

## INDEX

	Page
Lyons to Corning.....	6
Corning to Lyons.....	7
Dresden to Penn Yan.....	6
Penn Yan to Dresden.....	7
Corning to Newberry Junction.....	8
Newberry Junction to Corning.....	9-10
Wellsboro Junction to Antrim.....	11
Antrim to Wellsboro Junction.....	11
C. V. Junction to Ulysses.....	12
Ulysses to C. V. Junction.....	13
Jersey Shore Junction to Clearfield.....	14-15
Clearfield to Jersey Shore Junction.....	16-17
Clearfield Junction to Curry Run.....	18
Curry Run to Clearfield Junction.....	19
C. B. Junction to Cherry Tree.....	18
Cherry Tree to C. B. Junction.....	19
Keating to WB.....	20
WB to Keating.....	21
Dimeling to Irvona Junction.....	20
Irvona Junction to Dimeling.....	21
Munson to Philipsburg.....	22
Philipsburg to Munson.....	23
Potts Run to Carnwath.....	22
Carnwath to Potts Run.....	23
Rossiter Junction to Rossiter.....	22
Rossiter to Rossiter Junction.....	23
Dowler Junction to Arcadia.....	24
Arcadia to Dowler Junction.....	25
WJ to Mahaffey.....	24
Mahaffey to WJ.....	25

# The New York Central Railroad Company

PENNSYLVANIA DIVISION

## Time Table No. 1

FOR EMPLOYEES ONLY

Effective 12.01 A. M.

**Sunday, June 27, 1915**

Superseding Time Table No. 22,  
Dated December 27, 1914.

STUDY THE SPECIAL INSTRUCTIONS AND NOTE  
ALL CHANGES.

T. W. EVANS  
General Superintendent

C. F. SMITH  
Gen. Supt. Pass. Trans.

W. J. FRIPP  
General Manager

F. E. McCORMACK  
Superintendent



# SPECIAL INSTRUCTIONS.

1.

2. Standard Clocks are located at:

Avis, { West Bound Yard Office,  
Engine Dispatcher's Office,  
B. R. & P. Junction, Telegraph Office,  
{ Engine Dispatcher's Office,  
Corning, { Passenger Station,  
Yard Master's Office,  
Dresden,  
Irvona,  
Jersey Shore Junction, Telegraph Office,  
KC,  
Lyons, Telegraph Office, Passenger Station,  
Mahaffey,  
Newberry Junction, Yard Master's Office,  
Philipsburg,  
Rossiter,  
Ulysses,  
WB,  
Wellsboro Junction,  
WS.

3. Bulletin Cabinets or Boards are located at:

Avis, { Engine House, Newberry { Engine House,  
Yard Master's Office, Junction, { Yard Master's  
West Bound Yard Office, Office,  
B. R. & P. Junction, Patton, Philipsburg,  
Telegraph Office, RA,  
Clearfield, Engine House, Rossiter,  
Engine House, SX,  
Yard Master's Ulysses,  
Office, Viaduct,  
Passenger Station, WB,  
Dresden, Wellsboro,  
Irvona, Wellsboro Junction,  
Jersey Shore Junction, WJ,  
KC, WK,  
Munson, WS.

4. Train Registers are located at:

Antrim, Lyons Passenger Station,  
Arcadia, Munson,  
Browns, Newberry Junction,  
B. R. & P. Junction, Yard Master's Office,  
Telegraph Office, Penn Yan,  
Carnwath, Philipsburg,  
Clearfield, Potts Run,  
Clearfield Junction, Rossiter,  
Corning, Rossiter Junction,  
Curry Run, SX,  
CW, Ulysses,  
DI, Viaduct,  
Dimeling, WB,  
Dowler Junction, Wellsboro,  
Dresden, Wellsboro Junction,  
Irvona, Winburne,  
Jersey Shore Junction, WJ,  
JS, WS,  
KC, YD,  
Lawrenceville,  
Lindley,

Dimeling—Dimeling-Irvona Junction Line trains.  
Dresden—Dresden-Penn Yan Line trains.  
Lawrenceville—C. V. Junction-Ulysses Line trains.

Where a train is not scheduled or otherwise required to stop, conductor may throw off register slip, form T73; when train displays signals for a section conductor must register in person.

5. Yard Limits, designated by signs, are located at:

Antrim, Lyons,  
Arcadia, Mahaffey,  
Avis, Munson,  
Beaver Dam, Newberry Junction,  
Browns, Penn Yan,  
Clearfield, Philipsburg,  
Clearfield Junction, Rossiter,  
Corning, SX,  
Dresden, Thompson,  
Elkland, Ulysses,  
Geneva, Viaduct,  
Harrison Valley, WB,  
Hawk Run, Wellsboro,  
Irvona, Wellsboro Junction,  
Jersey Shore, Westfield,  
Jersey Shore Junction, WJ,  
Knoxville, WS,  
Lawrenceville,

6. Water Stations are located at:

Angus, Dresden, Presho,  
Antrim, Dundee, Ramsey,  
Arcadia, Elkland, Rock Run,  
Avis, Geneva, Rossiter Junction,  
Beaver Dam, Hammond, Salt Lick,  
Beech Creek, Hicklin, Sandy Run,  
Bell, Himrods, St. Benedict,  
Black Bear, Jersey Mills, Stark,  
Blackwell, Jersey Shore Junction, SX,  
Bower, Kato, Tiadaghton,  
Brownlee, KC, Townley,  
Cammal, Kerrmoor, Ulysses,  
Carnwath, Laurin, Viaduct,  
Cataract, Lawrenceville, Walton,  
Cedar Run, Lyons, Wellsboro,  
Clearfield, Mowry, Wellsboro Junction,  
Corning, Newberry Junction, Wentz,  
CW, Philipsburg, WJ,  
Darling Run, Potter Brook, Woodland,  
Dimeling, Potts Run, WS,  
Dowler Junction, Youngdale.

7. Sidings (Capacity based on 40-foot cars) are located at:

Academy Corners.....	9
Bald Eagle Junction.....	52
Beaver Dam Middle track.....	94
Beech Creek (long siding extending from Beech Creek to second crossover east of station.).....	105
Beeman.....	74
Bilsborrow Middle track.....	90
Bingham.....	13
Birch (Siding west of station for west bound trains. Siding east of station for east bound trains.).....	88
Blackwell (long siding west of main track.).....	154
Browns (end of double track.).....	
B. R. & P. Junction (end of double track.).....	
Burnside.....	181
BX (end of double track.).....	
Cataract (Siding west of station for west bound trains. Siding east of station for east bound trains.).....	89
Cedar Run.....	92
CH (long siding west of main track.).....	155
Cowanessque.....	217
CW (Siding west of station for west bound trains. Siding east of station for east bound trains.).....	4
Deer (Siding west of station for west bound trains. Siding east of station for eastbound trains.).....	77
DI (end of double track.).....	78
Dresden Middle track.....	88
Dundee Middle track.....	88
Elkland.....	100
Gillintown (two long sidings south of main track.).....	72
No. 1.....	9
No. 2.....	51
Gorton (two long sidings south of main track.).....	45
No. 1.....	49
No. 2.....	42
Gray (Siding west of station for west bound trains. Siding east of station for east bound trains.).....	88
	88



Hammond.....	153
Harrison Valley .....	10
Hawk Run (West wye switch.)	
Holiday .....	58
Jersey Mills.....	151
Jersey Shore Junction (F. B. Sub-Division, end of double track.)	
JS (end of double track.)	
Karthaus .....	194
Kato .....	96
Knoxville.....	19
Krebs (long siding south of main track.)	47
Lawrenceville .....	216
Lindley (end of double track.)	
Lock Haven.....	110
Lumber (Siding west of station for west bound trains. Siding east of station for east bound trains.)	70 77
Mahaffey (end of double track.)	
Mapes.....	45
Mill Hall (long siding north of main track.)	51
Mills.....	7
Mitchells (long siding south of main track.)	65
Monument.....	99
Morrisdale .....	53
Mowry (Siding west of station for west bound trains. Siding east of station for east bound trains.)	88 89
Munson (end of double track.)	
Nelson .....	4
Osceola.....	3
Orviston.....	89
Panther (long siding west of repair track.)	51
Pine.....	162
Potter Brook.....	12
Ramsey .....	154
Ross .....	81
Slate Run,	
No. 1 for north bound second class and extra trains. South of crossover for first class trains .....	125
No. 2 for south bound second class and extra trains.....	116
Snow Shoe (long siding west of station.)	53
Stark .....	59
Tioga .....	153
Tompkins .....	12
TW (end of double track.)	
Ulysses .....	15
Utceter .....	80
Viaduct (end of double track.)	
Wallaceton (long siding south of main track.)	50
Walton (Siding west of station for west bound trains. Siding east of station for east bound trains.)	89 89
Waterville (long siding west of main track.)	143
Watkins Middle track .....	84
Wellsboro Junction, North Middle track .....	88
South Middle track .....	84
West End (end of double track.)	
Westfield.....	6
Winburne (end of double track.)	
WJ (end of double track.)	
Woodhouse.....	96
Woodland .....	50
Youngdale,	
North side. ....	43
South side. ....	44

Except as indicated above the inferior train must take the first switch.

Where sidings with intermediate crossovers are in use, inferior trains must not use the siding beyond such crossover without a train order or protecting as prescribed by Rule 99, Book of Rules of Operating Department.

#### S. Normal Position of Main Track Switches.

B. R. & P. Junction, end of double track, for east bound track,  
 BX, end of double track, for south bound track,  
 Clearfield Junction, wye switch at Clay Tipple, for Jersey Shore Junction-Clearfield Line, other wye switches for Clearfield Junction-Curry Run Line,  
 Curry Run, for C. B. Junction-Cherry Tree Line,  
 C. V. Junction, for Corning-Newberry Junction Line,

Dimeling, for Clearfield Junction-Curry Run Line,  
 DI, end of double track, for north bound track,  
 Dowler Junction, for C. B. Junction-Cherry Tree Line,  
 Dresden, Penn Yan Line connection, for Lyons-Corning Line,

Crossover switches one half mile west of WJ for crossover movement from west bound track to Cherry Tree Line. Other crossover switches for WJ-Mahaffey Line.

Jersey Shore Junction, end of double track, for south bound track,

Keating wye, for line from Keating Junction,  
 Kerrmoor, for Clearfield Junction-Curry Run Line,  
 Lindley, end of double track, for north bound track,  
 Mahaffey, end of double track, for east bound track,  
 Munson, east wye switch, for Munson-Philipsburg Line,  
 Munson, end of double track, for east bound track,  
 Potts Run, for Dimeling-Irvona Junction Line,  
 RA, end of double track, for south bound track,  
 SX, end of double track, for east bound track,  
 TW, end of double track, for north bound track,  
 Viaduct, end of double track, for west bound track,  
 Wellsboro Junction, for Corning-Newberry Junction Line,  
 West End, end of double track, for east bound track,  
 WJ, end of double track, for west bound track,  
 Winburne, end of double track, for west bound track.

#### 9. Use of Main Tracks.

Single Track is in use between

Lyons and RA,  
 Lindley and BX,  
 DI and TW,  
 JS and Jersey Shore Junction,  
 JS and YA,  
 Penn Yan and Dresden,  
 C. V. Junction and Ulysses,  
 Wellsboro Junction and Antrim,  
 Browns and Viaduct,  
 West End and Winburne,  
 Munson and Philipsburg,  
 Munson and B. R. & P. Junction,  
 Clearfield Junction and Curry Run,  
 Dimeling and Irvona Junction,  
 Potts Run and Carnwath,  
 Kerrmoor and Gazzam,  
 C. B. Junction and WJ,  
 Crossover one half mile west of WJ and Cherry Tree,  
 Dowler Junction and Arcadia,  
 Spangler Wye and Wigton Junction,  
 Rossiter Junction and Rossiter,  
 SX and WB,  
 SX (east end) and Keating.

