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The New York Central Railroad Company

PENNSYLVANIA DIVISION

Time Table No. 61

FOR EMPLOYES ONLY

EFFECTIVE

12:01 A. M., Eastern Standard Time

Sunday, Sept. 26, 1948

H. B. TUCKER
Superintendent

F. R. CORTRIGHT & SONS, INC., CORNING, N. Y.

PENNSYLVANIA DIVISION

COMPANY SURGEONS

Avis: R. H. Meek
Highland Ave.
Phone 502

Cherry Tree: S. L. Early
Phone 258-R

Clearfield: J. H. Woolridge
215 East Locust St.
Phone 149

Corning: S. V. Collins
162 East First St.
Phone 96

Dundee: J. P. MacDowell
27 Harpending Ave.
Phone 44

Geneva: M. J. Coyne
508 Exchange St.
Phone 2122

Jersey Shore: P. A. Bay
Allegany & Broad Sts.
Phone 74

Lock Haven: S. J. McGee
214 West Main St.
Phone 2520

D. W. Thomas
112 West Main St.
Phone 2834

Lyons: R. S. Simpson
80 William St., Center Bldg.
Phone 79-M

Newberry: C. A. Lehman
335 Maynard St.
Phone 2-8111 and 2-8095

Painted Post: C. N. Shumway
326 North Hamilton St.
Phone 484

Philipsburg: J. K. Henderson
217 East Presqueisle St.
Phone 286-J

Spangler: V. J. Mulvehill
Residence—Carrolltown
Phone 1

Wellsboro: W. F. White
77 Main St.
Phone 18

Williamsport: F. E. Sanford
435 William St.
Phone 5126

OCULISTS

Clearfield: H. G. Shaffer
225 East Cherry St.
Phone 576

Corning: P. M. Hoffman
134 East First St.
Phone 400

Geneva: Henry B. Abbott
423 South Main St.
Phone 2134

Williamsport: W. D. Angle
416 Pine St.
Phone 6277

HOSPITALS

Blossburg: State
State Road
Phone 41

Clearfield: Clearfield
Turnpike Ave.
Phone 483

Corning: Corning
163 East First St.
Phone 808

Geneva: Geneva City
198 North St.
Phone 2314

Jersey Shore: Community
Thompson and Howard Sts.
Phone 126

Lock Haven: Lock Haven
Susquehanna Ave.
Phone 721

Lyons: Lyons
122 Broad St.
Phone 17-R

Penn Yan: Soldiers and Sailors
418 Main St.
Phone 307

Philipsburg: State
North End Pine St.
Phone 205

Spangler: Miners
First and Crawford Sts.
Phone 34

Williamsport: City
798 Louisa St.
Phone 7191

Wellsboro: Soldier's and Sailor's Memorial
Central Ave.
Phone 790

SPECIAL INSTRUCTIONS

Special Instructions referred to by letter or number relate to Rules for the Government of the Operating Department with correspondng letter or number.

A-1. OTHER RAILROADS.

Between B. & O. Jct., and C. B. Jct., trains run via B. & O. R. R.

Between Cherry Tree and Spangler wye, trains run via P. R. R.

Between Cherry Tree, Idamar and Heilwood, trains run via C. T. & D. R. R.

Between Mahaffey Jct. and Patton, trains run via P. R. R.

Between Keating Jct., Station and Rich, trains run via P. R. R.

B-3. LAWS AND REGULATIONS.

Safety Appliance Laws.

Cars becoming defective enroute, when loaded with live stock or perishable freight, may be hauled by chains instead of couplers to next repair point and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chains in revenue trains, or in association with cars commercially used, beyond the first side track.

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Hours of Service Law.

When a train or engine crew has been on duty 14 hours, the Conductor must send report to the Superintendent by wire.

Handling Explosives and Dangerous Articles.

Bureau of Explosives Phamphlets 20-F Revised Feb. 1, 1948 and 20-G Revised Feb. 1, 1948 governs.

Rules to be Followed by Employes in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern.

Except as provided by proper regulations, the handling of gasoline in any car of a passenger train is prohibited.

In cases of derailments or other circumstances involving tank cars loaded with inflamable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing, so that the wind will tend to drive the vapor away from these lights.

Orders of Commissions.

The Public Service Commission, State of New York, shall have power through its members, or responsible engineer or inspectors, duly authorized by it, to enter in or upon and to inspect the property, equipment, buildings, plants, factories, powerhouses and offices of the railroad, including the right for such inspection purposes to ride upon any passenger or freight engine or train while in service on presentation of proper transporation.

The Public Utilities Commission of the Commonwealth of Pennsylvania directs by General Order No. 5 dated Harrisburg, February 4, 1914, in the matter of regulations governing the protection of grade crossings as follows:

A light shall be displayed on the head end of railroad trains when necessary to shift cars by night over a public crossing, notwithstanding the fact that the crossing constitutes a part of the yard.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Lyons	Passenger station.
Corning	Engine dispatcher's office. Yard office.
Wellsboro Jct.	Signal station.
Jersey Shore Jct.	Signal station. Dispatcher's office.
Newberry Jct.	Yard office. Engine house.
Avis	Yard office.
Viaduct	Signal station.
B. & O. Jct.	Signal station.
Cherry Tree	Yard office.

5. STATIONS—Additional to station column.

Keating.....1.07 miles east of Keating Jct.

12. HAND, FLAG AND LAMP SIGNALS.

Signal Station WD.

A proceed hand signal with a yellow flag by day or a yellow light by night indicates route is set for movement to or from Lyons.

A proceed hand signal with a green flag by day or a green light by night indicates route is set for movement to or from West Shore Connection.

Corning.

Northward trains approaching Corning Yard must receive proceed hand signal with yellow flag by day or yellow light by night before entering yard.

Signal Station NB.

Southward freight trains on track No. 3 must not foul crossovers opposite signal station NB until they receive a proceed hand signal with yellow flag by day or yellow light by night.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication.
o — o o	Must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accordance with Rule No. 615.

Signal station.

WD	— — o o o o	Northward for Dewitt.
	— o o o o	Northward for Lyons.
YA	o o o — —	Westward for Avis.
	— — o o o o	Eastward for JS.
	— — o o o	Eastward Jersey Sh. Jct.
	— o —	Eastward trains when passing Mahaffey or JG and westward trains when passing Walton or Gray, when train will not stop at Clearfield for supplies.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains between Corning and Lyons and west of Avis.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared by signal indication.

Trains will not leave the following station without a train order:

J. S. Northward trains.

Trains will not leave the following stations without Clearance Form A:

WD, Southward trains.
Dresden, Penn Yan Branch trains.
Middlebury, Northward trains.
Viaduct, when open.
Munson, when open.
Clearfield Jct., when open.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch, except:

S.S. WD and Newberry Jct.

Slate Run. { No. 1 siding, northward trains. No. 2 siding, southward trains.

Cammal....Southward trains, second switch.

Jersey Shore Jct. and Clearfield.

Waterville..Northward trains, second switch.
Mill Hall...Eastward trains, second switch.
Snow Shoe. Westward trains, third switch.
Viaduct....Westward trains, second switch.

Munson and Philipsburg.

Hawk Run..East wye switch.

Dimeling and Irvona.

Potts Run..Carnwath Branch switch.

93. YARD LIMITS.

S.S. WD and Newberry Jct.

S.S., WD and Thompson inclusive.
GY and Geneva, inclusive.
Dresden.
YD, AQ and Corning, inclusive.
Lawrenceville and C. V. Jct., inclusive 9:00 A. M., to 8:30 P. M.
Wellsboro Jct.
Jersey Shore Jct., and Jersey Shore inclusive.
North end, NB and Newberry Jct., inclusive.

C. V. Jct., and Westfield.

Elkland.
Knoxville.
Westfield.

Wellsboro Jct. and Wellsboro

Wellsboro to end of line.

Jersey Shore Jct., and Cherry Tree.

Jersey Shore Jct., YA, Avis and Browns, inclusive.
Viaduct.
Munson.
WB, B. & O. Jct., and Clearfield, inclusive.
Scales and Cherry Tree, inclusive.

WB and Keating Jct.

WB.
Keating and Keating Jct., inclusive.
Passenger trains must be given full protection at all times.

D-97. WORK EXTRAS.

On two or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
GY	Rochester Div.	Interlocking.
Corning	Erie	Interlocking.
Cowanesque	B. & O.	R.R. Grade Cross'g
Madera	P. R. R.	Approach signals.
Loch Lomond Jct.	P. R. R.	R.R. Grade Cross'g
Signal station RG, Philipsburg	P. R. R.	Interlocking.

At Madera trains will proceed over crossing under flag protection. P. R. R. trains have preference.

Trains using grade crossing at RG, will secure permission by telephone located in signal station from P.R.R. block operator in control, Park, from 12:01 P. M. Sunday until 8:00 A. M. Monday, and Mills at other times, and when received will place signals in stop position against P.R.R. trains and after movement over crossing is made will place P.R.R. signals in normal position at clear.

103. PUBLIC CROSSINGS AT GRADE.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

Trains meeting, passing, or using the siding at the following stations will approach crossings shown below prepared to stop:

Siding	Highway Crossing
Waterville	Highway No. 44.
Lock Haven	Logan Avenue.
Beech Creek	Highway No. 220.
JG	Highway No. 168

Trains or Engines must stop and flag over the following crossings.

Fall Brook

Dresden, N. Y.	Main Street when moving through siding.
Corning, N. Y.	Chestnut Street Walnut Street Pine Street Tioga Avenue

C V Branch

Highway No. 49	.55 mile north of Pritchard
Highway No. 49	.48 mile north of Osceola
Highway No. 49	1.87 mile south of Osceola
Highway No. 49	1.25 mile north of Westfield

Beech Creek

Philipsburg Branch

Highway No. 53	1.18 miles east of Philipsburg
Presqueisle & Walton Sts.	West of Philipsburg Station

Decatur Branch

Highway No. 53	2.23 miles west of Hawk Run

Clearfield Southern

Highway No. 53	.01 mile west of Madera
Main St. Crossing	Glen Hope
Highway No. 53	.08 mile west of Irvona

Arcadia Branch

Highway No. 80	.54 mile east of Arcadia

Hooverhurst Branch

Highway No. 80	.33 mile west of Hooverhurst

Victor No. 9-a Branch

Highway U. S. 219	2.35 miles east of Spangler

Emeigh Run Branch

Highway U. S. 219	2.20 miles west of Cherry Tree

Woolridge Mine Branch

Highway U. S. 322	.58 miles east of Woodland

Surveyor Run Branch

Highway No. 17052	Surveyor, Pa.

Flagman will use a red flag by day, a red lantern and a white lantern by night preceding each movement of locomotive, car or train across State Highway Route 17052.

104. SWITCHES.

Spring switches.

Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.

Trainmen must not unlatch lever for hand operation until switch points have completed automatic movement caused by the passage of train or engine.

CAMMAL.

South end of siding; normal position for main track.

Southward trains moving through siding will trail switch.

104a. NORMAL POSITION OF SWITCHES.

