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# The New York Central Railroad Company

PENNSYLVANIA DIVISION

## Time Table No. 33

FOR EMPLOYEES ONLY

Effective 2:00 A. M.

**Sunday, April 26, 1931**

**EASTERN STANDARD TIME**

Superseding Time Table No. 31  
dated April 27, 1930

**W. A. HAMLER,**  
Superintendent

# SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

## M. OTHER RAILROADS.

- Between B. R. & P. Jct. and Rossiter trains run via B. R. & P.
- Between Cherry Tree and Spangler wye, trains run via P. R. R.
- Between Cherry Tree Jct., Idamar and Heilwood, trains run via C. T. & D.
- Between Mahaffey Jct. and Patton, trains run via P. R. R.
- Between Newberry Jct. and Williamsport, trains run via Reading R. R.
- Between Keating Jct. and McElhattan Jct., trains run via P. R. R.

## O. OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere, the same observation must be made of passing freight trains.

When approaching track pans or immediately after passing them, and frequently at other points, rear trainmen must observe each side of their train.

When trains are passing, signalman or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackmen, Bridgemen, Signal Maintainers, Pumpers and other employes, must make similar observations.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

## DEFINITION.

**Communicating Station**—A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

## 3. STANDARD CLOCKS.

- Lyons . . . . . Passenger station.
- Dresden . . . . . Passenger station.
- Corning . . . . . { Engine dispatcher's office.  
Yard master's office.  
Ticket office.
- Wellsboro Jct. . . . . Signal station.
- Jersey Shore Jct. . . . . { Signal station.  
Dispatcher's office.
- Jersey Shore . . . . . Passenger Station.
- Newberry Jct. . . . . { Yard master's office.  
Engine house.
- Ulysses . . . . . Passenger station.
- Avis . . . . . { Engine dispatcher's office.  
East end yard office.
- Munson . . . . . Passenger Station.
- WB . . . . . Signal station.
- B. R. & P. Jct. . . . . Telegraph office.
- Clearfield . . . . . Engine dispatcher's office.
- Cherry Tree . . . . . Telegraph office.
- Irvena . . . . . Passenger station.
- Mahaffey . . . . . Passenger station.

## 6A. SIGNS.

Rule 6A is eliminated.

## 12. HAND, FLAG AND LAMP SIGNALS.

The following will be used when giving signals in connection with Special Instructions O where other signals are not required.

Manner of Using.	Indication
By day: Nose held with right hand and left hand pointed toward track.	Hot journal.
By night: Lamp swung vertically in small circle; lamp to be held by guard wire around globe.	Hot Journal.
By day: Raise and lower right hand, slowly full length of body.	Car door swinging or about to fall.
By night: Raise and lower lamp slowly full length of body and in addition give "Stop" signal.	Car door swinging or about to fall.
By day: Hand shoved in sliding motion out from body.	Brakes Sticking.
By night: Lamp shoved in sliding motion out from body.	Brakes sticking.
By day: Hand raised and held stationary.	All right.
By night: "Proceed" signal.	All right.

## Signal Station WD.

Following hand signals will apply:  
 A yellow flag by day or a yellow light by night indicates route is set for movement to or from Lyons.  
 A green flag by day or a green light by night indicates route is set for movement to or from West Shore connection.

## 14. WHISTLE SIGNALS.

Signal Station	Sound	Indication
WD . . . . .	{ — — 0 0 0 0 — 0 0 0 0	Northward for DeWitt. Northward for Lyons.
YA . . . . .	{ 0 0 0 — — — — 0 0 0 0 — — 0 0 0	Westward for Avis. Eastward for JS. Eastward Jersey Shore Jct.
Browns . . . . .	{ 0 0 0 0 — — 0 0 0 — — — — 0 0 0	Westward for River Line. Westward for Beech Creek. Beech Creek, eastward.
	— 0	When running against current of traffic approaching curves, stations, or where view is obstructed.

Second paragraph of rule 14 (k) applies to single track territory only. Rule 14 is modified accordingly.

## 17. HEADLIGHTS.

When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

## 19. MARKERS.

Trains with rear car not equipped to display markers as per Rule 19, will display red flag by day and red light by night on rear of train.

## 21. EXTRA TRAINS.

Extra trains except passenger extras will omit the display of white signals between Corning and Lyons and West of Avis.

## 34. COMMUNICATION OF SIGNAL INDICATIONS.

Indication of signals day and night will be communicated as follows: "red", "yellow" or "green". When other than the top arm of or top light of a signal is "yellow" or "green", add "middle arm", or middle light, or "bottom arm", or bottom light, as the case may be. Rule 34 is modified accordingly.

**72. SUPERIORITY OF TRAINS.**

Trains from Spangler Wye to Wigton Jct. are superior-

**83. CLEARING OF TRAINS.**

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

- DI, southward trains.
- JS, northward second class trains.
- Browns, train No. 33.
- Viaduct, when open, all trains.
- B. R. & P. Jct., train No. 528.
- WB, eastward River Line trains.
- Curry Run, when open, train No. 37.
- GW, Train No. 9.
- Cherry Tree, when open, train No. 30.
- Dimeling, Dimeling-Irvona Jct. Line trains.

Trains will not leave the following stations without a clearance card:

- WD { Northward first class trains.
- { All southward trains.
- B. R. & P. Jct., all regular trains.
- Dresden, Penn Yan Line trains.
- C. V. Jct.-Cowanuesque Valley trains. By telephone from signalman at Lawrenceville.
- Ulysses.
- Wellsboro Jct., Antrim Line trains.
- Wellsboro, when open, all trains.
- WB, train No. 533.
- Philipsburg.
- Clearfield Jct., when open, all trains.
- Cherry Tree.
- Curry Run. Curry Run-Clearfield Jct. Line trains.
- Irvona.
- WJ. when open, all trains.

Clearance cards must be authorized by the train dispatcher, except in case of wire failure, when they may be issued by operator, provided they have no train orders for train to which issued.

**90. SIDING SWITCHES.**

Trains taking siding will take first switch, except:

**Lyons and Newberry Jct.**

- Lindley.....End of double track.
- Middlebury.....End of double track.
- Blackwell.....Northward trains, second switch.
- Slate Run.....{ No. 1 Siding, northward trains.
- { No. 2 Siding, southward trains.
- CH.....Southward trains, second switch.
- Waterville.....Northward trains, second switch.
- Jersey Shore Jct...End double track.

**Jersey Shore Jct. and Clearfield.**

- Mill Hall.....{ Eastward trains, second switch.
- { Westward trains, second switch.
- Beech Creek.....Westward trains, second switch.
- Snow Shoe.....Westward trains, third switch.
- Gillintown.....Westward trains, second switch.
- Viaduct.....Westward trains, second switch.
- Winburne.....Westward trains, second switch.
- Munson.....Philipsburg line switch.

**Munson and Philipsburg.**

Hawk Run.....East wye switch.

**Clearfield Jct. and Curry Run.**

Kerrmoor.....Wye switch.

**Dimeling and Irvona.**

Potts Run.....Carnwath line switch.

**93. YARDS. Limits Defined by Signs.**

**Lyons and Newberry Jct.**

- Lyons and WD, inclusive.
- GY and Geneva, inclusive.
- Dresden.
- Penn Yan.
- YD, WK and Corning, inclusive.
- Lawrenceville and C. V. Jct., inclusive, 6:00 A. M. to 6:00 P. M.
- Wellsboro Jct.
- Jersey Shore Jct. and Jersey Shore, inclusive.
- North end, NB and Newberry Jct., inclusive.

**C. V. Jct. and Ulysses.**

- C. V. Jct.                         Westfield.
- Elkland.                         Harrison Valley.
- Knoxville.                         Ulysses.

**Jersey Shore Jct. and Cherry Tree.**

- Jersey Shore Jct., YA, Avis and Browns, inclusive.
- Viaduct.     Munson.     Clearfield Jct.
- Scales and Cherry Tree, inclusive.

**Clearfield Jct. and Clearfield.**

- Clearfield Jct.
- WB, BR & P Jct. and Clearfield inclusive.

**Munson and Philipsburg.**

- Munson.                         Philipsburg.
- Hawk Run.

**Dimeling and Irvona Jct.**

Irvona and Irvona Jct., inclusive.

**WB and Keating Jct.**

- WB.
- SX, Keating and Keating Jct., inclusive.

**WJ and Mahaffey Jct.**

WJ, Mahaffey and Mahaffey Jct. inclusive.

Passenger trains must be given full protection at all times. Rule 93 is modified accordingly.

**98. RAILROAD GRADE CROSSINGS.**

Location	Railroad	Signals
GY.....	Rochester Div....	Interlocking.
Corning.....	Erie.....	Interlocking.
Cowanuesque.....	B. & S.....	No signals.
Loch Lomond Jct..	P. R. R.....	No signals.
Rossiter Branch..	B. R. & P.....	R. R. grade crossing.
Signal Station MD,		crossing.
Madera.....	P. R. R.....	Interlocking.
Dowler Jct.....	P. R. R.....	No signals.
Signal Station RG,		
Philipsburg.....	P. R. R.....	Interlocking.

When Signal Station RG is closed, trains on N. Y. C. tracks using the grade crossing, will provide protection against trains on P. R. R. tracks.

**98. SIDINGS.**

Capacity, based on 43-foot cars

**Lyons and Newberry Jct.**

WD, Siding.....	139
KC, Siding.....	89
Bilsborrow, middle track.....	89
Dresden, Siding.....	127
Himrods Jct., Siding.....	85
Dundee, middle track.....	71
Beaver Dam, middle track.....	92
Lawrenceville.....	209
Tioga.....	147
Hammond.....	147
Wellsboro Jct. { North middle track.....	86
{ South middle track.....	81
Blackwell.....	148
Cedar Run.....	146
Slate Run { No. 1.....	122
{ No. 2.....	116
CH.....	213
Jersey Mills.....	159
Waterville.....	137

**C. V. Jct. and Ulysses**

Tompkins .....	14
Nelson .....	5
Elkland .....	8
Osceola .....	5
Academy Corners .....	10
Knoxville .....	19
Cowanesque .....	7
Westfield .....	7
Potter Brook .....	12
Harrison Valley .....	13
Mills .....	7
Bingham .....	14
Ulysses .....	25

**Wellsboro and Antrim**

Duncan .....	30
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**Jersey Shore Jct. and Cherry Tree**

Lock Haven .....	107
Mill Hall .....	49
Beech Creek .....	104
Monument .....	95
Orviston .....	87
Kato .....	93
Snow Shoe .....	53
Gillintown, No. 1 .....	51
Viaduct, east of crossover .....	52
Morrisdale .....	51
WJ .....	99
Burnside .....	173

**C. B. Jct. and Curry Run**

JG .....	154
Lumber, west of crossover .....	71

**WB and Keating**

Gray .....	182
Walton .....	182
Deer .....	181
Mowry .....	182
Karthaus, east of crossover .....	85
Cataract .....	186
Birch .....	180

**99. FLAGMEN.**

When one or more engines running light are stopped by preceding train and such engines are not accompanied by flagmen, the flagmen of preceding train will protect such light engines and the enginemen of the light engines must know that proper protection is afforded.

**100. PROTECTION OF ADJACENT TRACKS.**

When a train is stopped suddenly, or by application of the brakes other than by a service application made by the engineman, enginemen and trainmen will promptly flag all trains approaching on other tracks unless it is known that no other track is obstructed.

Rule D-100a is modified accordingly.

**103. PUBLIC GRADE CROSSINGS.**

When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car, and when shifting over public crossings at grade not protected by a watchman or by gates, a member of the crew must protect the crossing.

