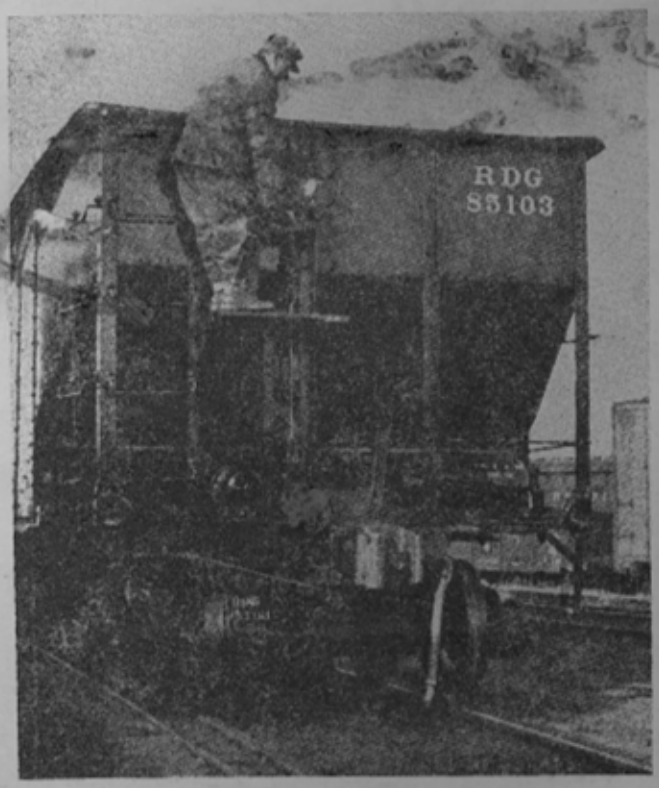
STOP damage to freight by coupling cars NOT OVER 4 MILES PER HOUR

RULE Y.

When cars are placed or left on any track, sufficient hand brakes must be applied to prevent cars from moving and in addition when necessary the wheels must be blocked.



SAFETY RULES.

Employes ascending or descending from top of a car must not use brake wheel as a hand-hold.

Before operating hand brake, obtain firm foot-hold on brake step.

Exercise care to avoid injury from:

(a) Brake club slipping in wheel.
(b) Brake wheel spinning around.
(c) Slipping and falling, sprain or strain from losing hold, footing or balance.

READING COMPANY

READING DIVISION
SHAMOKIN DIVISION

GENERAL AND SPECIAL INSTRUCTIONS No. 3

Effective 2.01 A.M., Eastern Standard Time

SUNDAY, OCTOBER 27, 1963

For the Government of Employes Only

Destroy all former general and special instructions.

Employes must have a copy of the current special instructions with them while on duty.

These instructions are a part of the Time Table currently in effect.

J. F. GRUBER
Superintendent

SAFETY ALWAYS

Make this Railroad the safest on which to work and travel.

INDEX

GENERAL INSTRUCTIONS

SPECIAL INSTRUCTIONS

READING DIVISION

SHAMOKIN DIVISION

TEAR OFF, SIGN AND RETURN TO EMPLOYING OFFICER

READING COMPANY

Date _____ 1963

I hereby acknowledge receipt of copy of READING DIVISION — SHAMOKIN DIVISION GENERAL and SPECIAL INSTRUCTIONS NO. 3

Name _____

Employed as _____

Location _____

READING COMPANY

READING DIVISION
SHAMOKIN DIVISION

GENERAL AND SPECIAL INSTRUCTIONS No. 3

Effective 2.01 A.M., Eastern Standard Time

SUNDAY, OCTOBER 27, 1963

For the Government of Employes Only

Destroy all former general and special instructions.

Employes must have a copy of the current special instructions with them while on duty.

These instructions are a part of the Time Table currently in effect.

J. F. GRUBER
Superintendent

SAFETY ALWAYS

Make this Railroad the safest on which to work and travel.

GENERAL INSTRUCTIONS

1. OBSTRUCTIONS, CLEARANCES AND RESTRICTIONS.

(A) Class T-1, RS-4 and RS-4-b engines must not be run over coal trestles.

Under no circumstances shall a diesel locomotive be operated through water in excess of 3" above head of rail. When passing through water, do not exceed speed of 3 M.P.H.

When operating Rail Diesel Cars, Rail Motor Cars or light Diesel engines, manual sanding must not be used, except in emergency. If for any reason, stop is made on sand, in automatic block signal system territory, or where automatic highway protection is installed, action must be taken to move forward or backward far enough to get at least one truck off the sanded rail.

OPERATION OF RAIL DIESEL CARS

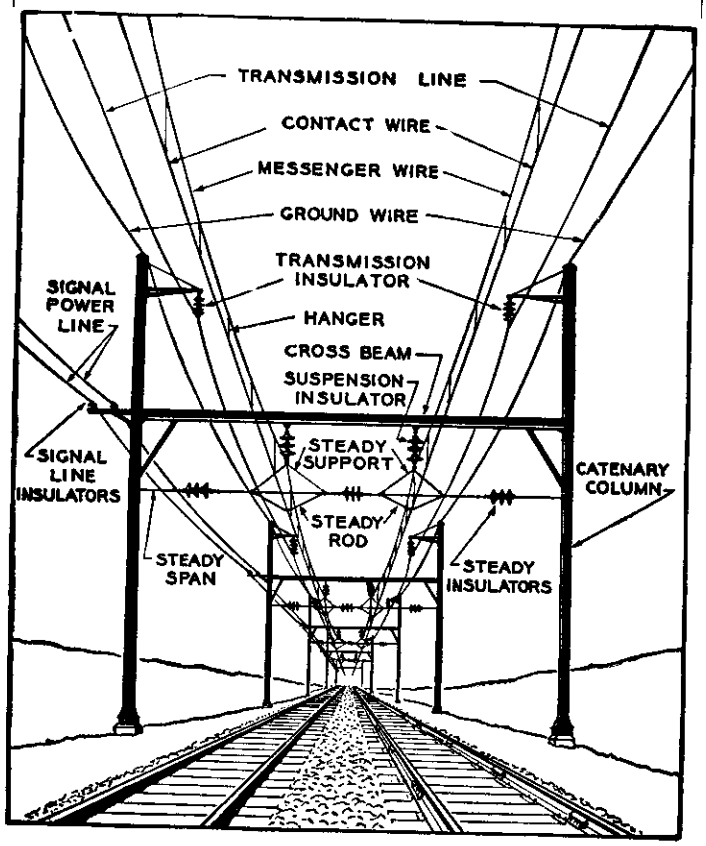
Except when equipped with excitation system in operation and/or wheel cleaning shunt blocks attached, a car equipped with disc or off tread brakes must never be the rear car in a train.

During terminal tests it should be noted that wheel shunting devices are attached to car and pressing on surface of each wheel.

Single unit Rail Diesel Cars, not equipped with excitation system or with excitation equipment inoperative must be operated as follows:

Automatic Block Signal and Interlocking territory or where Rules 261-264 inclusive are in effect, speed is not to exceed 30 miles per hour with positive block to be established to the next interlocking, remote control or train order office for following movements.

Must approach all crossings equipped with automatic protection, prepared to stop unless crossing protective devices



GENERAL INSTRUCTIONS—Continued

are known to be operating properly. Should protective devices not operate as intended, Operating Rule "T" will apply.

When through movements are being made in an interlocking and/or remote control location, operating levers affecting the movement, must not be moved until assured the car is clear of switches involved.

All switching movements are to be made in an interlocking and/or remote control location under positive block. Operating levers affecting the movement must not be moved until assured the car is clear of switches involved.

The front truck and the rear truck of a train must not have two (2) wheel shunting devices missing on the same side. In the event that two (2) wheel shunting devices are missing on the same side of the front truck or the rear truck of the train and repairs cannot be made train dispatcher must be notified after which train may proceed, with positive block established.

Must approach all crossings equipped with automatic protection, prepared to stop, unless crossing protective devices are known to be operating properly. Should protective devices not operate as intended, Operating Rule "T" will apply.

MANUAL SANDING RAIL DIESEL CARS

Enginemen operating Rail Diesel Cars must not use manually operated sanding device after speed of train has been reduced to five (5) miles per hour and manually operated sanding device must not be used when starting train, nor until a speed greater than five (5) miles per hour has been obtained.

(B) Wire crossings and wires paralleling right of way. In order to avoid hazard or injuries to employes, work train foremen and others in charge of derricks, ditchers, cranes, etc., must see that no part of such equipment, nor materials handled, comes within six (6) feet of wire crossings or wires paralleling right of way.

(C) Electrical Operation.

Conditions Affecting the Power System to be reported to the Power Dispatcher.

The Power Dispatcher is located at Wayne Junction Substation and has control of all electrical lines and substations within electrified territory. He receives and dispatches all trouble reports in connection therewith.

When emergency requires that power be shut off the overhead catenary system, immediately telephone the Power Dispatcher or Train Dispatcher. Power will not be restored until the Power Dispatcher has been notified by a responsible person that it is safe to do so.

Do not touch any overhead wires even though the Power Dispatcher reports that he has cut off the power, unless a qualified electrical employe is present and has placed a visible ground connection on that wire. Any wire of the overhead system without a visible ground connection must be considered alive at all times and coming in contact with such a wire may cause serious injury.

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

Employes must report to the Power Dispatcher any attachments of the overhead wire system which are out of place and state whether or not they are in such a position that they can foul the pantograph of an electric car or the top of a steam engine.

Loose connection to traction and impedance bonds must be regarded as alive and report must be made promptly to the Power Dispatcher.

Employes observing excessive flashes or arcs at overhead bridges, flashes on or about the car or overhead equipment indicating some irregularity in the electrical operation should immediately notify the Train Dispatcher or Power Dispatcher. Delay in reporting such cases may result in damage to equipment or train delays.

GENERAL INSTRUCTIONS—Continued

In reporting troubles in the overhead system it will assist maintenance forces if proper terms for the various parts are used. These items are shown in the view of line construction included in this time table.

Qualified Employes.

Whenever the term Qualified Employes is used in the following instructions it refers to those employes in the electric service who by examination and approval of their superior officers are qualified to perform certain duties and are classed as follows:

Class 1—Employes competent to erect, maintain and repair electrical apparatus or supervise and protect other employes performing such work.

Class 2—Employes such as Enginemen operating electric equipment, Electricians on Electric Rolling Equipment and other employes in electric service permitted to go on high equipment for the purposes and under conditions hereinafter authorized.

Handling Work Near Overhead Wires.

All overhead wires including catenary, transmission and signal lines in electrified zones are to be considered alive at all times. Insulating covering of wire should not be depended upon for protection against shock.

No employe except Class 1 employes shall do any work near high voltage wires or apparatus where it is possible for any part of his body or tools and material with which he is working to come within three feet of such wires, unless a Class 1 employe is assigned to protect him against personal injury. When persons other than Class 1 or Class 2 employes are required to do work near overhead wires and apparatus they must be protected by a Class 1 employe who will take necessary precautions for their safety before starting and during progress of the work.

Keep Off Top of High Equipment.

Employes (excepting Class 1 and Class 2 electric service employes and others under their supervision in the discharge of their duties) are prohibited from going on top of box cars, engines, tenders or other high equipment while on tracks electrified with high voltage overhead wires or while movements are being made to such tracks from sidings, yards or other tracks which are not electrified.

WHILE UNDER OR NEAR OVERHEAD BRIDGES ENGINEMEN, FIREMEN AND OTHERS ARE PROHIBITED FROM GOING ON FOOT BOARDS OR SMOKE BOX STEPS OF ENGINES WHILE ON TRACKS ELECTRIFIED WITH HIGH VOLTAGE OVERHEAD WIRES.

At other points under the wires, firemen and others are prohibited from going on foot boards or smoke box steps without first securing permission from the engineman, who will supervise the movements of such employes while in such position.

KEEP AT LEAST THREE (3) FEET FROM OVERHEAD WIRES.

When engine stops to take water, fireman must not climb over coal in tender. He will alight from engine by way of side steps, walk to the rear and use rear ladder to reach manhole; this, to avoid coming in contact with overhead power wires.

Spout of water column must be operated by lever located on column. Fire hooks or other metal rods must not be used to turn water spout.

Employes assigned to duty as pilots with foreign crews or crews of other divisions using tracks electrified with high voltage overhead wires must arrange to have each member of such crews notified that he must not get on top of high equipment within the electrified zone.

GENERAL INSTRUCTIONS—Continued

Yardmasters and Conductors will notify caretakers of equipment or shipments, that they must not go on top of equipment within the electrified zone.

Engine Operation.

It will be the specific duty of the engineman to know, before entering any electrified zone, that no part of his engine or engine equipment will foul the overhead catenary construction, particular attention being given the position of cab ventilators.

Firing tools must be handled in such manner that they can not come in contact with the overhead wires.

Care must be exercised when using the squirt hose on engines to prevent the stream from striking the overhead wires. Squirt hose must not be used when engines are in train sheds, or when passing under overhead bridges.

To avoid failure of transmission and catenary insulators and the consequent interruption to the power supply due to the action of steam and smoke on these insulators, enginemen must, so far as possible, avoid stopping their engines under porcelain or wood stick insulators or under highway or other bridges within the electrified zone.

Multiple Unit Operation.

Employes whose duty it is to operate multiple unit cars must familiarize themselves with such equipment and carefully study the special instruction book on "Alternating Current Multiple Unit Car Equipment."

The master controller handle must in no case be blocked, fastened or otherwise tampered with in such a manner as to prevent the spring tension returning it to the Emergency Position if the engineman's hand is removed.

When necessary for engineman to leave his compartment due to trouble while on the road the brake valve and controller handles must be removed and kept in his possession.

When two or more electric trains have been stopped on the same track, a short distance apart, each engineman should not attempt to start his train until 30 seconds after train ahead has started and then should accelerate slowly by notching up the controller.

In the event of loss of power from the trolley wire, engineman must immediately place controller handle in "Off" position and keep it there until power is restored.

Signalmen, Yardmen or Trainmen must not line up tracks for electric trains for movements to unwired tracks unless pantographs are down and all concerned are informed as to the movement to be made.

Multiple unit trains must not assist in starting steam trains as this would probably damage motors and electrical equipment.

In cases where trolley wires are noticed to be shaking violently, unusually heavy arcing occurs, or it is believed that electrical trouble exists, all pantographs should be lowered at once and the Power Dispatcher advised of conditions immediately.

When there is a possibility that the contact between the multiple unit car and the electric return circuit, as represented by the running rail, may be broken due to derailment or any other cause, pantographs must be immediately lowered. No pantographs shall be raised until it has been definitely known that the multiple unit car is again making proper contact with the rail return circuit.

In the event of a pantograph being fouled or damaged, the engineman assisted by the train crew must make prompt efforts to clear the trouble so that the train may proceed if possible. In the event a Class 1 employe is not present, Class 2 employes and others under their supervision may clear the trouble by the following procedure:

(a) Pull pantograph down to the lock position either by means of pantograph "Down" button or by use of hook stick. In the event the pantograph is damaged, pantograph or pantograph parts should be removed from contact with the energized wires only by means of the hook stick. Sections must be removed to a point at least three feet below the

GENERAL INSTRUCTIONS—Continued

level of the contact wire and clear any other energized portion of the overhead wire fittings by this distance.

(b) When possible, close grounding switch on damaged car after bus connectors have been opened.

(c) Class 2 employe must assure himself that in going to the car roof he will not place any part of his body, tools or equipment with which he is working within three feet of the overhead wire or fittings.

UNDER NO CONSIDERATION, UNLESS THE FOREGOING INSTRUCTIONS (a), (b) and (c) ARE COMPLIED WITH, MAY CLASS 2 EMPLOYES OR OTHERS UNDER THEIR SUPERVISION GO ON THE CAR ROOF.

In the event it is impossible to clear the pantograph from the wire or fittings by at least three feet by means of the hook stick, engineman or train crew must communicate with Train Dispatcher requesting services of a Class 1 employe who will ground overhead wires and clear pantograph to permit movement of train.

In securing the damaged pantograph, the train must not be moved until the pantograph has been removed or properly secured so that no parts may come in contact with overhead wires or trains running on adjacent tracks. Bus connectors on the particular car should be separated and pantograph damaged in any part should have grounding switch closed.

When observing a pantograph drop order, in effect over a certain section of track, the pantograph down button should be pushed in and left in until train has passed under the section in trouble.

Pantographs on cars laying over must be kept down except when required to be against wire to make necessary tests, heat cars or to prepare them for movement.

Enginemen operating "MU" trains will be governed by following instructions regarding use of pantographs:

Cars in Train	Number of Pantographs raised	Location of Pantographs in Train
2 to 7	2	1st and last cars
8 to 12	4	1st, 2nd and last 2 cars

Operation of Work Equipment and Maintenance of Way Machinery.

When derricks or cranes are used in electrified territory the wreckmaster or work train foreman in charge of the equipment must take special care to safeguard the workmen and himself from the electrified overhead wires. The operation of the equipment must be conducted under the personal supervision of the wreckmaster or work train foreman who must be governed by the rules governing clearances as outlined below.

Track supervisors and others assigning work trains containing derricks, ditchers, cranes, etc., for service at any location within limits of electrified territory, shall notify Power Dispatcher of limits of work area and working time of equipment prior to starting work.

When Maintenance of Way machinery equipped with boom is used in electrified territory, the boom must be properly grounded. Such machinery must be operated so that the following clearance restrictions are observed:

(a) With wires alive:

1. Without supervision of Class 1 employes.
   —not closer than 6 feet to transmission wires.
   —not closer than 3 feet to catenary system or contact wire.
   —not closer than 3 feet to signal power wires.
2. Under supervision of Class 1 employes.
   —not closer than 3 feet to transmission wires.
   —not closer than 14 inches to catenary system or contact wire.
   —not closer than 14 inches to signal power wires.

GENERAL INSTRUCTIONS—Continued

(b) With wires de-energized and grounded:

1. Under supervision of Class 1 employe.
   —contact with wires permitted if necessary, avoiding damage.

If in the opinion of the Foreman or Operator, above clearances cannot be maintained or any hazards are involved, protection of a Class 1 employe must be requested.

When equipment is required to work in vicinity of overhead bridges where wires are depressed below normal height of 22', special precautions must be taken by Foreman or Operator, and unless clearances of Section a, 1 can be met, no work shall proceed unless under protection of a Class 1 employe.

Fires Within Electrified Territory.

When fires occur near overhead wires or when fire apparatus is tested near live wires, the power should be cut off and the wires grounded.

Water must not be used to extinguish an electrical fire. Sand, pyrene, and other extinguishers containing carbon tetrachloride may be used on electrical fires, on arcs, or other exposed live parts.

Any employe noticing fires or other trouble on electric cars, wires, poles or in manholes must immediately notify the Power Dispatcher.

Miscellaneous.

All employes must familiarize themselves with rules for resuscitation from electric shock.

"SAFETY FIRST" SHOULD BE EVER IN THE MIND OF EACH EMPLOYE.

2. RULE MODIFICATIONS.

Enginemen, when encountering STOP indication at Train Order Interlocking Station, where auxiliary train order signal cannot be seen, will immediately sound whistle Signal 14 (i). If interlocking signal then changes to a PROCEED indication train will proceed prepared to receive train orders.

If interlocking signal is not changed to a PROCEED indication immediately, a member of crew will promptly communicate with signalman to ascertain cause of signal displaying a STOP indication.

3. MOVEMENT OF TRAINS OR ENGINES.

(A) On two or more tracks, extra trains may run, work extras may work or run with the current of traffic on authority of Trainmasters, Assistant Trainmasters, Yardmasters, or Operators, and may occupy main tracks, under proper protection until the arrival of other extras. Other extras will be governed accordingly.

(B) In automatic block signal territory, permission must be obtained before trains or engines enter main track or cross over from one main track to another. Such permission will not relieve crews from complying with the requirements of Operating Rule 86.

Trains or engines passing from side tracks, to main tracks or crossing over from one main track to another must, as a protection against following trains, be governed by Operating Rule 513, except at:

(a) Meeting points

(b) American Street Line from Tabor Jct. to Fairhill Jct.

(c) Bethlehem Yard from Adams Street to West End of Bethlehem Passenger Station.

ELECTRIC LOCKED SWITCHES OR DERAILS:

At locations where electrically locked switches or derails are installed the time imposed by electric lock will supersede the requirements of waiting three (3) minutes after

GENERAL INSTRUCTIONS—Continued

derails and switches are properly lined, before entering main track or crossing over from one main track to another.

4. USE OF SIDINGS.

Trains using middle sidings must, unless otherwise directed, enter siding at first switch, and where middle crossovers are provided, leave siding at crossover.

5. HANDLING PASSENGER EQUIPMENT.

When coupling occupied passenger equipment, a stop must be made about ten (10) feet distant and then move slowly to make the coupling.

The steam, air or whistle hose must never be connected until the cars have been stretched to assure that the coupling has been made.

Air brakes will be coupled and working when handling occupied passenger equipment.

Trains making back-up moves with passenger equipment must have back-up hose or platform valve in operation and exercise care when approaching public crossings and passing through yards. The air signal whistle to be sounded at intervals at such points.

Passenger equipment must not be detached while cars are in motion and, when switching must be pushed into track and stopped before detached.

If and when unoccupied passenger-carrying equipment is handled in mixed or local trains, such passenger cars will be carried on rear of trains.

In the case of through or local high speed passenger trains carrying freight equipment in Pennsylvania, the latter will be carried on rear of trains except in cases where freight cars are especially equipped for passenger service (having proper trucks, wheels, air signal and steam connections, etc.) they may be carried on head end.

6. RESUSCITATION.

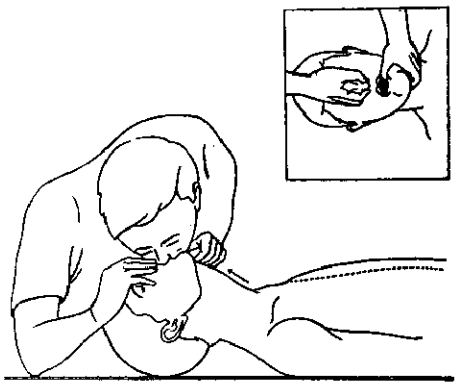
Standard Technique for Executing the Back Pressure—Arm Lift Method of Artificial Respiration.

(See Safety Form 500 Pages 68 to 76 incl.)

Follow These Instructions Even if the Patient Appears Dead.

Direct mouth-to-mouth method in adults

Insert thumb of your left hand between victim's teeth. Hold the jaw upward so that the head is tilted backward. Close nostrils with your right hand. Take a deep breath and place your mouth tightly over victim's mouth and your own thumb. Blow forcefully enough to make his chest move. When the chest moves, take your mouth off to let him exhale passively. Repeat inflations about once every 3 or 4 seconds.



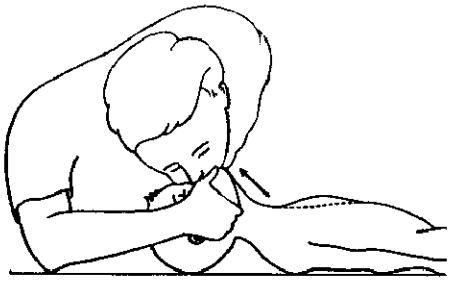
GENERAL INSTRUCTIONS—Continued

RESUSCITATION—Continued

Direct mouth-to-mouth method in children (or in adults with tight jaw)

Grasp the angles of the child's jaw at the ear lobes with both hands, and lift up forcibly so that the head is tilted backward. Push child's lower lip toward the chin with your thumbs. **Never let the chin sag.** Take a breath and place your mouth tightly over child's mouth (in a small child cover both mouth and nose). Blow in until his chest moves. When the chest moves take your mouth off and let him exhale passively. Repeat inflations about once every 2 to 3 seconds. In infants, use puffs.

In an unconscious person who is breathing, it is important to hold his head tilted backward and his jaw raised forward to keep the air passageway open until he is conscious.



Mouth-To-Airway

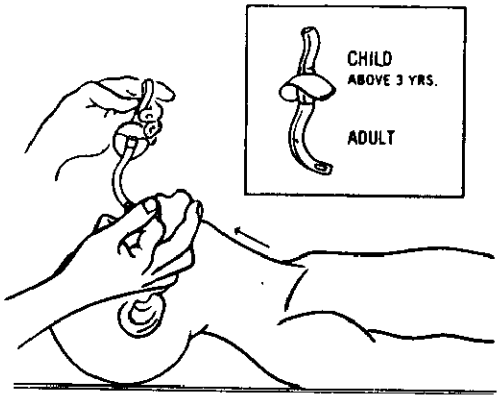
Step 1. Clean the throat only if necessary. Otherwise start with Step 2.

Place the victim on his back (face up). If foreign matter is visible at his mouth, turn his head to one side, force the mouth open and wipe the throat clean with your fingers or a piece of cloth.

GENERAL INSTRUCTIONS—Continued

RESUSCITATION—Continued

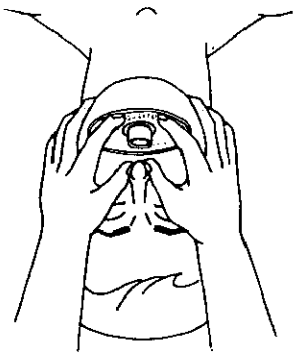
Step 2. Insert the RESUSITUBE.



Take up your position at the top of his head (vertex). With the head tilted back, insert the **RESUSITUBE OVER** tongue until the flange rests upon lips. If the mouth is tightly closed, wedge it open with your index finger inserted between cheek and teeth behind the wisdom teeth. Make certain tongue is not pushed back into throat—if necessary, hold it forward with your fingers during insertion of the tube. If the victim is an adult, insert the long end of the tube. If the victim is a child over 3 years of age, insert the short end. With children, the flange should be inverted toward the short end to cup the child's mouth snugly.

Do not use this tube in children under three

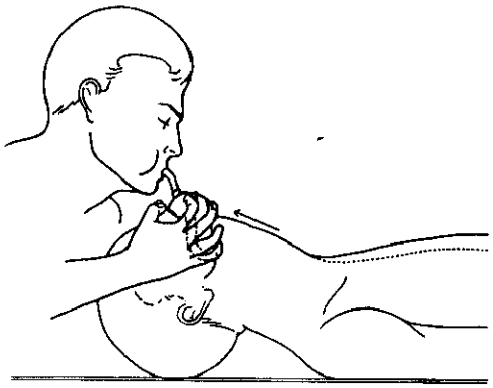
Step 3. Hold chin upward. Keep head tilted back (front of neck stretched). Prevent air leakage.



Pinch victim's nose with your thumbs and press the flange over lips with your index fingers to prevent air leakage. Hold chin upward and toward yourself with remaining fingers. **Never let the chin sag.**

GENERAL INSTRUCTIONS—Continued

Step 4. Blow into tube.



Take a deep breath and blow into the mouthpiece of the tube. **For an adult blow forcefully; for a child blow gently.** Watch the victim's chest. When it moves, take your mouth off the tube and let the victim exhale passively. When his exhalation is finished, blow in the next deep breath. The first few breaths you blow must be deep and at a rapid rate. Thereafter, about one breath every 3 to 4 seconds is adequate.

If the chest does not move, increase the "chin-up" position, improve the position of your fingers, and blow more forcefully. If the chest still does not move, readjust the position of the **RESUSITUBE** mouth-to-mouth Airway, which may have been inserted too deeply or not deeply enough. Make sure the flange is resting firmly on the lips.

To assist shallow natural breathing, blow in at the moment the victim inhales and take your mouth off quickly when he exhales.

FIRST AID FACTS

Wounds

Treatment . . . Do not touch wound with anything not clean. Where possible, wash wound with soap and running water and wipe dirt or other foreign particles out with sterile gauze pad or sterile cotton.

To control bleeding, prevent additional infection, cover with BAND-AID Adhesive Bandage or a sterile gauze pad.

Apply sterile bandage over gauze pad, making sure not to bandage too tightly. Anchor bandage with adhesive tape. See doctor if evidence of infection (tenderness, redness, swelling) appears.

Caution . . . Do not attempt to clean out deep puncture or badly torn wounds. See doctor promptly.

Bleeding

Treatment . . . If not severe, it may be controlled by simple elevation of injured part above level of heart; then apply a sterile gauze pad or BAND-AID Adhesive Bandage. If bleeding is not controlled in this manner, apply hand pressure over sterile gauze pads or clean cloth directly to the bleeding site. It may be necessary to hold pad in place by bandaging firmly.

Caution . . . Apply a tourniquet only when all other methods fail and life is endangered. If it must be used, leave it in place until removed by a doctor.

GENERAL INSTRUCTIONS—Continued

Animal Bites

Treatment . . . Wash wound immediately, using running water and soap to remove animal saliva. Apply sterile dressing. Go to doctor promptly. If animal escapes, notify proper authorities (police, health department, etc.).

Nosebleed

Treatment . . . Seat person, tilt head back, and loosen clothing at neck. Apply cold, wet dressing over nose. Keep victim quiet and breathing through mouth. If bleeding persists, press nostrils together 4 or 5 minutes, or plug with narrow strips of a sterile gauze pad, leaving end for easy removal.

Shock

Symptoms: Pale face. Cold sweat. Weak, rapid pulse. Shallow, irregular breathing. Nausea.

Treatment . . . Call doctor. Keep body flat, feet higher than head. (In head or chest injury: Raise head and chest.) Keep warm but do not overheat. If conscious, fluids may be given: small sips of water, tea, coffee, orange juice. If breathing stops, give artificial respiration.

Fainting

Treatment . . . Keep person flat on back, loosen clothing, lower head or raise limbs. Apply cold water to face, and supply fresh, cool air from window or fan. If faint lasts more than a few minutes treat as for shock, call doctor.

7. INSTRUCTIONS GOVERNING USE OF FIRE FIGHTING EQUIPMENT ON DIESEL ENGINES.

ENGINEMEN AND CREWMEN.

Fire Discovery.

Bring train to stop to reduce draft and shut off all engines.
Pull emergency fuel cut-out handle on unit affected.
Snap off fuel pump switches.
For electrical fire—Shut off current to unit affected.

Fire Extinguishers.

CO_2 (Carbon Dioxide) is the preferred extinguisher for use on either oil or electrical fires. It can be identified by fan shaped horn or nozzle. Diesel engines are equipped with 10, 20 and 50 pound sizes.

Pyrene (Carbon Tetrachloride) — Diesel engines are equipped with 1 qt. size in cab and 1 gal. size in motor room.

Use of Extinguishers.

CO_2—Small Size: Grip the handle of the horn, pull the safety pin and set off the extinguisher by opening the valve on top of the cylinder, or by squeezing handle together. Use close to fire as extinguisher has a maximum range of 8 feet.

CO_2—Large Size: This extinguisher is portable by two men. Pull extinguisher from clamps and carry to any location needed. Extinguisher must be in upright position when used.

To Operate: Uncoil hose. Pull out lock pin. Open valve at top of cylinder. Control discharge from horn by valve provided on the horn handle. Discharge valve should be triggered to prevent the possibility of freezing the valve shut. When two men are available the other man should handle the cylinder valve. This extinguisher is most effective when operated close to the fire. After extinguishing fire close valve on cylinder and again open horn valve to release gas from hose.

GENERAL INSTRUCTIONS—Continued

The best results are obtained from CO_2 extinguishers by playing the discharge as close to fire as possible, directing it at the base of the fire and moving it very **slowly** from side to side, gradually progressing forward or upward. Continue discharge until hot surface and glowing material is cool.

Pyrene—1 qt. size: Pull extinguisher from bracket, turn the handle one-quarter turn counter-clockwise, and operate as a pump. Direct the stream of liquid at base of the fire.

Pyrene—1 gal. size: Bring extinguisher as close as possible to the fire. Hold the hose in one hand and open small valve at the back of the extinguisher. Direct stream of liquid at base of the fire.

Fire in traction motors can be put out by either CO_2 or Pyrene extinguisher. When CO_2 extinguisher is used place extinguisher horn against opening in traction motor blower and expel CO_2 gas into it. When Pyrene extinguisher is used discharge liquid into motor through exhaust ventilating duct located in the housing.

After Fire is Extinguished.

Replace extinguisher.

Furnish proper report, showing cause, action taken and extinguisher used.

Restore to proper operating positions, emergency fuel cut-off valve, fuel pump and electrical switches.

Maintenance of Extinguishers.

Extinguisher must be kept accessible and clean.

Foreign material must not be hung or stored on extinguishers.