Double Track is in use between

RA and Lindley,  
 BX and DI,  
 TW and JS,  
 Jersey Shore Junction and Newberry Junction,  
 Jersey Shore Junction and McElhattan Junction,  
 Viaduct and West End,  
 Winburne and Munson,  
 Clearfield Passenger Station and B. R. & P. Junction,  
 Mahaffey and crossover one half mile west of WJ,  
 Keating Junction and SX.

When running on double track trains will keep to the right.

Three Tracks are in use between

WJ and crossover one half mile west of WJ.  
 North track between crossover one half mile west of WJ and WJ will be used by east bound extra trains from McGees.

#### 10. Flagmen.

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

Until recalled or released, flagman must stop all trains on track or tracks they are flagging, and notify them of existing conditions. They must not flag certain trains and allow others to proceed.

11. Extra Trains may run ahead of second class trains.



**12. Train Order or Clearance Card.**

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

- B. R. & P. Junction, [east bound regular trains.]
- BX, 7.00 A. M. to 7.00 P. M., [second class trains.]
- CW, [west bound trains.]
- Dimeling, [No. 29.]
- Jersey Shore Junction, [second class trains.]
- JS, [second class trains.]
- Mowry, [all trains.]
- SX, [west bound trains.]
- Viaduct, [all trains.]
- WB, [east bound River Line trains.]
- Wellsboro Junction, 7.00 P. M. to 7.00 A. M., [second class trains.]

If the line fails or for other causes the train dispatcher cannot be reached and when no train order has previously been received for such train, a clearance card so stating and bearing the signature of the operator will be issued and will be authority for such trains to proceed subject to rule.

Orders addressed to "all concerned" or "to all trains" will not fulfill the requirements of the above rule.

Trains will not leave the following stations without a clearance card: Antrim, Arcadia, C. B. Junction, Irvona, Penn Yan, Philipsburg, Rossiter Junction, Ulysses, Wellsboro and WS. Corning Passenger Station, north bound trains.

- CW, east bound trains.
- Dresden, Penn Yan Line trains.
- Wellsboro Junction, Antrim Line trains.
- WD, 8.00 P. M. to 8.00 A. M. (South bound trains.)
- WK, south bound trains.

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

At any of the above designated stations that are not open continuously, this rule will not be in effect during time office is closed, except at C W. (See rule 351.)

**13. The Speed of Trains is Restricted as follows:**

Harber curve, one-third mile north of Stone to mile post 117, north bound track, .....	15 miles per hour
Beaver Dam to Watkins, north bound freight trains, .....	25 " " "
Between Carnwath station and Carnwath No. 2 mine, .....	15 " " "
Between Dimeling and Irvona Junction, on all sharp curves, .....	20 " " "
Between C. B. Junction and Cherry Tree, including Arcadia Branch on curves, .....	25 " " "
Between Friendship and Hoyt tunnels, G-2 engines, .....	30 " " "
Between Hoyt tunnel and Bells Landing, G-2 engines, .....	20 " " "
Between C. V. Junction and Ulysses on all sharp curves, .....	25 " " "
Between Mills and Ulysses, .....	15 " " "
Between one thousand feet west of mile post 9 and one thousand feet west of Surveyor station, .....	15 " " "
Between Peale tunnel and Viaduct:	
Passenger trains, .....	30 " " "
Freight trains, .....	20 " " "
Between WK and YD, first class trains, ..	15 " " "
Chester Hill borough, Philipsburg, over grade crossings, .....	4 " " "
Clearfield Junction, across bridge, .....	15 " " "
Corning, across and through streets, .....	8 " " "
Dimeling, over switch lead, .....	15 " " "
Dowler Junction, over switch lead, .....	12 " " "
Dundee, across streets, .....	12 " " "
Ellis to Dresden, north bound freight trains, .....	25 " " "
Engines, types B and M (all classes), under steam or being towed, .....	15 " " "
Engines, under steam or being towed, with any of the side or main rods missing, .....	20 " " "
First crossover north of Lindley to Lindley, south bound track, .....	20 " " "
First Class trains between C. V. Junction and Lawrenceville station .....	30 " " "

First curve north of Cedar Run bridge, to Cedar Run Station, .....	25 miles per hour
First curve north of Holiday, .....	25 " " "
First curve north of Torbert bridge, south bound, .....	25 " " "
Freight trains starting, until crews have had an opportunity to get aboard, .....	5 " " "
Geneva across and through streets, .....	8 " " "
Gillintown to Monument, coal trains, .....	25 " " "
Glass Factory Bay curves, .....	30 " " "
Goshen mine branch, G-2 and G-5 engines, ..	15 " " "
Grass Flat branch, .....	15 " " "
Hooverhurst and Southwestern branch, ..	15 " " "
Ire curves, .....	15 " " "
Johnson Bend curves, .....	25 " " "
Kerrmoor, over switch leading to Gazzam branch, .....	20 " " "
Leonard curve, one mile east of Clearfield Junction, .....	20 " " "
Mahaffey station, across Market street, ..	8 " " "
Mallet engines, with cars, .....	25 " " "
Mile post 4, west of MC, .....	15 " " "
Mile post 95, east of Olanta, G-2 engines, ..	20 " " "
Motor cars, .....	20 " " "
Passenger trains, when running backward, ..	12 " " "
Passing over switch leads at end of double track:	
Fall Brook Sub-Division, .....	15 " " "
Beech Creek Sub-Division, .....	12 " " "
Penn Yan branch, .....	20 " " "
Rossiter branch, .....	
G-2 engines, .....	20 " " "
G-4, G-5, G-6 and G-16 engines, .....	15 " " "
Three thousand feet north of Presho to Presho, south bound track, .....	20 " " "
Trains with steam cranes, .....	25 " " "
Trains without cars (light engines):	
Mallet engines, .....	25 " " "
Other engines, .....	35 " " "

East bound first class trains between Viaduct and Orviston and west bound first class trains between Morrisdale and Clearfield Junction, will not exceed scheduled speed.

Pennsylvania Division passenger trains will approach the yard at Lyons passenger station prepared to stop unless the main track is seen or known to be clear.

Name of tunnel,	Time required to pass through.
Fulton.....	2 Mins. 3 Seconds.
Shawsville.....	1 " 22 "
Deer.....	52 "
Karthus.....	56 "
Hogback.....	16 "
Peale.....	58 "
Friendship.....	35 "
Hoyt.....	19 "

When using crossovers or switches to and from main tracks or sidings, trains must not exceed a speed of 10 miles per hour, or as much less as may be necessary to insure safety, and must proceed over crossovers or switches and through sidings only as the way is known to be clear.

Engines not equipped with headlights on the rear must not be run over the road backward at night, except in case of emergency. If necessary to make such movement, the speed over public highways or street crossings at grade must not exceed 15 miles per hour, or as much less as may be necessary to comply with local speed restrictions.

Engines running backward must not exceed a speed of 30 miles per hour, and enginemen will exercise care while passing passenger stations.

Passenger and milk trains having freight equipped cars will not exceed a speed of 30 miles per hour.

Slow boards governing movement with the current of traffic will also govern movement when trains are running against the current of traffic at points where speed is restricted.

In case of difficulty with the injector or any portion of the engine machinery taking his attention, the engineman must reduce speed as much as necessary, or stop, so that the observance of all signals may be assured.



#### 14. Air Brakes.

At least 85% of the cars of every train must be equipped with air brakes in condition for use by engineer of engine hauling the train, and all cars in train so equipped which are associated with the 85% must have their brakes so used.

#### 15. Block Signals.

Manual block system is in use on the entire division, except between Spangler Wye and Wigton Junction, Browns and McElhattan Junction, Potts Run and Carnwath, Gazzam and Kerrmoor.

#### 15-A. Automatic Signals.

Automatic signals have been installed for the protection of trains using Fulton, Shawsville, Deer, Karthaus and Peale tunnels. The rules for automatic signals must be obeyed.

#### 16. Ends of Double Track are located at:

Browns,	Munson,
B. R. & P. Junction,	RA,
BX,	SX,
DI,	TW,
J. S. Junction (F. B. Sub-Div.)	Viaduct,
JS,	West End,
Lindley,	Winburne,
Mahaffey,	WJ.

#### 17. Railroad Crossings at Grade are located at:

LOCATION	RAILROAD	
Corning,	Erie,	Interlocking signals.
GY,	N. Y. C. R. R.,	Interlocking signals.
	Rochester Division,	
Loch Lomond	Penna. R. R.,	Interlocking signals.
Junction,	Tyrone Division,	
	Morrisdale Branch,	Trains must stop between the hours of 6:35 p. m. and 6:45 a. m., and not proceed until crossing is clear.
RG,	Penna. R. R.,	Interlocking signals.
	Tyrone Division,	
Cowanesque,	B. & S. R. R.,	No fixed signals. Trains must stop and not proceed until crossing is clear.
Dowler Junction,	Penna. R. R.,	No fixed signals. Trains must stop and send a man forward to know that the crossing is clear.
	Cresson Division,	
	Burnside Branch,	
MD,	Penna. R. R.,	
	Tyrone Division,	Interlocking signals.
Carrolltown,	Northern Cambria	No fixed signals.
	Electric Railway,	Trains will approach this crossing prepared to stop.
Rossiter,	B. R. & P. R'y.,	Interlocking signals.
	Blaisdel Branch,	

#### 18.

#### 19. Hours of Service.

When a train crew or engine crew has been on duty 14 hours, the conductor will send a telegram to the Superintendent advising him of that fact; and when an engine is run light over the road and the engine crew or flagman has been on duty 14 hours, the engineman will make telegraphic report to the Superintendent.

When telegraph or telephone operators or signalmen are not relieved at the expiration of their regularly assigned hours of service, they must make immediate telegraphic report to the Superintendent.

#### 20. Markers.

Rule 19, and diagrams on pages 92, 94, 95, 96, 97 and 100, Book of Rules of the Operating Department, are modified as follows:

Marker lamps without light will be used as day markers except on freight or work trains without cabooses on rear of train. Yellow instead of green lenses will be used in markers at night.

#### 21. Visible Signals.

Rules 10a and 10b, Book of Rules of the Operating Department, are modified as follows:

Yellow instead of green will be used for night proceed indication on dwarf signals.

Yellow instead of green will be used for proceed indication on derail switch targets.

#### 22. U. S. Mail.

Trains which collect U. S. Mail from mail cranes will, when running on any other than regular track, stop to exchange mail.

When a postal car is off its regular run, the train handling the car will, in addition to its own stops, make the stops of the train in which the car is usually handled.

Whenever necessary to transfer at place of derailment or washout, employes must see that the mail and railway postal clerks are promptly transferred and every possible convenience furnished the clerks for working the mail.

23. On single track, conductors of passenger trains must give a communicating signal of one short and one long sound approaching all meeting points, which engineers, or motormen, must acknowledge by three short sounds of the engine or motor whistle. Enginemen, or motormen, of all other trains must give two short and one long sound of the engine or motor whistle at a distance of one mile approaching schedule or train order meeting points, or points where they are to stop for orders; should they fail to give this signal, conductors and brakemen shall give signal prescribed by Rule 12 (a), Book of Rules of the Operating Department, and make every possible effort to bring the train to a stop before passing that point.

24. Rules 334 and 455, Book of Rules of the Operating Department, are modified as follows:

Steel flat cars may be handled in any part of train.

25. Where engines are equipped with automatic bell ringers the bell must be kept in operation while moving. This does not apply within the limits of cities or towns where local ordinances prohibit same, where bell will be rung only in case of emergency or when approaching or passing over a grade crossing.