WK, for WK-Lyons Line.
Lindley, End of two tracks, for Track No. 2.
C. V. Jct., for Corning-Newberry Jct. Line.
Middlebury, end of two tracks, for Track No. 1.
Wellsboro Jct., for Corning-Newberry Jct. Line.
DI, end of two tracks, for Track No. 2.
North End, for Track No. 3.
Munson, East wye switch, for Jersey Shore Jct.-Philipsburg Line.
Clearfield M. P. 2, for yard lead track from Clearfield Jct. to the Clearfield Line.
Clearfield Jct. { Wye switches for Jersey Shore Jct., Clearfield Line
Potts Run, for Dimeling-Irvona Jct. Line
Dimeling, for Dimeling-Irvona Jct. Line.
WJ, for C. B. Jct.-Cherry Tree Line.
Dowler Jct., for C. B. Jct.-Cherry Tree Line.

SIGNALMEN WILL, WHEN SIGNAL STATIONS ARE OPEN, ADJUST SWITCHES AT THE FOLLOWING STATIONS:

S.S. WD, switches leading to and from West Shore connections
Dresden, south end of siding.
Lindley, end of two tracks.
Tioga, south end of siding.
Middlebury, end of two tracks.
DI, end of two tracks.
Blackwell, south end of siding.
Cammal, north end of siding.
Waterville,south end of siding.
Munson, east wye switch.
Viaduct, east end siding.
Clearfield Jct., wye switches.
Dowler Jct., switch leading to Arcadia Line and siding switch at east end.
WJ, main track crossovers.
Lumber, crossover switches.
Gray, east end siding.
Walton, crossover switches.
Mowry, crossover switches.
Karthaus, east end of siding.
Cataract, crossover switches.
GW, west end siding.

105. SIDINGS.

Two or more tracks:

Capacity based on 44-foot cars.

	Southward	Southward and Northward
S.S. WD and Newberry Jct.		
WD		224
Dresden	122	
Himrods Jct.	79	
Dundee, middle track	70	
Beaver Dam, middle track	71	
Wellsboro Jct. North middle track	84	
Wellsboro Jct. South middle track		77
Single Track:		
Lawrenceville		195
Tioga		125
Blackwell		130
Cedar Run		144
Slate Run No. 1, next to main	110	
Slate Run No. 2	110	
Cammal		206
Jersey Mills		154
Waterville		132

	Eastward	Eastward and Westward
C. V. Jct. and Westfield.		
Elkland		6
Knoxville		19
Westfield		6
Jersey Shore Jct. and Wynn.		
Lock Haven		102
Mill Hall		46
Beech Creek		100
Monument		91
Orviston		65
Snow Shoe		50
Viaduct		189

C. B. Jct. and Cherry Tree.

JG	148
Lumber	152
WJ	100
Burnside	167

WB and Keating Jct.

Gray	150
Walton	177
Deer	174
Mowry	177
Karthaus, east of crossover	80
Cataract	180
Keating Jct.	237

109. BULLETIN BOARDS AND BOOKS.

Dresden	Signal station.
Himrods Jct.	Signal station.
Corning	Engine House. Yard office.
Wellsboro Jct.	Signal station.
Newberry Jct.	Engine House. Yard office.
Avis	Yard office.
Clearfield	Engine House. Yard office.
Cherry Tree	Engine House. Yard office.

Pennsylvania R. R. general orders and notices, governing territory between Keating Jct., station and Rich will be posted at yard offices at Cherry Tree, Clearfield, Avis, and NB signal station.

B. & O. R. R. bulletins and notices will be posted at Cherry Tree, Clearfield, Avis and Newberry Jct., yard offices, and Newberry Jct., engine house.

DESIGNATON AND USE OF MAIN TRACKS.

Single Track.

Between Penn Yan and Dresden.
Lindley and Middlebury.
C. V. Jct., and Westfield.
Wellsboro Jct., and Wellsboro.
DI and TW.
JS and Jersey Shore Jct.
JS and YA via wye.
Browns and Wynn.
Munson and Philipsburg.
Clearfield Jct., and WB.
C. B. Jct., and Cherry Tree.
Dimeling and Irvona Jct.
Potts Run and Carnwath.
WJ and Mahaffey Jct.
Dowler Jct., and Arcadia.
Keating Jct., Station and WB.
Spangler Wye and Carrolltown.

D-151.

Two Tracks.

Between S.S. WD and Lindley.
Middlebury and DI.
TW and JS.
Jersey Shore Jct., and North End.
Jersey Shore Jct., and Rich.
NB and Newberry Jct.

Tracks are numbered from the west:
No. 1 No. 2

Tracks will be used as follows:
No. 1—Southward.
No. 2—Northward.

Three Tracks.

Between North End and NB.
Tracks are numbered from the west:
No. 3, No. 1, No. 2.
Tracks will be used as follows:
No. 1—Southward.
No. 2—Northward.
No. 3—Southward Freight.

S-231. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNALS.

Between YA and J. S. via the wye.
J. S. Jct., and J. S.

D-251. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Between TW and JS.

D-261. MOVEMENT OF TRAINS AGAINST THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Between TW and JS Tracks No. 1 and No. 2.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.

Fig. 104
285-A

Proceed preparing to stop at next signal. Train exceeding medium speed when indication is seen must at once reduce to that speed.

The following automatic signals have vertical lights:

28	35	78
83	170	173
294	299	301
		705

Rule 292 will govern.

290. RESTRICTED SPEED INDICATIONS.

Engine and train crews will not accept signal indication, Rule 290, Figures 175 and 181, to proceed through a block without instructions.

Rule 290 modified accordingly.

293. SWITCH TARGETS.

Lights on main track switches are not in use:

Between signal stations WD and NB in two or more track territory, except on facing point switches and derails.

Dresden and Penn Yan, except wye switches at Dresden.

Signal station WK and north end of Tioga Avenue.
C. V. Jct., and Westfield.

Wellsboro Jct., and Wellsboro.
Munson and Philipsburg.
Clearfield Jct., and Wynn.
Dimeling and Irvona, including Carnwath Branch.
Signal station WJ and Mahaffey.
Dowler Jct., and Arcadia, including Hooverhurst Branch.

Rule 293 modified accordingly.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use—

Single Track—

Between Browns and Wynn
Clearfield Jct., and WB
C. B. Jct., and Cherry Tree
C. V. Jct., and Westfield
DI and TW
Dimeling and Irvona
Dresden and Penn Yan
Dowler Jct., and Arcadia
Keating Jct., and WB
Lindley and Middlebury
Munson and Philipsburg
Potts Run and Carnwath
Spangler Wye and Carrolltown
Wellsboro Jct., and Wellsboro

Rules 317A and 331A for absolute block for opposing and following movements govern the movement for passenger trains.

Rules 317B and 331B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two or More Tracks:

Between JS Jct., and NB
S.S. WD and YD Corning
WK and Lindley
Middlebury and DI

Rules 318A and 331A for absolute block for following movements only govern the movement of passenger trains.

Rules 318B and 331B for permissive block for following movements only govern the movement of trains other than passenger trains.

Except where Rule D-261 governs, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movements of trains other than passenger trains.

Single and Two or more Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones and will indicate condition of track only between automatic signal and fixed signal reading "End of automatic block."

Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.

Issuance of clearance Forms A and B, or display of permissive indication will be authorized by the the train dispatcher, except in case of failure of communication.

373. BLOCK STATIONS.

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Two Tracks:

Between TW and JS.
Rich and JS Jct.

Except where Rule D-261 governs, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

In automatic block signal territory the normal position of interlocking signals for main track movement will be proceed, except at: Signal Station JS.

Rule 611 modified accordingly.

515. WHEEL BASE.

Engines with less than 28 feet wheel base must not be operated in automatic block system territory except when coupled to another engine or car.

Rule 515 modified accordingly.

605. REMOTE CONTROL SWITCHES

Location	Sig. Sta.	Sig.	Tracks
TW	JS	Int.	End of two tracks
Browns	YA	Int.	End of two tracks

Interlocking Rules govern.

Enginemen or Trainmen finding signal indicating stop must call signalman at signal sta.

Train or engine may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT-M. B. in list of Stations, Office Calls, Signals and Telephones.

703. MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

Cabooses must be handled on rear of trains except as otherwise provided.

705. LEAVING CARS ON SIDE TRACKS.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 ft. or over in length are limited to 30 cars.

Trains containing not more than 5 cars 60 ft. or over in length are limited to 40 cars.

HAND BRAKE TEST.

When backing freight trains, sufficient hand brakes must be applied on rear to prevent slack running out.

A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off the power and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, rail motor car must proceed at restricted speed to the nearest point at which repairs can be made.

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1947, govern.

Retaining valves must be turned up on the front portion of trains between the following points, but not less than the minimum quoted below, and as many more as in the judgment of the engineman is necessary.

Northward, Ellis to Dresden.

On trains with a locomotive equipped with two air compressors.
Trains over 7,500 tons to 10,000 tons..50%
Trains of 4,000 tons to 7,500 tons....30%

On trains with a locomotive equipped with one air compressor.
Trains over 7,500 tons to 10,000 tons..100%
Trains of 5,000 tons to 7,500 tons....60%
Trains of 3,000 tons to 5,000 tons....50%
Trains of less than 3,000 tons.....25%

Eastward, Gillintown to Monument.

Trains 2,500 tons to 6,000 tons.....30%
Westward, Van to Clearfield Jct.....15%

On these grades the brake pipe feed valve must be adjusted to 90 pounds. The engineman must operate the automatic brake valve in such a manner as to maintain a brake pipe pressure of not less than 55 pounds at all times.

Should brake pipe pressure fall below 55 pounds trains must be stopped until pressure is restored. In case of failure of air brakes, engineman must immediately place the automatic brake valve handle in emergency position and sound whistle signal 14-a, and train must be stopped as quickly as possible. Conductor will be held responsible for the correct use of retaining valves and to know that trainmen are in their proper location on the train.

DIESEL EQUIPMENT.

Diesel electric locomotives may be operated through water not exceeding in depth three inches above top of rail, but under those circumstances should proceed at slow speed and with caution.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to the entire train.

General
Unless otherwise restricted.

Circus trains with freight equipped cars... 30
Engines, light or with caboose..... 35
Engines running backward..... 30
Engines running backward by night over public crossing..... 15
Engines, Classes B and U, under steam or being towed..... 20
Freight and work trains..... 40
Freight trains with pushers..... 30
Passenger, mail, express and milk trains... 40
With freight equipped cars..... 40
Passenger trains running backward..... 20
Rail detector car X-8015.
Under own power or on rear of passenger train 40
Revenue freight trains with cranes moving on their own wheels..... 25
Switches and crossovers shorter than No. 16, other than interlocking, when diverging. 10
Snow plows and flangers..... 30
Trains with dead engines not having all side or main rods..... 20
Trains with steam cranes, except as shown above 30
Work trains with cranes on their own wheels 30
Wrecking cranes handled in wrecking service 40
Rail motor cars operating under their own power or being towed..... 40
Trains with scale test cars or Jordan Spreaders 25
At night, when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use:
Over all hand operated switches..... 10

Local
Unless otherwise restricted.

S.S. WD & Newberry Jct.