Know safety pin is in valve on CO_2 extinguishers and valve is properly sealed.

Check pressure gauge on large Pyrene extinguishers; it should show 100 lbs., examine liquid level through sight glass in front of extinguisher.

Check small Pyrene extinguisher by lifting to determine fullness.

Report any exceptions to condition of extinguisher.

Warning Guides.

Gases of combustions are toxic; therefore in confined places after fire is extinguished, ventilate area.

Contents of fire extinguishers on Diesel engines are non-conductors of electricity.

Never point extinguisher at fellow employe unless he is on fire; avoid unnecessary handling of carbon dioxide snow.

Time is important after discovery of fire, so know in advance locations and use of extinguishers.

Diesel engines must not be stopped over burning fusees, or other open flames, lights or fires.

They must not be stopped over burning switch heaters unless it cannot be avoided. When so stopped, if possible, the engine must be promptly moved from over the switch heater, but if, for any reason the engine cannot be moved, the burning switch heater must be immediately extinguished or removed.

Diesel engines must not be moved through or close to coal thawers or thawing fires.

It is of the utmost importance that you be fully familiar with the use of the respective fire extinguishers and procedure to follow in case of fire on Diesel-electric engines. If you are in doubt as to procedure, get in touch with your Road Foreman or Asst. Road Foreman of Engines, Inspector of Safety, Diesel Supervisor, Master Mechanic or M. P. & R. E. Fire Chief.

8. INSTRUCTIONS GOVERNING THE USE OF TELEPHONE OR RADIO-TELEPHONE FOR TRAIN OPERATION.

Employes using telephones or radio-telephones in connection with train movements must satisfy themselves that they are in communication with the proper person, and must

GENERAL INSTRUCTIONS—Continued

not consider conversation finished until the persons taking part are assured that they have heard all of the conversation, and that it is understood.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their train, the conductor, the engineman or the track car operator, must personally receive and make all arrangements pertaining to the movement of his train or track car, but neither is relieved of any responsibility as prescribed by Operating Rules and Special Instructions.

Receiving of written instructions, including Train Orders, the train addressed must be stopped before effecting delivery by radio-telephone.

Employes must identify themselves to the operator, yardmaster or dispatcher by giving their name, occupation, identification and location of train, engine, track car or other equipment involved.

In the absence of railroad telephone and radio-telephone service, other means of communication will be used to avoid delay.

Telephone and radio-telephone may be used in train operation; they will be supplementary to, and not supplant, any of the existing systems, devices, appliances, Operating Rules and Special Instructions, intended to promote the safety of the railroad.

All personnel whose duties require their operating a Base, fixed or mobile radiotelephone station must understand and be conversant with these Rules and Special Instructions.

The instructions herein set forth govern "Railroad Radio" and cover the use of radio systems on the railroads operated by the Reading Company and must be observed by all employes whose duties are in any way affected thereby.

General Rules.

A. Definition: A Railroad Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

B. Radio communication systems are under the jurisdiction of the Federal Communications Commission. **The Railroad Company and its employes are governed by the Commission's Operating Rules. Violation is a federal offense for which severe penalties are provided.**

Operating Rules.

(1.) All employes, except those specifically authorized to do so, are prohibited from making any adjustments to a railroad radio set. Employes so authorized must carry their FCC Operator License or verification card when on duty. If it appears that a radio transmitter is not operating properly its use shall be discontinued and the designated railroad official notified as soon as possible.

(2.) No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio.

(3.) No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communication excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

(4.) Before transmitting any employe operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

GENERAL INSTRUCTIONS—Continued

(5.) A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communication until there is assurance that no interference will result to the station in distress.

(6.) The Railroad Company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within three days from receipt of notice, and any employe receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

(7.) Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

(8.) Employes shall identify the radio station from which they are calling by prefacing their call with the railroad name. (See Instruction 17).

(9.) In certain cases at crossings, junctions or paralleling track some interference may develop with another railroad. In such cases especial care in making identification shall be used and the employes concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

(10.) If any communication from a station other than another railroad radio station interferes with Railroad Radio Service, the Railroad employe will endeavor to ascertain the identity of such station and report the occurrence as soon as possible through authorized channels to the designated railroad official, giving the exact time, nature of the communication and identity of the station, if possible.

(11.) Internationally the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message, and the word "SECURITY", a safety message. Railroad employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employes hearing such messages must report them immediately through authorized channels to the designated railroad official in addition to taking such appropriate action to relieve the distress as may be possible.

General Instructions.

(1.) Radio-telephone equipment consists of loud speakers, hand-set telephones, control units and associated apparatus, installed in cabs of diesel engines, other rolling equipment and at wayside stations. It also consists of portable units, carried manually, in vehicles, on trains, etc. Radio-telephone equipment is used for telephone communication between units so equipped.

Radio-telephone is to be used only in connection with Company business and in the protection of life and property. It will be used between engine and caboose, train to train, between wayside radio offices and with portable sets whenever its use is in the interest of safe operation and will avoid delay to trains or damage to equipment. Its use should make it unnecessary for the conductor to apply air from the caboose except in cases of extreme emergency. Use for casual conversation and similar purposes is prohibited.

(2.) Definitions: A BASE STATION is a permanently fixed location at which the radio transmitting apparatus is located.

GENERAL INSTRUCTIONS—Continued

MOBILE STATION: A station in a mobile service intended to be used while in motion or during halts at unspecified points.

(3.) Base stations will be kept in service at all times unless otherwise provided.

(4.) Mobile stations, except diesel units and other equipment being hauled dead in the train, must have the radio-telephone equipment in service between initial and final terminals unless otherwise provided. In case of emergency or at other times, radio-telephone apparatus located on dead equipment may be used.

(5.) Base stations and control points are as follows:

Base Station at Bakelite Switch, Piscataway Township, N. J., with control at WX Tower, Manville, N. J.

Base Station at Port Reading, N. J., with control in yard office.

Base Station and Control at "BY" Tower, Saucon Creek, Pa.

Base Station and Control at Yard Office, Abrams, Pa.

Base Station and Control at East Hump Office Building, Rutherford, Pa.

Base Station at Mt. Penn, Reading, Pa., with Controls at Water Station Yard Office, Spring St. Yard Office and the Chief Dispatcher, Outer Station, Reading, Pa.

Base Station at Molltown, Pa., with Controls at Chief Dispatcher, Spring Street Yard Office and Water Station Yard Office.

Base Station at Reading Terminal, Philadelphia, with Control at Chief Dispatcher's Office.

Base Station at Gravers Station, Philadelphia, with Control at Wayne Junction Police Office.

Base Station at Penndel, Pa., with Controls at "WB" Yard Office, Woodbourne, Pa., at "JG" Tower, Neshaminy Falls, Pa., and, at "FA" Yard Office, Fairless, Pa.

Base Station at Coatesville with controls at "CV" Yard Office and Lukens Steel Co. Yardmaster's Office.

(6.) Local Control Units located in the cabs of engines and other rolling equipment are installed for the purpose of controlling the mobile transmitter and receiver and holding the telephone handset. They contain the following components:

(A) A telephone handset suspended on a hanger.

(B) An amber colored light indicating transmitter "On the Air".

(C) A yellow colored light indicating power is turned on to the equipment.

(D) A volume control for controlling the level of sound to the handset receiver and the loudspeaker.

(E) The radio control unit of each installation contains a switch for manual selection of radio channels "A" or "B".

Channel "A" shall be used in Road operation, by mobile units operating **outside** yard limits covered by radio, for Point-to-Train communications and for communication between mobile units.

Channel "B" shall be used in Yard operation, by mobile units operating **within** yard limits covered by radio for Point-to-Train communications and for communication between mobile units.

If unable to make contact on the designated channel, after several calls made at one (1) minute intervals, alternate channel may be used.

When the handset is suspended in its hanger the loudspeaker is in service. To use the transmitter, the handset

GENERAL INSTRUCTIONS—Continued

is lifted off the hanger which automatically disconnects the loudspeaker. To transmit the "Push-to-talk" button on the handset is depressed and the amber light is illuminated on the control unit. No reception can be had while this button is depressed. When the transmission is concluded the button is released and the amber light is extinguished, reception again being possible through the handset receiver, only as long as the handset is off its hanger. To actuate the loudspeaker after the conversation is completed the handset is simply replaced on the hanger. To light the yellow light on the control unit and hence energize the radio equipment, the switch type circuit breaker located near the radio apparatus must be actuated by hand.

(7.) Speech to the transmitter should be made with a clear, distinct tone of natural voice and slowly enough to be understood.

(8.) A talk-test shall be made before leaving the specified terminal. Satisfactory two-way conversation shall serve as the test. Any failure shall be reported immediately to the engine house maintenance force on duty or to the designated railroad official.

(9.) Terminals at which radio equipment is located for talk-tests are Bridgeport, Coatesville, Erie Avenue, Rutherford, Saucon Creek and Reading engine houses.

(10.) Any failure which occurs while on line of road shall be promptly reported to the designated railroad official. In addition engine radio failures shall be reported on the engine performance report for the trip. Conductors shall insure that failures of equipment other than that located in engines are reported to the engine house maintenance force upon reaching the terminal.

(11.) Personnel at way stations must promptly report to the designated railroad official all failures of train radio-telephone equipment to function properly, as well as instances of inability to contact equipped mobile equipment.

(12.) Employes using train radio-telephones in connection with train operations, must satisfy themselves that they are in communication with the proper persons and must not consider conversations finished until the persons taking part are assured that they have heard all of the conversation and that it is understood, repeating same when necessary.

(13.) Persons using radio-telephones must yield the train radio-telephone channel promptly for communications concerning train movements.

(14.) The train radio-telephone is to be used to report any irregular or unsafe conditions observed on trains or along right of way, and in any way that will benefit train operation, improve safety, or prevent accidents.

(15.) It is important that all train radio-telephone calls be answered promptly, as train accidents may be avoided by such action.

(16.) The train radio-telephone must be turned "OFF" at the end of trip or as otherwise provided by local instructions.

(17.) Employes using radio-telephone equipment shall, in addition to abiding by the Operating Rules for Railroad Radio, use the following prescribed radio-telephone procedure at all times:

(A) Word meanings:

OVER—means, "my transmission completed, reply expected from you."

OUT—means, "my transmission completed, no reply expected from you."

GENERAL INSTRUCTIONS—Continued

ROGER—means, "I understand your transmission."
SAY AGAIN—means, "Repeat."

(B) Identification:

REGULAR TRAIN—Reading Number ..... (train #)
EXTRA TRAIN—Reading Extra ..... (Engine #)
CABOOSE—Reading Caboose Extra .....(or number .....) (Engine or train #, respectively)
PSGR CAR—Reading coach Number ..... (or extra .....) (Train # or engine #, respectively)
TRACK CAR—Reading Track Car ..... (TC#)
AUTOMOBILE—Reading mobile ..... (Automobile number.)
PORTABLE—Reading portable ..... (Unit number.)
WAY STATION—Reading ..... (station name.)

For multi-unit diesels, the unit designating letter shall follow the number.

(C) In initiating a conversation the calling station states the called station first, followed by his own call and the word "over".

(D) The following is an example of a complete conversation between a mobile and a wayside station:

"Reading Woodbourne, this is Reading extra 507, over."
"This is Reading Woodbourne, over."
"This is Reading extra 507; I have 17 coal for Fairless. Advise disposition, over."
"This is Reading Woodbourne; proceed to Fairless and take instructions from yardmaster there, over."
"This is Reading extra 507; Roger, out."

(18.) Brief information of emergencies should be given with the first call made; for example, "Emergency, emergency, emergency; Reading extra 257A this is Reading "JG" Tower—hotbox (plus further orders to stop train, etc., when deemed necessary), over." If prompt reply is not received, repeat the call giving details on the assumption that the receiver at "JG" Tower or the transmitter on the engine may have failed but that diesel 257A is receiving the information. This should be evidenced by normal application of brakes from head end. This procedure is applicable in other emergencies, to permit prompt action with minimum delay.

(19.) Prompt answering, brief transmission and general courtesy on the air will greatly augment the usefulness of the radio-telephone system and possibly save lives and property damage.

(20.) In all the foregoing, the designated railroad official is the Division Superintendent unless otherwise provided.

(21.) **RADIO CALLS ASSIGNED.**

Officials	Radio Call
General Road Foreman of Engines	Reading Mobile R1
Trainmaster, Reading	Reading Mobile T3
Trainmaster, Rutherford	Reading Mobile T5
Assistant Trainmaster, Reading	Reading Mobile T14
Assistant Trainmaster, Lebanon	Reading Mobile T11
Road Foreman of Engines, Rutherford .	Reading Mobile R3
Road Foreman of Engines, Reading	Reading Mobile R2
General Yardmaster, Coatesville	Reading Mobile Y3
Night General Yardmaster, Rutherford	Reading Mobile Y5
Night Chief Yardmaster, Reading	Reading Mobile Y10
Superintendent of Police, Philadelphia .	Reading Mobile P1
Inspector of Police, Philadelphia	Reading Mobile P2
Captain of Police, Philadelphia	Reading Mobile P3

GENERAL INSTRUCTIONS — Continued

Officials	Radio Call
Police Department	
Patrol Car, Philadelphia	Reading Mobile P21
Patrol Car, Philadelphia	Reading Mobile P22
Patrol Car, Reading	Reading Mobile P31
M. P. and R. E. Department	
Truck No. B-100, Philadelphia	Reading Mobile B100
Truck No. R-556, Woodbourne	Reading Mobile L556
Truck No. W-108, Bridgeport	Reading Mobile L108
Vice-President's Office	
Hy-Rail Car RD-1	Reading Mobile V1
Communications Department	
P. R. & P. Truck No. RD-12	Reading Mobile C12
M. of W. Department	
Truck No. R-666, Pt. Reading	Reading Mobile M666
Motor Car R-216, S. Bound Brook	Reading Mobile M216
Railaid Crane R-830, Hopewell, N. J. ...	Reading Mobile M830

9. QUALIFYING AND REQUALIFYING.
TRAIN SERVICE EMPLOYES.

(1.) All Train Service Employes.

Absent From Duty 30 Days or More:—Will not be permitted to return to duty unless they have qualified before their immediate employing officer in any important circulars or notices affecting train movement and any changes in time tables or Book of Rules, which may have occurred during their absence, except those located or having their home terminal at the point serving as the headquarters for the Train Rules Examiner on the respective divisions, in which event the Examiner will qualify the men, instead of the employing officer.

(2.) Road Engineers and Conductors.

Qualifying:—Road Engineers and Conductors who have successfully passed examination in Operating Book of Rules, and the physical, sight, color sense and hearing examination within the required period, will acquaint themselves with the physical characteristics and running condition of the portions of the railroad over which they are to operate.

When presenting themselves for examination, the employe must present certificate on prescribed form showing he has passed the necessary examination on Operating Book of Rules, as well as necessary physical examination, sight, color sense and hearing.

They must then pass examination on physical characteristics, time-table, special rules, General Orders, Notices, Circulars or Bulletins, before the Train Rules Examiner.

Crew Dispatcher must not call such Enginemen for **first trip** without first ascertaining whether the Road Foreman or Assistant will be available to accompany this man on first trip.

(a.) Requalifying After Being Absent 180 Days or More:—Will not be permitted to return to duty until they have qualified under Item 1, and also ridden over the territory in which they hold permanent seniority, (Engineers on engines, conductors on engines or trains), to acquaint themselves with any changes in the physical characteristics and signals which may have occurred during their absence.

(3.) Road Engineers and Conductors.

In service, but who for 180 or more days have not operated over portions of the territory where service is at the time required, shall not accept calls for such service until qualified, as outlined under Items 1 and 2-a.

(4.) Refamiliarizing, or Keeping Qualified.

Road Engineers and Conductors, in order to keep qualified within the period of 180 days, will ride over the territory in question (Engineers on engines, Conductors on engines or trains) presenting proper form for signature of Conductor or Engineman of trains on which trips are made.

This form, after completion, must be presented to the employing officer who will submit copy of same to Superintendent, Chief Train Dispatcher and Rules Examiner.

SPECIAL INSTRUCTIONS

READING DIVISION

1. OBSTRUCTIONS, CLEARANCES AND RESTRICTIONS.

(a) **Moving under overhead wire crossings.** Employes are forbidden to ride or work on top of box cars, engines or other high equipment while being moved under overhead signal wire crossings at the following locations:

Location	Tracks Involved
EAST PENN BRANCH	
Macungie	Fritch Industrial
Macungie	Singmasters Industrial
GETTYSBURG BRANCH	
Gardners	Freight House
Biglerville, west of	Musselmans
LEBANON VALLEY BRANCH	
Womelsdorf	North American Refractories track
Myerstown	Coal
Prescott	Coal
Lebanon, east of	Steel Mill Trestle
Lebanon, 4th Street	Scrap Yard
Lebanon, 7th Street	Coal
Palmyra	Mill
Palmyra	Smith's
Hummelstown	Station
MIDDLETOWN & HUMMELSTOWN BRANCH	
Middleton, between Race and Wood Streets on Brown Street	Main
MAIN LINE	
Bridgeport	Phila. Electric Co. Whse.
Bridgeport, east of	Lees Mills
W. Conshohocken	Freight House
WILMINGTON & NORTHERN BRANCH	
Montchanin, west of	Main
Elsmere Junction	Main

(b) Account clearances, employes are forbidden to ride side steps of Crane Nos. 90901, 90902 and 90906, or walk between battery box, Business Car No. 10 and switch stands at the following locations:

MAIN LINE:

Crossover No. 1 to No. 2 track, Oley St., Reading.

Crossover No. 1 track to Pottstown Station track, Hanover St., Pottstown.

Employes are forbidden to ride on north side of cars or engines on Pottstown Station track at Hanover Street account of close side clearance.

LEBANON VALLEY BRANCH:

Crossover No. 1 to No. 2 track, Schuylkill Ave., Reading.

SPECIAL INSTRUCTIONS — Continued

EAST PENN BRANCH:

Crossover No. 1 to No. 2 track west of Emmaus Station.

Movements with this equipment must be made at reduced speed.

(c) **Birdsboro**—Cab storm windows on T-1 engines must be kept in closed position when operating over Furnace Street, Birdsboro.

(d) **Hummelstown**—Class T-1 engines shall not be turned on Wye tracks at Hummelstown.

(e) **Dillerville and Landisville**—General Instructions, Paragraph 1 (b) and (c) apply to Reading Company employes working or operating in the vicinity of, or under, P. R. R. electrification and must be observed at all times.

(f) **Reading**—Business Car 15 and Crusader Cars 1, 2, Crusader 4 and 5 must not be operated through R. & C. Platform track.

(g) **Pine Grove**—Employes are forbidden to ride or work on south side of cars or engines between Yard Limit sign 4788 feet west of, and point 1900 feet west of Pine Grove account close side clearance.

SPECIAL INSTRUCTIONS—Continued

(h) Restrictions on Operating Engines and other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars.

LOCATIONS

Bridgeport—Klapperthal Jct.
—Port Kennedy Branch
—Perkiomen Jct.—Emmaus Jct.
—Phoenixville—Kimberton
—Colebrookdale Jct.—Barto
Klapperthal Jct.—Belt Line Jct. via Reading
Belt Line Jct. Birdsboro—via Belt Line (Incl. con. to L. V. Br.)
Belt Line Jct.—Port Clinton
Birdsboro—Elverson
—French Creek Branch
Elverson—Wilmington
—Rockland Branch
—Kentmere Branch
—Maryland Ave. Branch
—Wilmington—Pigeon Point
—South Walnut St. Branch
—Christiana Avenue Branch
Allentown—Lurgan
—Alburtis—Catasauqua
—Chapman Branch
—Topton—Kutztown
—Belt Line Jct.—Blandon
—Avon Branch
"JU" Tower—Pine Grove
—Hummelstown—Middletown
—Manufacturer's Branch
—Harrisburg
—Steelton Branch
Sinking Spring—Lancaster and Columbia
—Mt. Hope Branch
Carlisle Jct.—Gettysburg
—Little Round Top Branch
—Carlisle Jct.—Carlisle
Laurel—Kempton
—West Reading Branch
—Second Street Branch

NOTES FOR READING DIVISION

C Not permitted to operate account curvature or other track conditions.
D Not permitted to operate on platform tracks, Reading Outer Station.
H Must not enter passenger station at Lancaster.
M May be operated between J. U. Tower and Loop.
N May operate between J. U. Tower and Pine Grove, restricted to speed of not more than 10 M.P.H. over wooden trestle bridges 17/77 and 17/82 east of Suedburg and 22/57 east of Pine Grove.
O Not exceed speed of 15 M.P.H. over bridge No. 0/79, 4000' to 4700' west of Perkiomen Jct.
P Must not pass over deck lattice truss at 6th St., Reading; must not use track to station at Shippensburg.
R Must not pass over deck lattice truss at 6th St., Rdg.
S Not permitted to operate on No. 6 or 8 market tracks.

SPECIAL INSTRUCTIONS—Continued

Restrictions on Operating Engines and Other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars—Continued.

DIESEL ELECTRIC											RAIL DIESEL	STEAM		CRANES			Maximum Gross Weight of car and Lading (See Note)
10 to 38, 42 to 47, 50 to 53, 90 to 92, 100 to 104, 700 to 729	260 to 283, 900 to 907	444 to 450, 460 to 475, 481 to 524	530 to 554, 560 to 563, 576 to 589, 600 to 636, 660 to 666	800 to 867	1501 to 1515	2701 to 2719	5201 to 5210	5501 to 5520	6501 to 6506	9151 to 9163	1251	2100 to 2102, 2123	90641	90900	90905	90901, 90902, 90906	
														T	T	T	263,000
												C				X	263,000
										X		O		T	T	T	263,000
										X						X	263,000
										X		X				X	263,000
												D		T	T	T	263,000
														T	T	T	263,000
														T	T	T	263,000
				X												T	263,000
				X						X				T	T	X	263,000
				X										T	T	T	263,000
				X						X		X				X	263,000
U	X	X	X	X	X	X	X	X	X	X		X				X	210,000
				X								C				X	263,000
				X		X	X	X				X				X	263,000
				X		X	X	X				X				X	263,000
				X		X	X	X				C				X	263,000
				R								P		T	T	T	263,000
										X					T	T	263,000
										X		C					263,000
										X		C		T	T	X	263,000
																	263,000
										X		C				X	263,000
										X		M			T	N	251,000
												X		T	T	X	263,000
										X		C				X	263,000
			S	S													263,000
										X				T	T	X	263,000
										V		H		T	T	T	263,000
										X		C		T	T	X	263,000
																	263,000
																	263,000
							X	X	X	X							263,000
										X		X		T	T	T	263,000
				X			X	X	X	X		X				X	263,000
				X						X		X				X	263,000

NOTES FOR READING DIVISION—Continued

T See timetable clearance appendix in hands of operating officers.
U Only engines 16 to 24, 50 to 53 inclusive may operate over bridge 1/83 at Rockford.
V Not permitted to operate between Lancaster Jct. and Columbia.
X Not permitted to operate.
Loaded cars such as ore cars with truck centers 25' 0" or less, and axles spacing 4' 9" on trucks, or when coupled, must not be moved without special permission and then not in excess of 25 M.P.H.
Note: Cars of a gross weight in excess of 263,000 lb. must not be operated except by special permission.

SPECIAL INSTRUCTIONS—Continued

(i) LEBANON VALLEY BRANCH:

Dragging equipment detector is in service on No. 2 track, located three thousand thirty (3030) feet east of Sinking Spring.

Train actuating detector, due to faulty equipment, will cause signal at Wyomissing Junction to display STOP indication.

When signal at Wyomissing Junction displays STOP indication crews must communicate promptly with signalman at Lebanon Valley Junction, for instructions.

(j) EAST PENNSYLVANIA BRANCH:

Dragging equipment detector is in service on No. 1 Track, located six hundred eighty (680) feet east of Fleetwood.

Train actuating detector, due to faulty equipment, will cause signal at Blandon to display STOP indication.

When signal at Blandon displays STOP indication crews must communicate promptly with signalman at Oley, for instructions.

(k) PHILADELPHIA, HARRISBURG AND PITTSBURGH BRANCH:

Hot Journal Detector Equipment is installed adjacent to No. 2 track eight thousand one hundred eighty (8,180) feet West of Barnitz Station.

The recorder unit is located in Carlisle Junction Interlocking Station, and furnishes information on the position in train and journal location of cars having heated journals.

Hot Journal Detector Equipment is installed adjacent to No. 2 track ten thousand two hundred fifty (10,250) feet west of Camp Hill Station.

The recorder unit is located in "R" Tower, Rutherford, and furnishes information on the position in train and journal location of cars having heated journals.

Upon advice from Towermen that a hot journal has been detected, train crews shall check cars ahead and back of the position indicated by detector to avoid possibility of overlooking defective journal due to an erroneous count of cars.

(l) Empty cars shall not be stored within a distance of 300 feet from any public grade crossing. This does not apply to cars spotted on industrial or public delivery tracks for loading or unloading at locations where physical conditions prevent any substantial relocation of loading or unloading zones.

SPECIAL INSTRUCTIONS—Continued

READING-SHAMOKIN DIVISION

SWITCHING AND ROAD ENGINES MAXIMUM DEGREE CURVE PERMISSIBLE FOR OPERATION

Eng. No.	Manufacturer or Type	Class	H. P.	Degree of Curvature	
				With Coupler Extension	Standard Coupler With Cars
10-11	EMD	OE-13	600	96	57
12	EMD	OE-13	600	..	57
13-15	EMD	OE-13	600	96	57
16-24	EMD	OE-5	600	96	57
26-38	BLW	OE-10	1000	76	44
42-47	Alco	OE-11	1000	76	44
50-53	Alco	OE-8	660	96	57
90, 91, 92, 100-104	EMD	OE-9	1000	76	57
260-262	EMD	DF-2	1500	..	23
266-283	EMD	DF-4	1500	..	23
444-524	Alco	RS-1	1600	..	38
530-589	BLW	RS-2	1600	..	30
600-666	EMD	RS-3	1500	..	21
700-712	BLW	OE-12	1000	76	44
713-714	BLW	OE-12	1000	..	44
715-721	BLW	OE-12	1000	76	44
722-729	BLW	OE-12	1000	..	44
800-867	F.M.	RS-4	2400	..	21
900-907	EMD	DP-1	1500	..	23
1501-1506 1511-1515	EMD	SWE-4	900	..	76
1507-1510	EMD	SWE-14	900	..	76
2100 2101 2102 2123	Steam	T-1	..	..	19
2701-2713	EMD	SWE-1	1200	76	76
2714-2719	EMD	SWE-14	1200	76	76
5201-5210	Alco	RSA-14	2400	76	19
5501-5520	EMD	RSE-14	2250	76	19
6501-6506	EMD	RSE-14	2500	76	19
9151-9162	BUDD	RDB-13	600	76	23
9163	BUDD	RDB-13	550	76	23

Example: An engine listed as limited to a 76 degree curve will negotiate any curve from zero degrees to seventy-six (76) degrees, but will not negotiate a curve of higher degrees. The higher the degrees, the sharper the curve.

SPECIAL INSTRUCTIONS—Continued

SHAMOKIN DIVISION

1. OBSTRUCTIONS, CLEARANCES AND RESTRICTIONS.

a. At Tamaqua, the cab storm windows must be kept in closed position on T-1 engines while operating within yard limits.

Account clearances, employes are forbidden to ride side steps of Cranes Nos. 90901, 90902 and 90906, or walk between battery box, Business Car No. 10 and switch stands at the following locations:

West end crossover between No. 2 and No. 1 tracks, east of Broad Street.

West end crossover between No. 1 and No. 2 yard tracks, west of Spruce Street, Tamaqua.

Movements with this equipment must be made at reduced speed.

b. While operating between points eighty (80) feet and two hundred eighty (280) feet east of Tremont Station, cab storm windows must be kept in closed position on all engines, account close clearance between Tremont Extension and Lebanon and Tremont Branch single Main Tracks.

Class T-1 engines must not pass engines or equipment on single main tracks of either Tremont Extension or Lebanon and Tremont Branch between Main Street and Pine Street, Tremont, account close side clearance.

c. At Central Breaker, Locust Summit, account high-voltage overhead wires over empty gondola and box car tracks in unprepared coal yard, employes will be governed by Instructions as shown under electrical operation in current issue of Time Table.

d. Empty cars shall not be stored within a distance of 300 feet from any public grade crossing. This does not apply to cars spotted on industrial or public delivery tracks for loading or unloading at locations where physical conditions prevent any substantial relocation of loading or unloading zones.

e. Mine Hill and Schuylkill Haven Branch. Reading Anthracite Company erected a Cleaner Plant one thousand eighty-five (1085) feet west of Buckley Station. Movement of engines or cabooses not permitted under Cleaner Plant.

Crew members are prohibited from riding on top, or side of cars, moving under or along side of Cleaner Plant.

Reading Anthracite Company erected a cleaner plant along and extending across single track six thousand eight hundred forty-two (6842) feet west of Buck Run Junction.

Movement of engines or cabooses not permitted under cleaner plant.

Runaround track is constructed with switches in single track two hundred seventy-two (272) feet east and two hundred eighty-four (284) feet west of cleaner plant. This track must be used when servicing the empty car tracks.

Crew members are prohibited from riding on top, or side of cars moving under or along side of cleaner plant.

f. Trains or engines must not pass engines or equipment on main or side track, Mount Carbon Branch, **between** Minersville Street, Pottsville, **and track scale.**

g. Herndon Branch. Engines must not pass under Stevens Breaker three thousand one hundred fifty (3150) feet west of Trevorton Station, due to close side and overhead clearances.

Members of train crews are prohibited from riding on side or top of cars moving past loading ramps located three thousand six hundred (3600) feet and three thousand eight hundred (3800) feet, respectively, west of Trevorton Station, or through the Stevens Breaker.

h. Employes are forbidden to ride or work on top of box cars, engines or other high equipment **while movement is** being made under overhead electrical and communication wire crossings **at the following locations:**

SPECIAL INSTRUCTIONS—Continued

Location	Between Poles	Track Crossed Main	Track Crossed Side	Specific Location
Newberry Jct.	202/44-202/45		2	Yard
" "	—		10	Car repair shop, 200' east
" "	—		9	Car repair shop, 180' west
" "	—		3	Ice car track
" "	—		8	Front of engine house
" "	—		3	Coal dock
" "	—		2	Ash pits
" "	—		2	Ash pit tracks
" "	—	2	3	Opposite NYC engine house
Milton Branch	10th and 11th poles W. of Milton Sta.	1	1	Filbert St. west of Milton Sta.
" "	13th and 14th poles W. of Milton Sta.		1	Race St., west of Milton Station
Milton Tower	169/36-169/37 PRR	1		At Milton Tower
Shamokin	137/13-137/14		1	Atlantic Gas Co. Side Track
Trevorton	6/41-6/42		1	W. of Trevorton at Tressler Lbr. Sg. Lumber Yd. Sdg.
Ashland		2	1	Preston Sdg.
Pottsville	—	2	4	200 feet west of Mauch Chunk street bridge

i. Restrictions on operating engines and other equipment over main tracks and maximum weights allowed for all cars.

(ENGINE RESTRICTIONS)

A—5 miles per hour over Bridge 0/12 600 feet west of Eagle Hill Jct.

D—Close side clearance between main and Lorberry Branch tracks at Lorberry Jct.

E—Permitted to be operated only between Middle Creek Jct. and sign near end of Branch, located thirteen thousand five hundred fifty (13550) feet west of Middle Creek Jct.

J—Restrictions on Carbon Run Branch account clearance as follows:
Must not pass engines Main to Side track between Arch and Chestnut Streets, Shamokin.
Must not pass equipment Main to Side track between Chestnut and Pine Streets, Shamokin.

P—Must not pass equipment on main or side track at 12th Street, Pottsville, strikes 2½ inches.

T—See time table clearance Appendix in hands of operating officers.

X—Not permitted to operate.

Z—Not permitted to operate on side track over bridge 165/58 at St. George's Street, east of Lewisburg.

SPECIAL INSTRUCTIONS—Continued

Restrictions on Operating Engines and Other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars.