26. When a train is being handled by both a hauling and a pushing engine, special precautions must be taken in giving signals to prevent same from being acted upon by other than the engineman for whom signals are intended; and when the situation requires it such signals must be conveyed by messenger instead of being given by hand.

27. If a car is handled at the rear of caboose, unless the air brakes are working on the entire train, such car must be chained as well as coupled to the caboose.

28. All cars which have been converted from commercial to "X" series are to be handled on rear of trains. This does not apply to ballast cars.

Scale test cars are to be placed on rear of train, next ahead of caboose.

29. A yellow flag, and in addition a yellow light by night, must be placed at each end of boarding cars standing on side track. When cars are placed ahead of boarding cars, the flag and light must be moved so as to afford protection, and when such cars are removed the flag and light must immediately be placed at the end of the boarding cars. The employe in charge of the cars must know that signals are displayed. When cars are placed ahead of boarding cars or when cars so placed are removed, the conductor must arrange the signals so as to afford protection.

30. Defective cars must not be handled by means of chains, instead of couplers, in revenue trains, or in association with other cars that are used in commercial service, unless such defective cars contain live stock or perishable freight.

A "chained" car containing live stock or perishable freight may be taken through to terminal, but other "chained" cars must be left at nearest repair point.

31. Care must be exercised in starting engines to avoid slipping the wheels, which is liable to damage the rails. Make prompt report to engine house foreman of any flat or defective wheels on engine.



32. Steam cranes should be placed ahead of cars occupied by the crew, and the booms must be kept lowered while cranes are being moved over the road.

33. When snow plows or flangers are being operated a member of the train crew will remain in the plow or flanger to assist in operating the same and to govern the movement of the train handling the plow or flanger.

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

#### 34. Company Surgeons.

Avis, Pa.,	Dr. R. H. Meek,
Corning, N. Y.,	Dr. H. A. Argue,
Corning, N. Y.,	Dr. J. F. Dwyer,
Clearfield, Pa.,	Dr. S. J. Waterworth,
Clearfield, Pa.,	Dr. J. Edgar Reilly,
Cherry Tree, Pa.,	Dr. J. H. Peterman,
Dresden N. Y.,	Dr. G. E. Welker,
Geneva N. Y.,	Dr. H. J. Knickerbocker,
Grass Flat, Pa.,	Dr. J. P. Spackman,
Jersey Shore Pa.,	Dr. C. L. Mohn,
Jersey Shore, Pa.,	Dr. H. C. Fuller,
Karthus, Pa.,	Dr. I. S. Flegal,
Lawrenceville, Pa.,	Dr. A. L. Darling,
Lawrenceville, Pa.,	Dr. L. Darling,
Lyons, N. Y.,	Dr. C. H. Towleron,
Lyons, N. Y.,	Dr. Dr. F. A. Killips,
Lumber City, Pa.,	Dr. H. A. Woodside,
Lock Haven, Pa.,	Dr. S. J. McGhee,
Nahaffey, Pa.,	Dr. H. W. Buckingham,
Newberry, Pa.,	Dr. G. F. Bell,
Philipsburg, Pa.,	Dr. W. B. Henderson,
Patton, Pa.,	Dr. S. W. Worrell,
Renovo, Pa.,	Dr. C. L. Fullmer,
Wellsboro, Pa.,	Dr. J. P. Longwell,

#### Company Hospitals.

Corning, N. Y.,	Corning Hospital,
Clearfield, Pa.,	Clearfield Hospital,
Geneva, N. Y.,	Geneva City Hospital,
Jersey Shore, Pa.,	Jersey Shore Hospital,
Lyons, N. Y.,	Lyons Hospital,
Lock Haven, Pa.,	Lock Haven Hospital,
Philipsburg, Pa.,	Cottage State Hospital,
Spangler, Pa.,	Spangler Hospital,
Williamsport, Pa.,	Williamsport Hospital,

351. Train movements between YA and JS via the wye and between C. B. Junction and WC will be handled by reverse block. Trains receiving proper signal indication will proceed between these points without train orders.

During the time that CW is closed, east bound trains must stop at CW and secure block protection from the signalman at C. B. Junction.

352. On double track, when a train is delayed or disabled so that delay will result to following trains, the conductor will immediately arrange to flag such trains around on opposite main track. Where possible, authority should first be obtained from the Superintendent; if this is impracticable full information must be telegraphed the Superintendent as soon as possible.

In making such movements, two flagmen must be used to hold trains running with the current of traffic, one at the crossover where diverted trains return to their proper track, and one a sufficient distance beyond to stop and notify trains before they reach such crossover. The conductor in charge must make his instructions to his flagmen clear and explicit, in writing if practicable, and flagmen must repeat the instructions so as to avoid misunderstanding. Trains must not move over a track so used without personal instructions from the conductor in charge. Where possible, the Superintendent will notify conductors and enginemen of all trains involved of the conditions, and instruct them to report

at a designated point to the conductor in charge. If authority has been received from the Superintendent for such movement, normal operation must not be resumed without his permission; and under any conditions whenever the obstructed track is again in use the conductor in charge must provide for notice to conductors and enginemen who have been instructed to report to him and who have not arrived with their trains at the designated point.

353. When passenger trains are to be crossed from one main track to another, the signalman will hold home signal in stop position and not change same until the train to be diverted has come to a stop.

This does not apply where No. 14 or No. 18 crossovers are located, where trains may move at a speed not exceeding 10 miles per hour. Such crossovers are located as follows: JS, YA, WK and WD.

354. 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 dead 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.

355. When it is necessary for south bound trains to back over at Moreland, engine must take flagman to Beaver Dam to hold all north bound trains at that station until south bound train is clear of the north bound track at Moreland.

Trains must not cross over to north bound track at Himrods or Himrods Junction until they have obtained permission from the Superintendent.

356. Pennsylvania Railroad general orders and notices, governing territory between CT and McElhattan Junction will be posted at SX for the information of N. Y. C. R. R. employes. Crews of east bound trains will consult these general orders and notices and will not stop at CT for this purpose.

B. R. & P. Ry. bulletins and notices will be posted at CW and Avis Engine House for the information of N. Y. C. R. R. employes.

357. Cowanesque Valley trains must protect themselves while running between C. V. Junction and Lawrenceville. North bound Cowanesque Valley trains must stop at C. V. Junction and report to the operator at Lawrenceville and receive block protection before proceeding. North bound trains will approach C. V. Junction, and run between that station and Lawrenceville, with care, looking out for Cowanesque Valley trains.

358. The home signal on bracket mast at Newberry Junction station is used to protect cars standing on north bound track between station and north end of yard.

The home signal on bracket mast located 306 feet north of signal station NB, Newberry Junction, protects movement against the current of traffic on the south bound track.

359. Pennsylvania Railroad trains will use the N. Y. C. R. R. track between Mahaffey Junction and Mahaffey Station. Trains will run carefully between these stations.

360. Trains running from Wigton Junction to Spangler Wye will be considered west bound, and from Spangler Wye to Wigton Junction east bound.

362. Trains running between Spangler Wye and Carrolltown will be under the direction of the Train Dispatcher at Barnesboro.

363. The end of double track opposite DY office, Clearfield yard, will be known as B. R. & P. Junction. Crews using the track between B. R. & P. Junction and B. R. & P. bridge will clear N. Y. C. R. R. and B. R. & P. Ry. first class trains as per rule.

### F. E. McCORMACK, Superintendent.

#### Fall Brook Sub-Division.

L. P. VAN WOERT, Assistant Superintendent.  
W. M. CORBIN, Train Master.  
J. S. VAIL, } Assistant Train Masters.  
C. H. BOWYER, }  
H. D. DAINS, Chief Train Dispatcher.

#### Beech Creek Sub-Division.

H. SCOTT, Assistant Superintendent.  
M. J. QUIGLEY, Train Master.  
J. E. MULROONEY, } Assistant Train Masters.  
G. W. BULLOCK, }  
F. E. HARVEY, Chief Train Dispatcher.



**LYONS TO CORNING.**

**South Bound—First Class**

Miles from Lyons	STATIONS.	1	901	905	3	903	5
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
		Daily except Sunday	<b>SUNDAY ONLY</b>	<b>SUNDAY ONLY</b>	Daily except Sunday	<b>SUNDAY ONLY</b>	Daily except Sunday
LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
	Lyons	6 45	8 05	9 40	1 50	2 10	6 55
1.22	RA	6 47	8 08	9 43	1 53	2 12	6 58
2.12	WD	6 49	8 10	9 45	1 55	2 14	7 00
3.31	KC	6 51	8 12	9 47	1 57	2 16	7 02
4.66	Thompson	f 6 53	f 8 14	9 50	f 2 00	f 2 18	f 7 04
6.75	Cuddeback	f 6 57	f 8 18	9 55	f 2 05	f 2 22	f 7 10
8.52	Junius	f 7 01	f 8 22	10 00	f 2 09	f 2 26	f 7 14
11.50	East X	f 7 05	f 8 26	10 05	f 2 15	f 2 30	f 7 18
13.89	GY	7 10	8 32	10 12	2 22	2 35	7 23
14.85	Geneva	s 7 15	s 8 35	s 10 25	s 2 25 2 35	s 2 40	s 7 25 7 35
19.84	Bilsborrow	f 7 28	f 8 45	10 34	f 2 43	f 2 48	f 7 43
22.97	Earl	s 7 35	s 8 52	10 40	f 2 50	f 2 55	s 7 50
28.13	Dresden	s 7 50	s 9 07	10 50	s 3 02	s 3 07	s 8 00
34.96	Himrods Junction	8 04	9 20	11 02	3 14	3 19	8 12
35.51	Himrods	s 8 07	s 9 22	11 03	s 3 16	s 3 21	s 8 14
38.18	Ellis	8 11	9 26	11 07	3 20	3 25	8 18
40.21	Dundee	s 8 20	s 9 32	11 12	s 3 25	s 3 30	s 8 23
44.19	Barnes	f 8 28	f 9 40	11 17	f 3 33	f 3 38	f 8 31
47.64	Reading Center	f 8 36	f 9 47	11 23	f 3 40	f 3 45	f 8 38
51.44	Watkins	s 8 45	s 9 58	11 30	s 3 48	s 3 53	s 8 46
53.67	Wedgewood	f 8 50	f 10 04	A.M.	f 3 52	f 3 57	f 8 50
56.26	Moreland	f 8 55	f 10 09		f 3 56	f 4 01	f 8 56
59.46	Beaver Dam	s 9 01	s 10 16		s 4 03	s 4 08	s 9 01
63.55	Post Creek	f 9 08	f 10 23		4 09	4 14	f 9 07
67.03	Ferenbaugh	f 9 15	f 10 32		4 15	4 20	f 9 12
69.57	YD	9 18	10 38		4 18	4 23	9 16
71.70	WK	9 28	10 48		4 28	4 33	9 28
72.04	Corning	9 30	10 50		4 30	4 35	9 30
	ARRIVE	A.M. <sup>2</sup>	A.M.	A.M.	P.M.	P.M.	P.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified. No. 5 will stop on signal at Kashong 2.4 miles south of Bilsborrow. Nos. 1, 5, 901 and 903 will stop on signal at Chambers 2.2 miles south of Beaver Dam. Nos. 903 and 905 will make last trip Sept. 12th, 1915.

