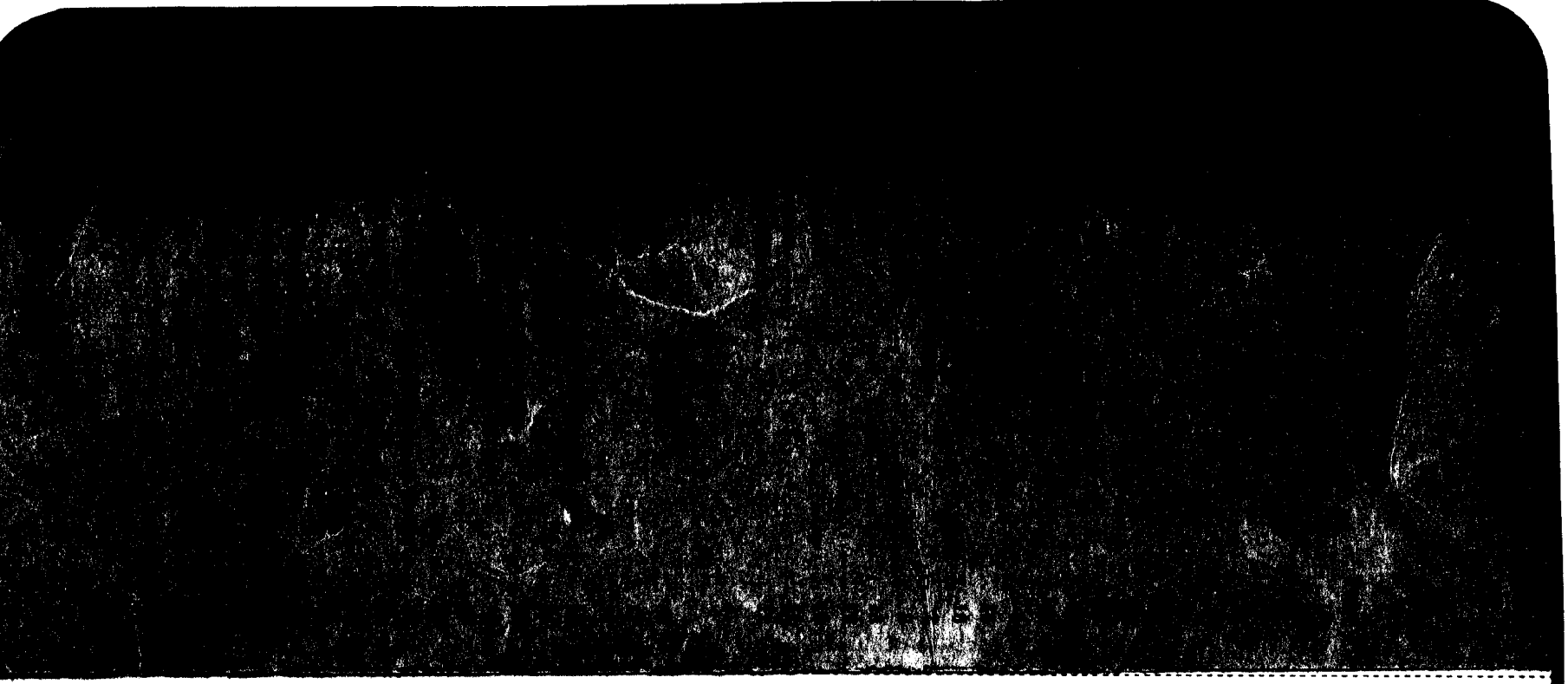


TEAR OFF, SIGN AND RETURN TO EMPLOYING OFFICER

READING COMPANY

Date_____ 195__

I hereby acknowledge receipt of copy of SHAMOKIN DIVISION
TIME TABLE No. 52

Name_____

Employed as_____

Location_____

ETX $6.00

READING COMPANY

SHAMOKIN DIVISION

TIME TABLE No. 52

Effective 2.01 A. M., Eastern Standard Time

SUNDAY, APRIL 26, 1953

For the Government of Employes Only

DESTROY ALL FORMER TIME TABLES

J. F. GRUBER
Superintendent

SAFETY ALWAYS

Make this Railroad the safest on which to work and travel

Location of Sidings & Car Cap'y Based on 44 Ft. Cars	Grade	Distance from Port Clinton	Method of Operation	STATIONS (Leave)	No. of Main Tracks		Telegraph Signals
57		0.0	AUTOMATIC BLOCK C. T. S.	PORT CLINTON	TWO TRACKS	T. O.	PN
	+0.5	5.5		DREHERSVILLE			
157	+0.8	6.4		SAND SIDING			
	+0.6	9.7		NEW RINGGOLD			
160	+0.6	12.8		KRUGER			
	+0.5	14.1		WEBSTER			
	+0.8	14.9		REYNOLDS			RQ
	+0.8	18.8		"Z" TOWER			Z
	+0.8	20.1		TAMAQUA YL		T. O.	QA
	+1.4	22.2		TAMAQUA TUNNEL	SGL. TK.		
	+1.8	22.7		MINTZERS SIDING	TWO TKS.		
	+1.5	24.7		BARNESVILLE			
	+1.5	25.4		E. MAHANOY JCT.		T. O.	UG
	+1.6	27.9		MAHANOY TUNNEL	SGL. TK.	T. O.	BF
78	+0.8	28.7		BUCK MOUNTAIN			
	—1.2	30.9		MAHANOY CITY	TWO TRACKS	T. O.	CV
95	—1.4	32.3		ST. NICHOLAS YL			VX
	—0.3	33.8		BEAR RUN JCT.			
	—0.3	34.7		GILBERTON			
	—0.1	35.6		MAIZEVILLE			
	—0.1	36.4		MAHANOY PLANE YL			
	—1.3	36.9		SHENANDOAH JCT.			
	—1.2	38.5		GIRARDVILLE			
	—1.0	40.1		BIG MINE RUN JCT.			
	—1.0	41.2		ASHLAND			AH
	—0.9	43.6		GORDON YL		T. O.	GN
	+2.1	47.6		LOCUST DALE			
	+2.3	48.0		LOCUST DALE JCT.			
	+2.6	49.4		LOCUST SUMMIT YL		T. O.	SU
	—1.0	51.0		LOCUST GAP			
	—1.0	52.1		MT. CARMEL JCT.			
	—1.3	55.9		EXCELSIOR	SINGLE TRACK		
87	—1.4	59.1		SHAMOKIN DOFFICE		T. O.	D
	—0.9	59.9		SHAMOKIN YL			
	—0.7	60.7	AUTOMATIC BLOCK C. T. S. MANUAL BLOCK	HERNDON BR. JCT.		T. O.	HV
	—0.5	65.3		PAXINOS			
132	—0.6	71.4		SNYDERTOWN			
	—0.4	74.0		ARTERS			
41	—0.4	77.3		HAAS SIDING			
90	—0.4	78.1		SUNBURY TOWER		T. O.	SF
	+0.6	78.3		SUNBURY			
	+0.6	78.9		CLEMENT			
	—0.2	83.8		WINFIELD			
	+0.1	87.6		LEWISBURG			
	0.0	87.7		LEWISBURG TOWER		T. O.	UR
	+0.4	92.0		WEST MILTON YL		T. O.	WM
	+0.2	93.3		NEW COLUMBIA	TWO TRACKS		
	—0.3	96.2		WHITE DEER			
	+0.3	98.6		ALLENWOOD			
	+0.3	102.2		MONTG. CROSSING			
	—0.2	103.3		MONTGOMERY			
	+0.3	108.1		MUNCY		T. O.	Q
	+0.4	110.7		HALLS			
	+0.4	116.4		MONTOURSVILLE		T. O.	GS
	+0.2	119.6		W'MSPORT TOWER		T. O.	WG
	—0.3	120.5		WILLIAMSPORT			
	+0.4	121.6		MAYNARD STREET			
	+0.3	123.2		NEWBERRY			
	+0.2	124.0		NEWBERRY JCT. YL			JN
				Arrive			

FIRST CLASS

2019 Sundays and Holidays	97 Daily Ex. Sun. and Holidays	2097 Sundays and Holidays
A. M.	P. M.	P. M.
	S 6.01	
	6.06	
	O 6.14	
	6.17	
	K 6.21	
	6.25	
	O 6.29	
	6.35	
	S 6.38	
10.41	6.43	7.11
10.46	6.48	7.16
	U 6.52	
F10.51	6.54	7.21
10.57	7.00	7.27
11.00	U 7.03	7.30
$11.05	S 7.08	S 7.34
11.09	7.12	7.38
	U 7.14	
$11.12	S 7.16	S 7.41
$11.15	S 7.19	S 7.44
11.16	7.21	7.45
$11.19	S 7.24	S 7.48
11.22	7.27	7.51
$11.25	S 7.30	S 7.54
$11.30	S 7.35	S 7.59
	U 7.42	
11.42	7.48	8.11
	U 7.50	
$11.47	S 7.52	S 8.15
11.57	8.02	8.25
12.00	8.05	8.28
NOON	P. M.	P. M.

Location of Sings & Car Cap'y Based on 44 Ft. Cars	Grade	Distance from Newberry Jct.	Method of Operation	STATIONS — Leave	No. of Main Tracks		Telegraph Signals
		0.0	AUTOMATIC BLOCK C.T.S.	NEWBERRY JCT.- YL	TWO TRACKS	T. O.	JN
	—0.2	0.8		NEWBERRY			
	—0.3	2.4		MAYNARD STREET			
	—0.4	3.5		WILLIAMSPORT			
	+0.3	4.4		W'MSPORT TOWER		T. O.	WG
	+0.2	7.6		MONTOURSVILLE		T. O.	GS
	—0.4	13.3		HALLS			
	+0.4	15.9		MUNCY		T. O.	Q
	—0.3	20.8		MONTGOMERY			
	+0.2	21.8		MONTG. CROSSING			
	+0.3	25.4		ALLENWOOD			
	—0.3	27.8		WHITE DEER			
	+0.2	30.7		NEW COLUMBIA			
	+0.2	32.0		WEST MILTON — YL		T. O.	WM
	—0.4	36.3	MANUAL BLOCK C.T.S.	LEWISBURG TOWER	SINGLE TRACK	T. O.	UR
	0.0	36.4		LEWISBURG			
	—0.1	40.2		WINFIELD			
	+0.2	45.1		CLEMENT			
	—0.6	45.8		SUNBURY			
90	—0.6	45.9		SUNBURY TOWER		T. O.	SF
41	+0.4	46.3		HAAS SIDING			
	+0.4	50.0		ARTERS			
182	+0.4	52.6		SNYDERTOWN			
	+0.6	58.7		PAXINOS			
	+1.3	63.3		HERNDON BR. JCT.		T. O.	HV
	+0.7	64.1	AUTOMATIC BLOCK	SHAMOKIN — YL	TWO TRACKS		
	+0.9	64.9		SHAMOKIN DOFFICE		T. O.	D
	+1.4	68.1		EXCELSIOR			
	+1.3	71.9		MT. CARMEL JCT.			
	+1.0	73.0		LOCUST GAP			
	+1.0	74.6		LOCUST SUMMIT — YL		T. O.	SU
	—2.6	76.0		LOCUST DALE JCT.			
	—2.3	76.4		LOCUST DALE			
	—2.1	80.4		GORDON — YL		T. O.	GN
	+0.9	82.8		ASHLAND		T. O.	AH
	+1.0	83.9		BIG MINE RUN JCT.			
	+1.0	85.5		GIRARDVILLE			
	+1.2	87.1		SHENANDOAH JCT.			
	+1.3	87.6		MAHANOY PLANE YL			
	+0.1	88.4		MAIZEVILLE			
	+0.1	89.3		GILBERTON			
	+0.3	90.2		BEAR RUN JCT.			
	+0.3	91.2		ST. NICHOLAS — YL			VX
	+1.4	93.1		MAHANOY CITY		T. O.	CV
47	+1.2	95.3	C. T. S.	BUCK MOUNTAIN	SGL. TK.		
	—0.6	96.1		MAHANOY TUNNEL	SGL. TK.	T. O.	BF
	—1.6	98.6		EAST MAHANOY JCT.	TWO TKS.	T. O.	UG
	—1.5	99.3		BARNESVILLE	TWO TKS.		
82	—1.5	100.5		MINTZERS SIDING	TWO TKS.		
	—1.3	101.8		TAMAQUA TUNNEL	SGL. TK.		
	—1.4	103.9	AUTOMATIC BLOCK	TAMAQUA — YL	TWO TRACKS	T. O.	QA
	—0.8	105.2		"Z" TOWER		T. O.	Z
	—0.8	109.1		REYNOLDS			RQ
	—0.8	109.9		WEBSTER			
160	—0.5	111.2		KRUGER			
	—0.6	114.3		NEW RINGGOLD			
157	—0.6	116.3		SAND SIDING			
	—0.3	118.5		DREHERSVILLE			
55	—0.5	124.0		PORT CLINTON		T. O.	PN
				Arrive			

FIRST CLASS

6 Daily Ex. Sun. and Holidays	2006 Sundays and Holidays	2020 Sundays and Holidays
A. M.	A. M.	P. M.
7.30	7.43	4.47
7.33	7.46	4.50
F 7.38		
S 7.44	$ 7.57	$ 5.01
F 7.48		
F 7.51	8.02	5.06
$ 8.02	$ 8.13	$ 5.17
$ 8.07	$ 8.18	$ 5.22
8.09	8.20	5.24
$ 8.12	$ 8.23	$ 5.27
8.15	8.26	5.30
$ 8.17	$ 8.28	$ 5.32
$ 8.19	$ 8.30	$ 5.34
8.22	8.33	5.37
$ 8.28	$ 8.39	$ 5.43
8.31	8.42	5.47
8.34	8.45	5.50
8.38	8.49	F 5.54
8.43	8.54	5.59
$ 8.47	$ 8.58	$ 6.04
A. M.	A. M.	P. M.

Location of Stops & Car Cap'y Based on 44 Ft. Cars	Grade	Distance from Philadelphia	Method of Operation	STATIONS Leave	No. of Main Tracks		Telegraph Signals
.....	.....	78.8	AUTOMATIC BLOCK	PORT CLINTON -------	TWO TRACKS	T. O.	PN
				STONY CR'K SIDING			
181	+0.4	80.9		AUBURN ----------		T. O.	BU
.....	+0.8	83.5		LANDINGVILLE ------			
.....	+0.4	86.4		SCH'LK'L HAVEN - YL	3 TKS.	T. O.	SC
.....	+0.4	89.1		CRESSONA ----------			
.....	+0.5	90.0		POTTSVILLE JCT. ----		T. O.	MJ
.....	+0.5	93.0		POTTSVILLE ------- YL	2 TKS.		DO
.....	+0.6	93.6		Arrive			

STATIONS	FIRST CLASS 5 Daily Ex. Sat., Sun. and Holidays	1005 Sat. Except Holidays	7 DAILY	95 Daily Ex. Sun. and Holidays
Leave	A. M.	A. M.	P. M.	P. M.
PORT CLINTON ----------	$ 10.59	$ 11.05	2.03	A 5.49
STONY CREEK SIDING ------	11.04	11.10	2.07	.....
AUBURN ----------	$ 11.09	$ 11.15	$ 2.11	.....
LANDINGVILLE ----------	11.13	$ 11.19	.....	.....
SCHUYLKILL HAVEN -------	$ 11.19	$ 11.25	$ 2.20	.....
CRESSONA ----------	.....	.....	.....	.....
POTTSVILLE JCT. ----------	11.27	11.33	2.28	.....
POTTSVILLE ----------	11.29	11.35	2.30	.....
Arrive	A. M.	A. M.	P. M.	P. M.

MAIN LINE

Location of Stops & Car Cap'y Based on 44 Ft. Cars	Grade	Distance from Pottsville	Method of Operation	STATIONS Leave	No. of Main Tracks		Telegraph Signals
.....	.....	0.0	AUTOMATIC BLOCK	POTTSVILLE ------ YL	2 TKS.	-----	DO
.....	—0.6	0.6		POTTSVILLE JCT. ----	3 TKS.	T.O.	MJ
.....	—0.5	5.6		CRESSONA ----------			
.....	—0.5	4.5		SCH'LK'L HAVEN - YL		T. O.	SC
.....	—0.4	7.2		LANDINGVILLE ------			
.....	—0.4	10.1		AUBURN ----------	TWO TRACKS	T. O.	BU
129	—0.8	12.7		STONY CR'K SIDING -			
.....	—0.4	15.8		PORT CLINTON -------		T. O.	PN
				Arrive			

STATIONS	FIRST CLASS 2008 Sundays and Holidays	8 Daily Ex. Sat., Sun. & Holidays	1008 Sat. Ex. Holidays	10 Daily Ex. Sun. and Holidays
Leave	P. M.	P. M.	P. M.	P. M.
POTTSVILLE ----------	12.52	2.00	2.05	3.20
POTTSVILLE JCT. ----------	12.53	2.01	2.06	3.21
CRESSONA ----------	.....	$ 2.06	$ 2.11	.....
SCHUYLKILL HAVEN -------	$ 1.00	$ 2.10	$ 2.15	$ 3.28
LANDINGVILLE ----------	1.05	$ 2.15	$ 2.20	.....
AUBURN ----------	$ 1.10	$ 2.21	$ 2.25	$ 3.37
STONY CREEK SIDING ------	1.14	2.24	2.28	3.41
PORT CLINTON ----------	1.19	$ 2.30	$ 2.34	3.46
Arrive	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

11 DAILY	1037 Sundays and Holidays	1 Daily Ex. Sat. Sun. & Holidays	2091 Sundays and Holidays	91 Daily Ex. Sun. and Holidays	6 S. V. Daily Ex. Sun. & Holidays	2006 S. V. Sun. & Holidays	△2003 Sundays and Holidays
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
11.01	1.18	$ 5.55	8.09	$ 8.25	.....	.....	$ 9.35
11.04	1.21	5.58	8.12	8.30	.....	.....	9.38
$ 11.08	F 1.25	$ 6.04	$ 8.17	$ 8.35	.....	.....	F 9.43
.....	.....	.....	.....	.....	.....	.....	.....
$ 11.17	$ 1.34	$ 6.19	$ 8.26	$ 8.46	.....	.....	$ 9.52
.....	.....	$ 6.22	.....	.....	.....	.....	.....
11.25	1.42	6.28	8.34	8.54	9.16	9.27	10.00
11.27	1.44	6.30	8.36	8.56	$ 9.19	$ 9.31	10.02
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

		97 Daily Ex. Sun. and Holidays	2097 Sun. & Holidays	97 L. S. Daily Ex. Sun. & H'l'ys	2020 S.V. Sun. & Holidays	2009 Sun. & Holidays	9 Daily Ex. Sun. and Holidays
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	.....	$ 6.01	.....	.....	.....	$ 8.06	U 8.38
.....	.....	6.02	6.03	6.06	.....	.....	.....
.....	.....	6.06	6.07	.....	.....	8.10	8.42
.....	.....	$ 6.10	$ 6.11	.....	.....	$ 8.14	$ 8.46
.....	.....	.....	.....	.....	.....	U 8.18	U 8.50
.....	.....	$ 6.19	$ 6.20	.....	.....	$ 8.23	$ 8.55
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	6.27	6.28	.....	6.33	8.31	9.03
.....	.....	6.29	$ 6.30	.....	6.36	8.33	9.05
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

EASTWARD

FIRST CLASS

	14 Daily Ex. Sat. Sun. & Holidays	2 DAILY	△92 DAILY		6 Daily Ex. Sun. & H'l'ys	2006 Sun. & Holidays	2019 S. V. Sundays and Holidays
	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.
.....	4.00	6.00	7.17	.....	9.33	9.38	10.07
.....	4.01	6.01	7.18	.....	9.34	9.39	10.10
.....	.....	.....	.....	.....	.....	.....	.....
.....	$ 4.08	$ 6.08	$ 7.25	.....	$ 9.41	$ 9.46	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	$ 4.17	$ 6.17	$ 7.34	.....	$ 9.50	$ 9.55	.....
.....	4.21	6.21	7.38	.....	9.54	9.59	.....
.....	4.26	6.26	7.43	.....	9.59	10.04	.....
	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.