LOCATIONS

- Little Schuylkill Branch—Port Clinton to Tamaqua
- —Greenwood Branch—Tamaqua
- —Tamaqua to East Mahanoy Jct.
- Mahanoy & Shamokin Br.—E. Mahanoy Jct. to Shamokin
- —N. Mahanoy Coll'y Branch
- —St. Nicholas Coll'y & Knickerbocker Branches
- Shenandoah Br.—Shenandoah Jct. to End
- —Preston Branch and Raven Run Branch
- Ashland Upper Route and Bast Colliery Branch
- —Potts High Line Branch
- —Locust Spring Branch
- —Mt. Carmel Branch
- —Excelsior Colliery Branch
- —Henry Clay Colliery Branch
- —Carbon Run, Bear Val. & Burnside Branches
- Herndon Branch—Herndon Br. Jct. to Dunkelbergers
- —Dunkelbergers to end
- Shamokin, Sunbury & L'burg Br.—Shamokin to W. Milton
- Catawissa Branch—Barns to Lofty
- —Lofty to Catawissa
- —Catawissa to West Milton
- —West Milton to Newberry Jct.
- Tamanend Branch
- T. H. & N. Branch, Silver Brook Branch
- Bloomsburg Branch—Rupert to Paper Mill
- —Paper Mill to Benton
- Milton Branch
- Main Line—Port Clinton to Pottsville Jct.
- —Pottsville Jct. to Pottsville Station
- —Norwegian Branches
- Schuylkill Valley Branch—Pottsville Jct. to Tamaqua
- —Eagle Hill Branch
- —Silver Creek Branch
- —Alliance Branch

SPECIAL INSTRUCTIONS—Continued

Restrictions on Operating Engines and Other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars.

DIESEL ELECTRIC														RAIL DIESEL	STEAM		CRANES				Maximum Gross Weight of car and Lading (See Note)
10 to 38, 42 to 47, 50 to 53, 90 to 92, 100 to 104, 700 to 729	260 to 283, 900 to 907	444 to 450, 460 to 475, 481 to 524	530 to 554, 560 to 563, 576 to 589, 600 to 636, 660 to 666	800 to 867	1501 to 1515	2701 to 2719	5201 to 5210	5501 to 5520	6501 to 6506	9151 to 9163	1251	2100 to 2102, 2123	90641	90900	90905	90901, 90902, 90906	
														T	T		263,000
																X	263,000
																	263,000
														T	T	T	263,000
												X				X	263,000
																X	263,000
														T	T	X	263,000
							X	X	X			X		T	T	X	263,000
																X	263,000
																X	263,000
																X	263,000
														T	T	X	263,000
							X	X	X			X				X	263,000
																X	263,000
												J				X	263,000
														T	T	X	263,000
												X		T	T	X	263,000
												Z		T	T	T	263,000
											X	X		T	T	T	263,000
											X	X		T	T		263,000
											X	X		T	T	T	263,000
														T	T	T	263,000
				X						X		X				T	263,000
				X								X		X	X	X	263,000
				X			X	X	X	X		X		X	X	X	220,000
		X		X			X	X	X	X		X		X	X	X	220,000
																X	263,000
																T	263,000
												X		T	T	T	263,000
							X	X	X			X	X	X	X	X	263,000
																	263,000
				A								X		X	X	X	263,000
																X	263,000
													X			X	263,000

Note: Cars of a gross weight in excess of 263,000 must not be operated except by special permission.

CNJ Engines Nos. 1601 to 1615 inclusive and 2401 to 2413 inclusive may not operate over T. H. & N. and Silverbrook Branches.

SPECIAL INSTRUCTIONS—Continued

Restrictions on Operating Engines and Other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars.

LOCATIONS
Frackville Branch—Mill Creek Jct. to Frackville Jct.
—Pine Forest Branch
—Crystal Run Branch
Bear Run Branch
Mine Hill & Sch. Haven Br.—Mine Hill C's'g to Westwood
—Westwood to Mine Hill Gap
—People's Railway
—Wolf Creek Branch
—Oak Hill Branch
—Mine Hill Gap to Buck Run
—Pine Knot Colliery Branch
—Richardson Branch
Tremont Extension—Westwood to Tremont
—West West Branch—Silverton to West West Jct.
—West West Branch—West West Jct. to End
—Muddy Branch
—Swatara Branch
—Middle Creek Branch
Lebanon and Tremont Branch—Pine Grove to Tremont
—Lorberry Branch
—Mt. Eagle Branch
—Tremont to Keffers—Good Spring
—Hazlebrook Branch
—Good Spring Branch
—Good Spring to Lykens

Loaded cars such as ore cars with truck centers 25'-0" or less and axles spacing 4'-9" on trucks or when coupled must not be moved without special permission.

SPECIAL INSTRUCTIONS—Continued

Restrictions on Operating Engines and Other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars.

DIESEL ELECTRIC												RAIL DIESEL	STEAM		CRANES				Maximum Gross Weight of car and Lading (See Note)
10 to 38, 42 to 47, 50 to 53, 90 to 92, 100 to 104, 700 to 729	260 to 283, 900 to 907	444 to 450, 460 to 475, 481 to 524	530 to 554, 560 to 563, 576 to 589, 600 to 636, 660 to 666	800 to 867	1501 to 1515	2701 to 2719	5201 to 5210	5501 to 5520	6501 to 6506	9151 to 9163	1251	2100 to 2102, 2123	90641	90900	90905	90901, 90902, 90906	
												X		T	T	X	263,000
																X	263,000
																	263,000
										X							263,000
												X			X	X	263,000
												X		P	P	X	263,000
							X	X	X			X				X	263,000
												X				X	263,000
												X				X	263,000
												X				X	263,000
							X	X	X			X				X	263,000
										X							263,000
							X	X	X								263,000
							X	X	X			X					263,000
																	263,000
																	263,000
												E				E	263,000
							X	X	X	X							251,000
							X	X	X			D					251,000
														T	T		251,000
																	251,000
																	251,000
				X			X	X	X								251,000
				X			X	X	X	X		X	X	X	X	X	251,000

Note: Cars of a gross weight in excess of 263,000 must not be operated except by special permission.

SPECIAL INSTRUCTIONS—Continued

READING DIVISION

2. HIGHWAY CROSSING AND FLAG PROTECTION.

(a) Highway Crossings.

Movement over the following highway crossings must be protected by a member of the crew with a red flag by day and a red and a white light by night, who must be stationed at and remain at crossing during entire period any part of the crossing is occupied by a train, engine or car:

BRANCH	LOCATION OF CROSSING
Allentown	Kutztown—3210′ East of Kutztown—State Highway
Colebrookdale	Pottstown—King Street Side Track, Robinson Products, 3160′ W. of Colebrookdale Jct. Boyertown—Third St. Boyertown—Philadelphia Ave. New Berlinville—State Highway. Guldins Crossing, 4700′ E. of Bechtelsville. Bechtelsville—Chestnut St.
Fairground	Reading—11th St.
Gettysburg	Gettysburg—All crossings on Round Top Branch, Wye track, and W. Lincoln Ave.
Lebanon and Tremont	Pine Grove—Mill St. Pottsville St.
Lebanon Valley	Lebanon—7th St. side tracks
Middletown & Hummelstown	Hummelstown—Main Street, High Street
Main Line	Valley Forge Road on Cabot—Cabot and Forbes Siding
Pickering Valley	Phoenixville—Main, Bridge, Paradise Ironsides—State Highway Kimberton—State Highway, 80′ West of
Reading and Columbia	Columbia—Long Lane, 4th St., Wright, Perry and Union
Schuylkill & Lehigh	Evansville—255′ East of Lenhartsville—312′ East of Greenawald—40′ West of Albany—90′ East of Kempton—180′ East of
Steelton	Steelton—Trewick, Conestoga and Franklin Streets

SPECIAL INSTRUCTIONS—Continued

BRANCH	LOCATION OF CROSSING
Wilmington & Northern	Chadds Ford Jct.—Side track, Old Highway, 820 Ft. West Elsmere Jct.—Side Tracks Wilmington—All crossings East of Sixth Avenue not protected by flashing light highway crossing signals

(b) Flasher signals at highway grade crossings are arranged so that signals will operate automatically for through movements in either direction with and against the current of traffic on each main track at the following points:

EAST PENN BRANCH

All crossings equipped with flashers.

LEBANON VALLEY BRANCH

All crossings equipped with flashers.

MAIN LINE

All crossings equipped with flashers.

P. H. & P. BRANCH

All crossings equipped with flashers.

(c) Flashing light signals must be placed in operation manually and will stop automatically at:

Landisville—Highway, 380 ft. west of

When switching movements are being made in vicinity of the following crossings, members of train crew will stop excessive operation of flashing light signals manually, by push buttons, following instructions posted in control boxes at each crossing:

Ephrata—Chestnut St., 1462 ft. East of
Ephrata—Locust St., 442 ft. East of
Ephrata—State St., 382 ft. East of
Ephrata—Main St., 180 ft. West of
Ephrata—Fulton St., 1118 ft. West of
Biglerville—East York St., 180 ft. West of

Highway traffic signals at the following street intersections will be manually controlled by member of train crew to stop highway traffic moving over railroad when movement is being made and will be restored to normal operation after clearing crossing using push buttons in control boxes at each crossing:

Lebanon—Front and Lehman Streets.
Reading—Third and Buttonwood Streets.

In the event signals fail to operate train movement must be flagged over crossing and failure reported to Superintendent.

SPECIAL INSTRUCTIONS—Continued

(d) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Automatic flashing light signals and crossing gates will operate when engine, train, or cars occupy track circuits within specified limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1	No. 2	No. 3	No. 4	Side Track
BELT LINE	Gibraltar	Gibraltar	2208′ E & W	.....	.....	.....	.....	20′
EAST PENN	Emmaus	6th Street	.....	3000′ E & W	3000′ E & W	.....	.....	15′
EAST PENN	Emmaus	7th Street	.....	3070′ E 2950′ W	3000′ E & W	.....	.....	15′
EAST PENN AND C. & F.	Alburtis	Main Street	1000′ E	2640′ E 660′ W	1100′ E 2650′ W	.....	.....	.....
EAST PENN	Topton	Main Street	.....	2722′ E & W	2722′ E & W	.....	.....	67′ E
EAST PENN	Topton	Home Street	.....	2621′ E & W	2621′ E & W	.....	.....	67′ W
EAST PENN	Fleetwood	Richmond Franklin St.	.....	2640′ E & W	2640′ E & W	.....	.....	.....
	Blandon	Kulps Crossing	.....	2832′ E *2227′ E 3523′ W	2832′ E *2227′ E 858′ W	.....	.....	858′ W
EAST PENN	Reading	8th Street	2680′ E & W	.....	.....	.....	.....	.....
LEBANON VAL'Y	Sinking Spring	Hull Street	.....	2690′ E 1417′ W	2698′ W 1715′ E	.....	.....	25′ W 50′ E
LEBANON VAL'Y	Sinking Spring	Columbia Ave.	.....	2619′ E 1306′ W	2619′ E 1518′ W	.....	.....	25′ W 50′ E
LEBANON VAL'Y	Sinking Spring	Woodrow Ave.	.....	1306′ W 2619′ E	2666′ W 1518′ E	.....	.....	162′ W 148′ E
LEBANON VAL'Y	Wernersville	Werner St.	.....	3080′ E 3000′ W	2870′ E 2700′ W	.....	.....	15′
LEBANON VAL'Y	Richland	Main & Race Sts.	.....	3150′ E 2853′ W	3150′ E 2853′ W	.....	.....	15′
LEBANON VAL'Y	Myerstown	Railroad St.	.....	2640′ E 2640′ W	2640′ E 2640′ W	.....	.....	15′
LEBANON VAL'Y	Lebanon	5th Ave.	.....	2904′ E 2663′ W	2904′ E 2663′ W	.....	.....	56′ E 44′ W
LEBANON VAL'Y	Lebanon	Front Street	.....	2770′ E 1840′ W	2770′ E 1840′ W	.....	.....	50′
LEBANON VAL'Y	Lebanon	4th Street 5th Street 7th Street	.....	1840′ E 1825′ W	1840′ E 1825′ W	.....	.....	50′
LEBANON VAL'Y	Lebanon	8th Street	.....	1850′ E 1870′ W	1850′ E 1870′ W	.....	.....	.....
LEBANON VAL'Y	Lebanon	9th Street 10th Street 12th Street	.....	1859′ E 561′ W 1782′ E 696′ W 1753′ E 818′ W	1206′ E 2146′ W 652′ E 1944′ W 800′ E 1933′ W	.....	.....	15′
LEBANON VAL'Y	Hershey	Derry Road	.....	2520′ E 2520′ W	2520′ E 2520′ W	.....	.....	30′
LEBANON VAL'Y	Hummelstown	Railroad St.	.....	3100′ E & W	3100′ E & W	.....	.....	SIDING 50′ E 50′ W
P. H. & P.	Camp Hill	Milltown	.....	2560′ E 2280′ W	2195′ E 2280′ W	.....	.....	.....

* From Blandon low grade.

SPECIAL INSTRUCTIONS—Continued

Branch	Location	Name of Crossing	Single	No. 1	No. 2	No. 3	No. 4	Side Track
MAIN LINE	Royersford	Main Street	.....	2900' E & W	2900' E & W	.....	.....	15'
MAIN LINE	Pottstown	Hanover Street	.....	1320' E 2430' W	2470' E 3040' W	.....	.....	30'
MAIN LINE	Monocacy	Monocacy	.....	2950' E & W	2950' E & W	.....	1700' E & W	10'
MAIN LINE	Leesport	Railroad Avenue	.....	2950' E & W	2950' E & W	.....	.....	15'
MAIN LINE	Leesport	Main Street	.....	2840' E & W	2840' E & W	.....	.....	.....
MAIN LINE	Mohrsville	Mohrsville	.....	2900' E & W	2900' E & W	.....	.....	50'
PERKIOMEN	Collegeville	Main Street	1340' E 1450' W	.....	.....	.....	.....	15'
W. AND N.	Wilmington	Maryland Ave.	953' E & W	.....	.....	.....	.....	.....
W. AND N.	Modena	Modena	1450' E & W	.....	.....	.....	.....	20'
W. AND N.	Coatesville	Main Street	120' E 130' W	.....	.....	.....	.....	120' E 130' W
W. AND N.	Birdsboro	First Street	664' E 718' W	.....	.....	.....	.....	22' E 39' W

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T."

Engines or trains having stopped within the limits of control points for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control points, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

Direction E or W signifies direction of the movement of train or engine.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

SPECIAL INSTRUCTIONS—Continued

(e) Birdsboro—Eastbound trains stopping in vicinity of Birdsboro coal dock will avoid the use of engine whistle or horn as prescribed by Operating Rules 14, (b), (c), and (d) for the purposes prescribed.

Instead, when conditions require enginemen will instruct conductor or trainmen to sound the signals by depressing push button located in box at telephone booth 240 feet West of coal dock which will operate electric horn at signal 99C, 7163 feet West of Birdsboro W. & N. Station. Flagmen will be governed by these signals.

(f) Coatesville—Main Street—All crews operating over the crossing, on either the main or side track, must stop with lead truck of engine or car past the clearance sign which will cause the gates to lower and when gates are in lowered position and the crossing clear of highway traffic continue movement over the crossing.

First Avenue—All crews operating over the crossing on Nos. 1, 2 and 3 yard tracks shall be preceded by a member of the crew to stop highway traffic. Track circuits extend 85 feet east and west of the crossing and cars must not be left standing between these points.

Flashing light type highway crossing signals are placed in service on Lukens Steel Company side track at First Avenue, (Youngsburg Road) six thousand eight hundred (6800) feet west of Modena. Clearance point signs are placed in service one hundred (100) feet east and west of crossing.

Crews operating on this track at this crossing will stop with lead truck of engine or car past clearance point sign which will cause the highway crossing signals to operate and when crossing is clear of highway traffic continue movement over the crossing. Cars must not be left standing between clearance point signs.

(g) Catasauqua—Engines en route to or from Hokendauqua engine house must stop not less than 50 feet from Lehigh Valley R. R. crossing at lower end of Biery Yard.

A member of crew with red flag by day—red light and white light by night—must be stationed on crossing and remain on crossing entire period any part of crossing is occupied by engine or cars.

(h) Camp Hill—Highway crossing protection at Milltown Road crossing 150 feet west of Camp Hill Station will automatically stop and gates will raise after a predetermined time when westward trains have stopped within control circuit east of sign "Westward trains cut here" adjacent to No. 1 track 900 feet east of Camp Hill.

Westward trains having work at Camp Hill must cut east of sign "Westward trains cut here." Eastward trains having work at Camp Hill must cut west of sign "Eastward trains cut here" adjacent to No. 2 track 2,445 feet west of Camp Hill. Cuts must be made so that when train is reassembled, entire train will be back of sign.

(i) East Penn Jct.—When eastward automatic block signal E332, located nine thousand four hundred seventy-five (9475) feet west of East Penn Jct., displays "Stop" aspect, or when an engine or train stops west of signal E332, having received such instructions, and signal displays "Approach" or "Proceed" aspect, member of crew shall depress push button in booth, holding it in depressed position momentarily, which will prevent or stop the operation of the flashing light highway crossing signal at 12th Street.

When an engine or train stops at signal E332 and then proceeds, flashing light highway crossing signals at 12th Street will operate as head end of engine or train passes the signal, shall not exceed speed of ten (10) miles per hour until head end of engine or train has entered the crossing.

Clearance point (C) sign is placed on north side of No. 1 track seven hundred (700) feet east of 12th Street crossing, eight thousand eight hundred (8800) feet west of East Penn Jct. Westbound engines or trains on No. 1 or No. 2 track must not exceed speed of fifteen (15) miles per hour between clearance point sign and 12th Street crossing until head end of train has entered the crossing.

(j) Gettysburg—Trains shall come to a stop before passing over crossing of the Western Maryland Rwy. at Gettys-

SPECIAL INSTRUCTIONS—Continued

burg and shall not proceed until it has been ascertained that track is clear and safe to cross.

(k) Lititz—At Broad Street crossing one thousand five hundred ninety (1590) feet west of Lititz, control points for operation of highway crossing flashing light signals on single track are relocated to thirty-four (34) feet east of and thirty (30) feet west of crossing.

Crews operating on single track at this crossing will stop with lead truck of engine or car not less than fifteen (15) feet from crossing which will cause the highway crossing signals to operate and when crossing is clear of highway traffic continue movement over the crossing. Crews operating on side tracks shall comply with Operating Rule "T".

(l) Lebanon—Watchman in elevated cabin at Eighth Street is on duty 24-hours daily to manually control the crossing gates as necessary. Ground Crossing Watchman with "STOP" Banner is on duty 8:00 A. M. to 4:00 P. M., Monday through Friday, at Eighth Street, Lebanon.* Watchman will not be on duty Saturday or Sunday, or other days on which school is not in session.

When an engine or train is stopped on No. 1 or No. 2 tracks between Front and Eighth Streets and between Ninth and Twelfth Streets, and will not immediately proceed, member of crew will telephone watchman in elevated cabin at Eighth Street, who will assume manual control of the lowered crossing gates in advance of the engine or train. When ready to proceed watchman will be notified so that he can restore gates to automatic operation.

(m) Manheim—Westward trains having work at Manheim and making cut at Joint Line Junction, cut shall be made so that when train is reassembled for westward movement, entire train will be east of the switch to the east leg of the wye track.

(n) Palmyra—Train crews servicing Millard's Quarry tracks, east of Palmyra from Palmyra Westward Storage Track must flag movement over Forge Road crossing, three thousand twenty-seven (3027) feet east of Palmyra Station.

Control points for start of crossing protection on Eastward Storage Track at Forge Road Crossing are located thirty (30) feet east and west of Forge Road Crossing. Crews operating on Eastward Storage Track must stop with lead truck of engine or car past clearance sign which will cause highway crossing signals to operate and when crossing is clear of highway traffic continue movement over the crossing.

(o) Hummelstown—Crews operating on Tara Eastward Siding at either crossing will stop with lead truck of engine or car not less than twenty-five (25) feet from each crossing which will cause the highway crossing signals to operate at Duke Street, or crossing gates to lower at Railroad Street.

Movements must not continue over the crossings until they are clear of highway traffic.

(p) Pottstown—At Pottstown all eastward trains or engines operating on No. 2 Track and stopping at Station, **must** stop west of clearance (C) sign located on west side of crossing, and when again starting eastward **must** not exceed a speed of two (2) miles per hour until after train or engine arrives at Hanover Street Crossing and **must** observe that gates are in lowered position and crossing is clear of highway traffic before proceeding over crossing.

Eastward movements on No. 1 track between start of crossing protection and crossing must not exceed speed of thirty (30) miles per hour.

Eastward movements on No. 2 track from Stowe yard, must not exceed speed of thirty (30) miles per hour until lead end of train arrives at crossing.

Movements toward Hanover Street on side tracks, or after having crossed from one main track to another, must stop with leading end of engine or train clear of crossing,

* Times shown are 1 hour earlier when daylight saving time is observed.

SPECIAL INSTRUCTIONS—Continued

but not less than thirty (30) feet from the near side and observe that gates are fully lowered and crossing is clear of highway traffic before proceeding.

(q) Richland—Main and Race Street—Movements over crossing on side track must stop with leading end of engine or train clear of crossing, but not less than fifteen (15) feet from crossing, and must not proceed over crossing until crossing gates are in lowered position, highway signals are operating and crossing is clear of highway traffic.

Eastward trains consisting of fifteen (15) or less cars having work at Richland shall stop with entire train east of and clear of crossing; those consisting of more than fifteen (15) cars shall stop west of sign "Eastward Trains Cut Here," located two thousand eight hundred fifty-three (2853) feet west of the crossing. Cut shall be made so that, when train is reassembled for eastward movement, entire train will be west of the sign.

(r) Royersford Main Street—Eastbound passenger trains which will consume less than two (2) minutes for station stop at Royersford shall stop with engine east of (C) sign located west of crossing. Trains which will consume two (2) minutes or more shall stop with lead wheels of engine between (C) sign located west of crossing and a point seventy-five (75) feet west of (C) sign. When ready to proceed, train shall be moved east of (C) sign but clear of crossing making a second stop, wait until crossing is fully protected by gates and is clear of highway traffic before proceeding. Conductors will notify Enginemen if any unusual station work is expected which would result in a long station stop.

(s) Rutherford—Crews operating on Industrial track crossing State Highway Traffic Route 422 will stop with lead truck of engine past clearance sign which will cause the highway crossing signals to operate and when crossing is clear of highway traffic continue movement over the crossing. **Engine must be on lead end** of draft on all movements over the crossing.

(t) Sinking Spring—Westward trains having work at Sinking Spring shall stop east of sign "Westward Trains Cut Here," located three thousand two hundred thirty-four (3234) feet east of Sinking Spring. Cut shall be made so that when train is reassembled for westward movement, entire train will be east of sign.

SPECIAL INSTRUCTIONS—Continued

SHAMOKIN DIVISION

2. HIGHWAY CROSSING AND FLAG PROTECTION.

a. Flasher signals at highway grade crossings are arranged so that signals will operate automatically for through movements in either direction on each main track, at the following points:

Little Schuylkill Branch

All crossings equipped with Flashers

Greenwood Branch

All crossings equipped with Flashers

Mahanoy and Shamokin Branch

Maizeville
Germantown Crossing, east of Gordon
Locust Dale
Yellow Hill, west of Mt. Carmel Jct.
Excelsior

Catawissa Branch

All crossings equipped with Flashers

Shenandoah Branch

All crossings equipped with Flashers

When switching over these crossings or it is necessary to cross the road crossing after reversal in direction of movement, Operating Rule "T" must be complied with.

On Main Track at:

Awl St., Sunbury.
Fourth St., Sunbury.

Crossing clearance points will be established by clearance signs marked (C) located East and West of crossing.

Cars, engines or trains must not be left standing between crossing clearance signs. Occupancy of track between clearance signs will cause highway crossing signals to operate for entire time track between clearance signs is occupied.

Engines or trains having stopped within the limits of the control points shall not exceed a speed of (10) miles per hour until arriving at the crossing.

SPECIAL INSTRUCTIONS—Continued

b. Movements over the following Highway Crossings are protected by automatic crossing gates and flashing light signals which will operate for through movement with and against the current of traffic as indicated below.

Automatic flashing light signals and crossing gates will operate when engine, train or cars occupy track circuits within specified limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1	No. 2	Yard Tracks	Side Tracks or Sidings
MAIN LINE	420 Feet East of Landingville Station	Landingville	3025' West 2678' East				15'
MAIN LINE	50 Feet East of Cressona	Connors		2370' West 2640' East	2370' West 2640' East	490' West 490' East	15'
SCH. VALLEY	Middleport	Main St.	2170' West 2170' East				
MAHANOY AND SHAMOKIN	2720 Feet West of Ashland Station	Third St. Ashland		2444' West 2211' East	2211' East 2444' West		Operat'g Rule "T"
MAHANOY AND SHAMOKIN	3510 Feet East of Locust Dale Station	Lavelle		1180' West 1260' East	1260' East 1180' West		
CATAWISSA	580 Feet East of Catawissa Station	Main St.	1470' West 1520' East				855' East
CATAWISSA	1600 Feet West of Danville Station	Bloom St.	1100' East 1100' West				
CATAWISSA	80 Feet East of Montgomery Station	Second St.	3005' West 2635' East				
CATAWISSA	65 Feet East of West Milton Station	Broad St.	1470' West	2505' East	2505' East	855' East 1250' West	
S. S. & L.	170 Feet West of Lewisburg Station	Market St.	1255' West 1145' East				

SPECIAL INSTRUCTIONS—Continued

Branch	Location	Name of Crossing	Single	No. 1	No. 2	Yard Tracks	Side Tracks or Sidings
S. S. & L.	65 Feet East of West Milton Station	Broad St.	2420' West				
CATAWISSA	5705 Feet West of Williamsport	Maynard St.		2405' West 2495' East	2495' East 2405' West		
LITTLE SCH.	280 Feet East of Tamaqua	Broad St.		1000' East 720' West	1000' East 720' West		15'
LITTLE SCH.	1130 Feet East of Tamaqua	Spruce St.		1200' West 1306' East	1200' West 1434' East		30'
LITTLE SCH.	1800 Feet West of Tamaqua	Elm St.		1283' East 1409' West	1283' East 1409' West		15'
LITTLE SCH.	1920 Feet West of Tamaqua	Vine St.		2018' East 1234' West	2018' East 1234' West		15'
LITTLE SCH.	2230 Feet West of Tamaqua	Rose St.		1550' East 1368' West	1550' East 1341' West		15'
FRACKVILLE	540 Feet East of St. Clair	Hancock St.		281' West 700' East	700' East	70' West	

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T."

Engines or trains having stopped within the limits of control points for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control points, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

The direction East or West indicates the movement of the train or engine.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

SPECIAL INSTRUCTIONS—Continued

c. Trains or engines operating in either direction on side or yard tracks, must stop with leading end of train clear of crossing, but not less than fifteen (15) feet from near side and shall not cross or foul crossing until gates have been in lowered position at least fifteen (15) seconds.

If gates fail to descend after an elapsed time of sixty (60) seconds movement over the crossing shall be made in accordance with Operating Rule "T" at points specified below:

Landingville, Cressona, and Eastward from West Milton "Shop Track," Spruce Street, Tamaqua.

d. Trains or engines having stopped within the approach circuits of the following crossings, when proceeding must not exceed speed as specified:

Ashland Third Street Crossing. Westbound trains on No. 1 track, 1200 feet East of crossing to crossing 20 M.P.H.

e. West Milton, Broad Street Crossing. Eastbound trains on No. 2 track having stopped or reduced speed to less than 20 M. P. H. between sign reading "Start of crossing protection" located 2505 feet west of West Milton Interlocking Station and eastward interlocking signal shall not exceed a speed of 10 M. P. H. between eastward interlocking signal and the crossing.

f. Shamokin—Crossing Watchman protection is discontinued at Race Street; Liberty and Independence Streets; Market Street; Sixth Street and Walnut Street crossings, Shamokin, between the hours of 11:00 P. M. and 7:00 A. M.*

Crossing Watchman protection is discontinued at Race Street; Liberty and Independence Streets; Market Street; Sixth Street; Walnut Street; Rock Street; Washington Street; Webster Street and Franklin Street crossings, Shamokin, on Saturdays, Sundays and Holidays including Washington's birthday.

Trains, engines or track cars must not be operated over these grade crossings between the hours of 11:00 P. M. and 7:00 A. M.* weekdays, or on Saturdays, Sundays and Holidays, unless authorized by train order.

St. Clair—Hancock Street Crossing. Westward movements on yard ladder extension track must not exceed speed of four (4) miles per hour between "C" sign and crossing, and must not proceed over crossing until crossing gates are in lowered position, highway signals are operating and crossing is clear of highway traffic.

g. Movement over the following highway crossings will be preceded by a member of crew equipped with a red flag by day and a red and a white light by night:

BRANCH	LOCATION OF CROSSING
Mt. Carmel	Mt. Carmel, Oak, Seventh and Orange Streets
Carbon Run	Shamokin — Pine, Spruce, Chestnut, Arch and Water Streets
Catawissa	Ringtown—Side track west of
Frackville	Commerce Street, Port Carbon.
Herndon	Trevorton, Fifth Street
Herndon	Hunter, Hunter Crossing, 40 feet east of Station
Nail Mill	Lewisburg, 660 feet east of connection with S. S. & L. Branch.
Milton	Milton, all crossings
Bloomsburg	Bloomsburg, Main and Railroad Sts.
Mt. Carbon	Pottsville—Union, Norwegian, Minersville, Arch and Railroad Streets.
Alliance	Middleport, State Highway
Silver Creek	New Philadelphia, State Highway
Eagle Hill	State Highway
Lebanon and Tremont	West Laurel and Pine Streets

* Times shown are 1 hour earlier when daylight saving time is observed.

SPECIAL INSTRUCTIONS—Continued

BRANCH	LOCATION OF CROSSING
North Mahanoy	Mahanoy City, No. Main Street and Park Place Road.
Pine Forest	State Highway
*Sch. Valley, Tamaqua, Swatara St. 8:00 A. M. to 4:00 P. M.	
Schuylkill and Susquehanna	Auburn, Pine Street
People's Railway	Westwood Switch
Wolf Creek	Minersville, all crossings
Muddy	Branchdale, State Highway
Middle Creek	Newtown, State Highway
West West	West West Junction, 3000 feet west of

h. At Newberry electrically operated crossing gates and flashing light signals located at Arch, Depot and Howard Streets, are operated manually from elevated cabin at Depot Street.

Crossing clearance points established by clearance signs marked (C) located east and west of each of the above crossings.

Cars or engines must not be left standing on crossing side of clearance points as this will prevent watchman from raising gates.

Eastward trains must approach Howard Street prepared to stop and must stop clear of crossing until gates are lowered or flag protection is provided.

i. At Schuylkill Haven electrically operated crossing gates and flashing light signals located at William, Union and Main Streets, are operated manually from elevated cabin at Union Street.

Crossing clearance points established by clearance signs marked (C) located east and west of each of the above crossings.

Cars or engines must not be left standing on any track on crossing side of clearance points as this will prevent watchman from raising gates.

Trains shifting in vicinity of Main and Union Streets must approach crossings prepared to stop and must stop clear of crossings until gates are in lowered position for at least twenty (20) seconds or flag protection is provided.

Westbound trains having stopped east of William Street must not resume westbound movement or foul crossing until gates are in lowered position for at least twenty (20) seconds or flag protection is provided.

Trains stopped east of William Street shall advise watchman at Union Street by telephone when ready to proceed.

Telephone with connection to Union Street watchman is located on pole on west side of William Street.

Westbound trains receiving instructions to yard train or part of train at Mine Hill Crossing must stop clear of William Street, Schuylkill Haven, and in addition to complying with Special Instruction 2 (j) page 44, and Paragraph 5 (g) page 58, Reading Division-Shamokin Division General and Special Instruction No. 3 will, providing train or set-off consists of more than 75 cars, make cut not to exceed 75 cars before movement is started over street crossings, in order to avoid blocking crossings.

Light engines moving from Mine Hill Crossing to St. Clair, which enter No. 2 track at former "J" Office, will move east of Main Street Crossing before westward movement is made, to permit crossing gates to be raised between the time engines clear Main Street Crossing and westward movement made over crossover to No. 1 track.

Every possible action must be taken by train and engine crews to eliminate blocking street crossing in the borough of Schuylkill Haven. In the event of any difficulty being experienced, take immediate action to open crossings for the movement of vehicular and pedestrian traffic.

j. Main Street Crossing, Tremont. Eastbound and Westbound trains on either single main track must stop with leading end of train clear of crossing but not less than eighty (80) feet from near side of crossing and shall not cross or foul crossing until flashing light signals have been in operation at least fifteen (15) seconds.

