

# **Pennsylvania Railroad System**

**EASTERN REGION**

**Central Pennsylvania Division**

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## **WILLIAMSPORT DIVISION**

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### **Time Table No. 1**

**In effect 12.01 A. M., Sunday, April 26, 1925**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

---

**R. V. MASSEY,**  
General Manager.

**J. W. ROBERTS,**  
General Supt. Transportation.

**H. M. CARSON,**  
General Superintendent.

**J. E. BURRELL,**  
Supt. Pass. Transportation.

**H. H. RUSSELL,**  
Superintendent.

**Original timetable from the collection of Pat McKinney**

**scanned by Rob Schoenberg -- r08sch@gmail.com**

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

**2024**

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**Central Pennsylvania Division**

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# LYKENS BRANCH.

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Distance from JN	STATIONS	Station Signals	Sidings assigned dir. Car capacity 41 ft. cars		
							E	W	Both
		B			JN BLOCK STATION	JN			
			3.0	3.0	WOODSIDE				5
			2.7	5.7	LENKER				1
			2.1	7.8	ELIZABETHVILLE SID.				66
		B	0.7	8.5	ELIZABETHVILLE	CR			
			2.9	11.4	LOYALTON				4
		†	3.3	14.7	LYKENS	KY			17
					† End of Block.				

Note—Block stations are open continuously except—

CR	Closed	4.10 P. M. to 7.10 A. M. Sunday 7.10 A. M. to 4.10 P. M.
----	--------	---

# BERWICK BRANCH.

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Distance from Watson town	STATIONS	Station Signals	Sidings assigned dir. Car capacity 41 ft. cars		
							E	W	Both
		†B	0.8	0.8	WATSONTOWN	QR			
			0.8	1.6	YL BLOCK STATION	YL			
			0.8	2.4	TRUCKENMILLERS				4
			1.3	3.7	McEWENSVILLE				
		†B	2.3	6.0	WARRIOR RUN	DU			10
			2.0	8.0	TURBOTVILLE				4
		†B	1.8	9.8	SCHUYLER	CA			11
			1.5	11.3	OTTAWA				
		†B	1.3	12.6	DIEFFENBACH	WV			6
			2.0	14.6	STRAWBERRY RIDGE				
		†B	2.2	16.8	DERRY	EK			10
		†B	3.3	20.1	JERSEYTOWN	OC			22
		†B	0.1	20.2	} EYERSGROVE JUNC. {	UN			
			1.8	22.0	MORDANSVILLE				
			3.5	25.5	BUCKHORN				1
		†B	1.8	27.3	PAPER MILL	RP			6
			1.0	28.3	LIGHT STREET				1
		†B	1.5	29.8	SUMMIT	MT			13
			1.0	30.8	CABIN RUN				
		†B	3.1	33.9	FOWLERSVILLE	OL			2
			0.7	34.6	DENNIS MILLS				
			0.9	35.5	EVANSVILLE				
		†B	2.9	38.4	SW BLOCK STATION	SW			
			0.2	38.6	LA SALLE STREET				
		†	0.5	39.1	BERWICK	B			29
					† End of Block.				

## MILLVILLE BRANCH.

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Distance from Millville	STATIONS	Station Signals	Sidings assigned dir. Car capacity 41 ft. cars		
							E	W	Both
---	---	B	0.4	2.6	--- EYERSGROVE JUNC. ---	BH	---	---	---
---	---	†	2.2	2.2	--- EYERSGROVE ---	---	---	---	3
---	---	†	---	---	--- MILLVILLE ---	MI	---	---	29
					† End of Block.				

Unattended Block Stations on Berwick and Millville Branches are controlled 5.45 A. M. to 11.15 P. M. daily except Sunday by Train Dispatcher at G.

11.15 P. M. to 5.45 A. M. daily, and 5.45 A. M. to 11.15 P. M. Sunday by the signalman at Q.

## TANGASCOOTAC BRANCH.

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Distance from BG	STATIONS	Station Signals	Siding assigned dir. Car capacity 41 ft. cars		
							E	W	Both
---	---	B	---	---	--- BG BLOCK STATION ---	BG	---	---	---
---	---	---	5.2	5.2	--- BIRGE RUN ---	---	---	---	---
---	---	---	0.6	5.8	--- NORTH FORK ---	---	---	---	---





## HARRISBURG TO RENOVO.

STATIONS	FIRST CLASS			
	577	503	557	8533
	DAILY	DAILY	DAILY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	S 2.10	S 3.29	E 4.15	
MACLAY STREET	2.15	3.34	4.20	
LUCKNOW				
ROCKVILLE	2.21	3.40	4.25	
DAUPHIN	2.25	F 3.45	4.28	
SPEECEVILLE	2.30	3.50	4.32	
CLARKS FERRY	2.34	3.55	4.36	
INGLENOOK	2.36	3.58	4.38	
HALIFAX	2.42	4.04	X 4.44	
McCLELLAN	2.46	4.08		
JN BLOCK STAT'N	2.49	4.11	4.51	
MILLERSBURG		S 4.15	E 4.56	
LIVERPOOL	2.53	4.18	4.59	
MAHANTANGO	2.56	4.23	5.02	
STONE CRUSHER				
DALMATIA	3.03	F 4.30	5.09	
HERNDON	3.09	F 4.40	5.14	
FISHERS FERRY	3.14	4.46	5.19	
SELINS GROVE JC.	3.17	4.50	5.22	
SUNBURY	{ S 3.25 3.45	S 4.58 5.13	E 5.30 5.40	S 5.50
DY BLOCK STAT'N	3.48	5.16	5.43	5.53
NORTHUMBERL'D	{ S 3.50 4.02	S 5.19 5.23	E 5.49	S 5.59
KAPP	4.07	5.29	5.55	6.04
MONTANDON	4.11	S 5.37	6.00	S 6.09
MILTON	S 4.21	S 5.48	E 6.10	
WATSON TOWN	4.28	S 5.57	X 6.17	
DEWART	4.31	S 6.03	6.21	
MONTGOMERY	4.38	S 6.13	X 6.29	
MUNCY	4.42	S 6.20	X 6.36	
LOYALSOCK	4.50	6.28	6.44	
RO BLOCK STAT'N	4.55	6.35	6.52	
MARKET STREET	4.59	S 6.40	E 6.58	
WILLIAMSPORT	{ S 5.03 5.23	S 6.45 7.12	7.02	
BY BLOCK STAT'N	5.25	7.14		
NEWBERRY	5.28	S 7.18		
SQ BLOCK STAT'N	5.33	7.23		
NISBET		S 7.24		
NIPPONO PARK	5.39	F 7.30		
JERSEY SHORE	X 5.41	S 7.35		
PINE	5.48	F 7.44		
McELHATTAN	5.54	S 7.50		
LOCK HAVEN	{ S 6.01 6.08	S 7.58 8.05		
BELLEFONTE AVE.		S 8.08		
BQ BLOCK STAT'N	6.15	8.13		
BIRGE RUN				
NORTH FORK				
QUEENS RUN		F 8.15		
FARRANDSVILLE	F 6.19	S 8.19		
EAST FERNEY	6.23	F 8.24		
FERNEY	6.26	F 8.29		
GLEN UNION	6.30	F 8.34		
WHETHAM	6.33	F 8.39		
RITCHIE	6.36	F 8.44		
HYNER	6.40	S 8.50		
NORTH BEND	F 6.45	S 8.56		
FARWELL		F 9.01		
EAST RENOVO	6.48	F 9.05		
RENOVO	{ S 6.52 7.00	S 9.10 9.15		
AK BLOCK STAT'N	7.01	9.16		
Arrive	A. M.	A. M.	A. M.	A. M.
	577	503	557	8533



STATIONS  Leave	FIRST CLASS			
	8609 DAILY	541 DAILY EX. SUN.	561 SUNDAY ONLY	8513 DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	.....	\$ 8.10	\$ 8.10	\$ 10.00
MACLAY STREET	.....	\$ 8.15	\$ 8.15	\$ 10.05
LUCKNOW	.....	.....	.....	F 10.09
ROCKVILLE	.....	F 8.22	F 8.22	\$ 10.13
DAUPHIN	.....	\$ 8.27	\$ 8.27	\$ 10.18
SPEECEVILLE	.....	F 8.34	F 8.33	F 10.26
CLARKS FERRY	.....	F 8.38	F 8.38	\$ 10.32
INGLENOOK	.....	F 8.41	F 8.41	F 10.35
HALIFAX	Sunbury Division Train.	\$ 8.49	\$ 8.52	\$ 10.46
McCLELLAN		F 8.55	F 8.58	F 10.52
JN BLOCK STAT'N		8.58	9.01	10.57
MILLERSBURG		\$ 9.01	\$ 9.03	\$ 10.59
LIVERPOOL	.....	\$ 9.06	F 9.07	.....
MAHANTANGO	.....	F 9.11	F 9.15	.....
STONE CRUSHER	.....	.....	.....	.....
DALMATIA	.....	\$ 9.19	\$ 9.22	.....
HERNDON	.....	\$ 9.27	\$ 9.31	.....
FISHERS FERRY	.....	F 9.34	F 9.39	.....
SELINS GROVE JC.	.....	F 9.39	F 9.46	.....
SUNBURY	\$ 10.15	\$ 9.48 10.00	\$ 9.56 10.01	.....
DY BLOCK STAT'N	10.17	10.03	10.04	.....
NORTHUMBERL'D	}	\$ 10.06	\$ 10.09	.....
KAPP		10.13	.....	.....
MONTANDON	.....	F 10.19	F 10.15	.....
	.....	\$ 10.27	\$ 10.21	.....
MILTON	.....	\$ 10.36	\$ 10.29	.....
WATSON TOWN	.....	\$ 10.44	\$ 10.37	.....
DEWART	.....	\$ 10.51	\$ 10.42	.....
MONTGOMERY	.....	\$ 11.00	\$ 10.50	.....
MUNCY	.....	\$ 11.08	\$ 10.59	.....
LOYALSOCK	.....	F 11.18	F 11.09	.....
RO BLOCK STAT'N	.....	11.26	11.17	.....
MARKET STREET	.....	\$ 11.31	\$ 11.20	.....
WILLIAMSPORT	.....	\$ 11.35	\$ 11.25	.....
BY BLOCK STAT'N	.....	.....	.....	.....
NEWBERRY	.....	.....	.....	.....
SQ BLOCK STAT'N	.....	.....	.....	.....
NISBET	.....	.....	.....	.....
NIPPONO PARK	.....	.....	.....	.....
JERSEY SHORE	.....	.....	.....	.....
PINE	.....	.....	.....	.....
McELHATTAN	.....	.....	.....	.....
LOCK HAVEN	.....	.....	.....	.....
BELLEFONTE AVE.	.....	.....	.....	.....
BG BLOCK STAT'N	.....	.....	.....	.....
BIRGE RUN	Fen. Br.	.....	.....	.....
NORTH FORK		.....	.....	.....
QUEENS RUN	.....	.....	.....	.....
FARRANDSVILLE	.....	.....	.....	.....
EAST FERNEY	.....	.....	.....	.....
FERNEY	.....	.....	.....	.....
GLEN UNION	.....	.....	.....	.....
WHETHAM	.....	.....	.....	.....
RITCHIE	.....	.....	.....	.....
HYNER	.....	.....	.....	.....
NORTH BEND	.....	.....	.....	.....
FARWELL	.....	.....	.....	.....
EAST RENOVO	.....	.....	.....	.....
RENOVO	}	.....	.....	.....
AK BLOCK STAT'N		.....	.....	.....
Arrive	A. M.	A. M.	A. M.	A. M.
	8609	541	561	8513

FIRST CLASS						
	8545 SATURDAY ONLY	511 DAILY	571 DAILY	515 DAILY EX. SUN.	8535 DAILY EX. SUN.	515 SUNDAY ONLY
	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
.....	.....	.....	\$ 11.40	\$ 11.50	.....	.....
.....	.....	.....	11.45	\$ 11.55	.....	.....
.....	.....	.....	.....	G 11.59	.....	.....
.....	.....	.....	11.50	F 12.02	.....	.....
.....	.....	.....	11.53	\$ 12.07	.....	.....
.....	.....	.....	11.57	12.12	.....	.....
.....	.....	.....	12.01	F 12.16	.....	.....
.....	.....	.....	12.03	F 12.19	.....	.....
.....	.....	.....	12.09	\$ 12.27	.....	.....
.....	.....	.....	.....	12.32	.....	.....
.....	.....	.....	12.15	12.35	.....	.....
.....	.....	.....	L 12.16	\$ 12.37	.....	.....
.....	.....	.....	12.19	F 12.41	.....	.....
.....	.....	.....	12.22	12.45	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	12.29	\$ 12.53	.....	.....
.....	.....	.....	12.34	\$ 1.02	.....	.....
.....	.....	.....	12.39	F 1.07	.....	.....
.....	.....	.....	12.42	1.12	.....	.....
.....	.....	\$ 12.36	\$ 12.49	\$ 1.20	\$ 1.35	.....
.....	.....	.....	12.54	1.25	.....	.....
.....	.....	12.38	12.57	1.27	1.37	.....
.....	.....	12.41	1.00	\$ 1.35	\$ 1.42	.....
.....	.....	12.45	1.04	1.39	1.47	.....
.....	.....	12.49	1.08	\$ 1.45	\$ 1.52	.....
.....	.....	\$ 12.54	\$ 1.13	\$ 1.54	.....	.....
.....	.....	1.01	1.20	\$ 2.02	.....	.....
.....	.....	1.04	1.23	F 2.07	.....	.....
.....	.....	1.12	1.30	\$ 2.15	.....	.....
.....	.....	1.16	1.34	\$ 2.22	.....	.....
.....	.....	1.24	1.42	2.32	.....	.....
.....	.....	1.29	1.47	2.37	.....	.....
.....	.....	1.32	1.50	\$ 2.42	.....	.....
.....	.....	\$ 1.35	\$ 1.53	\$ 2.45	.....	.....
.....	.....	1.42	1.58	3.00	.....	.....
.....	.....	1.44	2.00	3.02	.....	.....
.....	.....	1.47	2.02	\$ 3.06	.....	.....
.....	.....	1.52	2.07	3.11	.....	.....
.....	.....	.....	.....	\$ 3.12	.....	.....
.....	.....	1.58	2.12	F 3.19	.....	.....
.....	.....	\$ 2.02	2.14	\$ 3.30	.....	.....
.....	.....	2.08	2.20	F 3.39	.....	.....
.....	.....	2.13	2.24	3.46	.....	.....
.....	\$ 1.40	\$ 2.21	\$ 2.30	\$ 3.55	.....	.....
.....	.....	.....	2.33	4.00	.....	.....
.....	\$ 1.45	.....	.....	\$ 4.04	.....	.....
.....	1.55	.....	2.40	4.10	.....	.....
.....	F 2.35	.....	.....	.....	.....	.....
.....	\$ 2.40	.....	.....	.....	.....	.....
.....	.....	.....	.....	F 4.12	.....	.....
.....	.....	.....	2.42	\$ 4.17	.....	.....
.....	.....	.....	2.46	F 4.23	.....	.....
.....	.....	.....	2.50	F 4.28	.....	.....
.....	.....	.....	2.53	F 4.34	.....	.....
.....	.....	.....	2.56	F 4.39	.....	.....
.....	.....	.....	3.00	F 4.43	.....	.....
.....	.....	.....	3.04	\$ 4.49	.....	.....
.....	.....	.....	3.08	\$ 4.55	.....	.....
.....	.....	.....	.....	F 4.59	.....	.....
.....	.....	.....	3.11	F 5.04	.....	.....
.....	.....	.....	\$ 3.15	\$ 5.10	.....	\$ 5.20
.....	.....	.....	3.22	5.20	.....	.....
.....	.....	.....	3.23	5.21	.....	5.21
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	8545	511	571	515	8535	515

## HARRISBURG TO RENOVO.

STATIONS	FIRST CLASS			
	8405	8613	8607	501
	DAILY EX. SUN.	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div.)	.....	.....	.....	\$ 3.45
MACLAY STREET	.....	.....	.....	3.50
LUCKNOW	.....	.....	.....	P 3.53
ROCKVILLE	.....	.....	.....	\$ 3.57
DAUPHIN	.....	Sunbury Division Train.	Sunbury Division Train.	\$ 4.02
SPEECEVILLE	.....			F 4.09
CLARKS FERRY	.....			F 4.15
INGLENOOK	.....			F 4.19
HALIFAX	.....	.....	.....	\$ 4.28
McCLELLAN	.....	.....	.....	F 4.34
JN BLOCK STAT'N	.....	.....	.....	4.37
MILLERSBURG	.....	.....	.....	\$ 4.41
LIVERPOOL	.....	.....	.....	\$ 4.46
MAHANTANGO	.....	.....	.....	F 4.52
STONE CRUSHER	.....	.....	.....	F 4.57
DALMATIA	.....	.....	.....	\$ 5.01
HERNDON	.....	.....	.....	\$ 5.10
FISHERS FERRY	.....	.....	.....	F 5.17
SELINSGROVE JC.	.....	\$ 3.48	.....	F 5.22
SUNBURY	.....	\$ 3.58	\$ 4.15	\$ 5.32
DY BLOCK STAT'N	.....	.....	4.18	5.45
NORTHUMBERL'D	.....	.....	.....	\$ 5.48
KAPP	.....	.....	.....	5.53
MONTANDON	.....	.....	.....	F 5.59
MILTON	.....	.....	.....	\$ 6.18
WATSON TOWN	.....	.....	.....	\$ 6.27
DEWART	.....	Elmira Division Train.	.....	\$ 6.32
MONTGOMERY	.....		.....	\$ 6.42
MUNCY	.....		.....	\$ 6.50
LOYALSOCK	.....		.....	F 6.58
RO'BLOCK STAT'N	.....		.....	7.07
MARKET STREET	.....	.....	.....	\$ 7.12
WILLIAMSPORT	.....	.....	.....	\$ 7.15
BY BLOCK STAT'N	3.07	.....	.....	7.27
NEWBERRY	.....	.....	.....	\$ 7.30
SQ BLOCK STAT'N	.....	.....	.....	7.35
NISBET	.....	.....	.....	\$ 7.37
NIPPONO PARK	.....	.....	.....	F 7.44
JERSEY SHORE	.....	.....	.....	\$ 7.48
PINE	.....	.....	.....	F 7.57
McELHATTAN	.....	.....	.....	\$ 8.05
LOCK HAVEN	.....	.....	.....	\$ 8.15
BELLEFONTE AVE.	.....	.....	.....	\$ 8.18
BG BLOCK STAT'N	.....	.....	.....	8.24
BIRGE RUN	.....	.....	.....	.....
NORTH FORK	.....	.....	.....	.....
QUEENS RUN	.....	.....	.....	F 8.25
FARRANDSVILLE	.....	.....	.....	\$ 8.30
EAST FERNEY	.....	.....	.....	F 8.36
FERNEY	.....	.....	.....	F 8.40
GLEN UNION	.....	.....	.....	F 8.45
WHETHAM	.....	.....	.....	F 8.49
RITCHIE	.....	.....	.....	F 8.54
HYNER	.....	.....	.....	\$ 9.00
NORTH BEND	.....	.....	.....	\$ 9.06
FARWELL	.....	.....	.....	F 9.11
EAST RENOVO	.....	.....	.....	F 9.15
RENOVO	.....	.....	.....	\$ 9.20
AK BLOCK STAT'N	.....	.....	.....	.....
Arrive	P. M.	P. M.	P. M.	P. M.
	8405	8613	8607	501



## HARRISBURG TO RENOVO.

STATIONS	FIRST CLASS			
	575	579	8409	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	A. M.	
HARRISBURG (Phila. Div.)	\$ 10.34	\$ 11.10		
MACLAY STREET	10.39	11.15		
LUCKNOW				
ROCKVILLE	10.46	11.22		
DAUPHIN	10.50	F 11.28		
SPEECEVILLE	10.55	11.34		
CLARKS FERRY	10.59	11.38		
INGLENOOK	11.01	11.40		
HALIFAX	11.06	F 11.47		
McCLELLAN		11.52		
JN BLOCK STAT'N	11.14	11.55		
MILLERSBURG		\$ 11.57		
LIVERPOOL	11.18	12.01		
MAHANTANGO	11.21	12.05		
STONE CRUSHER				
DALMATIA	11.27	12.12		
HERNDON	11.32	F 12.20		
FISHERS FERRY	11.37	12.28		
SELINSGROVE JC.	11.41	12.32		
SUNBURY	\$ 11.49	\$ 12.40		
	11.54	12.45		
DY BLOCK STAT'N	11.57	12.48		
NORTHUMBERL'D	12.00	12.50		
KAPP	12.04	12.54		
MONTANDON	12.08	12.59		
MILTON	F 12.13	F 1.06		
WATSON TOWN	12.20	F 1.14		
DEWART	12.23	1.19		
MONTGOMERY	12.32	F 1.28		
MUNCY	12.37	1.35		
LOYALSOCK	12.45	1.42		
RO BLOCK STAT'N	12.51	1.48		
MARKET STREET	12.54	1.52		
WILLIAMSPORT	\$ 12.57	\$ 1.55		
	1.07	2.12	\$ 2.15	
BY BLOCK STAT'N	1.09	2.14	2.17	
NEWBERRY	1.11	2.17		
SQ BLOCK STAT'N	1.16	2.22		
NISBET				
NIPPONO PARK	1.23	2.28		
JERSEY SHORE	1.25	2.30		
PINE	1.32	2.36		
McELHATTAN	1.37	2.40		
LOCK HAVEN	\$ 1.45	\$ 2.50		
BELLEFONTE AVE.				
BG BLOCK STAT'N	1.52	2.57		
BIRGE RUN				
NORTH FORK				
QUEENS RUN				
FARRANDSVILLE	1.54	3.00		
EAST FERNEY	1.58	3.04		
FERNEY	2.01	3.08		
GLEN UNION	2.07	3.12		
WHETHAM				
RITCHIE	2.15	3.19		
HYNER	2.21	3.23		
NORTH BEND	2.25	3.27		
FARWELL				
EAST RENOVO	2.29	3.31		
RENOVO	\$ 2.33	\$ 3.35		
	2.40	3.45		
AK BLOCK STAT'N	2.41	3.46		
Arrive	A. M.	A. M.	A. M.	
	575	579	8409	





RENOVO TO HARRISBURG.