FIRST CLASS

	2010 Sundays and Holidays	12 Daily Ex. Sat. Sun. & Holidays	2097 S. V. Sundays and Holidays	2012 Sundays and Holidays	1012 Sat. Ex. Holidays		98 Daily
	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.
.....	5.20	6.15	6.37	6.45	6.40	.....	8.55
.....	5.21	6.17	6.40	6.46	6.42	.....	8.56
.....	.....	.....	.....	.....	.....	.....	.....
.....	$ 5.28	$ 6.27	.....	$ 6.53	$ 6.50	.....	$ 9.03
.....	.....	.....	.....	.....	.....	.....	Q 9.07
.....	$ 5.37	$ 6.35	.....	$ 7.02	$ 6.58	.....	$ 9.12
.....	5.41	6.39	.....	7.06	7.02	.....	9.16
.....	5.46	$ 6.44	.....	7.11	$ 7.07	.....	9.21
	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.

Location of S'ings & Car Cap'y Based on 44 Ft. Cars	Grade	Distance from Pottsville	Method of Operation	STATIONS (Leave)	No. of Main Tracks		Telegraph Signals
.....	.....	0.0	AUTOM. BLOCK	POTTSVILLE	2 TRKS.	-----	DO
.....	—0.6	0.6	AUTOM. BLOCK	POTTSV'LE JCT.	2 TRKS.	T. O.	MJ
.....	+1.0	2.1	AUTOM. BLOCK	MILL CR'K JCT.	2 TRKS.	-----	-----
.....	+0.6	4.0	MANUAL BLOCK	EAGLE HILL JCT.	SINGLE TRACK	-----	-----
57	+0.5	5.9	MANUAL BLOCK	NEW PHILA	SINGLE TRACK	-----	-----
.....	+0.6	6.1	MANUAL BLOCK	SILVER CREEK JCT.	SINGLE TRACK	-----	-----
.....	+0.7	7.6	MANUAL BLOCK	ALLIANCE JCT.	SINGLE TRACK	-----	-----
52	+0.3	7.7	MANUAL BLOCK	MIDDLEPORT	SINGLE TRACK	-----	-----
.....	+1.3	9.7	MANUAL BLOCK	BROCKTON	SINGLE TRACK	-----	-----
.....	+1.4	11.6	MANUAL BLOCK	TUSCARORA	SINGLE TRACK	-----	-----
10	+2.7	12.8	MANUAL BLOCK	BUCK SIDING	SINGLE TRACK	-----	-----
.....	—2.2	14.5	MANUAL BLOCK	NEWKIRK	SINGLE TRACK	-----	-----
.....	—1.5	15.9	MANUAL BLOCK	TAMAQUA	SINGLE TRACK	T. O.	QA
				Arrive			

SCHUYLKILL VALLEY BRANCH

Location of S'ings & Car Cap'y Based on 44 Ft. Cars	Grade	Distance from Tamaqua	Method of Operation	STATIONS (Leave)	No. of Main Tracks		Telegraph Signals
.....	.....	0.0	MANUAL BLOCK	TAMAQUA	SINGLE TRACK	T. O.	QA
.....	+1.5	1.4	MANUAL BLOCK	NEWKIRK	SINGLE TRACK	-----	-----
10	+2.2	3.1	MANUAL BLOCK	BUCK SIDING	SINGLE TRACK	-----	-----
.....	—2.7	4.3	MANUAL BLOCK	TUSCARORA	SINGLE TRACK	-----	-----
.....	—1.4	6.2	MANUAL BLOCK	BROCKTON	SINGLE TRACK	-----	-----
52	—1.3	8.2	MANUAL BLOCK	MIDDLEPORT	SINGLE TRACK	-----	-----
.....	—0.3	8.8	MANUAL BLOCK	ALLIANCE JCT.	SINGLE TRACK	-----	-----
.....	—0.7	9.8	MANUAL BLOCK	SILVER CREEK JCT.	SINGLE TRACK	-----	-----
57	—0.6	10.0	MANUAL BLOCK	NEW PHILA	SINGLE TRACK	-----	-----
.....	—0.5	11.9	MANUAL BLOCK	EAGLE HILL JCT.	SINGLE TRACK	-----	-----
.....	+0.2	13.8	AUTOM. BLOCK	MILL CR'K JCT.	2 TRKS.	-----	-----
.....	—1.0	15.3	AUTOM. BLOCK	POTTSV'LE JCT.	2 TRKS.	T. O.	MJ
.....	+0.6	15.9	AUTOM. BLOCK	POTTSVILLE	2 TRKS.	-----	DO
				Arrive			

FRACKVILLE BRANCH

WESTWARD Grade	Distance from Mill Crk. Jct.	Method of Operation	STATIONS (Arrive / Leave)	No. of Main Tracks		Telegraph Signals	EASTWARD Grade
-----	0.0	YARD RULES	MILL CREEK JCT.	TWO TRACKS	-----	-----	—0.2
—0.2	0.4	YARD RULES	PORT CARBON	TWO TRACKS	-----	-----	—1.8
+1.8	2.7	YARD RULES	ST. CLAIR	TWO TRACKS	-----	-----	—3.3
+3.3	3.7	YARD RULES	BROAD MOUNTAIN	TWO TRACKS	-----	-----	—3.3
+3.3	5.3	YARD RULES	WETHERILL JCT.	TWO TRACKS	-----	-----	—3.3
+3.3	7.2	YARD RULES	HEAD OF GRADE	TWO TRACKS	-----	-----	0.0
0.0	8.1	YARD RULES	FRACKVILLE	TWO TRACKS	-----	FR	0.0
0.0	8.3	YARD RULES	FRACKVILLE JCT.	TWO TRACKS	-----	-----	0.0
			Arrive / Leave				

FIRST CLASS

2019 Sundays and Holidays A. M.	2097 Sundays and Holidays P. M.
10.07	6.37
10.10	6.40
10.13	6.43
10.16	6.46
10.19	6.49
10.23	6.53
10.29	6.59
10.32	7.02
10.35	7.05
$10.39	$ 7.09
A. M.	P. M.

SCHUYLKILL VALLEY BRANCH - EASTWARD

FIRST CLASS

6 Daily Ex. Sun. and Holidays A. M.	2006 Sundays and Holidays A. M.	2020 Sundays and Holidays P. M.
8.50	9.01	6.06
8.54	9.05	6.10
		6.13
8.58	9.09	6.15
9.04	9.15	6.21
9.07	9.18	6.24
9.10	9.21	6.27
9.13	9.24	6.30
9.16	9.27	6.33
$ 9.19	$ 9.31	6.36
A. M.	A. M.	P. M.

BEAR RUN BRANCH

WESTWARD Grade	Distance from Frackville Jct.	Method of Operation	STATIONS (Leave / Arrive)	No. of Main Tracks		Telegraph Signals	EASTWARD Grade
0.0	0.0	YARD RULES	FRACKVILLE JCT.	SINGLE TRACK	-----	-----	+2.6
—2.6	2.4	YARD RULES	BOSTON	SINGLE TRACK	-----	-----	+2.6
—2.6	2.9	YARD RULES	BEAR RUN JCT.	SINGLE TRACK	-----	-----	0.0
			Arrive / Leave				

Location of Sings & Car Cap'y Based on 44 Ft. Cars	WESTW'RD Grade	Distance from East Mahanoy Jct.	Method of Operation	STATIONS Leave	STATIONS Arrive	No. of Main Tracks		Telegraph Signals	EASTWARD Grade
.....	0.0	0.0	AUTOMATIC BLOCK	EAST MAHANOY JCT.		TWO TRACKS	T. O.	UG	—1.6
.....	+1.6	1.7		HAUCKS	YL		T. O.	HK	—1.1
.....	+1.1	3.0		TAMANEND					—1.3
.....	+1.3	3.8		QUAKAKE					—1.3
.....	+1.8	5.5		HAZLETON JCT.					—1.3
.....	+1.3	6.7		LOFTY			T. O.	OF	+0.6
.....	—0.6	11.3		GIRARD					+0.8
130	—0.8	14.8	MANUAL BLOCK	BRANDONVILLE		SINGLE TRACK	T. O.	BN	+0.7
.....	—0.7	16.7		KREBS					+0.7
114	—0.7	17.2		KREBS SIDING					+0.8
96	—0.8	19.8		RINGTOWN			T. O.	RN	+1.0
.....	—1.0	22.5		FERNDALE					+0.9
.....	—0.9	24.0		RARICKS					+0.9
130	—0.9	27.5		BEAVER VALLEY			T. O.	BY	+0.9
.....	—0.9	31.4		SHUMANS					+0.7
.....	—0.7	32.3		McAULEY					+0.8
.....	—0.8	36.1		MAINVILLE					+0.8
124	—0.8	41.7		CATAWISSA					+0.8
.....	—0.8	42.8		NORCA			T. O.	RT	—0.9
82	+0.9	43.5		RUPERT			T. O.	RU	—1.1
.....	+1.1	46.8		GROVANIA					—0.9
.....	+0.9	51.3		DANVILLE	YL				+0.8
.....	+0.8	53.4		MAUSDALE					—0.6
130	+0.6	53.5		MAUSDALE SIDING					—0.8
.....	+0.8	57.5		MOORESBURG					+0.9
.....	+0.9	62.4	AUTOMATIC	POTTSGROVE		TWO TKS.			+1.0
.....	—1.0	66.1		MILTON TOWER			T. O.	MU	+0.9
.....	—0.9	66.3	C.T.S.	MILTON BR'CH JCT.		SINGLE TRACK			+0.9
.....	—0.9	67.1		WEST MILTON	YL		T. O.	WM	.....
				Arrive	Leave				

WESTWARD Grade	Distance from Mine Hill Crg.	Method of Operation	STATIONS Arrive	STATIONS Leave	No. of Main Tracks		Telegraph Signals	EASTWARD Grade
.....	0.0	TIME TABLE AND TRAIN ORDERS	MINE H'L CROSSING		TWO TRACKS	.....	.....	—0.8
+0.8	0.9		WEST CRESSONA			.....	.....	—0.8
+0.8	1.8		BECKS			.....	.....	—0.8
+0.8	4.3		ALLISON			.....	.....	—0.6
+0.6	5.1		WESTWOOD			.....	.....	—0.3
+0.3	5.6		WEST END JCT.			.....	.....	—0.3
+0.3	5.8		WESTWO'D SWITCH			.....	.....	—0.3
+0.3	6.1		LLEW'LYN CROS'NG			.....	.....	—0.3
+0.3	7.2		MINERSVILLE			.....	N	—0.3
+0.3	7.8		FOOT OF MOUNTAIN			.....	.....	—2.2
+2.2	8.9		BUCKLEY			.....	.....	—2.1
+2.1	9.3	"TRAIN ON BRANCH" SIGNAL	MINE HILL GAP		SINGLE TRACK	.....	.....	—2.4
+2.4	9.7		COAL CAS'LE CROS'G			.....	.....	—1.9
+1.9	10.2		RICHARDSON JCT.			.....	.....	—1.9
+1.9	11.0		THOMASTON			.....	.....	—1.8
+1.8	11.4		THOM'TON SWITCH			.....	.....	—1.7
+1.7	11.6		THOMASTON COL.			.....	.....	—1.7
+1.7	11.9		BUCK RUN JCT.			.....	.....	—2.1
+2.1	13.8		BUCK RUN			.....	.....	.....
			Arrive	Leave				

TREMONT EXTENSION

Location of Sings & Car Cap'y Based on 44 Ft. Cars	WESTWARD Grade	Distance from Westwood	Distance from Silverton	Method of Operation	STATIONS Leave	STATIONS Arrive	No. of Main Tracks		Telegraph Signals	EASTWARD Grade
.....	.....	0.0	.....	TIME TABLE AND TRAIN ORDERS	WESTWOOD		2 TKS.	.....	.....	—0.5
.....	+0.5	1.9	0.0		SILVERTON			.....	.....	—0.2
.....	+0.2	.....	0.6		WEST WEST JCT.		SINGLE TRACK	.....	.....	—0.2
.....	+0.2	.....	8.3		BRANCHDALE			.....	.....	—2.4
.....	+2.4	.....	8.7		OTTO COLLIERY			.....	.....	—1.7
81	+0.7	8.9	.....		FERN SIDING			.....	.....	—1.5
.....	+1.5	5.3	.....		BLACKWOOD			.....	.....	+0.4
.....	—0.4	5.6	.....		SWATARA JCT.			.....	.....	+0.4
.....	+2.0	7.9	.....		INDIAN H'D COL.			.....	.....	—2.0
.....	—0.4	9.2	.....		TREMONT JCT.			.....	.....	+0.4
.....	—0.4	9.5	.....		TREMONT			T. O.	QN	.....
					Arrive	Leave				

WILLIAMS VALLEY BRANCH

Location of Sings & Car Cap'y Based on 44 Ft. Cars	Westward Grade	Distance from Westwood	Method of Operation	STATIONS	No. of Main Tracks		Telegraph Signals	Eastward Grade
				Leave / Arrive				
.....	.....	15.8	TIME TABLE AND TRAIN ORDERS	PINE GROVE ----- YL	SINGLE TRACK	T. O.	GO	0.0
.....	0.0	14.9		DIVISION POST ------		-----	-----	—0.7
.....	+0.7	13.9		NORTH PINE GROVE		-----	-----	—1.1
.....	+1.1	13.0		LORBERRY JCT. -----		-----	-----	—1.0
.....	+1.0	9.2		TREMONT JCT. -------		-----	-----	—0.5
28	+0.5	9.5		TREMONT ----------		T. O.	QN	—2.9
.....	+2.9	10.5		DONALDSON ----------		-----	-----	—2.9
.....	+2.9	12.0		WEST END ----------		-----	-----	—2.3
.....	+2.3	12.4		WEST END SIDING --		-----	-----	—1.8
.....	+1.8	14.2		HAZLEBROOK JCT.--		-----	-----	—2.0
.....	+2.0	14.9		GOOD SPRING -------		T. O.	PG	—2.8
22	+2.3	16.6		KEFFERS ----------		-----	-----	+0.7
.....	—0.7	20.0		EAST BROOKSIDE----		-----	-----	+0.7
.....	—0.7	21.5		WILLIAMS VAL'EY JCT.		-----	-----	+3.0
.....	—3.0	23.1		REINER ----------		-----	-----	+3.0
.....	—3.0	24.6		TOWER CITY -------		-----	WV	+3.0
.....	—3.0	25.9		SHERIDAN BRE'KER		-----	-----	+3.1
.....	—3.1	27.5		GREEN FIELDS------		-----	-----	+0.4
.....	—0.4	28.1		WILLIAMSTOWN ----		----	-----	—2.2
.....	+2.2	32.6		LYKENS ----------		-----	-----	-----
				Arrive / Leave				

TAMANEND BRANCH

Westward Grade		Distance from Hauks	STATIONS		Telegraph Signals	Eastward Grade	
			Leave / Arrive				
-----	-----	0.0	TIME TABLE AND TRAIN ORDERS	HAUCKS ---- YL-- T.O.	HK	—1.2	-----
+1.2	-----	2.9		MAHANOY TUN'EL	BF	-----	-----
				Arrive / Leave			

SINGLE TRACK

T. H. & N. BRANCH

Westward Grade		Distance from Hazleton Jct.	STATIONS		Telegraph Signals	Eastward Grade	
			Leave / Arrive				
-----	-----	0.0	TIME TABLE AND TRAIN ORDERS	HAZLETON JCT. ----		—1.8	-----
+1.8	-----	2.8		SILVERBROOK JCT.		—1.8	-----
+1.8	-----	3.5		SILVERBROOK ------		-----	-----
				Arrive / Leave			

SINGLE TRACK

Westward Grade		Distance from Shenandoah Jct.	Method of Operation	STATIONS	No. of Main Tracks	Telegraph Signals	Eastward Grade	
				Leave / Arrive				
-----	-----	0.0	TIME TABLE AND TRAIN ORDERS	SHENANDOAH JCT. ----------	TWO TKS.	-----	+0.9	-----
—0.9	-----	1.4		RAPPAHANNOCK ---		-----	+0.9	-----
—0.9	-----	1.8		PRESTON JCT. ------		-----	+0.9	-----
—0.9	-----	2.2		COLORADO ----------	SINGLE TRACK	-----	0.0	-----
0.0	-----	2.9		LOST CREEK----------		-----	—0.8	-----
+0.8	-----	4.1		SHAFT----------		-----	—2.1	-----
+2.1	-----	5.2	YARD RULES	KOHINOOR JCT. ----		-----	—2.3	-----
+2.3	-----	6.0		SHENANDOAH --YL		-----	.....	-----
				Arrive / Leave				

ASHLAND UPPER ROUTE

Westward Grade		Distance from Big Mine Run Jct.	STATIONS		Telegraph Signals	Eastward Grade	
			Leave / Arrive				
-----	-----	0.0	TIME TABLE AND TRAIN ORDERS	BIG MINE RUN JCT.		+0.7	-----
—0.7	-----	0.3		BAST JCT. ----------		—3.2	-----
+3.2	-----	2.5		ASHLAND, Twentieth St.		+1.6	-----
—1.6	-----	4.2		LOCUST DALE JCT.		-----	-----
				Arrive / Leave			

SINGLE TRACK

MT. CARMEL BRANCH

Westward Grade		Distance from Mt. Carmel Jct.	STATIONS		Telegraph Signals	Eastward Grade	
			Leave / Arrive				
-----	-----	0.0	TRAIN ON BRANCH SIGNAL	MT. CARMEL JCT. ----------		+1.6	-----
—1.6	-----	0.7		NATALIE JCT. -------		—1.9	-----
+1.9	-----	2.0		MT. CARMEL ---------		-----	-----
				Arrive / Leave			

SINGLE TRACK

MILTON BRANCH

Westward Grade		Distance from Milton	STATIONS		Telegraph Signals	Eastward Grade	
			Leave / Arrive				
-----	-----	0.0	YARD RULES	MILTON ---------- YL		+0.8	-----
—0.8	-----	0.9		MILTON BRANCH JCT.----		-----	-----
				Arrive / Leave			

SINGLE TRACK

HERNDON BRANCH

Westward Grade		Distance from Herndon Br. Jct.	Method of Operation	STATIONS Leave	STATIONS Arrive	No. of Main Tracks	Telegraph Signals	Eastward Grade	
------	------	0.0	TIME TABLE AND TRAIN ORDERS	HERNDON BRANCH JCT.		SINGLE TRACK	HV	—1.1	------
+1.1	------	1.5		WATER STATION			------	—1.1	------
+1.1	------	2.5		KULPS			------	—1.1	------
+1.1	------	6.6		TREVORTON			------	+1.1	------
—1.1	------	10.1		DUNKELBERGERS			------	+1.1	------
—1.1	------	11.2		HUNTER			------	+0.8	------
—0.3	------	13.5		DORNSIFE—T.O.			DM	+0.3	------
—0.2	------	15.4		OTTO			------	+0.8	------
—0.7	------	20.3		HERNDON			------	------	------
				Arrive	Leave				

BLOOMSBURG BRANCH

Westward Grade		Distance from Rupert	Method of Operation	STATIONS Leave	STATIONS Arrive	No. of Main Tracks	Telegraph Signals	Eastward Grade	
------	----	0.0	TIME TABLE AND TRAIN ORDERS	RUPERT—T.O.		SINGLE TRACK	RU	+0.7	------
—0.7	------	1.6		BLOOMSBURG			------	—0.9	------
+0.9	------	5.4		PAPER MILL			------	—0.4	------
+0.4	------	6.7		LIGHT STREET			------	—0.5	------
+0.5	------	10.4		ORANGEVILLE			------	—0.8	------
+0.8	------	14.3		FORKS			----	—0.7	------
+0.7	------	16.9		ZANERS			------	—1.0	------
+1.0	------	17.8		STILLWATER			------	—0.8	------
+0.8	------	21.0		BENTON			-----	------	------
				Arrive	Leave				

LETTER AND SYMBOL INDICATIONS

F—Flag stop to receive or discharge passengers or freight.

