, is annulled.

---

**Applies in Zone K**

- (d) **ELMIRA BRANCH  
WATKINS GLEN-STARKEY  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 25 miles per hour on main track between Mile Post 21 and Mile Post 26, account of track condition.

Special Instruction **1157-F1**, changed.

Paragraph (i) of General Order No. 902, is annulled.  
Paragraph (g) of General Order No. 904, is annulled.

- (e) **ELMIRA BRANCH  
STARK-HIMROD JUNCTION  
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on main track between a point 3000 feet north of Mile Post 27 and a point 5000 feet north of Mile Post 30, account of track condition.

Special Instruction **1157-F1**, changed.

(Page 1 of two pages)

**Applies in Zone H**

(f) **LOW GRADE SECONDARY TRACK  
FALLS CREEK-DUBOIS**

Paragraph (j) of General Order No. 904 referring to temporary speed restriction of 15 miles per hour on secondary track between Mile Post 63 and Mile Post 64, is annulled

(g) **LOW GRADE SECONDARY TRACK  
VI-MEDIX RUN**

Paragraph (ee) of General Order No. 901 referring to temporary speed restriction of 10 miles per hour on secondary track between a point 500 feet west of Caledonia Tunnel and a point 500 feet east of this tunnel, east of Mile Post 87, is annulled.

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**Effective 10.01 A.M., Wednesday, July 17, 1963**

**Applies in Zone D**

(h) **CHAUTAUQUA BRANCH  
BM**

Low home signal, governing southward movement on main track, 605 feet south of **BM** Block Station changed to home signal on mast located on east or left side of track at same location, in service.

---

**Applies in Zone M**

(i) **SHAMOKIN SECONDARY TRACK  
PAXINOS**

Facing hand-operated switch for westward movement in secondary track with pipe-connected derail, 2460 feet west of Mile Post 14, leading to Shamokin Area Industrial Corporation, in service.

**E. R. ADAMS,**  
**Superintendent Transportation**

**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, July 29, 1963

**GENERAL ORDER NO. 907**

**Effective 1.01 P.M., Thursday, August 15, 1963**

**Applies in All Zones**

- (a) **TIMETABLE AUTHORITY  
JERSEY SHORE**

S stop for No. 570 at Jersey Shore at 1.21 P.M. changed to 1.16 P.M.

Employees must correct page 15, in ink.

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**Applies in Zone F**

- (b) **MAIN LINE-ERIE  
MS-SPRINGCREEK**

Car capacity of the Colza industrial track, located 4479 feet east of Mile Post 38, reduced to three cars.

Main track hand-operated switch, leading to this track, equipped with pipe-connected derail, in service.

---

**Applies in Zone I**

- (c) **MONTANDON SECONDARY TRACK  
LEMONT**

Facing hand-operated switch for westward movement in secondary track, 1563 feet west of Mile Post 59, equipped with hand-operated derail, leading to Nease Chemical Co. track, in service.

---

**Applies in Zone K**

- (d) **SODUS BAY SECONDARY TRACK  
HIMROD JUNCTION-BENTON**

Paragraph (s) of General Order No. 901 referring to a temporary speed restriction of 20 miles per hour on secondary track between Mile Post 39 and Mile Post 41, annulled.

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**Applies in Zone N**

- (e) **LOW GRADE SECONDARY TRACK  
RED BANK-AW**

Paragraph (aa) of General Order No. 901 referring to a temporary speed restriction of 10 miles per hour on secondary track between a point 1500 feet east of Red Bank and Mile Post 5, annulled.

**E. R. ADAMS,  
Superintendent Transportation**



**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, August 21, 1963

**GENERAL ORDER NO. 908**

**Effective 12.01 A.M., Sunday, September 8, 1963**

**Applies in All Zones**

- (a) **BOOK OF RULES  
RULES FOR CONDUCTING TRANSPORTATION**

**Glasses and Goggles**

The last paragraph of **Rule 400C-7** is modified to read as follows:

The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited except that when authorized by the Medical Department, approved colored lens glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of the sun.

- (b) **ARRANGED FREIGHT TRAIN SERVICE**

Trains BF-20, BF-21 and AN-3, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable over corresponding trains on pages 20, 21 and 22.

---

**Applies in Zone B**

- (c) **U.S. MAIL WORK  
WRIGHTS**

Non-stop mail service at Wrights withdrawn from trains Nos. 570, 576 and 571.

Page 18, changed.

---

**Applies in Zone C**

- (d) **OIL CITY SECONDARY TRACK  
BRIDGE-ROCKMERE**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour on secondary track between Bridge and Mile Post 2, account of track condition.