STATIONS	FIRST CLASS			
	8420	580	574	8602
	A. M.	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	.....	\$ 4.45	\$ 5.05	.....
MACLAY STREET	.....	4.39	5.00	.....
LUCKNOW	.....	.....	.....	.....
ROCKVILLE	.....	4.33	4.53	.....
DAUPHIN	.....	4.28	4.47	Sunbury Division Train.
SPEECEVILLE	.....	4.22	4.40	
CLARKS FERRY	.....	4.18	4.36	
INGLENOOK	.....	4.16	4.34	
HALIFAX	.....	4.08	4.26	.....
McCLELLAN	.....	4.04	4.22	.....
JN BLOCK STAT'N	.....	4.01	4.19	.....
MILLERSBURG	.....	.....	.....	.....
LIVERPOOL	.....	3.58	4.16	.....
MAHANTANGO	.....	3.54	4.12	.....
STONE CRUSHER	.....	.....	.....	.....
DALMATIA	.....	3.47	4.05	.....
HERNDON	.....	3.41	3.59	.....
FISHERS FERRY	.....	3.35	3.53	.....
SELINSGROVE JC.	.....	3.31	3.49	4.23
SUNBURY	.....	\$ 3.23	\$ 3.41	\$ 4.15
	.....	\$ 3.13	\$ 3.36	.....
DY BLOCK STAT'N	.....	3.10	3.34	.....
NORTHUMBERL'D	.....	\$ 3.07	3.31	.....
KAPP	.....	2.59	3.23	.....
MONTANDON	.....	2.54	3.18	.....
MILTON	.....	\$ 2.47	M 3.12	.....
WATSONTOWN	.....	F 2.40	M 3.05	.....
DEWART	.....	2.36	3.00	.....
MONTGOMERY	.....	F 2.28	M 2.51	.....
MUNCY	.....	2.22	2.45	.....
LOYALSOCK	.....	2.15	2.37	.....
RO BLOCK STAT'N	.....	2.09	2.31	.....
MARKET STREET	.....	2.05	2.27	.....
WILLIAMSPORT	.....	\$ 1.43	\$ 2.03	.....
	.....	\$ 1.46	\$ 2.10	.....
BY BLOCK STAT'N	.....	1.40	2.07	.....
NEWBERRY	.....	1.40	2.04	.....
SQ BLOCK STAT'N	.....	1.35	1.59	.....
NISBET	.....	.....	.....	.....
NIPPONO PARK	.....	1.30	1.53	.....
JERSEY SHORE	.....	1.28	F 1.49	.....
PINE	.....	1.21	1.40	.....
McELHATTAN	.....	1.17	1.34	.....
LOCK HAVEN	.....	\$ 1.10	\$ 1.27	.....
BELLEFONTE AVE.	.....	.....	.....	.....
BG BLOCK STAT'N	.....	1.02	1.19	.....
BIRGE RUN	.....	.....	.....	.....
NORTH FORK	.....	.....	.....	.....
QUEENS RUN	.....	.....	.....	.....
FARRANDSVILLE	.....	12.59	1.16	.....
EAST FERNEY	.....	.....	.....	.....
FERNEY	.....	.....	1.09	.....
GLEN UNION	.....	12.50	1.05	.....
WHETHAM	.....	12.47	1.02	.....
RITCHIE	.....	12.44	12.59	.....
HYNER	.....	12.40	12.55	.....
NORTH BEND	.....	12.36	12.51	.....
FARWELL	.....	.....	.....	.....
EAST RENOVO	.....	12.33	12.48	.....
RENOVO	.....	\$ 12.30	\$ 12.45	.....
AK BLOCK STAT'N	.....	\$ 12.20	\$ 12.40	.....
	.....	12.18	12.38	.....
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY EX. SUN.
	8420	580	574	8602

**Williamsport Division—Time Table No. 1—Supplement No. 1**  
**In effect 12.01 A. M., Sunday, Sept. 27, 1925**  
**EASTWARD.**

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FIRST CLASS						
	576	8510	630	8530	8606	500
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	\$ 6.48	\$ 8.55	\$ 9.12	.....	.....	\$ 11.35
.....	6.38	\$ 8.50	9.07	.....	.....	\$ 11.30
.....	.....	F 8.45	.....	.....	.....	.....
.....	6.33	\$ 8.40	9.01	.....	.....	F 11.28
.....	F 6.29	\$ 8.34	8.57	.....	Sunbury Division Train.	\$ 11.18
.....	6.22	\$ 8.24	8.52	.....		F 11.10
.....	6.18	\$ 8.19	8.49	.....		F 11.05
.....	6.16	\$ 8.14	8.47	.....		F 11.00
.....	P 6.09	\$ 8.06	8.41	.....	.....	\$ 10.51
.....	6.03	\$ 7.59	8.37	.....	.....	F 10.44
.....	6.01	7.54	8.35	.....	.....	10.40
.....	\$ 6.00	\$ 7.52	\$ 8.34	.....	.....	\$ 10.39
.....	5.55	.....	8.30	.....	.....	F 10.38
.....	5.52	.....	8.26	.....	.....	F 10.28
.....	.....	.....	.....	.....	.....	.....
.....	5.46	.....	F 8.20	.....	.....	\$ 10.19
.....	5.40	.....	F 8.13	.....	.....	\$ 10.09
.....	5.35	.....	8.07	.....	.....	F 10.00
.....	5.32	.....	8.03	.....	\$ 10.21	F 9.55
.....	5.25	.....	.....	.....	10.10	9.45
.....	\$ 5.20	.....	\$ 7.56	\$ 9.15	\$ 9.20	\$ 9.32
.....	5.18	.....	7.52	9.10	9.17	9.29
.....	5.16	.....	\$ 7.49	\$ 9.07	.....	9.26
.....	5.10	.....	7.42	9.00	.....	\$ 9.19
.....	5.06	.....	\$ 7.37	\$ 8.53	.....	F 9.13
.....	.....	.....	.....	.....	.....	\$ 9.07
.....	F 5.00	.....	\$ 7.30	.....	.....	\$ 8.58
.....	.....	.....	\$ 7.23	.....	.....	\$ 8.50
.....	4.51	.....	7.19	.....	.....	\$ 8.41
.....	4.44	.....	\$ 7.12	.....	.....	\$ 8.30
.....	4.39	.....	\$ 7.05	.....	.....	\$ 8.22
.....	4.32	.....	6.57	.....	.....	F 8.13
.....	4.27	.....	6.52	.....	.....	8.07
.....	4.23	.....	\$ 6.48	.....	.....	\$ 8.04
.....	4.21	.....	.....	.....	.....	8.00
.....	\$ 4.16	.....	\$ 6.45	.....	.....	\$ 7.50
.....	4.14	.....	.....	.....	.....	7.48
.....	4.11	.....	.....	.....	.....	\$ 7.45
.....	4.06	.....	.....	.....	.....	7.39
.....	.....	.....	.....	.....	.....	\$ 7.38
.....	4.01	.....	.....	.....	.....	F 7.30
.....	3.59	.....	.....	.....	.....	\$ 7.27
.....	3.52	.....	.....	.....	.....	F 7.16
.....	3.48	.....	.....	.....	.....	\$ 7.10
.....	\$ 3.41	.....	.....	.....	.....	\$ 7.02
.....	.....	.....	.....	.....	.....	.....
.....	3.33	.....	.....	.....	.....	\$ 6.59
.....	.....	.....	.....	.....	.....	6.53
.....	.....	.....	.....	.....	.....	.....
.....	3.31	.....	.....	.....	.....	F 6.51
.....	.....	.....	.....	.....	.....	F 6.48
.....	3.25	.....	.....	.....	.....	F 6.42
.....	.....	.....	.....	.....	.....	F 6.37
.....	3.22	.....	.....	.....	.....	F 6.31
.....	3.19	.....	.....	.....	.....	F 6.26
.....	3.16	.....	.....	.....	.....	F 6.21
.....	.....	.....	.....	.....	.....	\$ 6.15
.....	3.09	.....	.....	.....	.....	\$ 6.09
.....	3.06	.....	.....	.....	.....	F 6.07
.....	3.03	.....	.....	.....	.....	F 6.05
.....	\$ 2.58	.....	.....	.....	.....	\$ 6.00
.....	2.56	.....	.....	.....	.....	.....
.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
.....	576	8510	630	8530	8606	500

## RENOVO TO HARRISBURG.

STATIONS Arrive	FIRST CLASS			
	8414 A. M.	8544 A. M.	554 A. M.	8402 P. M.
HARRISBURG (Phila. Div.)			\$ 11.45	
MACLAY STREET			\$ 11.40	
LUCKNOW			F 11.35	
ROCKVILLE			\$ 11.30	
DAUPHIN			\$ 11.24	
SPEECEVILLE			F 11.14	
CLARKS FERRY			F 11.08	
INGLENOOK			F 11.04	
HALIFAX			\$ 10.55	
McCLELLAN			F 10.48	
JN BLOCK STAT'N			10.45	
MILLERSBURG			\$ 10.44	
LIVERPOOL			F 10.40	
MAHANTANGO			F 10.35	
STONE CRUSHER				
DALMATIA			\$ 10.24	
HERNDON			\$ 10.14	
FISHERS FERRY			F 10.05	
SELINGSGROVE JC.			\$ 10.00	
SUNBURY			\$ 9.50	
			9.45	
DY BLOCK STA'N			9.42	
NORTHUMBERL'D			\$ 9.39	
KAPP			F 9.31	
MONTANDON			\$ 9.25	
MILTON			\$ 9.18	
WATSON TOWN			\$ 9.11	
DEWART			\$ 9.07	
MONTGOMERY	Elmira		\$ 8.58	Elmira
MUNCY	Division		\$ 8.52	Division
LOYALSOCK	Train.		F 8.44	Train.
RO BLOCK STAT'N			8.36	
MARKET STREET			\$ 8.32	
WILLIAMSPORT	\$ 10.10		\$ 8.30	\$ 12.20
BY BLOCK STAT'N	10.07			12.17
NEWBERRY				
SQ BLOCK STAT'N				
NISBET				
NIPPONO PARK				
JERSEY SHORE				
PINE				
McELHATTAN				
LOCK HAVEN		\$ 10.05		
BELLEFONTE AVE.		\$ 10.00		
BG BLOCK STAT'N		9.50		
BIRGE RUN	F 9.25			
NORTH FORK	\$ 9.20			
QUEENS RUN				
FARRANDSVILLE				
EAST FERNEY				
FERNEY				
GLEN UNION				
WHETHAM				
RITCHIE				
HYNER				
NORTH BEND				
FARWELL				
EAST RENOVO				
RENOVO				
AK BLOCK STAT'N				
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY EX. SUN.	Daily Ex. Sat. and Sun.	SUNDAY ONLY	SUNDAY ONLY
	8414	8544	554	8402

FIRST CLASS						
	8610	578	8412	8614	8616	510
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....		\$ 3.24	.....	.....	.....	.....
.....		3.19	.....	.....	.....	.....
.....			.....	.....	.....	.....
.....		3.14	.....	.....	.....	.....
.....	Sunbury Division Train.	\$ 3.09	.....	Sunbury Division Train.	Sunbury Division Train.	.....
.....		3.03	.....			.....
.....		2.57	.....			.....
.....		2.55	.....			.....
.....		\$ 2.47	.....	.....	.....	.....
.....		2.42	.....	.....	.....	.....
.....		2.39	.....	.....	.....	.....
.....		\$ 2.38	.....	.....	.....	.....
.....		2.34	.....	.....	.....	.....
.....		2.30	.....	.....	.....	.....
.....			.....	.....	.....	.....
.....		\$ 2.24	.....	.....	.....	.....
.....		\$ 2.17	.....	.....	.....	.....
.....		2.11	.....	.....	.....	.....
.....		2.08	.....	\$ 3.00	.....	.....
.....	\$ 12.25	\$ 2.01	.....	\$ 2.50	\$ 3.45	\$ 4.00
.....		1.54	.....			
.....	12.22	1.52	.....	.....	3.42	3.51
.....		1.49	.....	.....		
.....		\$ 1.44	.....	.....		\$ 3.48
.....		1.40	.....	.....		3.39
.....		\$ 1.35	.....	.....		3.35
.....		\$ 1.28	.....	.....		\$ 3.29
.....		\$ 1.21	.....	.....		
.....		1.17	.....	.....	.....	3.20
.....		\$ 1.09	.....	.....	.....	3.13
.....		\$ 1.03	.....	.....	.....	3.09
.....		12.58	.....	.....	.....	3.02
.....		12.53	.....	.....	.....	2.57
.....		\$ 12.49	.....	.....	.....	2.54
.....		\$ 12.45	.....	.....	.....	\$ 2.51
.....		\$ 12.15	\$ 12.37	.....	.....	\$ 2.46
.....		12.13	12.34	.....	.....	2.44
.....		\$ 12.10	.....	.....	.....	2.41
.....		12.03	.....	.....	.....	2.36
.....		\$ 12.02	.....	.....	.....	
.....		F 11.54	.....	.....	.....	2.31
.....		\$ 11.50	.....	.....	.....	\$ 2.28
.....		F 11.41	.....	.....	.....	2.20
.....		\$ 11.34	.....	.....	.....	2.17
.....		11.25	.....	.....	.....	
.....		\$ 11.15	.....	.....	.....	\$ 2.10
.....		\$ 11.12	.....	.....	.....	
.....		11.06	.....	.....	.....	
.....			.....	.....	.....	
.....			.....	.....	.....	
.....		F 11.05	.....	.....	.....	
.....		\$ 11.02	.....	.....	.....	
.....		F 10.55	.....	.....	.....	
.....		F 10.51	.....	.....	.....	
.....		F 10.45	.....	.....	.....	
.....		F 10.41	.....	.....	.....	
.....		F 10.37	.....	.....	.....	
.....		\$ 10.31	.....	.....	.....	
.....		\$ 10.26	.....	.....	.....	
.....		F 10.23	.....	.....	.....	
.....		F 10.21	.....	.....	.....	
.....		10.18	.....	.....	.....	
.....		\$ 10.10	.....	.....	.....	
.....		10.08	.....	.....	.....	
.....	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
.....	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY
.....	8610	578	8412	8614	8616	510

## RENOVO TO HARRISBURG.

STATIONS	FIRST CLASS			
	8512	570	8546	8532
Arrive	P. M.	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div.)	S 4.55	S 5.18	.....	.....
MACLAY STREET	S 4.49	5.13	.....	.....
LUCKNOW	F 4.44	.....	.....	.....
ROCKVILLE	S 4.41	5.08	.....	.....
DAUPHIN	S 4.34	5.05	.....	.....
SPEECEVILLE	F 4.26	5.00	.....	.....
CLARKS FERRY	F 4.21	4.56	.....	.....
INGLENOOK	F 4.17	4.54	.....	.....
HALIFAX	S 4.10	4.48	.....	.....
McCLELLAN	F 4.03	4.44	.....	.....
JN BLOCK STAT'N	3.58	4.42	.....	.....
MILLERSBURG	S 3.56	.....	.....	.....
LIVERPOOL	.....	4.38	.....	.....
MAHANTANGO	.....	4.35	.....	.....
STONE CRUSHER	.....	.....	.....	.....
DALMATIA	.....	4.29	.....	.....
HERNDON	.....	4.23	.....	.....
FISHERS FERRY	.....	4.18	.....	.....
SELINS GROVE JC.	.....	4.15	.....	.....
SUNBURY	.....	S 4.08	.....	S 4.55
DY BLOCK STAT'N	.....	4.02	.....	4.48
NORTHUMBERL'D	.....	3.59	.....	S 4.45
KAPP	.....	3.52	.....	4.39
MONTANDON	.....	3.48	.....	S 4.34
MILTON	.....	S 3.42	.....	.....
WATSON TOWN	.....	.....	.....	.....
DEWART	.....	3.33	.....	.....
MONTGOMERY	.....	3.26	.....	.....
MUNCY	.....	3.21	.....	.....
LOYALSOCK	.....	3.14	.....	.....
RO BLOCK STAT'N	.....	3.09	.....	.....
MARKET STREET	.....	3.05	.....	.....
WILLIAMSPORT	.....	③ 3.03	.....	.....
BY BLOCK STAT'N	.....	S 2.58	.....	.....
NEWBERRY	.....	2.56	.....	.....
SQ BLOCK STAT'N	.....	2.53	.....	.....
NISBET	.....	2.48	.....	.....
NIPPONO PARK	.....	2.43	.....	.....
JERSEY SHORE	.....	2.41	.....	.....
PINE	.....	2.35	.....	.....
McELHATTAN	.....	2.31	.....	.....
LOCK HAVEN	.....	S 2.24	S 3.50	.....
BELLEFONTE AVE.	.....	2.21	.....	.....
BG BLOCK STAT'N	.....	2.15	3.35	.....
BIRGE RUN	.....	.....	F 3.05	.....
NORTH FORK	.....	.....	S 3.00	.....
QUEENS RUN	.....	.....	.....	.....
FARRANDSVILLE	.....	2.12	.....	.....
EAST FERNEY	.....	.....	.....	.....
FERNEY	.....	2.07	.....	.....
GLEN UNION	.....	2.03	.....	.....
WHETHAM	.....	2.00	.....	.....
RITCHIE	.....	1.57	.....	.....
HYNER	.....	1.53	.....	.....
NORTH BEND	.....	1.49	.....	.....
FARWELL	.....	.....	.....	.....
EAST RENOVO	.....	1.46	.....	.....
RENOVO	.....	1.43	.....	.....
AK BLOCK STAT'N	.....	S 1.38	.....	.....
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	SATURDAY ONLY	DAILY EX. SUN.
	8512	570	8546	8532