When a train pulls over a public crossing at grade and back-up movement over such crossing is to be made, the crossing must be protected by a member of the train crew unless protected by a watchman or by gates.

Rule 103 modified accordingly.

**104. NORMAL POSITION OF SPECIFIED SWITCHES.**

B. R. & P. Jct., end of double track, for Track No. 1.

Clearfield Jct. { East wye switch for Jersey Shore Jct. Clearfield Line.  
Other wye switches for Clearfield-Curry Run Line.

Curry Run, for C. B. Jct.-Cherry Tree Line.

C. V. Jct., for Corning-Newberry Jct. Line.

Dimeling, for Clearfield Jct.-Curry Run Line.

DI, end of double track, for Track No. 2.

Dowler Jct., for C. B. Jct.-Cherry Tree Line.

GW, end of double track, for Track No. 2.

Jersey Shore Jct. { End double track, for Track No. 1.  
To and from Beech Creek Line, for Fall Brook Line.

Lindley { End of double track, for Track No. 2.  
Switch from Track No. 1, to siding, for siding.

Middlebury, end of double track, for Track No. 1.

Munson, East wye switch, for Jersey Shore Jct.-Clearfield Line.

North End, for Track No. 3.

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.

Potts Run, for Dimeling-Irvona Jct. Line.

Wellsboro Jct., for Corning-Newberry Jct. Line.

WJ, for Jersey Shore-Cherry Tree Line.

Signalmen will, when signal stations are open, adjust switches at the following stations:

Blackwell, south end of siding.

Cataract, crossover switches.

Clearfield Jct., all wye switches.

Curry Run, switch leading to Curry Run-Clearfield Jct. Line.

JG, crossover switches.

DI, end of double track.

Dimeling, switch leading to Dimeling-Irvona Jct. Line.

Dowler Jct., switch leading to Arcadia Line and siding switch at east end.

Dresden, south end of Siding.

Deer, crossover switches.

Gray, crossover switches.

GW, end of double track.

Jersey Mills, cross over switches.

Karthaus, east end of siding.

Lindley, end of double track and cross over switches.

Lumber, crossover switches.

Mowry, crossover switches.

Middlebury, end double track.

Munson, switch leading to Philipsburg Line.

Tioga, south end of siding.

Viaduct, east end of siding.

Walton, crossover switches.

Waterville, south end of siding.

WD, switches leading to and from West Shore connections.

WJ, main track crossovers.

WK, crossover between main tracks and switch leading to Corning.

**106. PASSING TRAINS.**

Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.

**108. WATER STATIONS.**

Lyons	Antrim	Black Bear
KC	Darling Run	Munson
Geneva	Tiadaghton	Philipsburg
Angus	Blackwell	Woodland
Dresden	Cedar Run	Potts Run
Penn Yan	Cammal	Laurin
Himrods	Jersey Mills	Kerrmoor
BD	Ramsey	Mahaffey
Corning	Jersey Shore Jct.	Dowler Jct.
Presho	Newberry Jct.	Arcadia
Lawrenceville	Avis	Cherry Tree
Elkland	Youngdale	JG
Potter Brook	Beech Creek	Clearfield
Ulysses	Salt Lick	Walton
Hammond	Kato	Mowry
Wellsboro Jct.	Stark	Cataract
Wellsboro	Viaduct	SX
Duncan		

Engines of freight trains of more than 25 cars must be detached before taking water unless, in the judgment of the engineman it is unnecessary. Rule 108 is modified accordingly.

**109. BULLETIN BOARDS AND BOOKS.**

Lyons	Yard office.
Dresden	Passenger station.
Himrods Jct.	Signal station.
Corning	{ Enginehouse. Passenger station. Yard masters office.
WK	Signal station.
Ulysses	Passenger station.
Wellsboro Jct.	Passenger station.
Jersey Shore	Passenger station.
Newberry Jct.	{ Engine house. Yardmasters office.
Avis	{ Engine house. Westward yard office. Yard masters office.
Viaduct	Telegraph office.
B. R. & P. Jct.	Telegraph office.
Clearfield	{ Engine house Yardmasters office.
Cherry Tree	{ Enginehouse. Yardmasters office.
Irvona	Passenger station.

Pennsylvania R. R. general orders and notices, governing territory between CT and McElhattan Jct. will be posted at Clearfield and Avis engine houses and NB Signal Station.

B. R. & P. bulletins and notices will be posted on bulletin boards at Cherry Tree yard office and Avis engine house.

**110. DESIGNATION AND USE OF MAIN TRACKS.**

**Single Track.**

- Penn Yan and Dresden.
- WK and Corning.
- Lindley and Middlebury.
- C. V. Jct. and Ulysses.
- Wellsboro Jct. and Antrim.
- DI and TW.
- JS and Jersey Shore Jct.
- JS and YA via wye.
- Browns and Cherry Tree
- Munson and Philipsburg.
- Clearfield Jct. and B. R. & P. Jct.
- C. B. Jct. and Curry Run.
- Dimeling and Irvona Jct.
- Dowler Jct. and Arcadia

- GW and WB.
- Spangler Wye and Wigton Jct.
- SX, east end, and Keating.
- Potts Run and Carnwath.
- WJ and Mahaffey Jct.

**Double Track.**

- Lyons and Lindley.
- Middlebury and DI.
- TW and JS.
- Jersey Shore Jct. and North End.
- Jersey Shore Jct. and McElhattan Jct.
- NB and Newberry Jct.
- Clearfield passenger station and B. R. & P. Jct.
- GW and Keating Jct.

**Three Tracks.**

- North End and NB.
- Tracks are numbered from the south or east:  
No. 2, No. 1 No. 3.
- Tracks will be used as follows:  
No. 2—Eastward or Northward.  
No. 1—Westward or Southward.  
No. 3—Southward Freight.

**251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.**

- Between TW and JS.
- YA and JS via the wye.
- McElhattan Jct. and Newberry Jct.

If train is not in condition to make usual running time, conductor or engineman must notify signalman.

Trains will run against the current of traffic as shown below by block signals whose indications will supersede time table superiority and take the place of train orders. When signals cannot be cleared, this movement will be made only by train order.

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

**751. TIME SIGNAL STATIONS ARE OPEN.**

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

**801. INTERLOCKING SIGNALS.**

Interlocking signals may also be used as Manual Block Signals and, where so used, will be indicated by the letters INT-MB in List of Stations, Office Calls, Signals and Telephones.

Where a passenger train is to be diverted from a main track over crossover or switch shorter than No. 16, signalman must hold signal in stop position until train has stopped except at JS, Browns and WK.

**813. INTERLOCKING PLANT.**

Sand must not be used over movable parts of an interlocking or within interlocking limits.  
Rule 813 is modified accordingly.

**901. MANUAL BLOCK SYSTEM.**

- Between Jersey Shore Jct. and Cherry Tree.
- Clearfield Jct. and Clearfield.
- C. B. Jct. and Curry Run.
- C. V. Jct. and Ulysses.
- Dimeling and Irvona.
- Dresden and Penn Yan.
- Dowler Jct. and Arcadia.
- Keating Jct. and WB.
- Lyons and TW.
- JS and Newberry Jct.
- Munson and Philipsburg.
- Wellsboro Jct. and Antrim.
- YA and JS via wye.

Manual Block Rules do not apply within yard limits at: YD, WK and Corning, inclusive.  
North end, NB, and Newberry Jct., inclusive.

Rule 920 is modified accordingly.

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 main track is seen or known to be clear.

Rule 917 is modified as follows:

A train must not go to a non-communicating station to be met or passed by other trains, unless the conductor and engineman have received a train order authorizing the movement and, in addition, have received a Permissive Card and a Clearance Card.

Rule 951 is modified as follows:

Signalmen must not permit a train to go to a non-communicating station to be met or passed by other trains until a train order, a Permissive Card and a Clearance Card have been delivered to the engineman and conductor authorizing the movement. When such orders are given the block signal must not be cleared.

**1002. AUTOMATIC BLOCK SYSTEM.**

Between TW and JS.

Automatic signals are in use in Manual Block territory, as specified in list of stations, Office Calls, Signals and Telephones.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block."

When automatic block signal 705 at south end of Corning yard indicates "Stop," trains may proceed at slow speed as per rule 708 on receiving hand signal from switchman at crossover, 600 feet in advance of signal. Rule 1004 is modified accordingly.

Automatic signals Nos. 261, 298, 524, 1013, 1246, 1293, 1318, 1347, 1399, 1551 and 1574 will also give approach indication for the manual block signals at:

Dresden.....	Northward	and Southward
Watkins Glen.....	Northward	
Middlebury.....	Southward	
DI.....	Northward	
Blackwell.....	Northward	and Southward
Cedar Run.....	Southward	
Slate Run.....	Southward	
Waterville.....	Northward	and Southward
Deer.....	Westward	

**1005. AUTOMATIC BLOCK SYSTEM.**

In automatic signal territory, yard engines or trains before entering a main track, or crossing from one main track to another, must obtain permission from signalman or train dispatcher. This permission must not be given when there is a train approaching and unless it is otherwise proper to do so. This will not relieve employes in train service from the duty of promptly and properly protecting their train.

**1267. LEAVING CARS ON SIDE TRACKS.**

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

**1267. HAND BRAKES.**

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

**1305. ENGINEMEN.**

When it becomes apparent that something is wrong with the valve gear of engines handling trains, the train must be brought to a stop immediately, proper investigation made and necessary action taken. Rule 1305 is modified accordingly.

**1307. AIRBRAKES.**

Northward, Brownlee to Wellsboro.

Pressure retaining valves on all cars must be turned up before passing Brownlee. Brake pipe feed valve to be adjusted to 90 pounds; automatic brake valve handle to be carried in release position.

Terminal tests must be made at Duncan, as well as prescribed running test before passing Brownlee.

Sufficient pressure retaining valves must be turned up on the front portion of freight trains between the following points to insure proper handling, but not less than the minimum quoted below:-

Northward, Ellis to Dresden.

Trains of 5000 tons or more.....	60%
Trains of 3000 to 5000 tons.....	50%
Trains of less than 3000 tons.....	25%
(or as many more as in the judgment of the engineman may be necessary.)	
Eastward, Gillintown to Monument.	
Trains of 5000 tons or more.....	50%
Trains of 3000 to 5000 tons.....	40%
Trains of less than 3000 tons.....	30%
Westward, Van to Clearfield Junction.....	15%

On these grades the brake pipe pressure must not be less than 80 pounds and 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 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 pressure retaining valves and to know that trainmen are in their proper location on the train.