K—Stop to discharge passengers from New York, Philadelphia and Main Line points.

O—Flag stop to discharge passengers Saturday only.

Q—Regular stop, Saturdays.

S—Regular stop.

U—Stop on notice to conductor.

T. O.—Train Order Office.

Y. L.—Yard Limits.

Δ—Does not carry local or intermediate baggage, etc.

Holidays: Days celebrated as:

New Year's Day.
Memorial Day.
Independence Day.
Labor Day.
Thanksgiving Day.
Christmas Day.

PREFERRED FREIGHT SERVICE

These Trains Run Extra

Times Shown Confer No Time Table Authority

WESTWARD

STATIONS	PN-3 DAILY	PV-1 DAILY EX. MON.	JN-5 DAILY EX. MON.	
	A. M.	A. M.	A. M.	
PORT CLINTON ---------- Lv.	2.45	6.00	.....	.....
TAMAQUA ---------- Ar.	3.45	.....	.....	.....
TAMAQUA ---------- Lv.	4.45	.....	.....	.....
HAUCKS ----------	.....	.....	7.15	.....
LOFTY ----------	5.30	.....	7.45	.....
BEAVER VALLEY ----------	6.15	.....	8.30	.....
RUPERT ----------	7.00	.....	9.30	.....
WEST MILTON ----------	7.55	.....	10.35	.....
NEWBERRY JCT. ---------- Ar.	9.05	.....	11.45	.....
ST. CLAIR ---------- Ar.	.....	7.00	.....	.....
	A. M.	A. M.	A. M.	

STATIONS		PN-5 DAILY	PV-3 DAILY EX. MON	HT-1 DAILY
		P. M.	P. M.	P. M.
PORT CLINTON ---------- Lv.	.....	2.30	2.40	7.15
TAMAQUA ---------- Ar.	.....	3.30	.....	8.15
TAMAQUA ---------- Lv.	.....	4.30	.....	.....
HAUCKS ----------	.....	.....	.....	.....
LOFTY ----------	.....	5.20	.....	.....
BEAVER VALLEY ----------	.....	6.10	.....	.....
RUPERT ----------	.....	7.00	.....	.....
WEST MILTON ----------	.....	8.05	.....	.....
NEWBERRY JCT. ---------- Ar.	.....	9.15	.....	.....
ST. CLAIR ---------- Ar.	.....	.....	3.40	.....
		P. M.	P. M.	P. M.

PREFERRED FREIGHT SERVICE

These Trains Run Extra

Times Shown Confer No Time Table Authority

EASTWARD

STATIONS	NH-2 DAILY	VP-2 DAILY EX. MON.	VP-4 DAILY EX. MON.	
	A. M.	A. M.	P. M.	
NEWBERRY JCT. ---------Lv.	2.00	.....	.....	.....
WEST MILTON ----------	3.20	.....	.....	.....
RUPERT----------	4.25 5.25	.....	.....	.....
BEAVER VALLEY ----------	6.45	.....	.....	.....
LOFTY ----------	8.20	.....	.....	.....
HAUCKS----------	.....	.....	.....	.....
TAMAQUA----------Ar.	9.00	.....	.....	.....
TAMAQUA----------Lv.	10.30	.....	.....	.....
ST. CLAIR----------Lv.	.....	2.45	3.15	.....
PORT CLINTON----------Ar.	11.10	3.30	4.00	.....
	A. M.	A. M.	P. M.	

STATIONS	N J-4 DAILY	NP-8 DAILY	NP-10 DAILY	
	P. M.	P. M.	P. M.	
NEWBERRY JCT.-------- Lv.	3.45	5.00	9.45	.....
WEST MILTON----------	4.45	6.00	10.45	.....
RUPERT----------	5.45	7.00	11.45	.....
BEAVER VALLEY ----------	6.55	8.05	12.50	.....
LOFTY----------	8.15	9.30	2.20	.....
HAUCKS---------- Ar.	8.30	.....	.....	.....
TAMAQUA---------- Ar.	.....	10.00	3.15	.....
TAMAQUA---------- Lv.	.....	10.40	4.30	.....
ST. CLAIR ---------- Lv.	.....	.....	.....	.....
PORT CLINTON --------- Ar.	.....	11.15	5.10	.....
	P. M.	P. M.	A. M.	

GENERAL INSTRUCTIONS

1. On two or more tracks, extra trains may run, work extras may work or run with the current of traffic on the authority of Trainmasters, Assistant Trainmasters, Yard Masters, or Operators, and may occupy main tracks under proper protection, until the arrival of fourth class trains and other extras. Fourth class trains and other extras will be governed accordingly.

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

3. Class K-1, T-1, I-10, E-5 and N-1 engines must not be run over coal trestles.

4. 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 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 Junction.

(c). Tamaqua Yard (Within Yard Limits).

(d). Pottsville Yard from Pottsville Jct. to Passenger Station.

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

(f). Newberry Junction Yard from Signal No. 150 located four hundred fifty-seven (457) feet east of Arch Street, Newberry, to end of automatic block located one thousand four hundred ninety-one (1491) feet west of Arch Street, Newberry.

5. 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 doing work with 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 shoved into track and stopped before detached.

6. If and when passenger carrying equipment is handled in mixed or local freight 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.

7. WIRE CROSSINGS AND WIRES PARALLELING RIGHT OF WAY

In order to avoid hazard or injury 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 five (5) feet of wire crossings or wires paralleling the right of way.

8. ELECTRICAL OPERATION

(1). 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 sub-sta-

tions 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.

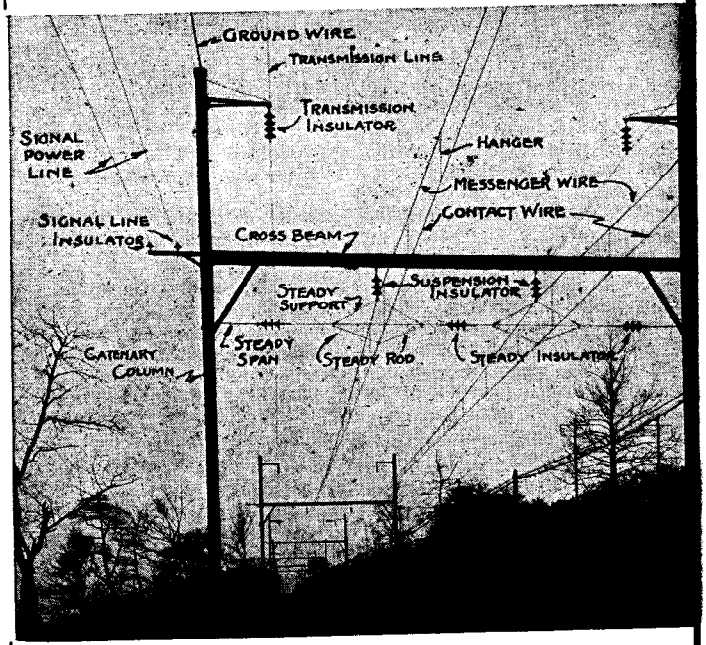
Do not touch any overhead wires even though the Power Dispatcher reports that he has cut off the power, unless a qualified electrical employe is present and has placed a visible ground connection on that wire. Any wire of the overhead system without a visible ground connection must be considered alive 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 locomotive.

Loose connections 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.



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

(2). 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.

(3). 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.

(4). 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, locomotives, 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 LOCOMOTIVES 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 man hole; 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.

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

(5). Locomotive 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 con-

struction, particular attention being given the position of cab ventilators.

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

Care must be exercised when using the squirt hose on locomotives to prevent the stream from striking the overhead wires. Squirt hose must not be used when locomotives 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.

(6). 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 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 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 level of the contact wire and clear any other energized portion of the overhead wire or 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, enginemen 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.

Pantograph 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.

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

Cars in Train	No. of Pantographs Raised	Location of Pantographs in Train
2 to 7	2	Last 2 cars
8 to 12	4	Last 4 cars

(7). 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 covering 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 5 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.

(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 feet, 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.

(8). 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.

(9). Miscellaneous.

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

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

STANDARD TECHNIQUE FOR EXECUTING THE BACK PRESSURE — ARM LIFT METHOD OF ARTIFICIAL RESPIRATION

Follow These Instructions Even if the Patient Appears Dead

The victim must be freed from contact with the live conductor as promptly as possible. Use a dry stick, dry rope, dry coat, or other non-conductor. Extreme care must be exercised in releasing the victim to avoid receiving a shock yourself. Many persons, by their carelessness in such matters, have been severely shocked or burned.

If alone with the victim, do not neglect immediate and continued resuscitation in order to call a doctor. START AT ONCE—THE FIRST FEW MINUTES ARE VALUABLE. If other persons are present, send one of them for a doctor without a moment's delay.

The later treatment, given through medical assistance, requires first of all a live patient; therefore, delay in employing artificial respiration may lose the fight at the very outset.

As soon as possible feel with your fingers in the patient's mouth and throat and remove any foreign body (tobacco, false teeth, etc.). If the mouth is tight shut, pay no more attention to it until later. Do not stop to loosen the patient's clothing, but immediately begin actual resuscitation. Every moment of delay is serious. Proceed as follows with:

Position of the Subject

1. Place the subject in the face down, prone position. Bend his elbows and place the hands one upon the other. Turn his face to one side, placing the cheek upon his hands.

Position of the Operator

2. Kneel on either the right or left knee at the head of the subject facing him. Place the knee at the side of the subject's head close to the forearm. Place the opposite foot near the elbow. If it is more comfortable, kneel on both knees, one on either side of the subject's head. Place your hands upon the flat of the subject's back in such a way that the heels lie just below a line running between the armpits. With the tips of the thumbs just touching, spread the fingers downward and outward.

Compression Phase

3. Rock forward until the arms are approximately vertical and allow the weight of the upper part of your body to exert slow, steady, even pressure downward upon the hands. This forces air out of the lungs. Your elbows should be kept straight and the pressure exerted almost directly downward on the back.

Position for Expansion Phase

4. Release the pressure, avoiding a final thrust, and commence to rock slowly backward. Place your hands upon the subject's arms just above his elbows.

Expansion Phase

5. Draw his arms upward and toward you. Apply just enough lift to feel resistance and tension at the subject's shoulders. Do not bend your elbows, and as you rock backward the subject's arms will be drawn toward you. Then drop the arms to the ground. This completes the full cycle. The arm lift expands the chest by pulling on the chest muscles, arching the back, and relieving the weight on the chest.

The cycle should be repeated 12 times per minute at a steady, uniform rate. The compression and expansion phases should occupy about equal time; the release periods being of minimum duration.

Additional Related Directions:

It is all important that artificial respiration, when needed, be started quickly. There should be a slight inclination of the body in such a way that fluid drains better from the respiratory passage. The head of the subject should be extended, not flexed forward, and the chin should not sag lest obstruction of the respiratory passages occur. A check should be made to ascertain that the tongue or foreign objects are not obstructing the passages. These aspects can be cared for when placing the subject into position or shortly thereafter, between cycles. A smooth rhythm in performing artificial respiration is desirable, but split-second timing is not essential. Shock should receive adequate attention, and the subject should remain recumbent after resuscitation until seen by a physician or until recovery seems assured.

The above described method covering the new Standard Technique for executing the Back Pressure-Arm Lift Method of Artificial Respiration has been approved by the American Red Cross and supersedes the Schafer Prone-Pressure Method formerly exhibited in the Time Tables; however, if you have not been instructed in the new Back Pressure-Arm Lift Method and the emergency arises necessitating the need for use of Artificial Respiration, then use any known method.

(6). Continue artificial respiration without interruption until natural breathing is restored, if necessary, four hours or longer, or until a physician declares the patient is dead.

(7). As soon as this artificial respiration has been started and while it is being continued, an assistant should loosen any tight clothing about the patient's neck, chest or waist. Keep the patient warm. Do not give any liquids whatever by mouth until the patient is fully conscious.

(8). To avoid strain on the heart when the patient revives, he should be kept lying down and not allowed to stand or sit up. If the doctor has not arrived by the time the patient is revived, he should be given some stimulant, such as one teaspoonful of aromatic spirits of ammonia in a small glass of water, or a hot drink of coffee or tea, etc. The patient should be kept warm.

(9). Resuscitation should be carried on at the nearest possible point to where the patient received his injuries. He should not be moved from this point until he is breathing normally, of his own volition and then moved only in a lying position. Should it be necessary, due to extreme weather conditions, etc., to move the patient before he is breathing normally, resuscitation should be carried on during the time that he is being moved.

(10). A brief return of natural respiration is not a certain indication for stopping the resuscitation. Not infrequently the patient after a temporary recovery of respiration, stops breathing again. The patient must be watched, and if natural breathing stops, artificial respiration should be resumed at once.

General Points to Be Observed in All Cases Requiring Resuscitation.

(11). Take care of the patient. An unconscious person becomes cold very rapidly, and chilling means a further strain on a vitality already weakened. Experience has shown that the cold to which the victims of electric shock are often carelessly exposed, is probably the most important cause of pneumonia, and this disease is the most dangerous after-effect of the accident. As far as possible keep the patient covered and warm both during and after resuscitation. Use hot pads, hot water bottles, hot bricks, radiant heaters or other similar means, but remember that an unconscious man has no way of telling you when he is being burned.

Do not permit the patient to exert himself. If it should be necessary to move him, keep him lying down.

Medicines and Medical Help

Never give an unconscious man anything to drink. It may choke him. Medical science knows no drug which of itself will start the breathing in a patient whose breathing has ceased.

There is great danger of prematurely ceasing resuscitation. Breathing has been re-established after eight hours of resuscitation in cases of electric shock. Therefore, the ordinary and general tests for death should not be accepted, and any doctor should make several very careful examinations and be sure specific evidence, such as the onset of rigor mortis, is present before the patient is pronounced dead and resuscitation is stopped.

The Action of the Electric Current

In electric shock the current may pass through the breathing center at the base of the brain and cause this center to stop sending out the nervous impulses which act upon the muscles responsible for breathing. As a consequence, breathing stops abruptly. If the shock has not been severe, after a time the breathing center recovers and resumes the vitally necessary duty of sending impulses to the muscles of breathing. In such cases the immediate use of the back pressure arm lift method substitutes this artificial breathing for the natural respiration of the patient. As has been pointed out, the current may so paralyze the breathing center as to require eight hours for recovery and the back pressure arm lift method must be used unceasingly through this entire time.

Victims of electric shock of this sort are unconscious, but in them the heart and blood circulation continue. Their treatment demands artificial respiration with the greatest possible promptness.

In some cases the electric current affects the heart. Under these circumstances the heart suddenly ceases to pump blood. Many cases of electric shock escape this heart effect, and even an experienced examiner requires time to assure himself it has occurred. Consequently it is the duty of those first reaching the shocked person to give artificial respiration by the back pressure arm lift method at once and to continue until natural breathing is restored or until the onset of rigor mortis.

First Care of Burns

When natural respiration has been restored, burns, if serious, should be immediately attended to while waiting for the doctor to arrive.

A raw or blistered surface should be protected from the air. If clothing sticks, do not peel it off—cut around it. The adherent cloth, or a dressing of cotton, or other soft material applied to the burned surface, should be saturated with picric acid (0.5 per cent.). If this is not at hand, use a solution of baking soda (one teaspoonful to a pint of water), or the wound may be coated with a paste of flour and water, or it may be protected with vaseline, carron oil, olive oil, castor oil or machine oil, if clean. Cover the dressing with cotton, gauze, lint, clean waste, clean handkerchief or other soft cloth held lightly in place by a bandage.

The same covering should be lightly bandaged over a dry, charred burn, but without wetting the burned region or applying oil to it.

INSTRUCTIONS GOVERNING THE USE OF THE FIRE FIGHTING EQUIPMENT ON DIESEL LOCOMOTIVES

ENGINEMEN AND CREWMEN:

Fire Discovery:

1. Bring train to stop to reduce draft and shut off all engines.
2. Pull emergency fuel cutout handle on unit affected.
3. Snap off fuel pump switches.
4. For electrical fire—Shut off current to unit affected.

Fire Extinguishers:

1. 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 locomotives are equipped with 10, 20 and 50 pound sizes.

2. Pyrene (Carbon Tetrachloride)—Diesel locomotives 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.

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:

1. Replace extinguisher.
2. Furnish proper report, showing cause, action taken and extinguisher used.
3. Restore to proper operating positions, emergency fuel cut-off valve, fuel pump and electrical switches.

Maintenance of Extinguishers:

1. Extinguisher must be kept accessible and clean.
2. Foreign material must not be hung or stored on extinguishers.
3. Know safety pin is in valve on CO^2 extinguishers and valve is properly sealed.
4. Check pressure gauge on large Pyrene extinguishers; it should show 100 lbs., examine liquid level through sight glass in front of extinguisher.
5. Check small Pyrene extinguisher by lifting to determine fullness.
6. Report any exceptions to condition of extinguisher.

Warning Guides:

1. Gases of combustions are toxic; therefore in confined places after fire is extinguished, ventilate area.
2. Contents of fire extinguishers on Diesel locomotives are non-conductors of electricity.
3. Never point extinguisher at fellow employee unless he is on fire; avoid unnecessary handling of carbon dioxide snow.
4. Time is important after discovery of fire, so know in advance locations and use of extinguishers.
5. A Diesel locomotive must not be stopped over any open flame, light or fire, except in case of emergency, when immediate action must be taken to prevent damage to the locomotive by fire.

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 locomotives. If you are in doubt as to procedure, get in touch with your Road Foreman or Assistant Road Foreman of Engines, Inspector of Safety, Diesel Supervisor, Master Mechanic or M. P. & R. E. Fire Chief.

SPECIAL INSTRUCTIONS

TAMAQUA TO NEWBERRY JUNCTION

100. 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 otherwise specified.

101. Automatic Block Signals are operated between Z Tower and East End Tamaqua Tunnel; between Buck Mountain and Herndon Branch Junction; between East Mahanoy Junction and Lofty; between West Milton Interlocking and Newberry, and Pottsgrove and "MU" Milton Interlocking. Operating Rules 505 to 518 inclusive are in effect.

When westward automatic signal L593 nine hundred twenty-five (925) feet east of Shamokin Station displays stop and proceed, trains other than passenger trains or light engines must not proceed west of Race Street Crossing until a member of crew communicates with Signalman at Herndon Branch Junction for permission to proceed, to avoid blocking street crossings.

Eastward Automatic Signals L604 and L606 three hundred twenty (320) feet west of Herndon Branch Junction are positive when stop and proceed is displayed and must not be passed until obtaining permission from Signalman at Herndon Branch Junction.

102. Block Signals are operated under the Manual Block System between Herndon Branch Junction and Lewisburg Interlocking; between Lofty and End of Double Track at Pottsgrove via Catawissa Branch. Operating Rules 305 to 373 inclusive are in effect.

(a). To admit a train to a block, Signalman will be governed by Rule 317.