WD and Himrods Jct. PRR, engines class I-1-SA 30
Between M. P. 13.56 and M. P. 15.29 Geneva curves and over streets..... 20
Glass Factory Bay curve between M. P. 17½ and M. P. 18..... 30
M. P. 38½ to Dresden, northward trains... 30
All trains over Bridge 36C at Mile Post 48.86 30
Corning, over and through streets, except as listed under Rule 103..... 20
WK and Jersey Shore Jct. all trains..... 35
Lindley, switch at end of two tracks when diverging 30
Lawrenceville Station 20
NYC engines over Bridge 76-A at M. P. 86.6 on siding..... 20
Erie RR engines classes S-1, S-2, S-3, N-1 and N-3 over Bridge 76-A at M. P. 86.6 on siding..... 10
Middlebury, switch at end of two tracks when diverging..... 30
Barbers Curve M. P. 116.95 to M. P. 117.34 tracks 1 and 2..... 25
DI, switch at end of two tracks when diverging 30
Johnsons Bend curve, M. P. 124.3 to M. P. 124.6..... 30
M. P. 134 to Cedar Run Station..... 30
Erie RR engines classes S-1, S-2, S-3, and N-3 over Bridge 138 at M. P. 135.6..... 20
Torbert curve between M. P. 163.46 and M. P. 163.64..... 30
Erie RR engines classes S-1, S-2, S-3, and N-3, over Bridge 153 at M. P. 163.7..... 20
Erie RR engines class N-1 over Bridge 153 at M. P. 163.7..... 30
SS-JS, Track No. 1 crossover to NB Jct. Line 20
J. S. Jct., through interlocking..... 20
Erie RR engines classes S-1, S-2, S-3 and N-3, over Bridge 160 at M. P. 179.4..... 30

Dresden and Penn Yan.

All trains 20

Dresden, south leg of Wye.

All engines 6

C. V. Jct. and Westfield.

All trains 25
All trains over following bridges:-
C-31 at MP 19.3..... 10
C-32 at MP 20.1..... 10
C-35 at MP 20.7..... 20
C-37 at MP 22.7..... 20

Wellsboro Jct. and Wellsboro.

All trains 20
Trains with steam cranes..... 15
Engines Classes H, J, K, L, S and U Over Bridge A-9 at MP 2.4..... 15

J. S. and YA via Wye.

All trains 20

All Mine Branches.

All trains 15

Jersey Shore Jct. and Wynn.
Clearfield Jct. and Clearfield.

All trains 30
Trains with steam cranes..... 25
Browns and Snow Shoe engines, Classes H-10, J, L and S..... 25
Mill Hall, over grade crossing, West Water St. 10
Engines, Classes H-6, H-10, J, L, S and U over Bridge B-21 at MP 43.8..... 20
Gillintown to Monument, all trains..... 25
East End Peale tunnel to Viaduct, all trains 20
Munson and Clearfield Jct., all trains..... 25
Clearfield Jct. over bridge and on curve.... 15
Leonards curve, one mile east of Clearfield Jct. 20
Clearfield Jct., and Wynn..... 25

Browns and Rich.

All trains 30
Browns, tracks 1 and 2..... 20

Munson and Philipsburg.

All trains 20
Chester Hill Borough, Philipsburg, over grade crossings 10

C. B. Jct. and Curry Run.

All trains 25
Engines classes H-10, J and L, between M. P. 3 and M. P. 6 and between M. P. 9 and M. P. 11..... 20
Trains with steam cranes X-22 to 34 inc. over Bridges V-13 M. P. 10.19 and V-18 M. P. 15.6..... 20

Curry Run and Dowler Jct.

All trains 25
Mile Posts 110½ to 111½, Engines Classes H-10, J and L..... 20
Engines, Classes U, H-10, J and L over Bridge E-8 at M. P. 2.6..... 15
Engines, Classes H-5 and H-6 over Bridge E-8 at M. P. 2.6..... 20

Dowler Jct. and Cherry Tree.

All trains 25
Switch at Dowler Jct. when diverging... 20
All trains, Mile Posts 3 and 5..... 15

WJ and Mahaffey Jct.

All trains 20
Mahaffey Station, over Market Street..... 6
Engines, Class H-6 over Bridge B-53..... 15

Dowler Jct. and Arcadia.

All trains 20

Emeigh Run Branch

Engines Classes H-5, H-6, over Bridge No. 1 at M. P. 0.3..... 10

West Branch.

West Branch No. 1, engines Class H-6-A... 10

Dimeling and Irvona Jct.
Potts Run and Carnwath.

All trains, except on curves..... 20
On curves 15

WB and Keating Jct.

All trains 35
Fulton Tunnel 20
Shawville Tunnel 25
Deer Tunnel 25
Karthaus Tunnel 20
Between M. P. 32 and M. P. 35 all trains... 30
Eastward trains approaching signal 530, Keating Jct. Station..... 10

ENGINE AND CAR RESTRICTIONS.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

Cars exceeding a total weight of 220,000 lbs. must not be operated except by special permission other than six axle hopper cars not exceeding o total weight of 260,000 lbs and NYC series cars 499030 to 499039 and B & LE series cars 65001 to 69900.

Rail Detector Cars.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

S.S. WD and Newberry Jct.

Erie R.R. engines, Classes S-1, 2 and 3 must not be double headed.

Geneva.

Patent Cerals Company track. Engines other than Classes B-10 and E-1-G must not be operated.

Dresden.

New York State Electric & Gas Co. Engines must not be operated inside of building.

Corning.

Corning Glass Works, Front St. Engines other than Class B-10 must not be operated.

Corning Glass Works Pot and Clay Switch. Engines other than Classes B-10 and U must not be operated.

Corning Glass Works Side Track at Chestnut Street. Engines other than Class B-10 and U must not be operated.

Trestle, Tioga Ave. Engines other than Class B-10 must not be operated.

Corning Terra Cotta and Corning Shale Brick Corp. Engines other than Class B-10 must not be operated.

New York State Electric & Gas Company. Engines must not be operated inside of building.

Jersey Shore.

Central Cable Company side track. Engines other than Classes B-10 and U must not be operated.

Central Lumber & Coal Company side track. Engines must not operate inside of building.

Dresden and Penn Yan.

Engines heavier than Class E-1-G must not be operated beyond Bridge Y-2 at M. P. 0.47.

Cars exceeding a total weight of 220,000 lbs., must be separated from locomotive, from each other, from other special shipment of cars weighing loaded in excess of 160,000 lbs., by at least two cars weighing loaded not in excess of 160,000 lbs., total weight each.

Cars exceeding total weight weight of 140,000 lbs., must not be operated from Penn Yan Station to end of Branch.

Steam Cranes X-23 to X-34 inclusive must remove hood and stack between Dresden and Penn Yan Stations.

Steam Cranes other than X-10 and X-11 must not be operated Penn Yan Station to end of line.

C. V. Junction and Westfield.

Engines heavier than Class E-1 must not be operated.

Cars exceeding a total weight of 210,000 lbs., must not be operated.

Cars exceeding 160,000 lbs., between Elkland and Westfield must be separated from locomotive or any special load or cars weighing in excess of 64,000 lbs., gross by at least two cars loaded not in excess of 64,000 lbs., each.

All steam cranes heavier than X-18 and X-19 must not be operated.

Steam cranes must be separated from engine and from any car weighing in excess of 64,000 lbs. No loads should be lifted on bridges C-22, C-29, C-31, C-35 and C-37 unless crane is blocked to ground.

Wellsboro Jct. and Wellsboro.

Engines heavier than Class U must not be operated between Bridge A-12 at Mile Post 3 and Mile Post 4.51.

F. L. Patterson, Sidetrack at Wellsboro. Engines heavier than Class U must not be operated.

All steam cranes except X-10 and X-11 must not be operated between Bridge A-12 at Mile Post 3 and Mile Post 4.51.

Jersey Shore Jct. and Wynn.
Clearfield Jct. and Clearfield.
Cunard.

Cunnard Slope No. 1 track. Engines must not be operated under tipple.

Woodland.

Woolridge No. 1 and No. 2 Track. Engines must not be operated under tipples.

Clearfield.

Elk Leather Company. Engines must not operate beyond clearance point.

Mill Hall. Bellefonte Lime Co., siding.

Engines heavier than Class H-6 must not be operated.

Engines must not be operated under tipple, or on storage track beyond clearance point. Cars exceeding total weight of 160,000 lbs., must not be operated.

Viaduct and Grass Flat.

Engines heavier than H-6 must not be operated. Cars exceeding a total weight of 220,000 lbs. must be separated from locomotive, from each other, from other special shipment of cars weighing loaded in excess of 160,000 lbs. by at least two cars weighing loaded not in excess of 160,000 lbs. total weight each.

NYC Coal Mining side track. Engines must not be operated under tipple.

Winburne Branch—Winburne to end.

Engines heavier than Class H-6 must not be operated.

Penna. Coal & Coke Corp. and Frans Kristianson tracks. Engines must not be operated under tipples.

Munson and Philipsburg, including Mine Branches.

Engines heavier than Class H-6 must not be operated.

Steam cranes X-28 to X-34, inclusive, must not be operated Hawk Run Branch.

Lanark No. 1, Morrisdale Shaft No. 1, Belfast No. 14, Maxton No. 1, K & J No. 1 and 2, Coaldale No. 26, Colorado No. 3 and Coaldale No. 28 mine tracks. Engines must not be operated under tipple.

Dimeling and Irvona.

Engines heavier than Class H-6 must not be operated.

Chase Mine Track. Engines must not be operated under tipple.

Potts Run and Carnwath.

Engines heavier than Class H-6 must not be operated.

Potts Run No. 3, Carnwath No. 1, Central Moshannon No. 2 and Boardman No. 4. Engines must not be operated under tipples.

CB Junction and Cherry Tree.

Engines heavier than Class L must not be operated.

Bell Run, Good No. 22 mine tracks. Engines must not be operated under tipple.

Rowles.

Bloom A-19 Mine track. Engines must not be operated under tipples.

Cherry Tree.

Through crew caboose track. Engines must not be operated 50 feet beyond frog.

W. J. and Mahaffey Jct.

Engines heavier than Class H-6 must not be operated.

Dowler Jct. and Arcadia, including mine branches.

Engines heavier than Class H-6 must not be operated.

Trains with two or more engines may be operated only when there are at least five cars between engines.

Steam Cranes X-24 to X-34 inclusive must not be operated on Hooverhurst Branch.

Cush Creek, Arcadia No. 1 and 2 and Arcadia No. 43 mine tracks. Engines must not be operated under tipples.

Emeigh Run Branch.
West Branch No. 1.

Engines heavier than Class H-6 must not be operated.

Steam Cranes X-24 to X-34 inclusive must not be operated.

Moore No. 1, Victor No. 17 and McCombie No. 2 Mine tracks. Engines must not be operated under tipples.

Spangler and Carrolltown, including mine branches.

Engines heavier than Class H-6 must not be operated.

Victor No. 9 and 9-A mine tracks. Engines must not be operated under tipple.

WB and Keating Jct.
Gray

Lansberry Mine siding 2.63 miles west of Gray. Engines must not be operated beyond tipple.