FIRST CLASS						
	560	562	8608	8914	8618	568
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	S 7.10	S 6.55	.....	.....	.....	S 10.45
.....	S 7.04	S 6.49	.....	.....	.....	S 10.39
.....	6.57	6.42	.....	.....	.....	F 10.30
.....	S 6.51	S 6.36	Sunbury Division Train.	.....	Sunbury Division Train.	S 10.22
.....	F 6.42	F 6.27		.....		F 10.15
.....	F 6.37	F 6.21		.....		F 10.10
.....	F 6.33	F 6.18		.....		F 10.05
.....	S 6.23	S 6.09	.....	.....	.....	S 9.57
.....	F 6.16	F 6.03	.....	.....	.....	F 9.49
.....	6.12	5.59	.....	.....	.....	9.45
.....	S 6.11	S 5.58	.....	.....	.....	S 9.44
.....	F 6.04	F 5.51	.....	.....	.....	F 9.39
.....	F 5.59	F 5.46	.....	.....	.....	F 9.33
.....	.....	.....	.....	.....	.....	.....
.....	S 5.49	S 5.37	.....	.....	.....	S 9.24
.....	S 5.39	S 5.28	.....	.....	.....	S 9.16
.....	F 5.31	F 5.21	.....	.....	.....	F 9.08
.....	S 5.26	S 5.15	S 5.30	.....	.....	F 9.03
.....	S 5.15	S 5.04	S 5.20	.....	S 8.35	S 8.55
.....	5.06	.....	.....	.....	.....	8.45
.....	5.04	4.55	.....	.....	8.32	8.42
.....	S 5.01	S 4.52	.....	.....	.....	S 8.39
.....	F 4.55	F 4.44	.....	.....	.....	F 8.29
.....	F 4.50	F 4.44	.....	.....	.....	S 8.23
.....	S 4.44	S 4.39	.....	.....	.....	.....
.....	S 4.33	S 4.30	.....	.....	.....	S 8.14
.....	S 4.21	S 4.22	.....	.....	.....	S 8.04
.....	S 4.15	S 4.16	.....	Renovo Division Train.	.....	S 7.59
.....	S 4.05	S 4.07	.....		.....	S 7.50
.....	S 3.57	S 4.00	.....		.....	S 7.43
.....	F 3.49	F 3.50	.....		.....	F 7.34
.....	3.42	3.44	.....	.....	.....	7.27
.....	S 3.39	S 3.40	.....	.....	.....	S 7.23
.....	S 3.35	S 3.37	.....	.....	.....	© 7.20
.....	.....	.....	.....	.....	.....	S 6.55
.....	.....	.....	.....	.....	.....	6.53
.....	.....	.....	.....	.....	.....	S 6.50
.....	.....	.....	.....	.....	.....	6.45
.....	.....	.....	.....	.....	.....	S 6.44
.....	.....	.....	.....	.....	.....	F 6.37
.....	.....	.....	.....	.....	.....	S 6.34
.....	.....	.....	.....	.....	.....	F 6.25
.....	.....	.....	.....	.....	.....	S 6.17
.....	.....	.....	.....	.....	.....	S 6.10
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	S 6.03
.....	.....	.....	.....	.....	.....	5.57
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	F 5.56
.....	.....	.....	.....	.....	.....	S 5.53
.....	.....	.....	.....	.....	.....	F 5.48
.....	.....	.....	.....	.....	.....	F 5.43
.....	.....	.....	.....	.....	.....	F 5.39
.....	.....	.....	.....	.....	.....	F 5.35
.....	.....	.....	.....	.....	.....	F 5.31
.....	.....	.....	.....	.....	.....	S 5.24
.....	.....	.....	.....	.....	.....	S 5.18
.....	.....	.....	.....	.....	.....	F 5.16
.....	.....	.....	.....	.....	.....	F 5.14
.....	.....	.....	.....	S 6.50	.....	5.10
.....	.....	.....	.....	6.48	.....	S 5.00
.....	.....	.....	.....	.....	.....	4.58
.....	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	DAILY EX. SUN.	SUNDAY ONLY	SUNDAY ONLY	DAILY	DAILY	DAILY
.....	560	562	8608	8914	8618	568

## RENOVO TO HARRISBURG.

STATIONS Arrive	FIRST CLASS			
	8418	8506	506	
	P. M.	P. M.	A. M.	
HARRISBURG (Phila. Div.)			\$ 1.35	
MACLAY STREET			1.30	
LUCKNOW				
ROCKVILLE			1.23	
DAUPHIN			1.19	
SPEECEVILLE			1.14	
CLARKS FERRY			1.11	
INGLENOOK			1.09	
HALIFAX			F 1.01	
McCLELLAN			12.56	
JN BLOCK STAT'N			12.53	
MILLERSBURG			\$ 12.52	
LIVERPOOL			12.48	
MAHANTANGO			12.44	
STONE CRUSHER				
DALMATIA			F 12.37	
HERNDON			F 12.30	
FISHERS FERRY			12.23	
SELINGSGROVE JC.			12.19	
SUNBURY			\$ 12.11	
			\$ 12.07	
DY BLOCK STAT'N			12.05	
NORTHUMBERL'D			\$ 12.02	
KAPP			11.54	
MONTANDON			11.50	
			F 11.44	
MILTON			\$ 11.37	
WATSON TOWN			\$ 11.29	
DEWART			F 11.24	
MONTGOMERY			\$ 11.16	
MUNCY			\$ 11.08	
LOYALSOCK			10.59	
RO BLOCK STAT'N			10.52	
MARKET STREET			\$ 10.48	
WILLIAMSPORT	\$ 7.05	\$ 10.15	\$ 10.45	
BY BLOCK STAT'N	7.02	10.13		
NEWBERRY		\$ 10.10		
SQ BLOCK STAT'N		10.03		
NISBET		F 10.02		
NIPPONO PARK		F 9.55		
JERSEY SHORE		\$ 9.50		
PINE		F 9.41		
McELHATTAN		\$ 9.36		
LOCK HAVEN		\$ 9.28		
BELLEFONTE AVE.				
BG BLOCK STAT'N				
BIRGE RUN				
NORTH FORK				
QUEENS RUN				
FARRANDSVILLE				
EAST FERNEY				
FERNEY				
GLEN UNION				
WHETHAM				
RITCHIE				
HYNER				
NORTH BEND				
FARWELL				
EAST RENOVO				
RENOVO				
AK BLOCK STAT'N				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	8418	8506	506	





## BELLEFONTE BRANCH.

MONTANDON TO BELLEFONTE				
STATIONS	FIRST CLASS		SECOND CLASS	
	8533	8535	MOTOR 8553	MOTOR 8555
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
Leave	A. M.	P. M.	A. M.	A. M.
MONTANDON-----	S 6.10	S 1.54	S 7.37	S 9.14
L. M. & W. P. RY. JC.-----			7.41	9.18
LEWISBURG-----	S 6.18	S 1.59	S 7.45	S 9.21
LEWISBURG SID.-----	6.19	2.00		
BROOK PARK-----	F 6.22	F 2.03		
BIEHL-----	F 6.26	F 2.06		
VICKSBURG-----	S 6.31	S 2.10		
MIFFLINBURG-----	S 6.41	S 2.18		
BARBER-----	F 6.46	F 2.22		
SWENGEL-----	F 6.51	F 2.25		
MILLMONT-----	S 6.54	S 2.28		
RUTHERTON-----	F 6.59	F 2.32		
GLEN IRON-----	S 7.02	S 2.34		
PARDEE-----	F 7.11	F 2.40		
WEIKER-----	F 7.15	F 2.45		
LINDALE-----	F 7.21	F 2.49		
CHERRY RUN-----	F 7.28	F 2.54		
PADDY MOUNTAIN-----	F 7.36	F 3.00		
INGLEBY-----	F 7.41	F 3.05		
COBURN-----	S 7.50	S 3.12		
ZERBY-----	F 7.57	F 3.22		
RISING SPRINGS-----	S 8.05	S 3.30		
PENN CAVE-----	F 8.11	F 3.37		
CENTRE HALL-----	S 8.18	S 3.44		
GREGG-----	F 8.24	F 3.49		
LINDEN HALL-----	S 8.29	S 3.55		
WQ-----	8.30	3.56		
OAK HALL-----	S 8.34	S 4.01		
LEMONT-----	S 8.41	S 4.10		
DALE SUMMIT-----	F 8.46	F 4.13		
ROCKVIEW-----	F 8.51	F 4.18		
PLEASANT GAP-----	F 8.55	F 4.22		
AXEMANN-----	F 8.59	F 4.27		
BELLEFONTE-----	S 9.05	S 4.35		
Arrive	A. M.	P. M.	A. M.	A. M.
	8533	8535	8553	8555

## SPECIAL INSTRUCTIONS

## APPLICABLE ON BELLEFONTE BRANCH ONLY.

- Between June 1st and October 1st, Boy Scout Camp will be a flag stop for Trains 8533, 8535, 8530, and 8532.
- All trains must approach Beaver Dam Tunnel and Paddy Mountain Tunnel under full control.
- Work trains may, under proper protection, use main track until the arrival of Fourth Class trains.
- Bellefonte Branch passenger trains turning on wye at Bellefonte will, after obtaining proper block permission from signalman at BF, enter wye at east entrance.
- Between Lewisburg and Lewisburg passing siding, and between Mifflinburg and Dairymen's League Milk Station west of Mifflinburg, engines will run extra without train orders in both directions, under full flag protection. Rule 97 is modified accordingly.
- All Eastward Fourth Class Trains and extra trains, before passing MF Block Station, must procure a clearance message showing whether or not all Second Class trains due have been represented.

(Continued)

7. On account of excessive curvature, steam engines of all classes are prohibited from using the east leg of Wye, west of Mifflinburg.

9. Between L. M. & W. P. Ry. Junction and Lewisburg, L. M. & W. P. Ry. cars will run passenger extra, without train orders, WHEN PERMISSION IS GIVEN BY THE SIGNALMAN AT LEWISBURG. Rule 97 is modified accordingly.

11. During the time G block station is unattended train movements will be made under the direction of the train dispatcher at Williamsport through the signalman at DR.

(Continued)

## BELLEFONTE BRANCH.

MONTANDON TO BELLEFONTE				
STATIONS	SECOND CLASS			
	MOTOR 8563	MOTOR 8565	MOTOR 8567	MOTOR 8569
	DAILY EX. SUN.	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
Leave				
MONTANDON -----	\$ 4.45	\$ 6.10	\$ 8.27	\$ 9.33
L. M. & W. P. RY. JC. --	4.49	6.15	8.31	9.37
LEWISBURG ----- {	\$ 4.52	\$ 6.20	\$ 8.34	\$ 9.40
LEWISBURG SID'G {		6.23		
BROOK PARK -----		F 6.27		
BIEHL -----		F 6.34		
VICKSBURG -----		\$ 6.44		
MIFFLINBURG -----		\$ 6.59		
BARBER -----				
SWENGEL -----				
MILLMONT -----				
RUTHERTON -----				
GLEN IRON -----				
PARDEE -----				
WEIKER -----				
LINDALE -----				
CHERRY RUN -----				
PADDY MOUNT'N -----				
INGLEBY -----				
COBURN -----				
ZERBY -----				
RISING SPRINGS -----				
PENN CAVE -----				
CENTRE HALL -----				
GREGG -----				
LINDEN HALL -----				
WQ -----				
OAK HALL -----				
LEMONT -----				
DALE SUMMIT -----				
ROCKVIEW -----				
PLEASANT GAP -----				
AXEMANN -----				
BELLEFONTE -----				
Arrive				
	P. M.	P. M.	P. M.	P. M.
	8563	8565	8567	8569

12. During the time BF block station is unattended, Westward trains will stop at the signal just east of Bridge 67-21, Bellefonte, and be governed by instructions from the Train Dispatcher at Tyrone through the signalman at Milesburg.

[illegible]

BELLEFONTE BRANCH.

BELLEFONTE TO MONTANDON

STATIONS	FIRST CLASS		SECOND CLASS	
	8530	8532	8554	8556
	A. M.	P. M.	A. M.	A. M.
Arrive				
MONTANDON -----	S 8.49	S 4.33	S 7.23	S 9.05
L. M. & W. P. RY. JC.-----			7.16	8.59
LEWISBURG -----	S 8.43	S 4.29	S 7.15	S 8.58
LEWISBURG SID.-----	8.38	4.20		
BROOK PARK-----	F 8.36	F 4.19		
BIEHL -----	F 8.32	F 4.16		
VICKSBURG-----	S 8.28	S 4.13		
MIFFLINBURG-----	S 8.22	S 4.07		
BARBER-----	F 8.15	F 3.58		
SWENGEL-----	F 8.11	F 3.55		
MILLMONT-----	S 8.09	S 3.53		
RUTHERTON-----	F 8.05	F 3.49		
GLEN IRON-----	S 8.02	S 3.47		
PARDEE-----	F 7.55	F 3.41		
WEIKER-----	F 7.51	F 3.38		
LINDALE-----	F 7.47	F 3.33		
CHERRY RUN-----	F 7.42	F 3.29		
PADDY MOUNT'N-----	F 7.36	F 3.22		
INGLEBY-----	F 7.32	F 3.17		
COBURN-----	S 7.27	S 3.12		
ZERBY-----	F 7.19	F 2.57		
RISEING SPRINGS-----	S 7.10	S 2.48		
PENN CAVE-----	F 7.03	F 2.33		
CENTRE HALL-----	S 6.58	S 2.28		
GREGG-----	F 6.52	F 2.18		
LINDEN HALL-----	S 6.46	S 2.13		
WQ-----	6.44	2.12		
OAK HALL-----	S 6.41	S 2.08		
LEMONT-----	S 6.36	S 2.04		
DALE SUMMIT-----	F 6.29	F 1.56		
ROCKVIEW-----	F 6.24	F 1.51		
PLEASANT GAP-----	F 6.19	F 1.45		
AXEMANN-----	F 6.15	F 1.41		
BELLEFONTE-----	S 6.10	S 1.35		
Leave	A. M.	P. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
	8530	8532	8554	8556
			MOTOR	MOTOR



## BELLEFONTE BRANCH.

BELLEFONTE TO MONTANDON				
STATIONS	SECOND CLASS			
	8566	8568	8570	
Arrive	P. M.	P. M.	P. M.	
MONTANDON -----	\$ 6.02	\$ 8.14	\$ 9.21	.....
L. M. & W. P. RY. JC. --	5.51	8.09	9.15	.....
LEWISBURG ----- {	\$ 5.50	\$ 8.07	\$ 9.14	.....
LEWISBURG SID. -- {		8.00		.....
		7.56		.....
BROOK PARK -----		F 7.53		.....
BIEHL -----		F 7.46		.....
VICKSBURG -----		\$ 7.39		.....
MIFFLINBURG -----		\$ 7.26		.....
BARBER -----				.....
SWENGEL -----				.....
MILLMONT -----				.....
RUTHERTON -----				.....
GLEN IRON -----				.....
PARDEE -----				.....
WEIKER -----				.....
LINDALE -----				.....
CHERRY RUN -----				.....
PADDY MOUNTAIN -----				.....
INGLEBY -----				.....
COBURN -----				.....
ZERBY -----				.....
RISING SPRINGS -----				.....
PENN CAVE -----				.....
CENTRE HALL -----				.....
GREGG -----				.....
LINDEN HALL -----				.....
WQ -----				.....
OAK HALL -----				.....
LEMONT -----				.....
DALE SUMMIT -----				.....
ROCKVIEW -----				.....
PLEASANT GAP -----				.....
AXEMANN -----				.....
BELLEFONTE -----				.....
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	8566	8568	8570	
	MOTOR	MOTOR	MOTOR	



EASTWARD						
FOURTH CLASS						
	8594					
	A. M.					
	11.59					
	11.54					
	11.40					
	11.25					
	10.40					
	10.25					
	10.10					
	9.55					
	9.40					
	9.20					
	8.51					
	8.18					
	7.51					
	7.42					
	7.39					
	7.35					
	7.30					
	7.23					
	7.11					
	7.00					
	A. M.					
	DAILY EX. SUN. 8594					

## LYKENS BRANCH.

## MILLERSBURG TO LYKENS

STATIONS	FIRST CLASS			
	8511	8521	8513	8523
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	SUNDAY ONLY
Leave	A. M.	A. M.	A. M.	P. M.
MILLERSBURG-----	\$ 6.25	\$ 9.15	\$ 11.02	\$ 4.43
JN BLOCK STAT'N--	6.27	9.17	11.04	4.45
WOODSIDE-----	F 6.34	F 9.24	F 11.12	F 4.50
LENKER-----	F 6.39	F 9.30	F 11.19	F 4.54
ELIZABETHV'E SID.	6.43	9.35	11.24	4.58
ELIZABETHVILLE--	\$ 6.45	\$ 9.37	\$ 11.28	\$ 5.00
LOYALTON-----	F 6.51	F 9.43	F 11.36	F 5.05
LYKENS†-----	\$ 7.00	\$ 9.50	\$ 11.45	\$ 5.10
Arrive	A. M.	A. M.	A. M.	P. M.
	8511	8521	8513	8523

† End of Block.

## LYKENS TO MILLERSBURG

STATIONS	FIRST CLASS			
	8510	8522	8512	8524
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	SUNDAY ONLY
Arrive	A. M.	A. M.	P. M.	P. M.
MILLERSBURG-----	\$ 7.50	\$ 10.36	\$ 2.20	\$ 5.51
JN BLOCK STAT'N--	7.48	10.34	2.18	5.49
WOODSIDE-----	F 7.42	F 10.28	F 2.12	F 5.43
LENKER-----	F 7.36	F 10.23	F 2.06	F 5.38
ELIZABETHV'E SID.	F 7.31	10.19	2.01	5.33
ELIZABETHVILLE--	\$ 7.29	\$ 10.17	\$ 1.59	\$ 5.31
LOYALTON-----	F 7.23	F 10.11	F 1.53	F 5.26
LYKENS†-----	\$ 7.15	\$ 10.05	\$ 1.45	\$ 5.20
Leave	A. M.	A. M.	P. M.	P. M.
	8510	8522	8512	8524

† End of Block.

## SPECIAL INSTRUCTIONS

## APPLICABLE ONLY ON LYKENS BRANCH.

1. During the hours CR is open the signalman at CR will have control of the block between CR and END OF BLOCK at Lykens. Conductor or Engineman must report when clear of the block to the signalman at CR and must obtain permission from signalman at CR to occupy the block east of END OF BLOCK sign at Lykens.

During the hours that CR is closed the signalman at JN will have control of the extended block. Conductor or Engineman must report when clear of the block to signalman at JN, and must obtain permission from the signalman at JN to occupy the extended block east of END OF BLOCK sign at Lykens.

2. Between JN Block Station and Millersburg Engine House, engines will run extra without orders in both directions, under full flag protection. Rule 97 is modified accordingly.

3. Between May 1st and October 1st Elizabethville Siding will be a flag stop of trains 8511, 8513, 8523, 8521, 8512, 8514, 8522 and 8524.