**1401. SPEED RESTRICTIONS.**

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

**General**

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, M and U, under steam or being towed.....	15
Freight and work trains except between WB and SX .....	30
Freight trains with pushers.....	25
Passenger, mail, express and milk trains.....	50
With engines classes, E, G, and H.....	30
With engines class L.....	25
With freight equipped cars .....	40
Passenger trains running backward.....	20
Revenue freight trains with cranes moving on their own wheels.....	25
Switches and crossovers shorter than No. 16, when diverging.....	10
Switches and crossovers No. 16 and longer, except at Middlebury, end of double track, DI, TW and Dowler Jct., when diverging..	20
Snow plows and flangers.....	30
Troop trains with freight equipped cars.....	30
Trains with dead engines not having all side or main rods.....	20
Trains consisting of fifty percent or more of 55 ton capacity or greater coal cars, loaded..	30
Trains with steam cranes, except as shown above .....	30
Work Train with locomotive cranes .....	30

Local

**Lyons and Newberry Jct.**  
 Lyons station and KC..... 30  
 Geneva GY first curve north..... 15  
 Geneva over and through streets..... 8  
 Glass Factory Bay Curve..... 30  
 Between Dresden station and 1000 feet south of M. P. 29 first class trains..... 30  
 Dundee over streets..... 25  
 Beaver Dam and Dresden freight trains—  
 Track No. 2..... 25  
 Between WK and YD first class trains..... 15  
 Corning over and through streets..... 20  
 Between Corning and Newberry Jct. on curves not otherwise specified..... 45  
 Between Lawrenceville and C. V. Jct. first class trains..... 30  
 Lawrenceville, over highway crossing at station..... 20  
 Switches at Middlebury, end of double track, DI and TW, when diverging..... 25  
 Johnsons Bend curve..... 25  
 Barbers curve one third mile north of Stone to M. P. 117 Track No. 2..... 20  
 Cedar Run Station to first curve north of Cedar Run Bridge..... 25  
 Between Torbert Bridge and first curve north of bridge..... 25  
 Newberry Jct. through yard first class trains..... 15  
 Newberry Jct. Belt Line..... 10  
 H-10, L-1 and L-2 Engines over Bridges 76-A, 153 and 154..... 20

Track No. 1, Mile Posts  
     1 to 2½ }  
     18 to 28 } Engines, Class K 45  
     37 to 50 } Engines, Class L 25  
     51 to 73 }  
     107 to 116 }

**Dresden and Penn Yan.**  
 All trains..... 20

**Dresden south leg of Wye**  
 Engines, Classes H-5, H-6 and L..... 5

**C. V. Jct. and Ulysses.**  
 Between C. V. Jct. and Mills on sharp curves..... 25  
 Between Mills and Ulysses..... 15

**Wellsboro Jct. and Wellsboro.**  
 Engines, Class K..... 45  
 Engines, Class L..... 25

**Wellsboro and Antrim.**  
 All trains..... 25  
 Between Brownlee and Wellsboro, trains with freight equipment..... 15

**Mine Branches.**  
 All trains..... 12

**Jersey Shore Jct. and Clearfield.**  
 Browns and Stark, engines Classes L and H-10..... 25  
 Monument and Clearfield, first class trains... 40  
 Gillintown to Monument, freight trains..... 25  
 Gillintown to Viaduct, engines running backward..... 15  
 Between Peale tunnel { Passenger trains... 30  
                                   } Freight trains..... 20  
 Munson and Clearfield Jct. engines Classes G-6, H-5, H-6..... 25  
 Clearfield Jct. over bridge and on curves... 15  
 Leonards curve one mile east of Clearfield Jct. 20  
 Between B. R. & P. Jct. and Clearfield..... 20

**Munson and Philipsburg.**  
 Chester Hill Borough, Philipsburg, over grade crossings..... 10  
 Munson and Philipsburg, engines, Classes G-6, H-5, H-6, L and K..... 25

**Clearfield Jct. and Curry Run.**  
 Between Hoyt Tunnel and Curry Run..... 20  
 Mile Post 95, east of Olanta..... 20  
 On curves..... 30

**C. B. Jct. and Curry Run**  
 Engines, Classes H-10 and L..... 25  
 Between Mile Posts  
     3 and 4 }  
     5 and 6 } Engines, Classes H-10 and L..... 20  
     9 and 11 }  
 On curves..... 25

**Curry Run and Arcadia.**  
 Engines, Classes H-10 and L..... 25  
 Between Mile Posts 110½ and 111½  
     engines Classes H-10 and L..... 20  
 Over bridges E-8 all trains..... 10  
 Switch at Dowler Jct., when diverging..... 25  
 On curves..... 25

**WJ and Mahaffey Jct.**  
 Mahaffey station, over Market St..... 6  
 Over bridge B-53, engines, Class H-6..... 20

**Dowler Jct. and Cherry Tree.**  
 Engines, Classes H-10 and L..... 25  
 On curves, except between Mile Posts 3 and 5, 25  
 Between Mile Posts 3 and 5..... 15

**Dimeling and Irvona Jct.**  
**Potts Run and Carnwath.**  
 Mile Post 4..... 15  
 On curves..... 20

**WB and Keating.**  
 WB and SX, freight and work trains..... 35  
 Engines, Classes H-10 and L..... 30  
 Engines, classes H-10 and L between Mile Posts 32 and 35..... 25  
 Engines, classes H-10 and L over bridges R-21 R-25 and R-26..... 20

**Spangler Wye and Wigton Jct.**  
 All trains..... 15

**Tunnels**  
 Deer..... 25  
 Fulton..... 15  
 Hoyt..... 25  
 Karthaus..... 15  
 Peale..... 15  
 Shawsville..... 25

1402. 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.

**Dresden and Penn Yan.**

Cars exceeding total weight of 140,000 lbs. or engines heavier than class G-3 must not be operated from Penn Yan station to end of line.

Engines heavier than Class H-5 must not be operated beyond Dresden wye.

Steam cranes, except X-24 and X-25, may be operated Dresden to Penn Yan station; X-8, and X-13, Dresden to end of line, except that X-8, and X-13 must not pass under Bridge Y-11.

**C. V. Jct. and Knoxville.**

Cars exceeding total weight of 160,000 lbs. must not be operated.

Engines heavier than G-3 must not be operated. Steam cranes, except X-8, X-10, X-11, X-12 and X-13, must not be operated.

**Knoxville and Ulysses.**

Cars exceeding total weight of 120,000 lbs. must not be operated.

Engines heavier than class E-d must not be operated. Steam Cranes, except X-13, must not be operated.

**Wellsboro and Antrim.**

Engines heavier than Class H-5 and H-6 must not be operated south of Wellsboro. Engines heavier than Class G-3 must not be operated south of Pitts. Cars exceeding weight of 210,000 lbs. must not be operated.

**Jersey Shore Jct. and Cherry Tree.**

Engines heavier than Class H-6 must not be operated between Stark and Curry Run.

**Mill Hall. Bellefonte Lime Co. siding.**

Engines heavier than Class H-5 must not be operated.

**Munson and Hawk Run Mine Branches.**

Engines heavier than Class H-5 must not be operated. Steam cranes, except X-3 to X-19 inclusive, must not be operated.

**Dimeling, Carnwath, Irvona and O'Shanter Mine Branch.**

Engines heavier than Class H-5 must not be operated. Steam cranes, except X-8, X-11, X-13 and X-22 must not be operated.

**Dowler Jct. and Arcadia.**

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.

**Emigh Run Mine Branch.**

Engines heavier than Class G-6 must not be operated. Steam cranes, except X-8, X-11, X-13, X-17, X-18 and X-19 must not be operated.

**West Branch Mine Branches.**

Engines heavier than Class H-5 must not be operated. Steam cranes except X-8, X-11, X-16, X-19 and X-22 must not be operated.

**Spangler Wye and Wigton Jct.**

Engines heavier than Class H-5 must not be operated.

Steam cranes, except X-3 to X-16 inclusive, must not be operated.

**Rossiter and Rossiter Jct.**

**Mahaffey and Patton.**

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

**1405. SPECIAL USE OF TRACKS.**

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

Wellsboro Jct., when turning L engines entrance to the wye will be made via the north leg.

Trains No. 8 and 9 between WB and River Bridge will use switch lead.

**1406. TELEPHONES.**

Conductors or enginemen must use telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated, and name and occupation of the employes exchanged to avoid misunderstanding.

**1420. ORDERS OF COMMISSIONS.**

The Public Service Commission of the Commonwealth of Pennsylvania directs by General Order No. 5 dated Harrisburg, Feb. 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 yards.

**W. A. HAMLER, Superintendent.**

**W. M. CORBIN, Assistant Superintendent.**

J. E. MULROONEY  
J. S. VAIL  
P. M. BARROW  
J. W. McFARLAND  
H. D. DAINS  
H. C. MILLER

} Train Masters.

F. E. HARVEY  
D. S. HALLAHAN

} Chief Train Dispatchers.

H. B. PELTON  
G. H. SHARP  
B. E. LANSBERRY  
P. F. McGOWAN  
A. G. GRAHAM  
W. C. BARROW  
C. G. MARSHALL  
G. S. NORTHROP  
M. J. GORMAN

} Train Dispatchers.



**LYONS TO WK**

**Southward—First Class**

Miles from Lyons	STATIONS.	1										
		PASSENGER										
		Daily										
LEAVE		A.M.										
	Lyons	7 35										
1.22	RA	7 37										
2.12	WD	7 39										
4.66	Thompson	f 7 43										
6.75	Cuddeback	f 7 46										
8.52	Junius	f 7 51										
11.50	East X	f 7 56										
13.95	GY	8 00										
14.85	Geneva	s 8 17										
19.84	Bilborrow	f 8 26										
22.24	Kashong	f 8 31										
22.97	Earl	f 8 33										
28.13	Dresden	s 8 43 9 33										
35.10	Himrods Jct.	9 44										
35.51	Himrods	s 9 45										
38.18	Ellis	9 50										
40.21	Dundee	s 9 56										
44.19	Barnes	f10 01										
47.64	Reading Center	f10 07										
51.44	Watkins Glen	s10 15										
53.67	Wedgewood	f10 21										
56.26	Moreland	f10 27										
58.44	BD	10 32										
59.46	Beaver Dam	s10 34										
61.46	Chambers	f10 38										
63.55	Post Creek	f10 43										
67.03	Ferenbaugh	f10 50										
69.57	YD	10 54										
71.70	WK	11 03										
	ARRIVE	A.M.										

**DRESDEN TO PENN YAN**

**Southward—First Class**

Miles from Dresden	STATIONS.	301		303		305									
		SEE NOTE		SEE NOTE		SEE NOTE									
		PASSENGER		PASSENGER		PASSENGER									
LEAVE		A.M.		P.M.		P.M.									
	Dresden	8 43		1 15		2 15									
2.16	Cascade Mills	f 8 49		f 1 22		f 2 22									
2.59	Mays Mills	f 8 51		f 1 25		f 2 25									
3.32	Seneca Mills	f 8 55		f 1 29		f 2 29									
4.53	Milo Mills	f 8 59		f 1 33		f 2 33									
5.22	Keuka Mills	f 9 02		f 1 37		f 2 37									
6.04	Penn Yan	9 04		1 40		2 40									
	ARRIVE	A.M.		P.M.		P.M.									

No. 301 is Superior to No. 302  
 No. 303 is Superior to No. 304  
 No. 305 is Superior to No. 306

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

**WK TO LYONS**

**Northward—First Class**

Miles from New-Berry Jct.	STATIONS.	4	906				
		PASSENGER	PASSENGER				
		Daily except Sunday	<b>SUNDAY ONLY</b>				
		LEAVE	A.M.	P.M.			
109.17	WK	11 52	12 52				
111.30	YD	12 01	1 01				
113.84	Ferenbaugh	f12 05	f 1 05				
117.32	Post Creek.	f12 10	f 1 10				
119.52	Chambers	f12 13	f 1 13				
121.41	Beaver Dam	s12 17	s 1 17				
122.43	BD	12 19	1 19				
124.61	Moreland	f12 23	f 1 23				
127.20	Wedgewood	f12 27	f 1 27				
129.43	Watkins Glen	s12 33	s 1 33				
133.23	Reading Center	f12 39	f 1 39				
136.68	Barnes	f12 46	f 1 46				
140.66	Dundee	s12 54	s 1 54				
142.69	Ellis	12 58	1 58				
145.36	Himrods	s 1 03	s 2 03				
145.77	Himrods Jct.	1 04	2 04				
152.74	Dresden	s 1 14 2 10	s 2 14 3 10				
157.90	Earl	f 2 17	f 3 17				
158.60	Kashong	f 2 18	f 3 18				
161.03	Bilsborrow	f 2 23	f 3 23				
166.02	Geneva	s 2 35	s 3 35				
166.92	GY	2 50	3 50				
169.37	East X	f 2 54	f 3 54				
172.35	Junius	f 2 59	f 3 59				
174.12	Cuddeback	f 3 02	f 4 02				
176.21	Thompson	f 3 06	f 4 06				
178.75	WD	3 10	4 10				
179.65	RA	3 12	4 12				
180.87	Lyons	3 15	4 15				
	ARRIVE	P.M.	P.M.				