103. The use of the track between West Milton and Milton Tower between Lewisburg and West Milton is controlled by the Block Signals at those points, as prescribed by Rules 261 to 264 inclusive. If for any reason the Block Signals cannot be operated, Train Orders will be issued governing movement of trains.

104. Between the East End of Tamaqua Tunnel and the West End of Mahanoy Tunnel trains may operate in either direction on either track under signal indication as prescribed by Operating Rules 261 to 264 inclusive.

If for any reason the Westward Block Signal at east end of Mahanoy Tunnel and the Eastward Block Signal at west end of Mahanoy Tunnel cannot be operated, Train Orders will be issued governing movement of trains.

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

Train crews finding signals displaying a stop indication for their train will immediately contact Operator at Mahanoy Tunnel or East Mahanoy Junction or Train Dispatcher by telephone.

Power mechanisms, on switches and derails at west end of Mahanoy Tunnel, and east and west ends of Tamaqua Tunnel are equipped with selector and ground lever for emergency operation, subject only to direction of Operators at Mahanoy Tunnel or East Mahanoy Junction or Train Dispatcher.

In the event Operator at Mahanoy Tunnel or East Mahanoy Junction or Train Dispatcher issues instructions to train crew to operate a switch by hand, selector lever must be reversed and switch can then be operated by ground lever. Upon completion of emergency operation, switch must be restored to original position and selector lever set normal and secured with padlock.

Electric ventilating fans at east portal of tunnel are controlled by Signalman at "BF" office, Mahanoy Tunnel. The operation of fans, and train movements through tunnel, will be governed by following instructions:

Tunnel must be cleared of smoke before any train is permitted to enter tunnel.

Fans will not be operated for eastbound trains except for trains which stop or are delayed in tunnel. When fans are operated under these conditions, they must be stopped when the train makes its appearance near east end of tunnel.

Fans will not be operated until three minutes have elapsed after a westbound light engine, or doubleheaded engines, or engines in backward motion, with or without cars, have entered tunnel.

Before entering tunnel Engineman will turn on headlight and continue its use throughout the tunnel.

Engineman of westbound trains entering tunnel must keep the throttle of engines open, or know that blower is turned on, to prevent air from fans blowing gases and flames back through fire box doors.

Fans must be started after the rear end of a westbound passenger train has entered tunnel.

When the speed of westbound passenger trains between Mahanoy Tunnel and Buck Mountain is restricted and will not permit keeping ahead of smoke and gas, the fans must be started when engine approaches "BF" office and the engineman will regulate the speed of train to allow air from fans to keep smoke and gas ahead of engine.

When engine of a westbound tonnage train approaches "BF" office, the fans must be started and Engineman must regulate the speed of train to allow air from fan to keep smoke and gas ahead of engine.

Engines assisting westbound tonnage trains must be in forward motion but, if for any reason assisting engine is used in backward motion, it must be detached from train before reaching tunnel.

On westbound trains being handled by steam locomotives consisting of ninety (90) or more cars, not exceeding 2800 actual tons, assisting engine or engines will be detached at the east portal of Mahanoy Tunnel.

Westbound trains being handled by Diesel locomotives on head end will pass through Mahanoy Tunnel without the ventilating fans in operation. Trains of empty cars or trains consisting of 3,600 adjusted tons or less can be handled by Diesel locomotives through the tunnel without use of an assisting engine. When necessary for steam engine to assist train through the tunnel the ventilating fans must be started as assisting engine passes "BF" office. Lead engineman will govern the speed of the train so that ventilating fan will keep smoke and gas ahead of assisting engine.

When one or both fans are out of service, tonnage of westbound freight trains must be reduced two hundred (200) tons and fires in engines shall be burned down and Fireman should avoid putting coal in fire box.

105. All Eastbound freight and coal trains that do not receive instructions at East Mahanoy Jct. regarding yarding train at Tamaqua will stop clear of eastward home signal at Tamaqua Tunnel and contact Operator Tamaqua "QA" office by telephone located in booth at west end of tunnel to secure yarding instructions from Yardmaster.

106. Where Block Signals are used, notice of working limits assigned to Work Extras will not be given other trains.

107. The cab storm windows must be kept in closed position on I-9, I-10, K-1, N-1 and T-1 engines while operating within yard limits at Tamaqua.

(a). The cab storm windows (windshields), must be kept in closed position on I-10, K-1 and N-1 engines while moving over first curve west of Mt. Carmel Jct. and while operating within yard limits at Shamokin.

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

109. At Haucks

Switching Signal located 1575 feet west of Haucks Tower on Tamanend Branch will be operated from elevated control box located opposite Haucks Tower will indicate FLASHING YELLOW for proceed, and RED for stop. This signal must be used in addition to obtaining verbal permission for reverse movements to CRR of N. J. Yard. Eastbound trains with cars to set off at Haucks will stop clear of interlocking before making cut.

110. At Preston Jct.

The normal position of switches at Preston Junction is to give right of way to eastbound trains from Shenandoah Branch single track to eastward main track.

(a). 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.

111. At Mahanoy City

The normal position of interlocking signals will be for movements of Reading Company trains over Lehigh Valley Railroad crossing on North Mahanoy Colliery Branch.

In event Reading Company signals display "Stop" and it is observed there are no trains approaching on Lehigh Valley Railroad, crew shall notify Lehigh Valley Dispatcher through telephone located in box on south side of Lehigh Valley Freight Station and after having a thorough understanding, provide full flag protection against movement in both directions on Lehigh Valley tracks, pass the "Stop" signals and proceed over Lehigh Valley Crossing.

112. At Locust Summit

Switching signal mounted on mast west of Yardmaster's office, Locust Summit, governing switching movements on switch lead indicates as follows:

GREEN—Move east at sufficient speed to give car "Kick."

GREEN—(FLASHING) Move east at slow steady speed to couple, or push cars into clear.

RED—Stop.

YELLOW—Move west on switch lead.

The above indications govern regardless of how switch engine is headed.

113. Protection for public highway crossings at grade.

During the period crossing watchman is not on duty, each movement of engine, car or train must stop before passing over the following public highway crossings during the hours listed below and a member of the crew, equipped with a red flag during daylight hours and with a red and a white light during the hours of darkness, must precede each and every movement of each engine, car or train over the crossing and properly warn the traveling public of the approach of such engine, car or train.

BRANCH	LOCATION OF CROSSING
Frackville	St. Clair, Brown's Crossing, Hancock St., 10:00 P. M. to 6:00 A. M., Monday to Friday, inclusive. Saturday and Sunday, 24 hours.
Tremont Extension Lebanon and Tremont	Tremont, Main Street, 8:00 P. M. to 4:00 A. M., Monday to Saturday, inclusive. Sunday, 24 hours.

114. 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
Shenandoah	Shenandoah, Centre Street
Mt. Carmel	Mt. Carmel, Seventh Street
	Mt. Carmel, Orange Street
Carbon Run	Shamokin—Pine, Spruce, Chestnut, Arch and Water Streets
Herndon	Trevorton, Fifth Street
Herndon	Hunter, Hunter Crossing, 40 feet east of Station
Herndon	Dornsife, State Highway, 485 feet west of Station
Milton	Milton, all crossings
Bloomsburg	Bloomsburg, Main and Railroad Sts.
Mt. Carbon	Pottsville — Norwegian, Minersville, Arch and Railroad Streets
Lebanon and Tremont	Donaldson Schell's Track east of Station.
Williams Valley	Lykens, Arch Street, Eastbound trains —Westbound trains will reduce speed to five (5) miles per hour.
Alliance	Middleport, State Highway
Silver Creek	New Philadelphia, State Highway
Eagle Hill	State Highway
Pine Forest	State Highway
Schuylkill and Susquehanna	Auburn, Pine Street
People's Railway	Westwood Switch
Wolf Creek	Minersville, all crossings
Oak Hill	Oak Hill, State Highway, 2028 ft. west of Junction Switch
Laurel Run	Public Road, 1091 ft. west of Mine Hill Gap
Muddy	Branchdale, State Highway
Middle Creek	Newtown, State Highway

Each movement of any engine, car or train must stop clear of West Laurel St., Tremont Jct. and Pine St., Tremont. Member of crew equipped with a red flag by day and a red and a white light by night, must precede each movement over these crossings and remain at crossing as long as any portion of train occupies crossing and train must not exceed a speed of 5 miles per hour while moving over either crossing.

115. 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:

Broad Street Crossing, Port Clinton.
Reynolds.
New Ringgold.
Greenwood St., Tamaqua.
East Broad St., Tamaqua.
Barnesville.
State Highway, East Mahanoy Jct.
Fritz Crossing, East Mahanoy Jct.
Quakake, East of.
Lofty.
Pottsgrove, West of Station.
Maizeville.
Flicker Crossing, East of Rappahannock.
Locust Dale.

Yellow Hill, West of Mt. Carmel Jct.
Excelsior.
Eighth St., Shamokin.
Main St., New Columbia.
New Columbia, West of.
Allenwood Crossing, East of.
2nd Street, Montgomery.
Thomas Avenue, Montgomery.
Thomas Road, Montgomery.
Saegers.
Port Penn Crossing, East of Muncy.
Water St., Muncy.
Montoursville.
Millers Lane, Williamsport.
Chestnut St., Williamsport.
River Road, Williamsport.

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:

Broad St. Crossing, Port Clinton.
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.

At Port Clinton: When automatic signal L12 displays "Approach" indication eastbound trains on eastward main track of Little Schuylkill Branch except light engines will stop west of clearance sign (C) located five hundred fifty (550) feet west of Broad Street Crossing unless eastward home signal is seen to be displaying aspect less restrictive than "STOP." Member of crew of train so stopped will immediately call Port Clinton Interlocking Station for instructions.

Eastbound Trains on eastward main track having stopped between sign marked "START OF CROSSING PROTECTION" located one thousand eight hundred ten (1810) feet west of Broad Street Crossing and clearance sign (C) located five hundred fifty (550) feet west of Broad Street Crossing shall not exceed a speed of ten (10) miles per hour until after arriving at crossing.

116. Westward 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 flashlight signals have been in operation at least fifteen (15) seconds.

At 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 the continual operation of crossing flash light signals.

117.

118. Engine or other movements in either direction on the Tail Track of former West Milton Wye or over State Highway Crossing, 7000 feet west of Allenwood Station, shall be stopped before passing over State Highway Route No. 15 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.

119. Interlocking Home Signals at Montgomery Crossing on Pennsylvania Railroad and Reading Company tracks are controlled from "WG" Williamsport Interlocking Station.

Train crews finding signals displaying a Stop Indication for their train will immediately contact Operator at "WG" Williamsport by telephone.

120. 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.

121. Automatic highway crossing gates and flashing light signals protecting Third Street Crossing, 2,720 feet west of Ashland Station, in service.

Short arm gates and flashing light signals will operate automatically for through train movements with or against current of traffic on eastward and westward main tracks.

Control points for start of crossing protection will be located 2,444 feet east of and 2,211 feet west of crossing, in eastward and westward main tracks.

An engine or train having crossed the crossing and having stopped within the limit 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 requirements of Operating Rule "T."

For eastward main track, crossing clearance points will be established by clearance signs marked (C) located along south side of eastward main track, 124 feet west of and 95 feet east of the crossing.

For westward main track, crossing clearance points will be established by clearance signs marked (C) located along north side of westward main track 124 feet west of and 1,200 feet east of crossing.

Westward trains on westward track having stopped between sign marked "START OF CROSSING PROTECTION" located 275 feet west of Ashland Station and clearance sign "C" located 1,200 feet east of Third Street, Ashland, will not exceed speed of twenty (20) miles per hour between clearance sign "C" located 1,200 feet east of Third Street and Third Street Crossing.

Cars, engines or trains must not be left standing on either main track between clearance signs. Occupancy of either track, between clearance signs, will cause gates to lower and remain in that position for entire time designated sections of track are occupied.

Train movements over the crossing on industrial side track, located along north side of westward main track, will not cause highway crossing gates and signals to operate; and must be protected by member of train crew in accordance with Operating Rule "T."

122. Automatic highway crossing gates and flashing light signals protecting Broad Street Crossing sixty-five (65) feet east of West Milton Station is in service. Short arm gates and flashing signals will operate automatically for through train movements in either direction on single main track and on side track located adjacent to West Milton Station.

Control points for start of crossing protection circuit for Catawissa Branch eastward and westward main tracks west of Broad Street Crossing, will be located two thousand five hundred five (2505) feet west of the crossing; for Catawissa Branch single track east of Broad Street Crossing, one thousand four hundred seventy (1470) feet east of the crossing; for Shamokin, Sunbury and Lewisburg Branch single track east of Broad Street Crossing two thousand four hundred twenty (2420) feet east of crossing; and for side track the eastward start will be located three

hundred fifty-five (355) feet west of the crossing, and the westward start will be located in the single track of the Catawissa Branch one thousand two hundred fifty (1250) feet east of the crossing.

A train operating in either direction on single track, having crossed the crossing and having stopped within the limits of West Milton Interlocking shall not recross the crossing, if the gates have raised to vertical position, without providing flag protection, subject to requirements of Operating Rule "T". An engine or train operating in eastward direction on side track, having crossed the crossing and having stopped within the limits of West Milton Interlocking shall not recross the crossing, if the gates have raised to a vertical position, without providing flag protection in accordance with Operating Rule "T." Crossing clearance points, will be established for single track, by clearance signs marked (C) located along single track one hundred (100) feet west of and forty (40) feet east of the crossing; and for side track, by clearance sign marked (C) located along north side of side track forty (40) feet east of crossing and by eastward interlocking home dwarf signal located twenty-five (25) feet west of the crossing between side track and single main track.

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

Eastbound trains on eastward main track having stopped between sign marked "Start of Crossing Protection" located two thousand five hundred five (2505) feet west of West Milton Interlocking Station and eastward home signal at West Milton Interlocking Station, must not exceed a speed of 15 miles per hour between eastward home signal and Broad Street Crossing.

Engines or trains moving from "Shop Track" eastward must stop with leading end of train clear of the crossing but not less than 15 feet from near side of crossing and shall not cross or foul crossing until after gates have been in down position at least 15 seconds.

If gates fail to descend after an elapsed time of one minute for a train operated in accordance with the instructions contained in above paragraph, movement over crossing shall be made in accordance with Operating Rule "T."

123. Electrically operated crossing gates and flashing light signals located at Arch, Depot and Howard Streets, Newberry, 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.

124. Automatic highway crossing gates and flashing light signals protecting Maynard Street Crossing, five thousand seven hundred five feet west of Williamsport, in service.

Short arm gates and flashing signals will operate automatically for through train movements with or against the current of traffic on eastward and westward main tracks.

Control points for start of crossing protection will be located 2,465 feet east of and 2,495 feet west of crossing, in eastward and westward main tracks.

An engine or train having crossed the crossing and then 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 requirements of Operating Rule "T."

Crossing clearance points will be established by clearance signs marked (C) located along westward main track 95 feet east and west of crossing.

Cars or engines must not be left standing on either track between crossing and crossing clearance signs as this will prevent gates from raising.

125. Automatic highway crossing short arm gates and flashing light signals protecting Main Street, Catawissa, in service.

Short arm gates and flashing light signals operate for all through train movements in either direction on main track and for all train movements to and from Catawissa Siding.

Westbound trains with set-off or pick-up at Catawissa will arrange to cut train a sufficient distance east of Redpen Tower so that when recoupling to train prior to departure, engine will be clear of sign reading "Start of Crossing Protection" located 150 feet west of Redpen Interlocking.

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, 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.

126. Redpen Tower is closed, and signals governing movements westward and eastward are out of service.

127.

128. 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 ten (10) miles per hour until the train on the opposite track is passed.

129. When trains stop unexpectedly for water or stop to put out a shop car, conductors will immediately communicate with operator or train dispatcher to ascertain whether or not there are any instructions.

130. Flagmen and operators must exchange signals as the rear of the train enters and leaves the tunnel.

131. Trains with assisting engines coupled to rear of train which are required to back off, shall be governed as follows:

(a). When the rear end clears the crossover to be used for the back-off movement, and the train has been brought to a stop, the engineman on the lead engine will increase the reduction to a total of 25 lbs. and immediately cut out the automatic brake with brakes applied.

(b). At this time the engineman on the assisting engine will cut in his automatic brake and release brakes and control the train in the back-off move. Upon completion of the move he will make a total reduction of 25 lbs. and while brakes are thus applied cut out the automatic brake.

(c). The lead engineman will then cut in his automatic brake and assume control of the train.

133.

135. GRADE OPERATION

RULES FOR THE PREPARATION AND OPERATION OF FREIGHT TRAINS WITH POWER BRAKE ON DESCENDING GRADES

LOCUST SUMMIT GRADE

(a). Eastbound trains between Locust Summit and Gordon will operate as follows:

(b). A freight train with engine equipped with two 11-inch air pumps or one cross compound pump is permitted to handle 70 cars of coal or freight, 5,525 tons.

FRACKVILLE GRADE

(a). Eastbound trains between Frackville and St. Clair will operate with all retaining valves in holding position as follows:

(b). A freight train with engine equipped with two 11-inch air pumps or one cross compound pump is permitted to handle 2,800 tons.

(c). A freight train with three (3) or four (4) unit Diesel locomotives having dynamic brakes in service on all units is permitted to handle 5,000 adjusted tons, not exceeding 60 cars.

KEFFERS GRADE

(a). Eastbound trains between Keffers and Tremont will operate as follows:

(b). A freight train with engine equipped with two 11-inch air pumps or one cross compound pump is permitted to handle 50 cars, 4,000 tons.

LORBERRY GRADE

(a). Eastbound trains between Lincoln Colliery and Lorberry Junction will operate as follows:

(b). A freight train with engine equipped with two 11-inch air pumps or one cross compound pump is permitted to handle 35 cars, 2,800 tons.

Preparation of Cars

(a). The air brake equipment on all cars of trains dispatched over the following grades:

Frackville
Bear Run
Locust Summit
Keffers
Lorberry

must be inspected, tested and repaired in accordance with the following instructions:

(b). Brake Pipe Leakage—Charge the brake pipe to not less than 90 pounds, after which make a 15 pound brake pipe reduction and note the leakage, which must not exceed 5 pounds per minute.

(c). Piston Travel Adjustment—Piston travel less than 7 inches, or more than 9 inches, must be adjusted to nominally 8 inches.

(d). Brake Cylinder and Retaining Valve Test—The brake cylinder and retaining valve leakage must not exceed an amount which will permit the brake cylinder pressure to leak off in 3 minutes with retaining valve handle in horizontal position (crosswise of the pipe) and triple valve in release position. In making retaining valve tests, car inspector will record each retaining valve which blows as the handle is turned down as an effective brake.

Operation

(e). The train crew will turn up the handles of all pressure retaining valves and signal engineman to apply the brakes. When the brake pipe is charged to the required pressure of 90 pounds, the engineman will make a 15 pound brake pipe reduction and note the brake pipe leakage which must not exceed 5 pounds per minute, after which the reduction must be increased to 25 pounds. When the brake application has been completed the engineman will release brakes and note the time of release. At the expiration of five minutes he will again blow one long blast of the whistle and reapply the brakes, making a 20 pound brake pipe reduction and release, and continue this operation at intervals of five minutes until he receives signal from the crew signifying that the tests have been completed.

(f). In making the retaining valve test the brakemen will place themselves near the retaining valve on the first car of their portion of the train and when they hear the brakes release through the blow-down port in retaining valve, they will note the time, and at the expiration of 3 minutes after the brakes start to release they will proceed to turn handles of retaining valves to release position, and note the exhaust of air from the retaining valve to determine if the brakes are holding. All retaining valves that give a strong blast of air will be considered effective brakes; those that do not blow at all will be considered ineffective brakes.