**DRESDEN TO PENN YAN.**

**South Bound—First Class**

Miles from Dresden	STATIONS.	301	307	309	319	303	313	311	305
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
		Daily except Sunday	<b>SUNDAY ONLY</b>	Daily except Sunday	<b>SUNDAY ONLY</b>	Daily except Sunday	<b>SUNDAY ONLY</b>	<b>SUNDAY ONLY</b>	Daily except Sunday
LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
	Dresden	8 10	9 10	12 48	12 48	3 05	3 10	6 35	8 10
2.08	Cascade Mills	f 8 17	f 9 17	f 12 55	f 12 55	f 3 12	f 3 17	f 6 42	f 8 17
2.59	Mays Mills	f 8 19	f 9 19	f 12 57	f 12 57	f 3 14	f 3 19	f 6 44	f 8 19
3.32	Seneca Mills	f 8 23	f 9 23	f 1 01	f 1 01	f 3 18	f 3 23	f 6 48	f 8 23
4.53	Milo Mills	f 8 28	f 9 28	f 1 06	f 1 06	f 3 23	f 3 28	f 6 53	f 8 28
5.22	Keuka Mills	f 8 32	f 9 32	f 1 10	f 1 10	f 3 27	f 3 32	f 6 57	f 8 32
6.04	Penn Yan	8 35	9 35	1 13	1 13	3 30	3 35	7 00	8 35
	ARRIVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified. Nos. 313 and 319 will make last trip Sept. 12th, 1915.



**CORNING TO LYONS.**

**North Bound—First Class**

Miles from Newberry Junction	STATIONS.	2	4	904	908	906	6
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
		Daily except Sunday	Daily except Sunday	SUNDAY ONLY	SUNDAY ONLY	SUNDAY ONLY	Daily except Sunday
		LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.
109.51	Corning	6 40	11 15	11 15		5 00	6 35
109.17	WK	6 42	11 17	11 17		5 02	6 37
111.30	YD	6 50	11 25	11 25		5 12	6 45
113.84	Ferenbaugh	f 6 53	11 28	11 28		f 5 15	f 6 49
117.32	ost Creek	f 6 59	11 34	11 34		f 5 21	f 6 54
121.41	Peaver Dam	s 7 08	s 11 45	s 11 45		s 5 30	s 7 04
124.61	Boreland	f 7 13	f 11 50	f 11 50		f 5 35	f 7 09
127.20	Wedgewood	f 7 18	f 11 55	f 11 55	P.M.	f 5 39	f 7 14
129.43	Watkins	s 7 23	s 11 59	s 11 59	L 5 00	s 5 45	s 7 20
133.23	Reading Center	f 7 29	f 12 04	f 12 04	5 07	f 5 52	f 7 26
136.68	Barnes	f 7 35	f 12 12	f 12 12	5 15	f 5 59	f 7 32
140.66	Dundee	s 7 43	s 12 20	s 12 20	5 22	s 6 08	s 7 42
142.69	Ellis	7 46	12 23	12 23	5 26	6 11	7 45
145.36	Himrods	s 7 51	s 12 27	s 12 27	5 31	s 6 16	s 7 50
145.91	Himrods Junction	f 7 52	12 28	12 28	5 33	6 17	7 51
152.74	Dresden	s 8 06	s 12 41	s 12 41	5 45	s 6 30	s 8 07
157.90	Earl	s 8 15	s 12 48	s 12 48	5 52	f 6 40	f 8 16
161.03	Bilsborrow	f 8 22	f 12 54	f 12 54	5 57	f 6 46	f 8 21
166.02	Geneva	s 8 33	s 1 03	s 1 03	S 6 10	s 6 55	s 8 34
166.98	GY	8 40	1 10	1 10	6 15	7 02	8 36
169.37	East X	f 8 45	1 15	f 1 15	6 21	f 7 07	f 8 44
172.35	Junius	f 8 50	f 1 20	f 1 20	6 26	f 7 12	f 8 49
174.12	Cuddeback	f 8 54	f 1 24	f 1 24	6 30	f 7 16	f 8 53
176.21	Thompson	f 8 58	1 28	f 1 28	6 35	f 7 20	f 8 57
177.56	KC	9 01	1 30	1 30	6 38	7 22	8 59
178.75	WD	9 03	1 32	1 32	6 40	7 24	9 01
179.65	RA	9 05	1 33	1 33	6 43	7 27	9 03
180.87	Lons	9 10	1 35	1 35	6 45	7 30	9 05
	ARRIVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.  
 Nos. 2, 6, 904 and 906 will stop on signal at Chambers 2.2 miles north of Post Creek.  
 No. 2 will stop on signal at Kashong .7 mile north of Earl.  
 Nos. 904 and 908 will make last trip Sept. 12th, 1915.

**PENN YAN TO DRESDEN.**

**North Bound—First Class**

Miles from Penn Yan	STATIONS.	302	308	304	314	310	320	312	306
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
		Daily except Sunday	SUNDAY ONLY	Daily except Sunday	SUNDAY ONLY	Daily except Sunday	SUNDAY ONLY	SUNDAY ONLY	Daily except Sunday
		LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	Penn Yan	7 20	8 35	12 12	12 12	2 30	2 35	6 00	7 25
.82	Keuka Mills	f 7 23	f 8 38	f 12 15	f 12 15	f 2 33	f 2 38	f 6 03	f 7 28
1.51	Milo Mills	f 7 26	f 8 41	f 12 18	f 12 18	f 2 36	f 2 41	f 6 07	f 7 31
2.72	Seneca Mills	f 7 31	f 8 46	f 12 23	f 12 23	f 2 41	f 2 46	f 6 12	f 7 36
3.45	Mays Mills	f 7 34	f 8 49	f 12 26	f 12 26	f 2 44	f 2 49	f 6 15	f 7 39
3.96	Cascade Mills	f 7 37	f 8 52	f 12 29	f 12 29	f 2 47	f 2 52	f 6 18	f 7 42
6.04	Dresden	7 45	9 00	12 37	12 37	2 55	3 00	6 25	7 50
	ARRIVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.  
 Nos. 314 and 320 will make last trip Sept. 12th, 1915.



**CORNING TO NEWBERRY JUNCTION.**

**South Bound—First Class**

Miles from Lyons	STATIONS.	7	11	1	13	3			
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER			
		Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily			
LEAVE	A.M.	P.M.	A.M.	P.M.	P.M.				
72.04	Corning			9 35		4 45			
71.70	WK			9 37		4 47			
79.05	Presho			s 9 52		s 5 06			
82.68	Lindley			s 10 03		s 5 14			
85.52	Lawrenceville			s <sup>10 10</sup> <sub>10 20</sub> <sup>84</sup>		s 5 30			
86.77	C. V. Junction			10 23		5 33			
88.72	Beeman			f 10 33 <sup>4</sup>		f 5 44 <sup>6</sup>			
92.71	Tioga			s 10 40		s 5 50			
96.64	Hammond			f 10 45		f 5 55			
99.73	Holiday			f 10 50		f 6 00			
101.86	BX			10 54		6 04			
102.01	Middlebury	A.M.		s 10 55		s 6 05			
106.00	Wellsboro Junction	L 6 57		<sup>11 05</sup> <sub>11 15</sub>		<sup>6 15</sup> <sub>6 25</sub>			
111.62	Marsh Creek	f 7 12		11 24		s 6 35			
113.85	Ansonia	s 7 17		s 11 30		s 6 40			
118.47	Stone	f 7 27		f 11 37		f 6 50			
122.88	Tiadaghton	s 7 35		s 11 45		s 6 58			
123.89	DI	7 40		11 50		7 03			
126.49	Pine	7 44		11 54		7 07			
130.98	Blackwell	s 7 52 <sup>84</sup>		s 12 02 <sup>72</sup>		s 7 16			
133.70	Woodhouse	7 57		12 07		7 22			
136.16	Cedar Run	s 8 02		s 12 12		s 7 27			
141.27	Slate Run	s 8 10		s 12 20		s 7 40 <sup>10</sup>			
143.27	Utcester	8 14		12 24		7 45			
145.91	Ross	8 17		12 27		7 49			
147.59	Cammal	s 8 22		s 12 31		s 7 54			
148.37	CH	s 8 28 <sup>4</sup>		12 33		7 56			
152.09	Jersey Mills	f 8 35		12 40 <sup>82</sup>		f 8 02			
156.66	Waterville	s 8 42		s 12 46		s 8 12			
159.20	Ramsey	f 8 47		12 52		f 8 20			
164.84	TW	8 55		1 00		8 30			
166.54	JS	9 00		1 05		8 37			
168.19	Jersey Shore Junction	9 03	L 1 03 <sup>1</sup>	1 08 <sup>11</sup>	L 8 35 <sup>8</sup>	8 40 <sup>13 80</sup>			
168.48	Jersey Shore	s 9 08	A 1 04	s 1 11	A 8 36	s 8 45			
171.57	Larrys Creek	s 9 14	P.M.	f 1 20	P.M.	s 8 52			
173.91	Level	f 9 19		f 1 25		f 8 57			
176.94	Linden	s 9 25		f 1 31		s 9 04			
180.11	S. & N. Y. Junction	s 9 30		f 1 37		s 9 10			
180.87	Newberry Junction	9 35		1 40		9 15			
	Williamsport (P. & R. Ry.)	9 45		1 50		9 25			
	ARRIVE	A.M.	P.M.	P.M.	P.M.	P.M.			

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.  
 No. 7 will stop on signal at Owassie 3.4 miles south of Ansonia, at Burgess .9 mile south of Stone, at Blue Stone 1.5 miles south of CH, at Tomb 3.7 miles south of Ramsey and at Torbert .5 mile south of TW.  
 No. 1 will stop on signal at Niles Valley 1.2 miles south of Middlebury.  
 No. 3 will stop on signal at Niles Valley 1.2 miles south of Middlebury, at Owassie 3.4 miles south of Ansonia, at Tomb 3.7 miles south of Ramsey and at Torbert .5 mile south of TW.  
 Trains run via P. & R. Ry. between Newberry Junction and Williamsport.  
 Time shown at Williamsport is for information only.



**NEWBERRY JUNCTION TO CORNING.**

**North Bound—First Class**

Miles from Newberry Junction	STATIONS.	4	12	6	14	10			
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER			
		Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday			
		LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.		
	<i>Williamsport (P. &amp; R. Ry.)</i>	7 10		2 35		5 52			
	Newberry Junction	7 20		2 45		6 03			
.76	S. & N. Y. Junction	s 7 22		s 2 48		f 6 05			
3.93	Linden	s 7 27		s 2 53		s 6 10			
6.96	Level	f 7 33		2 58		f 6 16			
9.30	Larrys Creek	s 7 41	A.M.	s 3 03	P.M.	s 6 23			
12.39	Jersey Shore	s 7 49	L 7 50	s 3 12	L 3 20	s 6 34			
12.68	Jersey Shore Junction	7 50	A 7 51	3 15	A 3 21	6 35			
14.33	JS	7 52	A.M.	3 17	P.M.	6 37			
16.03	TW	7 57		3 21		6 44			
21.67	Ramsey	f 8 05		3 27		f 6 54			
24.21	Waterville	s 8 10		s 3 32		s 7 02			
28.78	Jersey Mills	f 8 20		3 38		f 7 12			
32.50	CH	8 28		3 44		7 19			
33.28	Cammal	f 8 29		f 3 47		s 7 24			
34.96	Ross	8 32		3 50		7 28			
37.60	Utceter	8 37		3 55		7 35			
39.60	Slate Run	s 8 42		s 3 59		s 7 40 <sup>3</sup>			
44.71	Cedar Run	s 8 52		s 4 07		s 7 49			
47.17	Woodhouse	8 57		4 12		7 55			
49.89	Blackwell	s 9 02		s 4 17		s 8 02			
54.38	Pine	9 10		4 24		8 11			
56.98	DI	9 15		4 29		8 16			
57.99	Tiadaghton	s 9 17		f 4 30		s 8 18			
62.40	Stone	f 9 27		4 40		f 8 28			
67.02	Ansonia	s 9 35		s 4 47		s 8 38			
69.25	Marsh Creek	s 9 40		4 52		f 8 44			
74.87	Wellsboro Junction	9 50 10 00		5 00 5 10		A 8 55			
78.86	Middlebury	s 10 08		s 5 17		P.M.			
79.01	BX	10 09		5 18					
81.14	Holiday	f 10 13		f 5 23					
84.23	Hammond	f 10 19		f 5 30					
88.16	Tioga	s 10 27		s 5 35					
92.15	Beeman	f 10 33		f 5 44 <sup>3</sup>					
94.10	C. V. Junction	10 37		5 48					
95.35	Lawrenceville	s 10 42		s 5 55					
98.19	Lindley	s 10 47		s 6 02					
101.82	Presho	s 10 55		s 6 10					
109.17	WK	11 08		6 28					
109.51	Corning	11 10		6 30					
	ARRIVE	A.M.	A.M.	P.M.	P.M.	P.M.			