WESTWARD						
FIRST CLASS						
	<b>8517</b>					
	DAILY					
	EX. SUN.					
	P. M.					
.....S	6.46	.....	.....	.....	.....	.....
.....	6.48	.....	.....	.....	.....	.....
.....F	6.55	.....	.....	.....	.....	.....
.....F	7.00	.....	.....	.....	.....	.....
.....F	7.04	.....	.....	.....	.....	.....
.....S	7.06	.....	.....	.....	.....	.....
.....F	7.12	.....	.....	.....	.....	.....
.....S	7.20	.....	.....	.....	.....	.....
	P. M.					
	<b>8517</b>					

EASTWARD						
FIRST CLASS						
	<b>8514</b>					
	P. M.					
.....S	8.12	.....	.....	.....	.....	.....
.....	8.10	.....	.....	.....	.....	.....
.....F	8.04	.....	.....	.....	.....	.....
.....F	7.58	.....	.....	.....	.....	.....
.....	7.53	.....	.....	.....	.....	.....
.....S	7.51	.....	.....	.....	.....	.....
.....F	7.43	.....	.....	.....	.....	.....
.....S	7.35	.....	.....	.....	.....	.....
	P. M.					
	DAILY					
	EX. SUN.					
	<b>8514</b>					

## WATSONTOWN TO BERWICK—EASTWARD.

STATIONS	FIRST CLASS			
	MOTOR 9602	MOTOR 9604		
	DAILY EX. SUN.	DAILY EX. SUN.		
Leave	A. M.	P. M.		
WATSONTOWN† ----	S 11.00	S 4.30	.....	.....
YL -----	11.02	4.33	.....	.....
TRUCKENMILLERS- F	11.05	F 4.36	.....	.....
McEWENSVILLE--- S	11.08	S 4.38	.....	.....
WARRIOR RUN----- F	11.12	F 4.40	.....	.....
TURBOTVILLE----- S	11.17	S 4.46	.....	.....
SCHUYLER----- S	11.21	S 4.51	.....	.....
OTTAWA----- S	11.26	S 4.56	.....	.....
DIEFFENBACH----- F	11.30	F 5.00	.....	.....
STRAWBERRY RIDGE S	11.34	S 5.04	.....	.....
DERRY----- F	11.39	F 5.09	.....	.....
JERSEYTOWN----- S	11.44	S 5.16	.....	.....
EYERSGROVE JC.---	11.53	5.25	.....	.....
	12.15		.....	.....
MORDANSVILLE--- F	12.20	.....	.....	.....
BUCKHORN----- F	12.30	.....	.....	.....
PAPER MILL----- F	12.35	.....	.....	.....
LIGHT STREET----- F	12.38	.....	.....	.....
SUMMIT-----	12.41	.....	.....	.....
CABIN RUN----- F	12.44	.....	.....	.....
FWLERSVILLE--- F	12.51	.....	.....	.....
DENNIS MILLS----- F	12.53	.....	.....	.....
EVANSVILLE----- F	12.56	.....	.....	.....
SW-----	1.05	.....	.....	.....
LA SALLE STREET-- F	1.07	.....	.....	.....
BERWICK† ----- S	1.10	.....	.....	.....
Arrive	P. M.	P. M.		
	9602	9604		

† End of Block.

## MILLVILLE BRANCH.

## MILLVILLE TO EYERSGROVE JUNC.—EASTWARD.

STATIONS	FIRST CLASS			
	MOTOR 9652	MOTOR 9654	MOTOR 9656	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	A. M.	P. M.	P. M.	
MILLVILLE†----- S	7.35	S 12.05	S 2.41	.....
EYERSGROVE----- S	7.42	F 12.11	S 2.48	.....
EYERSGROVE JC.---	7.43	12.12	2.49	.....
Arrive	A. M.	P. M.	P. M.	
	9652	9654	9656	

† End of Block.

## SPECIAL INSTRUCTIONS

## BERWICK AND MILLVILLE BRANCHES.

1. All trains must approach the grade crossing in Berwick Yard under full control, prepared to stop. Crossings Nos. 1, 2 and 3 are controlled by old style gate signals, painted red, and a red light displayed at night. The normal position of these signals will be across A. C. and F. tracks. Crossings 4 and 5 are controlled by lower quadrant signals located on a bridge above the tracks. The normal position of these signals will be clear for P. R. R. trains. In the absence of a light at night in any of these signals, trains must stop and not proceed until crossings are known to be clear and the movement protected.

2. Berwick. Passenger trains will arrive at and depart from freight station instead of from passenger station.

BERWICK TO WATSONTOWN—WESTWARD.					
STATIONS	Arrive	FIRST CLASS			
		9601	9603		
		A. M.	P. M.		
WATSONTOWN†----	\$	8.42	\$ 3.50	.....	.....
YL-----		8.40	3.48	.....	.....
TRUCKENMILLERS-	F	8.37	F 3.43	.....	.....
McEWENSVILLE----	\$	8.34	\$ 3.40	.....	.....
WARRIOR RUN-----	F	8.30	F 3.36	.....	.....
TURBOTVILLE-----	\$	8.25	\$ 3.30	.....	.....
SCHUYLER-----	\$	8.17	\$ 3.24	.....	.....
OTTAWA-----	\$	8.12	\$ 3.19	.....	.....
DIEFFENBACH-----	F	8.07	F 3.15	.....	.....
STRAWBEY RIDGE	\$	8.03	\$ 3.11	.....	.....
DERRY-----	F	7.58	F 3.04	.....	.....
JERSEYTOWN-----	\$	7.52	\$ 2.59	.....	.....
EYERSGROVE JC.---		7.44	2.50	.....	.....
MORDANSVILLE----			2.27	.....	.....
BUCKHORN-----			F 2.22	.....	.....
			F 2.14	.....	.....
PAPER MILL-----			F 2.09	.....	.....
LIGHT STREET-----			F 2.05	.....	.....
SUMMIT-----			1.59	.....	.....
CABIN RUN-----			F 1.57	.....	.....
FOWLERSVILLE----			F 1.51	.....	.....
DENNIS MILLS-----			F 1.49	.....	.....
EVANSVILLE-----			F 1.46	.....	.....
SW-----			1.39	.....	.....
LA SALLE STREET----			F 1.37	.....	.....
BERWICK-----			\$ 1.35	.....	.....
	Leave	A. M.	P. M.		
		DAILY EX. SUN.	DAILY EX. SUN.		
		9601	9603		
		MOTOR	MOTOR		

† End of Block.

## MILLVILLE BRANCH.

EYERSGROVE JUNC. TO MILLVILLE—WESTWARD.					
STATIONS	Arrive	FIRST CLASS			
		9651	9653	9655	
		P. M.	P. M.	P. M.	
MILLVILLE†-----	\$	12.02	\$ 2.35	\$ 5.35	.....
EYERSGROVE-----	\$	11.56	F 2.29	F 5.28	.....
EYERSGROVE JC.†---		11.54	2.28	5.26	.....
	Leave	A. M.	P. M.	P. M.	
		DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
		9651	9653	9655	
		MOTOR	MOTOR	MOTOR	

# EXTRA STOPS BY PASSENGER TRAINS.

TRAIN NO.	FLAG STOP AT	FOR
515	JK Block Station .....	Signalman
515	Foreman's house, east of Bald Eagle Creek .....	Employees
501	Foreman's house east of Bald Eagle Creek—Wednesdays and Saturdays .....	Employees
630	JK Block Station .....	Signalman
500	BG Block Station .....	Signalman
500	Foreman's house east of Bald Eagle Creek .....	Employees
568	Foreman's house east of Bald Eagle Creek .....	Employees
8506	Foreman's house, east of Bald Eagle Creek—Wednesdays and Saturdays .....	Employees
506	JK Block Station .....	Signalman

# TRAINS WAIT FOR CONNECTIONS.

Junction Point	Train	Waits Until	For Train	Remarks
LOCK HAVEN	578	11.85 a. m.	6482	When passengers are reported. If connection is missed at Sunbury.
	571	3.03 p. m.	{ 510 511	
WILLIAMSPORT	578	1.05 p. m.	8412	
	568	7.40 p. m.	8418	
	501	7.35 p. m.	8418	
	506	11.30 p. m.	8506	
	8509	Indefinitely	631	
WATSONTOWN	500	9.00 a. m.	9601	
	560	4.30 p. m.	9608	
	9602	11.30 a. m.	541	
MONTANDON	630	7.40 a. m.	8554	
	554	9.30 a. m.	8582	
	578	1.40 p. m.	8560	
	568	8.30 p. m.	8568	
	541	10.32 a. m.	8558	
	561	10.26 a. m.	8558	
	501	6.07 p. m.	8566	
	631	9.35 p. m.	8570	
	8533	6.38 a. m.	{ 503 515 578	
	8535	2.50 p. m.	631	
	8569	10.30 p. m.		
BELLEFONTE	8532	1.50 p. m.	6446	
NORTH'LD	500	9.35 a. m.	715	
	560	5.11 p. m.	703	
	541	10.23 a. m.	715	
SUNBURY	500	10.00 a. m.	{ 8530 8641 8703 8703 8641 8532 8707	
	554	10.20 a. m.	{ 8641 8532 8707	
	560	5.30 p. m.	{ 8647 8709	
	568	9.55 p. m.	{ 8615 511 557	
	568	9.40 p. m.	{ 8641 8750 8703 8641 8750 8703	
	578	2.09 p. m.	{ 8615 511 557	
	8533	6.20 a. m.	{ 8641 8750 8703 8641 8750 8703	
	541	10.10 a. m.	{ 8615 511 8615 511	
	561	10.16 a. m.	{ 8615 511 8707	
	571	1.00 p. m.	{ 8854 8709 8641	
	515	1.45 p. m.		
	501	6.00 p. m.		
	631	9.22 p. m.		
MILLERSBURG	8521	9.25 a. m.	561	
	8523	4.53 p. m.	501	
	8513	11.25 a. m.	500	
	8517	6.55 p. m.	560	
	631	8.37 p. m.	8514	
	554	10.54 a. m.	8522	

## U. S. MAIL WORK ON THROUGH TRAINS—WESTWARD

STATIONS.	503	541	515	501	575			
Dauphin -----	D	S	S	S				
Speecheville -----		C&D						
Halifax -----	D	S	S	S				
Millersburg -----	S	S	S	S				
Liverpool -----		S		S				
Mahantango -----				C&D				
Dalmatia -----	D	S	S	S				
Herndon -----		S	S	S				
Fishers Ferry -----		C&D		C&D				
Sunbury -----	S	S	S	S	S			
Northumberland -----	S	S	S	S				
Montandon -----		S	S	S				
Milton -----	S	S	S	S				
Watsonstown -----	S	S	S	S				
Dewart -----	D	S	D	S				
Montgomery -----	S	S	S	S				
Muncy -----	S	S	S	S				
Market Street -----	S	S	S	S				
Williamsport -----	S	S	S	S	S			
Nisbet -----	C&D							
Jersey Shore -----	S		S					
Pine -----	C&D		C&D					
McElhattan -----	S		S					
Lock Haven -----	S		S		S			
Farrandsville -----	S		S					
Glen Union -----	C&D		C&D					
Hyner -----	S		S					
North Bend -----	S		S					
Renovo -----	S		S		S			

## U. S. MAIL WORK ON THROUGH TRAINS—EASTWARD

STATIONS.	574	500	578	560	568	506		
Dauphin -----		S	S	S				
Speecheville -----		C&D						
Halifax -----		S	S	S	S			
Millersburg -----		S	S	S	S			
Liverpool -----		S						
Mahantango -----		C&D						
Dalmatia -----		S	S	S	S			
Herndon -----		S	S	S	S			
Fishers Ferry -----		C&D	C&D	C&D				
Sunbury -----	S	S	S	S	S	S		
Northumberland -----		S	S	S	S	S		
Montandon -----		S	S	S	S			
Milton -----		S	S	S	S	S		
Watsonstown -----		S	S	S	S			
Dewart -----		S	C&D	S	S			
Montgomery -----		S	S	S	S	S		
Muncy -----		S	S	S	S			
Market Street -----								
Williamsport -----	S	S	S	S	S	S		
Nisbet -----			S		S			
Jersey Shore -----			S		S			
Pine -----								
McElhattan -----			S		S			
Lock Haven -----	S		S		S			
Farrandsville -----			S		S			
Glen Union -----			C&D					
Hyner -----			S		S			
North Bend -----			S		S			
Renovo -----	S		S		S			

C—Mail caught from crane only.

D—Mail delivered only.

C &amp; D—Mail caught and delivered.

S—Train stops, mail received and delivered or both.



## MILK TRAINS AND ARRANGED FREIGHT TRAIN SERVICE.

## WESTWARD.

## EASTWARD.

Milk Train		STATIONS.														Milk Train														
BF 11	BF 7	W 7	W 5	S 82	EC 3	BF 5	T 13	PG 13	SA 3	S 80	EC 1	BF 3			BF 8	PG 16	PE 16	S 81	EC 4	BF 4	W 2	S 83	EC 6	BF 16	SA 4	W 4	BF 14	BF 10		
Daily														Leave	Arrive													Daily		
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Leave	Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
9.30	6.15	.....	9.00	5.00	3.00	1.30	.....	.....	1.15	1.00	12.45	12.30	.....	--- Harrisburg ---	.....	.....	.....	6.00	1.15	3.00	.....	12.30	4.30	9.00	6.30	.....	3.00	10.15	12.55	
.....	7.00	.....	9.15	5.45	3.45	2.15	.....	.....	2.00	1.45	1.30	1.15	.....	--- Enola ---	.....	.....	.....	5.00	12.15	2.15	.....	11.30	3.30	8.00	5.30	.....	2.45	9.30	.....	
11.15	.....	.....	.....	8.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	--- Rockville ---	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.35	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	--- Sunbury ---	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.55	.....	
.....	.....	.....	12.01	.....	.....	.....	.....	1.15	4.45	4.00	.....	.....	.....	--- DY ---	.....	.....	.....	2.15	.....	.....	.....	8.30	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	4.30	.....	.....	.....	11.00	3.45	.....	.....	.....	.....	.....	Northumberland	.....	.....	1.45	.....	.....	.....	.....	.....	.....	.....	.....	2.15	11.30	.....	.....	.....
1.00	.....	.....	6.05	.....	8.30	.....	1.00	5.30	.....	.....	6.00	.....	.....	Northumberland	.....	.....	12.45	9.45	.....	7.15	.....	.....	.....	.....	.....	.....	10.15	.....	.....	.....
1.30	.....	.....	6.45	.....	10.00	.....	2.15	6.30	.....	.....	7.30	.....	.....	--- Williamsport ---	.....	.....	.....	6.15	5.30	.....	.....	.....	11.00	.....	.....	7.45	.....	9.50	.....	.....
.....	.....	.....	.....	.....	.....	.....	3.30	7.30	.....	.....	.....	.....	.....	--- Williamsport ---	.....	.....	9.30	4.45	.....	.....	.....	.....	10.00	.....	.....	6.30	.....	9.40	.....	.....
.....	.....	.....	.....	.....	.....	.....	4.00	8.00	.....	.....	.....	.....	.....	--- Lock Haven ---	.....	.....	9.00	2.15	.....	.....	.....	.....	.....	.....	.....	5.00	.....	.....	.....	.....
3.45	4.00	.....	9.30	.....	.....	10.00	.....	.....	.....	.....	.....	9.25	.....	--- Lock Haven ---	.....	.....	.....	.....	.....	6.45	.....	.....	.....	.....	.....	3.30	1.00	8.25	.....	.....
4.15	.....	5.15	8.30	.....	.....	11.30	.....	.....	.....	.....	.....	12.55	.....	--- Renovo ---	.....	.....	.....	.....	.....	5.10	8.00	.....	.....	.....	11.10	7.30	10.30	8.15	.....	.....
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	Arrive	Leave	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.

The figures shown above convey no Time Table authority.

NOTE.—Trains BF 10 and BF 11 will be operated passenger extra, by train order.

The Ticket Offices of Stations named below will be opened for the sale of tickets as follows:

Daily Except Sundays		STATIONS	Sundays	
Open for Train No.	Close After Train No.		Open for Train No.	Close After Train No.
500	574	-----Renovo-----	577	574
577	568	-----North Bend-----	503	568
578	568	-----Farrandsville-----	Closed	Closed
All trains	-----	-----Lock Haven-----	All trains	-----
500	515	-----McElhattan-----	Closed	Closed
500	8506	-----Jersey Shore-----	503	8506
503	515	-----Nisbet-----	Closed	Closed
503	501	-----□Newberry-----	503	501
All trains	-----	-----Williamsport-----	All trains	-----
503	568	-----Muncy-----	503	568
503	631	-----Montgomery-----	554	568
500	568	-----Dewart-----	554	568
503	631	-----Watsonstown-----	503	631
All trains	-----	-----Milton-----	All trains	-----
630	568	-----Montandon-----	554	568
All trains	-----	-----Northumberland-----	All trains	-----
All trains	-----	-----Sunbury-----	All trains	-----
630	560	-----Herndon-----	561	562
630	560	-----Dalmatia-----	Closed	Closed
557	568	-----Millersburg-----	557	568
8510	560	-----Halifax-----	561	562
541	501	-----Clarks Ferry-----	Closed	Closed
541	8512	-----Dauphin-----	Closed	Closed

□ Newberry closed for No. 578 Sundays.

Stations on the Branches open for all trains except Vicksburg not open for No. 8533.

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective offices to meet the demand.

# SPECIAL INSTRUCTIONS.

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**S1.** A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

## TRAIN RULES.

### **S2. STANDARD TIME.**

**S2A.** Eastern Standard Time applies on this division as indicated on the cover and title pages.

**D201.** Standard clocks are located as follows:

Train Dispatchers' offices, attended Block Stations and all points where conductors and enginemen report for duty.

## TIME TABLE.

### **S3. SYMBOLS.**

**S3A.** The following symbols will be used as indicated by Rule 5, **A**, **B**, **C**, etc.

**D301.**

### **S4. LETTERS AND CHARACTERS.**

**S4A.** Rule 6 amplified:—

The following letters and characters indicate:—

**S**—Regular stop.

**F**—Stop on signal to receive or discharge passengers.

**E**—Regular stop for express, mail, milk, newspapers or marketing.

**G**—Regular stop, Saturday only.

**K**—Regular stop, Sunday only, to receive or discharge passengers.

**L**—Stop on signal, Sunday only, to receive or discharge passengers.

**‡**—Unattended Block Station.

**\***—No baggage service.

**⊕**—No baggage service Sunday.

**‡**—Indicates trains that will not be operated on New Year's, Memorial, Independence, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

**D401.**

**M**—Stop on signal to discharge passengers from points on the Buffalo Division.

**P**—Regular stop Daily except Sunday.

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

**§**—Closed Block Station.

S5.

**COLOR SIGNALS.**

**S5A.** At the end of double track where switches are not interlocked, when switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

S6.

**HAND, LAMP AND FLAG SIGNALS.**

S7.

**ENGINE WHISTLE SIGNALS.**

**D701.** When it is desired to enter passing sidings at interlocking points, enginemen will so indicate to signalmen by one long, one short and one long sound of the whistle, thus:— o —

Eastward trains desiring to enter RK siding will give this signal when passing SC.

Eastward trains desiring to use No. 2 track between ON and GF will give this signal when passing VO.

The same signal will be given by New York Central R. R. eastward trains approaching VO Block Station. Rule 14 is amplified accordingly.

**S8. EMERGENCY WHISTLES AND HORN SIGNALS AT INTERLOCKING PLANTS.**

S9.

**COMMUNICATING SIGNALS.**

S10.

**TRAIN SIGNALS.**

D1001.—

**D1002.** Rule 21a will apply between Rockville and AK Block Station via the Linden Line, and between RO Block Station and SQ Block Station via the single track.

No freight trains, or engines running light, will be run on a first class schedule.

**D1003.** Westward trains on Berwick Branch between Watsontown Engine House and Watsontown, will display a yellow marker light to the rear on the side next to the westward main track. Rule 19 is modified accordingly.

**D1004.** Lykens Branch trains moving between Millersburg Station and JN Block Station, will not be required to remove markers from rear coach, nor to display regulation markers on front of engine. When night signals are required, they must display a red light to rear. Rule 19 is modified accordingly.

**D1005.** Passenger Motor Car moving between Millville and Eysersgrove Junction, will not be required to remove markers from rear of car, nor to display regulation markers on front end of car. When night signals are required, they must display a red light to rear. Rule 19 is modified accordingly.

**D1006.** At night, trains moving or standing on yard thoroughfare tracks will when clear of main tracks display markers as provided in Rule 19, figure 5; when a road crew is relieved while train occupies thoroughfare, yard master will provide protection. All other movements on thoroughfare tracks will be protected at night by a trainman with a white light.

S11.

**USE OF SIGNALS.**

D1101. Enginemen will use the whistle judiciously where required by rule or law, but all unnecessary long and loud sounds must be eliminated in order to minimize the annoyance to and complaints from residents along the right-of-way.

D1102. When a train having a pusher engine, is moving under circumstances in which it may be overtaken by another train, the flagman will drop a fusee between the cabin car and the pusher engine on the track on which the train is moving.

S12.

**SUPERIORITY OF TRAINS.**

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

D1202. Where all schedules are represented by one engine and crew, a delayed regular train becomes superior to all other trains.

S13.