Special Instruction **1157-F1**, changed.

---

**Applies in Zone D**

- (e) **CHAUTAUQUA BRANCH  
BROCTON**

**Automatic Highway Crossing Protection**

Automatic highway crossing protection with flashing light signals and short arm gates protecting movements on main and yard tracks at Central Avenue, Brocton, in service.

Special Instruction **1103-A2**, changed.

(f) CHAUTAUQUA BRANCH  
ROUSE RUNNING TRACK  
PENN-OIL CITY**Automatic Highway Crossing Protection**

Automatic highway crossing protection with flashing light signals and short arm gates protecting crossings at Duncomb, Center and Sycamore Streets, in service.

At Sycamore Street, crossing apparatus to automatically interrupt the operation of this highway crossing protection is controlled by track circuit extending to CC sign located 350 feet south of Sycamore Street, in service.

Northward trains on main track stopping at Oil City must stop south of CC sign and when resuming northward movement, must approach Sycamore Street crossing prepared to stop unless it is known that crossing protection is operating and crossing is clear.

Special Instructions 1103-A2, 1103-A2A, 1103-A5 and 1103-B-1, changed.

Special Instruction 1103-C3, withdrawn.

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**Applies in Zone F**(g) MAIN LINE-ERIE  
SPRING CREEK**Protection for Public Highway Crossings at Grade**

Due to rust on rails, track circuits operating Automatic Highway Crossing Protection at the following location may not function properly:

Track	Crossing
Spring Siding	State Route #77

Trains and engines moving on Spring Siding must approach this crossing prepared to stop unless it is known that the automatic protection is operating.

Special Instruction 1103-A2, changed.

---

**Applies in Zone G**(h) MAIN-ERIE  
RIDGWAY-DAGUSCHONDA

Paragraph (b) of General Order No. 904 referring to a temporary speed restriction of 20 miles per hour on main track between Mile Post 121 and a point 240 feet west thereof, is annulled.

---

**Applies in Zone H**(i) MEDICAL OFFICERS AND SURGEONS  
LOCK HAVEN

Dr. John H. Moore has been appointed Part-Time Medical Officer, replacing Dr. Roy Fielding.  
Office: 111 Woodward Avenue  
Lock Haven, Pa.

Telephone: Lock Haven 7758

Employee must delete reference to Dr. Roy Fielding, on page 26.

E. R. ADAMS,

Superintendent Transportation

(Page 2 of two pages)

BF-20  
(1)

P. M.

Nor. Reg.  
G.O.  
No. 908  
Page 20  
Column 7

10.00

2.00

P. M.

BF-21

(1)

P. M.

Nor. Reg.  
G.O.  
No. 908  
Page 21  
Column 2

8.00

4.00

A. M.

AN-3

(1)

A. M.

Nor. Reg.  
G.O.  
No. 908  
Page 22  
Column 1

6.00

7.45

9.15

1.45

P. M.

**THE PENNSYLVANIA RAILROAD**  
**NORTHERN REGION**

Buffalo, New York, September 6, 1963

**GENERAL ORDER NO. 909**

**Effective 12.01 A.M., Sunday, September 15, 1963**

**Applies in All Zones**

(a) **TIMETABLE NO. 9**

**Engine and Special Load Restrictions**

On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instruction 1160-A1, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour, through curves on such side tracks, and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two to three feet, and by such signs on the side as "Shock Control" and "Hydra-Cushion".  
Special Instruction 1160-B1, changed.

(b) **TIMETABLE NO. 9**

**Train and Engine Service Employees**

When riding Freight Locomotives in the normal performance of their duties Trainmen will ride in the front cab.

Special Instruction 1400N-3A, added.

(c) **ARRANGED FREIGHT TRAIN SERVICE**

Train AN-3, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over corresponding train on page 22.

---

**Applies in Zone N**

(d) **LOW GRADE SECONDARY TRACK**

**Maximum Speed**

Maximum authorized speed on Low Grade Secondary track between Brady and Mort, 25 miles per hour.

Special Instruction 1157-H1, changed.

(e) **EAST BRADY RUNNING TRACK**

**Maximum Speed**

Maximum authorized speed on East Brady Running Track, 15 miles per hour.

Special Instruction 1157-H1, changed.

E. R. ADAMS,  
Superintendent Transportation



**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, September 16, 1963

**GENERAL ORDER NO. 910**

**Effective 10.01 A.M., Monday, September 30, 1963**

**Applies in All Zones**

**(a) TIMETABLE NO. 9**

**Other Equipment Restrictions**

Maximum combined weights of car and lading and restrictions account weight limits on rail, bridges and other structures have been revised.