Crossing clearance points are established by clearance

*Times shown are 1 hour earlier when daylight saving time is observed.

SPECIAL INSTRUCTIONS—Continued

point signs (C) located between single main tracks east and west of crossing. Cars, engines or trains must not be left standing between clearance points. Occupancy of track between clearance point signs will cause crossing signals to operate for entire time track between clearance point signs is occupied.

B. Trains or engines operating on Wye tracks and at specified locations.

a. Engines moving in either direction on either leg of Wye tracks at Newberry Junction, Shamokin, Gordon, and Westwood, will be preceded by a flagman.

b. At Tamaqua passenger station. Extra trains and yard engines moving in either direction on either leg of Wye will be preceded by a member of the crew.

Movements in either direction over Broad Street Crossing on East Leg of Wye must be protected by a member of crew equipped with a red flag by day and a red and white light by night who must be stationed at and remain at crossing during entire period any part of the crossing is occupied by a train, engine or car.

c. Tamaqua. Movements in either direction over Centre and Spruce Street Crossings on single track connection to Lehigh and New England Railroad must be preceded by a member of crew equipped with a red flag by day and a red and white light by night.

When an engine or train is stopped on No. 1 or No. 2 tracks between a point one thousand five hundred sixty-six (1566) feet east of Spruce Street and a point one thousand five hundred fifty (1550) feet west of Rose Street, and will not immediately proceed, member of crew will telephone watchman in elevated cabin at Broad Street who will assume manual control of the lowered crossing gates in advance of the engine or train. When ready to proceed watchman will be notified so that he can restore gates to automatic operation.

Eastbound trains stopping west of Rose Street, Tamaqua, will arrange to stop so that when recoupling to train prior to departure, engine will clear sign reading "Start of Crossing Protection" located one thousand five hundred fifty (1550) feet west of Rose Street.

Greenwood Branch:

Reading Company movement of engines, cars or trains must not be made over East Broad Street and Greenwood Street Crossings, Tamaqua, between the hours of 7:45 A. M. and 8:45 A. M., 11:30 A. M. and 1:30 P. M., 3:30 P. M. and 4:00 P. M., daily, except Saturdays and Sundays.*

In event of an emergency during these specified hours, a member of the train crew shall protect each and every movement of each locomotive, car or train across these respective streets and properly warn the traveling public of the approach of such locomotive, car or train

*** Times shown are 1 hour earlier when daylight saving time is observed.**

d. Montoursville. At Loyalsock Avenue highway grade crossing located sixty (60) feet west of Montoursville Station, trains or engines moving on Montoursville siding must stop with lead truck of engine or car not more than fifteen (15) feet from edge of crossing, which will cause the flashing light highway crossing signals to operate, and shall not make further movement onto the crossing until crossing signals have operated not less than fifteen (15) seconds.

If for any reason flashing light highway crossing signals do not operate, movement over the crossing shall be made in accordance with Operating Rule "T".

Cars shall not be left on the siding less than fifteen (15) feet from edge of the crossing.

e. Eastbound trains approaching New Ringgold. When necessary to stop to control speed of train west of New Ringgold, stop will be made so that train will clear flashing light signal circuit for Hughes Avenue Crossing, New Ringgold, indicated by sign located two thousand (2000) feet west of New Ringgold Station.

f. Movements through Mine Hill storage track on Tremont Extension east of Tremont Junction. State highway crossing

SPECIAL INSTRUCTIONS—Continued

located eleven hundred and five (1105) feet East of Tremont Junction on Tremont Extension, has been provided with arrangement to afford protection of highway traffic when movements are made through Mine Hill Storage Track.

Trains using this track must stop before passing over Highway Crossing, a member of train crew will open box equipped with switch lock located along main track southwest of crossing and pull knife switch located in box, which will cause flashing light signals to operate.

After clearing crossing, knife switch must be closed and box locked to permit signals to operate automatically for movements on main track.

g. Lewisburg Tower, when Westward interlocking signal displays a stop indication, trains or engines shall stop east of clearance point sign (C) located thirty-six (36) feet east of Market Street crossing.

Westward interlocking signal at Lewisburg Tower will display a stop indication while shifting movements are being made east of Market Street crossing and will remain in stop position until crew member notifies Signalman Milton Tower that train is ready to proceed.

h. At Lewisburg. Eastbound trains having set off and/or pick up will stop train a sufficient distance west of North Fourth Street Crossing so that when recoupling to train prior to departure engine will clear crossing. If necessary for eastbound through trains to stop for any length of time, train should be parted and crossing opened to permit movement of highway traffic.

i. Eastbound and westbound trains approaching Sunbury. Eastbound trains with cars to be set off at Sunbury will stop and make cut at Clement in order to have train clear of crossing circuit and avoid continual operation of crossing flashing light signals.

Westbound trains approaching Awl Street on Sunbury Siding or Freight House Track must stop with leading end of train clear of the crossing but not less than fifteen (15) feet from near side of crossing and shall not cross or foul crossing until after flash light signals have been in operation at least fifteen (15) seconds.

j. West Milton, Broad Street Crossing. To avoid continuous operation of automatic crossing gates and flashing light signals, westbound trains picking up and/or setting off from Rack Tracks at West Milton will stop and make cut a sufficient distance to hold entire pick-up east of westward interlocking signal. Eastbound trains picking up and/or setting off from New Siding will stop and make cut a sufficient distance to hold entire pick-up west of eastward interlocking signal.

k. Westbound trains with set-off or pick-up at Catawissa will arrange to cut train a sufficient distance east of Catawissa Station so that when recoupling to train prior to departure, engine will be clear of sign reading "Start of Crossing Protection" located 2150 feet west of Catawissa Station.

To avoid excessive delays to highway traffic, in event of a train stopped and delayed in the westward approach to the crossing, push buttons marked "Stop" and "Start" located on mast of Signal C411, 630 feet east of Catawissa, have been provided for purpose of raising gates and stopping operation of crossing signals during time train is delayed in the westward approach to the crossing and again causing the protection to operate when train is ready to proceed.

When trains are delayed in the westward approach to the crossing, push button identified as "Stop" must be operated which after an elapsed time of two minutes will cause gates to raise and crossing signals to stop operating.

When train is ready to proceed, push button identified as "Start" must be operated which will cause crossing signals to start operating and gates to lower, after gates have been in full protective position for fifteen seconds train may proceed.

Door of push button housing is secured with a switch lock and must be closed at all times, except when push buttons are being operated.

SPECIAL INSTRUCTIONS—Continued

l. Over state highway route No. 15. Engine or other movements in either direction on the Tail Track of former West Milton Wye shall be stopped before passing over, and movement over the crossing shall be protected by sending a member of the crew in advance, who shall not give a proceed signal until after approaching highway traffic has cleared the crossing, or has been stopped.

m. Frackville Branch. Each movement of any engine or train in either direction over Bridge No. 0/10, Pine Forest Branch, will protect against vehicular traffic by having a member of crew precede each movement, equipped with a red flag by day and a red and a white light by night.

n. Silverbrook Branch. Movements in either direction over Highway Route 309 must be preceded by two (2) members of train crew, each equipped with a red flag during daylight hours and a red and white light during hours of darkness who must stop approaching highway traffic in both directions before each movement is made. Train crew members must remain on crossing until each movement is entirely clear of crossing.

READING-SHAMOKIN DIVISION

3. WATCH INSPECTORS.

WATCH INSPECTORS

G. E. Dintaman,	Traveling Watch Inspector	St. Clair, Pa.
J. J. Pellerite,	Traveling Watch Inspector	Reading, Pa.
S. Rosenthal,	Traveling Watch Inspector	Philadelphia, Pa.

LOCAL WATCH INSPECTORS

E. Salomon,	606 E. Hamilton St.	Allentown, Pa.
J. McCormick,	1507 Center St.	Ashland, Pa.
A. F. J. Dorn Co.	541 Cooper St.	Camden, N. J.
R. A. Houck,	126 N. Hanover St.	Carlisle, Pa.
Stanley Lesevich,		Catawissa, Pa.
Joseph S. Soleck,	2629 W. 3rd St.	Chester, Pa.
H. Garman & Son,	130 E. Lincoln Hwy.	Coatesville, Pa.
Tucker Jewelers,	896 Main St.	Darby, Pa.
Woodring Jewelers,	417 Chestnut St.	Emmaus, Pa.
C. B. Coffman,	16 Baltimore St.	Gettysburg, Pa.
A. T. Attick	1251 Derry St.	Harrisburg, Pa.
Staubs Jewelry,	275 W. Main St.	Hummelstown, Pa.
Marcus Jewelers,	Jersey City Term.	Jersey City, N. J.
Paul's Jewelers,	627 Cumberland St.	Lebanon, Pa.
R. D. Crossley,	170 S. Front St.	Milton, Pa.
Terminal Jewelers,	Reading Term. Sta.	Philadelphia, Pa.
F. J. Troxell,	241 Bridge St.	Phoenixville, Pa.
Charles Longacre,	17 N. Hanover St.	Pottstown, Pa.
B. A. Bush, Inc.,	Reading Outer Sta.	Reading, Pa.
J. P. Fehr,	33 Main St.	Schuylkill Haven, Pa.
Robert Shuey,	130 E. Independence St.	Shamokin, Pa.
Michael Manderlick,	121 E. Broad St.	Tamaqua, Pa.
H. E. Messner	608 Penn Ave.	W. Reading, Pa.
J. C. Greenya,	20 W. 4th St.	Williamsport, Pa.
Levitt Jewelry Co.,	802 Market St.	Wilmington, Del.

SPECIAL INSTRUCTIONS—Continued

READING DIVISION

Standard Clocks, Bulletins and Train Registers

Located as Indicated by "X"

	Standard Clocks	Bulletins	Train Registers
Allentown Yard—East Hump Office	X	X	
Allentown Yard—West Hump Office	X	X	
Alburtis—Tower	X		
Birdsboro—Agent's Office	X	X	
Bridgeport—Crew Clerk's Office	X	X	
Bridgeport—Ford St. Crossing Watchman's Bldg. (Trains using Chester Val. Br.)			X
Carlisle Jct.—Tower	X		
Coatesville—Yard Master's Office	X	X	
Darby Creek—Yard Master's Office "CK"	X	X	
East Penn Jct.—Train Master's Office	X	X	
Emmaus Jct.—Box on Pole, Trains Using Perkiomen Branch			X
Gettysburg—Station	X		
Harrisburg—Freight Station, Locker Room	X	X	
Hershey Station	X	X	
Hummelstown—Phone Booth, West of Crossing (Trains using M. & H. Br.)			X
Joint Line Jct.—Booth, East switch (Trains using Mt. Hope Br.)			X
Lancaster Jct.—Booth (all Trains)			X
Lancaster—Freight House (all Trains)	X	X	X
Lebanon Valley Jct.—Tower	X		
Lebanon—Yard Master's Office	X	X	
Lurgan—Tower	X		
Middletown—Office (all Trains)			X
Mt. Hope—Box on Post (all Trains)			X
Perkiomen Jct.—Tower, Booth—West End Yard	X		X
Philadelphia, Erie Avenue, Freight Train Master's Office, Phila. Div.	X	X	
Philadelphia—Wayne Jct. Engine House	X	X	
Philadelphia-Reading Terminal, Crew Dispatcher's Office	X	X	
Phoenixville Station	X	X	
Pottstown—Yard Office	X	X	
Pottsville—Passenger Station	X	X	
Pt. Richmond—Assistant Train Master's Office	X	X	
Reading—Loco Shop Crew Registry Office	X	X	
Reading—Spring St., Crew-Clerk's Office	X	X	
Reading—Outer Station, Chief Train Dispatcher's Office	X	X	X
Reading—Spruce St., Yard Office	X	X	
Reading—Water Station, Yard Master's Office	X	X	
Reading, Outer Station Passenger Conductor's Room		X	X
Rutherford—East End Office		X	
Rutherford—East Hump Office	X	X	
Rutherford—Engine House	X	X	
Rutherford—West End Office	X	X	
Rutherford—West Hump Office	X	X	
Sinking Spring—Telephone Booth, East End of Storage Track (Trains using R. & C. Br.)			X
Tamaqua—Crew Clerk's Office	X	X	X
Wilmington—Engine House		X	
Wilmington—Yard Master's Office	X	X	

SPECIAL INSTRUCTIONS—Continued

SHAMOKIN DIVISION

Standard Clocks, Bulletins and Train Registers—Continued

Located as Indicated by "X"

	Standard Clocks	Bulletins	Train Registers
Gordon—Assistant Trainmaster's Office	X	X	
Newberry Junction—Assistant Train Master's Office	X	X	
Pottsville—Passenger Station	X	X	
Rupert—In Station	X	X	
Schuylkill Haven—Trainmen's Room Psgr. Sta.	X	X	
Shamokin—Yard Master's Office	X	X	
St. Clair—Assistant Train Master's Office	X	X	
St. Nicholas—Yard Master's Office	X	X	
Tamaqua—Crew Clerk's Office	X	X	X
West Milton—Yard Master's Office	X	X	

READING DIVISION

4. SUPERIORITY AND MOVEMENT OF TRAINS OR ENGINES.

(a) On single track, or when a section of double track is used as single track, Eastward trains are superior by direction as between opposing trains of the same class, except as shown below or otherwise specified.

Catasauqua and Fogelsville Branch; Lebanon and Tremont Branch; Mt. Hope Branch — Westward trains are superior by direction as between opposing trains of the same class, except as otherwise specified.

Where two or more main tracks are in service they will be designated by numbers as follows:

Two tracks:
- Eastward ..... No. 2
- Westward ..... No. 1

Three or more tracks:

Eastward:
- Inside main track ..... No. 2
- Next main track ..... No. 4

Westward:
- Inside main track ..... No. 1
- Next main track ..... No. 3

(b) Except as otherwise provided in Paragraph 3, at a terminal or junction point where a train register is provided, conductors or enginemen will personally examine train register and register their trains or obtain clearance form "A" from operator or permission from dispatcher.

At terminal or junction points where clearance form "A" is required conductors or enginemen will obtain clearance form "A" from operator or permission from dispatcher.

Clearance form "A" Line 4 will be issued at the following terminal and junction points: Sinking Spring and Manheim, when open.

(c) Passenger train conductors shall communicate with train dispatcher at Reading after arrival at, and before departure from Reading.

(d) Allentown Terminal Railroad—See C. N. J. Time Table for C. N. J. trains.

SPECIAL INSTRUCTIONS—Continued

(e) **Reading Belt Branch**—The current of traffic on single track between Cumru Jct. and Birdsboro is eastward. Train orders will not be issued for the movement of trains with the current of traffic.

(f) The time shown at **Philadelphia (Reading Terminal)**, is for information only and confers no time table authority.

(g) **Gettysburg**—Crews using Western Maryland main track to cross over must first get permission from train dispatcher, Western Maryland Railway.

Trains shall obtain permission before leaving Gettysburg and Carlisle; when operator is not on duty, permission shall be obtained from train dispatcher.

(h) Engines or Trains Operating on Wye Tracks at specified locations.

Engines operating on Wye Tracks shall move in the following directions:

BARTO

Enter westward leg. Leave from eastward leg.

CARLISLE JUNCTION

As instructed by Operator at Carlisle Junction.

COATESVILLE

Enter eastward leg. Leave from westward leg.

COLUMBIA

Enter westward leg. Leave from eastward leg.

ELVERSON

Enter westward leg. Leave from eastward leg.

GETTYSBURG

Enter via Round Top Branch. Leave from westward leg.

HUMMELSTOWN

Enter eastward leg. Leave from westward leg.

JOINT LINE JUNCTION

Enter westward leg. Leave from eastward leg.

LURGAN

As instructed by Operator at Lurgan.

PERKIOMEN JUNCTION

As instructed by Operator at Perkiomen Junction.

Engines moving in either direction on either leg of any wye track shall not exceed yard speed.

(i) When a train is stopped within the portals of a tunnel, due to train parted, stalling or other cause, and the train is unable to proceed immediately, the engineman will have the engine promptly detached, a white light placed on the first car, the cars properly secured with hand brakes and engine moved to end of tunnel, where he will communicate with the operator by telephone.

The conductor or trainmen, riding in the caboose, will immediately proceed to telephone at opposite end of tunnel, so that thorough understanding can be had on movement of the train.

When conditions permit, the engine will return to recouple to train, exercising special care to avoid colliding with train.

SPECIAL INSTRUCTIONS—Continued

SHAMOKIN DIVISION

4. SUPERIORITY AND MOVEMENT OF TRAINS OR ENGINES.

(a) On single track, or when a section of double track is used as single track, eastbound trains are superior by direction as between opposing trains of the same class, except as shown below or otherwise specified.

Mine Hill and Schuylkill Haven Branch Tremont Extension Lebanon and Tremont Branch Williams Valley Branch	Westbound trains are superior by direction as between opposing trains of the same class except as otherwise specified.

(b) Where two or more main tracks are in service they will be designated by numbers as follows:

Two Tracks

Eastward	No. 2
Westward	No. 1

Three or more tracks

Eastward

Inside main track	No. 2
Next main track	No. 4

Westward

Inside main track	No. 1
Next main track	No. 3

(c) **Station stop covers signal stop** at the following Automatic Block Signals:

Westward—Signal No. M-891 located two hundred twenty five (225) feet west of Schuylkill Haven Station.

(d) **Pottsville**—Trains and engines must obtain permission from operator at Pottsville Junction before departing from Pottsville station on either No. 1 or No. 2 Yard Tracks, or to occupy single track of Mount Carbon Branch.

(e) **On Mount Carbon Branch, Pottsville,** trains or engines must not operate in either direction between Norwegian and Nichols Streets without first obtaining permission from Towerman at Pottsville Junction.

(f) **Tracks leading to the Oak Hill Branch,** will be used by Reading Company, and Pennsylvania Railroad crews, protecting against each other.

(g) **At Westwood.** Westbound trains to and eastbound trains from Tremont Extension use east leg of Wye.

Eastbound trains from Tremont Extension going west on M. H. & S. H. Branch use east leg of Wye and cross to No. 1 track east of Westwood.

(h) **Crews of all engine and train movements from St. Clair** enroute to the Schuylkill Valley Branch or to Pottsville Junction must call Towerman at Pottsville Junction from 4th St., Port Carbon before proceeding beyond that point.

At West Milton. Eastbound trains with cars to be set off will make set off on New Siding, west of the Spur. Eastbound cars to be picked up will be picked up from New Siding, east of the Spur.

Eastward and westward extra trains and engines from Tamaqua, must obtain permission from Signalman at Pottsville Junction before proceeding.

Between Myrtle Interlocking Station and Tamaqua Tunnel trains or engines must not enter main track or cross over from one main track to another before receiving permission from Signalman at Pottsville Junction.

At Locust Summit. All eastbound freight trains must report arrival to Shamokin D Office or Signalman at Sunbury Tower and secure permission before proceeding. All westbound freight trains without assisting engine on rear, between Gordon and Locust Summit, and all westbound freight trains having work to perform at Locust Summit must report

SPECIAL INSTRUCTIONS—Continued

arrival at Locust Summit to Shamokin D Office or Signalman at Sunbury Tower and must obtain permission before proceeding beyond Locust Summit. All westbound freight trains with assisting engine on rear, between Gordon and Locust Summit, not having work to perform at Locust Summit will proceed without stopping. All assisting engines arriving at Locust Summit will report their arrival and secure permission before proceeding in either direction.

All trains originating at Shamokin or Gordon must obtain permission from operator at Shamokin D Office or Signalman at Sunbury "SF" Tower to proceed. Trains requiring train orders or instructions where Bell Telephone only is in service will communicate with Signalman at Sunbury Tower by calling 648-0511.

Between Mahanoy City and Herndon Branch Junction, trains or engines must not enter main track or cross over from one main track to another before receiving permission from operator at Shamokin D Office or Signalman at "SF" Tower, Sunbury.

READING DIVISION

5. YARD LIMITS AND INSTRUCTIONS.

(a) Yard Limits

Abrams—Yard Limit sign at Swedeland to a point 700 feet east of Port Kennedy; and Norristown Junction Tower to Reading Division post west of Main Line Junction.

Alburtis—C. & F. Branch—1393 feet west of Alburtis Station, along East Penn Branch, to 4665 feet east of station.

Birdsboro—Main Line—W. & N. Junction to Birdsboro Station. (Applies only to Main Track used by trains to and from W. & N. Branch).

Birdsboro—Reading Belt R. R.—Switch one mile west of Birdsboro (W. & N. Side) to Birdsboro Station (Main Line Side).

Birdsboro—Yard Limit sign 150 feet west of W. & N. Junction to Yard Limit sign 200 feet west of switch at west end of new extension west of Birdsboro, W. & N. side, and to Yard Limit sign 1987 feet east of Passenger Station, W. & N. side.

Carlisle—Junction to C. V. Br., P. R. R. to Goodyear's Freight Track.

Catasauqua—Lehigh Valley R. R. crossing to Yard Limit sign at Mickley's.

Coatesville—Yard Limit sign at Valley to Yard Limit sign at South Modena.

Columbia—Yard Limit sign 572 feet east of Musser's Track to Station.

East Penn Junction—Cross-over 8741 feet west of East Penn Jct. to Junction with Lehigh Valley R. R.

Gettysburg—Station to Yard Limit sign at Mumma.

Harrisburg—Station to Tara, to connection with Steelton and Highspire Railway at Steelton, and to 6200 feet west of Harris.

Lancaster—All tracks west of Yard Limit sign at Dillerville.

Lebanon—L. & T. Branch—"JU" Tower to yard limit sign 5348 feet west thereof.

Lebanon—L. V. Branch—5348 feet west of "JU" Tower to a point 1500 feet east of Avon.

Middletown—Station to yard limit sign 3802 feet east thereof.

Perkiomen Junction—Perkiomen Branch—East end of Schuylkill River Bridge to Junction with Main Line.

SPECIAL INSTRUCTIONS—Continued

Yard Limits—Continued

Phoenixville—Main Line—1050 feet west of station to Pickering Creek Bridge.

Phoenixville—P. V. Branch—Phoenixville to yard limit sign 365 feet east of Ironsides.

Pine Grove—400 feet east of Wood Street to 4788 feet west of station.

Pottstown—Yard Limit sign near Stowe Trap Rock Siding Switch, 4150 feet west of Stowe, to Yard Limit sign 8950 feet east of Pottstown.

Reading:

- **Main Line:** 3960 feet west of Tuckerton to Klapperthal Jct.
- **Lebanon Valley and East Penn Branches:** Lawn, 475 feet west of to 625 feet east of Hill.
- **Blandon Low Grade:** Belt Line Junction to 400 feet West of Laurel.

Sinking Spring—Sinking Spring to Montello, on R. & C. Branch.

Wilmington—All tracks east of Yard Limit sign at Elsmere Jct.

(b) Instructions.

Bridgeport—No. 2 yard track shall be used exclusively for Eastbound movements and No. 3 yard track shall be used exclusively for Westbound movements between Norristown Jct. and Bridgeport Engine House. These tracks shall not be blocked without proper authority and engines or trains moving on either track against the established current of traffic must move under flag protection.

Catasauqua—Within Catasauqua Yard Limits: Main track may be used without protecting against other trains or yard engines. On all tracks, trains and engines must not exceed yard speed.

Coatesville—The movement of Yard engines and all trains, will be directed from the General Yard Master's Office at "CV" Coatesville. Conductors must obtain permission to use main track and will not protect against extra trains or engines. The permission to use main track must be communicated by Conductor, personally, to Engineman, who must acknowledge his understanding. Hand or lamp signals must not be used to convey this information. Conductors shall report when clear of main track.

(a) Eastward:

Valley to Car Checker's Office at Belt Line.
Car Checker's Office at Belt Line to "CV" Office.
"CV" Office to South Modena.

(b) Westward:

South Modena to "CV" Office.
"CV" Office to Car Checker's Office at Belt Line.
Car Checker's Office at Belt Line to Valley.

When "CV" Office is closed, by Train Order or otherwise, the movement of all trains will be governed by Train Order and Time Table authority and in accordance with Operating Rule 93. Yard crews must obtain permission from Train Dispatcher before occupying main track, providing flag protection in both directions on the main track.

When "CV" office, Coatesville is closed, either by Time-Table or Train Order, trains may pass block signal at Valley after securing the block from "BE" Birdsboro.

On all tracks, engines and trains must not exceed yard speed.

Gettysburg—Within Gettysburg Yard Limits: Main track may be used without protecting against other trains or yard engines. On all tracks, trains and engines must not exceed yard speed.

Lancaster—Within Lancaster Yard Limits: Main track may be used without protecting against other trains or yard engines. On all tracks, trains and engines must not exceed yard speed.

Lebanon—Westbound trains having cars to pick up or set out at West Lebanon, must know that their trains are

SPECIAL INSTRUCTIONS—Continued

clear of "JU" Tower interlocking plant before such work is started.

Phoenixville—On Pickering Valley Branch within Phoenixville Yard Limits: Main track may be used without protecting against other trains or yard engines. On all tracks, trains and engines must not exceed yard speed.

Pottstown—Trains on No. 4 track having cars to set off or pick up in Stowe Yard will use yard track east of automatic block signal 3055 feet west of Pottstown when making movement to or from No. 1 yard track.

Reading—Eastbound Trains from Lebanon Valley Branch, with cars to set off at Reading, will stop with engine in vicinity of telephone located at Gordon Street. A member of crew will immediately contact Operator at Oley or Lebanon Valley Junction, for instructions.

Permission must be obtained from Yardmaster at Spring Street before moving east on runner track, Spring Street to Oley.

Permission must be obtained to move east on "Loco" Hill tracks from crossovers west of Spring Street yard office, by calling Spring Street Yard Office by radio-telephone or by telephone located in box on post at west end of crossovers.

All engines using running track to and from Reading Loco Shop shall not exceed speed of six (6) miles per hour and engine bell shall be rung while passing over East gate crossing, between locomotive shop and car shop, 1500 feet West of Spring Street.

Rutherford: On Canal track and Pull In track between Canal and West End Yard Masters office the direction of traffic is Eastward, and must not be blocked without proper authority. For movements against the current of traffic, authority must be obtained from West End Yard Master.

Rutherford Westward Receiving Yard: Track indicator sign located adjacent to westward "Pull-in" track, three thousand one hundred twenty (3120) feet west of "Beaver" station is in service.

Track indicator sign and power operated switches are under control of Signalman at "R" Interlocking station.

Sign will govern movements from westward "Pull-in" track to westward receiving yard and will display numeral aspects 1, 2, 3, 4, 5, 6 or a combination of letters S T O P. When a numeral is displayed it designates the receiving track to which movement is to be made and that switches are properly lined for that movement. Train or engine finding S T O P aspect displayed must stop clear of sign and member of crew immediately contact Signalman at "R" Interlocking station by telephone for instructions. No movement east from receiving tracks 1, 2, 3, 4, 5 and 6 to "Pull-in" track may be made without securing permission from Signalman at "R" Interlocking station by telephone.

Rutherford Eastward Receiving Yard: Track indicator sign located on bracket mast below eastward interlocking home signals at Ford and is controlled from Rutherford, West End Yardmaster's Office. Sign will display a numeral or combination of numerals 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 and as required the letter "D". Sign indicates the track or tracks on which eastward trains will yard their trains in Rutherford Eastward Receiving Yard. Display of the letter "D" will indicate train is to double into Receiving Yard.

Sign does not supersede eastward interlocking signals at Ford.

Rutherford—East and West Humps: (a) Trains pushed from the receiving yards to the humps will be governed by color light signals at various locations in the yards. Indications will be as follows:

Green	Proceed
Yellow	Reduce to humping speed (3 cars per min.)
Red	Stop
Flashing Red	Reverse

These signals govern hump movements, which may block any or all lead tracks from receiving yards to humps.

No engine or train may move off hump end of receiving

SPECIAL INSTRUCTIONS—Continued

yard tracks when hump signal indicates cars are being humped.

Engines must not move from receiving tracks until it is known that no train is being pushed to the hump or until verbal permission is obtained from the Yardmaster or Hump Conductor. Engines will remain clear of ladder or hump lead until hump signal displays "stop."

(b) Engines over humps in classification yards are controlled by trimmer signals at humps which will display yellow to proceed and red to stop. At no time may engines move out of the classification yards and foul ladder tracks until instructions to do so are issued by Yardmaster or Hump Conductor.

(c) Yardmaster or Conductor will announce over public address system when tracks are clear, and other pertinent information, to keep Utility Brakeman fully informed of changing yard conditions. Instructions will be clear and concise.

(d) Not more than five (5) loaded cars are to be run through retarders at the East or West Hump in any one group.

(e) Hump Conductors must inform Utility Brakeman when cars for a clear track are about to leave the hump, as well as informing them of any unusual loads such as lading that will easily shift or has already been shifted.

(f) Tracks 1 to 33 East Classification Yard are equipped with Trasco Inert Retarders and track skates will not be used. East Hump Yardmaster will, when practical, arrange to have a minimum of two (2) cars remaining on track behind cars being made up by East End make-up crews. Make-up crew will, when pulling off such track or tracks, cut off remaining cars in East Inert Retarder, securing same.

When it is necessary to clear a track due to perishable freight, connections, rear ends, etc., the next cars for such track will be called by Hump Conductor advising Utility Brakeman of such clear tracks.

The brakeman and conductor of the East Hump assisting engines will assist in the make-up of tracks either for rehumping or pushing tracks east of kick-back, protecting movement and securing same.

Car Retarder Operators must apply sufficient retardation to reduce speed of cars entering tracks to a speed not to exceed four (4) miles per hour. The following rule governing number of hand brakes to be applied to cars in East Classification Yard will apply:

10 cars or less—Effective hand brakes applied on all cars.
20 cars or less—Effective hand brakes applied on 12 cars.
30 cars or less—Effective hand brakes applied on 18 cars.
50 cars or less—Effective hand brakes applied on 20 cars.
For each additional 10 cars, add 2 more effective hand brakes.

(g) When drafts of cars are pushed east of the kickback in the east classification yard, they will be handled with air through cars and will be brought to rest by engineman making a full service application after which angle cock will be closed on car before detaching engine and hand brakes will be applied as prescribed above.

(h) The Utility Brakeman working in the East Classification Yard directly under the jurisdiction of the Yardmaster or Conductor will apply hand brakes on cars east of the kick-back, as prescribed above.

They will advise Yardmaster or Conductor the number of hand brakes applied.

(i) It is the Utility Brakeman's duty to see that each track is protected, hand brakes applied and derails restored.

(j) Utility Brakeman must promptly report to Yardmaster and Hump Conductor when a track is cleared by make-up crew or road crew.

(k) When a track is ordered secured by capping the button or lever in the control tower to prevent any cars going on that track, the cap must not be removed until there are cars for that track after it has been released for use.

SPECIAL INSTRUCTIONS—Continued

(l) The Yardmaster or Conductor will instruct Retarder Operator to remove cap, announcing over the Public Address system to Utility Brakeman prior to train being humped that the track has been released and cars will be run on that track.

(m) Utility Brakeman will at NO TIME leave the field, but will remain in their respective territories until relieved and transfer to their relief, the standing of each track, including the number of hand brakes applied on each track.

(n) Whenever cars are to be pushed on a classification track, Conductor or Yardmaster will announce to Utility Brakeman over Public Address system to keep them fully informed and to protect movement.

(o) There must be a definite understanding of all moves made in the classification yards by Yardmasters, Conductors and Retarder Operators.

(p) When cars are pushed east of the kick-back, a six (6) car separation will be made at the kick-back to permit Utility Brakeman access to the various tracks across the yard.

(q) Utility Brakeman will work in the classification yard directly under the jurisdiction of the Yardmaster and will apply hand brakes on cars east of the kick-back as prescribed in paragraphs (f) and (g). He will also advise Yardmaster the number of hand brakes applied. Utility Brakeman will perform all duties assigned to him by Yardmaster, including assisting crews to release hand brakes, checking switches, derails, etc.

(r) During adverse weather conditions, rechecking hand brakes on cars will be necessary to insure full protection.

Sinking Spring—Within Sinking Spring Yard limits: Main track may be used without protecting against other trains or engines. On all tracks, trains and engines must not exceed yard speed.

Wilmington—Within Wilmington yard limits: Main track may be used without protecting against other trains or yard engines. On all tracks, trains and engines must not exceed yard speed.

The normal position of signals at Hazel Dell crossing is for movements on Pennsylvania Railroad tracks. Reading Company crews are required to set signals for Reading Company movements over this crossing, restoring them to normal position after such movements are made.