Aurora No. 2 Mine track. Engines must not operate under tipple.

Walton

Mt. Vernon No. 1 Mine track. Engines must not be operated under tipple.

Mowry

Harrington No. 1 Mine track. Engines must not be operated under tipple.

Karthaus

Potterdale No. 4 Mine track. Engines must not be operated under tipple.

Myers No. 1 Mine track. Engines must not be operated under tipple.

SPECIAL USE OF TRACK.

Dresden. Engines turning on wye will move with traffic on southward main track and run via south leg of wye.

Newberry Jct., when turning L engines on wye, engines will be backed around south leg of wye.

Avis. Trains and yard engines may use No. 43 track south of No. 2 track between YA and east end of loaded yard under direction of signalman at YA.

Westward movements will be governed by signal indication at YA and conductor will report clear on arrival at east end of loaded yard.

Eastward movements will be governed by information received by telephone from Signalman.

Irvona, when turning H-6 engines on P. R. R. wye engines will be backed around south leg of wye.

WATER STATIONS.

Geneva	Darling Run	Viaduct
Dresden	Tiadaghton	Black Bear
Himrods	Cedar Run	Potts Run
Penn Yan	Jersey Mills	Mahaffey
Beaver Dam	Ramsey	Cherry Tree
Corning	Avis	J G
Lawrenceville	Youngdale	Walton
Elkland	Beech Creek	Cataract
Wellsboro Jct.	Salt Lick	Keating Jct.
Antrim	Stark	

PASSENGER TRAINMEN.

Rear brakeman of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location: Storm clothing	Container and lanterns
Pullman Obs..	Pullman	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to persons using vestibule.
Private.....	Pullman		
Deluxe, Obs. coach.....	Pullman		
Diner.....	Pullman		
Pullman, without observation end.	Coach...	Rear of coach.	Rear of coach.
	.....	On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, effective February 1, 1947, govern.

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid gaskets being blown off.

When one or all of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 modified accordingly.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

When double windows are open, both windows must be raised to the same level.

Doors, ventilators, fans, windows and shades must be properly adjusted at terminals and enroute to provide maximum comfort to passengers according to existing weather conditions.

Electric fans will be shut off on arrival at terminal by train crew, if cars are to be stored.

SNOW PLOW EQUIPMENT.

When snow plows or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect movement of train and in case of emergency, assist in operating snow plow or flanger.

Wings in snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed, by trains on adjacent tracks where snow is being thrown.

Snow plows must not be hauled backward when being moved in freight train.

FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify health officer promptly.

When fatal accident occurs on right-of-way, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

LUBRICATION AND CARE OF JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When Cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound by water or snow.

Cooling Compound.

An approved hot journal cooling compound and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1947, govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

OVERHEAD CLEARANCES.

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

S.S. WD AND NEWBERRY JUNCTION.

Location	Description	Tracks
Geneva MP 13.93	Overhead bridge LVRR	All tracks
Geneva MP 14.04	Signal Bridge	Main tracks
Dundee	Hoyt Coal Trestle	Side track
Beaver Dam	Water Tank Spout	Main track
Corning North Yard	Wire crossing, Power House track	Side track
Corning North Yard	Pipe crossing, Engine House track	Side track
Corning North Yard	Coaling Plant Chutes	Side tracks
Corning North Yard	Sand Plant Loaders	Side tracks
Corning MP 70.79	Overhead bridge DL&W	All tracks
Corning	Canopy Corn'g Frt. Hse.	All tracks
Corning	Wire crossing, Fall Brook Plant, Corning Glass Works	Side track
Corning	Wire crossing, General Crushed Stone Co.	All tracks
Corning	Wire crossing, West Factory tracks, Corning Glass Works	Side tracks
Corning	Corning Building Co. Coal trestle	Side track
Corning	New York State Electric & Gas Corp. Building	Side track
Darling Run	Water Tank Spout	Main track
Cedar Run	Water Tank Spout	Side track
Jersey Mills	Water Tank Spout	Side track
Waterville MP 156.95	Truss bridge	Main track
Ramsey	Water Tank Spout	Main track
Jersey Shore MP 167.57	Overhead bridge	Main track
Jersey Shore	Central Lumber & Coal Co., building	Side track
Jersey Shore	Antes Fort Coal Co., trestle	Side track
Newberry Yard	Water Tank Spout	Side track
Newberry Yard	Coaling Plant Chute	Side track
Newberry Yard	Sand Plant Loader	Side track

DRESDEN AND PENN YAN.

Location	Description	Tracks
Dresden MP 0.15	Overhead bridge	Main track
Seneca Mills MP 3.36	Overhead bridge	Main track
Milo Mills	Canopy Andrews tracks	Side track
Penn Yan	Wire crossing, team trk.	Side track
Penn Yan	Birkett Mills track	Side track
Penn Yan MP 6.14	Overhead bridge Main Street	Main track
Penn Yan MP 6.33	Overhead bridge Liberty Street	Main track
Penn Yan	Water Tank Spout	Main track
Penn Yan	Wire crossing, H. Carey track	Side track
Penn Yan	Basket Factory track Wire crossing and overhead Conveyor	Side track

C. V. JUNCTION AND WESTFELD.

Pritchard MP 1.67	Truss bridge	Main track
Elkland	Elkland Leather Co. (Various structures)	All tracks
Elkland	Water Tank Spout	Main track
Phillips MP 20.12	Truss bridge	Main track
Westfield	Pipe Crossing, Eberle Tanning Co.	Side track

WELLSBORO JUNCTION AND WELLSBORO.

Wellsboro	Wire crossing, Corning Glass Works	Side track
Wellsboro	Pipe crossing, F. L. Patterson	Side track

JERSEY SHORE JUNCTION AND WYNN.

Avis Yard	Through and adjacent track to Car Shop (Various structures)	All tracks
Avis Yard	Engine Coaling Plant (Bldgs. and Chutes)	Side tracks
Avis Yard	Jersey S. Steel Co. Bldg.	All tracks
Avis Yard	Power Hse. Coal Trestle Building	Side track
Youngdale	Water Tank Spout	Main track
Mill Hall	Overhead tramway	All tracks
Mill Hall	O. B. Hills Coal Trestle	Side track
Mill Hall MP 14.61	Highway and P.R.R.	
MP 14.62	Overhead bridges	Main track
Beech Creek	G. D. Hess Coal Trestle	Side track
Beech Creek	Water Tank Spout	Main track
Orviston	General Refractories Co. Unloading Trestle	Side track
Panther MP 33	Hogback Tunnel	Main track
Stark	Water Tank Spout	Main track
Snow Shoe	J. H. France Refractories Co. Unloading trestle	Side track
Peale	Peale Tunnel	Main track
Viaduct	Overhead Coaling Trestle	Main and Side track
Windburne	Black Bear Water Water Tank Spout	Main track

Morrisdale	Cunard Slope No. 1 Tip.	Side track
Morrisdale	Morrisdale No. 6 Tipple	Side track
Morrisdale MP 71.79	Overhead bridge	Main track
Wallaceton MP 73.87	Overhead bridge	Main track
Woodland	Woolridge Coal Co. Tip.	Side track
Dimeling MP 90.15	Wire Crossing	Main track

MILL HALL. BELLEFONTE LIME CO., SIDING

Salona	Trestle	Side track

VIADUCT AND GRASS FLAT.

Location	Description	Tracks
Grassflat	Clearfield Bituminous Coal Co.	Side track
Grassflat	Moravian No. 6 Tipple	Side track

WINBURNE BRANCH—WINBURNE TO END.

Winburne	Pardee O-46 Tipple	Side track
Winburne	Ogle No. 9 Tipple	Side track

MUNSON AND PHILIPSBURG—INCLUDING MINE. BRANCHES.

Ophir Br.	Lanark No. 1 Tipple	Side track
Ophir Br.	Belfast No. 14 Tipple	Side track
Coaldale Siding	Coaldale No. 26 Tipple	Side track
Coaldale Siding	Coaldale No. 28 Tipple	Side track
Hawk Run	Morrisdale No. 1 Tipple	Side track
Hawk Run	Wire Crossing Morrisdale No. 1	Side track
Hawk Run	Red Jacket No. 2 Tipple	Side track
Decatur Br.	Kristianson No. 1 and No. 2 Tipples	Side track
Decatur Br.	Maxton No. 1 Tipple	Side track

DIMELING AND IRVONA.

Chase	Clay Tipple	Side track
Irvona MP 26.53	Overhead bridge P.R.R.	Main track

POTTS RUN AND CARNWATH.

Boardman	Potts Run No. 3 Tipple	Side track
Boardman	Boardman No. 4	Side track
Carnwath	Central Moshannon No. 2 Tipple	Side track
Carnwath	Carnwath No. 1 and No. 2 Tipples	Side track

CLEARFIELD JCT. AND CLEARFIELD

Clearfield MP 1.34	Overhead bridge P.R.R.	Main track
Clearfield	Coaling Plant Chute	Side track
Clearfield	Wire Crossing Outbound Eng. track	Side track
Clearfield	Boiler House	Side track
Clearfield	Sand Plant Loaders	Side track
Clearfield	Wire Crossing at Station	Side track

C. B. JUNCTION AND CHERRY TREE.

Rowles	Kriswal Tipple	Side track
Rowles	Bloom A-19 Tipple	Side track
Bell Run	Good No. 22 Tipple	Side track
Mahaffey MP 0.44	Overhead Bridge	Main track
Mahaffey MP 0.30	Overhead Bridge	Main track
Mt. Airie	Mt. Airie Tipple	Side track
Cherry Tree	Coaling Plant Chute	Side track
Cherry Tree	Sand Plant Loaders	Side track

MAHAFFEY JCT. AND PATTON.

Location	Description	Tracks
Patton	Pardee No. 37 Tipple	Side track

DOWLER JCT. AND ARCADIA—INCLUDING MINE BRANCHES.

Hooverhurst	Matulas Coal Co. Tipple	Side track
Hooverhurst	Arcadia No. 43 Tipple	Side track
Arcadia	Arcadia No. 1 and 2 Tipple	Side track
Arcadia	Pardee No. 42 Tipple	Side track

EMEIGH RUN BRANCH.

Emeigh Run	Victor No. 17 Tipple	Side tracks
Emeigh Run	Moore No. 1 Tipple	Side track

SPANGLER AND CARROLLTOWN.

Spangler	McCombie No. 2 Tipple	Side track
Spangler	Victor No. 9 Tipple	Side tracks
Spangler	Wire crossing Victor No. 9	Side track
St. Benedict	Victor No. 9-a Tipple	Side tracks

WB AND KEATING.