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.

No. 4 will stop on signal at Torbert 1.1 miles north of JS, at Tomb 1.9 miles north of TW, at Owassie 1.2 miles north of Stone and at Niles Valley 2.7 miles north of Wellsboro Junction.

No. 6 will stop on signal at Niles Valley 2.7 miles north of Wellsboro Junction.

No. 10 will stop on signal at Torbert 1.1 miles north of JS, at Tomb 1.9 miles north of TW, at Blue Stone 2.2 miles north of Jersey Mills, at Burgess 3.5 miles north of Tiadaghton and at Owassie 1.2 miles north of Stone.

Trains run via P. & R. Ry. between Newberry Junction and Williamsport.

Time shown at *Williamsport* is for information only.



**NEWBERRY JUNCTION TO CORNING.**

**North Bound—Second Class**

Miles from Newberry Junction	STATIONS.	70	84	72	82	74	80	76
		COAL	FAST FR'T	COAL	H R 3	COAL	H R 5	COAL
		Daily	Daily except Monday	Daily	Daily	Daily	Daily	Daily
		LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
	Newberry Junction		5 30		11 00		8 00	
.76	S. & N. Y. Junction							
3.93	Linden							
6.96	Level							
9.30	Larrys Creek							
12.39	Jersey Shore							
12.72	Jersey Shore Junction	A.M.	6 03	A.M.	11 35	P.M.	8 45 <sup>3</sup>	P.M.
14.33	JS	L 1 00	6 06	L 9 15	11 40	L 3 35	8 50	L 9 10
16.03	TW	1 10	6 15	9 25	11 50	3 45	9 00	9 20
21.67	Ramsey	1 25	6 27	9 45	12 05	4 05	9 20	9 40
24.21	Waterville	1 35	6 35	9 55	12 15	4 15	9 30	9 50
28.78	Jersey Mills	2 05	6 47	10 25	12 40 <sup>1</sup>	4 45	9 50	10 20
32.50	CH	2 20	6 58	10 40	12 50	5 00	10 05	10 35
33.28	Cammal							
34.96	Ross	2 30	7 07	10 50	1 00	5 10	10 15	10 45
37.60	Utceter	2 40	7 13	11 00	1 08	5 20	10 21	10 55
39.60	Slate Run	2 45	7 20	11 05	1 15	5 30	10 29	11 05
44.71	Cedar Run	3 05	7 35	11 25	1 32	5 50	10 42	11 25
47.17	Woodhouse	3 15	7 43	11 40	1 42	6 00	10 50	11 35
49.89	Blackwell	3 30	7 52 <sup>7</sup>	12 12 <sup>1</sup>	1 52	6 15	10 57	11 50
54.38	Pine	4 00	8 05	12 32	2 05	6 40	11 08	12 15
56.98	DI	4 10	8 15	12 42	2 15	6 50	11 18	12 25
57.99	Tiadaghton							
62.41	Stone							
67.02	Ansonia							
69.25	Marsh Creek							
74.87	Wellsboro Junction							
78.86	Middlebury							
79.01	BX	6 30	9 20	3 05	3 50	9 10	12 45	2 45
81.14	Holiday	6 35	9 25	3 10	3 55	9 15	12 50	2 50
84.23	Hammond	6 45	9 37	3 20	4 05	9 25	1 00	3 00
88.16	Tioga	6 55	9 47	3 30	4 15	9 35	1 13	3 10
92.15	Beeman	7 10	9 57	3 45	4 25	9 50	1 23	3 25
94.10	C. V. Junction	7 20	10 04	3 52	4 30	10 00	1 30	3 30
95.35	Lawrenceville	7 25	10 10 <sup>1</sup>	4 00	4 35	10 05	1 35	3 35
98.19	Lindley	7 35	10 17	4 10	4 43	10 15	1 45	3 45
101.82	Presho							
109.17	WK	A 8 10	A 10 45	A 4 40	A 5 15	A 10 45	A 2 15	A 4 20
109.51	Corning	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.
	ARRIVE	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.



**WELLSBORO JUNCTION TO ANTRIM.**

**South Bound—First Class**

Miles from Wellsboro Junction	STATIONS.	409	401	415 SEE NOTE	417	403	419 SEE NOTE	423
		PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	MIXED	PASSENGER
		Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	<b>Saturday ONLY</b>	Daily except Sunday
LEAVE		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
	Wellsboro Junction	10 00	11 15		5 10	6 25		8 56
.86	Stokesdale	f10 03	f11 18	A.M.	f 5 13	f 6 28	P.M.	f 8 58
2.92	Wellsboro	A10 10	A11 25	L11 40	A 5 20	A 6 35	L 6 40	A 9 05
7.24	Round Top	A.M.	A.M.	f11 55	P.M.	P.M.	f 6 55	P.M.
10.14	Brownlee			f12 15			f 7 05	
16.16	Antrim			12 30			7 25	
ARRIVE		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.

No. 415 is superior to No. 412.

No. 415 is superior to No. 416.

No. 419 is superior to No. 418.

Trains will stop on signal at Pitts 1.3 miles south of Wellsboro.

Nos. 415 and 419 will stop on signal at Williard 1.4 miles south of Round Top.

Duncan siding is located 1 mile south of Brownlee.

**ANTRIM TO WELLSBORO JUNCTION.**

**North Bound—First Class**

Miles from Antrim	STATIONS.	402	404	414	412 SEE NOTE	416 SEE NOTE	406	420	418 SEE NOTE
		PASSENGER	PASSENGER	PASSENGER	MIXED	MIXED	PASSENGER	PASSENGER	MIXED
		Daily except Sunday	Daily	Daily except Sunday	<b>Saturday ONLY</b>	Daily except Sat. & Sun.	Daily except Sunday	Daily	<b>Saturday ONLY</b>
LEAVE		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	Antrim				12 40	2 00			7 35
6.02	Brownlee				f12 55	f 2 20			f 7 47
8.92	Round Top	A.M.	A.M.	A.M.	f 1 08	f 2 38	P.M.	P.M.	f 7 53
13.24	Wellsboro	L 6 45	L 9 40	L10 55	A 1 23	A 2 53	L 4 50	L 6 05	A 8 10
15.30	Stokesdale	f 6 52	f 9 47	f11 02	P.M.	P.M.	f 4 57	f 6 12	P.M.
16.16	Wellsboro Junction	6 55	9 50	11 05			5 00	6 15	
ARRIVE		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.

No. 415 is superior to No. 412.

No. 415 is superior to No. 416.

No. 419 is superior to No. 418.

Trains will stop on signal at Pitts 3 miles north of Round Top.

Nos. 412 and 418 will stop on signal at Williard 1.4 miles north of Brownlee.

Duncan siding is located 5 miles north of Antrim.



**C. V. JUNCTION TO ULYSSES.**

**South Bound - First Class**

Miles from C. V. Junction	STATIONS.	201	203	205
		PASSENGER	PASSENGER	PASSENGER
		Daily except Sunday	Daily except Sunday	SUNDAY ONLY
LEAVE	A.M.	P.M.	P.M.	
	Lawrenceville	10 45	6 00	5 35
	C. V. Junction	10 50	6 05	5 40
2.18	Pritchard	f 10 57	f 6 12	f 5 47
4.27	Tompkins	f 11 02	f 6 17	f 5 52
6.72	Nelson	s 11 07	s 6 23	s 5 58
11.08	Elkland	s 11 18	s 6 35	s 6 10
12.70	Osceola	s 11 23	s 6 40	s 6 15
17.06	Academy Corners	f 11 32	f 6 47	f 6 22
18.11	Knoxville	s 11 38	s 6 55	s 6 30
20.66	Phillips	f 11 43	f 7 00	f 6 35
21.59	Cowanesque	s 11 48	s 7 04	s 6 39
24.16	Westfield	s 11 57	s 7 12	s 6 47
27.28	Potter Brook	s 12 05	s 7 21	s 6 56
28.41	Elmer	f 12 09	f 7 25	f 7 00
30.39	Harrison Valley	s 12 14	s 7 32	s 7 07
32.54	Mills	s 12 18	s 7 37	s 7 12
35.99	Bingham	f 12 35	f 7 53	f 7 28
39.48	Ulysses	12 51	8 10	7 45
	ARRIVE	P.M.	P.M.	P.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.

Trains run via main line between C. V. Junction and Lawrenceville.

Trains of the C. & P. A. R. R. arrive and leave N. Y. C. R. R. Station at Ulysses as follows: Daily except Sunday, First Class arrive, 7.10 A. M., 2.00 P. M. First Class, leave, 7.25 A. M., 2.20 P. M.

Time shown at Lawrenceville is for information only.

Nos. 201, 203 and 205 will stop on signal at Tannery 1.2 miles south of Elmer.

**No. 205 will make last trip Aug. 29th, 1915.**



ULYSSES TO C. V. JUNCTION.

North Bound—First Class

Miles from Ulysses	STATIONS.	204	208	206
		PASSENGER	PASSENGER	PASSENGER
		Daily except Sunday	SUNDAY ONLY	Daily except Sunday
LEAVE	A.M.	A.M.	P.M.	
	Ulysses	7 50	8 15	3 10
3.49	Bingham	f 8 06	f 8 31	f 3 26
6.94	Mills	s 8 22	s 8 47	s 3 42
9.09	Harrison Valley	s 8 27	s 8 52	s 3 50
11.07	Elmer	f 8 32	f 8 57	f 3 55
12.20	Potter Brook	s 8 36	s 9 01	s 3 59
15.32	Westfield	s 8 44	s 9 09	s 4 07
17.89	Cowanesque	s 8 51	s 9 16	s 4 14
18.82	Phillips	f 8 54	f 9 19	f 4 18
21.37	Knoxville	s 9 00	s 9 25	s 4 24
22.42	Academy Corners	f 9 03	f 9 28	f 4 26
26.78	Osceola	s 9 13	s 9 38	s 4 35
28.40	Elkland	s 9 17	s 9 42	s 4 40
32.76	Nelson	s 9 27	s 9 52	s 4 50
35.21	Tompkins	f 9 33	f 9 58	f 4 55
37.30	Pritchard	f 9 37	f 10 02	f 5 00
39.48	C. V. Junction	9 45	10 10	5 07
	Lawrenceville	9 55	10 20	5 20
ARRIVE		A.M.	A.M.	P.M.

On single track, north bound trains are superior to south bound trains of the same class, unless otherwise specified.

Trains run via main line between C. V. Junction and Lawrenceville.

Trains of the C. & P. A. R. R. arrive and leave N. Y. C. R. R. station at Ulysses as follows: Daily except Sunday, First Class arrive, 7.10 A. M., 2.00 P. M. First Class leave, 7.25 A. M., 2.20 P. M. Time shown at Lawrenceville is for information only.

Nos. 204, 206 and 208 will stop on signal at Tannery .7 mile north of Harrison Valley.

No. 208 will make last trip Aug. 29th, 1915.



JERSEY SHORE JUNCTION TO CLEARFIELD.