At Mill Creek Junction Rail Crossing, one thousand three hundred thirty (1330) feet west of Mill Creek Junction, Wilmington, Delaware, where Reading Company track crosses Pennsylvania Railroad track, fixed "STOP" signs are placed in service seventy-five (75) feet east and west of the crossing.

All rail movements must stop at "STOP" signs and shall not proceed unless crossing is clear. Reading engines and trains of the same class will have precedence over those of the Pennsylvania Railroad.

At grade crossing where Reading Company track leading to Lobdell's Plant crosses Pennsylvania Railroad track leading from their Lobdell's plant track to Reading Pyrites Company track, South Side, crews shall be governed as follows:

Engines and trains of both railroads shall come to a full stop at a distance of not less than 200 feet from point of crossing and shall not proceed until a member of their crew has gone forward to crossing, protecting same before giving signal for movement to be made over crossing. As between engines or trains of the same class, Reading trains and engines shall have precedence over those of the Pennsylvania Railroad.

SHAMOKIN DIVISION

5. YARD LIMITS AND INSTRUCTIONS.

a. Yard Limits

Frackville Branch—Mill Creek Junction to Frackville Junction.

SPECIAL INSTRUCTIONS—Continued

Gordon—From Bridge No. 121-60 to 6304 feet west of Gordon.

Haucks
- **Catawissa Branch**—From 350 feet east of Tamanend Branch Crossing to 7,827 feet west of the crossing.
- **Tamanend Branch**—From 4,000 feet west of to Haucks.

Locust Summit—From Locust Summit to Locust Gap.

Mahanoy Plane—Mahanoy and Shamokin Branch from 2480 feet east of Mahanoy Plane, to 568 feet west of Girardville. Shenandoah Branch from turnout switch in No. 1 track of Mahanoy and Shamokin Branch to Clearance point, east end of double track.

Milton—From Dougal to West Milton, including Milton and Dougal Branches.

Newberry Junction—From 9,280 feet east of Wills to Newberry Junction.

Pottsville—Main line from 4,271 feet east of Pottsville Junction to Pottsville, including Mount Carbon and E. Norwegian Branch.

Pottsville—S. V. Branch—Pottsville Junction to 3,602 feet west of Mill Creek Jct.

Rupert—Bloomsburg Branch—From 170 feet east of Rupert to Bloomsburg.

Schuylkill Haven—Crossover west of Cressona to 7,022 feet east of Schuylkill Haven.

Shamokin—Crossover at Buck Ridge to Herndon Branch Junction, including Carbon Run, Bear Valley and Burnside Branches.

Shenandoah—From Kohinoor Junction to End of Branch.

St. Nicholas—From Bear Run Junction to east end of Mahanoy Siding.
From Bear Run Junction to Frackville Junction.

Tamaqua
- **Little Sch. Branch**—From crossover, 734 feet east of Z Tower, to 1046 feet East of East portal Tamaqua Tunnel.
- **Schuylkill Valley Branch**—From Tamaqua to 1584 feet east of.
- **L. & N. E. Connection**—Connection in Little Schuylkill Branch to 3,230 feet east of Greenwood Street.

West Cressona—Becks to Mine Hill Crossing.

West Milton—From 1,557 feet east of West Milton to 400 feet west of New Columbia.

b. Instructions

(a) Bear Run Branch and St. Nicholas Connection may be used only upon authority of Yardmaster at St. Nicholas.

Catawissa Branch and Tamanend Branch: Eastbound trains operating via Tamanend Branch with cars to set off at Haucks will stop clear of interlocking signal on Tamanend Branch and make cut before engine enters interlocking plant.

Eastbound through trains operating via Tamanend Branch to the Catawissa Branch will stop clear of interlocking signal at Haucks on the Tamanend Branch before proceeding through interlocking plant.

Assisting engines on rear of train are not permitted when moving from Tamanend Branch to Catawissa Branch at Haucks.

Eastbound trains with cars for set-off at Haucks will stop clear of interlocking signal and make cut before engine enters Tamanend Branch.

(b) At Tamaqua Tunnel. All eastward freight and coal trains that do not receive instructions enroute regarding

SPECIAL INSTRUCTIONS—Continued

yarding train at Tamaqua will stop clear of eastward interlocking signal at Tamaqua Tunnel and contact Operator at Pottsville Junction by telephone to secure yarding instructions.

(c) **At Spruce Street, Tamaqua.** Eastbound trains consisting of more than twenty (20) cars in addition to cabin car are restricted from using crossover from No. 2 to No. 1 track. Trains in excess of twenty (20) cars which must be yarded on No. 1 track, or Tamaqua Yard, will be detoured on No. 1 track from Tamaqua Tunnel. Eastbound movements, made by Yard Crews, Traveling Shifters, Local Freights and Extra Trains whose consists are not in excess of twenty (20) cars in addition to cabin car are permitted to move over this crossover.

(d) **Greenwood Branch, Tamaqua.** Former west leg of Greenwood Wye will be used as a single track connection to and from the Lehigh and New England Railroad. Movements on single track connection in either direction may be made only upon authority of Yardmaster at Tamaqua or operator at Pottsville Jct.

(e) **Local telephone** located in booth, at pole 96/13, seventy-six (76) car lengths east of Z Tower, and on pole 95-37 one hundred fifteen (115) car lengths east of Z Tower, south side, is for train service employes to ascertain when rear end of train has been attached and train is ready to proceed.

(f) **Between Greenwood Street and Greenwood Junction,** Single Main track must not be used without first obtaining permission from L & NE Train Dispatcher at Arlington, when on duty, otherwise from Train Dispatcher at Bethlehem.

(g) **At Mine Hill Crossing,** all westbound freight trains receiving instructions to yard train or part of train will stop clear of William Street, Schuylkill Haven, and contact Yardmaster or Clerk at Schuylkill Haven on telephone for instructions.

Crews yarding train or part of train at Mine Hill Crossing, will use crossover to No. 2 track west of William Street and pull in on running track.

Engineman will not start train before member of crew has completed lining switches for entire movement and affords proper flag protection on No. 2 track as provided for by Operating Rule No. 99.

(h) **Newberry Station**—No. 1 and No. 2 tracks are removed from service as main tracks between Newberry Station and Newberry Jct. and placed in service as yard tracks. Normal position of switches on these tracks is for through movements.

The movement of trains and yard engines between Newberry Station and Newberry Jct. is directed from the Yardmaster's office at Newberry Jct. Permission must be obtained to use these tracks. Trains and engines must not exceed yard speed.

READING DIVISION

6. TRAIN ON BRANCH SIGNALS, dispensing with the use of Train Order Form "G" for Extra Trains and Track Cars, in service as follows:

Governing movement on:	Location
Allentown Branch	2015 feet west of Topton Station.
Kentmere Branch	427 feet west of Kentmere Jct.
Rockland Branch	100 feet west of Montchanin Station.
French Creek Branch	1286 feet east of French Creek Jct.
Schuylkill and Lehigh Branch	400 feet west of Laurel.
Pickering Valley Branch	365 feet East of Ironsides Station.
Colebrookdale Branch	1970 feet west of Pottstown Station.

SPECIAL INSTRUCTIONS—Continued

SHAMOKIN DIVISION

East Norwegian Branch	Nichols St., Pottsv'le
Mt. Carbon Branch west of Nichols St., Pottsville	Nichols St., Pottsv'le
Peoples' Railway	West End Jct.
Pine Forest Branch	West of Pine Forest Jct.
Wolf Creek Branch	East of Minersville
Oak Hill Branch	Oak Hill Jct.
Mine Hill & Sch. Haven Branch Mine to Buck Run	Mine
West West and Muddy Branches	Silverton
Swatara and Middlecreek Branches	Swatara Jct.
Lorberry Branch	Lorberry Jct.
Hazlebrook Branch	Hazlebrook Jct.
Good Spring Branch	Good Spring
Eagle Hill Branch	Eagle Hill Jct.
Silver Creek Branch	Silver Creek Jct.
Alliance Branch	Middleport
North Mahanoy Colliery Branch	Mahanoy City
Knickerbocker Branch	Ellangowan Jct.
Ashland Upper Route	Big Mine Run Jct. Locust Dale Jct.
Preston Branch	Preston Jct.
Mt. Carmel Branch	Mt. Carmel Jct.
Enterprise Branch	Enterprise Jct.
Henry Clay Branch	Shamokin D Office
Herndon Branch	Herndon Branch Jct.
Carbon Run, and Bear Valley Branches	Carbon Run Jct.
Shamokin Dam Spur Track	Clement
T. H. & N. and Silverbrook Branch	Hazleton Jct.
Bloomsburg Branch	Bloomsburg
Lebanon and Tremont Branch	Good Spring
Williams Valley Branch	

READING-SHAMOKIN DIVISION

Before entering the above branches, employees must display "Train on Branch" signal at the entrance to the branch to indicate that branch is occupied. On leaving the branch the signal must be restored to its normal position, provided it is known that the branch is not occupied by another train or track car. The lever controlling the signal must always be locked with a switch lock irrespective of its position. Trains and track cars finding this signal displayed must not enter the branch except under flag protection. Operating Rule S-97 modified accordingly.

READING DIVISION

7. STOPS—TO SET OUT, PICK UP OR TAKE SIDING.

(a) When trains stop to take siding, set out shop cars, or similar reason, conductors or enginemen or member of their crew shall immediately communicate by telephone with operator or train dispatcher.

(b) **Birdsboro**—Conductors on eastbound trains having work on W. & N. side shall notify operator "OLEY" Tower by telephone when ready to leave.

(c) All eastbound tonnage trains out of Rutherford with instructions to set out or pick up at Hershey, will arrange to stop with engine at automatic signal V-412 located west of Hershey.

(d) When trains in either direction stop at Moors Mill, or at Brandtsville or when stopped due to trains ahead, conductor shall immediately communicate with dispatcher by telephone.

SHAMOKIN DIVISION

(g) When trains stop to examine cars, put out a shop car, etc., conductors will immediately communicate with operator or train dispatcher to ascertain whether or not there are any instructions, these instructions also apply to westbound trains stopping at east end Stone Siding account trains ahead or when taking siding at Stone Siding.

SPECIAL INSTRUCTIONS—Continued

(h) **Wills Interlocking**—When eastward automatic signal 143 indicates advance approach, Rule 282A, trains must stop at eastward interlocking signal at Wills Interlocking Station and call Operator at "MU" Milton Tower unless proceed indication, Rule 281, is displayed by eastward interlocking signal.

READING DIVISION

8. POSITION OF SWITCHES AND USE OF SIDINGS.

(a) **Colebrookdale Jct.**—Crossover from No. 4 track to No. 2 track with switch in No. 2 track two thousand five hundred ninety (2590) feet west of Pottstown is equipped with spring switch mechanism at east end. Movement from No. 4 track to No. 2 track will trail through this switch. Normal position of switch at west end of crossover is for movement from No. 4 to No. 2 track.

(b) **Between Pottstown and Royersford**—Permission must be obtained from Train Dispatcher before using Storage track between yard limit sign eight thousand nine hundred and fifty (8950) feet east of Pottstown and eight hundred eighty-five (885) feet west of Royersford.

(c) **Between Hershey and Palmyra**—Permission must be obtained from Train Dispatcher before using storage track between crossover four thousand four hundred (4400) feet west of Hershey and Palmyra.

(d) **Between Harrison Avenue, Lebanon and Myerstown**—Permission must be obtained from Train Dispatcher before using East and West storage track between Myerstown and Yard Limit Sign fifteen hundred (1500) feet east of Avon.

(e) **Sinking Spring**—Permission must be obtained from Train Dispatcher before using westward siding.

(f) **Brandtsville and Moors Mill**—Permission must be obtained from train dispatcher before using siding.

(g) **Ephrata**—The Siding west of the Station will be designated as "Ephrata, West Siding" and the Siding east of the Station as "Ephrata, East Siding."

SHAMOKIN DIVISION

(a) **At Preston Jct.** The normal position of switches is to give right of way to eastbound trains from Shenandoah Branch single track to No. 2 track.

Westbound trains will stop clear of sign "End of Double Track" located three hundred (300) feet east of Preston Junction, and eastbound trains from Preston Branch will stop clear of sign "Clearance Point" located two hundred fifteen (215) feet west of Preston Junction, line switches for route of movement before fouling clearance point and after passage of train will restore switches to normal position.

(b) **On Mount Carbon Branch, Nichols Street, Pottsville,** the normal position of switch is to give right of way to East Norwegian Branch. **West of Pottsville Station** normal position is for eastward movements from Mount Carbon Branch single track to No. 2 yard track.

(c) **At Silverton.** The normal position of facing point crossover for westbound trains establishing the west end of double track is to give right of way to westbound trains from No. 1 track to Tremont Extension single main track.

Eastbound trains will stop clear of signs reading "Clearance Point" located two hundred fifteen (215) feet west of Silverton on Tremont Extension single main track, and two hundred fifteen (215) feet west of Silverton on West West Branch. Switches to be lined for route of movement before fouling clearance point, and after passage of train switches to be restored to normal position.

(d) **Westwood,** 22 feet West of. The normal position of facing point turnout for westbound trains establishing the east end of double track is to give right of way to westbound trains from Mine Hill and Schuylkill Haven Branch to Tremont Extension No. 1 track.

SPECIAL INSTRUCTIONS—Continued

Eastbound trains will stop clear of sign reading "Clearance Point" located two hundred fifteen (215) feet west of Westwood on Tremont Extension No. 2 track. Switch to be lined for route of movement before fouling clearance point, and after passage of train switch to be restored to normal position.

(e) **At West West Jct.** The normal position of switch is to give right of way to trains entering Muddy Branch.

(f) **Tremont, 320 feet West of.** The normal position of crossover is to give right of way to trains between Tremont Extension and Lebanon and Tremont Branches.

(g) **The east leg of wye at Newberry Junction** in addition to being a wye track is placed in service as an interchange track with connection to the Pennsylvania Railroad for interchange of cars from the Pennsylvania Railroad.

Clearance point sign (C) is placed in service (adjacent to east leg of wye) at a point fifty (50) feet west of track leading to engine house and former car shop.

Movements in either direction on track leading to engine house and former car shop must stop before passing over east leg of wye and ascertain that route is clear before proceeding. The normal position of switch leading from interchange track will be for movement to east leg of wye.

The present interchange track at east end of Newberry Junction Yard will be used for interchange of cars to the Pennsylvania Railroad.

READING DIVISION

9. DETOURING TRAINS.

The employes designated to authorize detour movements against the current of traffic in their respective yards, and issue Form TD-116, in accordance with operating Rule D-160 are as follows:

YARD	TITLE
Abrams	Yard Master
East Penn Jct.	Yard Master
Lebanon	Yard Master
Phoenixville	Supervisory Agent
Pottstown	General Agent
Reading	Yard Master
Rutherford	Yard Master or Ass't Yard Master

SHAMOKIN DIVISION

Yard	Title
Tamaqua	Yard Master
St. Nicholas	Yard Master
Shamokin	Yard Master
West Milton	Agent—Yard Master
Newberry Junction	Yard Master
Schuylkill Haven and West Cressona	Yard Master at Schuylkill Haven or West Cressona
Pottsville Pottsville S. V. Branch	Yard Master at St. Clair

SPECIAL INSTRUCTIONS—Continued

READING DIVISION

10. MAXIMUM SPEED OF TRAINS.

Except as Otherwise Restricted.

	MILES PER HOUR			
	Psgr. and Psgr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
MAIN LINE	60	50	25	..
Between Woodlane and Mona and Belt Line Jct. with fifty (50) per cent or more loaded coal cars	..	45	..	..
Between Woodlane and Norristown Jct.	35	35	25	..
Between Main Line Jct. and Norristown Jct.	..	..	..	30
Nos. 1 and 2 tracks between Norristown Jct. and Phoenixville, No. 4 track Tuckerton to Belt Line Junction	35	35	..	..
No. 4 track between Birdsboro and Colebrookdale Jct.	..	..	..	25
Norristown Jct.				
Main Line routes				
To and from tracks 3 and 4	35	35	..	..
From track 2	..	..	..	25
To track 1	..	..	..	25
To and from Norristown Branch	30	25	..	..
Other divergent routes	..	..	..	15
Perkiomen Jct.				
No. 3 track through interlocker	40	40	..	..
To and from Perkiomen Branch and other divergent routes	..	..	..	15
Phoenix:				
To and from Pickering Valley Branch	..	..	..	10
Other divergent routes	..	..	..	25
Phoenixville:				
Between station and west end of tunnel	40	40	20	..
Between west end of tunnel and Signal 135, 4440 feet west of	50	..	..	..
Linfield:				
3000 ft. east of, to 5100 ft. west of	55	..	..	..
Pottstown:				
17,700 feet east of, to 14,500 feet east of Pottstown Station	55	..	..	..
	..	..	..	50
Birdsboro:				
All divergent routes	..	..	..	15
W and N Jct. No. 2 track to 2035 feet east of Birdsboro	45	45	..	..
Klapperthal Juntion:				
5500 ft. east of to Klapperthal Jct.	35	35	20	..
To and from Reading Belt R. R.	..	..	..	25
Klapperthal Jct. to 1500 feet east of Franklin St.	50	..	..	..
Reading:				
Franklin St. Station:				
Platform No. 2 track—trains hauling cranes on their own wheels	..	..	..	5
1500 ft. east of Franklin St. to Pike	..	..	..	30
Pike to Belt Line Jct.	45	30	..	..
Walnut—all divergent routes	..	..	..	15
Oley:				
All divergent routes	..	..	..	15
Belt Line Jct. to Pt. Clinton	50	40	25	
Belt Line Jct.:				
To and from Reading Belt Branch	30	30	25	..
To and from Blandon Low Grade	35	30	25	..
READING BELT BRANCH	30	30	25	..
Cumru Jct. to 3000 feet west of Birdsboro River Bridge	45	45	..	..

SPECIAL INSTRUCTIONS—Continued

MAXIMUM SPEED OF TRAINS—Continued

Except as Otherwise Restricted.

	MILES PER HOUR			
	Psgr. and Psgr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
Birdsboro—Between 3000 feet west of west end of River Bridge and Birdsboro Station on Main Line	..	..	..	15
Lebanon Valley Jct. to Wyomissing Jct.	..	..	..	30
Tulpehocken Creek Bridge to Wyomissing Jct.	..	..	..	25
PERKIOMEN BRANCH	..	..	..	25
WILMINGTON & NORTHERN BRANCH	30	30	20	..
Trap Rock and W. & N. Junction	..	..	..	15
Trap Rock—to 2400 feet east of	25	25	..	..
Joanna and Birdsboro — Trains handling loaded ore cars	..	..	..	25
Wagontown—5200 feet west of to 2800 feet west of Valley	25	25	..	..
Embreeville, 6600 feet east of to 8400 feet east of	25	25	..	..
Cossart—4500 feet east of to 7100 feet west of	25	25	..	..
Granogue—2500 feet west of Granogue to 4500 feet east of Cossart	15	15	..	..
Granogue—3200 feet east of to 2500 feet west of	25	..	..	..
Granogue—Reverse curve at Bridge 11/86, west of	..	..	..	15
FRENCH CREEK BRANCH	..	..	..	15
KENTMERE BRANCH	..	..	..	15
ROCKLAND BRANCH	..	..	..	10
DELAWARE RIVER EXTENSION BRANCH				
Wilmington—East of, over Drawbridge	..	..	..	10
COLEBROOKDALE BRANCH	25	25	20	..
PICKERING VALLEY BRANCH	..	..	..	15
LEBANON AND TREMONT BRANCH	30	25	20	..
Pine Grove—Over Borough Street Crossings	..	..	..	6
CATASAUQUA & FOGELSVILLE BRANCH	30	30	20	..
ALLENTOWN BRANCH	..	..	..	15
EAST PENNA. & LEBANON VALLEY BRANCH	50	50	25	..
Fifty (50) per cent or more loaded coal cars On No. 4 track	..	45	..	..
	..	..	..	15
J Tower—All diverging routes	..	..	..	15
East Penn Jct. to 3000 feet west of	..	..	..	25
3000 feet west of to Yard Limit	40	40	..	..
700 feet east of 12th Street to 12th Street No. 1 track	..	..	..	15
Emmaus Jct.—1000 feet west of to 500 feet east of	40	40	..	..
All Diverging Routes	..	..	..	25
Alburtis—All diverging routes	..	..	..	15
Pike and Blandon via Temple	..	..	..	40
Blandon to Belt Line Jct.	40	40	..	..
Center, through interlocking limits	..	..	..	15
Wyomissing Jct.—No. 1 track to Wyomissing Siding	..	..	..	15
Sinking Spring, Woodrow Ave., Columbia Ave. and Hull St. against current of traffic within limits of control points	..	..	..	30
Avon No. 2 Track—1740 feet west of to 4820 feet east of	35	35	..	..
Lebanon—1740 feet West of Avon to 700 feet West of "JU" Tower	..	..	..	25
Lebanon—Fifth Street and 1042' west of JU tower against current of traffic	..	..	..	15

SPECIAL INSTRUCTIONS—Continued

MAXIMUM SPEED OF TRAINS—Continued

Except as Otherwise Restricted.

	MILES PER HOUR			
	Pssr. and Pssr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
JU Tower—To and from L. & T. Branch and other divergent routes	..	..	..	15
Hummelstown No. 2 Track—4825 feet east of Hummelstown to 2840 feet east of Hershey	40	40	..	..
Tara to Beaver	30	30	..	..
Ford—				
No. 1 track, curve at outlet from yard	40	..	..	..
Canal and Ford No. 2 Track	..	..	..	35
Canal and Ford Canal track	..	..	..	15
Harris				
To and from P. H. & P. Branch	..	..	..	25
All divergent routes	..	..	..	15
SCHUYLKILL & LEHIGH BRANCH	25	25	15	..
Laurel, to and from Blandon Low Grade	..	..	..	15
READING & COLUMBIA BRANCH				
Between Montello and Dillerville	35	35	25	..
Over Street crossings, Denver, Ephrata, Lititz, Manheim, Landisville	..	..	..	10
Manheim—650 feet east of, to 2200 feet west of	..	..	..	10
Between Lancaster Jct. and Columbia	25	25	15	..
Lancaster Junction—Curve at station, on Lancaster Branch	25	25	..	..
Dillerville Interlocking—East of Lancaster, through interlocking limits	..	..	..	20
MOUNT HOPE BRANCH	..	..	..	15
Manheim—Hollinger's crossing, 2212 feet east of	..	..	..	10
MIDDLETOWN & HUMMELSTOWN BRANCH	..	..	..	15
Hummelstown—				
Bridge, 6500 feet west of	..	..	..	10
P. H. & P. BRANCH, No. 1 Track between Harris and Carlisle Jct.	45	45	25	..
P. H. & P. BRANCH, No. 1 Track between Carlisle Jct. and Lurgan	40	40	25	..
P. H. & P. BRANCH, No. 2 Track	50	50	25	..
Harris—Curve west of	..	..	..	25
P. H. & P. BRANCH, No. 2 Track, with fifty (50) per cent or more loaded coal cars.	..	40	..	..
Boiling Springs—5600' W. of to 2200' E. of				
No. 2 Track	35	35	..	..
No. 1 Track	30	30	..	..
Carlisle Jct.—To and from Gettysburg Branch and other divergent routes	..	..	..	15
SX Junction—To and from Pennroad	..	..	..	20
GETTYSBURG BRANCH	30	30	20	..
Carlisle—Over Borough Street Crossings	..	..	..	5
Mt. Holly Springs—1000 feet west of, to 2000 feet west of	25	25	..	..
Hunters Run to Starners	25	25	..	..
Starners to Gardners	20	20	..	..
Gardners to Bendersville	25	25	..	..

SPECIAL INSTRUCTIONS—Continued

MAXIMUM SPEED OF TRAINS—Continued

ALL BRANCHES

Passenger trains carrying freight cars not equipped for passenger service must not exceed speed for symbol train, unless otherwise instructed.

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

Work trains with crane or with pivoted machine must not exceed speed for relief trains.

Trains hauling scale test car shall move car on rear of train, ahead of caboose, and shall not exceed speed of thirty (30) miles per hour.

Movements to and from tracks equipped with electric locked switches and/or derails, located within interlocking limits, that are not signalled, must be made at restricted speed.

Trains hauling Jenny type ore cars loaded or empty shall not exceed speed of twenty-five (25) miles per hour.

Maximum speed of light engines, unless otherwise restricted, must not exceed speed permitted for symbol freight train operation on branches involved.

Trains or engines moving against the current of traffic within yard limits must proceed at yard speed unless otherwise restricted.

When trains are moving against the current of traffic, they will not exceed thirty (30) miles per hour over facing point switches not interlocked.

SHAMOKIN DIVISION

10. MAXIMUM SPEED OF TRAINS

Except as Otherwise Restricted.

	MILES PER HOUR			
	Pssr. and Pssr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
PORT CLINTON AND POTTSVILLE JCT.	50	40	25	..
Port Clinton—800 ft. east of to 3800 ft. west of	35	35	..	..
Stone—Between 800 ft. east of and 2700 ft. west thereof	40	..	..	..
Auburn—west of, over reverse curves	45	..	..	..
Landingville—At Station, over curve	45	..	..	..
Dock—Between No. 2 and single track	45	..	..	..
McCormick's—Over reverse curves	45	..	..	..
Schuylkill Haven—From Mine Hill yard through Spring Switch to No. 2	..	..	..	15
No. 1 track, over Rolling Mill Curve, east of Pottsville Junction	40	..	..	..
No. 2 track, over Rolling Mill Curve, east of Pottsville Junction	30	30	..	..
Pottsville Jct.—To and from Schuylkill Valley Branch	..	..	..	15
BETWEEN POTTSVILLE JCT. AND POTTSVILLE STATION	20	20	..	..
PORT CLINTON & HERNDON BR. JCT.	35	35	25	..
New Ringgold—6800' W. of to 2200' E. of Mountain	30	30	..	..
"Z" Tower to Rose St. 2230' W. of Tamaqua	25	25	..	..
Tamaqua—Spruce Street to Broad Street Westward on No. 1 and No. 2 Tracks	..	..	..	15
Tamaqua—Rose Street 2230 ft. W. of to Mahanoy Tunnel	30	30	..	..

SPECIAL INSTRUCTIONS—Continued

MAXIMUM SPEED OF TRAINS—Continued

Except as Otherwise Restricted.

	MILES PER HOUR			
	Psgr. and Psgr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
E. Mahanoy Jct.—2400 ft. E. of to Station	25	25	..	..
Mahanoy Tunnel—To and from Tamanend Branch	..	..	..	15
Mahanoy Tunnel to Buck Mountain	..	..	..	20
Gordon—2800 ft. E. of to Station	30	30	..	..
Gordon to Locust Dale Jct.	25	20	15	..
Locust Dale Jct. to Locust Summit	..	20	15	..
Shamokin "D" Office to Herndon Branch Junction	..	..	..	15
HERNDON BRANCH JCT. TO WEST MILTON	40	40	25	..
Paxinos, second, third and fourth curves east of	35	35	..	..
Sunbury, over grade crossings within Borough Limits	..	..	..	20
Clement, curve on west end of Susquehanna River Bridge	30	30	..	..
Lewisburg, over grade crossings within Borough Limits	..	..	..	25
West Milton—East of, over reverse curves	35	35	..	..
West Milton—To and from Catawissa Branch	30	30	..	..
West Milton—Between No. 2 and single track	30	30	..	..
WEST MILTON AND WILLIAMSPORT	40	40	25	..
Monty—Within interlocking limits	35	35	..	..
WILLIAMSPORT AND NEWBERRY	40	35	25	..
CATAWISSA BRANCH				
Barns and Rupert	30	30	25	..
Barns—West of TP 103/24 to TP 103/30	..	..	..	25
Haucks—To and from Tamanend Branch	..	..	..	10
Hazleton Jct.—Ryans Cut Curve	..	..	..	20
Lofty Tunnel	..	..	..	20
Girard—East of, Nigger Hollow Curve	..	..	..	20
Ringtown—East of, reverse curves	..	..	..	20
Raricks—East of, over curve	..	..	..	25
Shumans—East and west of Tunnel, reverse curves	..	..	..	20
Mainville—Fifth curve east of	..	..	..	20
Catawissa—East of, over curve at Redpen Station	..	..	..	20
Catawissa—Eastward from Norca siding to main track until engine passes over Main Street Crossing	..	..	..	5
Catawissa—Eastward from Norca siding to main track after engine passes over Main Street Crossing	..	..	..	20
Norca—Over Penna. R. R. Crossing	..	..	..	15
Rupert and West Milton	40	40	25	..
Rupert—First curve, West of	30	30	..	..
Danville—And 10,100 feet east of	30	30	..	..
Danville—Over grade crossings within Borough Limits	..	..	..	25

SPECIAL INSTRUCTIONS—Continued

MAXIMUM SPEED OF TRAINS—Continued

Except as Otherwise Restricted.

	MILES PER HOUR			
	Psgr. and Psgr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
Pottsgrove—Between single and No. 1 track	35	35	..	..
Milton Tower—Between No. 1 and single track	30	30	..	..
Milton Tower and West Milton	30	30	..	..
SCHUYLKILL VALLEY BRANCH	35	30	20	..
Mill Creek Jct.—To and from Frackville Branch	..	..	..	15
Mill Creek Jct.—To and from Schuylkill Valley Branch 650 feet West of to 800 feet East of Mill Creek Jct.	..	..	..	25
Tamaqua—Over street crossings	..	..	..	10
TAMANEND BRANCH	25	20	15	..
Haucks—To and from C. R. R. of N. J.	..	..	..	15
SHENANDOAH BRANCH	..	..	..	15
Shenandoah Jct.—Bridge No. 0/10	..	..	..	10
MT. CARMEL BRANCH	..	..	..	15
HERNDON BRANCH	..	..	..	15
Trevorton—Over Fifth Street Crossing	..	..	..	10
Trevorton—Between points 1800 and 2800 feet west of	..	..	..	10
SILVERBROOK & T. H. & N. BRANCH	..	..	..	15
BLOOMSBURG BRANCH	..	..	..	15
MILTON BRANCH	..	..	..	15
FRACKVILLE BRANCH	30	20	20	..
Mill Creek Jct.—West of, over curve	20	..	..	..
Mill Creek Jct.—Wye track	..	..	..	15
Port Carbon—West of, No. 1 track over turnout to St. Clair Yard	..	..	..	15
Port Carbon—No. 2 Track Fourth Street to Pottsville Street	..	..	..	10
Eastward over Crossover Fourth Street to Pottsville Street	..	..	..	5
ST. CLAIR TO FRACKVILLE JUNCTION	..	..	..	15
BEAR RUN BRANCH AND ST. NICHOLAS CONN.	..	..	..	15
MINE HILL AND SCHUYLKILL HAVEN BRANCH	25	25	20	..
Minersville—Eastward trains 668 feet west of crossing to crossing	..	..	..	15
Morris and Buck Run	..	..	..	15
TREMONT EXTENSION	25	25	20	..
Westwood—West of, over curve	..	..	..	20
Silverton—Westbound trains over crossover to single main track	..	..	..	20
Silverton—West of, over curve	..	..	..	20
Tremont Junction—East of over Evarts curve	..	..	..	20
Tremont Junction—East of, over reverse curves	..	..	..	20
LEBANON AND TREMONT BRANCH	25	25	20	..
Pine Grove to Keffers	25	25	20	..
Keffers to Lykens	..	..	..	15
WILLIAMS VALLEY BRANCH	25	25	20	..
KEFFERS AND WILLIAMS VALLEY JCT.	..	..	..	15
ALL COLLIERY BRANCHES, SHAMOKIN DAM SPUR TRACK AND PENITENTIARY BRANCH	..	..	..	15

SPECIAL INSTRUCTIONS—Continued

MAXIMUM SPEED OF TRAINS—Continued

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

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

Work trains with crane or with pivoted machine must not exceed speed for relief trains.

Trains hauling Scale Test Car must move car on rear of train ahead of caboose, and shall not exceed speed of thirty (30) miles per hour.

Trains hauling Jenny type ore cars, loaded or empty shall not exceed speed of twenty-five (25) miles per hour.

Movements to and from tracks equipped with electric locked switches and/or derails, located within interlocking limits, that are not signalled, must be made at restricted speed.

Maximum speed of light engines, unless otherwise restricted, must not exceed speed permitted for symbol freight train operation on branches involved.