Fulton Tunnel MP 3.27		Main track
Gray	Aurora No. 2 Tipple	Side track
Shawsville Tunnel MP 7.97		Main track
Surveyor	Croft No. 1 Tipple	Side track
Walton	Mt. Vernon No. 1 Tipple	Side track
Deer Tunnel	MP 17.14	Main track
Deer	Aurora No. 1 Tipple	Side track
Mowry	Harrington No. 1 Tipple	Side track
Karthaus Tunnel	MP 29.68	Main track
Karthaus	Pottersdale No. 1 and No. 2 Tipple	Side track
Karthaus	Pottersdale No. 4	Side track
Karthaus	Myers No. 1 Tipple	Side track
Loop Run	Albert No. 2 Tipple	Side track
Spruce	Spruce No. 1 and 2 Tip.	Side track
Birch	River Smokeless Coal Co. Tipple	Side tracks

The clear space between the lowest signal line conductor and surfaces of the track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:-

Location	Description	Tracks
Signal Station AQ - Corning	Wires of Erie R.R. Co.	Main tracks 1 and 2 and back track.

H. B. TUCKER, Superintendent.

L. B. TERBRACK
R. K. ORT
F. A. CHASE
R. J. BARNES
} Train Masters.

A.G. GRAHAM — Chief Train Dispatcher.

W. C. BARROW
G. H. KITTLE
} Assistant Chief Train Dispatchers.

H. C. MILLER
P. F. McGOWAN
H. L. DOWNING
C. R. VAN DEVENTER
J. F. HEITSENRETHER
L. G. HENDRICKS
A. W. RODMAN
J. B. CAMPBELL
C. R. GRANLUN
F. B. MOORE
J. E. WEAVER
C. G. TOLES
K. R. CALLAHAN
G. L. MORIARITY
} Train Dispatchers.

S.S. WD AND WK

Southward	Miles from Lyons	STATIONS	Miles from Newberry Jct.	Northward
		Lyons	180.87	
	2.12	WD	178.75	
	4.66	Thompson	176.21	
	8.52	Junius	172.35	
	11.50	East X	169.37	
	13.95	GY	166.92	
	14.85	Geneva	166.02	
	19.84	Bilsborrow	161.03	
	28.13	Dresden	152.74	
	35.10	Himrods Jct.	145.77	
	35.51	Himrods	145.36	
	38.18	Ellis	142.69	
	40.21	Dundee	140.66	
	44.19	Barnes	136.68	
	47.64	Reading Center	133.23	
	51.44	Watkins Glen	129.43	
	53.67	Wedgewood	127.20	
	56.26	Moreland	124.61	
	59.46	Beaver Dam	121.41	
	61.46	Chambers	119.52	
	67.03	Ferenbaugh	113.84	
	69.57	YD	111.30	
	71.70	WK	109.17	

C. V. JCT. AND WESTFIELD

Southward	Miles from C. V. Jct.	STATIONS	Miles from Westfield	Northward
		C. V. Jct.	24.16	
	4.26	Tompkins	19.90	
	6.72	Nelson	17.44	
	11.08	Elkland	13.08	
	12.70	Osceola	11.46	
	17.06	Academy Corners	7.10	
	18.11	Knoxville	6.05	
	20.66	Phillips	3.50	
	21.59	Cowanesque	2.57	
	24.16	Westfield		

DRESDEN AND PENN YAN

Southward First Class			Northward First Class
19 See Note MIXED Daily except Sunday	Miles from Dresden	STATIONS	Miles from Penn Yan	20 See Note MIXED Daily except Sunday
A.M.		LEAVE		P.M.
10:00		Dresden	6.04	3:45
f10:07	2.16	Cascade Mills	3.88	f3:37
f10:10	2.59	Mays Mills	3.45	f3:34
f10:14	3.32	Seneca Mills	2.72	f3:31
f10:17	4.55	Milo Mills	1.49	f3:27
f10:21	5.22	Keuka Mills	.82	f3:20
10:30	6.04	Penn Yan		
A.M.		ARRIVE		P.M.

Nos. 19 and 20 will carry passengers Tuesday, Thursday and Saturday, except that when any of these days are Legal Holidays the service will be performed the preceding day.

WELLSBORO JCT. AND WELLSBORO

Southward	Miles from Wellsboro Jct.	STATIONS	Miles from Wellsboro	Northward
		Wellsboro Jct.	2.94	
	2.94	Wellsboro		

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.

CORNING TO NEWBERRY JCT.

Southward	Miles from Lyons	STATIONS
	72.04	Corning
	71.70	WK
	79.05	Presho
	82.68	Lindley
	85.52	Lawrenceville
	86.77	C. V. Jct.
	92.71	Tioga
	102.01	Wellsboro Jct.
	106.00	Middlebury
	113.85	Ansonia
	122.88	Tiadaghton
	123.93	DI
	130.98	Blackwell
	136.16	Cedar Run
	141.27	Slate Run
	147.59	Cammel
	149.90	Blue Stone
	152.09	Jersey Mills
	156.66	Waterville
	164.19	TW
	166.54	JS
	168.19	Jersey Shore Jct.
	168.48	Jersey Shore
	171.57	Larrys Creek
	176.94	Linden
	179.38	North End
	180.14	NB
	180.87	Newberry Jct.
		ARRIVE

NEWBERRY JCT. TO CORNING

Northward—Second Class	Miles from Newberry Jct.	STATIONS	2 FREIGHT Daily	4 FREIGHT Daily	6 FREIGHT Daily	8 FREIGHT Daily
		LEAVE	A.M.	A.M.	P.M.	P.M.
		Newberry Jct.				
	.76	NB				
	1.49	North End				
	3.93	Linden				
	9.30	Larrys Creek				
	12.39	Jersey Shore	A.M.	A.M.	P.M.	P.M.
	12.68	Jersey Shore Jct.				
	14.33	JS	12:01	6:01	12:01	6:01
	16.68	TW	12:06	6:06	12:06	6:06
	24.21	Waterville	12:24	6:24	12:24	6:24
	28.78	Jersey Mills	12:36	6:36	12:36	6:36
	30.97	Blue Stone				
	33.28	Cammel	12:47	6:47	12:47	6:47
	39.60	Slate Run	1:02	7:02	1:02	7:02
	44.71	Cedar Run	1:13	7:13	1:13	7:13
	49.89	Blackwell	1:25	7:25	1:25	7:25
	56.98	DI	1:42	7:42	1:42	7:42
	57.99	Tiadaghton				
	67.02	Ansonia				
	74.87	Wellsboro Jct.				
	78.86	Middlebury	2:40	8:40	2:40	8:40
	88.16	Tioga	3:00	9:00	3:00	9:00
	94.10	C. V. Jct.	3:12	9:12	3:12	9:12
	95.35	Lawrenceville	3:14	9:14	3:14	9:14
	98.19	Lindley	3:21	9:21	3:21	9:21
	101.82	Presho				
	109.17	WK	3:45	9:45	3:45	9:45
	109.51	Corning				
			A.M.	A.M.	P.M.	P.M.

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.

JERSEY SHORE JCT. AND WYNN

Westward — Eastward

Miles from Jersey Shore Jct.	STATIONS	Miles from Wynn
.....	Jersey Shore Jct.	90.29
1.15	YA (F. B. Wye)	89.14
1.92	Avis	88.37
4.27	Browns	86.02
6.18	Youngdale	84.11
10.23	Lock Haven	80.06
13.31	Mill Hall	76.98
14.63	Bald Eagle Jct.	75.66
19.47	Beech Creek	70.82
26.36	Monument	63.93
29.56	Orviston	60.73
38.59	Kato	51.70
45.27	Snow Shoe	45.02
48.52	Gillingtown	41.77
54.55	Gorton	35.74
57.30	Peale	32.99
59.12	Viaduct	31.17
64.67	Winburne	25.62
66.55	Munson	23.74
70.25	Morrisdale	20.04
73.08	Van	17.21
74.25	Wallaceton	16.04
76.65	Bigler	13.64
79.45	Woodland	10.84
83.59	Clearfield Jct.	6.70
84.80	Krebs	5.49
87.78	Dimeling	2.51
90.29	Wynn	.....

CLEARFIELD JCT. AND CLEARFIELD

Westward — Eastward

Miles from Clearfield Jct.	STATIONS	Miles from Clearfield
.....	Clearfield Jct.	3.79
2.34	WB	1.42
3.21	B. & O. Jct.	.58
3.79	Clearfield	.....

DIMELING AND IRVONA JCT.

Westward — Eastward

Miles from Dimeling	STATIONS	Miles from Irvona Jct.
.....	Dimeling	26.70
3.26	Chase	23.44
7.00	Faunce	19.70
10.55	Potts Run	16.15
17.32	Madera	9.38
21.83	Glen Hope	4.87
26.29	Irvona	.41
26.70	Irvona Jct.	.....

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

MUNSON AND PHILIPSBURG

Westward — Eastward

Miles from Munson	STATIONS	Miles from Philipsburg
.....	Munson	7.02
4.04	Hawk Run	2.98
7.02	Philipsburg	.....

POTTS RUN AND CARNWATH

Westward — Eastward

Miles from Potts Run	STATIONS	Miles from Carnwath
.....	Potts Run	5.14
1.28	Boardman	3.86
5.14	Carnwath	.....

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

KEATING AND CHERRY TREE

Westward — Eastward

Miles from Keating Jct. Station	STATIONS	Miles from Clearfield Station
.....	Keating Jct. Sta.	53.56
1.14	Keating Jct.	52.42
5.52	GW	48.04
12.83	Spruce	40.73
14.37	Loop Run	39.19
16.68	Cataract	36.88
22.15	Karthaus	31.41
28.70	Mowry	24.86
33.92	Deer	19.64
35.49	Frenchville	18.07
40.54	Walton	13.02
41.27	Bald Hill	12.29
43.73	Surveyor	9.83
44.31	Croft	9.25
45.84	Shawsville	7.72
46.23	Gray	7.33
52.14	WB	1.42
52.98	B. & O. Jct.	0.58
Miles from Clearfield Station		**Miles from Cherry Tree**
0.58	B. & O. Jct.	43.28
7.06	C. B. Jct.	36.80
8.89	JG	34.97
15.34	Lumber	28.52
22.78	Curry Run	21.08
27.57	WJ	16.29
32.24	Mt. Airie	11.62
34.93	Dowler Jct.	8.93
36.43	Burnside	7.43
39.66	Patchen	4.20
43.14	Scales	0.72
43.86	Cherry Tree	.....

WJ AND MAHAFFEY JCT.

Westward — Eastward

Miles from WJ	STATIONS	Miles from Mahaffey Jct.
.....	WJ	.77
.49	Mahaffey	.28
.77	Mahaffey Jct.	.....

DOWLER JCT. AND ARCADIA

Westward — Eastward

Miles from Dowler Jct.	STATIONS	Miles from Arcadia
.....	Dowler Jct.	5.63
2.37	Glen Campbell	3.26
3.72	Hooverhurst	1.91
5.63	Arcadia	.....

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

S.S. WD TO NEWBERRY JCT.