**PENN YAN TO DRESDEN**

**Northward—First Class**

Miles from Penn Yan	STATIONS.	302	304	306	320
		SEE NOTE PASSENGER	SEE NOTE PASSENGER	SEE NOTE PASSENGER	MIXED
		Daily	Daily except Sunday	<b>SUNDAY ONLY</b>	Daily except Sunday
		LEAVE	A.M.	P.M.	P.M.
.82	Penn Yan	9 07	1 49	2 49	4 40
1.51	Keuka Mills	f 9 10	f 1 51	f 2 51	f 4 43
1.51	Milo Mills	f 9 14	f 1 54	f 2 54	f 4 47
2.72	Seneca Mills	f 9 18	f 1 57	f 2 57	f 4 51
3.45	Mays Mills	f 9 21	f 1 59	f 2 59	f 4 54
3.88	Cascade Mills	f 9 24	f 2 02	f 3 02	f 4 57
6.04	Dresden	9 32	2 09	3 09	5 05
	ARRIVE	A.M.	P.M.	P.M.	P.M.

No. 301 is Superior to No. 302  
 No. 303 is Superior to No. 304.  
 No. 305 is Superior to No. 306

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

**CORNING TO NEWBERRY JCT.**

**Southward—First Class**

Miles from Lyons	STATIONS.	1	109	5	111	13	3		
		SEE NOTE							
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER		
		Daily	Daily except Sunday	Daily except Sunday	<b>SUNDAY ONLY</b>	Daily except Sunday	Daily except Sunday		
LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.			
72.04	Corning	11 15	11 50	12 30	12 50				
71.70	WK	11 16	11 52	12 31	12 52				
79.05	Presho	s11 26	A.M.	f12 41	P.M.				
82.68	Lindley	s11 33		s12 48				P.M.	
85.52	Lawrenceville	s11 43		s 1 05				s 4 55	
86.77	C. V. Jct.	11 45		1 10				4 57	
88.72	Beeman	f11 51		P.M.				f 5 02	
92.71	Tioga	s11 59						s 5 10	
96.64	Hammond	f12 05						f 5 16	
99.73	Holiday	f12 12						f 5 22	
102.01	Middlebury	s12 17						s 5 27	
103.26	Niles Valley	f12 20						f 5 30	
106.00	Wellsboro Jct.	s 12 25						s 5 35	
111.62	Marsh Creek	f12 58						P.M.	
113.85	Ansonia	s 1 03							
117.29	Owassee	f 1 10							
118.47	Stone	f 1 13							
119.48	Burgess	f 1 15							
122.88	Tiadaghton	s 1 21							
123.89	DI	1 23							
126.49	Pine	1 27							
130.98	Blackwell	s 1 36							
133.70	Woodhouse	1 42							
136.16	Cedar Run	s 1 48							
141.27	Slate Run	s 1 58							
143.27	Utceter	2 02							
145.91	Ross	2 07							
147.59	Cammal	s 2 11							
148.37	CH	2 13							
149.90	Blue Stone	s 2 15							
152.09	Jersey Mills	s 2 22							
156.66	Waterville	s 2 30							
159.94	Ramsey	f 2 37							
160.75	Camp Kline	f 2 39							
162.90	Tomb	f 2 42							
164.19	TW	2 45							
165.37	Torbert	f 2 47							
166.54	JS	2 51							
168.19	Jersey Shore Jct.	2 55						P.M. 2 54	
168.48	Jersey Shore	s 3 00						A 2 55	
171.57	Larrys Creek	s 3 07						P.M.	
173.91	Level	f 3 12							
176.94	Linden	s 3 19							
179.38	North End	3 27							
180.11	NB	3 28							
180.87	Newberry Jct.	3 30							
	Williamsport	3 40							
	ARRIVE	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.		

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.  
No. 906 take siding at C. V. track Lawrenceville station for No. 1.

Time shown at Williamsport is for information only.

**NEWBERRY JCT. TO CORNING**

**Northward—First Class**

Miles from Newberry Jct.	STATIONS.	4	12	906 SEE NOTE	106	6			
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER			
		Daily except Sunday	Daily except Sunday	SUNDAY ONLY	Daily	Daily except Sunday			
		LEAVE A.M.	A.M.	A.M.	A.M.	P.M.			
	<i>Williamsport</i>	7 15		7 15					
	Newberry Jct.	7 25		7 25					
.76	NB	7 26		7 26					
1.49	North End	7 27		7 27					
3.93	Linden	f 7 32		f 7 32					
6.96	Level	f 7 38		f 7 38					
9.30	Larrys Creek	s 7 45	A.M.	s 7 45					
12.39	Jersey Shore	s 7 53	L 7 58	s 7 53					
12.68	Jersey Shore Jct.	7 55	7 59	7 55					
14.33	JS	7 57	A.M.	7 57					
15.50	Torbert	f 8 01		f 8 01					
16.68	TW	8 03		8 03					
17.97	Tomb	f 8 06		f 8 06					
20.12	Camp Kline	f 8 12		f 8 12					
20.93	Ramsey	f 8 14		f 8 14					
24.21	Waterville	s 8 20		s 8 20					
28.78	Jersey Mills	s 8 28		s 8 28					
30.97	Blue Stone	f 8 32		f 8 32					
32.50	CH	8 36		8 36					
33.28	Cammal	s 8 38		s 8 38					
34.96	Ross	8 41		8 41					
37.60	Utceter	8 45		8 45					
39.60	Slate Run	s 8 49		s 8 49					
44.71	Cedar Run	s 8 59		s 8 59					
47.17	Woodhouse	9 03		9 03					
49.89	Blackwell	s 9 09		s 9 09					
54.38	Pine	9 16		9 16					
56.98	DI	9 22		9 22					
57.99	Tiadaghton	s 9 25		s 9 25					
61.39	Burgess	f 9 32		f 9 32					
62.40	Stone	f 9 35		f 9 35					
63.58	Owassee	f 9 38		f 9 38					
67.02	Ansonia	s 9 45		s 9 45					
69.25	Marsh Creek	f 9 50		f 9 50					
74.87	Wellsboro Jct.	s 10 00 s 10 25		s 10 00 s 10 25		P.M. s 6 10			
77.61	Niles Valley	f 10 30		f 10 30		f 6 15			
78.86	Middlebury	s 10 35		s 10 35		s 6 20			
81.14	Holiday	f 10 41		f 10 41		f 6 25			
84.23	Hammond	f 10 48		f 10 48		f 6 31			
88.16	Tioga	s 10 56		s 10 56		s 6 39			
92.15	Beeman	f 11 02		f 11 02		f 6 45			
94.10	C. V. Jct.	11 06		11 06		6 49			
95.35	Lawrenceville	s 11 13		s 11 10 s 12 13	1	s 6 53			
98.19	Lindley	s 11 18		s 12 18		s 6 58			
101.82	Presho	f 11 24		f 12 24		f 7 04			
109.17	WK	11 38		12 38		11 03 7 18			
109.51	Corning	11 40		12 40		11 05 7 20			
	ARRIVE	A.M.	A.M.	P.M.	A.M.	P.M.			

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

No. 906 take siding at C. V. track Lawrenceville station for No. 1.

Time shown at *Williamsport* is for information only.

NEWBERRY JCT. TO CORNING

Northward—Second Class

Miles from Newberry Jct.	STATIONS.	70	72	82	74	80			
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT			
		Daily	Daily	Daily	Daily	Daily			
		LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.		
	Newberry Jct.								
.76	NB								
1.49	North End								
3.93	Linder								
6.96	Level								
9.30	Larrys Creek								
12.39	Jersey Shore								
12.68	Jersey Shore Jct.	<u>A.M.</u>	<u>A.M.</u>	<u>A.M.</u>	<u>P.M.</u>	<u>P.M.</u>			
14.33	JS	12 15	8 10	11 25	2 35	8 30			
15.50	Torbert								
16.68	TW	12 23	8 18	11 30	2 45	8 45			
17.97	Tomb								
20.12	Camp Kline								
20.93	Ramsey	12 37	8 29	11 40	2 55	8 56			
24.21	Waterville	12 48	8 38	11 48	3 02	9 05			
28.78	Jersey Mills	1 06	8 53	12 00	3 12	9 20			
30.97	Blue Stone								
32.50	CH	1 19	9 04	12 10	3 21	9 31			
33.28	Cammal								
34.96	Ross	1 26	9 10	12 15	3 26	9 37			
37.60	Utceter	1 33	9 18	12 20	3 31	9 44			
39.60	Slate Run	1 39	9 23	12 26	3 36	9 50			
44.71	Cedar Run	1 54	9 38	12 37	3 47	10 05			
47.17	Woodhouse	2 02	9 45	12 43	3 53	10 12			
49.89	Blackwell	2 12	9 53	12 48	3 58	10 20			
54.38	Pine	2 26	10 05	12 56	4 06	10 33			
56.98	DI	2 34	10 15	1 05	4 15	10 43			
57.99	Tiadaghton								
61.39	Burgess								
62.40	Stone								
63.58	Owassee								
67.02	Ansonia								
69.25	Marsh Creek								
74.87	Wellsboro Jct.								
77.61	Niles Valley								
78.86	Middlebury	4 17	11 27	2 10	5 30	11 58			
81.14	Holiday	4 22	11 32	2 15	5 35	12 03			
84.23	Hammond	4 29	11 39	2 22	5 42	12 10			
88.16	Tioga	4 37	11 59	2 30	5 50	12 18			
92.15	Beeman	4 46	12 10	2 38	5 58	12 27			
94.10	C. V. Jct.	4 50	12 15	2 42	6 02	12 31			
95.35	Lawrenceville	4 53	12 20	2 44	6 04	12 34			
98.19	Lindley	5 00	12 27	2 51	6 11	12 41			
101.82	Presho								
109.17	WK	<u>5 30</u>	<u>12 50</u>	<u>3 15</u>	<u>6 35</u>	<u>1 10</u>			
109.51	Corning	<u>A.M.</u>	<u>P.M.</u>	<u>P.M.</u>	<u>P.M.</u>	<u>A.M.</u>			
	ARRIVE	A.M.	P.M.	P.M.	P.M.	A.M.			

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

**WELLSBORO JCT. TO ANTRIM**

**Southward—First Class**

Miles from Wellsboro Jct.	STATIONS.	409	411	413	3				
		SEE NOTE	SEE NOTE	SEE NOTE	SEE NOTE				
		PASSENGER	PASSENGER	PASSENGER	PASSENGER				
		Daily except Sunday	<b>SUNDAY ONLY</b>	Daily	Daily except Sunday				
LEAVE	A.M.	A.M.	P.M.	P.M.					
	Wellsboro Jct.	10 00	10 00	12 25	5 35				
.86	Stokesdale	10 04	10 04	f 12 29	5 39				
2.94	Wellsboro	10 15	10 15	12 33	5 45				
4.22	Pitts	A.M.	A.M.	P.M.	P.M.				
7.24	Round Top								
8.67	Williard								
10.14	Brownlee								
16.16	Antrim								
	ARRIVE	A.M.	P.M.						