Trains or engines moving against the current of traffic within yard limits must proceed at yard speed unless otherwise restricted.

When trains are moving against the current of traffic, they will not exceed thirty (30) miles per hour over facing point switches not interlocked.

Trains hauling unprepared anthracite coal, unless otherwise restricted, must not exceed speed of twenty-five (25) miles per hour.

Main Line:

All train and engine movements between Pottsville Junction Interlocking Station and Pottsville Station Union Street, Pottsville, will be made at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

READING-SHAMOKIN DIVISION

Except as Otherwise Restricted by Time Table or Special Instructions, Engines Shall Not Be Operated at Speeds in Excess of Those Shown in the Following Table:

Class Engines	Wheel Diam. Inches	With Train	Light	Back-ward
M. U. Cars	38	70	70	70
T-1	70	65	45	30
DF-2 and 4	40	65	65	65
DP-1	40	89	89	89
OE-13	40	40	40	40
OE-5	40	45	45	45
OE-8, 9, 10, 11 and 12	40	60	60	60
RS-1, 1-b	40	65	65	65
RS-2, 2-b	42	65	65	65
RS-3, 3-b	40	65	65	65
RS-4, 4-b	42	65	65	65
RS-4 (807-808)	40	65	65	65
SWE-1 (2701-2713)	40	60	60	60
SWE-14 (2714-2719)	40	60	60	60
SWE-4 (1501-1506)	40	45	45	45
SWE-4 (1511-1515)	40	45	45	45
SWE-14 (1507-1510)	40	45	45	45
RSA-14 (5201-5210)	40	70	70	70
RSE-14 (5501-5520)	40	71	71	71
RSE-14 (6501-6506)	40	70	70	70
RDB-13 (9151-9162)	34	70	70	70
RDB-13 (9163)	33	70	70	70

SPECIAL INSTRUCTIONS—Continued

READING-SHAMOKIN DIVISION

Speed Table

This table is for information only and does not authorize exceeding speed limitations of special or other instructions.

Time per Mile	Miles per Hour
0 minutes 40 seconds	90.0
0 " 41 "	87.8
0 " 42 "	85.7
0 " 43 "	83.7
0 " 44 "	81.8
0 " 45 "	80.0
0 " 46 "	78.3
0 " 47 "	76.6
0 " 48 "	75.0
0 " 49 "	73.5
0 " 50 "	72.0
0 " 51 "	70.6
0 " 52 "	69.2
0 " 53 "	67.9
0 " 54 "	66.7
0 " 55 "	65.5
0 " 56 "	64.3
0 " 57 "	63.2
0 " 58 "	62.1
0 " 59 "	61.0
1 " 0 "	60.0
1 " 5 "	55.4
1 " 10 "	51.4
1 " 15 "	48.0
1 " 20 "	45.0
1 " 25 "	42.4
1 " 30 "	40.0
1 " 35 "	37.9
1 " 40 "	36.0
1 " 45 "	34.3
1 " 50 "	32.7
1 " 55 "	31.3
2 " 0 "	30.0
2 " 5 "	28.8
2 " 10 "	27.7
2 " 15 "	26.7
2 " 20 "	25.7
2 " 25 "	24.8
2 " 30 "	24.0
2 " 35 "	23.2
2 " 40 "	22.5
2 " 45 "	21.8
2 " 50 "	21.2
2 " 55 "	20.6
3 " 0 "	20.0
3 " 5 "	19.5
3 " 10 "	18.9
3 " 15 "	18.5
3 " 20 "	18.0
3 " 25 "	17.6
3 " 30 "	17.1
3 " 35 "	16.7
3 " 40 "	16.4
3 " 45 "	16.0
3 " 50 "	15.7
3 " 55 "	15.3
4 " 0 "	15.0
4 " 17 "	14.0
4 " 36 "	13.0
5 " 0 "	12.0
5 " 27 "	11.0
6 " 0 "	10.0
6 " 40 "	9.0
7 " 30 "	8.0
8 " 34 "	7.0
10 " 0 "	6.0
12 " 0 "	5.0

SPECIAL INSTRUCTIONS—Continued

READING DIVISION

11. MOVEMENT OF TRAINS BY SIGNAL INDICATIONS.

A. In same direction by Block Signals.

Trains will run with the current of traffic by interlocking signals as prescribed by Rules 251 to 254, inclusive, between points designated, as follows:

Main Line—For eastbound trains indications at Port Clinton confer superiority to Mohrsville siding, and at Birdsboro, Phoenix, Perkiomen Junction, Norristown Junction confer superiority to the next interlocking signal beyond.

For westbound trains the indications at West Falls, Norristown Junction and Perkiomen Junction confer superiority to the next interlocking signal beyond, and the indications at Phoenix confer superiority to Pottstown siding, the indications at Birdsboro confer superiority to Klapperthal Junction and the indications at Belt Line Junction confer superiority to Mohrsville siding.

Trains shall not accept such signal indications ahead of superior trains unless they are able to make usual running time.

B. Opposing and Following by Block Signals.

Trains and engines will operate under signal indications as prescribed by Rules 261-264 inc., between points designated as follows. If for any reason the interlocking signals cannot be operated, train orders will be issued as prescribed by Rule 271.

Birdsboro—Between eastward interlocking signal at W. & N. Jct. and westward interlocking signal east of "BE" Tower, Birdsboro, between east end of River Bridge and Birdsboro Main Line passenger station.

Blandon and Hill—Westward interlocking signal east of Blandon and eastward interlocking signal west of Hill.

Blandon Low Grade—Between interlocking signal at Belt Line Junction, governing movements to Blandon Low Grade and westward interlocking signal at Blandon.

Lees Cross Roads—Between interlocking signals, Lees Cross Roads and interlocking signals Lurgan, including signals from P. R. R. connection at "SX" Junction.

The following instructions apply at locations where Rules 261-264 are in effect and hand operated switches and/or derails electrically locked are installed:

When a train or engine clears at one of these side tracks, or sidings, clearance is not completed until electric lock, switch, and/or derail are restored to normal position. To re-enter the main track permission must be obtained from operator at the control point, after which employees must comply with instructions posted at individual locations for operation of electric locks.

After a train or engine clears at one of these locations, direction of traffic as authorized by Operating Rules 261-264 is completed, and must again be established. Train or engine will then move in direction specified by the operator.

In event the electric lock cannot be released or is inoperative, instructions governing hand operated switches or derails not electrically locked will apply.

The following instructions apply at locations where Rules 261 to 264 are in effect and hand operated switches not electrically locked are installed.

Trains or engines are not permitted to clear the main track at these side tracks, except in emergency. Clearance is not completed until switch and derail are restored to normal position.

When a train or engine does clear at one of these side tracks, a train order will be required to permit the train or engine to again occupy the main track.

Following form of train order shall be used:

"C. & E. ..... at .....
Run ..... track .....
to ..... Track is clear of opposing trains."

SPECIAL INSTRUCTIONS—Continued

Philadelphia, Harrisburg and Pittsburgh Branch: Side track one hundred seventy (170) feet long, with switch in No. 1 Track, three thousand eight hundred eighty (3880) feet west of "SX" Junction, is placed in service for the convenience of Valley Baking Company.

Trains or engines are not permitted to clear No. 1 Track on this side track which is not equipped with an electric lock.

Blandon Low Grade Branch—Reading Belt Branch— Trains or engines are not permitted to clear the main tracks at side tracks listed below which are not equipped with electric locks.

Arco. Storage track with switches in single track three hundred fifty (350) feet west of, and one thousand six hundred eighty (1680) feet west of Arco.

No. 1 Freight Delivery track with switch in single track at Arco.

Interstate Container Corporation. Switch in No. 1 track, eight thousand seven hundred seven (8707) feet east of Lebanon Valley Junction.

Bob White Frosted Foods. Side track two hundred seventy-three (273) feet long, with switch in No. 2 Track, one thousand sixteen (1016) feet east of Lebanon Valley Junction, is placed in service.

SHAMOKIN DIVISION

11. MOVEMENT OF TRAINS BY SIGNAL INDICATIONS.

a. In same direction by block signals. Between West Milton and Newco and between Port Clinton and Stone trains will operate with the current of traffic by signal indication.

b. Opposing and following by Block Signals. Trains and engines will operate under signal indications as prescribed by Rules 261-264 inc. between points designated as follows:

Main Line—Between Stone and Dock.

Little Schuylkill Branch—Between Port Clinton and Myrtle. Between Tamaqua Tunnel and Barns.

Mahanoy and Shamokin Branch—Between Barns and Buck Mountain.

Tamanend Branch—Between Haucks and Mahanoy Tunnel.

Shamokin, Sunbury and Lewisburg Branch—Between Lewisburg Tower and West Milton.

Catawissa Branch—Between Barns and Haucks, between Milton Tower and West Milton, and between Newco and Tours.

If for any reason the interlocking signals cannot be operated, train orders will be issued governing train movements in accordance with Rule 271. Train crews finding an interlocking signal displaying a stop indication for their train will immediately contact operator in control of such signal or train dispatcher by telephone.

The following instructions apply at locations where Rules 261-264 are in effect and hand operated switches and/or derails electrically locked are installed.

When a train or engine clears at one of these side tracks, or sidings, clearance is not completed until electric lock, switch, and/or derail are restored to normal position. To re-enter the main track permission must be obtained from operator at the control point, after which employes must comply with instructions posted at individual locations for operation of electric locks.

SPECIAL INSTRUCTIONS—Continued

After a train or engine clears at one of these locations, direction of traffic as authorized by Operating Rules 261-264 is completed, and must again be established. Train or engine will then move in direction specified by the operator.

In event the electric lock cannot be released or is inoperative, instructions governing hand operated switches or derails not electrically locked will apply.

The following instructions apply at locations where Rules 261 to 264 are in effect and hand operated switches not electrically locked are installed.

Trains or engines are not permitted to clear the main track at these side tracks, except in emergency. Clearance is not completed until switch and derail are restored to normal position.

When a train or engine does clear at one of these side tracks, a train order will be required to permit the train or engine to again occupy the main track.

Following form of train order shall be used:

"C. & E. ..... at .....

Run ..... track .....

to ..... Track is clear of opposing trains."

READING DIVISION

12. AUTOMATIC BLOCK SIGNAL SYSTEM AND CAB SIGNAL RULES.

Automatic Block Signals are operated and Operating Rules 505 to 518, inclusive, are in effect between Port Clinton and Woodlane and between East Penn Junction and Lurgan. (See Book of Rules, pages 106 to 108 inclusive).

Lebanon—Westward automatic signal V-271 located 5170 ft. East of Lebanon Station may not be passed when stop is displayed, until a member of crew has communicated with operator at "JU" interlocking station and obtains permission to proceed.

Palmyra—When Westward Automatic Block Signal V371, six hundred sixty (660) feet east of Palmyra displays Stop and Proceed indication, westward trains consisting of more than forty (40) cars must stop east of Forge Road Highway Grade Crossing three thousand twenty-seven (3027) feet east of Palmyra. Stop will be made east of clearance point sign seven hundred (700) feet east of crossing.

Before proceeding, permission must be obtained from the operator at Palmyra or "JU" Tower, Lebanon, unless a more favorable aspect is displayed on Signal V371. Trains must then approach Forge Road Crossing at a speed not to exceed fifteen (15) miles per hour.

Westward trains with cars to set off on Palmyra Westward Storage Track will stop east of clearance point sign seven hundred (700) feet east of crossing. Cut shall be made so that when train is re-assembled for westward movement, entire train will be east of "C" sign. Cars set off on Palmyra Westward Storage Track must clear "C" signs located three hundred (300) feet east and west of Forge Road Crossing.

P.H.&P. Branch—When automatic signals between Lees Cross Roads and Lurgan display "stop and proceed" signal Rule 291 or 291A, trains after stopping may proceed immediately at restricted speed.

Camp Hill—When Signal P-22 displays "STOP" (Rule 291) eastward trains must stop west of sign "Eastward trains cut here," adjacent to No. 2 track, two thousand four hundred forty-five (2445) feet west of Camp Hill and may not proceed until a member of crew has obtained permission from signalman at "R" Interlocking Station.

Reading—Station stop at Franklin St. covers signal stop at Signal 85.

SPECIAL INSTRUCTIONS—Continued

Westbound freight trains consisting of more than 60 cars finding Signal E-31 displaying "approach" indication will stop east of "C" sign 330 feet east of Bernharts Crossing and immediately communicate with operator at Oley, from telephone located at southwest corner of Bernharts Crossing. Trains of 60 cars or less may proceed to westward signal at Hill when "approach" indication is displayed.

When westward interlocking signal located three thousand six hundred thirty-three (3633) feet east of WALNUT indicates stop, trains and engines must not pass except by permission of signalman at Oley or Train Dispatcher. Movements under such conditions must then be made at restricted speed.

Pottstown—Westward automatic color light signal No. 126 2825 feet east of Pottstown Station may not be passed when stop is displayed except by permission of Operator at Norristown Junction "NS" Interlocking Station or Train Dispatcher, and then at not exceeding restricted speed.

Royersford—Station stop covers signal stop at Signal 140.

Stowe and Colebrookdale Jct.

Automatic block signal 117A governs to sign west of automatic block signal 3055 feet west of Pottstown.

Automatic block signals 3055 feet west of Pottstown, governing No. 2 and No. 4 tracks, operate under Figure B, Fixed Signal Rules 281, 285 and 292. When stop is displayed, trains and engines must stop and shall not proceed except by permission of Operator at "NS" Tower, Norristown Jct., or Train Dispatcher, and then at not exceeding restricted speed.

Grade Signals.

Grade signals are designated by the letter "G" on a yellow disc mounted on the same mast and located beneath the signals.

When Grade Signals display stop and proceed indications, tonnage freight trains having eighty-five (85) percent or more tonnage rating for the engine may pass these signals without stopping, proceeding at restricted speed.

All other trains must be governed by Operating Rule 509 (b), or 271.

Grade signals are located as shown below:

LEBANON VALLEY AND EAST PENNSYLVANIA BRANCHES

Eastward

Signal No.	Location
V492	3415 feet east of Ford
V432	3015 feet east of Hummelstown
V422	8350 feet west of Hershey
V392	9785 feet west of Palmyra
V382	3590 feet west of Palmyra
V272	630 feet east of Lebanon
V262	1715 feet west of Avon
V242	6555 feet east of Avon
V192	3240 feet west of Richland
V152-V154	6010 feet east of Sheridan
E52	4270 feet east of Temple
E92	7240 feet west of Fleetwood
E102	650 feet west of Fleetwood
E122	7780 feet east of Fleetwood
E172	6610 feet west of Topton
E182	600 feet west of Topton
E282	9930 feet east of Macungie

SPECIAL INSTRUCTIONS—Continued

Westward

E331	5885 feet west of East Penn Jct.
E321	6520 feet east of Emmaus Jct.
E311	475 feet east of Emmaus Jct.
E191	4285 feet east of Topton
E151	1200 feet east of Lyons
E121	6900 feet east of Fleetwood
V101	4115 feet west of South Mountain
V111	1600 feet east of Robesonia
V151	4100 feet west of Womelsdorf
V181	1170 feet east of Richland
V351	9020 feet east of Palmyra

P. H. & P. BRANCH

Eastward

Signal No.	Location
P414-P412	6425 feet west of "SX" Junction
P392	4775 feet east of "SX" Junction
P384-P382	9835 feet west of Lees Cross Roads
P242	4580 feet west of Barnitz
P202	4955 feet east of Carlisle Jct.
P122	1235 feet west of D. & M. Jct.
P92	2350 feet east of Grantham
P82	396 feet east of Bowmansdale
P72	8345 feet west of Rossmoyne

Westward

P11	5600 feet west of Harris
P21	1550 feet east of Camp Hill
P51	5600 feet east of Rossmoyne
P61	3240 feet west of Rossmoyne
P111	3515 feet east of D. & M. Jct.
P171	1170 feet east of Boiling Springs
P191	9150 feet west of Boiling Springs
P251	8360 feet east of Moors Mill
P301	550 feet east of Longsdorf
P321	210 feet east of Hays Grove
P331	2375 feet east of Greythorne
P351	6810 feet east of Lees Cross Roads

READING BELT BRANCH

Westward

Signal No.	
B11-B13	7230 feet east of Belt Line Junction

SHAMOKIN DIVISION

12. AUTOMATIC BLOCK SIGNAL SYSTEM AND CAB SIGNAL RULES.

(a.) Automatic block signals are operated between and from points designated as follows:

Main Line—Between Port Clinton and Pottsville Jct.

Schuylkill Valley Branch—Between Pottsville Jct. and Mill Creek Jct.

Little Schuylkill Branch—From Molino to Port Clinton, and between Myrtle and Barns.

SPECIAL INSTRUCTIONS—Continued

Mahanoy and Shamokin Branch—Between Barns and Shamokin D Office.

Shamokin, Sunbury and Lewisburg Branch—Between Lewisburg Tower and West Milton.

Catawissa Branch—Between Barns and Lofty, and between Pottsgrove and Newberry.

(See Book of Rules, pages 106 to 108 Inc.)

(b.) Grade Signals are designated by the letter "G" on a yellow disc mounted on the same mast and located beneath the signals.

When Grade Signals display stop indications, tonnage freight trains having eighty-five (85) per cent or more tonnage rating for the engine may pass these signals without stopping, proceeding at restricted speed.

All other trains must be governed by Operating Rules 509-b, or 271.

Grade signals are located as shown below:

MAIN LINE

WESTWARD

Signal No.	Location
M781	4475 feet west of Port Clinton
M821	6970 feet east of Auburn
M851	6405 feet east of Landingville
M881	4175 feet east of Schuylkill Haven
M891	225 feet west of Schuylkill Haven
M901	2435 feet west of Cressona
M921	4125 feet east of Pottsville Jct.

SCHUYLKILL VALLEY BRANCH

WESTWARD

Signal No.	Location
001	3605 feet east of Mill Creek Jct.

LITTLE SCHUYLKILL BRANCH

WESTWARD

Signal No.	Location
L181	825 feet east of Z Tower, Tamaqua
L191	3910 feet east of Tamaqua Passenger Station
L201	2665 feet west of Tamaqua Passenger Station
L241	3462 feet east of Barnesville

MAHANOY AND SHAMOKIN BRANCH

WESTWARD

Signal No.	Location
L261	4905 feet west of East Mahanoy Jct.
L271	2965 feet east of Mahanoy Tunnel
L441	6022 feet west of Gordon
L461	13775 feet west of Gordon
L471	1125 feet west of Locust Dale
L491	Opposite Locust Summit Station

Excepting light engines, all trains westbound Gordon to Locust Summit encountering rule 291-A signal indication (Grade Signal) may pass signal without stopping, proceeding at restricted speed.

SPECIAL INSTRUCTIONS—Continued

CATAWISSA BRANCH

WESTWARD

Signal No.	Location
C01	6210 feet west of Barns
C21	1350 feet east of Tamanend
C31	550 feet west of Quakake
C51	2600 feet east of Hazleton Jct.
C61	2992 feet east of Lofty

EASTWARD

Signal No.	Location
C1672	10558 feet east of Milton Tower

MAHANOY AND SHAMOKIN BRANCH

EASTWARD

Signal No.	Location
L592	4058 feet east of Shamokin Station
L582	9630 feet east of Shamokin Station
L572	5923 feet west of Excelsior
L554	168 feet east of Excelsior
L552	4595 feet east of Excelsior
L542	1525 feet west of Enterprise Jct.
L522	2430 feet west of Mt. Carmel Jct.
L512	440 feet west of Locust Gap
L502	4500 feet west of Locust Summit
L432	1730 feet east of Gordon
L422	4685 feet west of Ashland
L412	170 feet west of Ashland
L402	853 feet west of Big Mine Run Jct.
L382	1687 feet west of Girardville
L372	4555 feet west of Shenandoah Jct.
L362	284 feet west of Shenandoah Jct.
L352	1210 feet east of Mahanoy Plane
L342	740 feet west of Gilberton
L332	1540 feet west of St. Nicholas
L322	2015 feet east of St. Nicholas
L312	2170 feet west of Mahanoy City
L302	4640 feet east of Mahanoy City

(c.) Schuylkill Haven. Color Light Block Signal is installed on cantilever mast, nine hundred fifteen (915) feet west of Schuylkill Haven Station, operating under Figure B fixed Signal Rules 281, 285 and 292, governing eastward movements on No. 2 track and governs to Signal M874.

Color Light Block Signal is installed on cantilever mast, nine hundred fifteen (915) feet west of Schuylkill Haven Station, operating under Figure B fixed Signal Rules 281, 285 and 292, governing eastward movements from running track to No. 2 track and governs to Signal M874.

When stop is displayed on either signal, trains and engines must stop and shall not proceed except by permission of Operator at Pottsville Junction or Train Dispatcher, and then at not exceeding restricted speed.

SPECIAL INSTRUCTIONS—Continued

READING DIVISION

13. INTERLOCKING AND SWITCHING SIGNALS.

READING YARD—Electronic track scale.

Trains may be pulled or pushed EASTWARD while weighing over this facility. Car brakes must not be used while weighing. Locomotive brake must not be applied while locomotive is on scale live rail. Sand must not be dropped on scale. Train speed, while weighing, must be controlled by locomotive independent air brake or locomotive dynamic brake.

Train speed, while weighing, is governed by color light signals, visible from both directions, located on signal masts 475 feet WEST and 750 feet EAST of the scale house. Indications are:

GREEN—Proceed at weighing speed not to exceed five (5) miles per hour.

YELLOW—Reduce speed.

FLASHING RED—Stop. When signal lights are not displayed, reverse direction of movement until GREEN signal is displayed. Proceed again at weighing speed.

Electric horn will sound short sounds while YELLOW signal lights are displayed. Electric horn will sound continuous sound while FLASHING RED signal lights are displayed.

Color light signals will be displayed only while weighing cars.

Main Line (Phoenixville Tunnel)

Trains and engines will be governed by Rule 605 on single track between westward interlocking signals seven hundred seventy-seven (777) feet west of Phoenix, and eastward interlocking signals six thousand one hundred fifty (6150) feet west of Phoenix under control of signalman at "NS" tower, Norristown Jct.

Perkiomen Branch—Creek Automatic Interlocking

Interlocking and approach signals governing train movement through Creek Interlocking located Two Thousand Four Hundred Eighty-two (2482) feet east of Oaks Station operate automatically on the approach of a train, approach limits being designated by signs along the right-of-way, reading; "Start of Interlocking Circuit."

The fixed signals located at crossing govern movement over the crossing only.

If proceed signal is not displayed, movement must be made in accordance with instructions posted in the shelter box near the crossing.

When shifting movements are being made a member of the crew doing the shifting must operate push-buttons, installed in housings identified by the marking "PB" on outside of boxes located as follows along Reading Company tracks.

Adjacent to:

Main-track switch leading to yard west of Perkiomen Jct.

Derail on turnout east of Freeds Crossing.

Derail at east end of Oaks Station track.

Main-track switch at west end of Oaks Station track.

The push-buttons must be operated in accordance with instructions posted in "PB" boxes.

SPECIAL INSTRUCTIONS—Continued

When a train in any direction is delayed between the approach signal and the interlocking signal, the train must approach the interlocking signal prepared to stop.

Telephone connecting to Perkiomen Junction interlocking and to Phoenixville on the Pennsylvania Railroad, for use of crews, together with control devices for the manual operation of signals, are located in housing adjacent to Reading Company track in northeast corner of crossing.

When a train is stopped at an interlocking signal and there is no train approaching on the Pennsylvania R. R. Co. tracks, or should no other cause for detaining the train be known, after obtaining permission from the Superintendent the conductor will, after a thorough understanding with the engineman, arrange for the movement of the train by operating push-buttons and time releases marked Reading Company in accordance with instructions posted in shelter box near the crossing.

When a train is stopped at an interlocking signal and means of communication have failed and should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the engineman, provide full protection against trains on the Pennsylvania Railroad, pass the stop signal, and proceed over the crossing.

Reverse movement after a forward movement, or a forward movement after a reverse movement with the entire train, must not be made over the crossing except on authority of the Superintendent.

When the movement involved is an engine without cars or train crew and a stop signal governing an interlocking route cannot be changed to a more favorable indication, the Superintendent must be advised and will make necessary arrangements.

Track car extras after obtaining permission, may pass interlocking signals displaying stop, proceed to the crossing and stop clear and assure themselves that there are no conflicting movements, then proceed over the crossing, after which they must report clear to Perkiomen Jct.

When an interlocking signal fails, all movements through the interlocking must be authorized by train order issued by the Superintendent of the railroad affected. This to apply after an understanding with the Superintendent of the other railroad and hold orders to their trains have been established at the last holding stations.

W. & N. Branch

Chadds Ford Jct.—Automatic Interlocking Signals are in service located westward three hundred seventy-three (373) feet east of rail crossing with Penna. R. R. and eastward located four hundred seventy-three (473) feet west of rail crossing and govern over rail crossing to end of automatic block sign.

Interlocking signals govern train movements over rail crossing only.

When a train movement is made over the crossing it must continue to a point where the entire train clears the "End of Automatic Block" sign to permit the signals to clear for a reversal of movement over the rail crossing.

If necessary to make a reverse movement without clearing the approach circuit, permission must be obtained by telephone from the Train Dispatcher.

When a train is stopped by an interlocking signal and there is no train approaching on the Pennsylvania tracks, (signals are not clear for an approaching Pennsylvania Train) and no other cause for holding the train is known, conductor will notify the Train Dispatcher by telephone.

SPECIAL INSTRUCTIONS—Continued

When permission to proceed has been obtained and after a thorough understanding with the engineman, provide full protection against southbound and northbound trains on the Pennsylvania tracks, pass stop signal and proceed over the crossing.

Track cars and other roadway cars must not occupy the track between interlocking signals except by permission of Train Dispatcher or Operator who must be notified when track is clear.

Telephones connecting to Train Dispatchers circuit are located at each interlocking signal.

Elsmere Jct.—Color light type eastward approach signal located three thousand six (3006) feet west of Elsmere Junction Station is in service and will govern to eastward interlocking signal at Elsmere Junction Interlocking Station.

Westward approach signal located eleven thousand eighty-eight (11088) feet west of Wilmington (Sixth Avenue) is in service and will govern to westward interlocking signal at Elsmere Junction.

Wilmington, West Yard, 6th Avenue—Grade crossing with B. & O. R. R. is equipped with a "Red Ball" signal. Raised position of red ball indicates clear route for B. & O. movement and Reading Co. trains or engines must stop clear of crossing. Lowered postion of red ball indicates clear route for Reading Co. movement.

P. H. & P. Branch—Lees Cross Roads and "SX" Junction

Interlocking signals at Lees Cross Roads and at "SX" Junction are controlled from Lurgan Interlocking Station.

When trains are stopped because of stop signal displayed at these interlocking signals or for any other reason, conductor or member of crew shall immediately contact operator at Lurgan or train dispatcher by telephone.

R. and C. Branch

***Landisville**—The interlocking station at Landisville is open from 9:00 A. M. to 5:00 P. M. daily except Sundays and Holidays.

At all other times, track and signals will be set for movement of Pennsylvania Railroad trains, unless advance special arrangements are made for Reading Company movements.

Lebanon Valley Branch.

Annville—When office is closed, eastward interlocking signal located two hundred eighty (280) feet east of Annville station, will operate under Fig. A of Rules 281, 285 and 292. When signal displays Fig. A of Rule 292 (Stop), Operating Rule 663 will apply. When office is open signal will continue to operate under Fig. A of Rules 281, 283, 285, 286 and 292.

Sheridan—When station is closed trailing point main track crossover with switches in No. 2 and No. 1 main tracks four hundred ninety (490) feet and six hundred eighty-three (683) feet west of Sheridan Station will be inoperative.

When station is closed, eastward interlocking signal located seven hundred (700) feet west of Sheridan Station, will operate under Fig. A of Rules 281, 285 and 292. When signal indicates Fig. A of Rule 292 (Stop), Operating Rule 663 will apply. When office is open signal will continue to operate under Fig. A of Rules 281, 283, 285, 286, 290 and 292.

* **Times shown are 1 hour earlier when daylight saving time is observed.**

SPECIAL INSTRUCTIONS—Continued

MAIN LINE:

Perkiomen Jct.—Unless otherwise provided all crossover switches between tracks Nos. 1, 2, 3 and 4 and switch leading to Perkiomen Branch, within interlocking limits will be inoperative when station is closed.

When station is closed, eastward interlocking signals governing movements on Nos. 2 and 4 tracks located on signal bridge seven hundred eighty-five (785) feet west of Perkiomen Jct. interlocking station, and westward interlocking signals governing movements on Nos. 1 and 3 tracks, located on signal bridge seven hundred sixty-five (765) feet east of Perkiomen Jct. interlocking station, will operate under Fig. A of Rules 281, 285 and 292. When signal indicates Fig. A of Rule 292 (Stop), Operating Rule 663 will apply.

EAST PENN BRANCH:

Alburtis—Unless otherwise provided facing point and trailing point crossovers between tracks 1 and 2 and crossover between No. 1 track and single main track of the Catasauqua and Fogelsville Branch will be inoperative during time office is closed.

During time office is closed, eastward interlocking signal governing movements on No. 2 track located three hundred sixty-four (364) feet west of Alburtis interlocking station and westward interlocking signal governing movements on No. 1 track located twenty-five (25) feet east of Alburtis interlocking station will operate under Fig. A of Rules 281, 285 and 292. When signal indicates Fig. A of Rule 292 (Stop), Operating Rule 663 will apply. When westward interlocking signal governing movements from the single main track of the Catasauqua and Fogelsville Branch, located twenty (20) feet east of Alburtis interlocking station indicates Fig. J of Rule 292 (Stop) and all dwarf signals indicate Fig. K of Rule 292 (Stop), Operating Rule 663 will apply.

SHAMOKIN DIVISION

13. INTERLOCKING AND SWITCHING SIGNALS.

(a) Monty.

Interlocking signals at Monty on Pennsylvania Railroad and Reading Company tracks are controlled from "MU" Milton Tower Interlocking Station.

Train crews finding signals displaying a stop indication for their train will immediately contact Towerman at "MU" Milton Tower or Train Dispatcher by telephone.

If for any reason the interlocking signals cannot be operated, train orders will be issued governing train movements in accordance with Rule 271.

(b) A restricting signal cannot be displayed for movement to enter Mahanoy Tunnel or Tamaqua Tunnel at the interlocking signal at either the east or west end of the tunnel except when tunnel is unoccupied and lamp in top signal unit has failed.

(c) At Haucks.

Switching Signal, one thousand five hundred seventy-five (1575) feet west of Haucks Station, Tamanend Branch, is operated from elevated control box opposite Haucks Station.

SPECIAL INSTRUCTIONS—Continued

Signal will indicate Flashing Yellow for proceed, Red for stop.

Switching Signal will not operate until Interlocking indication authorizes movement.

Permission must be obtained from operator, Pottsville Junction, before making reverse movements.

(d) At Westwood.

Color light switch signal on ground mast located 48 feet west of Westwood Station governing eastbound movements on No. 2 track on Mine Hill and Schuylkill Haven Branch indicates as follows: Green—Turnout to Tremont Extension and switch points of crossover east of Westwood Station are in normal postion.

Red—Switch points are not in normal position and crew member must check position of switches and examine switches for obstruction between switch point and stock rail. If switches are in normal position and no obstruction is found, notify Chief Train Dispatcher.

(e) At Wills

Wills, located four thousand seven hundred twenty-five (4725) feet east of Williamsport Station, is established as an unattended automatic rail crossing with home signals governing movements over rail crossing at grade of Reading Company and Pennsylvania Railroad. Eastward home signal on No. 2 track governs to eastward home signal at tours and westward home signal on No. 1 track governs to automatic signal No. 146. Dwarf signals govern reverse movements on No. 1 and No. 2 tracks over rail crossing only.

Home signals governing movements through Wills interlocking station operate automatically on the approach of an engine or train.

At Wills Automatic Rail Crossing, when an engine or train is stopped at a home signal and there is no engine or train approaching on the Pennsylvania tracks (signals are not clear for an approaching Pennsylvania engine or train) and no other cause for holding the movement is known, member of crew will notify the Signalman at Milton Tower. When permission to proceed is obtained member of crew must operate the manual control located in signal housing adjacent to the crossing in accordance with instructions posted therein. When signal indicates a less restrictive indication than "Stop", movement over rail crossing may be made.

If manual control does not operate to cause signal to display aspect less restrictive than "Stop", the Conductor MUST, after thorough understanding with the Engineman provide full protection against engines or trains on the Pennsylvania Railroad, pass the signal indicating "Stop", and proceed at restricted speed.