STATIONS		Office Calls	Miles from Lyons	SIGNALS Track No. 1	SIGNALS Track No. 2	TELEPHONES LOCATIONS	Side of Track	Line
Lyons	CS	NS				Signal Station 15	N	TD-M
	CS					Passenger Station	N	TD-M
	CS					Yard Office	N	TD-M
	CS					West Shore Bridge	W	TD-M
WD Open day and night.	CS	WD	2.12			Signal Station	E	TD-M
						W.D. South end siding, Pole Box	W	TD-M
Thompson	CS		4.66			Pole Box	W	TD-M
					54			
Cuddeback	CS		7.00			Pole Box	E	TD-M
	CS					Crossover, Pole Box	E	TD-M
Junius	CS		8.52			Signal Station	E	TD-M
East X	CS		11.50			Pole Box	E	TD-M
	CS					Doves crossover, Pole Box	E	TD-M
	CS			131		Wye Switch, Pole Box	W	TD-M
	CS					North St., Pole Box	W	TD-M
GY Open day and night.	CS	GY	13.95	INT-MB	INT-MB 146	Signal Station	W	TD-M
Geneva	CS		14.85			Station crossover, Pole Box	W	TD-M
	CS				162	Crossing Watchman Cabin	W	TD-M
	CS					Castle St., Pole Box	E	TD-M
	CS					Mud Switch, Pole Box	E	TD-M
Bilsborrow	CS		19.84			Pole Box	W	TD-M
	CS					Angus, Pole Box	W	TD-M
	CS			261		North end pull in track, Pole Box	W	TD-M
	CS					South end Dresden yard, Pole Box	W	TD-M
Dresden Open day and night.	CS	DS	28.13	MB	MB	Signal Station	E	TD-M
	CS				298	N.Y.S.G.&E. Co. Switch, Pole Box	E	TD-M
	CS					DuPont Switch, Pole Box	W	TD-M
	CS		31.75			Pole Box M. P. 31.25	E	TD-M
	CS					North end siding, Booth	W	TD-M-SS
Himrods Jct. Open day and night.	CS	JN	35.10	MB	MB	Signal Station	W	TD-M
Himrods								
Ellis	CS		38.18			Pole Box	W	TD-M
	CS					North end middle track, Pole Box	W	TD-M
	CS					Pole Box	W	TD-M
Dundee	CS		40.21			Station	W	TD-M
Barnes Open day and night.	CS	RS	44.19	MB	MB	Signal Station	W	TD-M
Reading Center	CS		47.64			Pole Box	W	TD-M
	CS					South end of middle track, Pole Box	W	TD-M
Watkins Glen Open day and night.	CS	WN	51.44	MB	MB	Signal Station	E	TD-M
Wedgwood	CS		53.67		524	Pole Box	W	TD-M-SS
Moreland			56.26					
	CS		58.00			Pole Box, Gravel Pit	W	TD-M-SS
	CS					North End Middle, Pole Box	W	TD-M
	CS					South End Middle, Pole Box	W	TD-M
Beaver Dam Open day and night.	CS	V	59.46	MB	MB	Signal Station	W	TD-M
Chambers	CS		61.46			Chambers crossover, Pole Box	W	TD-M
Ferenbaugh	CS		67.03			Station, Pole Box	W	TD-M
				677				
YD Open day and night.	CS	YD	69.57		MB	Signal Station	E	TD-M
	CS			INT	706	D.L.W. Connection, Pole Box	E	SSWK
				715				
WK Open day and night.	CS	WK	71.70	MB	718	Signal Station	E	TD-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

S.S. WD TO NEWBERRY JCT.

STATIONS		Office Calls	Miles from Lyons	SIGNALS Track No. 1	SIGNALS Track No. 2	TELEPHONES LOCATIONS	Side of Track	Line
	CS					Tool House, Pole Box	W	TD-M
AQ Open day and night.	CS	AQ	72.06	INT	INT	Erie crossover, Pole Box	W	TD-M
	CS				726	3000 Ft. south of S.S. AQ. Pole Box	W	TD-M
	CS					Hollon crossover, Pole Box	W	TD-M
Presho	CS		79.05			Pole Box	W	TD-M
	CS					Cooks, Pole Box	W	TD-M
				Single Track				
				Southward	Northward			
Lindley Open day and night.	CS	DE	82.68	MB	MB	Signal Station	E	TD-M
	CS					Lawrenceville, north end siding, Pole	E	TD-M
Lawrenceville Open day and night.	CS	A	85.52	MB	MB	Signal Station	E	TD-M
	CS					South end of siding, Pole Box	W	TD-M
C. V. Jct.	CS		86.77			Pole Box	W	SS
	CS					North end Tioga siding, Pole Box	W	TD-M
Tioga Open day and night.	CS	J	92.71	MB	MB	Signal Station	E	TD-M
Hammond	CS		96.64			Pole Box	W	TD-M
Holiday			99.73					
				1013				
				Track No. 1	Track No. 2			
Middlebury Open day and night.	CS	BU	102.01	MB	MB	Signal Station	W	TD-M
	CS					Tannery crossing, Booth	W	TD-M
Niles Valley			103.26					
	CS		103.00			Pole Box, M. P. 103	W	TD-M
	CS					North end W'lsb'o Jct. north middle	W	TD-M
	CS					South end W'lsb'o Jct. north middle	W	TD-M
Wellsboro Jct. Open day and night.	CS	WE	106.00	MB	MB	Signal Station and Trainmen's room	E	TD-M
	CS					North end W'lsb'o Jct. south middle	W	TD-M
	CS					South end W'lsb'o Jct. south middle	W	TD-M
Marsh Creek			111.62					
				1129				
	CS					Crossover at Ansonia, Pole Box	W	TD-M
Ansonia Open day and night.	CS	RF	113.85	MB	MB	Signal Station	W	TD-M
	CS					Water tank, Pole Box	W	TD-M
	CS					Darling Run crossover, Pole Box	W	TD-M
Stone	CS		118.47			Crossover, Pole Box	W	TD-M
				1221				
Tiadaghton			122.88					
	CS					Crossover south of station, Pole Box	W	TD-M
				Single Track				
				Southward	Northward			
DI Open day and night.	CS	DI	123.93	MB	MB 1246	Signal Station	W	TD-M
Pine	CS		126.49			Pole Box M. P. 126.03	W	TD-M
	CS					Pole Box M. P. 128.02	W	TD-M
	CS			1293		Water Tank, Pole Box	W	TD-M
	CS					North end Bl'ckwell siding, Pole Box	W	TD-M
Blackwell Open day and night.	CS	BH	130.98	MB	MB 1318	Signal Station and Station Pole Box	E	TD-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

S.S. WD TO NEWBERRY JCT.

STATIONS		Office Calls	Miles from Lyons	SIGNALS Southward	SIGNALS Northward	TELEPHONES LOCATIONS	Side of Track	Line
				1347				
	CS					North end Cedar Run siding, Pole Bx	W	TD-M
Cedar Run	CS	RN	136.16	MB	MB	Signal Station	W	TD-M
Open day and night.	CS					South end Cedar Run siding, Pole Bx	W	TD-M
				1399				
	CS					North end Slate Run siding, Pole Bx	E	TD-M
Slate Run	CS	SA	141.27	MB	MB	Signal Station	E	TD-M
Open daily 7 A.M. to 11 P.M.	CS					South end Slate Run siding, Pole Bx	E	TD-M
Cammal	CS	CM	147.59	MB	MB	Signal Station	W	TD-M
Open day and night.	CS					South end siding, Pole Box	W	TD-M
Blue Stone			149.90					
					1504			
	CS					North end siding, Pole Box	E	TD-M
Jersey Mills	CS		152.09	MB	MB	Signal Station	E	TD-M
Open daily 7 A.M. to 3 P.M.	CS					South end Jersey Mills siding, Pole B	W	TD-M
				1551				
	CS					North end Waterville siding, Pole Bx	W	TD-M
	CS					Pole Box	E	TD-M
Waterville	CS	WA	156.66	MB	MB	Signal Station	E	TD-M
Open day and night.								
					1574			
				1581				
Ramsey	CS		159.94			Pole Box	E	TD-M
					1606			
				1611				
				1631				
TW	CS		164.19	INT		Pole Box	E	TD-M
	CS					Pole Box	E	SSJS
				Track No. 1	Track No. 2			
				INT	INT-MB			
				1657				
JS	CS	JS	166.54	INT	INT	Signal Station	E	TD-M
Open day and night.								
				Single Track				
				Southward	Northward			
				INT	INT			
				Track No. 1	Track No. 2			
Jersey Shore Jct.	CS	SR	168.19	INT	INT	Signal Station	W	TD-M
Open day and night.	CS			MB		Jersey Shore crossover, Pole Box	E	TD-M
Jersey Shore	CS		168.48			Jersey Shore Ice Plant	E	SS
Larrys Creek	CS	GS	171.57	MB	MB	Signal Station	E	TD-M
Open 7:00 A.M. to 11:00 P.M.								
Linden	CS	AD	176.94	MB	MB	Signal Station and Station Pole Box	E	TD-M
Open day and night.								
North End	CS		179.38			Pole Box	S	SSNB
NB	CS	NB	180.14	SPL	MB	Signal Station and Station Pole Box	E	TD-M
Open day and night.								
Newberry Jt.	CS	PR	180.87		SPL	Signal Station	W	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

C. V. JCT. TO WESTFIELD

STATIONS		Office Calls	Miles from C. V. Jct.	SIGNALS Single Track Southward	SIGNALS Single Track Northward	TELEPHONES LOCATIONS	Side of Track	Line
C. V. Jct.	CS					North wye track, Pole Box	E	S.S.
Pritchard			2.18					
Tompkins			4.26					
Nelson			6.72					
Elkland	CS	AN	11.08	MB	MB	Signal Station	E	T.D.
Open daily except Sunday 7 A.M.. to 4 P.M.								
Osceola	CS		12.70			Pole Box	W	T.D.
Academy Corners			17.06					
Knoxville	CS	KX	18.11	MB	MB	Signal Station	W	T.D.
Open daily except Sunday 7:30 A.M. to 4:30 P.M.								
Phillips			20.66					
Cowanesque			21.59					
Westfield	CS	WF	24.16	MB	MB	Signal Station	E	T.D.
Open daily except Sunday 8:15 A.M. to 5:15 P.M.								