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

- No. 409 is superior to No. 404.
- No. 411 is superior to No. 406.
- No. 413 is superior to No. 408.
- No. 3 is superior to No. 6.

**ANTRIM TO WELLSBORO JCT.**

**Northward—First Class**

Miles from Antrim	STATIONS.	404	406	408	6				
		SEE NOTE	SEE NOTE	SEE NOTE	SEE NOTE				
		PASSENGER	PASSENGER	PASSENGER	PASSENGER				
		Daily except Sunday	<b>SUNDAY ONLY</b>	Daily	Daily except Sunday				
LEAVE	A.M.	A.M.	P.M.	P.M.					
	Antrim								
6.02	Brownlee								
7.49	Williard								
8.92	Round Top								
11.94	Pitts	A.M.	A.M.	P.M.	P.M.				
13.22	Wellsboro	10 15	10 15	12 34	6 00				
15.30	Stokesdale	10 21	10 21	12 44	f 6 06				
16.16	Wellsboro Jct.	10 25	10 25	12 49	6 10				
	ARRIVE	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.

- No. 409 is superior to No. 404.
- No. 411 is superior to No. 406.
- No. 413 is superior to No. 408.
- No. 3 is superior to No. 6.

**C. V. JCT. TO ULYSSES**

**Southward—First Class**

Miles from C. V. Jct.	STATIONS.	5											
		SEE NOTE											
		PASSENGER											
		Daily except Sunday											
	LEAVE	P.M.											
	C. V. Jct.	1 10											
2.18	Pritchard	f 1 20											
4.27	Tompkins	f 1 25											
6.72	Nelson	s 1 30											
11.08	Elkland	s 1 36											
12.70	Osceola	s 1 40											
17.06	Academy Corners	f 1 48											
18.11	Knoxville	s 1 53											
20.66	Phillips	f 1 58											
21.59	Cowanesque	s 2 02											
24.16	Westfield	s 2 09											
27.28	Potter Brook	s 2 18											
28.41	Elmer	f 2 21											
29.88	Tannery	f 2 24											
30.39	Harrison Valley	s 2 27											
32.54	Mills	f 2 32											
35.99	Bingham	f 2 45											
39.48	Ulysses	3 00											
	ARRIVE	P.M.											

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

No. 5 is superior to No. 2.

**ULYSSES TO C. V. JCT.**

**Northward—First Class**

Miles from Ulysses	STATIONS.	2												
		SEE NOTE	PASSENGER											
		Daily except Sunday												
	LEAVE	P.M.												
	Ulysses	3 02												
3.49	Bingham	f 3 16												
6.94	Mills	f 3 40												
9.09	Harrison Valley	s 3 45												
9.60	Tannery	f 3 46												
11.07	Elmer	f 3 48												
12.20	Potter Brook	s 3 51												
15.32	Westfield	s 3 57												
17.89	Cowanesque	f 4 01												
18.82	Phillips	f 4 03												
21.37	Knoxville	s 4 07												
22.42	Academy Corners	f 4 09												
26.78	Osceola	s 4 15												
28.40	Elkland	s 4 18												
32.76	Nelson	s 4 25												
35.21	Tompkins	f 4 30												
37.30	Pritchard	f 4 34												
39.48	C. V. Jct.	4 40												
	Lawrenceville	4 50												
	ARRIVE	P.M.												

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.  
 No. 5 is superior to No. 2.  
 Time shown at Lawrenceville is for information only.



**JERSEY SHORE JCT. TO CHERRY TREE**

**Westward—First Class**

Miles from Jersey Shore	STATIONS.	33	29	37
		PASSENGER	PASSENGER	PASSENGER
		Daily except Sunday	Daily except Sunday	Daily except Sunday
		LEAVE	P.M.	P.M.
.29	Jersey Shore Jct.	7 59		
1.44	YA (F. B. Wye)	8 01		
2.21	Avis	s 8 04		
4.56	Browns	8 08		
6.47	Youngdale	f 8 12		
10.52	Lock Haven	s 8 20		
13.60	Mill Hall	s 8 27		
14.92	Bald Eagle Jct.	8 29		
19.76	Beech Creek	s 8 37		
23.69	Mapes	f 8 43		
26.65	Monument	s 8 49		
29.85	Orviston	s 8 57		
35.59	Panther	f 9 08		
38.88	Kato	s 9 15		
42.16	Stark	9 21		
45.56	Snow Shoe	s 9 28		
48.81	Gillintown	s 9 35		
54.84	Gorton	f 9 46		
57.59	Peale	f 9 51		
59.41	Viaduct	s 9 58		
64.96	Winburne	s 10 08		
66.84	Munson	s 10 12		
70.54	Morrisdale	s 10 20		
73.37	Van	10 25		
74.54	Wallaceton	f 10 28		
76.94	Bigler	f 10 33		
79.74	Woodland	s 10 39		
83.88	Clearfield Jct.	f 10 48		
85.09	Krebs	A.M.		
88.07	Dimeling			
89.28	Laurin			
90.58	Wynn			
92.46	Mitchells			
95.56	Olanta			
98.55	New Millport			
100.66	Kermoor			
105.71	Bells Landing			
107.11	Curry Run			
108.24	Bower			
111.89	WJ			
114.81	McGees			
116.57	Mt. Airie			
119.26	Dowler Jct.			
120.76	Burnside			
123.09	Ire			
123.99	Patchen			
127.47	Scales			
128.19	Cherry Tree			
	Cherry Tree (P. R. R.)			
	ARRIVE	A.M.	P.M.	P.M.

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.  
 Time shown at *Cherry Tree* (P. R. R.) for information only.

**CHERRY TREE TO JERSEY SHORE JCT.**

**Eastward—First Class**

Miles from Cherry Tree	STATIONS.	30	28	36			
		PASSENGER	PASSENGER	PASSENGER			
		Daily except Sunday	Daily except Sunday	Daily except Sunday			
		LEAVE	A.M.	A.M.	A.M.		
	<i>Cherry Tree (P. R. R.)</i>	7 20					
	Cherry Tree	f 7 22					
.72	Scales	7 24					
4.20	Patchen	f 7 30					
5.10	Ire	f 7 32					
7.43	Burnside	s 7 37					
8.93	Dowler Jct.	f 7 40					
11.62	Mt. Airie	f 7 45					
13.38	McGees	f 7 49					
16.30	WJ	7 55 8 00					
19.95	Bower	f 8 07					
21.08	Curry Run	s 8 10					
22.48	Bells Landing	f 8 13					
27.50	Kerrmoor	f 8 25					
29.64	New Millport	f 8 30					
32.63	Olanta	f 8 38					
35.73	Mitchells	s 8 46					
37.61	Wynn	f 8 49					
38.91	Laurin	8 51	A.M.				
40.12	Dimeling	f 8 54	s 8 35				
43.10	Krebs	9 00	f 8 41		A.M.		
44.31	Clearfield Jct.	f 9 03	f 8 43		11 27		
48.45	Woodland	A.M.	A.M.		s 11 37		
51.25	Bigler				f 11 43		
53.65	Wallaceton				f 11 49		
54.82	Van				11 53		
57.65	Morrisdale				s 11 58		
61.35	Munson				s 12 06 s 12 45		
63.23	Winburne				s 12 49		
68.78	Viaduct				s 1 00		
70.60	Peale				f 1 04		
73.35	Gorton				f 1 09		
79.38	Gillintown				s 1 21		
82.63	Snow Shoe				f 1 28		
86.03	Stark				1 35		
89.31	Kato				s 1 41		
92.60	Panther				f 1 47		
98.34	Orviston				s 1 57		
101.54	Monument				s 2 03		
104.50	Mapes				f 2 08		
108.43	Beech Creek				s 2 15		
113.27	Bald Eagle Jct.				2 22		
114.59	Mill Hall				s 2 25		
117.67	Lock Haven				s 2 33		
121.72	Youngdale				f 2 40		
123.63	Browns				2 44		
125.98	Avis				s 2 49		
126.75	YA (F. B. Wye)				2 51		
127.90	Jersey Shore Jct.				2 54		
	ARRIVE	A.M.	A.M.		P.M.		

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.  
Time shown at *Cherry Tree* (P. R. R.) for information only.

**MUNSON TO PHILIPSBURG**

**Westward—First Class**

Miles from Munson	STATIONS.	153							
		SEE NOTE							
		PASSENGER							
	LEAVE	Daily except Sunday							
		P.M.							
	Munson	12 06							
2.10	Colorado No. 3	f12 11							
4.04	Hawk Run	s12 16							
7.03	Philipsburg	12 24							
	ARRIVE	P.M.							

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified. No. 153 is superior to No. 152

**CLEARFIELD JCT. TO CLEARFIELD**

**Westward—First Class**

Miles from Clearfield Jct.	STATIONS.	527	529	531	533				
				SEE NOTE					
		PASSENGER	PASSENGER	PASSENGER	PASSENGER				
	LEAVE	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday				
		A.M.	A.M.	A.M.	P.M.				
	Clearfield Jct.	8 43	9 03	10 48	P.M.				
2.33	WB	8 50	9 09	10 54	3 31				
3.18	B. R. & P. Jct.	8 52	9 12	10 58	3 36				
3.79	Clearfield	8 55	9 15	11 00	3 38				
	ARRIVE	A.M.	A.M.	A.M.	P.M.				

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified. No. 531 is superior to No. 532.

**WJ TO MAHAFFEY JCT.**

**Westward—First Class**

Miles from WJ	STATIONS.	131	137						
		SEE NOTE	SEE NOTE						
		PASSENGER	PASSENGER						
	LEAVE	Daily except Sunday	Daily except Sunday						
		A.M.	P.M.						
	WJ	7 55	5 21						
.49	Mahaffey	7 57	5 23						
.77	Mahaffey Jct.								
	ARRIVE	A.M.	P.M.						

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified. No. 131 is superior to No. 130. No. 137 is superior to No. 138.

**PHILIPSBURG TO MUNSON**

**Eastward—First Class**

Miles from Philipsburg	STATIONS.	152							
		SEE NOTE							
		PASSENGER							
		Daily except Sunday							
	LEAVE	P.M.							
2.98	Philipsburg	12 26							
4.93	Hawk Run	s12 34							
7.03	Colorado No. 3	f12 38							
	Munson	12 45							
	ARRIVE	P.M.							

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.  
No. 153 is superior to No. 152.

**CLEARFIELD TO CLEARFIELD JCT.**

**Eastward—First Class**

Miles from Clearfield	STATIONS.	528	532	534	538				
			SEE NOTE						
		PASSENGER	PASSENGER	PASSENGER	PASSENGER				
		Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday				
	LEAVE	A.M.	A.M.	P.M.	P.M.				
.61	Clearfield	11 03	11 10	4 05	4 35				
1.46	B. R. & P. Jct.	11 05	11 13	4 06	4 38				
3.79	WB	11 08	11 18	4 09	4 41				
	Clearfield Jct.	A.M.	f11 27	f 4 15	f 4 47				
	ARRIVE	A.M.	A.M.	P.M.	P.M.				

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.  
No. 531 is superior to No. 532.

**MAHAFFEY JCT. TO WJ**

**Eastward—First Class**

Miles from Mahaffey Jct.	STATIONS.	130	138						
		SEE NOTE	SEE NOTE						
		PASSENGER	PASSENGER						
		Daily except Sunday	Daily except Sunday						
	LEAVE	A. M.	P. M.						
.28	Mahaffey Jct.	7 58	5 24						
.77	Mahaffey	8 00	5 26						
	WJ								
	ARRIVE	A. M.	P. M.						