When an engine or train is stopped at a home signal and means of communication have failed, conductor must operate the manual control in accordance with instructions. If manual control does not operate the conductor will, after thorough understanding with the engineman, provide full protection against trains on the Pennsylvania Railroad, pass the stop signal, and proceed over the crossing.

SPECIAL INSTRUCTIONS—Continued

READING DIVISION

14. SPRING SWITCHES.

Colebrookdale Jct.

1. The normal position of spring switch is for movement with the current of traffic on No. 2 track.

Light type dwarf switch signal is in service two thousand five hundred forty (2540) feet west of Pottstown, governing reverse movement on No. 2 track over spring switch.

Signal will display:

(a) Clear with switch in normal position.

(b) Stop when switch is reversed or points not properly closed.

When signal displays "Stop" crews must take the following precautions before facing point movement over normal route is made:

(a) Examine switch and if found reversed, operate hand ground lever to restore switch to normal position.

(b) If found in normal position but not fully closed, examine switch for obstructions between switch point and stock rail. If no obstructions are found operate switch with ground lever, and immediately notify Chief Train Dispatcher. If points do not close properly when operated by ground lever, points must be secured before movement is made.

After receiving permission engine or train instructed to proceed from No. 4 to No. 2 track will pass sign reading "No engine or train shall pass this point on No. 4 track without permission and instructions from operator 'NS' Tower, Norristown Jct., or Train Dispatcher," and upon entering clearing section must either consume or wait three minutes in accordance with Operating Rule 513 before fouling No. 2 track. Automatic block signal 3055 feet west of Pottstown will then display proper indication which will govern.

SHAMOKIN DIVISION

14. SPRING SWITCHES.

Spring Switches protected by signals are in service as follows:

Location	Normal Postion
West End Double Track, Lofty	Single Track to No. 2 Track
East End Norca Siding	Main Track Movement
East End Double Track, Pottsgrove	Single Track to No. 1 Track
West End Double Track, Race	Single Track to No. 2 Track
Turnout to Herndon Branch at Herndon Branch Junction	Main Track Movement.
East End Double Track, Shenandoah Junction	Single Track to No. 1 Track
Schuylkill Haven, 600' west of	Main Track Movement.

When signal protecting facing point movement through spring switch displays "Stop" or "Stop and Proceed" crews must take the following precautions before facing point movement over normal route is made:

(a) Examine switch and if found reversed, operate hand ground lever to restore switch to normal position.

SPECIAL INSTRUCTIONS—Continued

(b) If found in normal position but not fully closed, examine switch for obstructions between switch point and stock rail. If no obstruction is found, operate switch with ground lever, and immediately notify Chief Train Dispatcher. If points do not close properly when operated by ground lever, points must be secured before movement is made.

Schuylkill Haven, East End Mine Hill Light Side Yard—Sign reading "No engine or train on running track shall proceed beyond this point without permission and instructions from Operator (MJ) Tower or Train Dispatcher," is placed on south side of running track one hundred fifty (150) feet west of Color Light Block Signal, governing eastward movements from running track to No. 2 track.

After receiving permission engine or train instructed to proceed from running track to No. 2 Track will pass sign reading "No engine or train on running track shall proceed beyond this point without permission and instructions from Operator Pottsville Jct. or Train Dispatcher," and upon entering clearing section must either consume or wait three (3) minutes in accordance with Operating Rule 513 before fouling No. 2 Track. Color Light Block Signal will then display proper indication which will govern. Trains or engines must not exceed speed of fifteen (15) miles per hour moving through spring switch.

For movement of trains or engines from east end ladder track to No. 2 Track, permission must be obtained and after switches have been properly lined, wait three (3) minutes before proceeding at restricted speed.

READING DIVISION

15. USE OF ELECTRIC LOCKED HAND OPERATED SWITCHES, CROSSOVERS EQUIPPED WITH CENTER LOCKING DEVICES AND DUAL CONTROLLED SWITCHES.

(a) Hand thrown switches with electric locks on switches or derails are in service at following points:

Branch or Location	Control Point
PH&P Branch, between Lees Cross Roads and Lurgan.	Lurgan
PH&P Branch. West end Eastward Storage Track and East Leg of Wye.	Carlisle Jct.
Leb. Valley Branch. Storage Track, Mulberry St. Bridge.	"R" Tower
Birdsboro Yard, Scale, Old River, Coal Dock, Runner, Furnace, Slag, Upper Yard and Trestle Tracks.	Oley
Reading Belt Line, between Belt Line Jct. and Klapperthal Jct.	L. V. Jct.
Wyomissing Jct., West end, No. 2 Storage Track.	L. V. Jct.
Wyomissing Jct., East end, No. 2 Storage Track.	L. V. Jct.
Wyomissing Jct., Eastward Shop Track.	L. V. Jct.
Leb. Valley Conn. Wyomissing Jct. to Lebanon Valley Jct.	L. V. Jct.
Main Line, Reading, Berks Bldg. Corp.	Oley
Main Line, Walnut stub Track.	Oley
Leb. Valley, 3rd St., Reading, Industrial Track.	Oley
Blandon Low Grade, Belt Line Jct. to Laurel.	Oley
East Penn Branch, Temple Storage Track.	Oley
East Penn Branch, Blandon Broom Works siding.	Oley

SPECIAL INSTRUCTIONS—Continued

(b) Hand thrown main track crossovers or switches with electric locks in middle of, or on one end of crossover, or by electric lock in interlocking machine are in service as follows:

Leb. Valley, Wyomissing Jct., east of	L. V. Jct.
Leb. Valley, West of Sheridan.	Sheridan
Leb. Valley, 550′ East of "JU" Tower.	"JU" Tower
Leb. Valley, 180′ West of "JU" Tower.	"JU" Tower
Main Line, between Tracks 1 and 2, 640′ and 1940′ West of Oley.	Oley
Between No. 2 and No. 1 Runner 855′ and 2180′ West of Oley.	Oley
East Penn—Between No. 1 and C & F Main track.	Alburtis

(c) Dual controlled switches are located at the following points:

PH&P Main track interlocking, Lees Cross Rds.	Lurgan
PH&P Main track interlocking, "SX" Jct.	Lurgan
PH&P Main track interlocking, Lurgan.	Lurgan

(d) Time-release electric locks are in service on Turnout at Oaks and Allan Wood sidetrack.

Any of the above electric locked switches, derails or dual controlled switches cannot be operated without permission of the operator at control point and then only in accordance with instructions posted at the individual locations as prescribed by Operating Rules 801 and 803.

SHAMOKIN DIVISION

15. USE OF ELECTRIC LOCKED HAND OPERATED SWITCHES, CROSSOVERS EQUIPPED WITH CENTER LOCKING DEVICES AND DUAL CONTROLLED SWITCHES.

(a) Hand thrown switches with electric locks on switches or derails are in service at following points:

Branch or Location	Control Point
Main Line—West end Stone Siding, East and West ends Stone Storage Track; connection to former Sch. and Susquehanna Br., east of Auburn; East and West ends Landingville Side Track.	Pottsville Jct.
Mill Creek Jct. West end Wye track at Schuylkill Valley Branch end.	Pottsville Jct.
Little Sch. Branch, Mountain, Webster, East and West ends Webster Side Track. Port Clinton.	Pottsville Jct.
West Wye Track, E. Mahanoy Jct.	Pottsville Jct.
Between Tamaqua Tunnel and Mahanoy Tunnel.	Pottsville Jct.
Lewisburg—Side Track, 290′ East of.	"MU" Tower, Milton
Between Lewisburg and West Milton.	"MU" Tower, Milton
Between Milton Tower and West Milton.	"MU" Tower, Milton
Between Newco and Tours C. A. Reed Co. side track at Wills.	"MU" Tower, Milton

SPECIAL INSTRUCTIONS—Continued

(b) Hand thrown main track to side track crossover with electric lock in middle of crossover in service at location shown below:

Branch or Location	Control Point
900 feet West of East Mahanoy Jct. M & S Branch.	Pottsville Jct.

(c) Dual controlled switches and/or derails are in service at following points:

Branch or Location	Control Point
Tamaqua Tunnel	Pottsville Jct.
Barns	Pottsville Jct.
Mahanoy Tunnel	Pottsville Jct.
Buck Mountain	Pottsville Jct.
Haucks	Pottsville Jct.
Newco	"MU" Tower, Milton
Tours	"MU" Tower, Milton

Any of the above electric locked switches, derails or dual controlled switches cannot be operated without permission of the operator at control point, and then only in accordance with instructions posted at the individual locations as prescribed by Rules 801 and 803.

READING DIVISION

16. GRADE OPERATION AND INSTRUCTIONS.

(a) The air brake equipment on trains dispatched over the Gettysburg Branch must be inspected, tested, repaired, and operated in accordance with instructions contained in Form 1118-Rev. A.

(b) The maximum adjusted tonnage, and the maximum tonnage per effective retaining valve, of trains operated on various grades with locomotive not equipped with operative dynamic brake will be as follows:

Grade	Maximum Adjusted Tonnage	Maximum Tonnage Per Effective Retaining Valve
Starners to Bendersville	7000 tons	150 tons
Starners to Hunters Run	7000 tons	150 tons

To determine the tons per effective retaining valve, divide the total number of effective retaining valves into the adjusted tonnage of the train.

(c) The maximum adjusted tonnage permitted to be moved by diesel locomotives with operative dynamic brake and without the use of retaining valves will be as follows:

Grade	1 Unit	2 Units	3 Units	4 or More Units
Starners to Bendersville	1500	3000	4500	5000
Starners to Hunters Run	1500	3000	4500	5000

If the tonnage is in excess of the foregoing, 15 effective retaining valves will be used for the first additional 500 tons, or fraction thereof, and thereafter 3 effective retaining valves will be used for each additional 500 tons, or fraction thereof.

(d) The maximum adjusted tonnage permitted to be moved by diesel locomotives with operative dynamic brake and with the use of retaining valves will be as follows:

Grade	1 Unit	2 Units	3 Units	4 or More Units
Starners to Bendersville	5500	9500	12000	12000
Starners to Hunters Run	5500	9500	12000	12000

SPECIAL INSTRUCTIONS—Continued

(e) Trains consisting of both loaded and empty equipment moving on the following descending grades or portions thereof, must have empty equipment positioned in consist as shown below:

Starners to Bendersville
Starners to Hunters Run
Joanna to Birdsboro

Empty equipment in trains of 4500 adjusted tons or over, operated with two or more diesel units, must not be hauled nearer than the 16th car from the engine.

SHAMOKIN DIVISION

16. GRADE OPERATION AND INSTRUCTIONS.

(a) The air brake equipment on trains dispatched over the following grades:

Frackville
Bear Run
Locust Summit
Keffers
Lorberry
Rohrersville Branch
Schuylkill Valley Branch
Williams Valley Branch

must be inspected, tested, repaired, and operated in accordance with instructions contained in Form 1118-Rev. A.

(b) The maximum adjusted tonnage, and the maximum tonnage per effective retaining valve, of trains operated on various grades with engine not equipped with operative dynamic brake will be as follows:

Grade	Maximum Adjusted Tonnage	Maximum Tonnage Per Effective Retaining Valve
Frackville to St. Clair	2800 tons	85 tons
Frackville to Bear Run Jct.	5500 tons	85 tons
Keffers to Tremont	3500 tons	85 tons
Ecco Colliery to Lorberry Jct.	2800 tons	85 tons
Locust Summit to Gordon	5500 tons	85 tons
Locust Summit to Shamokin	6500 tons	125 tons
Buck Mountain to Tamaqua	6500 tons	125 tons
Lofty to Tamaqua	6500 tons	125 tons
Buck Run to Foot of Mountain	4000 tons	95 tons
Buck Siding to Middleport	5000 tons	85 tons
Buck Siding to Tamaqua	5000 tons	85 tons
Williams Valley Jct. to Tower City	2800 tons	85 tons

To determine the tons per effective retaining valve, divide the total number of effective retaining valves into the adjusted tonnage of the train.

(c) The maximum adjusted tonnage permitted to be moved by diesel engines with operative dynamic brake and without the use of retaining valves will be as follows:

Grade	1 Unit	2 Units	3 Units	4 or More Units
Frackville to Bear Run Jct.	650	1300	1900	2500
Keffers to Tremont	650	1300	1900	2500
Locust Summit to Gordon	650	1300	1900	2500
Locust Summit to Shamokin	1750	3500	5000	7000
Buck Mountain to Tamaqua	2500	5000	7200	8000
Lofty to Tamaqua	2500	5000	7200	8000
Buck Run to Foot of Mountain	650	1300	1900	2500
Buck Siding to Middleport	650	1300	1900	2500
Buck Siding to Tamaqua	650	1300	1900	2500

If the tonnage is in excess of the above, 15 effective retaining valves will be used for the first additional 500 tons, or fraction thereof, and thereafter 3 effective retaining valves will be used for each additional 500 tons, or fraction thereof.

SPECIAL INSTRUCTIONS—Continued

(d) The maximum adjusted tonnage permitted to be moved by diesel engines with operative dynamic brake and with the use of retaining valves will be as follows:

Grade	1 Unit	2 Units	3 Units	4 or More Units
Frackville to St. Clair	2000	4000	5000	5000
Frackville to Bear Run Jct.	4000	6000	7500	7500
Keffers to Tremont	5000	6500	6500	6500
Ecco Colliery to Lorberry Jct.	5000	6500	6500	6500
Locust Summit to Gordon	4000	6000	7500	7500
Locust Summit to Shamokin	5000	9000	12000	12000
Buck Mountain to Tamaqua	5000	9000	12000	12000
Lofty to Tamaqua	5000	9000	12000	12000
Buck Run to Foot of Mountain	5000	6500	6500	6500
Buck Siding to Middleport	4000	6000	7500	7500
Buck Siding to Tamaqua	4000	6000	7500	7500
Williams Valley Jct. to Tower City	2000	4000	5000	5000

(e) All trains, including passenger trains, moving from Frackville to St. Clair will have an effective retaining valve in use on each car in train.

(f) All freight and coal trains operating on following descending grades must use retaining valves in high pressure position on loaded cars, and low pressure position on empty cars, as per following table:

Branch	Between Points	Per-cent Retaining Valves
Girard Mammoth	Raven Run Colly and Switch Back	100%
Shenandoah	Shenandoah and Preston Jct.	100%
Ashland Upper Route	19th St., Ashland and Locust Dale Jct.	50%
Ashland Upper Route	19th St., Ashland and Big Mine Run Jct.	100%
Enterprise Colliery	Entire Branch	100%
Henry Clay Colliery	Entire Branch	100%
Carbon Run	Entire Branch	100%
Bear Valley	Entire Branch	100%
Burnside	Entire Branch	100%
Herndon	Kulps and Herndon Br. Jct.	40%
Alliance	Entire Branch	100%
Silver Creek	Entire Branch	100%
Eagle Hill	Entire Branch	50%
Pine Forest	Cleaner Plant and State Highway Crossing	100%
Crystal Run	Entire Branch	100%
East Norwegian	Entire Branch	50%
Good Spring	Entire Branch	80%
T. H. & N.	Lofty Jct. to Hazleton Jct.	50%

(g) All freight and coal trains handled by diesel locomotives **not equipped with operative dynamic brake** and/or steam locomotives, including light movements, must not exceed speed on descending grades as shown below:

Location	Maximum Miles Per Hour
Locust Summit Station to Gordon	15
Head of Grade to St. Clair	8
Keffers to West End	15
West End to Tremont	10
Lorberry to Lorberry Junction	10

SPECIAL INSTRUCTIONS—Continued

(h) On the following grades:

Frackville to Bear Run Jct.
Keffers to Tremont;
Locust Summit to Gordon;
Locust Summit to Shamokin;
Buck Mountain to Tamaqua;
Lofty to Tamaqua;
Buck Run to Foot of Mountain;
Buck Siding to Middleport;
Buck Siding to Tamaqua;

trains may be operated without the use of retaining valves provided all the following conditions are complied with:

Locomotive must be equipped with type DS-24-MC brake valve with operative pressure maintaining feature cut in.

Locomotive must have operative dynamic brake on all units.

Engineman handling train must have been qualified in the use of the pressure maintaining valve by the Road Foreman of Engines or Assistant Road Foreman of Engines.

Unless otherwise restricted, the maximum speed for a train with tonnage in excess of that shown in Special Instructions 16 (e), with average weight per car exceeding 80 tons, will be 25 M. P. H.

The maximum adjusted tonnage permitted to be moved by diesel locomotives with operative dynamic brake and operative pressure maintaining feature cut in, and without the use of retaining valves will be as follows:

Grade	1 Unit	2 Units	3 Units	4 or More Units
Frackville to Bear Run Jct.	2000	4000	6000	7500
Keffers to Tremont	2000	4000	6000	6500
Locust Summit to Gordon	2000	4000	6000	7500
Locust Summit to Shamokin ..	3000	6000	9000	12000
Buck Mountain to Tamaqua ..	2700	5400	8100	10800
Lofty to Tamaqua	2700	5400	8100	10800
Buck Run to Foot of Mountain	1300	2600	3900	5200
Buck Siding to Middleport	2000	4000	6000	7500
Buck Siding to Tamaqua	2000	4000	6000	7500

Trains must not exceed 150 cars.

Para. C Page 86, is modified accordingly.

(i) Trains consisting of both loaded and empty equipment moving on the following descending grades or portions thereof, must have empty equipment positioned in consist as shown below:

Lofty to Tamaqua
Buck Mountain to Tamaqua
Locust Summit to Gordon
Locust Summit to Shamokin
Buck Siding to Middleport
Buck Siding to Tamaqua

Empty equipment in trains of 4500 adjusted tons or over, operated with two or more diesel units, must not be hauled nearer than the 16th car from the engine.

Frackville to St. Clair, Empty equipment in trains operated with two or more diesel units must be hauled on rear end.

Frackville to St. Nicholas, Empty equipment in trains of 2000 adjusted tons or over, operated with three or more diesel units, must be hauled on rear end.

Keffers to Tremont.
Ecco Colliery to Lorberry Junction.
Buck Run to Foot of Mountain.

Silverbrook to Hazleton Junction, Empty equipment must be hauled on rear end.

SPECIAL INSTRUCTIONS—Continued

(j) **Operation of Trains, Engines and Track Cars between St. Clair and St. Nicholas.**

Westward—Permission must be received from Yardmaster at St. Nicholas to proceed to Head of Grade or intermediate point. Upon arrival at Head of Grade, crew member must notify Yardmaster at St. Nicholas of arrival and receive permission to proceed to St. Nicholas. Upon arrival at St. Nicholas, permission must be received from Operator at SF Tower, Sunbury, or Shamokin D Office, to cross over into yard.

Eastward—Permission must be received from Operator at Shamokin D Office or SF Tower, Sunbury, to cross over from St. Nicholas Yard to St. Nicholas connection, and from Yardmaster at St. Nicholas for permission to use St. Nicholas Connection, Bear Run Branch and Frackville Branch to Head of Grade. Upon arrival at Head of Grade, crew member must notify Yardmaster at St. Nicholas of arrival and receive permission to proceed to St. Clair. Upon arrival at Hancock Street, St. Clair, crew member must notify Yardmaster at St. Nicholas when clear of single main track.

(k) When passenger trains, on descending grades, are passing freight trains on opposite track with assisting engines on rear, such passenger trains shall reduce their speed not to exceed (10) miles per hour until the train on the opposite track is passed.

READING DIVISION

17. TELEPHONES FOR USE OF EMPLOYEES.

A. Dispatchers Telephone Circuits.

MAIN LINE

Woodlane, Yard Office.
Woodlane, Station.
Woodlane, west of, booth.
West Conshohocken, outside Station.
West Conshohocken, Gulf Branch Switch, 1560 feet West of.
Swedeland, Valley Forge Cement Co. Switch
Swedeland, yard clerk's office.
Bridgeport, Watchman's Building, Ford Street.
Abrams, Yard Master's Office.
Reading, Crossover, 4075 ft. E. of Franklin St.
Reading, Chestnut Street, Box on Post.
Gehrets, between Belt Line Jct. and Tuckerton.
Tuckerton, Box on Post.
Leesport, outside Station.
Mohrsville, East End Sidings.
Mohrsville, box at Station.
Shoemakersville, outside Station.
Shoemakersville, 14,500 feet west of, Pole 72/40.
Hamburg, outside Station.
Port Clinton, Booth at Station.

PHILADELPHIA & CHESTER VALLEY BR.

Shainline, Pole, West End Beth. Steel Co. Sdg.
Cedar Hollow, Station. (via Phoenixville).

READING BELT BRANCH

Tulpehocken Bridge, East End.
Klapperthal Jct., pole box, east of P. R. R. Bridge.
Kurtz House, Cross-over Switches.

WILMINGTON AND NORTHERN BRANCH

Trap Rock—Booth.
Company Farm Siding, East end—Booth.
Joanna Siding, West end—Booth.
Joanna—Box on Pole.
Elverson—Box on Station.
Lenape—Box on Station.
Chadds Ford Jct., Westward Interlocking Signal Box on Pole.
Montchanin Station, West Side Bay Window.

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

SCHUYLKILL AND LEHIGH BRANCH

Maiden Creek—Box on Post.
Evansville—Box at Switch to Cement Mill.
(Also see Emergency Telephones—Page 97)

READING AND COLUMBIA BRANCH

Ephrata, East Siding, East end, Booth.
Ephrata, West Siding, West End, Booth.
Millway, Box on Pole.
Lititz, 4830 feet East of, Booth.
Lititz Siding, West end, Box on Pole.
Joint Line Jct., East Switch Wye.
Joint Line Jct. West Switch Wye.
Manheim, West End Siding.
Lancaster Junction, Booth.
East Petersburg, Box on Pole.

P. H. & P. BRANCH

Harrisburg, Freight Station, Trainmen's Room.
Camp Hill Station, Box.
Bowmansdale Station, Box.
Boiling Springs Station, Box.

GETTYSBURG BRANCH

Mount Holly Springs Station, Box.
Gettysburg, Freight Station.

Telephones connected with Train Dispatching Circuit except at Wilmington and Lancaster Junction, are not equipped with call bell, and employes using same should not expect Train Dispatcher to call them but remain on the line until the conversation has been completed.

B. Wayside Telephones

The code adopted on these telephone circuits will be one long ring to contact Tower or Station to the west, two short rings to contact Tower or Station to the east and five short rings for all wayside telephone locations.

LEBANON VALLEY BRANCH

Wyomissing Jct. Siding, W. End, N. Side.
Sinking Spring, Outside of Station.
Sinking Spring Eastward Storage Track, E. End.
Sinking Spring, 4742 feet east of, at Crossover.
Sinking Spring, East End, R. & C., West Siding.
Sinking Spring, Tool House.
Sinking Spring, Westward Siding, W. End.
Wernersville, Werner St. Crossing.
South Mountain, Box on Pole 9/22.
Robesonia, E. End Storage Track.
Robesonia, Box on Pole 1390 feet west of.
Womelsdorf Station.
Sheridan, Box outside Station.
Sheridan, Crossover east of.
Richland Station.
Richland Relay House, W. of Crossing.
Myerstown Station.
Myerstown Crossovers, west of.
Ramona Crossover, S. Side.
Ramona Crossover, N. Side.
Prescott Scale Office.
Prescott Booth.
Avon Crossover Switch.
Lebanon, Harrison Ave.
Lebanon, Yardmaster.
Lebanon, Pole box, west of 16th St.
West Lebanon, in Booth at Signal V-292.
Cleona, West of.
Annville Station, Box Outside.
Annville, Old Scale House.
Annville, Millard's No. 1 Quarry Track.
Palmyra, 8465' E., Millard's No. 5.
Palmyra, E. End Westward Storage Track.
Palmyra, 2300' East of Forge Road Crossing.

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

Lebanon Valley Branch—Continued

Palmyra, E. side, Railroad St. Crossing.
Palmyra, W. of Pole 37/23.
Palmyra, E. End Landis Storage Track.
Palmyra, W. End Landis Storage Track.
Hershey, Derry Crossing, Box on Pole.
Hershey Station.
Swatara Station.
Hummelstown, Railroad St., West of.
Tara, adjacent to interlocking signals.
Beaver, adjacent to interlocking signals.
Rutherford "R" Tower.
Rutherford—West End Yard Office.
Ford, adjacent to interlocking signals.
Boyd—Box.
Paxtang Crossover—Booth.
Manufacturers Branch (Hill switch)—Box.
Canal, adjacent to Eastward interlocking signal.
Harrisburg—17th Street Overhead Bridge—Booth.
Harris—Former engine track—Box.
Harris—Westward Home Signal—Box.
Harris—Outside building—Box.
Harris—Wallis Coal track—Box.
Harris—Electric lock at switch—Mulberry Street overhead bridge.
Harrisburg—West End passenger track—Box.
Harrisburg—Penna. Railroad "Harris" Tower.
Harrisburg, Psgr. and Freight Station, Locker Room.

PHILADELPHIA, HARRISBURG AND PITTSBURGH BRANCH

Harris—Opposite building—Box.
Harris—Wye track switch—Box.
Harris—Eastward Home Signal—Box.
Lemoyne Storage Track, E. End.
Lemoyne Storage Track, W. End, Booth.
C. V. Connection, Box.
Camp Hill, West of, Pole 3/12.
Rossmoyne, Box.
Bowmansdale Grade near Summit, Box.
Grantham, 385' W., Box.
Grantham, 5000' West of, Box on Pole 11/10.
Brandtsville Westward Siding, E. End, Booth.
Brandtsville, Box.
Brandtsville Eastward Siding, W. End, Booth.
Carlisle Jct., E. End, Booth.
Mt. Holly Springs, Box.
Mt. Holly Springs, 4450' W. of, Box.
Moors Mill, East End, Box on Pole.
Moors Mill, Middle Siding, W. End, Booth.
Longsdorf, Box.
Greythorne, Box.
Lees Cross Roads, W. of Sig. P384, Booth.
Lees Cross Roads, Pole 36/17, Box.
Lees Cross Roads, Pole 36/22, Booth.
Lees Cross Roads, Pole 38/20, Box.
"SX" Jct., Booth, W. B. Interlocking Signal, East of.
"SX" Jct., Booth, E. B. Interlocking Signal.
Shippensburg, Booth West of Penn St.
Lurgan, East of, Box on Pole 41/25.

GETTYSBURG BRANCH

Carlisle Freight House, Box on West End.

PERKIOMEN BRANCH

Perkiomen Junction, West End Yard.
Arcola, Cut East of Watchman's Building.
Collegeville, East End Side Track.

R. AND C. BRANCH

Sinking Spring, East End R. & C. West Track.
Sinking Spring, Booth West End of Yard.

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

CATASAUQUA AND FOGELSVILLE BRANCH

Trexlertown, Box on Post.
Chapman, Outside Station.
Chapman, East End Yard.
Chapman, West End Yard.
Walbert, West of, Box on Pole.
Trojan Powder Works.
Mickley's, Booth.
Catasauqua, Eberhardts Crossing.

EAST PENNSYLVANIA BRANCH

Laurel, Box Adjacent to Interlocking Signal.
Temple Station, Outside.
Blandon, East End Eastward Siding.
Blandon, Adjacent to Home Interlocking Signals.
Fleetwood, Freight Platform West of Bay Window.
Fleetwood, Tool House West of.
Lyons, Outside Station.
Lyons, West End Siding.
Lyons, East End Siding.
Topton, 2250 Feet, East of, Box on Post.
Topton, West End.
Mertztown, at Road Crossing.
Alburtis, West End Siding.
Alburtis, Box on West Side Interlocking Tower.
Macungie, East End West Storage Track.
Macungie, Outside Station, East of Bay Window.
Emmaus, 7th St., 800 feet west of.
Emmaus, Outside Station West of Bay Window.
Emmaus Junction, West of, at Eastward Signal.
Sun Oil Company Siding, 9,196 Feet West of East Penn Jct.
Rock Cut, 1550 Feet West of East Penn Junction.
East Penn Junction, Yardmaster's Office.
"J" Tower.

The Yardmaster at East Penn Junction has a connection on the local station to station telephone circuit and the code selected for him is three short rings.

C. Local Telephones.

MAIN LINE

LOCATION	CONNECTS WITH
Bridgeport, Ford St., Watchman's Building Bridgeport, DeKalb Street Bridgeport, Engine House Bridgeport, Store House Bridgeport, Scale House Bridgeport, Crew Dispatcher Bridgeport, Car Inspector's Building Bridgeport, Assistant Foreman Norristown Jct., Signal Bridge, 1000 feet east of Norristown Jct., Signal Bridge Abrams Station, Yard Master's Office Abrams Station, Signal Bridge, East of North Abrams, Box on Post North Abrams, West End Signal Bridge North Abrams, East and West Sides of Tracks at Signal Bridge (Formerly PW Tower)	"NS" Tower, Norristown Jct. Asst. Train Master's Office, Abrams Station.
Perkiomen Jct., Signal Bridge Perkiomen Junction, Tool House McAvoy's Brick Yard, Office Port Kennedy, Westward Station Valley Forge, Westward Station Perkiomen Jct., Box on Westward Signal Bridge Perkiomen Jct., Box on Eastward Signal Bridge Perkiomen Jct., West Leg of Wye Phoenixville, 7,000 ft. East of, opposite Springfield Switch Creek Crossing Northeast Corner, Perkiomen Branch	Perkiomen Jct., Tower

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

MAIN LINE

LOCATION	CONNECTS WITH
Phoenixville, Outlet Switch, East of Tower Phoenixville, East End Station Platform Phoenixville, Station Phoenixville, Freight Station Phoenixville Tunnel, East End, Booth Phoenixville, 777 Feet West of, at Interlocking Signal Phoenixville, West End of Tunnel, Watchman's Building Phoenixville, Shanaman Track, P. V. Br. Royersford, East End Extension Track Royersford, opposite Tool House Royersford, East of, Adjacent to Signal 135 Royersford, East of, Adjacent to Signal 142 Royersford, West End Station Linfield, Crossovers West of	"NS" Tower
Linfield, 2.9 miles West of Pottstown, East End Westward Siding Pottstown, Keim St. Pottstown, Keim St., East of Concrete Products Works Pottstown, Sill Yard, West of Keim St. Pottstown, Hanover St., Watchman's Building Pottstown, Freight Station Pottstown, Station, Ticket Office Pottstown, Foreman Carpenter Pottstown, Supervisor's Office Colebrookdale Jct., Old Plug Track Colebrookdale Jct., Pole Boxes Adjacent to Eastward Signals West of Pottstown Colebrookdale Jct., Pole 41/05 Stowe, Center of Yard Stowe Yard, Engine House Stowe, Old Tower, Box on Standard Stowe, Trap Rock Switch West of Monocacy, Road Crossing	"NS" Tower, Norristown Jct. and Yard Master's Office, Pottstown
Mona Birdsboro, Station W. & N. Jct., West Side Birdsboro, West of Coaling Station Station, W. & N. Side W. & N. Junction "BE" Tower Lorane, Box, Opposite Station Klapperthal Jct., 8050' East of	Oley Tower
Klapperthal Jct., Adjacent to Eastward and Westward Interlocking Signals	Lebanon Valley Jct.
Reading: Crossover, 4075' E. of Franklin St. Signal 94, East of Chestnut St. Chestnut Street, Box on Post Franklin Street, Elevated Watch Box Water—Adjacent to Inter. Signals Pike—Adjacent to Inter. Signals Main Station, West End of Platform, Box on Post	Oley.
Walnut, Box on Post, Main Station, east end of platform Oley Pike, at Interlocking Signals Engine House Water Station, Yardmaster's Office	Train Dispatcher's Office and Yard Master's Office, Spring St. and Oley.
Water Station, Yardmaster's Office Belt Line Junction, at Interlocking Signals Belt Line Junction, Relay House Tuckerton, at Eastward Signal	Lebanon Valley Jct.

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

READING BELT BRANCH

LOCATION	CONNECTS WITH
Belt Line Junction, Westward Interlocking Signal East Shore Carpenter Steel Works, switch West Shore Carpenter Steel Works, switch West of Penn Ave., Bridge 3/60 Opposite Glen-Gery Brick Works East of Leb. Valley Jct. at westward home signal Lebanon Valley Connection Interlocking signals east and west of Tulpehocken Bridge East Storage, east end Eyler Plant Kurtz House Cross-over Corrugated Paper Co. Brown Trailer Co. Metal Craft Co. Reading Poultry Co. Reading Poultry Co., Booth east of Millmont Bridge, interlocking signals, east and west of Titus Plant, Switch East and West End Klapperthal Jct., at interlocking signals Klapperthal Jct., Signal Relay House	Lebanon Valley Jct.