(g). While making this test, when the brakemen hear the engineman give one long blast of the whistle, they will stop turning down the handles of the retaining valves. As the engineman is about to make another application of the brakes, the brakemen must wait and listen at retaining valve to hear the brakes release, then wait 3 minutes before starting to turn down retaining valve handles. This test must be repeated until all of the retaining valves have been tested.

(h). The Conductor moving the train will fill out his own Air Brake Clearance Card after the air brake test has been made at the designated point, showing the condition of the train brakes, which must be signed by and turned over to the engineman with any written comments he may have to make as to the condition of the train brakes, together with the number of tons per effective brake. If the tonnage per effective brake does not exceed the maximum, the train will be handled down the grade with power brakes alone. If it does exceed the maximum, it will not be considered a power brake train. The following table will show maximum tonnage per effective brake to be handled on the different grades:

Frackville	85 tons
Bear Run	85 tons
Locust Summit	85 tons
Keffers	95 tons
Lorberry	80 tons

(i). Air Brake Clearance Card—After tests and repairs have been completed, the Foreman Car Inspector, or his representative will fill out Air Brake Clearance Card in triplicate as outlined below, showing the condition of air brake equipment on cars in train and forward the original copy to party designated, one copy to be turned over to the Conductor, retaining the other copy for his file. The Foreman Car Inspector will be held responsible for the condition of air brake equipment on trains dispatched from his respective terminal.

READING COMPANY

Place..... Date..... Loco. No.....
No. Cars in Train:
Loaded..... Empty..... Total.....
Was Piston Travel Adjusted as per Special Instructions .....
No. Retaining Valves Effective .....
Gross Tonnage of Train .....
Total Retaining Valve Value in Tons .....
Brake Pipe Leakage .....Lbs. per Minute
Tons per Effective Brake .....
Conductor..... Engineman.....
.....
Foreman Car Inspector

(j). In order to determine the tonnage per effective brake in train, divide the number of effective brakes into the total gross actual tonnage of train, this will give you the number of tons per effective brake. For example, if you have 60 cars in train and 4,675 tons and you have 5 retaining valves that are not holding, you would then have 55 brakes divided into 4,675 tons, which would give you 85 tons per effective brake. This would be considered a power brake train, but if you had 10 retaining valves not holding, you would only have 50 effective brakes or 93 tons per effective brake, which would not be considered an air brake train on Locust Summit Grade.

Note:
Gross tonnage of train must NOT exceed retaining valve value.

(k). All trains operating down the above grades must have the air brakes on all cars in effective operating condition, except in cases of emergency, but at no time shall the number of operative brakes be less than permitted by Federal requirements.

(l). When conditions arise and it is necessary to move any cars to the shop account not having their air brakes in operative condition, the gross tonnage of the train must NOT exceed retaining valve value. This paragraph applies only to points where there are no terminal facilities to make all necessary repairs to put air brake equipment in first class condition.

(m). If the average tonnage exceeds the maximum tons per effective brake with the air brake equipment on all cars meeting the above requirements, the make up of the train must be changed and a sufficient number of cars of lower capacity added to reduce the maximum tons per effective brake to that specified or less.

(n). The engineman should check calculations in manner above described in order to insure that conductor and inspectors are correct.

(o). After tests have been completed, as above specified, before starting down a grade the maximum pressure must be obtained and all retaining valve handles placed in position to be operated down the grade.

(p). The retaining valve handles will be placed in the high pressure position on loaded cars and low pressure position on empty cars, except where special instructions exist. Where high pressure position of the retaining valve provides too severe a brake, same may be placed in low pressure position.

(q). When the air brake tests are made by the car inspectors, the crew will only be required to make a road test of train brake. The inspectors will furnish the conductor with an Air Brake Clearance Card, which must be signed by him and delivered to the engineman.

(r). The brake pipe pressure shall be 90 pounds and the main reservoir pressure 130 pounds with brake valve handle in running position when starting train movement. In case the brake pipe pressure cannot be recharged to 75 pounds at the beginning of an application, the engineer shall on next application hold the brakes applied until train is stopped and again recharge to maximum pressure.

(s). Trains moving east from Locust Summit, and approaching Rocktown Bridge, with speed of train between five (5) and eight (8) miles per hour, when engineman has sufficient brake pipe pressure to properly control train, he will indicate to train crew to release retainers by two (2) long blasts of whistle. Train crew will then see that retainers are released between Rocktown Bridge and Telegraph Pole 123-40, or at such point beyond where retainers can be released with safety, so that train may proceed uniformly to Gordon with retainers released, avoiding stop on high fill.

(u). On trains of empty cars on such grades, the brake pipe pressure must be standard 80 pounds, the pressure retaining valves must operate in low pressure position on 30 to 50 per cent of the cars as required except where special instructions exist. In case the brake pipe pressure cannot be recharged to 60 pounds at the beginning of an application, the engineer shall on next application hold the brakes applied until the train is stopped and again recharged to maximum pressure.

Miscellaneous Grade Braking

(v). The table below will show the maximum tonnage per effective brake to be handled by locomotives on the different grades:

STEAM LOCOMOTIVES

Locust Summit to Shamokin	125 tons
Buck Mountain to Tamaqua	125 tons
Lofty to Tamaqua	125 tons

Westward trains handled by four (4) unit 5400 h. p. Diesel locomotives with dynamic brake in service on all units, will operate between Locust Summit and Shamokin on trains not exceeding 6000 adjusted tons without the use of retaining valves. On trains exceeding 6000 adjusted tons ten (10) retaining valves will be used for the first additional 500 tons, and one (1) retaining valve for each 500 tons thereafter.

Four (4) unit 6000 h. p. Diesel locomotives having the dynamic brake in service on all units, will operate between Locust Summit and Shamokin with trains of not exceeding 7000 adjusted tons without the use of retaining valves. On trains exceeding 7000 adjusted tons ten (10) retaining valves will be used for the first additional 500 tons, and one (1) retaining valve for each 500 tons thereafter.

Three (3) unit 4500 h. p. Diesel locomotives having dynamic brake in service on all units will operate between Locust Summit and Shamokin on trains not exceeding 5000 adjusted tons without the use of retaining valves. On trains exceeding 5000 adjusted tons ten (10) retaining valves will be used for the first additional 500 tons, and one (1) retaining valve for each 500 tons thereafter.

Three (3) unit 4500 h. p. Diesel locomotives having dynamic brake in service on all units will operate between Locust Summit and Gordon and between Frackville Junction and Bear Run Junction on trains not exceeding 2000 adjusted tons without the use of retaining valves. On trains exceeding 2000 adjusted tons ten (10) retaining valves will be used for the first additional 500 tons, and two (2) retaining valves for each 500 tons thereafter.

Four (4) unit 5400 h. p. Diesel locomotives having dynamic brake in service on all units, handling not exceeding 7000 adjusted tons will operate without the use of retaining valves between Lofty and Tamaqua, and between Buck Mountain and Tamaqua.

Four (4) unit 6000 h. p. Diesel locomotives having dynamic brake in service on all units will operate between Lofty and Tamaqua and between Buck Mountain and Tamaqua with trains not exceeding 7600 adjusted tons without the use of retaining valves.

Three (3) unit 4500 h. p. Diesel locomotives having dynamic brake in service on all units will operate between Lofty and Tamaqua and between Buck Mountain and Tamaqua with trains not exceeding 7100 adjusted tons without the use of retaining valves.

(w). Starting from the summit, the engineman should make the first application as soon as practicable without stalling. This is to test the holding power while speed is low and by fully recharging get the additional aid of the retaining valves. Speed thereafter, within local regulations, should suit the holding power of the train and the ability to recharge fully. Where there is a gradual loss of brake pipe pressure and it reaches a point below 65 pounds, unless the speed of the train has been reduced to such a point that the brake pipe pressure can again be recharged above 75 pounds, the engineman will stop the train promptly. Conductors and trainmen will observe air gauge in

caboose frequently and if brake pipe pressure does not reach to within 5 pounds of the above stated pressure of 75 pounds, they will use every precaution to stop train at once.

(x). Hand brakes shall be used when called for by the engineer or in any other emergency.

Whenever the locomotive is detached or a stop is made on a heavy grade under circumstances in which the efficiency of the air brake system may be impaired by allowing the train to stand with the brakes applied, a sufficient number of handbrakes must be set to hold the train before air brakes are released or the engine cut off. When ready to start, hand brakes must not be released until it is known that the air brake system has been fully recharged.

(y). The conductor must be in his proper place out on the train, and will be held responsible for properly instructing the trainmen and to know that they are located at their appropriate station on the train.

(z). Engineers on passenger trains will make running test of air brakes before descending grades.

136. **Eastbound trains between Lofty and Tamaqua will be operated as follows:**

An engine equipped with two 11-inch air pumps or one cross compound pump is permitted to handle 95 cars.

137. **Eastbound trains between Buck Mountain and Tamaqua will be operated as follows:**

An engine equipped with two 11-inch air pumps or one cross compound pump is permitted to handle 95 cars.

138. On trains operating in colliery service on heavy grades, engineman will direct the trainmen to set up as many retaining valves as may in his judgment be required to properly control the speed of the train.

MAIN LINE—LITTLE SCHUYLKILL BRANCH

139. Where three or four main tracks are in operation, they will be designated by numbers as follows:

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

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

140. 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 otherwise specified.

141. Between Pottsville and Port Clinton, and between Tamaqua and Port Clinton Automatic Block Signals are operated: Operating Rules 505 to 518 inclusive are in effect.

142. When westbound trains stop at east end Stony Creek Siding account trains ahead or at Port Clinton Water Column, conductors will immediately communicate by telephone with train dispatcher to ascertain whether or not there are any instructions.

143. When trains take siding at Stony Creek Siding, conductors will immediately communicate by telephone with train dispatcher to report clear and ascertain whether or not there are any instructions.

Sand Siding and Kruger Siding must only be used at the direction or by permission of the Train Dispatcher.

144. Trains or engines must not operate in either direction on Mount Carbon Branch between Norwegian and Nichols Streets without first obtaining permission of signalman at Pottsville Junction.

Trains or engines must not pass engines or equipment on Main or Side Tracks between Norwegian Street and connection of East Norwegian Branch with Mount Carbon Branch at Nichols Street.

The normal position of switch at Nichols Street is to give right of way to East Norwegian Branch.

145. **Automatic highway crossing gates and flashing light signals protecting Landingville Crossing, four hundred twenty (420) feet east of Landingville Station, in service.**

Short arm gates and flashing light signals operate for through train movements with or against the current of traffic on eastward and westward main tracks.

Control points for start of crossing protection will be located two thousand six hundred eighty (2680) feet west of and two thousand nine hundred (2900) feet east of crossing, in eastward and westward main tracks.

An engine or train having crossed the crossing, and then having stopped within the limits of control points shall not recross the crossing without providing flag protection, subject to requirements of Operating Rule "T".

Engines or trains operating in either direction on side track, 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 after gates have been in down position at least fifteen (15) seconds.

If gates fail to descend after an elapsed time of thirty (30) seconds for a train operated in accordance with instructions contained in above paragraph, movement over crossing shall be made in accordance with Operating Rule "T".

Crossing clearance points for eastward and westward main tracks will be established by clearance signs marked (C) located along north side of westward main track and track joints painted yellow eighty (80) feet east of and eighty (80) feet west of the crossing; and for side track, by clearance signs located along south side of side track and track joints painted yellow sixty-five (65) feet east of and eighty (80) feet west of the crossing.

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

Eastward trains, on either main track, having stopped between sign marked "Start of Crossing Protection" located two thousand six hundred eighty (2680) feet west of the crossing and a location six hundred sixty (660) feet west of the crossing identified by track joints painted yellow, shall not exceed a speed of fifteen (15) miles per hour until after it has arrived at the crossing.

Trains switching in the vicinity of Landingville Station shall not leave cars standing on either main track between the above specified location six hundred sixty (660) feet west of the crossing and the crossing.

146. Electrically operated crossing gates and flashing light signals located at William, Union and Main Streets, Schuylkill Haven, 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 seconds or flag protection is provided.

Westward trains having stopped east of William Street must not resume westward movement or foul crossing until gates are in lowered position for at least twenty 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 at Union Street watchman is located on pole on west side of William Street.

All westward freight trains receiving instructions to yard train or part of train at Mine Hill Crossing, will stop clear of William Street, Schuylkill Haven, and contact Yardmaster or Clerk at Mine Hill Crossing on telephone for instructions.

Crews yarding train or part of train at Mine Hill Crossing, will use crossover to eastward main track west of William Street and pull in an running track.

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

147. Automatic highway crossing gates and flashing light signals protecting Connor's Crossing, fifty feet east of Cressona, in service.

Short arm gates and flashing light signals operate for through train movements with or against the current of traffic on all three main tracks.

On No. 1 and 2 tracks, control points for start of crossing protection is located 2,370 feet east of and 2,640 feet west of crossing; on No. 3 track 1,345 feet east and west of crossing.

An engine or train having crossed the crossing and then having stopped within the limits of control points shall not recross the crossing without providing flag protection, subject to requirements of Operating Rule "T".

Engines or trains operating in either direction on either side track, must stop with leading end of train clear of crossing but not less than fifteen feet from near side and shall not cross or foul crossing until after gates have been in down position at least fifteen seconds.

If gates fail to descend after an elapsed time of one minute for a train operated in accordance with instructions contained in above paragraph, movement over crossing shall be made in accordance with Operating Rule "T".

Crossing clearance points will be established by clearance signs marked (C) located along No. 3 track fifty feet east and west of crossing.

Cars or engines must not be left standing on any track between crossing and clearance sign as this will prevent gates from raising.

148. When trains stop at New Ringgold Water Column, conductors will immediately communicate by telephone with train dispatcher to ascertain whether or not there are any instructions.

149. 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 flashlight signal circuit for Hughes Avenue Crossing, New Ringgold, indicated by sign located two thousand six hundred and seventy (2670) feet west of New Ringgold Station.

150. Train Dispatcher's telephone, located in booth, south side of eastward track, Houser's Crossing, seventy-six (76) car lengths east of Z tower, and on pole 95-31 one hundred fifteen (115) car lengths east of tower, south side, is for train service employes to ascertain when rear end of train has been attached and train is ready to proceed.

151. Trains shall not cross to or obstruct the opposite track without permission of the train dispatcher.

SCHUYLKILL VALLEY BRANCH

152. 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 otherwise specified.

153. Automatic Block Signals are operated between Pottsville Jct; and Mill Creek Jct; Operating Rules 505 to 518 inclusive are in effect.

(a). Block Signals are operated under the Manual Block System between Mill Creek Junction and Tamaqua. Operating Rules 305 to 373 inclusive are in effect.

(b). To admit a train to a block, signalman will be governed by Rule 317.

154. Clearance Card (Form A) Line 4 will be issued at Pottsville Junction.

155. Westbound freight and coal trains between Buck Siding and Tamaqua, and eastbound freight and coal trains between Buck Siding and Middleport will operate as follows:

Brake pipe pressure must be not less than 90 pounds.

All slow freight or tonnage trains operating on above grade must have all retaining valves set in high pressure position, and must not exceed a speed of eight (8) miles per hour.

156. Automatic highway crossing gates and flashing light signals protecting Main Street, Middleport, in service.

Short arm gates and flashing signals operate for through train movements in either direction on main track.

Control points in main track, for start of crossing protection are located 2,170 feet east and west of crossing.

An engine or train operating on main track having crossed the crossing and stopped within the limits of control points shall not recross the crossing without providing flag protection, subject to requirements of Operating Rule "T".

Crossing gates and flashing signals will be controlled automatically for train movements in either direction on Middleport Siding, by a train occupying a track circuit which extends fifty feet either side of the crossing.

Engines or trains operating in either direction on this side track, must stop with leading end of train clear of the crossing but not less than fifteen feet from near side of crossing and shall not cross or foul crossing until after gates have been in down position at least fifteen seconds.

If gates fail to descend after an elapsed time of one minute for a train operated in accordance with the instructions contained in above paragraph, movement over crossing shall be made in accordance with Operating Rule "T".

Crossing clearance points are established by clearance signs marked (C) located along outside of Middleport Siding fifty feet east and west of crossing.

Cars or engines must not be left standing on either track between crossing and clearance signs as this will cause gates to lower and remain in lowered position.

FRACKVILLE BRANCH

157. 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 otherwise specified.

158. (a). 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.

(b). Crews shall report to Train Dispatcher time entering or when clear of Reading Co. tracks at Wetherill Junction.

(c). Each movement of any enhine 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.

159. Color Light Hump Switching Signals located 283 and 970 feet respectively west of St. Clair Scale govern

switching movements only and display GREEN for proceed and RED for stop.

160. Engines moving in either direction on either leg of the Wye at Head of Grade, will be preceded by a flagman.

BEAR RUN BRANCH

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

MINE HILL AND SCHUYLKILL HAVEN BRANCH TREMONT EXTENSION LEBANON AND TREMONT BRANCH WILLIAMS VALLEY BRANCH

162. On single track, or when a section of double track is used as single track, Westbound Trains are Superior by direction as between opposing trains of the same class, except as otherwise specified.

163. State Highway Crossing 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 flashlight 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.

164. Trains from Tremont Extension going west on M. H. and S. H. Branch, use East Leg of Wye and cross to westward track east of Westwood Station.

165. Westbound trains to and eastbound trains from Tremont Extension use East Leg of Wye.

166. Engines moving in either direction on either leg of the Wye at Westwood, will be preceded by a flagman.

167. The normal position of facing point crossover for westbound trains establishing the west end of double track at Silverton, is to give right of way to westbound trains from westward main track to Tremont Extension single main track.

(a). The normal position of facing point turnout for westbound trains, establishing the east end of double track located twenty-two (22) feet west of Westwood, is to give right of way to westbound trains from Mine Hill and Schuylkill Haven Branch to Tremont Extension westward main track.

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

169.

170. The normal position of switch at West West Junction is to give right of way to trains entering Muddy Branch.

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

178. Cab storm windows (windshields) must be kept in closed position on all engines while operating between points eighty (80) feet and two hundred eighty (280) feet east of Tremont Station, account close clearance between Tremont Extension and Lebanon and Tremont Branch Main tracks.

179. The normal position of crossover located three hundred twenty (320) feet west of Tremont is to give right of way to trains between Tremont Extension and Lebanon and Tremont Branches.

183. Freight trains of 25 or more cars will stop short of water or coaling stations and cut engine off when taking water or coal, except at following points:

New Ringgold	West
Lofty	West
Shamokin	East
Beaver Valley	East
Locust Summit	West and East

184. Hand thrown main track crossovers with electric lock in middle of crossovers are in service as follows:

Location	Control Point
West of East Mahanoy Junction	"UG" Interlocking

Contact signalman at control point.

Push foot-pedal forward and remove padlock.

A time delay may be imposed between operation of control by operator or automatic device and release of electric lock.

When indicator displays "UNLOCKED" press foot-pedal down and operate bolt locking lever.

Reverse both ends of crossover.

In restoring to normal, restore both ends of crossover to normal position, restore bolt locking lever to normal position, push foot-pedal forward and secure electric lock with padlock.