(CONTINUED ON PAGE 15)

West Bound—First Class

Miles from Jersey Shore	STATIONS.	541	543	545	33	9	547	549
		B. R. & P. PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	B. R. & P. PASSENGER	PASSENGER
		Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
LEAVE		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
.29	Jersey Shore Junction				7 58			
1.44	YA (F. B. Wye)				8 01			
2.21	Avis				s 8 05			
4.56	Rowns				8 10			
6.47	Youngdale				s 8 15			
10.52	Lock Haven				s 8 25			
13.60	Mill Hall				s 8 34			
14.92	Bald Eagle Junction				8 37			
19.76	Beech Creek				s 8 46			
23.69	Mapes				f 8 54			
26.65	Monument				s 9 01			
29.85	Orviston				s 9 10 <sup>90</sup>			
35.59	Panther				f 9 22			
38.88	Kato				s 9 29			
42.16	Stark				9 36			
45.56	Snow Shoe				s 9 44			
48.81	Gillintown				s 9 51			
51.91	Rock Run				9 58			
54.84	Gorton				f 10 04			
57.59	Peale				s 10 11			
59.41	Viaduct				s 10 19			
61.06	West End				10 23			
64.96	Winburne				s 10 33 <sup>30</sup>			
66.84	Munson				s 10 38 <sup>30</sup>			
70.54	Morrisdale				s 10 52			
74.54	Wallaceton				s 11 02			
76.94	Bigler				f 11 08			
79.74	Woodland		A.M.		s 11 15			P.M.
83.88	Clearfield Junction		L 8 56		f 11 24	P.M.		L 4 32
86.21	WB	A.M.	9 02	A.M.	11 30	L 3 51	P.M.	4 40
87.06	B. R. & P. Junction	L 8 05	9 05	L 10 58	11 32	3 53	L 4 31	4 42
87.67	Clearfield	8 08	9 08	11 01 <sup>8</sup>	11 35 <sup>540</sup>	3 56	4 34	4 45
ARRIVE		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.

Nos. 33 and 37 will stop on signal at Forge Run 2 miles west of West End.







**CLEARFIELD TO JERSEY SHORE JUNCTION.**

**East Bound—First Class**

Miles from Clearfield	STATIONS.	30	8	540	542	36	544	546
		PASSENGER	PASSENGER	B. R. & P. PASSENGER	PASSENGER	PASSENGER	B. R. & P. PASSENGER	PASSENGER
		Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
		LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
	Clearfield	9 28	<b>11 06</b> <sup>545</sup>	<b>11 36</b> <sup>33</sup>	11 49	4 55	<b>7 05</b> <sup>37</sup>	7 14
.61	B. R. & P. Junction	9 33	11 08	<b>A11 38</b>	11 54	4 59	<b>A 7 07</b>	<b>A 7 17</b>
1.46	WB	9 36	<b>A11 11</b>	A.M.	11 57	5 02	<b>P.M.</b>	<b>P.M.</b>
3.79	Clearfield Junction	f 9 48	A.M.		<b>A12 09</b>	f 5 09		
7.93	Woodland	s 9 59			P.M.	s 5 23		
10.73	Bigler	f10 06				f 5 30		
13.13	Wallaceton	s10 13				s 5 37		
17.13	Morrisdale	s10 23				s 5 48		
20.83	Munson	<b>s10 33</b> <sup>33</sup>				s 6 00		
22.71	Winburne	<b>s10 38</b> <sup>33</sup>				<b>s 6 05</b> <sup>37</sup>		
26.61	West End	10 48				6 15		
28.26	Viaduct	s10 54				s 6 21		
30.08	Peale	s11 00				s 6 27		
32.83	Gorton	f11 06				f 6 33		
35.76	Rock Run	11 12				6 39		
38.86	Gillintown	s11 19				s 6 46		
42.11	Snow Shoe	s11 26				s 6 53		
45.51	Stark	11 33				7 00		
48.79	Kato	s11 41				s 7 08		
52.08	Panther	f11 48				f 7 15		
57.82	Orviston	s12 00				s 7 26		
61.02	Monument	s12 07				s 7 33		
63.98	Mapes	f12 13				f 7 39		
67.91	Beech Creek	s12 20				s 7 47		
72.75	Bald Eagle Junction	12 28				7 55		
74.07	Mill Hall	s12 34				s 8 00		
77.15	Lock Haven	s12 42				s 8 09		
81.20	Youngdale	s12 49				s 8 17		
83.11	Browns	12 53				8 22		
85.46	Avis	s12 58				s 8 29		
86.23	YA (F.B.Wye)	1 00				8 32		
87.38	Jersey Shore Junction	1 03				8 35		
	ARRIVE	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 Nos. 30 and 36 will stop on signal at Forge Run 1.8 miles east of Winburne.



**CLEARFIELD TO JERSEY SHORE JUNCTION.**

**East Bound—Second Class**

STATIONS.	16	90	92	STATIONS	
	LOCAL FR'T	COAL	COAL		
	Daily except Sunday	Daily	Daily		
LEAVE	A.M.	A.M.	P.M.		
Clearfield					
B. R. & P. Junction					
WB					
Clearfield Junction					
Woodland					
Bigler					
Wallaceton					
Morrisdale	A.M.				
Munson	L 6 22				
Winburne	s 6 40				
West End	6 52	A.M.	P.M.		
Viaduct	s 7 00	L 6 50	L 3 30		
Peale	s 7 12	7 00	3 40		
Gorton	f 7 25	7 15	3 55		
Rock Run	7 37	7 27	4 10		
Gillintown	s 7 55	7 45	4 30		
Snow Shoe	s 8 10	8 00	5 11 <sup>37</sup>		
Stark	f 8 25	8 15	5 25		
Kato	f 8 37	8 27	5 37		
Panther	f 8 50	8 40	5 51		
Orviston	s 9 05 <sup>90</sup> 9 20 <sup>33</sup>	9 10 <sup>16</sup> 9 25 <sup>33</sup>	6 10		
Monument	s 10 00	9 25	6 25		
Mapes	f 10 15	9 35	6 35		
Beech Creek	s 10 45	9 47	6 45		
Bald Eagle Junction	11 05	10 05	7 00		
Mill Hall	s 11 45	10 15	7 08		
Lock Haven	s 12 10	10 30	7 20		
Youngdale	f 12 25	10 45	7 35		
Browns	A 12 35	A 10 55	A 7 45		
Avis	P.M.	A.M.	P.M.		
YA (F. B. Wye)					
Jersey Shore Junction					
ARRIVE	P.M.	A.M.	P.M.		

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.



**CLEARFIELD JUNCTION TO CURRY RUN.**

**West Bound—First Class**

Miles from Clearfield Junction	STATIONS.	133	109						
		PASSENGER	PASSENGER						
		Daily except Sunday	Daily except Sunday						
		LEAVE	A.M.	P.M.					
	<i>Clearfield</i>	11 49	4 55						
	Clearfield Junction	f 12 09	f 5 09						
1.21	Krebs	f 12 13	f 5 13						
4.19	Dimeling	s 12 20	s 5 20						
5.40	Laurin	12 23	5 23						
8.58	Mitchells	s 12 32	s 5 32						
11.68	Olanta	s 12 39	s 5 39						
14.67	New Millport	s 12 46	s 5 46						
16.78	Kerrmoor	s 12 52	s 5 53						
23.23	Curry Run	s 1 14	s 6 09						
	ARRIVE	P.M.	P.M.						

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.

Nos. 133 and 109 will stop on signal at Bells Landing 5 miles west of Kerrmoor. Time shown at *Clearfield* is for information only.

**C. B. JUNCTION TO CHERRY TREE.**

**West Bound—First Class**

Miles from C. B. Junction	STATIONS.	133	109	137					
		PASSENGER	PASSENGER	PASSENGER					
		Daily except Sunday	Daily except Sunday	Daily except Sunday					
		LEAVE	P.M.	P.M.	P.M.				
	<i>Clearfield</i>			7 14					
	C. B. Junction			7 34					
.19	Curwensville			f 7 37					
1.83	CW			7 40					
2.25	Rowles			s 7 43					
8.28	Lumber			s 7 58					
12.84	Hoyt			8 10					
14.77	Bell	P.M.	P.M.	s 8 15					
15.72	Curry Run	L 1 14	L 6 09	s 8 19					
16.85	Bower	f 1 18	f 6 13	f 8 23					
19.85	WJ	A 1 24	6 19	A 8 30					
23.05	P. R. R. Junction	P.M.	6 36	P.M.					
23.42	McGees		s 6 39						
24.39	Wetzel		6 42						
27.87	Dowler Junction		s 6 48 7 25						
29.37	Burnside		s 7 33						
31.70	Ire		f 7 39						
32.60	Patchen		f 7 43						
36.80	WS		7 52						
37.03	Cherry Tree		s 7 55						
	<i>Heilwood (C. T. &amp; D.)</i>		10 00						
	ARRIVE	P.M.	P.M.	P.M.					

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.

Trains run via B. R. & P. Ry. between B. R. & P. Junction and C. B. Junction.

Trains run via C. T. & D. R. R. between Cherry Tree and Heilwood.

No. 137 will stop on signal at Good 5 miles west of Rowles and at Duke 3.3 miles west of Lumber.

Time shown at *Clearfield* and *Heilwood* is for information only.



**CURRY RUN TO CLEARFIELD JUNCTION.**

**East Bound—First Class**

Miles from Curry Run	STATIONS.	130	136					
		PASSENGER	PASSENGER					
		Daily except Sunday	Daily except Sunday					
	LEAVE	A.M.	P.M.					
	Curry Run	s 7 57	s 3 30					
6.45	Kerrmoor	s 8 12	s 3 45					
8.56	New Millport	s 8 17	s 3 51					
11.55	Olanta	s 8 24	s 3 59					
14.65	Mitchells	s 8 31	s 4 07					
17.83	Laurin	8 38	4 14					
19.04	Dimeling	s 8 45	s 4 20					
22.02	Krebs	f 8 53	f 4 28					
23.23	Clearfield Junction	f 8 56	f 4 32					
	<i>Clearfield</i>	9 08	4 45					
	ARRIVE	A.M.	P.M.					

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.

Nos. 130 and 136 will stop on signal at Bells Landing 1.4 miles east of Curry Run. Time shown at *Clearfield* is for information only.

**CHERRY TREE TO C. B. JUNCTION.**

**East Bound—First Class**

Miles from Cherry Tree	STATIONS.	130	108	136				
		PASSENGER	PASSENGER	PASSENGER				
		Daily except Sunday	Daily except Sunday	Daily except Sunday				
	LEAVE	A.M.	A.M.	P.M.				
	<i>Heilwood (C. T. &amp; D.)</i>		6 45					
	Cherry Tree		s 8 35					
.23	WS		8 36					
4.43	Patchen		f 8 42					
5.33	Ire		f 8 45					
7.66	Burnside		s 8 51					
9.16	Dowler Junction		s 8 55 9 32					
12.64	Wetzel		9 39					
13.61	McGees		s 9 42					
13.98	P. R. R. Junction	A.M.	9 43	P.M.				
17.18	WJ	L 7 48	9 56	L 3 19				
20.18	Bower	f 7 53	f 10 02	f 3 26				
21.31	Curry Run	A 7 57	s 10 06	A 3 30				
22.26	Bell	A.M.	s 10 09	P.M.				
24.19	Hoyt		10 13					
28.75	Lumber		s 10 22					
34.78	Rowles		s 10 34					
35.20	CW		10 36					
36.84	Curwensville		f 10 39					
37.03	C. B. Junction		10 41					
	<i>Clearfield</i>		11 01					
	ARRIVE	A.M.	A.M.	P.M.				

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.

Trains run via B. R. & P. Ry. between B. R. & P. Junction and C. B. Junction.

Trains run via C. T. & D. R. R. between Cherry Tree and Heilwood.