Special Instruction 1160-B1, changed.

Sticker page attached to sticker form of this General Order must be detached and pasted in timetable over page 108.

---

**Applies in Zone B**

**(b) MAIN LINE**

**FRANKLINVILLE-ISCHUA**

**Automatic Highway Crossing Protection**

Automatic highway crossing protection with flashing light signals and short arm gates protecting movements in both directions on main tracks at Five Mile Road, located 720 feet south of Mile Post 55, in service.

---

**Applies in Zone G**

**(c) MAIN-LINE-ERIE**

**CAP-ST. MARYS**

Paragraph (c) of General Order No. 904 referring to a temporary speed restriction of 20 miles per hour on main track between a point 1800 feet east of Mile Post 127 and a point 4500 feet east of Mile Post 127, is annulled.

---

**Applies in Zone K**

**(d) ELMIRA BRANCH**

**DENSE-TROY**

Facing hand-operated switch for northward movement in main track, 1880 feet south of Mile Post 51, leading to Dense Siding, out of service.

Capacity of Dense Siding reduced to 50 cars.

Page 6, changed.

---

**Applies in Zone M**

**(e) SHAMOKIN SECONDARY TRACK**

**SHAMOKIN**

Facing hand-operated switch for eastward movement in secondary track, 1500 feet east of Mile Post 18, leading to storage track, out of service.

Facing hand-operated switch for westward movement in secondary track, 2400 feet east of Mile Post 18, leading to storage track, relocated west to a point 1309 feet east of Mile Post 18, in service.

E. R. ADAMS,

Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, October 2, 1963

**GENERAL ORDER NO. 911**

**Effective 12.01 P.M., Friday, October 18, 1963**

**Applies in All Zones**

**(a) TIMETABLE NO. 9**

**Other Equipment Restrictions**

Cars having a combined weight of car and lading of over 220,000 lbs. up to 263,000 lbs. may be moved over the following tracks at a speed not exceeding 15 miles per hour:

Ridgway Secondary Track

Montandon Secondary Track

Special Instruction **1160-B1**, changed.

**(b) TIMETABLE NO. 9**

Front cover and page 1, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted over bottom of front cover and page 1.

---

**Applies in Zone A**

**(c) MAIN LINE  
SS-49A**

SS-49A New York Central Block and Interlocking Station changed to interlocking remote-controlled from Interlocking 49, Central Terminal—Buffalo.

Pages 4 and 8, changed.

---

**Applies in Zone F**

**(d) MAIN LINE-ERIE  
OTTS-CLARE**

Facing hand-operated switch for eastward movement with pipe-connected derail in main track 1040 feet east of Mile Post 72 leading to Dunn Brothers Co. track, in service.

Distant switch signal governing eastward movement on main track 4200 feet east of Mile Post 69, connected with facing switch to Dunn Brothers Co. track.

---

**Applies in Zone K**

**(e) ELMIRA BRANCH**

Watkins Glen wye track, out of service.

Special Instruction **1160-A1**, changed.

**(f) ELMIRA BRANCH  
SNED-FASSETT**

Paragraph (f) of General Order No. 904 referring to a temporary speed restriction of 30 miles per hour on main track between north switch to Sned siding and Mile Post 68, is annulled.

(Page 1 of three pages)

(g) ELMIRA BRANCH  
WATKINS GLEN-STARKEY

Paragraph (d) of General Order No. 906 referring to a temporary speed restriction of 25 miles per hour on main track between Mile Post 21 and Mile Post 26, is annulled.

(h) ELMIRA BRANCH  
STARK-HIMROD JUNCTION

Paragraph (e) of General Order No. 906 referring to a temporary speed restriction of 20 miles per hour on main track between a point 3000 feet north of Mile Post 27, and a point 5000 feet north of Mile Post 30, is annulled.

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**Applies in Zone M**

(i) SHAMOKIN SECONDARY TRACK  
LOCUST-STATE

Distant switch signal, located 2100 feet east of Mile Post 24, governing eastward movement on secondary track, out of service.

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**Applies in Zone N**

(j) LOW GRADE SECONDARY TRACK  
PENFIELD

Hand-operated switch point derail in Penfield Track, 4770 feet south of Penfield, moved north 1800 feet, in service.

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**Applies in Zone I**

**Effective 1.01 P.M., Friday, October 18, 1963**

(k) WILLIAMSPORT BRANCH  
WILLIAMSPORT

**Protection for Highway Crossings**

Trains or engines must stop before passing over the following highway crossings at grade and a member of the crew must manually operate the highway traffic stop lights:

Walnut Street  
Hepburn Street  
Pine Street  
Market Street  
Mulberry Street

After highway traffic light control has been operated and a flashing red light appears on top of traffic light signal standard, trains or engines may proceed when highway traffic is clear of crossing.

