



CENTRAL RAILROAD COMPANY OF PENNSYLVANIA

TIME TABLE No. 11

Effective 2.01 A. M., Eastern Standard Time

SUNDAY, SEPTEMBER 30, 1951

For the Government of Employes only

DESTROY ALL FORMER TIME TABLES

A. C. TOSH,
Vice President and General Manager

F. J. CASSIDY,
Superintendent

SAFETY ALWAYS

Make this Railroad the safest
on which to work and travel

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Superintendent

SAFETY ALWAYS

Make this Railroad the safest
on which to work and travel

Miles from Jersey City.	STATIONS	FIRST CLASS			
		301	101	1101	193
		Daily. A.M.	Ex. Sat. Sun. and Holidays. A.M.	Saturdays only. A.M.	Ex. Sat. Sun. and Holidays. A.M.
72.12	PHILLIPSBURG.....		\$ 7.17	\$ 7.17	\$10.36
72.32	STATE LINE JCT.			See Note	
72.49	L. & H. JUNCTION.....				
72.77	EASTON.....		\$ 7.25	\$ 7.25	\$10.39
75.52	GLENDON.....				
77.18	E. & W. JUNCTION....		7.32	7.32	10.46
81.87	FREEMANSBURG.....		\$ 7.38	\$ 7.38	10.52
84.26	BETHLEHEM.....		\$ 7.48	\$ 7.48	\$10.58
84.50	"JU" INTERLOCKING	12.50	7.49	7.49	11.00
86.91	"VN" INTERLOCKING	12.54	7.53	7.53	11.04
88.18	"R" INTERLOCKING	12.56	7.55	7.55	11.06
88.78	EAST ALLENTOWN	\$ 1.15			
89.33	ALLENTOWN A.T.R.R.		A 7.57	A 7.57	A11.09
90.20	"WK" INTERLOCKING.....	1.20			
92.45	CATASAUQUA.....				
94.48	NORTHAMPTON.....	1.25			
95.50	SIEGFRIED.....				
99.84	TREICHLER.....				
102.45	LOCKPORT.....				
104.59	WALNUTPORT.....				
107.54	LEHIGH GAP.....				
108.11	PALMERTON.....	1.43			
108.42	"HX" INTERLOCKING	1.44			
110.05	WEST END HAZARD..	1.46			
110.98	BOWMANSTOWN.....				
112.05	PARRYVILLE.....				
113.92	WEISSPORT.....				
114.67	LEHIGHTON.....				
117.79	MAUCH CHUNK	\$ 2.16			
		A.M.	A.M.	A.M.	A.M.

See Reading Co. time table for Reading Co. trains on Allentown Terminal R. R.

No. 301 operates via Main Line from "R" Interlocking to "WK" Interlocking instead of via Allentown Terminal Railroad, performing station work at East Allentown.

No. 1101 will run November 6.

FIRST CLASS

1193	2193	107	1107	2107	199	1199	2199
Saturdays only.	Sundays and Holidays only.	Ex. Sat. Sun. and Holidays.	Saturdays only.	Holidays only.	Ex. Sat. Sun. and Holidays.	Saturdays only.	Sundays and Holidays only.
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
\$10.37	\$10.38	\$ 3.36	\$ 3.45	.....	\$ 6.55	\$ 6.55	\$ 7.10
			See Note				
\$10.40	\$10.41	\$ 3.41	\$ 3.50	Will Not Run November 6.	\$ 6.58	\$ 6.58	\$ 7.13
10.47	10.48	3.48	3.57		7.05	7.05	7.20
10.53	10.54	\$ 3.54	\$ 4.03		7.10	7.10	7.25
\$10.58	\$10.59	\$ 3.59	\$ 4.08		\$ 7.18	\$ 7.18	\$ 7.33
11.00	11.01	4.03	4.12		7.19	7.19	7.34
11.04	11.05	4.07	4.16		7.23	7.23	7.38
11.06	11.07	4.09	4.18		7.25	7.25	7.40
A11.09	A11.10	\$ 4.12 4.27	\$ 4.21 4.36	4.37	A 7.28	A 7.28	A 7.43
		4.31	4.40	4.41			
		\$ 4.36	\$ 4.45	\$ 4.46			
		\$ 4.42	\$ 4.51	\$ 4.52			
		\$ 4.46	\$ 4.55	\$ 4.56			
		\$ 4.54	\$ 5.03	\$ 5.04			
		F 4.59	F 5.08	F 5.09			
		\$ 5.03	\$ 5.13	\$ 5.13			
		F 5.08	F 5.17	F 5.18			
		\$ 5.13	\$ 5.22	\$ 5.23			
		5.14	5.23	5.24			
		5.18	5.27	5.28			
		\$ 5.21	\$ 5.30	\$ 5.31			
		\$ 5.24	\$ 5.33	\$ 5.34			
		\$ 5.28	\$ 5.37	\$ 5.38			
		\$ 5.34	\$ 5.43	\$ 5.44			
		A 5.40	A 5.50	A 5.50			
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