185. Hand thrown switches with electric locks on derails are in service as follows:

Name	Location	Control Point
P. R. R. Interchange Track	"WG" Interlocking	"WG" Interlocking
C. A. Reed Co. Side Track	"WG" Interlocking	"
Milton Branch	Milton Br. Jct.	"MU" Interlocking
P. P. & L. Co. side track	East of Milton Branch Jct.	"
Chef Boy-Ar-Dee Industrial track	West of Milton Branch Jct.	"
Chef Boy-Ar-Dee Trestle track	West of Milton Branch Jct.	"
East End Buck Mtn. Eastward Siding	West of Buck Mtn. Station	"BF" Interlocking
Tamaqua Tunnel Side track	Tamaqua Tunnel	"UG" Interlocking
West End of Wye Track at the Schuylkill Valley Branch end.	Mill Creek Junction	MJ Tower Pottsville Junction
East End Mintzers Siding	Mintzers Siding	"UG" Interlocking
East End M & S Side Track	East Mahanoy Junction	"
Crossover between M & S Side Track and Westward Main Track	"	"
West End M & S Side Track	"	"
Freight Track	"	"
Driesbach's side Track	West of Lewisburg	"WM" Interlocking

Name	Location	Control Point
Nail Mill Branch	West of Lewisburg	"WM" Interlocking
Federal Penitentiary Industrial Track	West of Lewisburg	"
East End of West Milton Storage Track	East of West Milton	"
West End of West Milton Storage Track	East of West Milton	"

To Reverse Switch and Derail

Contact operator at control point. Open door (switch lock) on electric lock at derail. A time delay may be imposed between operation of control by operator or automatic device and release of electric lock.

When indicator displays clear, reverse mechanical lock lever.

Reverse derail.

Reverse main track switch.

In restoring to normal, main track switch must be set normal, then derail, then mechanical lock lever, closing and securing door with padlock. Lock lever must be restored and door closed, otherwise signals will display STOP.

186. Hand thrown switches with electric locks on switches are in service as follows:

Name	Location	Control Point
Nail Mill Track	West of Milton "MU" Tower	"MU" Interlocking
West End Mintzers Siding	Mintzers Siding	"UG" Interlocking

To Reverse Switch

Contact operator at control point.

Open door (switch lock) on electric lock at switch.

A time delay may be imposed between operation of control by operator or automatic device and release of electric lock.

When indicator displays clear, reverse mechanical lock lever.

Reverse main track switch.

In restoring to normal, main track switch must be set to normal, then mechanical lock lever, closing and securing door with padlock. Lock lever must be restored and door closed, otherwise signals will display STOP.

187. TRAIN ON BRANCH Signals, superseding the use of Train Order Form "G" for Extra Trains are in service as follows:

Governing movement on:	Location
Mahanoy City Colliery Branch	Mahanoy City
Preston Branch	Preston Junction
Knickerbocker Branch	Ellangowan Junction
Mt. Carmel Branch	Mt. Carmel Jct.
Enterprise Colliery Branch	Enterprise Jct.
Henry Clay Colliery Branch	Shamokin
Carbon Run Branch	Herndon Branch Jct.
Shamokin Dam Spur Track	Clement
Mine Hill and Schuylkill Haven Br.	West of Mine Hill Gap
Lorberry Branch	Lorberry Junction
Good Spring Colliery Branch	Good Spring
People's Railway	West End Junction
Wolf Creek Branch	Minersville
Oak Hill Branch	Foot of Mountain
Laurel Run Branch	Mine Hill Gap
Muddy Branch	Silverton
West West Branch	Silverton

Governing movement on:	Location
Swatara Branch	Swatara Junction
Middle Creek Branch	Swatara Junction
Hazlebrook Branch	Hazlebrook Junction
Eagle Hill Branch	Eagle Hill Junction
Silver Creek Branch	Silver Creek Jct.
Alliance Branch	Middleport
East Norwegian Branch	Pottsville
Mount Carbon Branch west of Nichols Street	Pottsville

Before entering the above branches, crew 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. The lever controlling the signal must always be locked with a switch lock irrespective of its position. Trains finding this signal displayed must not enter the branch except under flag protection.

188. Spring Switches protected by signals are in service as follows:

Location	Normal Position
West End Brandonville Siding	Main Track Movement
West End Beaver Valley Siding	Main Track Movement
East End Catawissa Siding	Main Track Movement
West End Mausdale Siding	Main Track Movement
East End Double Track Pottsgrove	Westward Movement
West End Double Track Herndon Branch Junction	Single Track to Eastward Main Track
Turnout to Herndon Branch at Herndon Branch Junction	Movement to Herndon Branch
East End Double Track Shenandoah Junction	Westward Movement
Boston	Bear Run Branch to St. Nicholas Connection
West End Double Track Frackville Junction	Single Track to Eastward Main Track

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.

(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.

189. 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 Rule 509-b.

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

190. 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:

Location	Between Poles	Track Crossed	Main	Side	Specific Location
Newberry Jct.	202/44-202/45			2	Yard
" "	Pole to Car Shop Roof			4	"
" "	—			10	Car repair shop, 200' east
" "	—			9	Car repair shop, 180' west
" "	—			3	Ice car track
" "	—			8	Front of engine house
Newberry Jct.	—			2	East of transfer freight house
" "	—			3	Coal dock
" "	—			2	Ash pits
" "	—			2	Ash pit tracks
" "	202/42-202/43			1	Water tank
" "	—		2	3	Opposite NYC engine house
Newberry Sta.	202/4-202/5			1	East of Station
" "	201/30-201/31			1	East of Lyc. Crk.
" "	201/29-201/30			1	East of Lyc. Crk.
Williamsport	200/13-200/14			1	E. of Maynard St.
"	200/9-200/10			1	E. of Maynard St.
Montoursville	195/19-195/20		2		Just west
Montgomery	182/6-182/7			1	Vicinity of Sta.
"	181/54-182/1			1	Vicinity of Sta.
West Milton	171/23-171/24		2	2	1 mile west
West Milton	Off of 171/7			9	Ash pit track
Milton Branch	10 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	2		At Milton Tower
Bloomsb'g Sta.	6 - 7			2	At Bloomsb'g Sta.
Winfield	163/21-163/22		1		2½ miles west
"	162/4-162/5		1	1	West of Winfield
Shamokin	137/13-137/14			1	"D" Office, Sham. Atlantic Gas Co. Siding
Trevorton	6/41-6/42			1	W. of Trevorton at Tressler Lbr. Sg.
Locust Dale	3/40-3/41			1	Potts Colliery Lumber Yd. Sdg.
Ashland			2	1	Preston Sdg.
Tamaqua	—			7	Coal dock
"	—			3	Ash pit
"	PP&L Co. 16494-PP&L Co. 16495			4	At Sand Pit
"	96/38-96/40		2	5	"Z" Office
Pottsville	—		2	4	Section Tool House
"				1	Heating Plant
"				2	C. & I. Unloading Chutes
West Cressona	1/19-1/20		2	1	West end of Yard
Middle Cr. Br.			1	1	1500 feet west of switch leading to Indian Head Colliery
Blackwood	4/36-4/37		1		½ mile East
Tower City	3/16-3/17			1	1000' West

191.

MANUAL BLOCK SYSTEM WITH HOURS OF SERVICE

STATIONS	HOURS OPEN	
	WEEK-DAYS	SUNDAYS
Lofty	Day and night	Day and night
Brandonville	6:00 a. m. to 2:00 p. m.	6:00 a. m. to 2:00 p. m.
Beaver Val'y	Day and night	Day and night
Norca	Day and night	Day and night
Rupert	Day and night	Day and night
Milton Tower	Day and night	Day and night
Lewisburg Tower	Day and night	Day and night
Sunbury Tower	Day and night	Day and night
Herndon Br. Jct. "QA"	Day and night	Day and night
Tamaqua	Day and night	Day and night
Pottsville Jct.	Day and night	Day and night

	Monday to Friday inclusive	Saturday and Sunday
Ringtown	6:00 a. m. to 2:00 p. m.	Closed

192.

TRAIN ORDER OFFICES WITH HOURS OF SERVICE

All Train Order offices excepting those noted below are open continuously.

STATIONS	HOURS OPEN	
	Weekdays	Sunday
Auburn	6:00 a. m. to 10:45 a. m. 11:45 a. m. to 3:00 p. m.	Closed

	Monday to Friday Inclusive	Saturday and Sunday
Mahanoy City	7:00 a. m. to 9:30 p. m.	Closed
Ashland	6:00 a. m. to 2:00 p. m.	Closed
Dornsife	7:00 a. m. to 11:00 a. m. 12:00 noon to 4:00 p. m.	Closed
Muncy	6:00 a. m. to 11:30 a. m. 12:30 p. m. to 3:00 p. m.	Closed
Montoursville	7:00 a. m. to 11:00 a. m. 12:00 noon to 4:00 p. m.	Closed
Reynolds	7:00 a. m to 3:00 p. m.	Closed
Tremont	6:30 a. m. to 10:30 p. m.	Closed
Good Spring	7:30 a. m. to 3:30 p. m.	Closed

193.

HOURS DURING WHICH PASSENGER STATIONS ARE OPEN

STATIONS	HOURS OPEN	
	Weekdays	Sundays
Pottsville	Day and night	Day and night
Schuylkill Haven	Day and night	Day and night
Tamaqua	6:00 a. m. to 7:00 a.m. 8:00 a. m. to 10:00 a.m. 12:00 noon to 8:00 p.m.	6:00 a. m. to 7:00 a.m. 8:00 a. m. to 10:00 a.m. 12:00 noon to 8:00 p.m.
Shamokin	6:00 a. m. to 10:00 p.m.	6:00 a. m. to 10:00 p.m.
Auburn	6:00 a. m. to 10:45 a.m. 11:45 a. m. to 3:00 p.m.	Closed
	Monday to Friday Inclusive	Saturday and Sunday
Reynolds	7:00 a. m. to 3:00 p.m.	Closed
Shenandoah	6:00 a. m. to 5:00 p.m.	Closed
Ashland	6:00 a. m. to 10:00 p.m.	Closed
Gordon	6:30 a. m. to 10:30 p.m. 11:30 a. m. to 3:30 p.m.	Closed
Mt. Carmel	6:00 a. m. to 3:00 p.m.	Closed
Tower City	7:00 a. m. to 11:00 a.m. 12:00 noon to 4:00 p.m.	Closed
Good Spring	7:30 a. m. to 3:30 p.m.	Closed
Tremont	6:30 a. m. to 10:30 p. m.	Closed
Mahanoy City	7:00 a. m. to 9:30 p. m.	Saturday 7:30 a. m. to 9:30 a.m. 6:45 p. m. to 8:45 p.m. Sunday 4:45 p.m. to 6:45 p.m.

194.

STANDARD CLOCKS, BULLETINS AND TRAIN REGISTERS LOCATED AS INDICATED BY "X"

	Standard Clocks	Bulletins	Train Registers
TAMAQUA— Assistant Trainmaster's office	X	X	X
ST. NICHOLAS— Yard Master's office	X	X	
GORDON— Assistant Trainmaster's office	X	X	
SHAMOKIN— Yard Master's office	X	X	
WEST MILTON— Yard Master's office	X	X	
NEWBERRY JUNCTION— Assistant Trainmaster's office	X	X	
DANVILLE— Telegraph office in passenger station	X	X	
RUPERT— In Station		X	
MINE HILL CROSSING— Yard Master's office	X	X	
POTTSVILLE— Passenger station	X	X	
ST. CLAIR— Assistant Trainmaster's office	X	X	
LEBANON— Yard Master's office	X	X	

WATCH INSPECTORS

H. B. Morgan, General Time Inspector, Reading, Pa.
G. E. Dintaman, Traveling Watch Inspector, Reading, Pa.
D. C. Hart and Son, 309 Broadway, Camden, N. J.

LOCAL WATCH INSPECTORS

Albert Hoelzer, B. & O. Station, 24th and Chestnut Sts., Philadelphia, Pa.
Terminal Jewelers, Reading Terminal, Philadelphia, Pa.
D. W. Laubach, 7040 Woodland Avenue, Philadelphia, Pa.
N. Marcus, Jersey Central Station, Jersey City, N. J.
Leon Gordon, 403 Market Street, Chester, Pa.
F. J. Trexell, 241 Bridge Street, Phoenixville, Pa.
Charles Longacre, 17 N. Hanover Street, Pottstown, Pa.
Ray Rothermel, Birdsboro, Pa.
Levitt Jewelry Co., 806 Market Street, Wilmington, Del.
B. A. Bush Inc., Outer Station, Reading, Pa.
E. Salmon, 606 Hamilton Street, Allentown, Pa.
R. J. Beitel, Catawissa, Pa.
R. A. Hauck, 21 West High Street, Carlisle, Pa.
Bowman & Sons, Lancaster, Pa.
Staub's Jewelry, Hummelstown, Pa.
S. N. Crossley, Schuylkill Haven, Pa.
J. M. Clausen, 10 Centre Street, Pottsville, Pa.
Harold Rieder, Milton, Pa.
Stanley Lasevich, Catawissa, Pa.
J. C. Greenya, 20 West 4th Street, Williamsport, Pa.
William Shuey & Son, Walnut Street, Shamokin, Pa.
Michael Mandulich, 11 Mauch Chunk Street, Tamaqua, Pa.
C. B. Coffman, Chambersburg Street, Gettysburg, Pa.
F. C. Koehler, 206 W. Main Street, Lansdale, Pa.
B. P. O'Brien, 218 E. Main Street, Bound Brook, N. J.
Melart Jewelers, Hamilton Hotel Corner, Hagerstown, Md.
C. E. Smith, 23 S. 13th Street, Harrisburg, Pa.

195. MAXIMUM SPEED OF TRAINS
(Except as Otherwise Restricted)

	MILES PER HOUR			
	Passenger and Pspr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
PT. CLINTON AND POTTSVILLE	60	40	25	..
No. 3 track between Schuylkill Haven and Pottsville Jct.	30	30	..	..
Port Clinton—To and from Little Schuylkill Branch	..	..	..	20
Port Clinton—West of, over curve	30	30	..	..
Stony Creek—East of, over curve	40	..	..	..
Stony Creek—West of Sidings, over Bear's Curve	50	..	..	..
Auburn—East of, over curve at Bridge No. 82/45, and west of, over reverse curves	50	..	..	..
Auburn—West of, over curve at Bridge No. 84/63	50	..	..	..
Landingville—At Station, over curve, and west of, over McCormick's reverse curves	45	..	..	..
No. 1 and 2 track between points 1600 ft. east of, to 600 ft. west of Cressona	50	..	..	..
No. 1 track, over Rolling Mill Curve, east of Pottsville Junction	40	..	..	..
No. 2 track, over Rolling Mill Curve, east of Pottsville Junction	30	..	..	..
Pottsville Jct.—To and from Schuylkill Valley Branch No. 1 and No. 2 track	..	..	..	15
Pottsville Jct. to Schuylkill Valley Branch No. 3 track	..	..	..	25
Between Pottsville Jct. and Pottsville Station	30	30	..	..
PORT CLINTON AND TAMAQUA	45	40	25	..
Port Clinton—Within interlocking limits	..	..	..	20
Port Clinton—West of, over reverse curves, TP 79/27 to 80/27	35	35	..	..
Millers—West of, over curve, TP 82/21 to 82/40	35	35	..	..
Drehersville—At station, over curve, and west of, over curve West of Bridge No. 84/28	40	..	..	..
Sand Siding—West of, over reverse curves	35	35	..	..
Kruger—East of siding over reverse curves	30	30	..	..
Kruger—Over curve west of	30	30	..	..
Webster—East and west of, over reverse curves including Bridge No. 91/78	35	30	..	..
Reynolds—East of, on westward main track over Bridge No. 92/87	35	30	..	..
Reynolds—West of Station, over curve, and west of, over curves TP 93/27 to 93/31 and TP 94/3 to 94/09	35	35	..	..
Zehner's Curve—TP 94/30 to 94/40	35	35	..	..
"Z" Tower—East of, over curves TP 95/35 to 96/02, and TP 96/12 to 96/16	35	35	..	..
"Z" Tower and Tamaqua Station	35	35	..	..
Trains must approach Broad St., Tamaqua, prepared to stop				
TAMAQUA AND GORDON	45	30	25	..
Tamaqua—Between station and west end High Mines curve, TP 99/13	35	..	..	..
Tamaqua Tunnel—Over second curve east of	35	..	..	..
Tamaqua Tunnel	30	..	..	..
Mintzers Siding—Over curves, west of east end, and west of west end	35	..	..	..

MAXIMUM SPEED OF TRAINS—Continued
(Except as Otherwise Restricted)

	MILES PER HOUR			
	Passenger and Pegr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
Barnesville—East and west of, over reverse curves	35	..	..	..
East Mahy Jct. — East of Tower, over curve	..	..	..	25
East Mahy Jct.—To and from Catawissa Branch	..	..	..	12
Mahanoy Tunnel — To and from Tamanend Branch	..	..	..	15
Between Mahanoy Tunnel and Buck Mountain	..	..	..	20
Shenandoah Jct.—To and from Shenandoah Branch	..	..	..	15
Ashland—West of Third St., over curve	40	..	..	..
Gordon—Over fourth curve east of, TP 120/33 to 120/36	40	..	..	..
Gordon—East of, over curve	35	..	..	..
GORDON AND LOCUST SUMMIT	35	20	15	..
Rocktown Bridge 124-97 to Locust Dale Jct.	25	..	..	..
LOCUST SUMMIT AND HERNDON Br. Jct.	45	35	25	..
Locust Gap, Westbound trains passing station	35	..	..	..
Locust Gap, west of, over curve	35	..	..	..
Mt. Carmel Jct.—West of, over curve, and west of Yellow Hill Crossing, over reverse curves	35	..	..	..
Enterprise Jct.—Over 3rd curve west of	35	..	..	..
Excelsior—3000 and 1500 ft. east of	35	..	..	..
Excelsior—Over 2nd curve west of	35	..	..	..
Greenback—Over first curve west of	40	..	..	..
Shamokin—Through Yard	35	..	..	..
Shamokin—Between Spurzheim and Independence Sts.	..	..	..	15
Herndon Branch Jct.—Between Westward and single track	40	..	..	..
Herndon Branch Jct.—Between single and eastward track	..	..	..	20
Herndon Branch Jct.—To and from Herndon Branch	..	..	..	15
HERNDON BR. JCT. TO SNYDERTOWN	40	40	25	..
Paxinos—Second and third curve east of	30	30	..	..
SNYDERTOWN TO WEST MILTON	45	40	25	..
Sunbury — Over grade crossings within Borough Limits	..	..	..	20
Clement—Curve on west end of Susquehanna River Bridge	..	..	..	25
Lewisburg — Over grade crossing within Borough Limits	..	..	..	25
West Milton—East of, over curve	35	35	..	..
West Milton — To and from Catawissa Branch	30	30	..	..
West Milton — Between Eastward and single track	30	30	..	..
WEST MILTON AND WILLIAMSPORT	50	40	25	..
Allenwood — On Westward track; over Bridge 176/82	30	30	..	..
Montgomery Crossing — Over Pennsylvania Railroad Crossing	..	..	..	25
Halls—Over curves east and west of	40	..	..	..