Highway traffic light controls must be operated to restore traffic signals to normal after each movement has cleared these crossings.

Control switches or buttons are located on traffic signal standards on east and west side of crossings.

In case of failure to highway traffic signals, a member of the crew must protect the crossing in advance of each movement over the crossing.

Special Instruction 1103-C2, added.

(1) WILLIAMSPORT BRANCH  
WILLIAMSPORT

That portion of Special Instruction 1103-C1 referring  
to the following public highway crossings, is withdrawn:

Williamsport, Industrial track—Mulberry Street  
State Street  
Market Street  
Fifth Street  
Pine Street  
Hepburn Street

Special Instruction 1103-C1, changed.

E. R. ADAMS,  
Superintendent Transportation

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**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, October 10, 1963

**GENERAL ORDER NO. 912**

**Effective 2.01 A.M., Sunday, October 27, 1963**

**Applies in All Zones**

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. 570, 571, 572, 573, 576, 5701, 5710,  
5721, 5730 and 5761, changed.

Sticker coupons attached to sticker form of this General  
Order must be detached and pasted in timetable over  
corresponding schedules on pages 14, 15 and 16.

---

**Applies in Zones F and G**

(b) **MAIN LINE-ERIE**

**Ticket Offices Open for Sale of Tickets**

Erie open for sale of tickets, 8.00 A.M. to 9.00 P.M.,  
Daily.

Johnsonburg open for sale of tickets, 6.55 A.M. to 3.55  
P.M., Daily except Holidays.

Page 17, changed.

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**Effective 12.01 A.M., Friday, November 1, 1963**

**Applies in All Zones**

(c) **PASSENGER TRAIN OPERATION**

All diesel engines on passenger trains will replenish  
steam generator water supply at Olean and Renovo.

Paragraph (a) of General Order No. 903, annulled.  
Special Instruction 1154-A6, changed.

E. R. ADAMS,  
Superintendent Transportation



**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, November 4, 1963

**GENERAL ORDER NO. 913**

**Effective 12.01 A.M., Saturday, November 23, 1963**

**Applies in Zone D**

- (a) **CHAUTAUQUA BRANCH  
BROCTON**  
Facing hand-operated switch for southward movement in main track, 1378 feet south of Mile Post 53, leading to Brainards track, out of service.  
Special Instruction **1502-A1**, changed.
- (b) **CHAUTAUQUA BRANCH  
MAYVILLE**  
Facing hand-operated crossover for northward movement in main track, 1425 feet south of Mile Post 65, leading to Mayville Siding, changed to facing hand-operated switch equipped with a pipe-connected derail, in service.  
Storage track extending south from south end of Mayville Siding, out of service.

---

**Applies in Zone G**

- (c) **MAIN LINE-ERIE  
OTTIS-CLARE**  
Facing hand-operated switch for eastward movement with hand-operated derail in main track 1040 feet east of Mile Post 72 leading to Dunn Brothers Co. track, in service.  
Distant switch signal governing eastward movement on main track 4200 feet east of Mile Post 69, connected with facing switch to Dunn Brothers Co. track.  
Paragraph (d) of General Order No. 911, annulled.
- (d) **MAIN LINE-ERIE  
ST. MARYS**  
Spring switch leading to east end of St. Marys Siding, moved west to a point 928 feet west of Mile Post 130 and changed to hand-operated switch equipped with a pipe-connected derail, in service.  
Capacity of St. Marys Siding reduced to 135 cars.  
Page 5 and Special Instruction **1105-A1**, changed.

---

**Applies in Zone I**

- (e) **WILLIAMSPORT BRANCH  
WILLIAMSPORT**  
**Automatic Highway Crossing Protection**  
Automatic highway crossing protection with flashing light signals protecting movements on station track and yard lead track at 5th Avenue, 2858 feet east of Mile Post 247 and 7th Avenue, 2025 feet east of Mile Post 247, in service.  
Westward movements approaching 5th Avenue on Yard Lead Track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 25 seconds.  
Westward movements approaching 5th Avenue from Passenger Track and Terminal Track to Station Track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 25 seconds.  
Special Instruction **1103-A2**, changed.
- (Page 1 of two pages)

**Applies in Zone K**

- (f) ELMIRA BRANCH  
BERGAN-RALSTON

Paragraph (e) of General Order No. 904 referring to a temporary speed restriction of 10 miles per hour on single track while passing over Bridge 22.64, is annulled.