See Reading Co. time table for Reading Co. trains on Allentown Terminal R. R.

Nos. 1107, 107 and 2107 will make "s" stop at Hazard Gates.

No. 1107 will run November 6.

Miles to Jersey City.	STATIONS	FIRST CLASS			
		306	104	1104	2104
		Daily. A.M.	Ex. Sat. Sun. and Holidays. A.M.	Saturdays only. A.M.	Holidays only. A.M.
117.79	MAUCH CHUNK.....	\$ 5.04	6.57	6.57	6.57
114.67	LEHIGHTON.....	\$ 7.03	\$ 7.03	\$ 7.03	\$ 7.03
113.92	WEISSPORT.....	\$ 7.06	\$ 7.06	\$ 7.06	\$ 7.06
112.05	PARRYVILLE.....	\$ 7.10	\$ 7.10	\$ 7.10	\$ 7.10
110.98	BOWMANSTOWN.....	\$ 7.13	\$ 7.13	\$ 7.13	\$ 7.13
110.05	WEST END HAZARD..	5.16	7.15	7.15	7.15
108.42	"HX" INTERLOCKING	5.18	7.18	7.18	7.18
108.11	PALMERTON.....	5.19	\$ 7.22	\$ 7.22	\$ 7.22
107.54	LEHIGH GAP.....				
104.59	WALNUTPORT.....		\$ 7.31	\$ 7.31	\$ 7.31
102.45	LOCKPORT.....				
99.84	TREICHLER.....		\$ 7.39	\$ 7.39	\$ 7.39
95.50	SIEGFRIED.....		\$ 7.46	\$ 7.46	\$ 7.46
94.48	NORTHAMPTON.....	5.40	\$ 7.57	\$ 7.57	\$ 7.57
92.45	CATASAUQUA.....	C 5.45	\$ 8.06	\$ 8.06	\$ 8.06
90.20	"WK" INTERLOCKING	5.50	8.11	8.11	8.11
89.83	ALLENTOWN A.T.R.R.	A 6.01 L 6.28	\$ 8.15 \$ 8.30	\$ 8.15 \$ 8.30	A 8.15
88.18	"R" INTERLOCKING	5.53 6.34	8.33	8.33	
86.91	"VN" INTERLOCKING	6.37	8.35	8.35	
84.50	"JU" INTERLOCKING	A 6.44	8.38	8.38	
84.26	BETHLEHEM.....		\$ 8.44	\$ 8.44	
81.87	FREEMANSBURG.....		8.49	8.49	
77.15	E. & W. JUNCTION ..		8.54	8.54	
75.52	GLENDON.....				
72.77	EASTON.....		\$ 9.09	\$ 9.09	
72.49	L. & H. JUNCTION.....				
72.32	STATE LINE JCT.			See Note	
72.12	PHILLIPSBURG.....		A 9.11 S 9.11	A 9.11 S 9.11	
		A.M.	A.M.	A.M.	A.M.

Will Not Run November 6.

See Reading Co. time table for Reading Co. trains on Allentown Terminal R. R.

No. 306 Mondays will stop at Catasauqua to discharge mail.

Nos. 104, 1104 and 2104 will make "s" stop at Hazard Gates.

No. 306 operates via Main Line from "WK" Interlocking to "R" Interlocking, thence via Allentown Terminal Railroad to Allentown Station, where it will perform station work.

No. 1104 will run November 6.