**BULLETIN BOARDS.**

D1301. Bulletin Boards with attendants are located at the following points:

Renovo .....	Passenger Trainmen's Room—Station. Yard Master's Office, West Yard. Yard Master's Office, East Yard. Engine House Foreman's Office.
Lock Haven .....	Engine House Foreman's Office. (7:00 A. M. to 5:00 P. M.) Yard Master's Office.
McElhattan Junction .....	VO Block Station.
Williamsport .....	Station Master's Office—For Passenger Men. Yard Master's Office. Assistant Yard Master's Office, Hepburn Street. (From 6:00 A. M. to 6:00 P. M. daily except Sunday.) Engine House Foreman's Office.
Watsonstown .....	Freight Station.
Lewisburg .....	Train Dispatcher's Office.
Bellefonte .....	Yard Master's Office.
Northumberland .....	Yard Master's Office, Westward Classification Yard. Engine House Foreman's Office. Yard Master's Office, Eastward Classification Yard.
Sunbury .....	SV Switch Box, for crews reporting for duty at that place. Office of Assistant Train Master. (8.00 A. M. to 5.00 P. M. daily except Sunday and Legal Holidays.)
Millersburg .....	JN Block Station. (For Crews located at Millersburg.)
Lykens .....	Agent's Office.
Enola .....	West End Yard Office. Engine House Foreman's Office.
Harrisburg .....	GI Yard Office. Engine House No. 1. Engine House No. 2. Passenger Trainmen's Room.

Non-attended Bulletin Boards, where General Orders will be posted but sticker copies not given nor receipts taken, are located at the following points:

Northumberland ..... Office of Assistant Train Master.  
 Office of Assistant Yard Master, Eastward Hump.  
 Office of Assistant Yard Master, Westward Hump.  
 Office of Assistant Yard Master, Eastward Departure Yard.

S14.

## **GENERAL ORDERS.**

S15.

## **TRACK ASSIGNMENTS.**

D1501. Double Track; between Rockville and AK, via the Linden Line.

D1502. On three or more tracks, the current of traffic is as follows:

### **BETWEEN ON AND GF**

North Track, No. 3—Westward main.

Middle Track, No. 2—Eastward Passenger.

South Track, No. 1—Eastward Freight.

Eastward passenger and freight trains will use tracks as above specified unless interlocking signals otherwise indicate.

### **BETWEEN SQ AND RO**

Line through Williamsport—Main Track; used by trains in either direction.

Linden Line, North Track—Westward freight.

Linden Line, South Track—Eastward freight.

### **BETWEEN KS AND DR**

North Track, No. 3—Westward main.

Middle Track, No. 2—Eastward Freight.

South Track, No. 1—Eastward main.

D1503.—

D1504. At YM, SQ and RK, Westward sidings are east of, and Eastward sidings are west of the middle switches. At all other points the Westward sidings are west of, and Eastward sidings are east of the middle switches.

S16.

**MOVEMENTS OF TRAINS.****D1601.** Train Dispatchers are located as follows:

**WILLIAMSPORT**—Train Dispatchers in charge of movement on Main Line, Rockville to AK, including Lykens and Tangascootac Branches,—also in charge of movement on Bellefonte, Berwick and Millville Branches between 11.15 P. M. and 5.45 A. M. daily and from 5.45 A. M. to 11.15 P. M. on Sundays.

**LEWISBURG**—Train Dispatchers in charge of movement on Bellefonte, Berwick and Millville Branches, 5.45 A. M. to 11.15 P. M. daily except Sunday.

**S16A.** Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below.

**D1602.** When all Eastward first class trains due are represented, a sign reading "ALL BY" will be displayed in RQ Block Station to Westward first class trains.

a. Arranged service trains starting from Harrisburg and all trains starting from Marysville or Enola, will obtain clearance messages at WS Block Station instead of at Rockville.

b. Sunbury Division trains moving from DY to N are not required to obtain clearance message at DY.

c. Sunbury Division trains moving from DY to RF storage yard, or beyond, are not required to obtain clearance message at DY unless they have work to do en route, in which case they must obtain clearance message and instructions relative to superior trains. Rule 83a is modified accordingly.

d. Conductors and Enginemen of all Williamsport Division trains—except passenger and arranged service trains—starting from Harrisburg, must know, before leaving No. 4 Yard, whether or not all westward first class trains of this Division, that are due, have been represented. This information can be obtained from the Assistant Yard Master at the West End of No. 4 Yard. If any such trains are back, the train securing this information must stop at the telephone booth east of RJ Block Station and ask operator at RJ for orders, at the same time advising him number of loaded and empty cars in train, and whether or not they have work at Rockville Yard.

**S16B.** Rule 98.

**D1603.** All trains and yard engines must get permission from the signalman at NC Block Station before occupying the Susquehanna & New York Connecting Siding from the west end, and will report clear when through using same.

a. Engines using the wye at Lock Haven must proceed West on Williamsport Division Main Tracks and enter the wye via the West Leg. If, for any reason, movement cannot be made in this direction, permission must be obtained from the Yard Master at Lock Haven before movement may be made in the reverse direction.

**S16C.** Rules 106 and 106a.

**D1604.** Trains approaching Watsontown Station at a time when Berwick Branch passenger trains are receiving or discharging passengers or baggage, will be given a signal to stop by the Agent or his assistant. Trains so signalled must not pass between station and Berwick Branch train until a proceed signal is received.

**S16D.** Rules 251, 253, 254.

**D1605.** Rule 251 will apply on the Main Line between Rockville and AK via Linden Line, except on Westward track between DY and N.

Trains running under Rule 251, and having work to do between passing stations, may accept and use time on first class trains given them by message from Superintendent.

Taking water will be considered "work" under the provisions of Rule 253.

**D1606.** Yard Masters at Renovo, Lock Haven and Williamsport, and Station Master at Sunbury, are authorized to direct movements ahead of overdue superior trains, within the limits of their respective yards, after an understanding with the block signalman and providing proper protection. Rule 86 is amplified accordingly.

**D1607.** Engines detached from Eastward trains at Renovo Station will move from cross-over East of station to pit track, and trains crossing from Eastward track to yard at West end Renovo yard will move on signal from Switch Tender under direction of the Signalman at AK.

In the absence of the switch tender, the engineman will arrange, through the signalman at AK, for the prompt movement of his engine to the pit track.

**D1608.** All extra trains will run via Linden Line unless otherwise directed by train order.

**D1609.** Station Master at Harrisburg and Yard Master at Renovo are authorized to verbally instruct conductors of Williamsport Division trains to display signals for following sections. Conductors will instruct enginemen.

Yard Master at Renovo is authorized to verbally instruct Conductor of Renovo Division trains to display signals for a following section. Conductors will instruct enginemen.

**D1610.** Renovo Division trains displaying signals to AK for a following section, will display such signals to Renovo Passenger Station, and following sections will be governed accordingly.

**D1611.** Flagmen are authorized to report train clear of main track. Rule 365 is amplified accordingly.

**D1612.** For movements within yard limits, Yard Masters at Williamsport, Lock Haven and Renovo, and Station Master at Williamsport, are authorized to obtain from signalmen permission to enter and ascertain condition of block for movements under their direction; this information they must personally give to enginemen. They are also authorized to report such movements clear of block. Rule 365 is amplified accordingly.

**D1613.** When a passenger train cuts off cars on main track at Sunbury, Lock Haven or Renovo and proceeds with markers, the conductor, before proceeding, must notify the signalman at next block station in advance, that his train will pass the block station with markers displayed, but that he has left cars on main track and block is not clear. Block will be considered occupied until Station Master at Sunbury, or Yard Master at Lock Haven or Renovo, as the case may be, reports cars removed and block clear.

**D1614.** Operators at "SV" and "YO" are authorized to obtain for trains permission to occupy main track, and to deliver this permission to Conductors or Enginemen, verbally or in writing, following the prescribed forms. They are also authorized to accept from Conductors, Enginemen or Flagmen report of trains clearing block.



**D1615.** In order to avoid the blocking of crossings through Millersburg, due to freight trains waiting at JN for the block on trains 8510 and 8512, freight trains arriving at Millersburg between 7.40 A. M. and 8 A. M. and between 3.40 P. M. and 4.05 P. M., will stop at the east end of Millersburg Eastward passing siding and ascertain from the signalman at JN, by phone, about what time they will receive a proceed signal at JN and then be governed accordingly in starting their train.

**D1616.** In order to avoid blocking public crossings over tracks within Williamsport Yard Limits, trainmen of all freight trains entering or leaving Williamsport Yard or passing over Dyke Line, will station themselves out on the train prepared to make any necessary cuts as soon as possible.

**D1617.** Through crews having work to do at West Yard, Lock Haven, will pull rear of train clear of main track switch at Bellefonte Avenue, so that work at that point will not be interrupted.

**D1618.** To enable signalman at BY to display proper route all westward freight trains must, before passing Fifth Avenue, Williamsport, inform the signalman at BY the number of their engine and whether en route to Williamsport Division or to Elmira Division. The same information in connection with passenger trains will be given to signalman at BY by Station Master.

**D1619.** When an engine on a passenger train fails en route and there is a freight engine in the vicinity of where the failure occurs, Conductor and Engineman will arrange to substitute the freight engine for the disabled passenger engine at once and report the facts by wire to the Superintendent from first Block Station, and move to destination or to a point where suitable engine can be obtained.

When passenger trains are double-headed and one of the locomotives fail, and the failure is of a kind that will necessitate cutting the engine off or cause serious delay to make temporary repairs, Conductor and Engineman will arrange to set the disabled engine off on the first available siding and continue with the train with one engine and report from the first Block Station to the Superintendent; but if the failure occurs at a Block Station, report to Superintendent at once what they propose doing. The engine crew that is regularly assigned to the train must take charge of the serviceable engine and continue to destination, the extra engine crew to remain with the disabled engine, and, after they have made such repairs as necessary for movement, will report to the Superintendent for instructions.

**D1620.** In starting a freight train having a helper on the rear, the front engineman will give whistle signal to release brakes, but will not use steam until the engineman of the helper has signaled for the return of the flagman from the rear and given the proper signal to proceed. Steam should then be applied gradually to avoid rough handling of the train.

When necessary to take the slack to start the train, the front engineman will do so, after having first given the whistle signal to apply brakes. If not successful in starting the train after having taken the slack with the front engine the rear engineman will take the slack, after having given the whistle signal to apply brakes. When there are two engines on the front end of a train, the leading engineman only will take the slack. In starting the train under the above conditions, the engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

**D1621.** Engines of freight trains having more than 25 cars must be detached from train before taking water unless in the judgment of the engineman it is unnecessary. Rule 701 is modified accordingly.

**D1622.** Eastward freight trains will, as much as possible, avoid taking water at RK; when necessary to take water at that point, they must not do so while occupying main track.

**D1623.** When taking water at Nisbet, westward trains via Linden Line will detach engine from train east of cross-over switches and take water from middle siding or from freight house siding. Westward trains via single track will detach engine from train east of cross-over switches and take water from middle siding.

**D1624.** Freight and Yard Engines will not take water from the plug at east end of Williamsport passenger station, unless plug at west end of station is out of service.

**D1625.** Eastward freight trains taking water at Watontown must detach engine from train west of Eighth Street, at electric light plant.

**D1626.** Train BF-11 will take water at YO instead of at Sunbury passenger station.

**D1627.** Westward freight trains taking water at Millersburg must detach engine from train east of first street crossing west of Creek Bridge.

**D1628.** Freight trains, except Arranged Freight Service trains having cars to pick up or set off at N, will not take water at N Block Station except in emergency cases.

**D1629.** Enginemen of engines requiring coal en route will advise the Superintendent as much in advance of arrival at point where coal is required, as possible.

**D1630.** When undesired quick action of the air brake develops on a train between terminals, the conductor must notify the Station Master or Yard Master at the point where such train is delivered, and the Station Master or Yard Master will arrange to have the air brake inspector test the train to locate the defect.

**D1631.** The following table may be used to determine how many cars will be allowed in trains without effective air brakes in order to maintain the required 85 per cent.

NUMBER OF CARS IN TRAINS.	MAXIMUM NUMBER OF CARS ALLOWED WITH- OUT EFFECTIVE AIR BRAKES.
6 cars or less.....	0 cars
7 " to 13 cars inclusive.....	1 "
14 " to 19 " " ".....	2 "
20 " to 26 " " ".....	3 "
27 " to 33 " " ".....	4 "
34 " to 39 " " ".....	5 "
40 " to 46 " " ".....	6 "
47 " to 53 " " ".....	7 "
54 " to 59 " " ".....	8 "
60 " to 66 " " ".....	9 "
67 " to 73 " " ".....	10 "
74 " to 79 " " ".....	11 "
80 " to 86 " " ".....	12 "
87 " to 93 " " ".....	13 "
94 " to 99 " " ".....	14 "
100 " to 106 " " ".....	15 "
107 " to 113 " " ".....	16 "
114 " to 119 " " ".....	17 "
120 " to 126 " " ".....	18 "

The word car means all cars or dead engines in train. The tender of an engine is counted as a car.

A car having two sets of air brakes must have both sets operative before it may be counted as having the brakes in an operative condition when determining the percentage of power brakes.

## **S17. MOVEMENT BY TRAIN ORDERS.**

**D1701.** An assisting engine on the front of a train must be given copies of all train orders affecting the movement of the train while it is attached. An assisting engine on the rear of a train need not be given copies of train orders addressed to the train. Rule 204 is amplified accordingly.

**D1702.** Conductors of Williamsport Division passenger trains must report at the Train Dispatcher's office, Williamsport, and Conductors of Elmira Division passenger trains must report at GO office, Williamsport, for orders. Rules 221 and 221a are modified accordingly.

## **S18. YARDS AND YARD INSTRUCTIONS.**

**S18A.** Rule 97.

**D1801.** Rule 97 modified; Movements on the main track within yard limits may be made without train orders.

**D1801A.** On double track within yard limits, a passenger train, not representing a schedule, will run passenger extra without train orders.

**D1802.** Yards indicated by Yard Limit boards are located at:

Rockville  
Lykens  
Sunbury—Northumberland  
Williamsport  
Lock Haven  
Renovo  
Bellefonte  
Watsonstown (Berwick Branch)  
Berwick

**D1803.** When trains are placed on yard tracks, and for any reason proper clearance cannot be given, such obstruction must be protected by train crew placing train on the track, until Yard Master has been informed, and ad-

vises that he (Yard Master) will protect it. In addition to this, switch leading from ladder must be kept set for track occupied by train not giving proper clearance. This will not relieve train and engine crews from keeping a sharp lookout, and seeing that proper clearance is secured at ends of all tracks when running on ladder or diverting to yard tracks.

**D1804.** The maximum speed on yard tracks in all yards is 15 miles per hour.

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

**D1805.** Connecting track along old canal from N. to D. L. & W. R. R. interchange tracks will be used under direction of signalmen at N.

Eastward trains from N to interchange tracks will be governed by dwarf signal at N interlocking.

Westward trains, from interchange tracks to N, must procure permission to use track from signalman at N by use of telephone located in interchange office.

**D1806.** Williamsport Division crews making movements on S. & N. Y. R. R. tracks, at Newberry, will not exceed a speed of 10 miles per hour.

**D1807.** Movement must not be made over any crossing on Canal or Lumber Branches, Williamsport, without a member of crew first being stationed on the crossing to give warning to persons using same.

## S19.

**SPEED TABLE.**

Time Per Mile	MILES PER	Time Per Mile	MILES PER	Time Per Mile	MILES PER	Time Per Mile	MILES PER
Min. Sec.	HOUR	Min. Sec.	HOUR	Min. Sec.	HOUR	Min. Sec.	HOUR
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.67	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.80	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.40	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.87
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

**S20.****SPEED RESTRICTIONS.**

**S20A.** On account of braking arrangement, when passenger trains have class X-25, R-7, or other types of freight cars, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must be operated under the highest speed restrictions which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 milk cars average 215 cans, maximum 225 cans. A forty-quart can of milk weighs 100 pounds, a forty-six-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of forty-quart capacity, weight of lading and ice will be 50,000 pounds; forty-six quart capacity, weight of lading and ice will be 60,000 pounds based on full load.

D2001.

**MAXIMUM SPEED.**

		Miles Per Hour
Passenger trains...	Main Line:	
	With passenger engines.....	60
	With freight engines.....	45
	Lykens Branch:	
	With passenger engines.....	45
	With freight engines.....	45
	Bellefonte Branch:	
	With passenger engines.....	50
	With freight engines.....	45
	Berwick and Millville Branches:	
Freight trains.....	With passenger engines.....	30
	With freight engines.....	30
	Motor car.....	40
	Tangascootac Branch:	
	With passenger engines.....	20
	With freight engines.....	20
	Wmspt. & Linden Br. (Linden Line):	
	With passenger engines.....	45
	With freight engines.....	45
	Unless otherwise specified:	
Wreck trains ....	Main Line .....	45
	Lykens Branch.....	45
	Bellefonte Branch.....	45
	Berwick & Millville Branches	30
	Newberry Br. (Dyke Line).	30
	Wmspt. & Linden Br. (Linden Line).....	45
	Tangascootac Branch.....	20
	Arranged service:	
	Main Line.....	45
	Wmspt. & Linden Br. (Linden Line).....	45
Track Cars .....	Newberry Br. (Dyke Line)..	30
	Circus trains:	
	Main Line .....	30
	Wmspt. & Linden Branch (Linden Line).....	30
	Newberry Branch (Dyke Line).....	30
	Bellefonte Branch.....	25
	Lykens Branch.....	25
	Berwick & Millville Branches	25
	Main Line, boom trailing ...	30
	Main Line, boom forward ...	20
All movements....	Under N. Y. C. bridge west of Newberry .....	20
	Tangascootac Branch .....	20
	Other Branches, boom trail- ing .....	25
	Other Branches, boom for- ward .....	20
	Through main track turn-outs not interlocked .....	15
	Through other turn-outs not interlocked .....	10

**D2202.** Speed indicated below must not be exceeded between stations named; on curves and over bridges:

LOCATION	CLASS OF ENGINE									
	D	E	F	G	H	I	K	L		
	MILES PER HOUR									
MAIN LINE										
On third curve west of M. P. 92	45	45	45	45	45	40	45	45		
On eastward main track at east end WS Middle Siding.....	30	30	30	30	30	30	30	30		
On second curve west of M. P. 98.....	45	45	45	45	45	40	45	45		
On first curve east and west of M. P. 99.....	45	45	45	45	45	40	45	45		
On eastward track, at west end of CF.....	45	45	45	45	45	40	45	45		
On curve at M. P. 111.....	45	45	45	45	45	40	45	45		
On westward track at west end Millersburg Siding...	30	30	30	30	30	30	30	30		
On curve east of Liverpool Station.....	45	45	45	45	45	40	45	45		
On second curve east of M. P. 120.....	45	45	45	45	45	40	45	45		
On reverse curves west of Fishers Ferry.....	45	45	45	45	45	40	45	45		
On first curve west of M. P. 132	45	45	45	45	45	40	45	45		
On second curve west of M. P. 134.....	45	45	45	45	45	40	45	45		
On eastward and westward tracks just east of YO....	30	30	30	30	30	30	30	30		
Sunbury: Between P Block Station and Pine Street..	20	20	20	20	20	20	20	20		
On westward track through DY interlocking.....	30	30	30	30	30	30	30	30		
On No. 2 track between KS and DR.....	45	45	45	45	45	45	45	45		
On eastward track, Montandon.....	30	30	30	30	30	30	30	30		
Over P. & R. Crossing, Milton	40	40	40	40	40	40	40	40		
On eastward track at east end of Q Siding.....	30	30	30	30	30	30	30	30		
Over P. & R. Crossing, Montgomery.....	20	20	20	20	20	20	20	20		
On reverse curves at Montoursville Water Station...	45	45	45	45	45	40	45	45		
Moving from westward main track to Linden Line at RO..	30	30	30	30	30	30	30	30		
On single track just west of RO Block Station.....	45	45	45	45	45	40	45	45		
Over Wmspt. Bridge 249.40	...	...	...	...	...	20	...	...		
Over P. & R. Crossing, Wmspt. Williamsport: Between Rose Street and Penn Street...	40	40	40	40	40	40	40	40		
Over Lycoming Creek Bridge 246.53.....	20	20	20	20	20	20	20	20		
On No. 1 track between ON and GF.....	...	...	...	...	...	30	...	...		
On No. 1 track between ON and GF.....	30	30	30	30	30	30	30	30		
Over Bridge No. 230.87, just east of Pine.....	...	...	...	...	...	20	...	...		
On curve west of N. Y. C. bridge, McElhattan.....	45	45	45	45	45	40	45	45		
On curve east of Bald Eagle Creek Bridge.....	45	45	45	45	45	40	45	45		
Over Bridge No. 224.98, Bald Eagle Creek.....	...	...	...	...	...	20	...	...		
Lock Haven: Between K... and Bellefonte Avenue...	20	20	20	20	20	20	20	20		