MAXIMUM SPEED OF TRAINS — Continued
(Except as Otherwise Restricted)

	MILES PER HOUR			
	Passenger and Pegr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
WILLIAMSPORT AND NEWBERRY	50	35	25	..
Maynard Street—West of, over Bridge No. 200/78	..	..	..	20
Between Newberry and Newberry Jct.	30	25	20	..
CATAWISSA BRANCH				
East Mahanoy Junction and Rupert	30	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
Brandonville — Westward from siding to main track	30	30	..	..
Ringtown—East of, reverse curves	..	..	..	20
Raricks—East of, over curve	25	25	..	..
Beaver Valley—Westward from siding to main track	30	30	..	..
Shumans—East of, Tunnel curve	..	..	..	20
Mainville—Fifth curve east of	..	..	..	20
Catawissa—East of, over curve at Redpen	..	..	..	25
Catawissa—Eastward from siding to main track until engine passes over Main Street Crossing	..	..	..	5
Catawissa—Eastward from siding to main track after engine passes over Main Street Crossing	..	..	..	20
Norca—Over Penna. R. R. Crossing	..	..	..	15
CATAWISSA BRANCH				
Rupert and West Milton	40	40	25	..
Rupert—First curve, West of	30	30	..	..
Danville — Reverse curves between 8600 feet and 10,100 feet east of	30	30	..	..
Danville — Over grade crossings within Borough Limits	..	..	..	25
Mausdale—Westward from siding to main track	30	30	..	..
Pottsgrove — Between single and westward track	35	35	..	..
Milton Tower — Between Westward and single track	30	30	..	..
West Milton—First curve, east of	30	30	..	..
SCHUYLKILL VALLEY BRANCH	45	30	20	..
Pottsville Jct. to Tamaqua				
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
Tuscarora—Between points 400 and 1700 feet west of	35	..	..	..
Tamaqua—Over street crossings	..	..	..	10
Tamaqua—Over west leg of Wye at station	..	..	..	4
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	25	15	15	..
HERNDON BRANCH	30	25	15	..
Water Station—East and west of, over reverse curves	..	..	..	15

MAXIMUM SPEED OF TRAINS—Continued
(Except as Otherwise Restricted)

	MILES PER HOUR			
	Passenger and Pegr. Train Equipment	Symbol, Frt. and Coal Extras	Relief Train	All Trains
Trevorton—Over Fifth Street Crossing	..	..	..	10
Trevorton—Between points 1800 and 2800 feet west of	..	..	..	10
Trevorton—1½ mi. west of, over reverse curves	20	20	..	..
Dornsife—Westbound trains, 200 feet east of, to State Highway Crossing west of, station	..	..	..	15
SILVERBROOK & T. H. & N. BRANCH	..	..	..	15
BLOOMSBURG BRANCH	25	25	15	..
Over curves between 2000 and 4500 feet west of Bloomsburg Station	..	..	..	15
Over curve 8000 feet west of Bloomsburg Station	..	..	..	15
Forks, over first curve west of	..	..	..	15
MILTON BRANCH	..	..	..	15
FRACKVILLE BRANCH				
Mill Creek Junction to St. Clair	30	20	20	..
Mill Creek Jct.—West of, over curve	20	..	..	..
Mill Creek Jct.—Wye track	..	..	..	15
Port Carbon—West of, Westward track over turnout to St. Clair Yard	20	..	..	..
St. Clair to Frackville Junction	..	..	..	15
Wetherill Junction—To and from Penna. Railroad	..	..	..	15
Bear Run Branch	..	..	..	15
MINE HILL AND SCHUYLKILL HAVEN BRANCH	25	25	20	..
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 reverse curves	..	..	..	20
LEBANON AND TREMONT BRANCH	25	25	25	..
Pine Grove—Over grade crossings	..	..	..	6
WILLIAMS VALLEY BRANCH	25	25	20	..
ALL COLLIERY BRANCHES, ASHLAND UPPER ROUTE AND SHAMOKIN DAM SPUR TRACK	..	..	..	15

Class K-1 engines must not exceed speed of four (4) miles per hour on east and west legs of Shamokin Wye and on Henry Clay Colliery Branch.

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 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 must 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 handled with Steam Locomotives must use not less than the time shown below on descending grades:

LOCATION	MINUTES		
	Coal and Slow Freight	Fast Freight	Light Engines
Locust Summit SU to Gordon GN	23	18	..
Head of Grade to Wetherill Jct.	14	..	8
Wetherill Jct. to Broad Mountain	12	..	6
Broad Mountain to St. Clair Scale	14	..	4
Keffers to Good Spring	6	..	..
Good Spring to West End	10	..	..
West End to Tremont	13	..	..
Lorberry to Rausch Creek Back Switch	15	..	..
Rausch Creek Back Switch to Lorberry Jct.	20	..	..

196.

EXCEPT AS OTHERWISE RESTRICTED BY TIME TABLE OR SPECIAL INSTRUCTIONS, LOCOMOTIVES SHALL NOT BE OPERATED AT SPEEDS IN EXCESS OF THOSE SHOWN IN THE FOLLOWING TABLE:

Class Engine	Wheel Diam Inches	With Train	Light	Backward
MU-cars	38	70	70	70
B4-a	50	20	20	15
E5-sa	55½	30	20	15
G1-sb	74	75	50	30
G2-sa	80	85	50	30
G3-sa	80	85	50	30
I9-sc	61½	50	30	20
I10-sa	61½	50	30	20
K1-sde	61½	50	30	20
N1-sd	55½	35	25	15
T1	70	65	45	30
DF-1	40	65	65	65
DF-2	40	55	55	55
DF-3	40	65	65	65
DF-4	40	55	55	55
DP-1	40	89	89	89
OE-2	38	30	30	30
OE3	40	40	40	40
OE-5	40	45	45	45
OE6	40	45	45	45
OE-7*	40	45	45	45
OE4-8-9 10-11-12	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

* Diesels, Nos. 64 to 70 inclusive may be operated at a maximum speed of 60 M. P. H.

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

198. YARD LIMITS

TAMAQUA—

Main Line — From crossover, 734 feet east of Z Tower, to Bridge No. 99-57.

Schuylkill Valley Branch—From passenger station to a point 1584 feet east of passenger station.

L. & N. E. Connection — East from connection with Main Line to a point 3,230 feet east of Greenwood Street.

Single main track between Greenwood Street and Greenwood Junction must not be used without first obtaining permission from L & N E Train Dispatcher at Arlington, when on duty, otherwise from Train Dispatcher at Bethlehem.

All engines and trains using Greenwood Wye, Tamaqua, may enter East leg 3295 feet east of Tamaqua Passenger Station and leave from West leg at a point 1208 feet east of Tamaqua Passenger Station without providing flag protection.

Movements made over either leg of wye in opposite direction must be preceded by a member of the crew.

Movements over highway crossings on East and West legs of wye, Centre Street, Tamaqua, will be preceded by a member of crew equipped with a red flag by day and a red and white light by night.

Extra trains and yard engines moving in either direction on either leg of Wye at Tamaqua Station, will be preceded by a member of the crew.

ST. NICHOLAS—From Bear Run Junction to east end of Mahanoy Siding.

From Bear Run Junction to Frackville Junction.

MAHANOY PLANE—From a point 2480 feet east of Mahanoy Plane Station, to a point 568 feet west of Girardville.

From turn-out switch in westward main track of Mahanoy and Shamokin Branch to Clearance point, east end of double track, Shenandoah Branch.

SHENANDOAH—From Kohinoor Junction to Main Street Station.

GORDON—From Bridge No. 121-60 to a point 6304 feet west of Gordon Station.

All engines moving in either direction on either leg of the Wye at Gordon, will be preceded by a member of the crew.

LOCUST SUMMIT—From Locust Summit to Locust Gap.

SHAMOKIN—From Bridge No. 136-65 to Herndon Branch Junction, including Carbon Run, Bear Valley and Burnside Branches.

All engines moving in either direction on either leg of the Wye at Shamokin, will be preceded by a member of the crew.

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

NEWBERRY JUNCTION—From a point 6,000 feet east of "WG" Tower to Newberry Junction.

All engines moving in either direction on either leg of Wye at Newberry Junction will be preceded by a member of the crew.

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

DANVILLE—From Mausdale to a point 887 feet east of Danville Station.

HAUCKS—

Catawissa Branch—From a point 350 feet east of Tamanend Branch Crossing to a point 7,827 feet west of the crossing.

Tamanend Branch—From a point 4,000 feet west of Catawissa Branch Crossing to the crossing.

Within Yard Limits on the Tamanend Branch, unless otherwise provided, eastbound trains must stop at the Yard Limit sign on the Tamanend Branch, at Haucks, and before proceeding communicate by telephone with the Yard Master for instructions.

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

SCHUYLKILL HAVEN—Crossover west of Cressona to a point, 7,022 feet east of Schuylkill Haven Station.

POTTSVILLE—From a point 4,271 feet east of Pottsville Junction to Pottsville Station, including Mount Carbon Branch.

POTTSVILLE—S. V. BRANCH—Pottsville Junction to a point 3,602 feet west of Mill Creek Jct.

FRACKVILLE BRANCH—Mill Creek Junction to Frackville Junction.

WEST CRESSONA—Becks to Mine Hill Crossing.

The employes designated to authorize detour movements against the current of traffic in their respective yards in accordance with Operating Rule D-160 are as follows:

Yard	Title
Tamaqua	Yard Master
St Nicholas	Yard Master
Gordon	Yard Master
Locust Summit	Yard Master
Shamokin	Yard Master
West Milton	Yard Master
Newberry Junction	Yard Master
Schuylkill Haven	Yard Master at Mine Hill Crossing
Pottsville	Yard Master at St. Clair
Pottsville—S. V. Branch	Yard Master at St. Clair
Frackville Branch	Yard Master at St. Clair
West Cressona	Yard Master at Mine Hill Crossing

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TELEPHONES FOR USE OF EMPLOYES

LOCATION	CONNECTS WITH
Z Tower Car Inspector's Eastward Yard Car Inspector's Westward Yard Scale Office Spruce St.—Car Inspectors Engine House Store House Car Shop Rose Street Freight House	Assistant Trainmaster's Office, Tamaqua
Johnsonville Shop Engine House Scale Office	Assistant Trainmaster's Office, Tamaqua
Tamaqua Tunnel—Booth opposite Westward Home Signal Tamaqua Tunnel—Booth opposite Eastward Home Signal Closet on pole at derail on Tamaqua Tunnel side track Closet on pole at East End Mintzers Siding Closet on pole at West End Mintzers Siding	UG Tower East Mahanoy Jct.
Closet on pole at derail West of East Mahanoy Junction Closet on pole at crossover West of East Mahanoy Junction Closet on pole at telegraph pole 103/48	UG Tower East Mahanoy Jct. and BF Tower Mahanoy Tunnel

TELEPHONES FOR USE OF EMPLOYES—Continued

LOCATION	CONNECTS WITH
Buck Mtn.—Booth at Eastward Home Signal Buck Mtn.—Booth at Westward Home Signal	"BF" Inter Locking Mahanoy Tunnel
Booth in crotch where Ellangowan Branch connects with Knickerbocker Branch	Yardmaster's Office, St. Nicholas, through individual circuit from P. & R. C. & I. Co.'s private branch exchange at St. Nicholas Breaker
Bear Run Junction Frackville Junction—Booth Frackville Junction—Closet on pole 3760 feet east of	Yardmaster's Office, St. Nicholas
Mahanoy City Freight Station St. Nicholas—Weigh Master St. Nicholas—Yard Master St. Nicholas Station St. Nicholas—Car Inspectors Gilberton—Closet on pole Maizeville—Closet on pole east of first crossover west of station Closet on pole 114-14 in vicinity of old PK Tower Shenandoah Jct.—Booth Closet at foot of Mahanoy Plane Booth near pole 115-28 West end Scale Yard Big Mine Run Junction	Assistant Trainmaster's Office, Gordon
Inspection Pit Engine House Storehouse	Assistant Trainmaster's Office, Gordon
West end Yard Tracks East end Gordon Siding West end Gordon Yard	Assistant Trainmaster's Office, Gordon
Closet on pole west of Locust Dale Station	Locust Summit Station
Locust Summit Car Inspector's Shop Scale Office Air Plant	Yardmaster's Office Locust Summit
Natalie Junction Mt. Carmel Passenger Station	Mt. Carmel Freight House
East end Yard Supervisor Signals Engine House West end of Engine House Store House Race Street	Yardmaster's Office, Shamokin
Independence Street Passenger Station Carbon Run Junction Herndon Branch Junction Fifth and Willow Streets	Yardmaster's Office, Shamokin
Closet on Telegraph Pole 157-37 Clement East end Haas Siding West end Haas Siding Front Street Crossing Freight Sta'n, Closet on platform	Sunbury Tower
Watch Box, Market Street	Lewisburg Tower
Nail Mill Branch Switch Federal Penitentiary Switch East End of West Milton Storage Track West End of West Milton Storge Track	"WM" Tower West Milton and "UR" Tower Lewisburg

TELEPHONES FOR USE OF EMPLOYES—Continued

LOCATION	CONNECTS WITH
West Milton, closet on post in vicinity of telegraph pole 170-31 East End New Siding Engine House, West Milton Supervisor Foreman Carpenter Car Inspector's Shop, West Milton West Milton Tower Car Inspector's Shop, Dougal Milton Freight Station Milton Branch Junction Milton Tower Canal Branch	Yardmaster's Office, West Milton
Closet on post in vicinity of telegraph pole 198/9 Booth at telegraph pole 197/43 Closet on post in vicinity of telegraph pole 197/6	"WG" Tower Williamsport
Arch Street, Newberry Air Brake Inspector's Shop, Eastward Yard Diesel Shop Car Shop Building Along Belt Line East end of classification tracks opposite old NF Tower East end of ram tracks in eastward yard On pole south side of track between Depot and Howard St.	Assistant Trainmaster's Office, Newberry Junction
WG Tower Basin Track, West end Howard Street, Booth Depot Street, Watchbox On pole south side of track between Depot and Howard St. Maynard St. Closet on pole	Assistant Trainmaster's Office, Newberry Junction

CATAWISSA BRANCH

At Crossover West of Wye	UG Tower
West end Yard Tamanend Booth	Haucks Tower
Yard Limit Sign on Tamanend Branch	Haucks Tower
Closet on telegraph pole 110/40 Closet on telegraph pole 111/24	Lofty
West end Siding	Brandonville
West end Siding	Ringtown
West end Siding	Beaver Valley
West end Rupert Siding	Rupert
On pole 30 feet West of East end of New Siding, Bloomsburg Branch Bloomsburg Interchange, on pole opposite Car Inspectors cabin Bloomsburg Benton	Rupert
Closet on pole 887 feet east of Danville Station Montour East end Mausdale Siding West end Mausdale Siding	Danville Station
Dougal Crossover Switch Canal Branch	Milton Tower

TELEPHONES FOR USE OF EMPLOYES—Continued

LITTLE SCHUYLKILL BRANCH

LOCATION	CONNECTS WITH
Port Clinton, West end Yard Port Clinton, Road Crossing at Highway Bridge	Port Clinton Tower

SCHUYLKILL VALLEY BRANCH

Silver Creek Junction Middleport, Closet on pole opposite station	St. Clair Exchange
Patterson St., St. Clair, Booth, Blue Jay, (Switchman's Box east of St. Clair Engine House) West end Air Tracks, St. Clair Closet on pole at Fourth St., Port Carbon Salem Hill Cut, closet on pole Nichols St., Pottsville Switchman's Box, Pottsville Passenger Station, Pottsville Pottsville Jct.	St. Clair Exchange
Mill Creek Junction — Booths Eastward Home Signals Westward Home Signal Electric lock on Wye Outlying Manual Block Signal Closet on pole in vicinity of old Palo Alto Station	MJ Tower Pottsville Junction

MAIN LINE

East end Pulpit Rock Track	Port Clinton Tower
Booth at telegraph pole 87-53 at crossover, Schuylkill Haven On pole west of Williams Street, Schuylkill Haven Schuylkill Haven Station Booth at Old "J" Office, Schuylkill Haven	Yardmaster's Office, Mine Hill Crossing

MINE HILL AND SCHUYLKILL HAVEN BRANCH

West Cressona, closet on post opposite pole O-41 Westwood, west leg of Wye Booth at Westwood Foot of Mountain, booth Silverton Booth Fern Siding, booth Blackwood, closet on pole Swatara Junction, booth Tremont Junction, booth Evarts switch, closet on pole Necho colliery, booth West End Siding, closet on pole Hazlebrook Junction, booth Osterman's Siding, closet on pole Keffers, closet on pole at telegraph pole 37/31 Williams Valley Jct., booth Lykens, closet outside of station Lorberry Junction, booth	Yardmaster's Office, Mine Hill Crossing
Hagner's Switch, closet on pole On pole at crossover opposite telegraph pole 0-19	Yardmaster's Office, Mine Hill Crossing

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
Pt. Clinton "PN"	Hamburg	2401
Auburn "BU"	Auburn	2652
Pottsville Jct. "MJ"	St. Clair	5240
Mine Hill Crossing	Schuylkill Haven	1310
Tremont "QN"	Tremont	66R2
Good Spring "PG"	Tremont	12R3
Tower City "WV"	Williamstown	213R11
Pine Grove "GO"	Pinegrove	3191
Frackville Frt; Station	Frackville	351J
Reynolds "RQ"	Mantzville	29R2
Tamaqua "DS" "QA"	Tamaqua	1420
Mahanoy City "CV"	Mahanoy City	53
St. Nicholas Yd. Office	Frackville	309
Ashland "AH"	Ashland	157R
Gordon "GN"	Ashland	705
Locust Summit (CU)	Mt. Carmel	132J
Shamokin "D"	Shamokin	8-0511
Trevorton	Trevorton	3111
Dornsife "DM"	Mandata	322 A
Sunbury "SF"	Sunbury	308R
Lewisburg Frt; Station	Lewisburg	5-4611
West Milton Yd. Office	Lewisburg	5-2512
Muncy "Q"	Muncy	134 A
Montoursville "GS"	Williamsport	8621
Williamsport "WG"	Williamsport	3-4220
Newberry Jct; "JN"	Williamsport	2-8238
Ringtown "RN"	Ringtown	2134
Rupert "RU"	Bloomsburg	1558J
Danville Station	Danville	316
Bloomsburg Station	Bolesburg	1703
Benton Station	Benton	3262

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TELEPHONES CONNECTED WITH DISPATCHERS' CIRCUIT

Port Clinton—West end sidings.
Stony Creek Siding, east end sidings.
Stony Creek Siding, west end sidings.
Auburn, water column east of station.
Landingville, crossover switches, west of.
Schuylkill Haven, booth at telegraph pole 87-53 at crossover.
Schuylkill Haven, pole box, east end No. 3 Track.
Mine Hill Crossing, office.
Cressona—Closet on pole west of highway crossing.
Molino—Closet on telegraph pole No. 80-41.
Drehersville—Booth at Telegraph Pole 83-38.
Sand Siding—Booth at West End.
Sand Siding—Closet at East End.
New Ringgold—Water Column.
Kruger—Closet at East End.
Kruger—West end of siding.
Webster—Switch leading to Atlas Powder Company.
Webster—Car Inspector's Shop.
Reynolds—Closet outside of station.
Zehners—Closet on telegraph pole No. 94-15.
Pole 95-31—One hundred fifteen (115) car lengths east of "Z" Tower, south side.
Booth—South side of eastward track, Houser's Crossing, 76 car lengths east of "Z" Tower.
Tamaqua, Schuylkill Valley Branch—Closet on telegraph pole 14-19.
Newkirk—Booth at west end of siding.
Buck Siding—Booth at east end of siding.
Tuscarora—Booth outside of station.
Middleport—Closet on pole opposite station.
Silver Creek Junction—Booth.
Eagle Hill Junction—Booth.
Tamaqua Tunnel—Booth opposite Westward Home Signal.
Tamaqua Tunnel—Closet on pole at derail on Tamaqua Tunnel side track.
Mintzers Siding—Closet at east end of siding.
Buck Mtn.—Booth at Eastward Home Signal.
Buck Mtn.—Booth at Westward Home Signal.
Oak Hollow Crossover—Closet on telegraph pole 107-28.
Mahanoy City—Closet on pole at turnout to Mahanoy City Colliery Branch.
Mahanoy Siding—Closet opposite turnout to Tunnel Ridge Branch.
St. Nicholas—Closet outside of station.
Bear Run Junction—Closet on pole opposite crossover.
Gilberton—Closet on pole.
Maizeville—Inside of station, access from outside.
Shenandoah Jct.—Booth.
Preston Junction—Booth.
Kohinoor Junction—Booth.
Shenandoah—Closet on pole East End Loaded Car Track, Shenandoah City.
West end Mahanoy Plane Scale Yard—Closet on pole opposite telegraph pole 116-6.
Girardville—Closet on telegraph pole 116-31.
Big Mine Run Junction—Booth.
Oakland Breaker Switch—Closet on telegraph pole 118-32.
Gordon—Booth west end of yard.
Locust Dale Jct.—Closet on pole.
Locust Summit Junction—Closet on pole No. 128-47.
Natalie Junction—Booth.
Reliance Jct.—Booth.
Mt. Carmel—Booth outside of Freight House.
Mt. Carmel Jct.—Closet at west end of station.
Enterprise Junction—Closet on telegraph pole 132-13.
Excelsior—Closet outside of station.
Buck Ridge Crossover—Closet on telegraph pole 136-8.
Shamokin—Ticket Office.
Herndon Branch Jct.—Closet at west end Storage Track.
Trevorton—Closet outside of station.