DRESDEN TO PENN YAN

STATIONS		Office Calls	Miles from Dresden	SIGNALS Single Track Southward	SIGNALS Single Track Northward	TELEPHONES LOCATIONS	Side of Track	Line
Dresden	CS	DS				Signal Station	E	TD-M
Open day and night.								
Cascade Mills			2.16					
Mays Mills			2.59					
Seneca Mills			3.32					
Milo Mills			4.55					
Keuka Mills			5.22					
Penn Yan	CS		6.04			Station, Pole Box	N	TD-M

WELLSBORO JCT. TO WELLSBORO

STATIONS		Office Calls	Miles from Wellsboro Jct.	SIGNALS Single Track Southward	SIGNALS Single Track Northward	TELEPHONES LOCATIONS	Side of Track	Line
Wellsboro Jct.	CS	WE				Signal Station	E	TD-M
Open day and night.						Station, Booth	E	T.D.
						Station	E	TD-M
Wellsboro	CS	W	2.94			Trainmen's Room	E	TD-M
	CS							

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

JERSEY SHORE JCT. TO WYNN

STATIONS		Office Calls	Miles from Jersey Shore Jct.	SIGNALS Track No. 1	SIGNALS Track No. 2	TELEPHONES LOCATION	Side of Track	Line
Jersey Shore Jct. ..... Open day and night.	CS	SR		INT MB	INT	Signal Station		TD-M
YA ..... Open day and night.	CS CS	YA	1.15	INT	INT	Signal Station ..... Pole Box	N N	T.D. S.S.
	CS					East end Crossover, Pole Box	N	TD-SS
Avis ..... Open daily except Sunday 7 A.M. to 4 P.M.	CS CS		1.92	23 35	36	East end, switchtender building .. West end Crossover, Pole Box ... West end yard, Pole Box	S N S	TD-SS T.D. T.D.
				SIGNALS Track No. 1	SIGNALS Track No. 2			
Browns to Rich				INT	10 INT	Rich Signal Station	N	T.D.
				Single Track Westward	Single Track Eastward			
Browns	CS		4.27		INT	Booth	S	T.D. S.S.
Youngdale	CS		6.18			Pole Box	S	T.D.
Lock Haven	CS CS	CK	10.23			Station ..... West end LockHaven siding, PoleBox	N N	T.D. T.D.
Mill Hall ..... Open daily except Sunday 8 A.M. to 4 P.M.	CS	MH	13.31	MB	MB	Signal Station and Trainmen'sRoom	S	T.D.
Bald Eagle Jct.	CS		14.63			East end siding, Pole Box ..... East end Beech Cr'k siding, PoleBox	N S	T.D. T.D.
Beech Creek ..... Open daily except Sunday 7 A.M. to 4 P.M.	CS	BC	19.47	MB	MB	Signal Station	S	T.D.
Monument ..... Open daily except Sunday 8 A.M. to 5 P.M.	CS CS	MO	26.36	MB	MB	Signal Station ..... East end Monument siding	N S	T.D. T.D.
	CS					Hays Run Br'k W'ks siding, PoleBox	S	T.D.
Orviston	CS	29.56				West end Orviston siding, Pole Box	N	T.D.
Kato	CS		38.59			East end Kato siding, Pole Box ..	N	T.D.
	CS					West end siding, Pole Box	N	T.D.
Snow Shoe ..... Open daily except Sunday 7 A.M. to 4 P.M.	CS	NS	45.27	MB	MB	Signal Station	S	TD-M
Gillintown	CS		48.52			Pole Box	S	T.D.
Gorton	CS		54.55			Station, Pole Box	N	T.D.
Peale			57.30					
Viaduct ..... Open daily except Sunday 6 A.M. to 10 P.M.	CS	FC	59.12			Signal Station	N	T.D.
	CS					Crossover, Pole Box	S	T.D.
Winburne ..... Open daily except Sunday 8 A.M. to 5 P.M.	CS CS	WI	64.47	MB	MB	Signal Station ..... Station, Pole Box	N N	TD-M T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

JERSEY SHORE JCT. TO WYNN

STATIONS		Office Calls	Miles from Jersey Shore Jct.	Single Track Westward	Single Track Eastward	TELEPHONES LOCATION	Side of Track	Line
Munson ..... Open daily except Sunday 10 A.M. to 7 P.M.	CS	MI	66.55			Signal Station	S	T.D.
	CS					Cunard Mine siding, Pole Box	S	T.D.
Morrisdale	CS		70.25			Station Pole Box	S	T.D.
Wallaceton		74.25						
Bigler		76.65						
	CS					West end Bigler siding, Pole Box ..	N	T.D.
	CS					East End siding, Pole Box	N	T.D.
Woodland ..... Open daily except Sunday 7 A.M. to 4 P.M.	CS CS	DA	79.45	MB	MB	Signal Station ..... Barrett, Pole Box	S S	T.D. T.D.
Clearfield Jct. ..... Open daily except Sunday 2 P.M. to 11 P.M.	CS	JN	83.59			Signal Station	S	T.D.
Krebs			84.80					
Dimeling	CS		87.78			Pole Box	S	T.D.
Wynn			90.29					

MUNSON TO PHILIPSBURG

STATIONS		Office Calls	Miles from Munson	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	Line
Munson ..... Open daily except Sunday 10 A.M. to 7 P.M.	CS CS	MI				Signal Station ..... One Mile Run Branch, Jct., Switch.	S S	T.D. T.D.
Hawk Run	CS		4.04	INT	INT	Pole Box	N	T.D.
RG	CS		6.43					
Philipsburg ..... Open daily except Sunday 8 A.M. to 4 P.M.	CS	B	7.02			Signal Station and Station Pole Box	S	T.D.

CLEARFIELD JCT. TO CLEARFIELD

STATIONS		Office Calls	Miles from Clearfield Jct.	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	Line
Clearfield Jct. ..... Open daily except Sunday 2 P.M. to 11 P.M.	CS	JN				Signal Station	S	T.D.
WB ..... Open day and night.	CS	WB	2.34			Signal Station	S	T.D.
B. & O. Jct. ..... Open day and night.	CS	DY	3.21			Signal Station	N	T.D.
Clearfield	CS		3.79			Station	S	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DIMELING TO IRVONA

STATIONS		Office Calls	Miles from Dimeling	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	Line
Dimeling	CS					Pole Box	S	T.D.
Chase			3.26					
Faunce			7.00					
Potts Run	CS		10.55			Station	N	T.D.
Madera			17.32					
Glen Hope			21.83					
Irvona			26.29					

WJ TO MAHAFFEY JCT.

STATIONS		Office Calls	Miles from WJ	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	Line
WJ Open daily, except between 8:45 P.M. and 11:55 P.M. Closed Sunday 7:55 A.M. to 7:55 A.M. Monday	CS	WJ				Signal Station	S	T.D.
						Station	N	T.D.
Mahaffey	CS	MF	.49					

DOWLER JCT. TO ARCADIA

STATIONS		Office Calls	Miles from Dowler Jct.	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	Line
Dowler Jct. Open daily 7 P.M. to 3 A.M. Except closed 7 P.M. Sunday to 3 A.M. Monday	CS	XN				Signal Station	N	T.D.
Glen Campbell								
Hooverhurst			3.72					
Arcadia			2.37					
			5.63					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CHERRY TREE TO KEATING

STATIONS		Office Calls	Miles from	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	Line
Cherry Tree Open day and night. Except closed 2:30 P.M. Sunday to 6:30 A.M. Monday	CS	WS				Signal Station	N	T.D.
	CS					Pole Box	N	Local
	CS					Scale Office	S	T.D.
Scales	CS		.72			East end yard, Pole Box	N	T.D.
Patchen	CS		4.20			East end siding, Pole Box	S	T.D.
Burnside Open daily except Sunday 6:45 A.M. to 3:45 P.M.	CS	BD	7.43	MB	MB	Signal Station	N	T.D.
	CS					Station, Pole Box	N	T.D.
Dowler Jct. Open daily 7 P.M. to 3 A.M. except closed 7 P.M. Sunday to 3 A.M. Monday	CS	XN	8.93	MB	MB	Signal Station	N	T.D.
Mt. Airie	CS		11.62			West end siding, Booth	S	T.D.
	CS					Pole Box	S	T.D.
	CS					Market St. siding, Pole Box	S	T.D.
WJ. Open daily, except between 8:45 P.M. and 11:55 P.M. Closed Sunday 7:55 A.M. to 7:55 A.M. Monday	CS	WJ	16.30	MB	MB	Signal Station		T.D.
	CS					East end siding, Pole Box	S	T.D.
Curry Run	CS		21.08			Tool House, Pole Box	N	T.D.
Good, No. 22	CS		22.98			Pole Box	S	T.D.
	CS					West end siding, Pole Box	S	T.D.
Lumber Open daily except Sunday 9 A.M. to 6 P.M.	CS	UM	28.52	MB	MB	Signal Station	N	T.D.
	CS					East end siding, Pole Box	S	T.D.
						West end Lumber siding, Pole Box.	N	T.D.
	CS					Signal Station	N	T.D.
JG	CS		34.97			East end siding, Pole Box	N	T.D.
	CS							
C. B. Jct. Open day and night. Except closed 2 P.M. Sunday to 6 A.M. Monday	CS	CB	36.80 Miles from Clearfield	MB	INT	Signal Station	N	T.D.
B. & O. Jct. Open day and night.	CS	DY	.58			Signal Station	N	T.D.
WB Open day and night.	CS	WB	1.45			Signal Station	S	T.D.
	CS					Fulton Tunnel, west end, Pole Box.	N	T.D.
	CS				28	East end Peters cut, Pole Box	S	T.D.
	CS			35		Lansberry, Pole Box	N	T.D.
	CS					West end siding, Pole Box	S	T.D.
Gray Open daily except Sunday	CS	GR	7.33	MB	MB	Signal Station	N	T.D.
Shawsville	CS		7.72		78	Shawsville Tunnel, west end	N	T.D.
	CS			83		Shawsville Tunnel, east end	N	T.D.
Croft			9.25					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CHERRY TREE TO KEATING

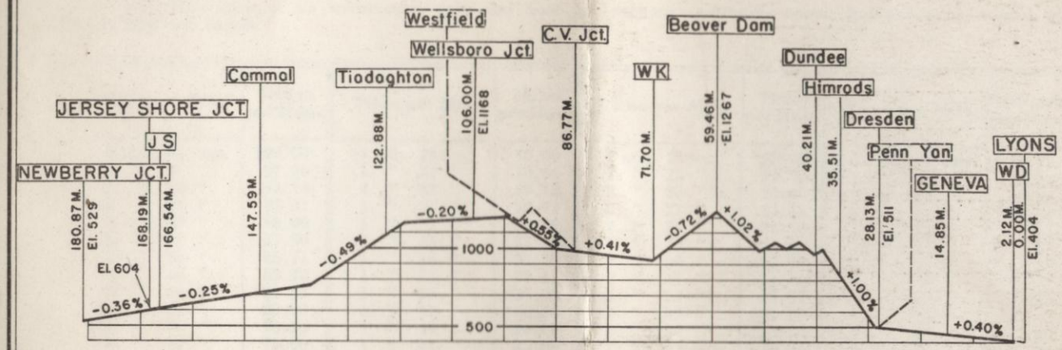
STATIONS		Office Calls	Miles from Clearfield	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	Line
Surveyor	CS		9.83			East of Station, Pole Box	N	T.D.
Bald Hill	CS		12.29			West of Station, Pole Box	S	T.D.
Walton	CS	BO	13.02	M.B.	M.B.	Signal Station	N	T.D.
Open day and night.	CS				170	East end Walton siding, Pole Box	N	T.D.
Frenchville	CS		18.07	173		Pole Box	N	T.D.
Deer	CS		19.64	207		West end Deer siding, Pole Box	N	T.D.
	CS					West end Mowry siding, Pole Box	N	T.D.
Mowry	CS	MR	24.86	M.B.	M.B.	Signal Station	S	T.D.
Open day and night.	CS				294	East end Mowry siding, Pole Box	N	T.D.
	CS					West end Karthaus tunnel, Pole Box	N	T.D.
	CS			299		West end Karthaus siding, Pole Box	N	T.D.
	CS			301		Karthaus crossover, Pole Box	N	T.D.
Karthaus	CS	KS	31.41	M.B.	M.B.	Signal Station and Station Pole Box	S	T.D.
Open daily except Sunday 7:30 A.M. to 11:30 P.M.	CS					East end Karthaus tunnel	S	S.A.
	CS					West end Cataract siding, Pole Box	N	T.D.
Cataract	CS	CA	36.88	M.B.	M.B.	Signal Station	N	T.D.
Open day and night.	CS					East end Cataract siding, Pole Box	N	T.D.
Loop Run	CS		39.19			Pole Box	S	Local
Spruce	CS		40.73			Pole Box	N	T.D.
GW	CS	GW	48.04	M.B.	M.B.	Signal Station	S	T.D.
Open day and night.								
	CS					Keating Jct. crossover, Pole Box	N	T.D.
Keating Jct.	CS		52.42			Signal Station	S	T.D.
	CS					West end Gauntlet, Pole Box	S	T.D.
Keating Jct. Sta.	CS	CT	53.56	INT.- M.B.	INT.	Signal Station	N	T.D.
Open day and night.								