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.  
No. 131 is superior to No. 130.  
No. 137 is superior to No. 138.

**KEATING TO WB**

**Westward—First Class**

Miles from Keating Jct.	STATIONS.	9																			
		PASSENGER																			
		Daily except Sunday																			
LEAVE		P.M.																			
	Keating	1	28																		
	Keating Jct.																				
1.14	SX	f	1 36																		
4.35	Zanmore	f	1 42																		
5.63	Gaines	f	1 44																		
6.53	GW		1 47																		
8.20	Birch	f	1 52																		
11.90	Coleman Siding	s	1 58																		
12.83	Spruce	f	2 00																		
14.37	Loop Run	f	2 03																		
16.68	Cataract	s	2 09																		
19.60	Belford	f	2 14																		
22.15	Karthus	s	2 21																		
28.70	Mowry	f	2 33																		
29.53	Rolling Stone	f	2 35																		
30.94	Sandy Run	f	2 37																		
33.92	Deer	f	2 42																		
35.49	Frenchville	s	2 46																		
40.54	Walton	f	2 57																		
41.27	Bald Hill	s	3 00																		
43.73	Surveyor	s	3 07																		
44.30	Croft	f	3 10																		
45.84	Shawsville	s	3 14																		
46.82	Gray	f	3 17																		
52.10	WB		3 31																		
53.56	Clearfield		3 38																		
	ARRIVE	P.M.																			

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified. Time shown at *Clearfield* is for information only.

**C. B. JCT. TO CURRY RUN**

**Westward**

Miles from C. B. Jct.	STATIONS.																				
	C. B. Jct.																				
.19	Curwensville																				
1.83	JG																				
2.25	Rowles																				
7.25	Good																				
8.28	Lumber																				
11.62	Duke																				
12.84	Hoyt																				
14.77	Bell Run																				
15.72	Curry Run																				

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

**WB TO KEATING**

**Eastward—First Class**

Miles from Clearfield	STATIONS.	8							
		PASSENGER							
		Daily except Sunday							
	LEAVE	A.M.							
	<i>Clearfield</i>	<i>11 03</i>							
1.46	WB	11 08							
6.74	Gray	f11 22							
7.72	Shawsville	s11 25							
9.26	Croft	f11 29							
9.83	Surveyor	s11 31							
12.29	Bald Hill	s11 38							
13.02	Walton	f11 40							
18.07	Frenchville	s11 52							
19.64	Deer	f11 56							
22.62	Sandy Run	f12 02							
24.03	Rolling Stone	f12 05							
24.86	Mowry	f12 08							
31.41	Karthaus	s12 22							
33.96	Belford	f12 28							
36.88	Cataract	s12 36							
39.19	Loop Run	f12 41							
40.73	Spruce	f12 44							
41.66	Coleman Siding	s12 47							
45.36	Birch	f12 53							
47.03	GW	12 58							
47.93	Gaines	f 1 00							
49.21	Zanmore	f 1 04							
52.42	SX	f 1 11							
53.56	Keating Jct.								
53.49	Keating	1 15							
	ARRIVE	P.M.							

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.  
Time shown at *Clearfield* is for information only.

**CURRY RUN TO C. B. JCT.**

**Eastward**

Miles from Curry Run	STATIONS.								
	Curry Run								
.95	Bell Run								
2.88	Hoyt								
4.10	Duke								
7.44	Lumber								
8.47	Good								
13.47	Rowles								
13.89	JG								
15.53	Curwensville								
15.72	C. B. Jct.								

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

**DIMELING TO IRVONA JCT.**

**Westward—First Class**

Miles from Dimeling	STATIONS.	29							
		PASSENGER							
		Daily except Sunday	P.M.						
	LEAVE								
	Dimeling	s 4 57							
.34	MC	4 59							
1.77	Lambert	f 5 04							
3.26	Chase	s 5 10							
6.00	Syler	f 5 17							
7.00	Faunce	5 20							
10.55	Potts Run	s 5 31 6 10							
14.85	Belsena	f 6 23							
17.32	Madera	s 6 30							
20.31	Tubbs Crossing	f 6 36							
21.83	Glen Hope	s 6 40							
26.29	Irvona	A 6 50							
26.70	Irvona Jct.	P.M.							
	ARRIVE		P.M.						

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

**POTTS RUN TO CARNWATH**

**Westward—First Class**

Miles from Potts Run	STATIONS.	501		503						
		SEE NOTE		SEE NOTE						
		PASSENGER		PASSENGER						
		Daily except Sunday	P.M.	Daily except Sunday	P.M.					
	LEAVE									
	Potts Run	7 25		5 31						
1.28	Boardman	s 7 31		s 5 36						
5.14	Carnwath	s 7 44		s 5 48						
	ARRIVE		A.M.		P.M.					

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

No. 501 is superior to No. 502.  
No. 503 is superior to No. 504.

**DOWLER JCT. TO ARCADIA**

**Westward**

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

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

**IRVONA JCT. TO DIMELING**

**Eastward—First Class**

Miles from Irvona Jct.	STATIONS.	28								
		PASSENGER								
		Daily except Sunday								
LEAVE		A. M.								
	Irvona Jct,	A. M.								
.41	Irvona	L	6 45							
4.87	Glen Hope	s	6 55							
6.39	Tabbs Crossing	f	6 59							
9.38	Madera	s	7 05							
11.85	Belsena	f	7 12							
16.15	Potts Run	s	7 25 8 01							
19.70	Faunce	s	8 12							
20.70	Syler	f	8 15							
23.44	Chase	s	8 23							
24.93	Lambert	f	8 28							
26.36	MC		8 33							
26.70	Dimeling	s	8 35							
	ARRIVE	A. M.								

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

**CARNWATH TO POTTS RUN**

**Eastward—First Class**

Miles from Carnwath	STATIONS.	502		504						
		SEE NOTE		SEE NOTE						
		PASSENGER		PASSENGER						
		Daily except Sunday		Daily except Sunday						
LEAVE		A. M.		P. M.						
	Carnwath		7 45		5 49					
3.86	Boardman	s	7 57	s	6 04					
5.14	Potts Run		8 01		6 10					
	ARRIVE	A. M.		P. M.						

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

No. 501 is superior to No. 502.  
No. 503 is superior to No. 504.

**ARCADIA TO DOWLER JCT.**

**Eastward**

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

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



STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

LYONS TO NEWBERRY JCT.

STATIONS	Office Calls	Miles from Lyons	SIGNALS		TELEPHONES		Side of Track	Line
			Track No. 1	Track No. 2	LOCATION			
Lyons.....	CS	ND				Passenger Station.....		T.D.
	CS					Lyons Engine House.....		T.D.
RA.....	CS	1.22				Yard Office.....		T.D.
WD.....	CS	2.12				Signal Station.....		T.D.
Open day and night.								
KC.....	CS	3.31				Office.....		T.D.
Thompson.....	CS	4.66			54	North end Storage Track.....	W	T.D.
Cuddeback.....	CS	6.75				Cuddeback, crossover.....	E	T.D.
Junius.....	CS	8.52	M.B.	M.B.		Signal Station.....		T.D.
Open daily except Sunday	CS					Junius, crossover.....	E	T.D.
7:30 A. M. to 4:30 P. M.								
East X.....	CS	11.50	131			South of Station.....	E	T.D.
	CS					Doves crossover, Booth.....	E	T.D.
	CS					Wye Switch.....	W	T.D.
GY.....	CS	13.95	INT-M.B.	INT-M.B.		North St.....	W	T.D.
Open day and night					146	Signal Station.....		T.D.
Geneva.....	CS	14.85				Station crossover.....	W	T.D.
	CS				162	Mud Switch, Booth.....	E	T.D.
Bilsborrow.....	CS	19.84	185			Station, Booth.....		T.D.
	CS				220	South end middle track.....	W	T.D.
Earl.....	CS	22.97	M.B.	M.B.		Station, Booth.....	W	T.D.
Open daily except Sunday						Signal Station.....		T.D.
7:45 A. M. to 4:45 P. M.	CS					Angus, crossover.....	W	T.D.
					261	North end pull in track.....	W	T.D.
Dresden.....	CS	28.13	M.B.	M.B.		South end Dresden yard.....	W	T.D.
Open day and night.	CS				298	Signal Station.....		T.D.
	CS					Crossover, south of station, Booth.....	E	T.D.
Himrods Jct.....	CS	35.10	M.B.	M.B.		North end storage tracks.....	W	T.D.
Open day and night	CS					Signal Station.....		T.D.
Himrods.....	CS					Himrods, crossover.....	W	T.D.
Ellis.....	CS	38.18	M.B.	M.B.		Signal Station.....		T.D.
Open 3:00 P. M. to 7:00 A. M.						North end middle track.....	W	T.D.
Dundee.....	CS	40.21				Passenger station.....	W	T.D.
	CS					Water Station, Booth.....	W	T.D.
Barnes.....	CS	44.19	M.B.	M.B.		Signal Station.....		T.D.
Open 6:30 A. M. to 3:30 P. M.	CS					Station, Booth.....		T.D.
Reading Center.....	CS	47.64				Station, Booth.....		T.D.
Watkins Glen.....	CS	51.44	M.B.	M.B.		Signal Station.....		T.D.
Open day and night.	CS				52	South end of middle track.....	W	T.D.
Wedgewood.....	CS	53.67				Station, Booth.....	W	T.D.
Moreland.....	CS	56.26						
BD.....	CS	58.44	M.B.	M.B.		Signal Station.....		T.D.
Open 11:00 P. M. to 8:00 A. M.								
Beaver Dam.....	CS	59.46	M.B.	M.B.		Passenger Station.....		T.D.
Open 8:00 A. M. to 11:00 P. M.	CS					South end middle track.....	E	T.D.
Post Creek.....	CS	63.55				Chambers crossover.....	W	T.D.
Ferenbaugh.....	CS	67.03				Station, Booth.....	W	T.D.
YD.....	CS	69.57	677	M.B.		Signal Station.....		T.D.
Open day and night.			705	706				
WK.....	CS	71.70	INT	INT		Signal Station.....		T.D.
Open day and night.			M.B.					