(Continued)

LOCATION	CLASS OF ENGINE									
	D	E	F	G	H	I	K	L		
	MILES PER HOUR									
MAIN LINE—Continued										
On westward track at west end BG Siding .....	30	30	30	30	30	30	30	30		
Over Bridge No. 218.97, Queen's Run .....	...	...	...	...	...	15	...	...		
On first and second curves west of Queens Run Bridge	45	45	45	45	45	40	45	45		
On first and second curves west of Glen Union .....	45	45	45	45	45	40	45	45		
On second curve west of M. P. 207, west of Whetham...	45	45	45	45	45	40	45	45		
Over Bridge No. 198.92, Young Woman's Creek...	...	...	...	...	...	15	...	...		
Renovo: Between CH and AK	30	30	30	30	30	30	30	30		
On all other curves .....	60	60	50	60	50	40	60	45		
Packer's Island: Between Bridges Nos. 285.86 and 286.25 .....	30	30	30	30	30	30	30	30		

LOCATION	CLASS OF ENGINE											
	D	E	E6	F	G	H	H8	H9	I	K	L	
	MILES PER HOUR											
BELLEFONTE BRANCH												
On curve just west of Montandon.....	30	30	30	30	30	30	30	30	...	30	30	
On curve west of Lewisburg Bridge, No. 1.08	30	30	30	30	30	30	30	30	...	30	30	
Over P. & R. Crossing, Lewisburg.....	25	25	25	25	25	25	25	25	...	25	25	
Over Bridge No. 7.21, Vicksburg .....	....	....	30	....	....	....	30	30	...	30	30	
On second curve east of M. P. 22.....	45	45	30	45	30	45	30	30	...	30	30	
On first curve east of M. P. 22.....	30	30	30	30	30	30	30	30	...	30	30	
On second curve east of M. P. 23.....	45	45	30	45	30	45	30	30	...	30	30	
On second curve east of M. P. 24.....	45	45	30	45	30	45	30	30	...	30	30	
On all curves between Weiher and Coburn...	30	30	30	30	30	30	30	30	...	30	30	
On curve at M. P. 41...	30	30	30	30	30	30	30	30	...	30	30	
On first curve east of Rising Springs.....	30	30	30	30	30	30	30	30	...	30	30	
On fourth curve east of M. P. 45.....	30	30	30	30	30	30	30	30	...	30	30	
On second curve east of M. P. 45.....	30	30	30	30	30	30	30	30	...	30	30	
On first curve east of M. P. 45.....	30	30	30	30	30	30	30	30	...	30	30	
On first curve west of M. P. 45.....	30	30	30	30	30	30	30	30	...	30	30	
On first curve east of M. P. 49.....	45	45	30	45	30	45	30	30	...	30	30	
Over Bridges Nos. 54.69, 55.19, 57.09.....	....	....	30	....	....	....	30	30	...	30	30	
On all curves between Linden Hall & Lemont	30	30	30	30	30	30	30	30	...	30	30	
On all curves between Lemont and Pleasant Gap.....	45	45	30	45	30	45	30	30	...	30	30	

(Continued)



LOCATION	CLASS OF ENGINE										
	D	E	E6	F	G	H	H8	H9	I	K	L
	MILES PER HOUR										
<b>BELLEFONTE BR.—Con.</b>											
On all curves between Pleasant Gap and Bellefonte.....	30	30	30	30	30	30	30	30	...	30	30
Between Pleasant Gap and Bellefonte.....	...	...	30	...	30	...	30	30	...	30	30
On all other curves.....	50	50	30	45	30	45	30	25	...	30	30
<b>BERWICK BRANCH</b>											
On curve at Watsonstown water tank.....	15	...	...	15	...	15	...	...	...	...	...
On first curve east of Truckenmillers.....	20	...	...	20	...	20	...	...	...	...	...
On curve at Eysersgrove Junction.....	20	...	...	20	...	20	...	...	...	...	...
On curve at Sands farm crossing.....	20	...	...	20	...	20	...	...	...	...	...
On curve at Buckhorn Station.....	20	...	...	20	...	20	...	...	...	...	...
On all curves between Paper Mill and Light Street.....	20	...	...	20	...	20	...	...	...	...	...
On curve Brick Yard Hill, Millville Branch	20	...	...	20	...	20	...	...	...	...	...
On all other curves.....	30	...	...	30	...	30	...	...	...	...	...
<b>LYKENS BRANCH</b>											
Between Lykens and Williamstown.....	15	15	...	15	15	15	15	15	...	15	...
Between undergrade bridge No. 0.15 and JN	10	10	...	10	10	10	10	10	...	10	...
On first curve east of M. P. 4, Woodside...	30	30	...	30	30	30	30	30	...	30	...
On all other curves.....	45	45	...	45	45	45	45	45	...	45	...

**D2003. Various.**

The following classes of engines will not exceed speed indicated below on Main Line:

Class	Forward	Backward	Class	Forward	Backward
A .....	15	15	H-6 .....	45	30
B except B-7	20	20	H-8 and H-9...	50	30
B-7 .....	10	10	L-1s.....	45	30
F .....	50	25	I-1s .....	40	25
H-1 .....	30	25	CC-1 .....	25	25
H-3 .....	40	30	E-6, K-2 and K-4	60	25
H-5 .....	45	30	Others.....	65	25

**D2004.** The maximum speed for light engines, running forward, will be:

Passenger engines.....50 miles per hour.

Freight engines (except those further restricted above)...40 miles per hour.

Engines not equipped with engine truck must not exceed a speed of 15 miles per hour.

**D2005.** Minimum time limit of passenger trains between terminals is as follows:

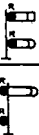
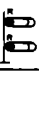
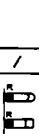





































Harrisburg-Sunbury .....	59	minutes.
Sunbury-Williamsport .....	44	"
Williamsport-Lock Haven .....	30	"
Lock Haven-Renovo .....	31	"
JN Block Station-Lykens .....	20	"
Bellefonte-Montandon ....	1 hour 40	"
Watsontown-Berwick .....	1 hour 20	"

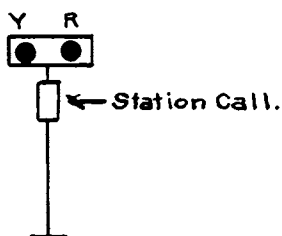
**D2006.** Engines running backward with or without cars, must not exceed a speed of 20 miles per hour on Lykens Branch, Bellefonte Branch, and Berwick Branch.

**D2007.** Snow plows must be brought to a stop before meeting or passing a passenger train on adjacent track and must not exceed 4 miles per hour passing a passenger train or a passenger station.

**D2008.** Trains consisting entirely of passenger equipment, carrying United States or State Troops, will conform to the speed restrictions applicable to passenger trains; if such trains contain any freight equipment, they will conform to the speed restrictions applicable to freight trains.

**D2009.** American Railway Express trains or milk trains having four wheel cabin car for crew car, must not exceed speed of fifty miles per hour.

ASPECTS											
Semaphore and Position Light Signals											
K	J	I	H	G	F	E	D	C	B	A	INDICATIONS
											1 Stop.
											2 Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.
											3 For passenger trains stop and report in accordance with Rule 362 or 462. For other trains proceed with caution prepared to stop short of train or obstruction.
											4 Proceed - manual or controlled manual block - clear.
											5 For Passenger train stop and report in accordance with Rule 362 or 462. For other trains proceed with caution prepared to stop short of train or obstruction. (Within interlocking limits speed not to exceed 15 miles per hour.)
											6 Within interlocking limits - Train proceed at not exceeding one-half its maximum authorized speed at point involved, but not exceeding 30 miles per hour. Outside interlocking limits - Proceed manual block-clear.
											7 Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.
											8 Approach next signal prepared to stop. When a facing point switch is connected with the signal approach that switch approach to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.
											9 Proceed.
											10 Train approach next signal at not exceeding one-half its maximum authorized speed at point involved, but not exceeding 30 miles per hour.
											11 Take siding
											12 Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.

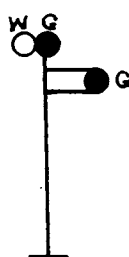


Unattended Block Station Sign.

### Flag Station Signals.



No Passengers.



Stop to take on  
Passengers.

S22.

**BLOCK SIGNAL RULES.**

S23.

**MANUAL BLOCK SYSTEM.**

**D2301.** Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b will apply only on portions of the Division as specified.

Between Rockville and GD.

Between DY and N on Eastward track.

Between N and AK, via Linden Line.

Between RO and SQ, via Williamsport.

Between NC and RG.

Between Montandon and Bellefonte.

Between JN and Lykens.

Between Watsontown and Berwick.

Between Eyersgrove Junction and Millville.

Between BG and North Fork.

**D2302.** Rule 317a—

**D2303.** Rule 317b will apply on all single track portions of the Division and when making movements against current of traffic.

**D2304.** Rule 318a—

**D2305.** Rule 318b will apply between Rockville and AK, via Linden Line, except between GD and DY and on westward track between DY and N.

S23A.

**UNATTENDED BLOCK STATIONS.**

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

**D2306.** Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines, and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

FORM

K

# PENNSYLVANIA RAILROAD SYSTEM CLEARANCE CARD

FORM

K

Block Station, \_\_\_\_ M. \_\_\_\_ 19\_\_

To Conductor and Engineman: Train \_\_\_\_

Proceed at \_\_\_\_ as though \_\_\_\_ signal was displayed.

Report Clear at \_\_\_\_

Signalman.

*The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.*

*The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.*

## D2307. Unattended Block Stations.

D2308. At AK Eastward passenger trains may enter block occupied by an engine for exchange of engines, under permissive signal. At all other points, after an understanding with the block signalman, and under permissive signal, a passenger train may enter a block occupied by an engine which is to assist such train, or for exchange of engines.

After an understanding with the block signalman, and under permissive signal, an engine may enter a block occupied by a passenger train which it is to move or assist, or for the purpose of switching such train.

Rules 317B, 318B, and 362 are modified accordingly.

D2309. Engines detached from Eastward passenger trains may be permitted to enter the block while occupied by Westward passenger trains at Renovo Station, under permissive indication. Rule 318B is modified accordingly.

D2310. Engines that are to move Eastward passenger trains from Renovo Station will enter the block on clear indication by flag or lantern signal of the proper color given by signalman at AK, when not obtained by fixed signal or thru the telephone.

D2311. When a train is given a train order to pass stop signal account open track, signalman must also give message stating whether or not block is occupied by other trains.

D2312. Where blocks are short, signalmen may ask for the block upon receiving information that train has passed the second block station in the rear.

D2313. When local freight trains enter blocks to do work at freight stations between Block Stations, signalmen may anticipate cross-over movements, and in order to promptly give permission for same, may admit trains (other than passenger trains) to the block on opposite track under a permissive signal.

Work trains will be admitted to the block under a permissive signal, whether or not the block is clear, except when signalman is informed that the work train will not stop in block to do work, in which case clear signal will be given if block is clear.

D2314. Eastward block signal at BY and westward block signal at KI, supersede the superiority of trains.

**D2315.** Trains using Main Track at KI must stop before fouling any switch, unless a proceed signal is received from switch tender, in addition to the proper block signal.

**D2316.** When an eastward passenger train enters the block between BY and KI, or when a westward passenger train enters block between KI and BY, the block will be considered occupied until reported clear by Station Master.

**D2317.** Shifting movements authorized in Rule 366 may be made under permissive signal after the portion of the block to be used is clear of trains which have been admitted to the block under clear signal. Signalmen may accept information from the conductor or engineman of the train to be admitted that such trains have cleared the portion of the block to be used. Trains other than passenger trains may be admitted to the block so occupied under permissive signal. Rule 318b is modified accordingly.

**D2318.** The top arm or light of the signal for westward main track movements at UB is a manual block signal for the block between this point and KI and is arranged to provide aspects Fig. 3, Rule 283 and Fig. 3, Rule 286, which indications will apply.

The bottom arm or light of this signal when displaying aspect Fig. 3, Rule 278, may be accepted by trains other than passenger trains which will proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.

**D2319.** The top arm or light of the signal for eastward main track movements, located on the bridge east of "KI", is a manual block signal for the block between this point and "UB" and is arranged to provide aspects Fig. 3, Rule 283, and Fig. 3, Rule 286, which indications will apply.

The bottom arm or light of this signal when displaying aspect Fig. 3, Rule 278, may be accepted by trains other than passenger trains which will proceed at not exceeding (15) miles per hour with caution prepared to stop short of train or obstruction.

**D2320.** The eastward and westward home signals at KI and the eastward home signal at BG when displaying aspect Fig. 4, Rule 283, will govern to all routes and will indicate, proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.

**D2321.** The signal on bridge east of N, governing movements on eastward track, is a manual block signal for the block between this signal and DY. When this signal displays indications Fig. 1, Rule 283, or Fig. 1, Rule 284, information is given as to condition of the block and also the indication displayed by the home signal at DY.

The signal on bridge east of N governing eastward movements on westward track is a controlled manual block signal for the block between this signal and DY. When this signal displays indication Fig. 1, Rule 283, information is given as to condition of the block and also the indication displayed by the home signal at DY.

D2322. The signal on bridge west of DY governing movements on westward main track is a controlled manual block signal for the block between this signal and N. When this signal displays indication Fig. 1, Rule 283, information is given as to condition of the block and also the indication displayed by the home signal at N.

D2323. The bottom arms, and lights of interlocking signals are arranged to give block indications in accordance with aspects displayed in special instruction D2101, at points as follows:

ON—Eastward track to No. 2 track.

GF—No. 1 track to eastward main track.

RO—Westward main track to main track.

D2324. Automatic Signal No. 1382, when displaying aspect Fig. 1, Rule 278, will govern movements to "RF" eastward yard and to "RF" eastward siding under the control of the operator at "YO".

D2325. On Tangascotac Branch.

Track from BG to North Fork and return is operated as a block, under control of the signalman at SC.

D2326. Take Siding indicators are located as follows:

#### WESTWARD.

LOCATION.		INDICATION.	
KW .....	Take	WS	Westward Siding
JN .....	"	Millersburg	" "
BA .....	"	RV	" "
VO .....	"	RK	" "
SC .....	"	BG	Siding

#### EASTWARD.

LOCATION.		INDICATION.	
MR .....	Take	BG	Siding
JY .....	"	SQ	Eastward Siding
JK .....	"	YM	" "
HU .....	"	RV	" "
OB .....	"	Millersburg	" "

This signal will apply only to trains moving with the current of traffic and will not apply to first class trains.

### S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Controlled Manual Block Rules 401 to 473 inclusive (except Rule 417a) are in effect on westward track between DY and N.

Trains having work to do between DY and N must so report before accepting the signal, stating the time required to do the work.

### S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505b to 514, inclusive, are in effect as follows: Between DY and GD.

S25a. Rule 505a.—

D2502. When a passenger train is stopped by an automatic signal, it will proceed at once without waiting for a signal from the Conductor.

a. When complying with Rule 510 the number of the signal must be given in all cases.

b. Movements on westward track from P Block Station to Home signal west of Sunbury Station may be made under protection of signalman at P Block Station. Rule 505c is amplified accordingly.



S25B.

**GRADE SIGNALS.****AUTOMATIC TRAIN CONTROL.**

**D2506.** Automatic Train Control System is in effect between Sunbury and Selinsgrove Jct. for all engines equipped with Automatic Train Control apparatus in service.

Automatic Train Control territory for Eastward trains extends from home inter-locking signal west of "SF" tower, Sunbury, to a fixed signal located 390 feet east of "GD" tower on the Lewistown Branch; for Westward trains, from home-inter-locking signal at "GD" tower, governing movements of trains from Lewistown Branch, to the westward home block signal 1,075 feet east of "P" tower, Sunbury.

Engines equipped with Automatic Train Control apparatus must not enter Automatic Train Control territory without having the Control apparatus operative, except when authorized by the Superintendent.

Trains equipped with Automatic Train Control apparatus will be governed by signals displayed on Cab Indicator on the engine. In Automatic Block System territory trains will be governed by the most restrictive indication displayed by either the Automatic Block Signals or by the Train Control apparatus.

On engines equipped with a Train Control apparatus, the Cab Indicator, equipped with three lights, marked "S," "R" and "A," will indicate the permissible speed as follows:

**MILES PER HOUR**

	Slow "S"	Restricted "R"	Authorized "A"
Passenger Trains.....	15	30	60
Freight Trains .....	15	20	40

The Cab Indicator will change from—

"A" to "R"—When the train enters a section immediately preceding an occupied section or a Stop Signal.

"R" to "S"—When a train approaches an occupied section or a Stop Signal.

Similar changes will occur where speed is restricted by Special Instructions.

Brakes will not be applied Automatically when engine is moving at less than "S," or Slow speed, and trains may, therefore, approach an obstruction under control of the Engineman.

When the Cab Indicator changes from "A" to "S," and remains at "S," it will indicate possible failure of the apparatus, or urgent necessity for a quick stop, and Engineman must take immediate action necessary to stop as quickly as possible with safety; Conductor or Engineman will notify the Superintendent from first available point of communication.

If Cab Indicator remains at "S," and no reason for an immediate stop is known, trains may proceed expecting to find a broken rail, obstruction, or track occupied by trains in either direction, look out for a stop signal, and Conductor or Engineman will notify the Superintendent from first available point of communication.

If means of communication and Train Control apparatus both fail, and no cause for detaining the train be known, it may pass Stop signal, and proceed at slow speed under protection, as prescribed by Rule 99, to the nearest available point of communication by any means.

If Cab Indicator is known to give false indication, that is, shows "A" or "R" when it should show more restrictive indication, or if brakes fail to work in accordance with Cab Indicator, train must stop, and Conductor or Engineman must communicate with the Superintendent for instructions.

If lights of Cab Indicator fail, and cannot be restored by Engineman, slow speed must be maintained, and Conductor or Engineman must communicate with the Superintendent for instructions.

## **S26.**

### **INTERLOCKING RULES.**

**D2601.** To prevent signalman from operating switch and signal when cars are not clear of the main track trainmen must know that cars set off at interlockings clear the main track and do not stand between the point of the main track switch and the throw-off switch; or derail.

**D2602.** Trains having work to do at Interlockings, must stop so that the entire train will stand clear of the Interlockings after cars that are picked up have been added to the train, thereby leaving the switches free to be operated for any movement desired.

**D2603.** Block signalman at offices where levermen are employed, when giving instructions to levermen regarding the movement of a train, will do so in a clear and distinct manner, and the leverman before taking any action must repeat back to the signalman the instructions received.