PERKIOMEN BRANCH

Perkiomen Jct., east end yard Perkiomen Jct., west end yard Oaks, Station Oaks, Booth	Perkiomen Jct., Tower and Station
Oaks, PRR (Creek) Crossing	Perkiomen Jct. Tower and PRR Phoenixville Tower.

WILMINGTON AND NORTHERN BRANCH

Birdsboro, east of, Section House BE Tower, 4720 ft. east of	Birdsboro "BE" Tower
Birdsboro, Agent and Yard Office Birdsboro, "BE" Tower Elverson Station Coatesville, Yard Master's Office Coatesville, Agent's Office Lenape, Station Montchanin, Station Elsmere Junction, Station Wilmington, Yardmaster's Office	Reading Telephone Exchange
Valley, West End Yard Valley, Booth East of Greenwoods Valley, Hill Switch Coatesville, Scale Office Coatesville, Car Checker Coatesville Main St., Box on Pole Coatesville, Freight Station Coatesville, No. 4 Switch Coatesville, First Avenue Coatesville, Shale-Siding Booth Coatesville, Brickyard, W-E Booth Modena, Car Inspector's Bldg. Modena, 350' West of Box on Pole Modena, Station South Modena	Coatesville Yard Office

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

LEBANON VALLEY, EAST PENNSYLVANIA BRANCHES AND BLANDON LOW GRADE

LOCATION	CONNECTS WITH
Harrisburg: Psgr. and Freight Station, Locker Room East of Mulberry Street Bridge Wallis Coal Track Mail and Express Track West End, Box on Pole Engine Track 17th Street Bridge Manufacturer's Track Canal Beaver, East End ladder track, Box Beaver, East Departure Yard, at Car Inspector, Box Beaver, Stock Pen, Box Rutherford, Air Plant Rutherford, East of relay house, T.P. 47/02, Box Rutherford, East End yard office Rutherford, Opposite East End yard office, Box Rutherford, East End Car Inspectors Rutherford, T.P. 47/29, Box Rutherford, Westbound Receiving, Car Inspector Rutherford, East Hump, Crew Clerk Rutherford, East Hump, Trainmaster Rutherford, Car Shop, Office Rutherford, Enginehouse, Office Rutherford, West Hump, Yard office Rutherford, West Hump, Car Inspector Rutherford, Air Inspector, Location "F". Rutherford, No. 16 Track, Westbound Classification Yard.	"R" Tower
Paxtang, Booth Ford, west of, Pole 50/18 Ford Rutherford, Yard Master's Office, west end Rutherford, East and West Ends of West Departure Yard Canal Rutherford Station, 1800 feet east of, adjacent to No. 2 track Tara, adjacent to interlocking signals Hummelstown, Station	"R" Tower, Rutherford
Hershey, Freight Station Hershey, No. 6 Industrial Track Hershey, Derry Church Crossing, Box on Pole	Hershey Station
Lebanon: Horntown Yard West End 16th St., west of, Box on Pole Yard Master's Office 4th St., Pole Box 5th St., Pole Box 7th St., Pole Box 8th St., Pole Box 9th St., Pole Box 10th St., Pole Box 12th St., Pole Box Front St., Pole Box 5th Ave., Box on Southwest Corner 8th Ave., Booth Harrison Ave., Booth Avon, Crossover, Booth	"JU" Tower and Crossing Watchman in elevated cabin at 8th St.
Wyomissing Jct. at Interlocking Signals	Lebanon Valley Jct.
Reading: Schuylkill River Bridge, east of, on Pole 1/14	Telephone Exchange
Booth, east of Third St. Center, at Interlocking Signals At Signal E31 4120 feet west of Temple Bernhart's Crossing Pike, at Interlocking Signals Temple, Station	Oley

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

Lebanon Valley, East Pennsylvania Branches and Blandon Low Grade—Continued

LOCATION	CONNECTS WITH
Blandon, 2925 feet east of, at T.P. 8/96 Hill to Blandon—at all switches Blandon, at Interlocking Signals Laurel, at Interlocking Signals Laureldale, Switch to Berks Products	Oley
East Penn Jct.: Booth, 3155 feet west of Lehigh Brick Co.'s Track West End Saterlee's Siding Bridge No. 34: West End Farm Yard Interlocking Signal, Old Rock Cut Cross-over at Sun Oil Co.'s Track, 9196 feet west of LVRR, Connection, Box on Pole Booth, 1550 feet west of	Yard Master's Office, East Penn Jct.

GETTYSBURG BRANCH

Carlisle Jct., West Leg of Wye Mt. Holly Springs, Station Hunters Run, Station East End Starners Siding Starners, Box on Pole Peach Glen, Station Peach Glen, Inside Industrial Plant Gardners, Station Gardners, 6750 feet west of, in Box Bendersville, Station Center Mills, East End Siding Center Mills, West End Siding Biglerville, East End Siding Biglerville, Station Musselman's Storage House Mumma, Booth Gettysburg, Switch to Coach Yard Gettysburg, Freight Station	Carlisle Jct. Tower

P. H. & P. BRANCH

Carlisle Jct., 1250' west of	Carlisle Jct. Tower
Harrisburg, East End River Bridge Harrisburg, West End River Bridge Lemoyne, East End Storage Track	"R" Tower
Lees Cross Roads, Westward, Interlocking Signal Lees Cross Roads, Booth at Pole 36/22 Lees Cross Roads, Relay House Pole 36/18 SX Junction, Booths Adjacent to Eastward and Westward Interlocking Signals SX Junction Relay House, Pole 40/3 Shippensburg, Booth West of Penn St. Shippensburg, Freight Station Lurgan, east of, Pole 41/25 Lurgan, east of, Pole 41/38 Lurgan, east of, Pole 42/5 Lurgan, Pole 42/19	Lurgan

STEELTON BRANCH

10th Street Hemlock Street Schanois Street Jackson Manufacturing Co. Bridge 1/62	Rutherford West End Yard Office

SPECIAL INSTRUCTIONS—Continued

D. Emergency and Power Dispatcher.

READING BELT BRANCH

Gibraltar, Box on Pole—(Birdsboro 582-1182).

BLANDON LOW GRADE

Arco Office—926-2447.

GENERAL

Lebanon Valley Dispatcher—374-6501
Main Line Dispatcher—375-9036
East Penn Dispatcher—375-8982

SCHUYLKILL AND LEHIGH BRANCH

Kempton, Station, Inside Bay Window.

PERKIOMEN BRANCH

Dillinger, Watch Box, East End of Tunnel.

These telephones will be used in lieu of other communications. Use in accordance with instructions posted adjacent to telephone.

WILMINGTON AND NORTHERN BRANCH

Wilmington—South Side Wye, East of Pyles Crossing OL 5-0435
Ward Interlocking OL 8-4141

SHAMOKIN DIVISION

17. TELEPHONES FOR USE OF EMPLOYEES.

a. Dispatchers Telephone Circuit.

MAIN LINE

Port Clinton—Booth at Station.

SCHUYLKILL VALLEY BRANCH

Eagle Hill Junction—Booth.
Silver Creek Junction—Booth.
Middleport—Closet on Pole 6/44. 940' East of.
Tuscarora—Pole Box at Road Crossing at Station.
Buck Siding—Booth at East End Siding.
Newkirk—Closet on Post at Pole 13/32.
Tamaqua—Closet on Pole 14/19.

FRACKVILLE BRANCH

St. Clair Scale—Closet on Front of Scale Office.
St. Clair—Booth east of Hancock St.
St. Clair—Booth at Pole 4-16.
Head of Grade. Booth at Pole 8-42.
Frackville Junction, Booth.

LITTLE SCHUYLKILL BRANCH

Tamaqua Tunnel—Booth Opposite Eastward Interlocking Signal.
Tamaqua Tunnel—Booth Opposite Westward Interlocking Signal and Closet on Post at Side Track.

MAHANOY AND SHAMOKIN BRANCH

Buck Mountain—Booth at Westward and Eastward Interlocking Signals.
Buck Mountain—Westward Siding—Closet on Pole 107-28.
Mahanoy City—Closet on Pole at Turnout to Colliery Branches. Closet on Pole 109/19.
Mahanoy Siding—St. Nicholas—Box West of Pole 109-46.
St. Nicholas—Closet on Front of Station.
Bear Run Junction—Booth at Crossover.
Gilberton—Closet on Post East of Crossover.

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

MAHANOY AND SHAMOKIN BRANCH—Continued.

Shenandoah Junction — Booth at Turnout to Shenandoah Branch.
West End Mahanoy Plane Yard—Closet on Pole Opposite Pole 116-6.
Girardville—Closet on Pole 116/31.
Big Mine Run Junction—Booth.
Ashland—East of, in Closet on Pole 118/32 at Turnout to Oakland Colliery.
Gordon—Closet on Pole West End Siding.
Locust Dale Junction—Closet on Pole.
Locust Summit—Booth at Station.
Locust Summit Junction—Closet on Pole 128/47.
Mt. Carmel Junction—Booth at Pole 130/06.
Enterprise Junction—Closet on Pole 132/12.
Excelsior—Booth at Station.
Buck Ridge—Closet on Pole 136-8 at Crossover.

SHAMOKIN, SUNBURY AND LEWISBURG BRANCH

Shamokin Station Ticket Office.
Herndon Branch Junction—Closet at West End Storage Track.
Paxinos—Closet on Pole 143/30.
Snydertown—Closet on Pole East and West End Siding.
Haas Siding—Closet on Pole at East End.
Sunbury—Closet Outside Freight House.
Clement—Booth.
Blue Hill—Booth.
Winfield—Closet on Pole at Limekiln Branch Switch.

"O" telephones are not equipped with a call bell, and employees using same should not expect the Dispatcher to call them, but wait until the conversation is ended before speaking.

b. Wayside Telephones.

The code adopted on the local station to station telephone circuit is one long ring to contact tower or stations to the West, two short rings to contact tower or stations to the East and five short rings for all wayside telephone locations.

CATAWISSA BRANCH

Rupert—Closet at West End of Siding and Closet on Station.
Bloomsburg—Booth at Interchange Track.
Grovania—Booth at Amiesite Plant Switch.
Danville—Booth at Grove Branch Switch and Closet at Bloom Street.
Mausdale—Booth opposite Station.
Mooresburg—Closet on Pole 161/10.
Pottsgrove—Booth, Pole 165/46.

c. Local Telephones

MAIN LINE

LOCATION	CONNECTS WITH
Port Clinton Pole Box at Westward Interlocking Signal Booth at Station Booth at Eastward Interlocking Signal Stone, Booth 250 feet east of Stone Storage Track, Booth at East End; Closet on Post at West End Auburn, Closet on Post at Switch of Auburn Side Track Landingville, Closet on Post at East End of Side Track; Closet on Post at Highway Crossing; Closet on Post at West End of Side Track Dock, Booth Opposite Eastward Home Interlocking Signal McCormick's Bridge, Booth at Pole 87/58 Schuylkill Haven: Williams St., Closet on Post; Union St., Watchbox; Old "J" Office, Booth Mine Hill Crossing—Closet on Post Cressona: Closet on Post at Highway Crossing	Pottsville Jct. Tower; Yardmaster's Office, Schuylkill Haven Station, Reynolds Station and Yardmaster's Office, Tamaqua

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

MAIN LINE—Continued.

LOCATION	CONNECTS WITH
Pottsville Jct.: East of, Closet on Post at Building Block Company Side Track On Signal Bridge Along Back Track West of Tool House, Closet on Relay Box Along No. 1 Track Pottsville: Switch Tender's Booth Freight House Baggage Room Nichols St.	"MJ" Pottsville Jct. Tower

SCHUYLKILL VALLEY BRANCH

East of East End Furnace Track, Closet on Relay Box Along No. 2 Track	"MJ" Pottsville Jct. Tower
Closet on Pole at Old Palo Alto Station Mill Creek Jct.: Booth at Westward, Eastward Interlocking Signals, Electric Lock at Wye, outlying Manual Block Signal Middleport, Closet on Pole No. 6/44, 940' East of Station	"MJ" Pottsville Jct. Tower, Yardmaster's Office, Tamaqua and Norca

FRACKVILLE BRANCH

Mill Creek Jct., West of, Closet on Post in Cut Along No. 2 Track Port Carbon Booth at 4th St.	"MJ" Pottsville Jct. Tower
St. Clair: Closet on Post West End Air Tracks Blue Jay, Booth Broadway, Brakeman's Booth Patterson St., Car Inspector's Booth Booth east of Hancock St. Port Carbon Booth at 4th St.	Yardmaster, St. Clair
Head of Grade, Booth at Pole 8/42 Frackville Junction, Booth at Pole 9/29	Yardmaster's Office at St. Nicholas

LITTLE SCHUYLKILL BRANCH

Port Clinton Broad St. Crossing, Closet on Post Pole Box Opposite Eastward Interlocking Signal Molino, Booth at Station Sand, Booth Opposite Eastward Interlocking Signal Ring, Booth at Westward Interlocking Signal New Ringgold, Pole Box at Freight Track Switch and Signal Maintainer Mountain, Booth at Switch Webster Side Track, Booth at East End and Pole Box at West End Zehners, Pole Box at Switch Myrtle, Pole Box, 94/42 Myrtle, Booth at Eastward Interlocking Signal Pole Box at Pole 95/37 Booth at Pole 96/13 Booth Opposite Signal L181 and Booth at Z Tower Station Tamaqua: Spruce St., Car Inspector's Bldg. Broad St., Watchbox Engine House Foreman Supervisor of Track Road Foreman of Engines Crew Clerk Elm St., Closet on Post Vine St., Closet on Post Rose St., Closet on Post	"MJ" Pottsville Jct. Tower, Schuylkill Haven Station, Reynolds Station, Yardmaster's Office, Tamaqua

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

LITTLE SCHUYLKILL BRANCH—Continued.

LOCATION	CONNECTS WITH
Tamaqua Tunnel: Booth Opposite Westward Interlocking Signal, Closet on Post at Side Track Derail and Booth Opposite Eastward Interlocking Signal Barns: Closet on Relay House and Booth Opposite Eastward Interlocking Signal	"MJ" Pottsville Jct. Tower, Yardmaster's Office, Tamaqua and Norca

MAHANOY AND SHAMOKIN BRANCH

East Mahanoy Jct.: Closet on Post East End M & S Side Track Closet on Post at Wye Switch Closet on Post West End M & S Side Track Mahanoy Tunnel: Booth at Westward Interlocking Signal Closet on Post Opposite Eastward Interlocking Signal Buck Mountain: Booth at Westward and Eastward Interlocking Signals	"MJ" Pottsville Jct. Tower, Yardmaster's Office, Tamaqua and Norca
Mahanoy City Freight Station St. Nicholas: Weighmaster's Office Car Shop Car Inspector's Bldg., Vicinity No. 6 Switch St. Nicholas Yard Gilberton, Closet on Post East of Crossover Closet on Pole 114/07 Closet on building at Pole 114/41 Shenandoah Jct. Booth Booth Near Pole 115/28 West End Scale Yard Maizeville, Bazley Crossing, T.P. 113/19 Big Mine Run Jct. Booth Gordon: West End Yard Tracks East and West Ends Gordon Siding Lavelle Road Crossing, Closet on Pole 125/05 Locust Summit: Booth at Station Car Inspector's Shop Air Plant Yard Office Locust Summit Jct., Closet on Pole 128/47 Mt. Carmel Jct., Booth at Pole 130/06 Enterprise Jct., Closet on Pole 132/12 Excelsior, Booth at Station Shamokin East End Yard Engine House Store House Closet on Pole 137/18 Race St., in Crossing Watchman's Cabin Closet outside of Psgr. Station Signal Maintainer Independence St., Closet on Pole 137/47 Carbon Run Jct., Closet on Post Herndon Branch Jct., Booth	Yardmaster's Office, St. Nicholas; Ass't. Trainmaster's Office Gordon; Yardmaster's Office, Shamokin and "SF" Tower, Sunbury
Closet on Post Near St. Nicholas Connection with M & S Branch Bear Run Jct. Booth	Yardmaster's Office, St. Nicholas
Gordon Inspection Pit Engine House	Assistant Trainmaster's Office, Gordon

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

SHAMOKIN, SUNBURY AND LEWISBURG BRANCH

LOCATION	CONNECTS WITH
Haas Siding, East and West Ends Siding Front St., Sunbury, Closet on Post Closet on Freight Station Platform Closet on Pole 157/37 Clement, Booth	"SF" Tower, Sunbury
Lewisburg Closet on Pole West Side Market St. Nail Mill Branch Switch Lewisburg Tower, Relay House Pennsylvania Railroad, Opposite Eastward Home Signal Penitentiary Switch, Closet on Post East and West Ends West Milton Storage Track West Milton, Closet on Post Opposite Westward Interlocking Signal	"SF" Tower, Sunbury and "MU", Milton Tower

CATAWISSA BRANCH

East Mahanoy Jct. Closet on Post at Derail on Wye Track Closet on Post Adjacent to Signal CO4 Haucks: Closet on Post Opposite Westward Home Signal Closet on Post at Relay House Booth at Eastward Home Signal Booth West End of Yard Tracks Tamanend, Booth Quakake, Closet on Post at Pole 107/18 Hazleton Junction, Booth at Crossover Lofty: Closet on Post Opposite Westward Manual Block Signal Closet on Post at West End of Tunnel Girard—Booth at Pole 114/40 Brandonville—In Vestibule of Station Ringtown—Closet on Posts East and West Ends of Siding Raricks—Booth at Pole 127/38 Beaver Valley—Closet Outside Station and Booth at West End of Siding McCauley—Booth at Pole 136/02 Mainville—Booth at Pole 139/32 Catawissa—Closet on East Side of Station and Closet on Post at Pole 145/36	Pottsville Jct. Tower; Yardmaster's Office, Tamaqua and Norca
Dougal, Booth at Crossover and in Car Inspector's Building Milton Branch Milton Branch Jct., Booth Canal Side Track, Closet on Post Milton Freight Station	"MU" Milton Tower and Yardmaster's Office, West Milton
West Milton Closet on Post Adjacent to Westward Interlocking Signal In Vestibule of Yardmaster's Office Closet on Post Adjacent to Eastward Interlocking Signal	"MU" Milton Tower and SF Sunbury
West Milton Track Supervisor's Office Foreman Carpenter's Office Car Inspector's Building Engine House East End New Siding	"MU" Milton Tower and Yardmaster's Office, West Milton
Milton Branch Jct.—Booth West Milton—Track Supervisor's Office Newco—Booth at Westward Home Signal and Closet on Post Opposite Eastward Home Signal White Deer—Booth at Signal C711 Allenwood—Closet on Post 840 feet west of Monty—Closet on Post at Westward Home Signal and Booth at Eastward Home Signal	"MU" Tower Milton; Muncy Station; Montoursville Station; "JN" Office Newberry Junction and Yardmaster's Office, Newberry Junction

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

CATAWISSA BRANCH—Continued.

LOCATION	CONNECTS WITH
Montgomery: Closet on post at Arrolet Switch Closet on post at Public Delivery Track Switch Closet on post at Thomas Ave. Muncy: Closet on Post at Mode-Craft Switch Closet on Post at Muncy Side Track Switch Halls: Closet on Post at Public Delivery Track Switch Fairfield: Closet on Post at East End Montoursville Siding and Closet on Post at Eastward Home Signal Montoursville: Closet on Post at Ecks Switch Closet on Post at Carey McFalls Switch Closet on West End of Station Signal Maintainer Closet on Post at West End Montoursville Siding Tours: Closet on Post at Westward Home Signal Booth at Eastward Home Signal Closet on Post at Pole 197/6 Booth at Pole 197/43 Wills: Closet on Post at Pole 198/9 Closet on Post at Westward Home Signal Closet on Post at Relay House Closet on Post at Eastward Home Signal Williamsport—In Vestibule of Station Maynard St.—Closet on Post Newberry: Depot St. Watchbox Closet on Post West of Depot St. Booth at Howard St. Arch St., Newberry	"MU" TOWER Milton; Muncy Station; Montoursville Station; "JN" Office Newberry Junction and Yardmaster's Office, Newberry Junction
On Pole Between Depot and Howard Sts., South Side of Track East End Ram Track. Eastward Yard East End Classification Tracks Opposite Old "NF" Tower Air Brake Inspector's Shop, Eastward Yard Building Along Belt Line Diesel Shop Car Shop	"JN" Office and Yardmaster's Office, Newberry Jct.

TAMANEND BRANCH

Haucks: Closet on Post at Eastward Home Signal Booth—3150 Feet West of Station Mahanoy Tunnel—Closet on Post at Westward Home Signal	Pottsville Jct. Tower; Yardmaster's Office, Tamaqua and Norca

CARBON RUN BRANCH

Fifth and Willow Sts., Closet on Pole	Yardmaster's Office, Shamokin and "SF" Tower, Sunbury

KNICKERBOCKER BRANCH

Ellangowan Jct.—Booth	Yardmaster's Office, St. Nicholas Through Exchange at St. Nicholas Breaker

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

D. Local Public Telephones.

Location and exchange number of telephones connected with Public Telephone System for use of employes.

MINE HILL AND SCHUYLKILL HAVEN BRANCH

LOCATION	TO CONTACT
West Cressona, 3010' East of, Box. 385-1673 West Cressona, East Side, Box. 385-3525 Westwood, Booth Pottsville, 622-1447 West End Jct., Booth Pottsville, 622-9609 Minersville, Booth Opposite Frt. Station. Minersville, 544-3808 Oak Hill Jct., Booth Minersville, 544-3891 Buck Run, Booth Minersville, 544-3311	Schuylkill Haven Station Dial 385-2090 Yardmaster, Schuylkill Haven. Dial 385-3021 Pottsville Jct. Dial 622-3610 Yardmaster, St. Clair Dial 429-0211 Yardmaster, West Cressona, Dial 385-3518 or 385-3519

LEBANON AND TREMONT BRANCH

Pine Grove, Closet Outside Station 345-3191 Lorberry Jct. Booth 345-3718 Tremont Jct.—Booth Tremont, MYrtle 5-3450 Tremont—Closet on Front of Station Tremont, MYrtle 5-3284 Hazelbrook Jct.—Booth Tremont, MYrtle 5-3919 Good Spring—Closet on Front of Station Tremont, MYrtle 5-3826 Tower City—Closet on Front of Station Tower City, MIdway 7-9321	Tremont Station Dial MYrtle 5-3284 Schuylkill Haven Station Dial 385-2090 Yardmaster, Schuylkill Haven Dial 385-3021 Pottsville Jct. Dial Pottsville 622-3610 Yardmaster, St. Clair Dial 429-0211

SHENANDOAH BRANCH

Preston Jct., Booth Girardville BRown 6-1156 Fidelity Switch, Closet on Pole, Shenandoah HOward 2-3312 Kohinoor Jct., Booth Shenandoah HOward 2-2678	To Contact Yardmaster at Shamokin, Dial Shamokin 648-0511

SPECIAL INSTRUCTIONS—Continued

TELEPHONES FOR USE OF EMPLOYEES—Continued.

E. Emergency Telephones.

Location and exchange number of telephones connected with Public Telephone System for use of employes in emergency. When ordinary means of communication have failed, call nearest telephone listed, reversing charges.

Location	Exchange	Number
Ashland "AH"	Ashland	875-0438
Bloomsburg Freight Station	Bloomsburg	STerling 4-4090
Danville Station	Danville	BRowning 5-1551
Frackville Freight Station	Frackville	874-1020
Good Spring "PG"	Tremont	MYrtle 5-3826
Gordon	Ashland	875-1620
Lewisburg Freight Station	Lewisburg	JAckson 5-4611
Mahanoy City "CV"	Mahanoy City	773-1530
Milton Tower "MU"	Milton	PIoneer 2-4711
Montoursville Freight Station	Williamsport	368-8621
Muncy Freight Station	Muncy	LIncoln 6-5015
Newberry Junction "JN"	Williamsport	322-8238
Pine Grove "GO"	Pine Grove	345-3191
Pottsville Junction "MJ"	Pottsville	622-3610
Pottsville Passenger Station	Pottsville	622-0540
Reading Exchange	Reading	375-6211
	Tamaqua	668-3760
Reading Dispatcher	Reading	375-9036
Reynolds	Mantzville	132-R-2
Rupert	Bloomsburg	STerling 4-4825
Schuylkill Haven Pass. Sta.	Sch. Haven	385-2090
Shamokin Yard Office	Shamokin	648-0511
Shenandoah Freight Station	Shenandoah	462-1318
St. Nicholas Yard Office	Frackville	874-1400
Sunbury "SF"	Sunbury	648-0511
Tamaqua Yard Office	Tamaqua	668-4680
Tremont	Tremont	MYrtle 5-3284
West Cressona Yard Office	Sch. Haven	385-3518
	Sch. Haven	385-3519
West Milton Yard Office	Lewisburg	LOcust 8-6512

SPECIAL INSTRUCTIONS—Continued

READING DIVISION

18. MEDICAL EXAMINERS AND COMPANY SURGEONS. PHILADELPHIA AND READING RELIEF ASS'N.

Dr. M. M. Medvene, Chief Medical Officer
J. Irvine, Jr., Superintendent

Location	Name and Address	Telephone Number
Allentown	Dr. Robert L. Schaeffer 30 N. 8th St. Allentown, Pa.	433-4780 434-7161
Allentown	Dr. Richard D. Bausch 109 N. 2nd St. (Off.) Mickley R. D. 1 (Res.) Allentown, Pa.	432-3683 434-3781
Birdsboro	Dr. Charles V. Dolan 128 N. Mill St. Birdsboro, Pa.	582-3696
Bridgeport	Dr. E. V. Ocelus 470 Ford St. Bridgeport, Pa.	BR 5-2973
Coatesville	Dr. Chas. H. Stone 380 Chestnut St. Coatesville, Pa.	DU 4-0740
Hamburg	Dr. A. R. Judd 304 N. 4th St. Hamburg, Pa.	JO 2-7572
Harrisburg	Dr. George A. Berkheimer 325 N. Front St. Harrisburg, Pa.	238-4759
Harrisburg	Dr. Charles H. Bitner Camp Hill, Pa.	737-9894
Harrisburg	Dr. Robert F. Dutlinger 128 Locust St. Harrisburg, Pa.	233-4439 737-9663
Lancaster	Dr. John G. Pontius 320 N. Lime St. Lancaster, Pa.	EX 2-1023 EX 2-8042
Lebanon	Dr. Patrick J. Frank 925 Cumberland St. (Off.) 1302 Elm St. (Res.) Lebanon, Pa.	273-5261 272-3794
Norristown	Dr. W. G. Frick 1220 Powell St. Norristown, Pa.	BR 2-6294
Pottstown	Dr. George M. Longaker, Jr. 566 High St. Pottstown, Pa.	FA 6-1422
Reading	Dr. G. V. Derickson Mt. Gretna, Pa.	WO 4-3082
Reading	Dr. Thomas C. Leinbach 1500 Penn Avenue Wyomissing, Pa.	374-2257
Reading	Dr. Merrill B. DeWire 225 N. 6th St. (Off.) 1713 Eckert Ave. (Res.) Reading, Pa.	372-5426 375-1328
Wilmington	Dr. Raymond A. Lynch 619 Delaware Ave. Wilmington, Delaware	OL 2-7013 or 5-6234

SPECIAL INSTRUCTIONS — Continued

SHAMOKIN DIVISION

18. MEDICAL EXAMINERS AND COMPANY SURGEONS.

PHILADELPHIA AND READING RELIEF ASS'N.

Dr. M. M. Medvene, Chief Medical Officer
J. Irvine, Jr., Superintendent

MEDICAL EXAMINERS

Dr. W. H. Hermanutz { Newberry Jct., Second and Fourth Fridays

COMPANY SURGEONS

Location	Name and Address	Telephone Number
Ashland	Dr. R. R. Scicchitano Ashland State Hospital Ashland, Pa.	875-2000
Catawissa	Dr. Charles L. Johnston 238 Main Street Catawissa, Pa.	356-7325
Danville	Dr. L. F. Bush Geisinger Medical Center Danville (Off.) Washingtonville, Pa. (Res.)	275-1000 437-2012
Mahanoy City	Dr. Kenneth L. Donnelly 321 E. Centre St. (Res.) 323 E. Centre St. (Off.) Mahanoy City, Pa.	773-1511 773-0720
Mahanoy City	Dr. Ivor D. Fenton 518 E. Centre St. Mahanoy City, Pa. If no answer—call	773-1140 773-1685
Pottsville	Dr. John J. Canfield 259 Pike Street Port Carbon, Pa.	622-7081
Schuylkill Haven	Dr. Theo. N. Tihansky Main and Ave. C. (Off.) 48 St. Peter St. (Res.) Schuylkill Haven, Pa. If no answer call— Pine Grove, Pa.	385-1522 385-2038 345-5061
Shenandoah	Dr. J. S. Monahan 22 S. White Street Shenandoah, Pa.	462-0323
Sunbury	Dr. George A. Deitrick, Jr. 38 N. Fourth St. (Off.) 1154 N. Front St. (Res.) Sunbury, Pa.	Atlantic 6-6201 Atlantic 6-6802
Tamaqua	Dr. H. W. Baily 131 W. Broad St. Tamaqua, Pa.	668-2011
Williamsport	Dr. A. F. Hardt 416 Pine Street (Off.) Williamsport, Pa. 860 Vallamont Drive (Res.) Williamsport, Pa.	322-8165 323-6511

SPECIAL INSTRUCTIONS — Continued

READING DIVISION

19. MISCELLANEOUS INSTRUCTIONS.

SHAMOKIN DIVISION

19. MISCELLANEOUS INSTRUCTIONS.

(a) **Electric Ventilating Fans,** at east portal of Mahanoy Tunnel are controlled by Signalman at "MJ" Pottsville Jct.

The operation of fans and train movements through the tunnel will be governed by the following instructions:

1. Both fans will be operated for a period of five (5) minutes after each train has cleared tunnel.

No trains will be permitted to enter tunnel until this five (5) minute period has elapsed.

2. Fans will not be operated for any through train when passing through tunnel.

3. Should a train be stopped or delayed with engine in the tunnel one fan will be operated. If train is eastbound, fan will be stopped when engine clears east portal of tunnel, if westbound, when engine clears west portal of tunnel. After train has cleared tunnel instruction in Item 1 will apply.

4. One fan will be operated continuously during the time tunnel inspection train is in tunnel or after passage of a train if sectionmen or other laborers are working in tunnel.

5. Assisting engines on westbound trains that are not required through the tunnel will detach east of westward interlocking signal at Mahanoy Tunnel. Assisting engines on eastbound trains will detach west of eastward interlocking signal at Buck Mountain and member of engine crew shall immediately contact Signalman at Pottsville Jct. for instructions.

6. If a train is stopped with engine in the tunnel, engine must be detached and proceed to clear tunnel where crew member shall communicate with Signalman at Pottsville Jct., or Train Dispatcher for instructions.

READING-SHAMOKIN DIVISION

STAFF

Superintendent:
J. F. GRUBER

Assistant Superintendent:
A. J. PORAMBO

Division Engineer:
A. C. PALMER

Assistant Division Engineers:
J. A. WHITE, JR.
J. M. WETZEL

Master Mechanic:
R. M. KEENEY

Division Master Mechanic and
General Locomotive Inspector:
J. B. FISTER

TRAIN MASTERS:
E. F. BURKE
E. B. BOWERMAN

Assistant Train Masters:
A. J. FARRELL
T. A. GATELY
R. J. GRUBER
F. E. KLINGER
D. N. KIMMEL

Division Agent and Operator:
E. E. LEISEY, JR.

Assistant Division Agent and Operator:
C. R. SABOLD

Chief Train Dispatchers:
R. F. ALBRIGHT
H. E. CROW
H. J. MOYER
D. I. REBER

Train Dispatchers:
G. J. COSENZA
G. E. LENYO
G. A. EVERT
R. N. McNABB
R. J. HORAN
J. A. HENDRICKS
P. U. RIEGEL
E. G. FELS
M. G. LAUDERMILCH
F. J. FARRELL
R. J. BENVENUTO
G. S. STICK
J. W. HULSMAN
E. P. BERGSTRESSER

Road Foremen of Engines:
R. G. LINDENMUTH
R. B. ANDERS
R. A. WEST