No. 108 will stop on signal at Duke 1.2 miles east of Hoyt and at Good 1 mile east of Lumber.

Time shown at *Clearfield* and *Heilwood* is for information only.



**KEATING TO WB.**

West Bound—First Class			West Bound—Second Class		
Miles from Keating Junction	STATIONS.	9	59		
		PASSENGER	L S 7		
		Daily except Sunday	Daily		
	LEAVE	P.M.	P.M.		
	Keating	1 50			
	Keating Junction				
1.14	SX	s 1 55	L 1 23		
4.35	Zanmore	f 2 01			
8.98	Birch	f 2 10	1 43		
12.83	Spruce	f 2 18			
16.68	Cataract	s 2 26	2 01		
19.59	Belford	f 2 33			
22.15	Karthus	s 2 42	2 16		
28.70	Mowry	f 2 54 <sup>59</sup>	2 37 <sup>9</sup> 3 06		
29.56	Rolling Stone	f 2 57			
33.92	Deer	f 3 06 <sup>44</sup>	3 44 <sup>44</sup>		
35.41	Frenchville	s 3 11			
40.54	Walton	f 3 21	4 04		
41.24	Bald Hill	s 3 24			
43.73	Surveyor	s 3 30			
45.84	Shawsville	s 3 36			
46.82	Gray	f 3 39	4 30		
52.10	WB	3 50	A 4 55		
53.56	Clearfield	3 56			
	ARRIVE	P.M.	P.M.		

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 No. 9 will stop on signal at Gaines 1.3 miles west of Zanmore, at Loop Run 1.5 miles west of Spruce, and at Sandy Run 1.4 miles west of Rolling Stone.  
 Time shown at Clearfield is for information only.

**DIMELING TO IRVONA JUNCTION.**

West Bound—First Class		
Miles from Dimeling	STATIONS.	29
		PASSENGER
		Daily except Sunday
	LEAVE	P.M.
	Dimeling	5 24
.34	MC	5 26
7.00	Faunce	s 5 44
10.55	Potts Run	s 5 54 6 24
14.85	Belsena	f 6 44
17.32	Madera	s 6 51
22.14	Glen Hope	s 7 01
26.29	Irvona	A 7 11
26.70	Irvona Jct.	
	ARRIVE	P.M.

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 No. 29 will stop on signal at Lambert .5 mile west of MC, at Chase 2.8 miles west of MC, at Syler 5.7 miles west of MC and at Tubbs Crossing 3 miles west of Madera.



**WB TO KEATING.**

East Bound—First Class			East Bound—Second Class				
Miles from Clearfield	STATIONS.	8	40	42	58	44	48
		PASSENGER	COAL	COAL	C P 2	COAL	COAL
		Daily except Sunday	Daily	Daily	Daily	Daily	Daily
LEAVE		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
	<i>Clearfield</i>	11 06					
1.46	WB	11 14	L 12 01	L 5 00	L 9 30	L 1 50	L 6 20
6.74	Gray	f 11 26	12 25	5 25	9 48	2 15	6 45
7.72	Shawsville	s 11 29					
9.83	Surveyor	s 11 34					
12.32	Bald Hill	s 11 42					
13.02	Walton	f 11 44	12 50	5 50	10 08	2 40	7 10
18.15	Frenchville	s 11 56					
19.64	Deer	f 11 59	1 15	6 15	10 29	3 01 3 44 <sup>9</sup> <sub>50</sub>	7 35
24.00	Rolling Stone	f 12 09					
24.86	Mowry	f 12 11	1 40	6 40	10 45	4 10	8 00
31.41	Karthus	s 12 26	2 00	7 00	11 01	4 30	8 20
33.97	Belford	f 12 32					
36.88	Cataract	s 12 40	2 35	7 35	11 19	4 55	8 55
40.73	Spruce	f 12 48					
44.58	Birch	f 12 56	3 10	8 10	11 39	5 25	9 30
49.21	Zanmore	f 1 04					
52.42	SX	s 1 11	A 3 50	A 8 45	A 11 59	A 5 50	A 10 05
53.56	Keating Junction						
53.49	Keating	1 20					
	ARRIVE	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 No. 8 will stop on signal at Sandy Run 3 miles east of Deer, at Loop Run 2.3 miles east of Cataract and at Gaines 3.3 miles east of Birch.  
 Time shown at *Clearfield* is for information only.

**IRVONA JUNCTION TO DIMELING.**

East Bound—First Class		
Miles from Irvona Junction	STATIONS.	28
		PASSENGER
		Daily except Sunday
LEAVE		A.M.
	Irvona Jct.	
.41	Irvona	L 6 45
4.56	Glen Hope	s 6 55
9.38	Madera	s 7 05
11.85	Belsena	f 7 11
16.15	Potts Run	s 7 22 8 07
19.70	Faunce	s 8 18
26.36	MC	8 37
26.70	Dimeling	8 39
	ARRIVE	A.M.

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 No. 28 will stop on signal at Tubbs Crossing 1.8 miles east of Glen Hope, at Syler 1 mile east of Faunce, at Chase 3.8 miles east of Faunce and at Lambert 6.2 miles east of Faunce.



**MUNSON TO PHILIPSBURG.**

**West Bound—First Class**

Miles from Munson	STATIONS.	151	153							
		PASSENGER	PASSENGER							
		Daily except Sunday	Daily except Sunday							
LEAVE		A.M.	P.M.							
	Munson	10 52	6 18							
4.04	Hawk Run	s 11 02	s 6 28							
7.03	Philipsburg	11 12	6 38							
ARRIVE		A.M.	P.M.							

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 Nos. 151 and 153 will stop on signal at Colorado No. 3 two miles west of Munson.  
 Trains of the P. & S. R. R. arrive and leave N. Y. C. R. R. station at Philipsburg as follows:  
 Daily except Sunday. First Class leave, 7.35, 11.15 A. M. 2.30, 6.40, P. M. First class arrive, 7.26, 9.20 A. M. 1.40, 4.55 P. M.  
 Sunday only. First Class leave, 9.30 A. M. 3.15, 8.10 P. M. First Class arrive, 9.14 A. M. 1.35, 6.45 P. M.  
 Saturday only. First Class leave, 9.00 P. M. First Class arrive, 6.39 P. M.

**POTTS RUN TO CARNWATH.**

**West Bound—First Class**

Miles from Potts Run	STATIONS.	501	503							
		SEE NOTE	SEE NOTE							
		PASSENGER	PASSENGER							
LEAVE		A.M.	P.M.							
	Potts Run	7 22	5 54							
1.81	Boardman	s 7 32	s 6 00							
4.94	Carnwath	7 47 <sup>502</sup>	6 09 <sup>504</sup>							
ARRIVE		A.M.	P.M.							

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 No. 501 is superior to No. 502.  
 No. 503 is superior to No. 504.

**ROSSITER JUNCTION TO ROSSITER.**

**West Bound—First Class**

Miles from Rossiter Junction	STATIONS.	191	193							
		PASSENGER	PASSENGER							
		Daily except Sunday	Daily except Sunday							
LEAVE		A.M.	P.M.							
	Rossiter Junction	10 42	6 53							
2.51	Rossiter	10 57	7 08							
ARRIVE		A.M.	P.M.							

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 Nos. 191 and 193 will stop on signal at Public Crossing at Rossiter Wye.



**PHILIPSBURG TO MUNSON.**

		East Bound—First Class		East Bound—Second Class	
Miles from Phillipsburg	STATIONS.	150	152	16	
		PASSENGER	PASSENGER	LOCAL FR'T	
		Daily except Sunday	Daily except Sunday	Daily except Sunday	
LEAVE		A.M.	P.M.	A.M.	
	Philipsburg	10 03	5 28	6 00	
2.98	Hawk Run	s 10 13	s 5 38	s 6 10	
7.03	Munson	10 23	5 48	6 22	
ARRIVE		A.M.	P.M.	A.M.	

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 Nos. 150 and 152 will stop on signal at Colorado No. 3 two miles east of Hawk Run.  
 Trains of the P. & S. R. R. arrive and leave N. Y. C. R. R. station at Philipsburg as follows:  
 Daily except Sunday. First Class leave, 7.35, 11.15 A. M. 2.30, 6.40, P. M. First Class arrive, 7.26, 9.20 A. M. 1.40, 4.55 P. M.  
 Sunday only. First Class leave, 9.30 A. M. 3.15, 8.10 P. M. First Class arrive, 9.14 A. M. 1.35, 6.45 P. M.  
 Saturday only. First Class leave, 9.00 P. M. First Class arrive, 6.39 P. M.

**CARNWATH TO POTTS RUN.**

		East Bound—First Class	
Miles from Carnwath	STATIONS.	502	504
		SEE NOTE	SEE NOTE
		PASSENGER	PASSENGER
LEAVE		A.M.	P.M.
	Carnwath	7 50 <sup>501</sup>	6 10 <sup>503</sup>
3.13	Boardman	s 8 00	s 6 25
4.94	Potts Run	8 07	6 34
ARRIVE		A.M.	P.M.

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 No. 501 is superior to No. 502.  
 No. 503 is superior to No. 504.

**ROSSITER TO ROSSITER JUNCTION.**

		East Bound—First Class	
Miles from Rossiter	STATIONS.	190	192
		PASSENGER	PASSENGER
		Daily except Sunday	Daily except Sunday
LEAVE		A.M.	P.M.
	Rossiter	10 17	5 46
2.51	Rossiter Junction	10 29	5 58
ARRIVE		A.M.	P.M.

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 Nos. 190 and 192 will stop on signal at Public Crossing at Rossiter Wye.



**DOWLER JUNCTION TO ARCADIA.**

Miles from Dowler Junction	STATIONS.	West Bound—First Class		East Bound—First Class	
		631 SEE NOTE	633 SEE NOTE	152	150
		PASSENGER	PASSENGER	PASSENGER	PASSENGER
	LEAVE	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
		A.M.	P.M.	P.M.	A.M.
2.37	Dowler Junction	8 55	6 48	5 38	0 08
3.71	Glen Campbell	s 9 03	s 6 54	s 5 38	a 0 13
5.63	Hooverhurst	f 9 07	f 6 58	f 5 18	0 23
	Arcadia	9 12	7 03		
	ARRIVE	A.M.	P.M.		

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 No. 631 is superior to No. 632.  
 No. 633 is superior to No. 634.

**WJ TO MAHAFFEY.**

Miles from WJ	STATIONS.	West Bound—First Class			
		181	133	109	137
		PASSENGER	PASSENGER	PASSENGER	PASSENGER
	LEAVE	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
		A.M.	P.M.	P.M.	P.M.
1.14	WJ		1 24	6 19	8 30
	Mahaffey	A 9 51 <sup>108</sup>	A 1 27	A 6 22 <sup>182</sup>	S 8 36
	Patton				9 26
	ARRIVE	A.M.	P.M.	P.M.	P.M.

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 Trains run via P. R. R. between Mahaffey and Patton.  
 Time shown at Patton is for information only.

Miles from Rosetter Junction	STATIONS.	West Bound—First Class		East Bound—First Class	
		102	100	102	100
		PASSENGER	PASSENGER	PASSENGER	PASSENGER
	LEAVE	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
		P.M.	P.M.	P.M.	P.M.
2.51	Rosetter Junction	5 58	5 18	10 29	10 15
2.51	Rosetter				
	ARRIVE	P.M.	P.M.	P.M.	P.M.



**ARCADIA TO DOWLER JUNCTION.**

**East Bound—First Class**

Miles from Arcadia	STATIONS.	632	634				
		SEE NOTE	SEE NOTE				
		PASSENGER	PASSENGER				
	LEAVE	A.M.	P.M.				
	Arcadia	9 18	7 10				
1.92	Hooverhurst	f 9 22	f 7 14				
3.26	Glen Campbell	s 9 27	s 7 19				
5.63	Dowler Junction	9 32	7 25				
	ARRIVE	A.M.	P.M.				