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**LYONS TO NEWBERRY JCT.**

STATIONS	Office Calls	Miles from Lyons	SIGNALS		TELEPHONES	Side of Track	Line	
			Track No. 1	Track No. 2	LOCATION			
AQ..... Open day and night	CS	AQ	72.08	INT	INT	Erie crossover .....	W	T.D.
	CS					3000 Ft. south of S.S. AQ.....	W	T.D.
	CS					726	Hollon crossover .....	W
Presho..... Open daily except Sunday 9:00 A. M. to 6:00 P. M.	CS	CN	79.05	M.B.	M.B.	Signal station .....		T.D.
	CS					Passenger Station .....	E	T.D.
	CS					Cooks crossover .....	W	T.D.
			Single Track					
			Southward	Northward				
Lindley..... Open day and night.	CS	DE	82.68	M.B.	M.B.	Signal Station .....		T.D.
	CS					Lawrenceville, north end of siding .....	E	T.D.
Lawrenceville..... Open day and night.	CS	A	85.52	M.B.	M.B.	Signal Station .....		T.D.
	CS					South end of siding .....	W	T.D.
C. V. Jct.....	CS		86.77		SW	Booth .....	W	S.S.
						87.36		
Beeman.....	CS		88.72			Station, Booth .....	E	T.D.
	CS					South end of siding .....	E	T.D.
	CS					North end Tioga siding .....	W	T.D.
	CS					Middle crossover .....	W	T.D.
Tioga..... Open day and night.	CS	J	92.71	M.B.	M.B.	Signal Station .....		T.D.
	CS					North end Hammond siding .....	W	T.D.
Hammond..... Open daily except Sunday 10:00 A. M. to 7:00 P. M.	CS	HN	96.64	M.B.	M.B.	Signal Station .....		T.D.
	CS					Station, Booth .....		T.D.
Holiday.....	CS		99.73					
						1013		
			Track No. 1	Track No. 2				
Middlebury..... Open day and night.	CS	BU	102.01	M.B.	M.B.	Signal Station .....		T.D.
						103.26		
Niles Valley.....	CS		103.75	SW		North end Wellsboro Jct. north middle	W	T.D.
	CS					South end Wellsboro Jct. north middle	W	T.D.
Wellsboro Jct..... Open day and night.	CS	WJ	106.00	M.B.	M.B.	Signal Station .....		T.D.
	CS					106.13		SW
Marsh Creek.....	CS		111.62			South end Wellsboro Jct. south middle	W	T.D.
						1129		
Ansonia..... Open 8:00 A. M. to 4:00 P. M. 6:30 P. M. to 2:30 A. M.	CS	RF	113.85	M.B.	M.B.	Crossover at Ansonia .....	W	T.D.
	CS					Signal Station and Station, Booth .....	W	T.D.
Owasee.....	CS	BR	117.29			Darling Run crossover .....	W	T.D.
	CS					118.47		
Tiadaghton.....	CS		122.88			Mill crossover .....	W	T.D.
	CS					1221		
			Single Track					
			Southward	Northward				
DI..... Open day and night.	CS	DI	123.89	M.B.	M.B.	Signal Station .....		T.D.
						1246		
Pine.....	CS		126.49			Middle of siding .....	W	T.D.
						1293		
Blackwell..... Open day and night.	CS	BH	130.98	M.B.	M.B.	North end Blackwell siding .....	W	T.D.
	CS					Middle crossover .....	W	T.D.
	CS					Signal Station .....		T.D.
	CS					1318		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

LYONS TO NEWBERRY JCT.

STATIONS	Office Calls	Miles from Lyons	SIGNALS		TELEPHONES		Side of Track	Line	
			Southward	Northward	LOCATION				
Woodhouse.....	CS	133.70				North end siding.....	W	T.D.	
	CS		1347			North end Cedar Run siding.....	W	T.D.	
Cedar Run.....	CS	RN 136.17	M.B.	M.B.		Signal Station.....	W	T.D.	
Open 8:00 A. M. to 11:59 P. M.	CS					South end Cedar Run siding.....	W	T.D.	
			1399						
Slate Run.....	CS	SA 141.27	M.B.	M.B.		North end Slate Run siding.....	W	T.D.	
Open day and night.	CS					Signal Station.....		T.D.	
Utceter.....	CS	143.27				North end siding.....	W	T.D.	
Ross.....	CS	145.91				North end siding.....	W	T.D.	
Cammal.....	CS	147.59				North end CH siding.....	W	T.D.	
CH.....	CS	CH 148.37				Signal Station.....	W	T.D.	
	CS					South end CH siding.....	W	T.D.	
					1494				
Blue Stone.....		149.90							
	CS					North end Jersey Mills siding.....	W	T.D.	
Jersey Mills.....	CS	RX 152.09	M.B.	M.B.		Signal Station.....	W	T.D.	
Open day and night.	CS					South end Jersey Mills siding.....	W	T.D.	
			1551						
	CS					North end Waterville siding.....	W	T.D.	
Waterville.....	CS	WA 156.66	M.B.	M.B.		Signal Station and Station Booth.....		T.D.	
Open daily except Sunday 7:30 A. M. to 4:30 P. M.	CS								
					1574				
Ramsey.....	CS	CS 159.94	1581			North end Ramsey siding.....	W	T.D.	
	CS					1606	South end Ramsey siding.....	W	T.D.
				1611					
				1631					
TW.....	CS	164.19	INT.			Station, Booth.....	E	T.D. S.S.S.	
			Track No. 1	Track No. 2					
			INT-M.B.	INT-M.B.					
JS.....	CS	JS 166.54	1657			Signal Station.....		T.D.	
Open day and night.				INT-M.B.	INT-M.B.				
				Single	Track				
				Southward	Northward				
					1672 1674				
			Track No. 1	Track No. 2					
Jersey Shore Jct.....	CS	SR 168.19	INT	M.B.		Signal Station.....		T.D.	
Open day and night.			M.B.	INT					
Jersey Shore.....	CS	168-48				Jersey Shore Crossover.....	E	T.D.	
Larrys Creek.....	CS	GS 171.57	M.B.	M.B.		Signal Station.....		T.D.	
Open daily except Sunday 7:00 A. M. to 4:00 P. M.	CS						Station, Booth.....		T.D.
Linden.....	CS	AD 176.94	M.B.	M.B.		Signal Station.....		T.D.	
Open daily except Sunday 7:00 A. M. to 4:00 P. M.	CS	179.12	SW			Crossover.....	W	T.D.	
NB.....	CS	NB 180.15	SPL	M.B.		Signal Station.....		T.D.	
Open day and night									
Newberry Jct.....	CS	PR 180.88		SPL		Signal Station.....		T.D.	

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**C. V. JCT. TO ULYSSES**

STATIONS	Office Calls	Miles from C. V. Jct.	SIGNALS		TELEPHONES		Side of Track	Line
			Single Track		LOCATION			
			Southward	Northward				
C. V. Jct.....	CS				North wye track.....	S	S.S.	
Pritchard.....		2.18						
Tompkins.....		4.27						
Nelson..... Open daily except Sunday 8:30 A. M. to 5:30 P. M.	CS NE	6.72	M.B.	M.B.	Signal Station.....	E	T.D.	
Elkland..... Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS DA	11.08	M.B.	M.B.	Signal Station.....	E	T.D.	
Osceola.....	CS	12.70			Station, Booth.....	W	T.D.	
Academy Corners.....		17.06						
Knoxville..... Open daily except Sunday 7:30 A. M. to 4:30 P. M.	CS KX	18.11	M.B.	M.B.	Signal Station.....	W	T.D.	
Phillips.....		20.66						
Cowanesque.....	CS	21.59			Station, Booth.....	E	T.D.	
Westfield..... Open daily except Sunday 8:15 A. M. to 7:15 P. M.	CS WF	24.16	M.B.	M.B.	Signal Station.....	E	T.D.	
Potter Brook.....	CS	27.28			Station, Booth.....	E	T.D.	
Elmer.....		28.41						
Tannery.....		29.88						
Harrison Valley.....	CS	30.39			Signal Station.....	W	T.D.	
Mills.....	CS	32.54			Station, Booth.....	E	T.D.	
Bingham.....		35.99						
Ulysses..... Open 7:30 A. M. to 4:30 P. M.	CS U	39.48			Signal Station..... Station, Booth.....		T.D. T.D.	

**DRESDEN TO PENN YAN**

STATIONS	Office Calls	Miles from Dresden	SIGNALS		TELEPHONES		Side of Track	Line
			Single Track		LOCATION			
			Southward	Northward				
Dresden..... Open day and night	CS DS				Signal Station.....		T.D.	
Cascade Mills.....		2.16						
Mays Mills.....		2.59						
Seneca Mills.....	CS	3.32			South end of siding.....	W	T.D.	
Milo Mills.....		4.53						
Keuka Mills.....		5.22						
Penn Yan.....	CS	6.04			Signal Station..... Station, Booth.....		T.D. T.D.	

**WELLSBORO JCT. TO ANTRIM**

STATIONS	Office Calls	Miles from Wellsboro Jct.	SIGNALS		TELEPHONES		Side of Track	Line
			Single Track		LOCATION			
			Southward	Northward				
Wellsboro Jct..... Open day and night	CS WJ	.86			Signal Station.....		T.D.	
Stokesdale.....								
Wellsboro..... Open daily except Sunday 8:30 A. M. to 7:00 P. M.	CS W	2.94			Signal Station..... Engine house.....		T.D. T.D.	
Pitts.....		4.22						
Round Top.....		7.24						
Willard.....		8.67						
Brownlee.....		10.14						
Antrim.....		16.16						

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

JERSEY SHORE JCT. TO CHERRY TREE

STATIONS	Office Calls	Miles from Jersey Shore	SIGNALS		TELEPHONES	Side of Track	Line
			Track No. 1	Track No. 2	LOCATION		
Jersey Shore Jct. Open day and night.	CS SR	.29	INT M.B.	INT	Signal Station		T.D.
YA Open day and night.	CS YA	1.44	INT-M.B.	INT-M.B.	Signal Station		T.D.
Avis		2.21	23	36			
Browns Open day and night.	CS BN	4.56	INT-M.B.	INT-M.B.	Signal Station		T.D.
			Single Track				
			Westward	Eastward			
Youngdale	CS	6.47			Station, Booth	S	T.D.
Lock Haven	CS CK	10.52			Signal Station West end Lock Haven siding	N	T.D. T.D.
Mill Hall Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS CS CS	ND	M.B.	M.B.	East end Mill Hall siding Signal Station Passenger Station, Trainmans room	N	T.D. T.D. T.D.
Bald Eagle Jct.	CS	14.92			East end siding	N	T.D.
Beech Creek Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS BC	19.76	M.B.	M.B.	East end Beech Creek siding Signal Station	S	T.D. T.D.
Mapes	CS	23.69			West end siding	N	T.D.
Monument Open daily except Sunday 9:00 A. M. to 5:00 P. M.	CS CS	MO	M.B.	M.B.	East end Monument siding Signal Station West end Monument siding	N	T.D. T.D. T.D.
Orviston Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS CS CS CS	XA	M.B.	M.B.	Salt Lick, Water Station Hayes Run Brick Works siding Signal Station West end Orviston siding	S S N	T.D. T.D. T.D. T.D.
Panther	CS	35.59			Station, Booth		T.D.
Kato	CS CS CS	CA			Signal Station East end Kato siding West end Kato siding	N N	T.D. T.D. T.D.
Stark		42.16					
Snow Shoe Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS CS	NY	M.B.	M.B.	Signal Station West end Snow Shoe siding	N	T.D. T.D.
Gillintown Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS CS	SM	M.B.	M.B.	Signal Station West end Gillintown siding	N	T.D. T.D.
Gorton	CS CS CS	54.84			Signal Station West end Gorton siding	N	T.D. T.D.
Peale Viaduct	CS	FC			Signal Station West end Viaduct Siding Crossover	S	T.D. T.D. T.D.
			SIGNALS				
			Track No. 1	Track No. 2			
Winburne Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS CS	WN	61.06 64.96	M.B. M.B.	Signal Station Station, Booth		T.D. T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