Telephones Connected with Dispatchers' Circuit—Cont.

Stevens Coal Co., Trevorton—Booth at east end run around track.
Stevens Coal Co., Trevorton—Closet on pole west end run around track.
Stevens Coal Co., Trevorton—Booth at east end of empty car track.
Dornsife—Closet outside of station.
Paxinos—Closet on telegraph pole No. 143-30.
Snydertown—Closet on pole opposite pole 148-19 at east end of siding.
Snydertown—Closet on pole opposite pole 149-29 at west end of siding.
East end Haas Siding.
Sunbury—Closet outside freight house.
Clement—Booth.
Blue Hill—Watch box.
Winfield—Closet on front of freight house at west end of platform.

FRACKVILLE BRANCH

Browns Crossing.
St. Clair Coal Co.—Booth at telegraph pole 4-16.
St. Clair Scale—Outside office.
Head of Grade—Booth at telegraph pole 8-35.
Wetherill Junction—Booth at telegraph pole 6-35.
Frackville Junction—Booth.
Frackville Junction—Closet on pole 3760 feet east of.

MINE HILL AND SCHUYLKILL HAVEN BRANCH

Mine Hill Crossing—Conductor's room.
West Cressona—Closet on post opposite pole O-41.
Westwood—Booth.
West End Junction—Booth.
Westwood Switch—Closet.
Minersville—Booth.
Foot of Mountain—Booth.
Mine Hill Gap—Booth.
Richardson Junction—Booth.
Silverton—Booth.
Fern Siding—Booth.
Swatara Junction—Booth.
Tremont Junction—Booth.

LEBANON AND TREMONT BRANCH

Tremont—Closet in front of station.
Tremont Junction—Booth.
Necho Colliery—Booth.
Hazlebrook Junction—Booth.
Good Spring—Outside of station in box.
Keffers—Closet on pole at telegraph pole 37-31.
Williams Valley Junction—Booth.
Lorberry Junction—Booth.
Pine Grove—Outside of station in box.
Division Post—Booth.

WILLIAMS VALLEY BRANCH

Williams Valley Junction—Booth.
Tower City—Closet outside of station.
Sheridan Colliery—Closet on pole.
Lykens—Closet outside of station.

BLOOMSBURG BRANCH

Reading Company local magneto phone at Light Street, in box on pole 62 feet east of station, provides for communication with the following locations:
Rupert—One long, two short rings.
Bloomsburg—One long ring.
Benton—Two rings.

"O" telephones are not equipped with a call bell, and employes using same should not expect the Dispatcher to call them, but wait until the conversation is ended.

Telephones Connected with Dispatchers' Circuit—Cont.

Telephones between Newberry Junction and Tamaqua, are connected to block circuit connecting with next open station in each direction.

Newberry Junction—Yard Master's office.
Newberry—Booth west of Howard St.
Williamsport—In vestibule of station.
Montoursville—Closet on vestibule at west end of station.
Fairfield—Booth opposite switch on eastward track.
Halls—Closet on telegraph pole 189-28.
Muncy—Closet on freight platform outside of station.
Montgomery—Closet outside of station.
Montgomery Crossing—In booth at eastward home signal.
Montgomery Crossing—In box at westward home signal.
Allenwood—Closet outside of station.
White Deer—Booth at crossover.
Columbia Storage Track—Booth at west end.
Columbia Storage Track—Closet on pole east end.
New Columbia—Booth at crossover.
Milton Branch Junction—Booth.
Pottsgrove—Waiting room in station.
Mooresburg—Closet on pole west end of siding.
Mausdale Siding—Booth at west end of siding.
Mausdale Siding—Booth at east end of siding.
Montour Switch—Closet on pole at telegraph pole 155-41.
Danville—Watchman's cabin at Bloom St.
Danville—Booth, 14 feet west of Grove Switch.
Grovania—Booth at ameisite plant switch.
Catawissa—Closet on east side of station.
Catawissa—Closet on pole, 1,915 ft. west of station.
Mainville—Closet in front of station.
McAuley—Booth opposite Tool House.
West End Shuman's Tunnel—Closet on pole.
Raricks—Booth freight track switch.
Ringtown—Booth at west end of siding.
Krebs Siding—Closet at east end of siding.
Krebs Siding—Closet at west end of siding.
Brandonville—Closet at west end of siding.
Brandonville in vestibule of station.
Girard—Booth.
Lofty Tunnel, West End—Watch box.
Hazleton Junction — Booth opposite crossover switch on eastward track.
Quakake—Closet at telegraph pole 107-18.
Tamaqua Tunnel—Booth at eastward home signal.

The code adopted on the local station to station telephone circuit will be 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.

Restrictions on Operating Locomotives and Cranes 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.

B—Close side clearance between main and side tracks at Llewellyn.

C—Permitted to be operated on Bast Colliery Branch and Ashland Upper Route between Locust Dale Jct. and bridge No. 0-19 located 1100 feet west of Big Mine Run 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.

F—10 miles per hour over Bridge No. 6/91 over creek, 900 feet west of Williamstown.

G—May operate to second road crossing Pine Forest Branch.

H—Permitted to be operated only between Mt. Carmel Jct. and Beaverdale Switch.

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.

L—Must not pass equipment at side track Front Street, Minersville.

M—Must not be doubleheaded.

N—Light engines permitted to move only with current of traffic and at speed restriction of five (5) miles per hour over Bridge 200/78 west of Maynard Street, Williamsport.

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

R—Permitted to be operated only between West Milton and Williamsport.

T—See Appendix D of Engine Territory Book in hands of Operating Officers.

V—See Appendix A of Engine Territory Book in hands of Operating Officers.

W—See Appendix B of Engine Territory Book in hands of Operating Officers.

X—Not permitted to operate.

Y—See Appendix C of Engine Territory Book in hands of Operating Officers.

Z—Permitted to be operated only between Shamokin and St. George's Street east of Lewisburg.

203.

PHILADELPHIA AND READING RELIEF ASS'N.

Dr. A. Neupauer, Chief Medical Officer
J. T. Irvine, Superintendent

MEDICAL EXAMINERS

Dr. H. C. Wallace { Tamaqua, Mon., Wed., Fri.
Pottsville, Tues., Thurs., Sat.
Dr. J. D. High, Williamsport

COMPANY SURGEONS

Location	Name and Address	Telephone Number
Port Carbon	Dr. J. J. Canfield 259 Pike St.	2054
Schuylkill Haven	Dr. Theodore B. Tihansky 48 St. Peter St.	414
Tamaqua	Dr. H. W. Baily 131 W. Broad St.	254
Mahanoy City	Dr. Ivor D. Fenton 518 East Centre St.	140
	Dr. Kenneth L. Donnelly 323 E. Centre St.	491
Shenandoah	Dr. John S. Monahan 22 So. White St.	2-0323
Ashland	Dr. G. A. Robinhold Dr. R. R. Scicchitano State Hospital	50
Gordon	Dr. Waldemar T. Fedko 120 E. Biddle St.	741
Shamokin	Dr. George M. Simmonds 224 N. Shamokin St.	463-J
Sunbury	Dr. G. Deitrick Office, 28 No. Third St. Res., 242 Arch St.	22J 22M
Williamsport	Dr. A. F. Hardt Office, 417 Pine St. Res., Vallamont	2-8165 6511
Catawissa	Dr. Ambrose Shuman 211 Main St.	3171
Danville	Dr. Leonard F. Bush Office, Geisinger Hospital Res., Washingtonville	300 2271

LOCOMOTIVE NUMBERS

	OIL ELECTRICS														LOCOMOTIVES					
	10 to 24, 26 to 39	40 to 47, 50 to 58	60 to 92, 97-99	100 to 104	250 to 288, 300 to 305	460 to 475, 484 to 499	500 to 524	530 to 550	560 to 568	576 to 589	600 to 608	660 to 666	700 to 729	900 to 907	175 to 179	200 to 204	210 to 219	1251		
Little Schuylkill Br.—Port Clinton to Tamaqua															X	X	X			
—Tamaqua to East Mahanoy Jct.															X	X	X			
Mahanoy & Shamokin Br.—E. Mahy. Jct. to Mt. Carmel Jct.																				
—Mt. Carmel Jct. to Shamokin																				
Shamokin, Sunbury & L'burg Br.—Shamokin to W. Milton																				
—Greenwood Branch																				
—Tamanend Branch																				
—Hillside Colliery Branch																				
—Mahanoy City Colliery Brs.																				
—Tunnel Ridge Colliery Br.																				
—St. Nich. Coll'y & Knickerbockers Brs.																				
Shenandoah Br.—Shen. Jct. to end at Shenandoah																				
—Preston Br. & Raven Run Br.																				
—Ashland Upper Route															X	X	X			
—Bast Colliery Branch															X	X	X			
—Merriam Colliery Br.																				
—Mt. Carmel Branch																				
—Reliance Branch																				
—Locust Spring Colliery Branch																				
—Excelsior Colliery Branch																				
—Locust Gap Lower Route																				
—Henry Clay Colliery Branch																				
—Carbon Run, B. Val. & B'side C'y. Brs.																				
Herndon Branch—Herndon Br. Jct. to Dunkelbergers																				
—Dunkelbergers to Herndon																				
—North Franklin Colliery Branch																				
Catawissa & Williamsport Br.—East Mahanoy Jct. to Lofty																				
—Lofty to Catawissa																				
—Catawissa to West Milton																				
—West Milton to Newberry Jct.																				
—T. H. & N. Br., Hazleton Jct. to Lofty Jct.																				
—Silverbrook Branch																				
Bloomsburg Br.—Rupert to Bloomsburg															X	X	X			
—Bloomsburg to Paper Mill															X	X	X			
—Paper Mill to Benton						X	X	X	X	X	X	X								
—Grove Branch																				
—Milton Branch															X	X	X			
Main Line—Port Clinton to Pottsville Jct.																				
—Pottsville Jct. to Pottsville Station																				
—Pottsville Jct. to St. Clair																				
—Norwegian Branches																				
Schuylkill Valley Br.—Pottsville Jct. to Tamaqua																				
—Eagle Hill Branch																				
—Silver Creek Branch																				
—Alliance Branch																				

	OIL ELECTRICS														LOCOMOTIVES					
	10 to 24, 26 to 39	40 to 47, 50 to 59	60 to 92, 97-99	100 to 104	250 to 283, 300 to 305	460 to 475, 484 to 499	500 to 524	530 to 550	550 to 568	576 to 589	600 to 608	660 to 666	700 to 729	900 to 907	175 to 179	200 to 204	210 to 219	1251		
Frackville Branch—Mill Creek Jct. to Frackville Jct.																				
—Pine Forest Branch																				
—St. Clair Colliery Branch																				
—Crystal Run Branch																				
Bear Run Branch																				
Mine Hill & Sch. Ha'n Br.—Mine Hill C's'g to Westwood																				
—Westwood to Mine Hill Gap																				
—Mine Hill Gap to Buck Run Jct.															X	X	X			
—People's Railway																				
—Wolf Creek Branch																				
—Oak Hill Colliery Branch																				
—Laurel Run Branch																				
—Pine Knot Colliery Branch																				
—Richardson Branch																				
Tremont Branch—Westwood to Tremont																				
—West West Branch—Silverton to West West Jct.																				
—West West Br., West West Jct. to End																				
—Muddy Branch																				
—Swatara Branch																				
—Middle Creek Branch																				
Lebanon & Tremont Br.—Pine Grove to Tremont																				
—Tremont to Keffers																				
—Keffers to Williams Valley Jct.																				
Williams Valley Br.—Williams Valley Jct. to Williamstown																				
—Williamstown to Lykens																				
—Lorberry Branch																				
—Mt. Eagle Branch																				
—Hazelbrook Branch																				
—Good Spring Branch																				

	LOCOMOTIVES										CRANES						Maximum Gross Weight of Car and Lading (See Note)
	1400 to 1499		1811 to 1880	1950 to 1979	2000 to 2019	2100 to 2129	3000 to 3010	3011 to 3020	4067 to 4069, 4071 to 4080		90600-90605, 90636-90638	90641	90649	90900	90905	90906	
Little Schuylkill Br.—Port Clinton to Tamaqua													W	Y	V		251,000
—Tamaqua to East Mahanoy Jct.																	251,000
Mahanoy & Shamokin Br.—E. Mahy. Jct. to Mt. Carmel Jct.													W	Y	V	T	251,000
—Mt. Carmel Jct. to Shamokin													W	Y	V	T	251,000
Shamokin, Sunbury & L'burg Br.—Shamokin to W. Milton			Z		Z	X	X	X					W	Y	V	T	251,000
—Greenwood Branch																X	251,000
—Tamanend Branch																T	251,000
—Hillside Colliery Branch							X	X								X	251,000
—Mahanoy City Colliery Brs.							X	X								X	251,000
—Tunnel Ridge Colliery Br.	X				X		X	X								X	251,000
—St. Nich. Coll'y & Knickerbockers Brs.																X	251,000
Shenandoah Br.—Shen. Jct. to end at Shenandoah													W	Y	V	X	251,000
—Preston Br. & Raven Run Br.	X						X	X					W	Y	V	X	251,000
—Ashland Upper Route	C		C		C	C	C	C								X	251,000
—Bast Colliery Branch	C		C		C	C	C	C								X	251,000
—Merriam Colliery Br.	X															X	251,000
—Mt. Carmel Branch			H										W	Y	V	X	251,000
—Reliance Branch																X	251,000
—Locust Spring Colliery Branch																X	251,000
—Excelsior Colliery Branch	X				X		X	X								X	251,000
—Locust Gap Lower Route																X	251,000
—Henry Clay Colliery Branch																X	251,000
—Carbon Run, B. Val. & B'side C'y. Brs.	J		J	J	J	J	J	J								X	251,000
Herndon Branch—Herndon Br. Jct. to Dunkelbergers													W	Y	V	X	251,000
—Dunkelbergers to Herndon	X		X		X	X	X	X					W	Y	V	X	251,000
—North Franklin Colliery Branch	X		X		X	X	X	X					W	Y	V	X	251,000
Catawissa & Williamsport Br.—East Mahanoy Jct. to Lofty													W	Y	V	T	251,000
—Lofty to Catawissa													W	Y	V		251,000
—Catawissa to West Milton	X					X	X	X					W	Y	V	T	251,000
—West Milton to Newberry Jct.	N		X	M	X	X	X	X					W	Y	V	R	251,000
—T. H. & N. Br., Hazleton Jct. to Lofty Jct.																X	251,000
—Silverbrook Branch							X	X					X	X	X	X	251,000
Bloomsburg Br.—Rupert to Bloomsburg	X		X	X	X	X	X	X					X	X	X	X	251,000
—Bloomsburg to Paper Mill	X		X	X	X	X	X	X					X	X	X	X	210.000
—Paper Mill to Benton	X		X	X	X	X	X	X					X	X	X	X	210,000
—Grove Branch	X		X	X	X	X	X	X					X	X	X	X	251,000
—Milton Branch	X		X	X	X	X	X	X								X	251,000
Main Line—Port Clinton to Pottsville Jct.																T	251,000
—Pottsville Jct. to Pottsville Station					X	X		X					W	Y	V	T	251,000
—Pottsville Jct. to St. Clair																	251,000
—Norwegian Branches	X		X		X	X	X	X			X	X	X	X	X	X	251,000
Schuylkill Valley Br.—Pottsville Jct. to Tamaqua																	251,000
—Eagle Hill Branch	X		X	A	X	X	X	X					X	X	X	X	251,000
—Silver Creek Branch																X	251,000
—Alliance Branch	X				X		X	X				X				X	251,000

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.

Note: Cars of a gross weight in excess of 251,000 must not be operated except by special permission.

	LOCOMOTIVES									CRANES						Maximum Gross Weight of Car and Lading (See Note)
	1400 to 1499		1811 to 1830	1950 to 1979	2000 to 2019	2100 to 2129	3000 to 3010	3011 to 3020	4067 to 4069, 4071 to 4080	90600-90603, 90636-90638	90641	90649	90900	90905	90906	
Frackville Branch—Mill Creek Jct. to Frackville Jct.															T	251,000
—Pine Forest Branch	X		X		G	X	X	X				W	Y	V	X	251,000
—St. Clair Colliery Branch												W	Y	V	X	251,000
—Crystal Run Branch							X	X							X	251,000
Bear Run Branch																251,000
Mine Hill & Sch. Ha'n Br.—Mine Hill C's'g to Westwood																251,000
—Westwood to Mine Hill Gap	X		X		X	X	X	X						X	X	251,000
—Mine Hill Gap to Buck Run Jct.	X		X		X	X	X	X							X	251,000
—People's Railway	X		X	P	X	X	X	X				P	P	P	X	251,000
—Wolf Creek Branch	X		X	L	X	X	X	X							X	251,000
—Oak Hill Colliery Branch			X			X	X	X							X	251,000
—Laurel Run Branch	X		X		X	X	X	X							X	251,000
—Pine Knot Colliery Branch															X	251,000
—Richardson Branch	X						X	X							X	251,000
Tremont Branch—Westwood to Tremont	X															251,000
—West West Branch—Silverton to West West Jct.	X															251,000
—West West Br., West West Jct. to End	X		B		B	B	B	B								251,000
—Muddy Branch	X															251,000
—Swatara Branch	X															251,000
—Middle Creek Branch	X		E		E	E	E	E							E	251,000
Lebanon & Tremont Br.—Pine Grove to Tremont	X															251,000
—Tremont to Keffers	X															251,000
—Keffers to Williams Valley Jct.	X															251,000
Williams Valley Br.—Williams Valley Jct. to Williamstown	X															251,000
—Williamstown to Lykens	X		X	F	X	X	X	X			X	X	X	X	X	251,000
—Lorberry Branch	X		D		D	D	D	D								251,000
—Mt. Eagle Branch												W	Y	V		251,000
—Hazelbrook Branch	X															251,000
—Good Spring Branch	X															251,000

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.

Note: Cars of a gross weight in excess of 251,000 must not be operated except by special permission.

Locomotive Number	C. R. R. of N. J.		
	810 to 814	820 to 835	850 to 935
Port Clinton to Tamaqua			
Tamaqua to Newberry Jct.			
Via Shamokin			
Via Catawissa			

Locomotive Numbers	L. & N. E. R.	
Port Clinton to Tamaqua		
Tamaqua to Haucks		

Locomotive Numbers	D. L. & W.					
	350 to 373	385 to 399	724 to 739	983	1115 1119 1136 to 1140	
Rupert and Bloomsburg						

Locomotive Classes	Penna. R. R.						
	G-5	H-9	L-1s	K-4s	I-1ss	M-1a	E-6s
Port Clinton to Pottsville		X	X		X	X	X
Pottsville Jct. to Wetherill Jct.					X	X	X
Sagon Jct. to Shamokin	X			X		X	X
Shamokin to East Sunbury	X			X		X	X
East Sunbury to Milton	X				X		
Milton to Newberry Jct.	X	X					X
Shamokin to Herndon	X	X				X	X