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 No. 631 is superior to No. 632.  
 No. 633 is superior to No. 634.

**MAHAFFEY TO WJ.**

**East Bound—First Class**

Miles from Mahaffey Junction	STATIONS.	130	108	136	182			
		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.			
	Patton	6 53						
.28	Mahaffey	s 7 45	L 9 53 <sup>181</sup>	L 3 16	L 6 24 <sup>109</sup>			
1.42	WJ	7 48	9 56	3 19				
	ARRIVE	A.M.	A.M.	P.M.	P.M.			

On single track, east bound trains are superior to west bound trains of the same class, unless otherwise specified.  
 Trains run via P. R. R. between Mahaffey and Patton.  
 Time shown at Patton is for information only.



## Signal Stations, Telegraph Calls.

### FALL BROOK SUB-DIVISION, MAIN LINE.

SIGNAL STATION	OPEN	TELEGRAPH CALL
Ansonia .....	D 9.00 A. M. to 9.00 P. M.	RF
Beeman .....	D 8.00 A. M. to 8.00 P. M.	BM
Beaver Dam .....	N	V
Blackwell .....	N	BH
BX .....	D 7.00 A. M. to 7.00 P. M.	BX
Cedar Run .....	D 7.45 A. M. to 7.45 P. M.	RN
CH .....	D 7.30 A. M. to 7.30 P. M.	CH
DI .....	N	DI
Dresden .....	N	DS
Earl .....	D 6.00 A. M. to 11.59 P. M.	RO
Ellis .....	N	SI
GY .....	N	GY
Hammond .....	D 6.00 A. M. to 6.00 P. M.	HN
Himrods Junction .....	N	JN
Jersey Shore Junction .....	N	SR
Jersey Mills .....	N	MS
JS .....	N	JS
Junius .....	D 8.00 A. M. to 8.00 P. M.	JU
KC .....	D 8.00 A. M. to 8.00 P. M.	KC
Lawrenceville .....	N	A
Larrys Creek .....	D 6.00 A. M. to 11.59 P. M.	G
Linden .....	D 6.30 A. M. to 9.40 P. M.	DN
Lindley .....	N	DE
Newberry Junction .....	N	NB
Pine .....	D 7.30 A. M. to 7.30 P. M.	NI
Presho .....	D 7.00 A. M. to 7.00 P. M.	CN
Ramsey .....	D 8.00 P. M. to 8.00 A. M.	RY
Slate Run .....	N	SA
Tioga .....	N	J
Waterville .....	D 6.00 A. M. to 10.00 P. M.	WV
Watkins .....	N	NS
Wellsboro Junction .....	N	S
WD .....	D 8.00 P. M. to 8.00 A. M.	WD
WK .....	N	WK
YA .....	N	YA
YD .....	N	YD

### PENN YAN BRANCH.

Dresden .....	N	DS
Penn Yan .....	D 7.00 A. M. to 7.00 P. M.	PN

### C. V. BRANCH.

Cowanquesque .....	D 7.30 A. M. to 7.30 P. M.	CO
Elkland .....	D 8.00 A. M. to 8.00 P. M.	DA
Harrison Valley .....	D 8.30 A. M. to 8.00 P. M.	HV
Knoxville .....	D 7.20 A. M. to 7.20 P. M.	KX
Mills .....	D 8.30 A. M. to 8.15 P. M.	MI
Nelson .....	D 7.00 A. M. to 7.00 P. M.	NE
Ulysses .....	D 8.00 A. M. to 8.00 P. M.	U
Westfield .....	D 8.00 A. M. to 8.00 P. M.	WF

### ANTRIM BRANCH.

Antrim .....	D 7.00 A. M. to 6.00 P. M.	AN
Wellsboro .....	D 6.30 A. M. to 9.10 P. M.	W



## Telephones, Fall Brook Sub-Division

LOCATION	CONNECTS WITH
Angus, crossover	} Train Dispatcher's Office
Ansonia, crossover	
Barnes station	
Beaver Dam, north end of middle track	
Bilsborrow, station	
Blackwell, middle crossover	
Cammal, station	
Cedar Run, north end of siding	
Chambers, crossover	
CH, south end of siding	
C. V. Junction, north end of wye	
Darling Run, crossover	
Dresden, north end of middle track	
Dundee, station, trainmen's room, and north end of middle track	
Earl, station	
East X, station	
Geneva, station crossover	
Himrods Junction, north end of storage track	
Holiday station	
Junius, station	
Lyons engine house	
Marsh Creek, crossover	
Moreland, crossover	
Niles Valley, crossover	
Pinafore, crossover	
Post Creek, station	
Presho, station, trainmen's room	
RA, yard office	
Reading Center, station	
Ross, north end of siding	
Seneca Mills, south end of siding	
Slate Run, north end of siding	
Stone, station	
Thompson, south end of storage track	
Tiadaghton, mill crossover	
TW station	
Utceter, north end of siding	
Watkins, south end of middle track	
Waterville, middle crossover	
Wellsboro, engine house	
Wellsboro Junction, north end of north middle track south end of south middle track	
Wedgewood, station	
Woodhouse, station	

Employees must use these telephones whenever necessary to facilitate the movement of trains. Instructions received or delivered by telephone must be repeated and names and occupation of the employees exchanged to avoid mis-understanding. Excepting in case of emergency, conductors will use the telephone personally. Telephones located on telegraph poles and in cabins are protected by switch locks.

Conductors of trains using sidings adjacent to open telegraph offices, or sidings where telephones are located, will remain at such telegraph offices or telephones, or have some member of the train crew so stationed so that the train dispatcher can communicate with them if necessary without delay. Conductors, enginemen or motormen securing their own orders or block from telephone booths or offices will make clearance cards showing condition of block and repeat information as shown on the clearance card to the dispatcher and the block operator before complete will be given to the order. To obtain block, dispatcher must ring controlling block operator and conductor, enginemen or motorman obtain the block condition direct from the block operator. The dispatcher will not give block indication but will observe that the block is handled as above.



## Signal Stations, Telegraph Calls.

### BEECH CREEK SUB-DIVISION, MAIN LINE.

SIGNAL STATION	OPEN	TELEGRAPH CALL
Beech Creek	D 8.25 A. M. to 8.25 P. M.	BC
Bigler	D 7.30 A. M. to 6.50 P. M.	BG
Birch	D 6.00 A. M. to 6.00 P. M.	ER
Browns	N	BN
Burnside	D 8.00 A. M. to 8.00 P. M.	BD
Cataract	D 6.00 A. M. to 6.00 P. M.	A
C. B. Junction	K	CB
Curry Run	D 8.20 A. M. to 8.20 P. M.	CU
CW	D 8.00 A. M. to 8.00 P. M.	CW
Deer	D 6.00 A. M. to 6.00 P. M.	DF
Dimeling	D 7.00 A. M. to 7.00 P. M.	P
Dowler Junction	D 8.00 P. M. to 8.00 A. M.	XN
Gillintown	D 8.00 A. M. to 8.00 P. M.	SM
Gorton	D 6.50 A. M. to 6.50 P. M.	G
Gray	D 6.00 A. M. to 6.00 P. M.	GY
Irvona	D 6.35 A. M. to 6.35 P. M.	RV
Karthaus	D 6.00 A. M. to 6.00 P. M.	KS
Kato	D 8.00 A. M. to 8.00 P. M.	CA
Kerrmoor	D 7.30 A. M. to 6.30 P. M.	KI
Lock Haven	D 8.15 A. M. to 8.15 P. M.	CK
Lumber	D 8.30 A. M. to 8.30 P. M.	UM
Madera	D 6.40 A. M. to 6.40 P. M.	MA
Mahaffey	D 9.00 A. M. to 9.00 P. M.	MF
Mill Hall	D 8.20 A. M. to 8.20 P. M.	ND
Mitchells	D 7.30 A. M. to 6.30 P. M.	MN
Mowry	D 6.00 A. M. to 6.00 P. M.	MR
Morrisdale	D 7.30 A. M. to 6.40 P. M.	WD
Monument	D 8.35 A. M. to 8.35 P. M.	MO
Munson	D 6.40 A. M. to 6.40 P. M.	MI
Orviston	D 8.30 A. M. to 8.30 P. M.	XA
Snow Shoe	D 7.30 A. M. to 7.30 P. M.	NY
SX	N	SX
Viaduct	D 6.50 A. M. to 6.50 P. M.	FC
Walton	D 6.00 A. M. to 6.00 P. M.	BO
Wallaceton	D 7.30 A. M. to 6.45 P. M.	W
WB	N	WB
Winburne	D 6.40 A. M. to 6.40 P. M.	WN
WJ	D 8.15 A. M. to 9.15 P. M.	WJ
Woodland	D 7.30 A. M. to 7.00 P. M.	DA
WS	D 8.00 A. M. to 8.00 P. M.	WS
Youngdale	D 8.05 A. M. to 8.05 P. M.	WE

### PHILIPSBURG BRANCH.

Hawk Run	D 7.00 A. M. to 6.20 P. M.	XY
Philipsburg	D 7.00 A. M. to 7.00 P. M.	BU

### ARCADIA BRANCH.

Arcadia	D 8.00 A. M. to 7.45 P. M.	AR
---------	----------------------------	----



## Telephones, Beech Creek Sub-Division

LOCATION	CONNECTS WITH
Arcadia, station	} Train Dispatcher's Office
Bald Eagle Junction, east end of siding	
Bald Hill, east of station	
Beech Creek, station and east end of passing siding	
Bigler, east end of siding	
Burnside, station	
Bower, east end of siding	
Clearfield Junction, station	
Curry Run, station	
CW, station and west end of west siding	
Dimeling, station	
Dowler Junction, station	
Gillintown, station	
Gorton, station	
Hawk Run, station and switch at One Mile Run Branch	
Hooverhurst, station	
Hoyt, east end of siding	
Karthaus, west end of siding	
Kato, station	
Kerrmoor, station	
Krebs, west end of siding	
Laurin, west end of siding	
Lock Haven, station	
Lumber, station	
Mapes, east end of siding	
MD, signal station	
Mill Hall, station, trainmen's room	
Mitchell, station	
Munson, station	
Olanta, west end of siding	
Orviston, station and Center Brick Works switch	
Panther, station	
Patchen, station	
Potts Run, station	
P. R. R. Junction, junction switch	
Salt Lick, water station	
Snow Shoe, west end of siding	
Stark, middle of siding	
Surveyor, station	
SX, west end of double track	
Syler, east end of siding	
Viaduct, station, trainmen's room	
West end, end of double track	
Wetzel, east end of siding	
Winburne, station	
WJ, crossover	
Woodland, Hope Brick Works siding	
WS, east end of yard	
Youngdale, station	

Employees must use these telephones whenever necessary to facilitate the movement of trains. Instructions received or delivered by telephone must be repeated and names and occupation of the employees exchanged to avoid mis-understanding. Excepting in case of emergency, conductors will use the telephone personally. Telephones located on telegraph poles and in cabins are protected by switch locks.

Conductors of trains using sidings adjacent to open telegraph offices, or sidings where telephones are located, will remain at such telegraph offices or telephones, or have some member of the train crew so stationed, so that the train dispatcher can communicate with them if necessary without delay. Conductors, enginemen or motormen securing their own orders or block from telephone booths or offices will make clearance cards showing condition of block and repeat information as shown on the clearance card to the dispatcher and the block operator before complete will be given to the order. To obtain block, dispatcher must ring controlling block operator and conductor, enginemen or motorman obtain the block condition direct from the block operator. The dispatcher will not give block indication but will observe that the block is handled as above.



# 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 " 1 "	14.90
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	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.