ABBREVIATIONS:

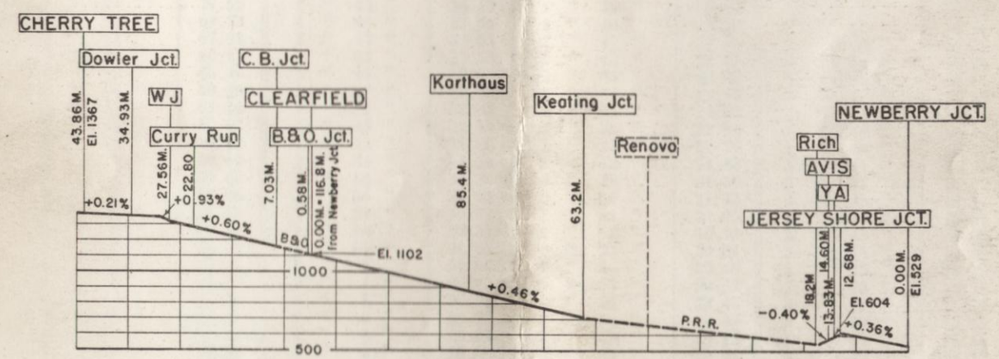
COMMUNICATING STATIONS ..... C. S.
SIGNAL STATION ..... S. S.
AUTOMATIC ..... NUMBER
MANUAL BLOCK ..... M. B.
INTERLOCKING ..... INT.
TRAIN DISPATCHING ..... T. D.
SPECIAL ..... SPL.
MESSAGE CIRCUIT ..... M.

PROFILES

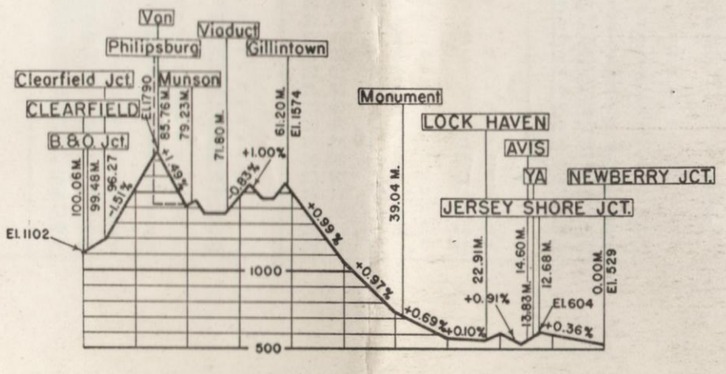
SHOWING MAXIMUM GRADES



WD TO NEWBERRY JCT.



NEWBERRY JCT. TO CHERRY TREE



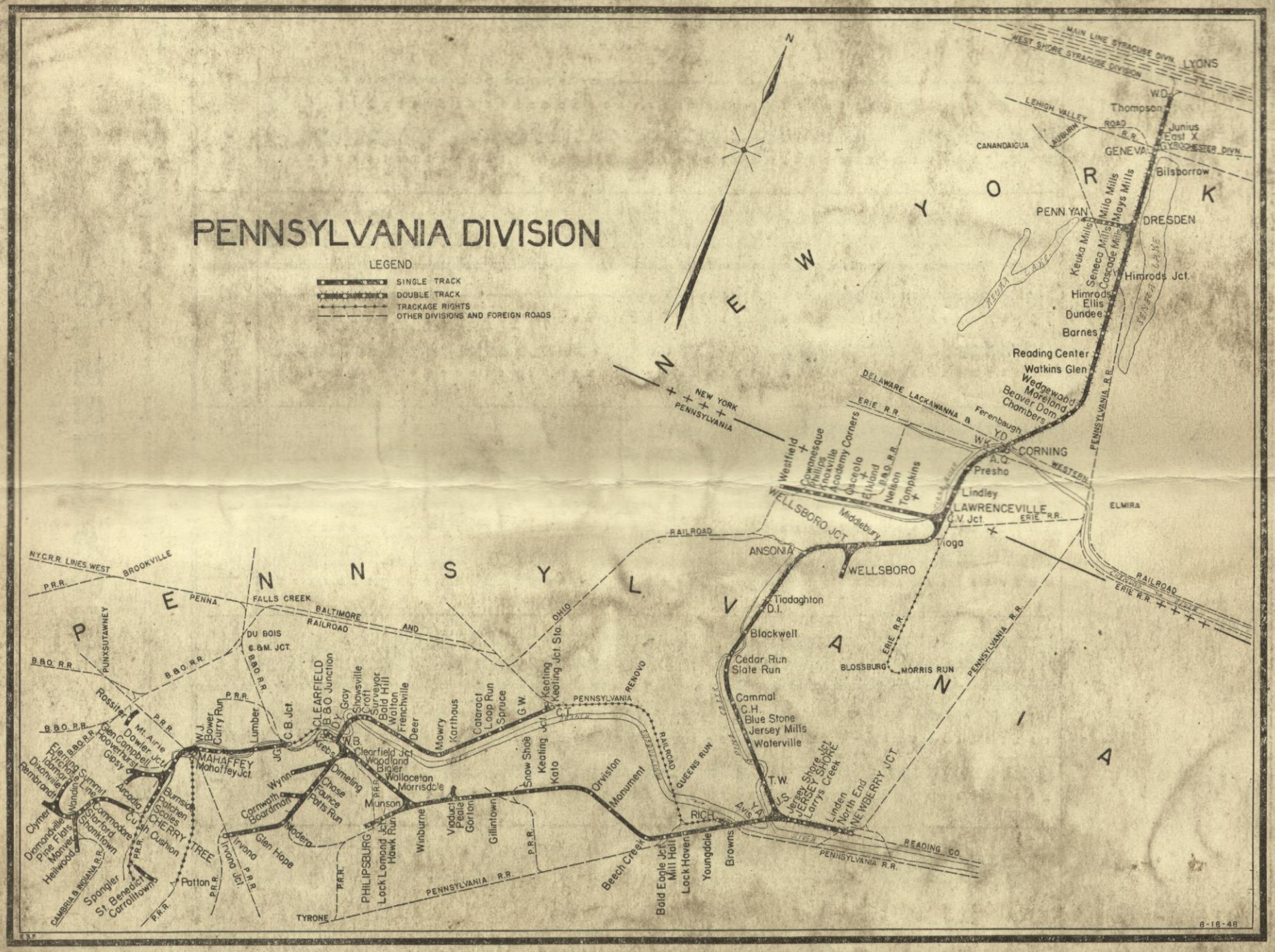
NEWBERRY JCT. TO CLEARFIELD
VIA B.C.R.R.

9-11-48

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.20	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.13	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.01	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		


PENNSYLVANIA DIVISION
LEGEND
SINGLE TRACK
DOUBLE TRACK
TRACKAGE RIGHTS
OTHER DIVISIONS AND FOREIGN ROADS
N
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PENNSYLVANIA
MAIN LINE SYRACUSE DIVN.
WEST SHORE SYRACUSE DIVISION
LYONS
W.D.
Thompson
LEHIGH VALLEY ROAD
AUBURN R.R.
Junius
East X
GENEVA
ROCHESTER DIVN.
CANANDAIGUA
Bilsborrow
PENN YAN
DRESDEN
Keuka Mills
Seneca Mills
Milo Mills
Mays Mills
Cascade Mills
Himrods Jct.
Himrods
Ellis
Dundee
Barnes
Reading Center
Watkins Glen
Wedgewood
Moreland
Beaver Dam
Chambers
Ferenbaugh
DELAWARE LACKAWANNA & WESTERN
ERIE R.R.
PENNSYLVANIA R.R.
CORNING
Y.D.
W.K.
A.Q.
Presho
Lindley
LAWRENCEVILLE
C.V. Jct.
ELMIRA
Tioga
Westfield
Cowanesque
Phillips
Knoxville
Academy Corners
Osceola
Cleland
B.&O. R.R.
Nelson
Tompkins
WELLSBORO JCT.
Middlebury
ANSONIA
WELLSBORO
Tiadaghton
D.I.
Blackwell
Cedar Run
Slate Run
Cammal
C.H.
Blue Stone
Jersey Mills
Waterville
T.W.
J.S.
Jersey Shore Jct.
JERSEY SHORE
Larry's Creek
Linden
North End
NEWBERRY JCT.
BLOSSBURG
MORRIS RUN
RICH
Avis
Browns
Youngdale
Lock Haven
Mill Hall
Bald Eagle Jct.
Beech Creek
READING CO.
PENNSYLVANIA R.R.
RAILROAD
ERIE R.R.
PENNSYLVANIA
RENOVO
QUEENS RUN
Orviston
Monument
Snow Shoe
Keating Jct.
Keating
Keating Jct. Sta.
OHIO
G.W.
Cataract
Loop Run
Spruce
Mowry
Karthaus
Deer
Frenchville
Walton
Bald Hill
Surveyor
Croft
Showsville
Gray
D.Y.
CLEARFIELD
B.&O. Junction
Kreps
Dimeling
Chase
Pounce
Potts Run
Wallaceton
Morrisdale
Munson
Winburne
Viaduct
Peale
Gorton
Gillintown
Kato
Clearfield Jct.
Woodland
Bigler
W.B.
Wynn
Cornwath
Boardman
Modena
Glen Hope
Irvona
Irvona Jct.
Patton
PHILIPSBURG
Lock Lomond Jct.
Hawk Run
TYRONE
C.B. Jct.
Lumber Jct.
W.J.
Bower
Curry Run
MAHAFFEY
Mahaffey Jct.
Burnside
Pottchen
Scales
CHERRY TREE
Cush Cushion
Commodore
Shelocta
Shankville
Summit Line
Wandling
Elderton
Dixmont
Dixonville
Rembrandt
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Pine Flats
Manver
Hellwood
Spangler
St. Benedict
Carrolltown
CAMBRIA & INDIANA R.R.
Arcadia
Gipsy
Hooverhurst
Glen Campbell
Dowler Jct.
Mt. Airie
Rossiter
PUNXSUTAWNEY
B.&O. R.R.
P.R.R.
PENNA. RAILROAD AND BALTIMORE
FALLS CREEK
DU BOIS
C.&M. JCT.
N.Y.C.R.R. LINES WEST
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8-18-48