**S27. Non-interlocked switches connected with Manual and Controlled Manual Block Station Signals.**

**D2701.**

<b>BLOCK STATION.</b>	<b>NON-INTERLOCKED SWITCHES CONNECTED.</b>
<b>AK</b>	All switches connected with main tracks between Drury's Run and overhead highway crossing East of "AK".
<b>CH</b>	Switch leading from westward main track to yard opposite eastward distant signal.
<b>H</b>	Crossover between eastward and westward main tracks between eastward and westward home signals.
<b>BG</b>	Crossover between eastward main track and middle siding between eastward home and eastward block signals.
<b>BG</b>	Switch leading from eastward main track to Tangascootac Branch.
<b>K</b>	All switches in westward main track between westward block signal to and including facing point switch leading to west yard just west of Bellefonte Avenue.
<b>RK</b>	Crossover between eastward main track and middle siding between eastward and westward home signals.
<b>RK</b>	Crossover between westward main track and middle siding between eastward and westward home signals.
<b>NC</b>	Newberry Freight House Siding.
<b>NC</b>	West end of Rose Street Siding.
<b>BY</b>	Steumpfle's Coal Siding, Rose Street.
<b>BY</b>	Fifth Avenue Coal Siding between Fifth and Seventh Avenues.
<b>BY</b>	Crossover leading from main track to yard track just east of Fifth Avenue.
<b>BY</b>	Crossover switches in main track at east and west end of Williamsport passenger station.
<b>KI</b>	All switches connected to main tracks between eastward and westward home signals.
<b>KI &amp; UB</b>	All switches in block connected to main track between westward block signal at "UB" and eastward block signal at "KI".
<b>YM</b>	Crossover between westward main track and middle siding between eastward and westward home signals.
<b>YM</b>	Crossover between eastward main track and middle siding between eastward and westward home signals.
<b>P</b>	Wye switch at Fourth St., Sunbury, Pa., on Shamokin Division.
<b>RV</b>	Crossover between westward main track and middle siding between eastward and westward home signals.
<b>RV</b>	Crossover between eastward main track and middle siding between eastward and westward home signals.
<b>BA</b>	Crossover between eastward and westward main tracks between eastward and westward home signals.

<b>BLOCK STATION.</b>	<b>NON-INTERLOCKED SWITCHES CONNECTED.</b>
<b>JN</b>	All switches connected to westward main tracks between westward home signal and east end of Millersburg westward siding.
<b>JN</b>	All switches connected to main track Lykens Branch between westward home signal and westward block signal on Lykens Branch.
<b>WS</b>	Switch at east end of north passing siding.
<b>WS</b>	Crossover between westward main track and middle siding between eastward and westward home signals.

**S28.****TRACK CARS, ETC.**

**D2801.** The use of hand cars and trucks on main tracks shall be restricted as far as practicable. They shall be run on the least important track available.

**D2802.** Pony trucks must be loaded so as to permit of prompt removal upon the approach of a train. They must be run on the rail next to the ditch whenever possible, and, when the movement is made over bridges, or in tunnels, or where the approach of a train cannot be clearly seen in ample time to clear the track, protection must be provided as prescribed by Rules 99 and 728.

**D2803.** Track Cars may be used on all portions of the Division.

**S29.****ENGINE AND OTHER EQUIPMENT  
RESTRICTIONS.**

**D2901.** Equipment as designated must not be permitted on tracks, bridges, etc., named:

**Millersburg—JN Block Station—**

Type Lls may be used in this vicinity with following exceptions: Wye Track; Millersburg Milling Co. Siding No. 2, coal trestle; Engine House sidings No. 1 and No. 2; South track across bridge 0.15.

Type G5s locomotives may be operated over all territory where the H-8 and K-4 types are permitted to be used.

**Sunbury—**

Engines heavier than H-6 type must not be used on tracks A, B, and C in east end of Old DY yard, nor on ladder track and switches leading from ladder track at east end of DY coach yard.

**Williamsport—**

Lls or larger type engines must not use switches leading to the cabin tracks, just east of Walnut Street, Williamsport yard, on account of excessive curvature.

Its engines must not be moved to Williamsport Engine House except through the Hepburn Street entrance.

### Williamsport Industrial Branches—

Class A-5, B-6, B-8, and H-6 engines may be used on main track of these branches, except on the Upper Canal Branch, where A-5 only may be used. Shifting on the various sidings is restricted to A-5 engines, and care must be exercised when placing cars on short curves where special couplings are required.

### Renovo—

Class B-6 and B-8 may be used on Power House siding, West End Blacksmith Shop siding, Switches and curves on Foundry Siding, Curve West End Oil Tank Shop.

Class B-8, B-6sb, F-3c and H-6sb engines may be used on coaling station trestle and on Drury's Run siding.

**D2902.** Engines larger than those shown below must not be used on Branches named:

	Passenger.	Freight.
Lykens Branch .....	K-4	H9s
McClellan Yard .....		H9s
Bellefonte Branch .....	K-4	L1s
Berwick Branch .....	D16s	H6sb
Berwick Branch, Watsonstown to YL. .	E5s	H6sb
Millville Branch .....	D16s	H6sb
Tangascootac Branch .....		{ F1a H6sb

**S30.**

### ELECTRICAL OPERATION.

**S31.**

### EMPLOYEE'S REGISTER.

**S31A.** When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

**D3101.** Registers for this purpose are located as follows:

#### MILLERSBURG

Enginemen, firemen, and trainmen located at Millersburg will register at JN.

#### LYKENS

Road and yard engines and train crews going on duty between 7:00 A. M. and 7:00 P. M., register at Agent's office; those going on duty between 7:00 P. M. and 7:00 A. M. register at engine house.

#### SUNBURY

Passenger trainmen register at Station Master's office.

#### NORTHUMBERLAND

Sunbury Division freight train crews: Williamsport Division pool train crews, and crews of eastward local freight trains register at Yard Master's office, 8-0.

Williamsport Division westward local freight and pick-up train crews register at Yard Master's office, 9-8.

Yard trainmen, also enginemen and firemen of double and triple crewed yard engines register at places designated by Assistant Train Master, in posted instructions.

#### WATSONTOWN

Trainmen register at Agent-Yard Master's office.

#### MILLVILLE

Enginemen, firemen and trainmen register at Agent's office.

### WILLIAMSPORT

Elmira Division and Williamsport Division passenger trainmen register at Station Master's office.

Elmira Division and Williamsport Division freight trainmen, except crew of eastward local freight, register at Yard Master's office.

Williamsport Division eastward local freight train crew register at Assistant Yard Master's office, Hepburn Street.

Yard trainmen, also enginemen and firemen of double and triple crewed yard engines register at places designated by Assistant Train Master in posted instructions.

### LOCK HAVEN

Williamsport Division, Elmira Division and Eastern Pennsylvania Division freight trainmen, and Tyrone Division passenger trainmen register at Yard Master's office.

Engineers and firemen of all Divisions, relieving crews on inter-divisional trains, register at Yard Master's office.

Trainmen of work crew register at Engine house.

Yard trainmen, also enginemen and firemen of double and triple crewed yard engines, register at places designated by Assistant Train Master in posted instructions.

### BELLEFONTE

Enginemen, firemen and trainmen register at the Yard Master's office.

### RENOVO

Williamsport Division, Renovo Division, and Buffalo Division passenger trainmen register at Passenger Trainmen's room.

Williamsport Division freight trainmen register at Yard Master's office, East Yard.

Renovo Division and Buffalo Division freight trainmen register at Yard Master's office, West Yard.

Yard trainmen, also enginemen and firemen of double and triple crewed yard engines register at places designated by Assistant Train Master in posted instructions.

S32.

**PERSONAL INJURIES.**

**S32A.** Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named below.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201.

**COMPANY SURGEONS.**

Location	Name and Address	Telephone Number
RENOVO	R. J. TURK, Medical Examiner.....	Bell 110
	C. L. FULLMER, 19 6th St.....	" 25
	♀ A. D. VANDYKE, Medical Examiner	P. R. R. 3
LOCK HAVEN	R. B. WATSON, 204 E. Water St.....	Bell 148
	J. B. CRITCHFIELD, 326 W. Water St.	" 314M
	W. E. WELLIVER, 105 E. Water St.	" 174
WILLIAMSPORT	A. D. VANDYKE, Medical Examiner	P. R. R. 72
	J. A. KLUMP, 416 Pine St.....	Bell 1861
	G. B. KLUMP, 430 Pine St.....	" 419
	A. F. HARDT, 414 Pine St.....	" 865
MUNCY	R. K. REWALT, 25 W. 3d St.....	" 1138
	T. K. WOOD, 21 Main St. ....	" 142B
MONTGOMERY	J. F. GORDNER, Main St.....	" 163A2
	A. P. HULL, 25 Houston Ave.....	" 161-3
WATSONTOWN	F. R. ADAMS, E. 2d St.....	" 83
	H. R. HUMMEL, S. Main St.....	" 40B2
MILLVILLE	J. R. GEMMILL.....	Rural 29-5L
BERWICK	E. A. GLENN, 110 Chestnut St.....	Bell 68
MILTON	G. C. DAVIS, 35 Arch St.....	" 135
LEWISBURG	H. R. THORNTON, 41 S. 3d St.....	" 5
MIFFLINBURG	P. H. BIKLE.....	" 13J2
BELLEFONTE	DAVID DALE, West High St.....	" 229
	JOHN SEBRING.....	" 157M
CENTRE HALL	H. H. LONGWELL.....	" 35
SUNBURY	J. A. BAILEY, Medical Examiner....	P. R. R. 28
	F. E. DRUMHELLER, 134 Chestnut St.	Bell 133Y
	W. T. GRAHAM, 244 Market St.....	" 481L
NORTHUMBERLAND	D. F. HEILMAN, 283 King St.....	" 701
DALMATIA	J. A. BLASSER.....	Rural 19-4
HERNDON	C. H. MALICK.....	" 7-4-F
MILLERSBURG	MARION ULRICH, Centre St.....	" 103R2
LYKENS	M. D. LEHR, S. 2d St.....	" 30R2
HALIFAX	L. S. MARSHALL, Market St.....	No Phone
DAUPHIN	A. C. COBLE, S. Erie St.....	Rural 7R3
HARRISBURG	J. B. HILEMAN, Medical Examiner..	P. R. R. 27
	H. B. WALTER, 1317 3d St.....	Bell 1997
	G. B. KUNKLE, 118 Locust St.....	" 9567

♀ At Police Office, Lock Haven Station, Mondays and Thursdays 2.30 P. M. and 3.30 P. M.

**D3202.**

Location	Name and Address	Telephone Number
<b>RENOVO</b>	Renovo Hospital, Huron Ave. & 9th	901
<b>LOCK HAVEN</b>	Lock Haven Hospital, Susq. Ave.....	403
<b>BELLEFONTE</b>	Bellefonte Hospital, Willow Bank...	180
<b>WILLIAMSPORT</b>	Williamsport Private, 428 Market St.	1013
	Williamsport City, 798 Louisa St....	1495
<b>SUNBURY</b>	Mary M. Packer, Purdy St.....	21
<b>HARRISBRUG</b>	Harrisburg, Front & Mulberry Sts.	210

**D3203.** Form C. T. 317-b will be used in wiring report of personal injuries. A supply of these blanks will be kept at all block stations, yard offices and Station Master's offices.

**D3204.** First Aid Boxes, location of, and stretchers in cars:

**First Aid Boxes:**

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such 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 and engine houses, camp cars, and on each track and hand car, and as provided by a State law.

**Stretchers:**

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

**D3205.** Inspection of First-Aid Boxes will be made by the following persons:

Passenger and freight Stations: by Supervising Agent.

Yard Offices and Towers by Assistant Train Master or his representative.

Tool Houses and M. W. Cabins: by Supervisor.

Cabin Cars and Baggage Cars: by Inspectors at the different terminals,

Shops: by Master Mechanic or General Foreman.

Engine Houses: by Master Mechanic.

### **S33. USE OF TELEPHONES.**

**S33A.** Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangements pertaining to the movement of trains by trainmen, the conductor or engine-man must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.



**D3301. List of Telephones.**

<b>LOCATION</b>	<b>CONNECTED WITH</b>
Watch Box, East End KW Yard, KW Yard Master's Office, Dauphin Station,	Enola Exchange.
Booth, Cross-over West of KW Booth, West End Pull-in Siding, Box, Cross-over East of Dauphin Station,	KW Block Station. WS Block Station.
Booth, West End WS North Siding, Box, West End WS Middle Siding, Box, opposite Speecheville Station, Watch Box, 1 mile East of Clark's Ferry, Booth, East End CF Middle Siding, Waiting Room, Clark's Ferry Station	WS Block Station. CF Block Station.
Booth, West End CF Middle Siding, Box, near M. P. 103, Box, near M. P. 105, Box, East End UR Middle Siding,	CF Block Station. UR Block Station.
Booth, West End UR Middle Siding, Booth, Cross-over East End McClel- lan, near M. P. 109, Booth, McClellan Cross-over, Box, McClellan Station, Booth, Cross-over Switches East End Lykens Branch, Junction Siding,	UR Block Station. JN Block Station.
Box, East of JN Block Station,	JN Block Station.
Millersburg Engine House, Millersburg Passenger Station, Millersburg Freight Station,	JN Block Station.
Ass't Trainmaster's Office, Millers- burg, Box, one-fourth mile West of JN Block Station, on Lykens Branch, Box, East End Elizabethville Pass- ing Siding, Box, West End Elizabethville Pass- ing Siding, Elizabethville Station, Box, East of Lykens Station, Lykens Station,	JN Block Station.
Box, Cross-over Switches, opposite Millersburg Freight Station, Watch Box, East End Millersburg Siding, Watch Box, West End Millersburg Siding, Box, Liverpool Station, Watch Box, one mile West of Liver- pool Station, Booth, East End OB Middle Siding,	JN Block Station. OB Block Station.
Booth, West End OB Middle Siding, Box, outside BA Block Station, Watch Box, at MP 121, east of BA Block Station, Booth, Cross-over Switch, near Stone Crusher, East of Dalmatia, Booth, East End RV Middle Siding,	OB Block Station. RV Block Station.
Booth, West End RV Middle Siding, Box, Cross-over Switches East of Herndon Station, Watch Box, East End HU Middle Siding,	RV Block Station. HU Block Station.

LOCATION	CONNECTED WITH
Track Foreman's House, Fishers Ferry, Booth, West End HU Middle Siding, Watch Box, 1½ miles East of GD Block Station,	HU Block Station. GD Block Station.
Box, Signal 1346, Box, Signal 1354, Booth, East End Eastward Siding No. 1, Signal 1364,	GD Block Station. RF Block Station.
Booth, East End RF Eastward Siding, Box, 460 feet East of Automatic Signal No. 1375, Box, Signal 1375	RF Block Station. YO Office.
Box, Automatic Signal, Walnut Street, Sunbury, P. & R. Tower, Sunbury, Watch Box, East Leg Shamokin Branch, Sunbury, Station Master's Office, Sunbury, SV Office, Vine Street, Sunbury,	YO Office. P Block Station.
Box, East Main Platform Sunbury Freight Station,	Sunbury Exchange.
Station Master's Office, Box, West End Shelter Shed, Passenger Station, Sunbury, Box, East End Old DY Yard,	S. V. Office. Sunbury.
Booth, Milk Platform, Old DY Yard, Box, Signal 2871	P Block Station. DY Block Station.
Box, Automatic Signal 2866 East of DY,	DY Block Station.
Box, on Island between Bridges, Northumberland,	DY Block Station. N Block Station.
Track Foreman's Residence, Kapp, Box, KS Eastward Distant Signal, Booth, Switches at CQ Cross-over, Box, Coal Storage Yard Siding, East of DR, Box, Westward Home Signal, DR,	KS Block Station. DR Block Station.
Watch Box, East End Milton Oil Rack Siding, Booth, Cross-over Switches East of P. & R. Crossing, Milton, Box, on Watch Box, Mahoning Street, Milton, Box opposite Milton Freight Station, Booth, East End MO Middle Siding,	DR Block Station. P. & R. Tower. MO Block Station.
Box, Cameron Avenue, Milton, Box on Watch Box, Mahoning Street, Milton, In Freight Station, Milton, Box, Junction Canal Track,	P. & R. Tower. MO Block Station.
Booth, West End MO Middle Siding, Box, Milton Brick Works Siding, Box, Ferro Brick Co.'s Siding, Box, Watsontown Brick Co.'s Siding, Booth, East End Watsontown Yard, Booth, West End Watsontown Yard, Booth, East End Q Middle Siding, Box, Hefty Milling Co.'s Siding,	MO Block Station. Q Block Station.
Watsontown, Freight Station, Watsontown, Passenger Station, Watsontown, QR Office, Box, M. W. Yard, Watsontown,	Q Block Station.
Booth, West End Q Middle Siding, OG Tower, P. & R. Crossing, Box, Montgomery Cross-over Switches, Booth, East End YM Middle Siding, Deckers Siding, East of YM,	Q Block Station. YM Block Station.

LOCATION	CONNECTED WITH
Booth, West End YM Middle Siding, Box, Muncy Cross-over Switches, Track Foreman's Residence, Muncy, Track Foreman's Residence West of Muncy Station, Booth, East End JK Middle Siding,	YM Block Station. JK Block Station.
Booth, West End JK Middle Siding, Box, Loyalsock Station, Box, near Montoursville Plug, Track Foreman's Residence, between M. P. 251-252,	JK Block Station. RO Block Station.
Track Foreman's Residence, South Williamsport, Booth, Cross-over Switches Linden Line, between M. P. 248-249, Booth, DuBoistown Water Plug, Booth, Sand Siding Cross-over Switches, Linden Line,	RO Block Station. SQ Block Station.
Trainmen's Room, Yard Master's Office, Walnut Street, Williamsport, Trainmen's Booth East of KI,	KI Block Station.
UB Block Station, Market Street Station, Hepburn Street, Williamsport, Basin Dispatcher, foot of Center Street, Williamsport, Fifth Avenue, Williamsport, BY Block Station, Williamsport, Scale Office, West of Rose Street, Williamsport, NC Block Station, Newberry,	Williamsport Private Branch Exchange.
WG P. & R. Tower, Box, Junction Canal Branch, Williamsport, Hepburn Street Assistant Yard Mas- ter's Office, Williamsport,	RO Block Station. UB Block Station. KI Block Station.
Box, Passenger Station, Williamsport, Watch Box, Fifth Avenue, Williams- port, Box, Westward Home Signal, East of Fifth Avenue, Williamsport,	KI Block Station. WD Office. BY Block Station.
Booth, West End Rose Street Siding,	BY Block Station. NC Block Station.
Watch Box, Erie Avenue, Williams- port,	RG Block Station. NC Block Station.
Box, P. & R. R. R. Juno., Newberry, Trainmen's Shelter, N. Y. C. R. R. Junction, Newberry, Booth, S. & N. Y. R. R. connecting track, Newberry, Box, West End Newberry Siding, Box, East End Nisbet Bridge,	NC Block Station. SQ Block Station.
Box, Road Crossing 570 feet West of Nisbet, Booth, Cross-over SQ Middle Siding, Box, West End SQ Middle Siding, Watch Box near M. P. 239, Booth, East End JY Middle Siding,	SQ Block Station. JY Block Station.
Booth, West End JY Middle Siding,	JY Block Station. GF Block Station.
Booth, Water Plug, Aughanbaugh, Track Foreman's Residence, Pine,	GF Block Station. ON Block Station.
Booth, West End ON Middle Siding,	ON Block Station. VO Block Station.

LOCATION	CONNECTED WITH
Watch Box, East End RK Middle Siding, Box, outside RK Block Station, East End Yard Master's Office, Lock Haven, Booth, West End RK Middle Siding, Box, Madison Textile Company Siding, Lock Haven,	VO Block Station. K Block Station.
Box, West Leg of Wye, Lock Haven, Box at Switch leading to Engine House, Lock Haven, Box, opposite Switch Pull-out Track West of West End Lock Haven Yard,	K Block Station. SC Block Station.
Track Foreman's Residence East of Bald Eagle Bridge, Ash Pit, East of RK, Yard Clerk's Office, East End Lock Haven Yard, Foreman Car Inspector's Office, Lock Haven, Engine House, Lock Haven, Freight Station, Lock Haven, Scale Office, Lock Haven,	Lock Haven Private Branch Exchange.
Booth, East End BG Middle Siding, Box, outside BG, Track Foreman's Residence, Queens Run, Booth, Farrandsville Cross-over Switches, Booth, East End MR Middle Siding,	SC Block Station. MR Block Station.
Booth, West End MR Middle Siding, Booth, Ferney Water Plug, Booth, East End FN Middle Siding,	MR Block Station. FN Block Station.
Booth, West End FN Middle Siding, Box, at M. P. 208, Track Foreman's Residence, Whetham Box, $\frac{1}{4}$ mile west of M. P. 207, Box, outside H Tower, Track Foreman's Residence, West of Ritohie, Box, at M. P. 204, Box, at M. P. 203, Booth, East End QA Middle Siding,	FN Block Station. QA Block Station.
Booth, West End QA Middle Siding, Booth, North Bend Junction Cross-over Switches, North Bend Station, Track Foreman's Residence, North Bend, Farwell Station,	QA Block Station. CH Block Station.
CH, East End of Renovo Yard, Switch Tender's Office, East End, Renovo Yard, Hump Yard Office, Renovo, Cross-over under Foot Bridge, Renovo, Passenger Trainmen's Room, Renovo, Ice House, West End, Renovo,	Renovo Private Branch Exchange.
Booth, 750 feet West of AK, Booth, West End Extension Track, West of AK,	AK Block Station.