JERSEY SHORE JCT. TO CHERRY TREE

STATIONS	Office Calls	Miles from Jersey Shore	Single Track		TELEPHONES	Side of Track	Line
			Eastward	Westward	LOCATION		
Munson Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS MI	66.84	M.B.	M.B.	Signal Station Station Booth Cunard Mine Siding Signal Station	N	T.D. T.D. T.D. T.D.
Morrisdale Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS WD	70.54	M.B.	M.B.			
Van	CS				Booth, Van Switch	S	T.D.
Wallaceton	CS	74.54			Station, Booth		T.D.
Bigler Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS BG	76.94	M.B.	M.B.	Signal Station East end Bigler siding	N	T.D.
Woodland Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS DA	79.74	M.B.	M.B.	Signal Station Hope Brick Works siding	N	T.D. T.D.
Clearfield Jct.	CS JN	83.88			Signal Station		T.D.
Krebs	CS	85.09			West end siding	N	T.D.
Dimeling Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS P	88.07	M.B.	M.B.	Signal Station Station, Booth		T.D. T.D.
Laurin	CS	89.28			West end siding	N	T.D.
Wynn	CS	90.58					T.D.
Mitchells Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS MN	92.46	M.B.	M.B.	Signal Station		T.D.
Olanta	CS	95.56			West end siding	S	T.D.
New Millport	CS	98.55					T.D.
Kermoor Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS KI	100.66	M.B.	M.B.	Signal Station Station, Booth		T.D. T.D.
Bells Landing	CS	105.71					T.D.
Curry Run Open daily except Sunday 7:45 A. M. to 4:45 P. M.	CS CU	107.11	M.B.	M.B.	Signal Station Station, Booth		T.D. T.D.
Bower	CS	108.24	SW.		East end siding	N	T.D.
WJ	CS				East end siding	S	T.D.
Open daily except Sunday 7:45 A. M. to 3:45 P. M. 11:45 P. M. to 7:45 A. M.	CS WJ	111.89			Signal Station Market St. siding	S	T.D. T.D.
McGees	CS	114.81			East of Station	S	T.D.
Mt. Airie	CS	116.57			West end siding	S	T.D.
Dowler Jct. Open 11:45 P. M. to 8:45 A. M., except Sunday and Monday Open Sunday 12:01 A. M. to 8:45 A. M. Open Monday 11:45 P. M. to 11:59 P. M.	CS XN	119.26	M.B.	M.B.	Signal Station		T.D.
Burnside Open daily except Sunday 6:45 A. M. to 3:45 P. M.	CS BD	120.76	M.B.	M.B.	Signal Station Station, Booth		T.D. T.D.
Ire	CS	123.09					T.D.
Patchen	CS	123.99			East end siding	S	T.D.
Scales	CS	127.47			East end yard	N	T.D.
Cherry Tree Open 3:45 P. M. to 7:45 A. M. Except Sunday and Monday. Open Sunday 12:01 A. M. to 7:45 A. M. Open Monday 3:45 P. M. to 11:59 P. M.	CS WS	128.19			Signal Station Scale Office		T.D. T.D.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**MUNSON TO PHILIPSBURG**

STATIONS	Office Calls	Miles from Munson	SIGNALS		TELEPHONES		Side of Track	Line
			Single Track		LOCATION			
			Westward	Eastward				
Munson Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS CS	MI			Signal Station.....		T.D.	
					One Mile Run Branch, Jct. Switch.....	S	T.D.	
Colorado No. 3.....								
Hawk Run.....	CS	2.10	INT	INT	Station, Booth.....		T.D.	
RG.....	CS	4.04						
Open daily except Sunday 8:30 A. M. to 5:30 P. M.	CS CS	6.43					Hartley Branch, Jct. switch.....	N
					Derby Branch Wye.....	S	T.D.	
Philipsburg.....	CS	BU			Signal Station.....		T.D.	
Open daily except Sunday 8:00 A. M. to 5:00 P. M.		7.03						

**CLEARFIELD JCT. TO CLEARFIELD**

STATIONS	Office Calls	Miles From Clearfield Jct.	SIGNALS		TELEPHONES		Side of Track	Line
			Single Track		LOCATION			
			Westward	Eastward				
Clearfield Jct.....	CS	JN	83.88		Signal Station.....		T.D.	
	CS CS				SN east end siding.....		T.D.	
WB.....	CS	WB	2.33	M.B.	Crossover east of WB.....	N	T.D.	
Open day and night.					Signal Station.....	N	T.D.	
B. R. & P. Jct.....	CS	DY	3.18		Signal Station.....		T.D.	
Open day and night.								
Clearfield.....	CS		3.79		Signal Station.....		T.D.	

**WJ TO MAHAFFEY JCT.**

STATIONS	Office Calls	Miles From WJ	SIGNALS		TELEPHONES		Side of Track	Line
			Single Track		LOCATION			
			Westward	Eastward				
WJ.....	CS	WJ			Signal Station.....		T.D.	
Open daily except Sunday 7:45 A. M. to 3:45 P. M. 11:45 P. M. to 7:45 A. M.								
Mahaffey.....	CS	MF	.49		Signal Station.....		T.D.	
Open daily except Sunday 7:45 A. M. to 4:45 P. M.								

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**WB TO KEATING**

STATIONS	Office Calls	Miles from Clear-field	SIGNALS		TELEPHONES	Side of Track	Line
			Single Track				
			Westward	Eastward			
WB..... Open day and night	CS CS CS CS CS	WB	1.46				T.D.
					Signal Station.....		T.D.
					Fulton Tunnel, west end.....	N	T.D.
				35	East end Peter cut.....	S	T.D.
					Lansberrys siding.....	N	T.D.
					West end Gray siding.....	S	T.D.
Gray..... Open daily except Sunday 7:30 A. M. to 4:30 P. M.	CS	GY	6.74	M.B.	M.B.		T.D.
					Signal Station.....		T.D.
					East end Gray siding.....	N	T.D.
Shawsville.....			7.72				
				83			
Croft.....			9.26				
Surveyor.....	CS		9.83		East of Station.....	N	T.D.
Bald Hill.....	CS		12.29		West of Station.....	S	T.D.
Walton..... Open 4:30 A. M. to 8:30 P. M.	CS CS	BO	13.02	M.B.	M.B.		T.D.
					Signal Station.....		T.D.
					East end Walton siding.....	N	T.D.
Frenchville.....	CS		18.07	173	Station, Booth.....	N	T.D.
	CS				West end Deer siding.....	N	T.D.
Deer..... Open daily except Sunday 7:00 A. M. to 4:00 P. M.	CS		19.64	M.B.	M.B.		T.D.
				207	East end Deer siding.....	N	T.D.
Sandy Run.....			22.62				
Rolling Stone.....			24.03				
Mowry..... Open 12:01 A. M. to 11:59 P. M., except Sunday and Monday. Open Sunday 12:01 A. M. to 11:00 P. M. Open Monday 7:00 A. M. to 11:59 P. M.	CS CS CS	MR	24.86	M.B.	M.B.		T.D.
					West end Mowry siding.....	N	T.D.
					Signal Station.....		T.D.
					East end Mowry siding.....	N	T.D.
				299			
				301	West end Karthus tunnel.....	N	T.D.
					West end Karthus siding.....	N	T.D.
Karthus..... Open daily except Sunday 7:00 A. M. to 4:00 P. M.	CS	KS	31.41	M.B.	M.B.		T.D.
					Karthus crossover.....	N	T.D.
					Signal Station.....		T.D.
Belford.....			33.96				
Cataract..... Open daily except Sunday 5:30 A. M. to 9:30 P. M. Open Sundays 5:30 A. M. to 1:30 P. M.	CS CS CS	A	36.88	M.B.	M.B.		T.D.
					West end Cataract siding.....	N	T.D.
					Signal Station.....	N	T.D.
					East end Cataract siding.....	N	T.D.
Loop Run.....			39.19				
Spruce.....	CS		40.73		East of Station.....	N	T.D.
Coleman Siding.....			41.66				
Birch.....	CS		45.36	Track No. 1	Track No. 2		
	CS				East end Birch siding.....	N	T.D.
GW..... Open 6:30 A. M. to 3:30 P. M.	CS	GW	47.03	M.B.	M.B.		T.D.
					Station, Booth.....		T.D.
Gaines.....			47.93				
Zanmore.....			49.21				
SX.....	CS		52.42		SX crossover.....	N	T.D.
	CS				Booth.....		
	CS				West end Gauntlet.....	S	T.D.
Keating Jct..... Open day and night	CS	CT	53.56	INT.-M. B.	INT.		T.D.
					Signal Station.....		T.D.

**DOWLER JCT. TO ARCADIA**

STATIONS	Office Calls	Miles From Dowler Jct.	SIGNALS		TELEPHONES	Side of Track	Line
			Single Track				
			Westward	Eastward			
Dowler Jct..... Open 11:45 P. M. to 8:45 A. M. except Sunday and Monday. Open Sunday 12:01 A. M. to 8.45 A. M. Open Monday 11:45 P. M. to 11:59 P. M.	CS	XN					T.D.
					Signal Station.....		T.D.
Glen Campbell.....	CS		2.37				
Hooverhurst.....	CS	AR	3.72		Booth.....	N	T.D.
Arcadia..... Open daily except Sunday 7:00 A. M. to 4:00 P. M.	CS		5.63		Signal Station.....		T.D.
					Passenger Station.....		T.D.



**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**DIMELING TO IRVONA**

STATIONS	Office Calls	Miles from Dimeling	SIGNALS		TELEPHONES LOCATION	Side of Track	Line
			Single Track				
			Westward	Eastward			
Dimeling . . . . . Open daily except Sunday 8:00 A. M. to 5:00 P. M.	CS	P			Signal Station . . . . .		T.D.
MC . . . . .			.34				
Lambert . . . . .			1.77				
Chase . . . . .			3.26				
Faunce . . . . .	CS		7.00		Tool House . . . . . Station, Booth . . . . .	N	T.D. T.D.
Potts Run . . . . .	CS		10.55				
Belsena . . . . .			14.85				
MD . . . . . Open daily except Sunday 9:45 A. M. to 6:45 P. M.	CS	MD	16.75	INT	Signal Station . . . . .		T.D.
Madera . . . . .	CS		17.32		Station, Booth . . . . .	N	T.D.
Tubbs Crossing . . . . .			20.31				
Glen Hope . . . . .			21.83				
Irvona . . . . . Open daily except Sunday 6:35 A. M. to 3:35 P. M.	CS	RV	26.29		Signal Station . . . . .		T.D.

**C. B. JCT. TO CURRY RUN**

STATIONS	Office Calls	Miles From C. B. Jct.	SIGNALS		TELEPHONES LOCATION	Side of Track	Line	
			Single Track					
			Westward	Eastward				
C. B. Jct. . . . . Open day and night	CS	CB		M.B.	Signal Station . . . . .		T.D.	
Curwensville . . . . .								
JG . . . . . Open 11:00 A. M. to 7:00 P. M. 11:45 P. M. to 7:45 A. M. except Sunday and Monday Open Sunday 12:01 A. M. to 7:45 A. M. Open Monday 11:00 A. M. to 7:00 P. M. 11:46 P. M. to 11:59 P. M.	CS CS	JG	.19 1.83	M.B.	M.B.	East end siding . . . . . Signal Station . . . . . West end siding . . . . .	N N	T.D. T.D. T.D.
Rowles . . . . .			2.25					
Good . . . . .			7.25					
Lumber . . . . . Open daily except Sunday 9:00 A. M. to 6:00 P. M.	CS CS CS	UM	8.28	M.B.	M.B.	Signal Station . . . . . East end Lumber siding . . . . . West end Lumber siding . . . . .	S S	T.D. T.D. T.D.
Duke . . . . .			11.62					
Hoyt . . . . .	CS		12.84		East end siding . . . . .	N	T.D.	
Bell Run . . . . .			14.77					
Curry Run . . . . . Open daily except Sunday 7:45 A. M. to 4:45 P. M.	CS CS	CU	15.72	M.B.	M.B.	Signal Station . . . . . Station, Booth . . . . .	S	T.D. T.D.
			16.36		SW			

**ABBREVIATIONS:**

COMMUNICATING STATIONS . . . . . CS  
 AUTOMATIC . . . . . NUMBER  
 MANUAL BLOCK . . . . . M. B.  
 INTERLOCKING . . . . . INT.  
 SWITCH . . . . . SW  
 TRAIN DISPATCHING . . . . . T. D.  
 SIGNAL STATION . . . . . S. S.  
 SPECIAL . . . . . SPL.

# 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	7 " 30 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	8 " 34 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	9 " 0 "	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