- (g) ELMIRA BRANCH  
GILLETT

Facing hand-operated switch for northward movement in main track, 1744 feet north of Mile Post 64 leading to Gillett Shop Track, out of service.

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**Applies in Zone L**

- (h) TIMETABLE NO. 9  
WILKES-BARRE BRANCH  
KIPS-SOUTH DANVILLE

Paragraph (u) of General Order No. 901 referring to a temporary speed restriction of 30 miles per hour on main track between Kips and Mile Post 11, is annulled.

Employees must delete reference to maximum speed of 30 miles per hour between Kips and Mile Post 11 in Special Instruction 1157-F1, page 90.

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**Applies in Zone M**

- (i) SHAMOKIN SECONDARY TRACK  
LUKE

Hand-operated derail in service on siding at a point 150 feet east of present pipe-connected derail at west end of Luke Siding.

Luke Siding blocked with stored cars.

Page 10, changed.

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**Applies in Zone N**

- (j) TIMETABLE NO. 9  
LOW GRADE SECONDARY TRACK  
**Maximum Speed**

Reference to "Mort" in Special Instruction 1157-H1, changed to read, "528 feet east of Mile Post 2."

Employees must correct page 93, in ink.

Maximum authorized speed on Low Grade Secondary Track between Brady and a point 528 feet east of Mile Post 2; 25 miles per hour.

Paragraph (d) of General Order No. 909, is annulled.

Special Instruction 1157-H1, changed.

- (k) LOW GRADE SECONDARY TRACK  
**BA-DR**

Paragraph (l) of General Order No. 904 referring to temporary speed restriction of 15 miles per hour on secondary track between Mile Post 100 and Mile Post 102, is annulled.

E. R. ADAMS,  
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD  
NORTHERN REGION**

Buffalo, New York, December 4, 1963

**GENERAL ORDER NO. 914**

**Effective 12.01 A.M., Wednesday, December 18, 1963**

**Applies in Zones A and B**

- (a) **ARRANGED FREIGHT TRAIN SERVICE  
TRAINS BF-20 AND BF-21 CHANGED**

Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over corresponding trains on pages 20 and 21.

---

**Applies in Zone B**

- (b) **MAIN LINE  
HINSDALE**

Facing hand-operated switch in No. 1 Track, 2166 feet south of Mile Post 63, leading to former Rochester Secondary Track, out of service.

Trailing hand-operated crossover between No. 1 and No. 2 tracks, 2369 feet south of Mile Post 63, out of service.

Facing hand-operated crossover between No. 2 and No. 1 tracks 1744 feet south of Mile Post 63, out of service.

---

**Applies in Zone F**

- (c) **ERIE MAIN LINE  
JACKSON**

Facing hand-operated switch for westward movement in main track, 2614 feet west of Mile Post 14, leading to Jackson Storage track, out of service.

Capacity of Jackson Storage track reduced to 22 cars.

Distant switch signal governing westward movement on main track 950 feet east of Mile Post 16 connected with facing switch to Jackson Storage track, out of service.

---

**Applies in Zone I**

- (d) **MONTANDON SECONDARY TRACK  
CENTRE HALL-LEMONT**

Facing hand-operated switch point derail for westward movement in secondary track, 1057 feet west of Mile Post 57, out of service.

Special Instruction **1156-A19**, withdrawn.

Paragraph (d) of General Order No. 904, is annulled.

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**Applies in Zone K**

- (e) **SODUS BAY SECONDARY TRACK  
ARK-NEW**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour on secondary track between a point 3500 feet north of Mile Post 17 and a point 2500 feet north of Mile Post 18, account of track condition.

Special instruction **1157-F1**, changed.



**Applies in Zone N**

**(f) LOW GRADE SECONDARY TRACK  
REYNOLDSVILLE-FALLS CREEK**

Paragraph (i) of General Order No. 904 referring to a temporary speed restriction of 20 miles per hour on secondary track between a point 2640 feet east of Mile Post 57 and a point 2640 feet east of Mile Post 60, is annulled.

**(g) LOW GRADE SECONDARY TRACK  
FALLS CREEK**

Facing hand-operated crossover for westward movement in secondary track 2794 feet west of Mile Post 63, leading to Falls Creek Siding, out of service.

Facing hand-operated crossover for eastward movement in secondary track 2602 feet west of Mile Post 63, leading to Falls Creek Siding for movement to B. & O. R.R., in service.

**(h) LOW GRADE SECONDARY TRACK  
PENFIELD**

Pipe-connected switch point derail located 184 feet south of Low Grade connection to Penfield Track changed to hand-operated derail, in service.

**E. R. ADAMS,**

**Superintendent Transportation**









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