LOCATION	CONNECTED WITH
Box, West End Scale Siding, Montandon, Box on East End Lewisburg Bridge, Box, corner Alley between Water and First Streets, Lewisburg, Box, outside Lewisburg Station,	DR Block Station. BW Office. G Train Despatcher's Office, Lewisburg.
Box, East End Lewisburg Passing Siding, Box, West End Lewisburg Passing Siding,	G Train Despatcher's Office, Lewisburg. DR Block Station.
Box, VK Block Station, Box, outside Mifflinburg Station, Box, at Mifflinburg Wye, Box, outside Millmont Station, Box, JW Block Station, Box, KL Block Station, Box, YU Block Station, Box, DA Block Station,	G Office.
Box, Gregg Siding,	Centre Hall
Box, outside Linden Hall Station, White House, West Centre Hall Siding, Box, WQ Block Station, Box, MN Block Station, Box, Dale Summit Siding, Booth, White Rock,	G Office
Booth, Axemann,	BF Bellefonte
Booth, East Connection Bellefonte Yard, Box outside BF Block Station,	G Office
Westward Home Signal, Bellefonte,	Milesburg
Freight Office, Berwick, (Bell),	Berwick Exchange
Light Street Station, (Bell), Paper Mill, (Bell),	Bloomsburg Exchange
Freight Office, Millville, (Bell),	Millville Exchange
Freight Office, Strawberry Ridge, (Bell),	Washingtonville Exch'ge
Freight Office, Ottawa, (Bell),	Turbotville Exchange
Freight Office, Turbotville, (Bell),	Turbotville Exchange
Booth, west end Watsontown Yard, Booth, east end Watsontown Yard, Engine House, Watsontown, Box, YL Block Station, Booth, Truckenmiller's Siding, Box, DU Block Station, Box, Schuyler Siding, Box, CA Block Station, Box, WV Block Station, Box, EK Block Station, Booth, BH and QC Block Stations, Booth, UN Block Station, Track Foreman's House, Eysersgrove, Box, on Millville Station, Booth, just West of Buckhorn, Box, RP Block Station, Box, Light Street Siding, Box, MT Block Station, Box, OL Block Station, Box, SW Block Station, Berwick Yard Office, Box, on pole opposite Turn Table, Berwick,	G Office Q Block Station

S34.

**MISCELLANEOUS.**

**D3401.** The minimum clearance of trolley wires running across and over tracks is 22 feet above top of rail. A man standing on a high box car would make contact with such wires and subject himself to serious injury if he happened to swing his arm or lantern overhead when passing under the wire. Trainmen are warned against such danger at the following points where overhead trolley wires cross the tracks of this Division:

Normal Crossing, Water Street, Lock Haven.  
 Trolley Crossing, Dyke Line, Newberry.  
 West Fourth Street, Williamsport.  
 Market Street, Williamsport.  
 Market Street, Middle Canal Branch, Williamsport.  
 Pine Street, Middle Canal Branch, Williamsport.  
 West Fourth and Hepburn Streets, Lumber Branch, Williamsport.  
 West Third and Hepburn Streets, Lumber Branch, Williamsport.  
 Market Street, South Williamsport.  
 Siding on Main Street, Watsontown.  
 D. L. & W. interchange track, King Street, Northumberland.  
 Separator Siding, Lykens.  
 Bellefonte Branch, from east end Lewisburg Bridge to Lewisburg Passenger Station.

**D3402.** The following designated officials have authority to ride on engines, and on freight trains:

Road Foreman of Engines and Assistants.  
 Train Master and Assistants.  
 Master Mechanic and Assistant.  
 Motive Power Inspector.  
 Division Engineer.  
 Master Carpenter.  
 Supervisor of Signals.  
 Supervisors and Assistants in their districts.  
 Yard Masters and Assistants in their districts.

**D3403.** Tickets and passes found (including pocket-books, card cases and ladies' handbags, if tickets or passes are contained therein) should be delivered to the Ticket Receivers, with a statement of circumstances.

The Lost and Found Bureaus should be duly advised of such delivery, so that inquirers may be directed to the Ticket Receivers.

All other articles found on main line trains (except eastward trains after leaving Williamsport) must be turned over to the Station Master at Williamsport. On eastward trains after leaving Williamsport, they must be turned in at the Parcel Room, Harrisburg Station.

Articles found on Bellefonte Branch trains must be turned over to the Station Master at Sunbury; those found on Lykens Branch trains must be turned over to the Agent at Millersburg; those found on the Berwick Branch trains must be turned over to the Agent at Watsontown.

The finder will be given a receipt for the article turned in, and, if unclaimed at the expiration of ninety (90) days, article will be returned to finder upon presentation of the receipt.

# GENERAL ORDERS

## WILLIAMSPORT DIVISION

Williamsport, Pa., December 23rd, 1924.

### General Order No. 612.

#### EFFECTIVE AT ONCE:

Trains will not exceed a speed of 25 miles per hour over second and third spans from west end of Bridge No. 249.69—Williamsport River Bridge.

General Order No. 611, dated October 15th, 1924, is modified accordingly.

H. H. RUSSELL,  
Superintendent.

## WILLIAMSPORT DIVISION.

Williamsport, Pa., May 13th, 1925.

### General Order No. 1.

Effective at once, "L" Engines must not exceed a speed of 20 miles per hour over bridges Nos. 7.21, 54.69, 55.19 and 57.09, Bellefonte Branch.

Special Instruction D 2202, Time Table No. 1, modified accordingly.

H. H. RUSSELL,  
Superintendent.

## WILLIAMSPORT DIVISION.

Williamsport, Pa., May 16th, 1925.

### General Order No. 2.

Following changes effective at 3:00 P. M., Tuesday, May 19th, 1925:

"GF" BLOCK AND INTERLOCKING STATION closed. On No. 1 track block will extend "ON" to "End of block" board located just west of "GF," on other tracks block will extend between "ON" and "JY." Switch at east end of No. 1 track will be hand operated and will be set normally for movements from No. 2 track to Eastward Main Track. Telephone located on outside of "GF" Tower connected with "ON" and "JY."

"RF" BLOCK AND INTERLOCKING STATION closed. Switches at this point will be hand operated. Telephone located on outside of "RF" Tower connected to "GD," "YO" and "P." Between "YO" and "P" block station signalmen may give permission for train to enter block to make shifting movements against the current of traffic beyond Home Signals when there is a train other than a passenger train between "GD" and Home Signal at "P," and may also permit trains to enter block at a hand operated switch to make shifting and other movements between block signals when there is a train other than a passenger train between the hand operated switch and the next station in the rear. These movements may be made only under flag protection. Rules 505c, 505d and 505f modified accordingly.

Switch Tenders at "P" block station permanently withdrawn. Trainmen making movements to and from Shamokin Branch at "P" and station terminal tracks via Shamokin Branch will operate the switches.

H. H. RUSSELL,  
Superintendent.

## **WILLIAMSPORT DIVISION.**

Williamsport, Pa., May 22nd, 1925.

### **General Order No. 3.**

Following changes effective 3:00 P. M., Monday, May 25th, 1925.

#### **"N" INTERLOCKING NORTHUMBERLAND:**

The switch located just west of Northumberland Station leading from westward main track to No. 1 Thoroughfare, Northumberland Yard, will be abandoned. New switch leading to No. 1 Thoroughfare will be placed in service in pullout track just west of Water Street Bridge. Dwarf signal governing movements from east end Northumberland Yard will be moved to new location 400 feet west of Water Street Bridge. Present semaphore eastward home signal at "N" Tower abandoned. New position Eastward Home Signal governing movements on eastward main track will be placed in service.

#### **"UB" BLOCK STATION:**

"UB" Block Station closed. Block extended between "RO" and "KI." The Williamsport Yard limits are extended eastward to "RO" Block Station. The westward distant signal to "UB" will become a switch distant signal connected with the main track switches between this signal and "KI" Block Station. The eastward block signal at "KI" will be arranged to provide manual block signal aspects. The reference to "KI" and "UB," Special Instruction No. D-2701, page 65, Time Table No. 1, modified to read "KI"—All switches connected to main track between eastward block signal at "KI" and "RO." Special Instruction D-2318 and D-2319 annulled. Telephone located in box on post north side of track at the eastward entrance to No. 9 track connected with "RO" and "KI."

H. H. RUSSELL,  
Superintendent.

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## **WILLIAMSPORT DIVISION.**

Williamsport, Pa., June 12th, 1925.

### **General Order No. 4.**

When running against the current of traffic, engineer must exercise care when approaching road crossings at Halifax, Dalmatia, Dewart, Montgomery and Water Street, Lock Haven, as the alarm bells at these points do not operate on approach movements made against the current of traffic.

EFFECTIVE JUNE 15th, 1925, crossing watchmen at Main and Market Streets, Lykens, will be withdrawn. Trains must not pass over either of these crossings without a member of crew first being stationed on the crossing to give warning to persons using same.

H. H. RUSSELL,  
Superintendent.



**WILLIAMSPORT DIVISION.**  
Williamsport, Pa., June 12th, 1925.

**General Order No. 5.**

EFFECTIVE 6:10 A. M., TUESDAY, JUNE 16th, 1925, "MF" (attended) Block Station closed and an unattended Block Station, "MF," will be established at Mifflinburg. Unattended Block Station Sign will be located on north side of main track 425 feet east of Mifflinburg Station. Telephone installed in box on pole supporting Unattended Block Station Sign. Special Instruction page 4, Time Table No. 1, referring to "VK" and "MF" changed to read "VK"—unattended—controlled by signalman at "BO." "MF"—unattended—controlled by signalman at "BO."

On the Bellefonte Branch extra trains may pass and run ahead of fourth class trains. Rule 85 amplified accordingly.

All westward extra trains will run via Linden Line unless interlocking signals at "RO" otherwise indicate. Special Instruction D-1608, page 46, Time Table No. 1, modified accordingly.

H. H. RUSSELL,  
Superintendent.

**WILLIAMSPORT DIVISION.**  
Williamsport, Pa., June 15th, 1925.

**General Order No. 6.**

EFFECTIVE 3:00 P. M., JUNE 17TH, 1925.

No. 2 Track between "ON" and "GF" is out of service for passage of trains. Switch at east end of No. 1 Track will be set normally for movement from No. 1 Track to Eastward Main Track.

No. 1 Track will be used as Eastward Main Track and block will be extended between "ON" and "JY".

General Order No. 2 is modified accordingly.

H. H. RUSSELL,  
Superintendent.

Harrisburg, Pa., July 8th, 1925

**JOINT GENERAL ORDER**

**Philadelphia Division General Order No. 11**

**Williamsport Division General Order No. 7**

**EFFECTIVE 12:01 P. M., JULY 13TH, 1925.**

**"KW" BLOCK STATION.**

"KW" Block Station closed, westward home block signal and "take siding" indicator removed, and eastward block signal changed to distant signal to "RJ" Block Station.

Manual Block operated between "RJ" and "WS" Block Stations.

Westward advance automatic signal No. 919 at "RJ" changed to manual block signal, controlled from "RJ" Block Station.

H. H. Russell,	J. G. Sheaffer,	W. L. Ekin,
Sup't	Ass't Sup't	Sup't,
Williamsport Division	Philadelphia Division	Philadelphia Division

**WILLIAMSPORT DIVISION.**

Williamsport, Pa., July 13th, 1925

**General Order No. 8.**

EFFECTIVE 12:01 A. M., JULY 15th, 1925, crossing watchman at Water Street, Bellefonte, will be withdrawn. Trains must not pass over this crossing without a member of crew first being stationed on the crossing to give warning to persons using same.

H. H. RUSSELL,  
Superintendent.

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**WILLIAMSPORT DIVISION.**

Williamsport, Pa., Oct. 5th, 1925.

**General Order No. 9.**

EFFECTIVE 7:00 A. M., WEDNESDAY, OCTOBER 7th, 1925.

General Order No. 6 dated June 17th, 1925, annulled.

No. 2 track between "ON" and "GF" will be in service for passage of trains.

On No. 1 track block will extend "ON" to "End of block" board located just west of "GF", on other tracks block will extend between "ON" and "JY". Switch at east end of No. 1 track will be hand operated and will be set normally for movements from No. 2 track to eastward main track.

H. H. RUSSELL,  
Superintendent.

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**WILLIAMSPORT DIVISION.**

Williamsport, Pa., October 5th, 1925.

**General Order No. 10.**

**"RO" INTERLOCKING.**

Effective at 12:01 P. M., Wednesday, October 7th, 1925, present distant signal for eastward movements on main track from Williamsport replaced with new position light distant signal located 2,800 feet west of eastward home signal. Present distant signal for movements on westward main track replaced with position light distant signal located 4,200 feet east of westward home signal.

H. H. RUSSELL,  
Superintendent.

## **WILLIAMSPORT DIVISION.**

Williamsport, Pa., October 19th, 1925.

### **General Order No. 11.**

#### **NORTHUMBERLAND-SUNBURY.**

Effective at 12:30 P. M., Tuesday, October 20th, 1925, a new main track will be placed in service between "N" and "DY" and the present Eastward and Westward main tracks shifted to new location.

Track assignments between "N" and "DY" will be as follows:

South track, No. 1—Eastward Main Track.

Middle track, No. 2—Eastward and Westward Freight Track.

North track, No. 3—Westward Main Track.

Special Instruction D-1502 amplified accordingly.

On No. 1 and No. 3 tracks between "N" and "DY", Manual Block System Rules 301 to 375, inclusive, (except Rules 317a and 318a) are in effect.

On No. 2 track between "N" and "DY", Controlled Manual Block System Rules 401 to 473, inclusive, (except Rule 417a) are in effect.

Special Instructions D-2301 and D-2305 are modified accordingly.

Special Instructions D-2321, D-2322 and D-2401 are annulled.

Special Instruction D-1605 changed to read "Rule 251 will apply on the Main Line between Rockville and "AK" via Linden Line except No. 2 track between "DY" and "N".

Last paragraph Special Instruction D-2202 under "Main Line" page 54 annulled.

The signals located on signal bridge at "N", governing eastward movements, and the signals on signal bridge at "DY", governing westward movements, in addition to giving indications as to the condition of the blocks also will act as distant signals to the next home signal.

Trains will not exceed a speed of 30 miles per hour through "DY" Interlocking.

#### **"RJ" ROCKVILLE.**

At the same time the eastward distant signal located at west end of Rockville Yard (Near old "KW") will be changed to display aspects in accordance with Rule 282, figure 2 and Rule 284, figure 5.

H. H. RUSSELL,  
Superintendent.

## **WILLIAMSPORT DIVISION.**

Williamsport, Pa., November 30th, 1925.

### **General Order No. 12.**

**EFFECTIVE 12:01 A. M., DECEMBER 2ND, 1925.**

"Train or engine movements to main track routes between the home and block signals at 'AK' and 'KI' may be made on hand signal from Yard Master or Switch Tender under direction of Signalman. Such movements will proceed at not exceeding fifteen miles per hour with caution, prepared to stop short of train or obstruction."

"Between 'NC' and 'BY' and between 'KI' and 'RO' trains may proceed ahead of overdue first class trains by block signals whose indications will supersede time table superiority of such trains, or may, by permission of the Signalman, enter the block between 'NC' and 'BY' or between 'KI' and 'RO' and proceed ahead of overdue first class trains."

H. H. RUSSELL,  
Superintendent.

### **WILLIAMSPORT DIVISION.**

Williamsport, Pa., December 1st, 1925.

#### **General Order No. 13**

Following changes effective at 12:01 P. M., Thursday, December 3rd, 1925:

##### **"RO" INTERLOCKING:**

The present distant signal for movements on the eastward freight track replaced with a position light distant signal located 4200 feet west of the eastward home signal.

##### **LINDEN LINE:**

The siding in the eastward freight track located 2550 feet west of "RO" Interlocking will be equipped with a derail operated by a locking lever at the main track switch.

##### **AUTOMATIC SIGNAL NO. 1370:**

Automatic Signal No. 1370 and telephone at this location abandoned and a new Position Light Automatic Signal numbered 1372 for the eastward main track placed in service on the signal bridge just west of "RF" Tower.

H. H. RUSSELL,  
Superintendent.

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### **WILLIAMSPORT DIVISION.**

Williamsport, Pa., December 21st, 1925.

#### **General Order No. 14.**

##### **EFFECTIVE AT ONCE:**

"GF" Block Station is open.

That part of General Order No. 2 referring to "GF" Block Station being closed and General Order No. 9, are annulled.

H. H. RUSSELL,  
Superintendent.

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### **WILLIAMSPORT DIVISION.**

Williamsport, Pa., January 14th, 1926.

#### **General Order No. 15.**

EFFECTIVE 7:00 A. M., Sunday, January 17th, 1926, the Automatic Train Control System now in effect between Sunbury and Selinsgrove Jct., for engines equipped with Automatic Train Control apparatus, will be discontinued and Special Instruction D-2506, Time Table No. 1, is annulled.

H. H. RUSSELL,  
Superintendent.

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### **WILLIAMSPORT DIVISION.**

Williamsport, Pa., February 9th, 1926.

#### **General Order No. 16.**

##### **EFFECTIVE AT ONCE:**

No. 2 track between "ON" and "GF" is out of service for passage of trains.

No. 3 track will be used as eastward main track.

H. H. RUSSELL,  
Superintendent.

**WILLIAMSPORT DIVISION.**  
Williamsport, Pa., February 10th, 1926.  
**General Order No. 17.**

**EFFECTIVE AT ONCE:**

General Order No. 16 is annulled.  
No. 2 track between "ON" and "GF" is out of service  
for passage of trains.  
No. 1 track will be used as eastward main track.

H. H. RUSSELL,  
Superintendent.

**WILLIAMSPORT DIVISION.**  
Williamsport, Pa., February 19th, 1926.  
**General Order No. 18.**

**EFFECTIVE AT ONCE:**

General Order No. 17 effective February 10th, 1926,  
is annulled.

No. 2 track between "ON" and "GF" is restored to  
service and O K for schedule speed.

H. H. RUSSELL,  
Superintendent.

**WILLIAMSPORT DIVISION.**  
Williamsport, Pa., March 5th, 1926.

**General Order No. 19.**

**EFFECTIVE 12:01 P. M. TUESDAY, March 9th, 1926.**

**LINDEN LINE:**

The westward main track between Bridge No. 246.54  
(Mosquito Creek) and High Street Grade Crossing  
(Duboistown) will be shifted to a new temporary loca-  
tion fouling the eastward main track and forming a  
gauntlet track.

Red flags by day and red lights by night will be dis-  
played at the clearance point of the gauntlet. All trains  
will approach the clearance points prepared to stop and  
will proceed over the gauntlet at a speed not exceeding  
10 miles per hour only after the red signal governing  
their movement has been changed to green by the flag-  
man stationed at that point to direct the movement of  
trains.

H. H. RUSSELL,  
Superintendent.

**WILLIAMSPORT DIVISION.**  
**ELMIRA DIVISION.**

Joint General Order { Williamsport Division No. 20.  
Elmira Division No. 119.

Williamsport, Pa., April 8th, 1926.

**"RG" INTERLOCKING NEWBERRY, PA.**

Effective 10:00 A. M. Monday, April 12th, 1926. The  
distant signal for movements northward on Newberry  
Branch (Dyke Line) will be changed to display aspects  
as per Rule 282, figure 2 and Rule 284, figure 5.

C. E. BRINSER,  
Superintendent,  
Elmira Division.

H. H. RUSSELL,  
Superintendent,  
Williamsport Division.