FIRST CLASS

192	1192	2192	1106	106	194	1194	2194	
Ex. Sat. Sun. and Holidays.	Saturdays only.	Sundays and Holidays only.	Saturdays only.	Ex. Sat. Sun. and Holidays.	Ex. Sat. Sun. and Holidays.	Saturdays only.	Sundays and Holidays only.	
A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
	Will Run November 6.	Will Not Run November 6.	Will Run November 6.			Will Run November 6.	Will Not Run November 6.	
10.20	10.20	10.20	1.15	1.27	7.13	7.13	7.15	
10.26	10.26	10.26	1.18	1.30	7.19	7.19	7.21	
10.29	10.29	10.29	1.20	1.32	7.22	7.22	7.24	
10.32	10.32	10.32	1.23	1.35	7.25	7.25	7.27	
\$10.40	\$10.40	\$10.40	\$ 1.36	\$ 1.48	\$ 7.34	\$ 7.34	\$ 7.31	
10.45	10.45	10.45	\$ 1.41	\$ 1.53	7.39	7.39	7.36	
10.50	10.50	10.50	1.46	1.58	7.44	7.44	7.41	
\$11.05	\$11.05	\$11.05	\$ 2.15	\$ 2.15	\$ 8.01	\$ 8.01	\$ 7.50	
^A 11.07	^A 11.07	^A 11.07	^A 2.17	^A 2.17	^A 8.03	^A 8.03	^A 7.52	
A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

See Reading Co. time table for Reading Co. trains on Allentown Terminal R. R.

Miles from Jersey City	STATIONS	FIRST CLASS			
		301			
		Daily.			
		A.M.			
117.79	MAUCH CHUNK.....	S 2.16			
119.18	NESQUEHONING JCT.	2.20			
126.15	PENN HAVEN JCT...	2.31			
132.85	ROCKPORT.....	2.41			
142.28	WHITE HAVEN.....	2.57			
147.56	TUNNEL.....	3.09			
155.31	PENOBSCOT.. E.E.S.T.	C 3.43			
161.21	LAUREL RUN...	3.53			
164.32	MOUNTAIN PK.W.E.S.T.	3.58			
169.17	ASHLEY.....	4.06			
170.51	FRANKLIN JCT.	4.08			
172.51	WILKES-BARRE E.E.S.T.	S 4.33			
174.98	GARDNER'S SW.W.E.S.T.	4.38			
175.50	MINER'S MILLS.....				
176.08	HUDSON.....	4.40			
177.98	LAFLIN.....	4.44			
179.59	YATESVILLE	4.48			
180.94	PITTSTON ...	4.50			
183.25	AVOCA.....	4.54			
185.05	MOOSIC.....	4.57			
187.17	MINOOKA JCT...	5.02			
187.56	TAYLOR... E.E.S.T.	5.22			
190.98	SCRANTON.....	A 5.33			
		A.M.			

This time table is without force between Hudson and Minooka Junction. Be governed by time table, rules and regulations of D. & H. Railroad.

No. 301 connection will be delivered to D. L. & W. at new connection Taylor, D. L. & W. engine will back out and pick up cars from westward C. R. P. track, under flag protection of C. R. P. crew.

Nos. 301 and 306 will change crews at Penobscot Station.

Miles to Jersey City	STATIONS	FIRST CLASS			
		306			
		Daily.			
		A.M.			
190.98	SCRANTON.....	1.35			
187.56	TAYLOR...E.E.S.T.	2.05			
187.17	MINOOKA JCT...	2.08			
185.05	MOOSIC.....	2.09			
183.25	AVOCA.....	2.12			
180.94	PITTSTON...	2.16			
179.59	YATESVILLE	2.19			
177.98	LAF LIN.....	2.22			
176.08	HUDSON.....	2.26			
175.50	MINER'S MILLS.....				
174.98	GARDNER'S SW.W.E.S.T.	2.29			
172.51	WILKES-BARRE.E.E.S.T.	2.50			
170.51	FRANKLIN JCT.	2.54			
169.17	ASHLEY.....	2.57			
164.32	MOUNTAIN PK.W.E.S.T.	3.10			
161.21	LAUREL RUN...	3.20			
155.81	PENOBSCOT..E.E.S.T. C	3.40			
147.56	TUNNEL.....	3.53			
142.28	WHITE HAVEN.....	4.02			
132.85	ROCKPORT.....	4.20			
126.15	PENN HAVEN JCT...	4.32			
119.18	NESQUEHONING JCT.	4.44			
117.79	MAUCH CHUNK.....	\$ 5.04			
		A.M.			

This time table is without force between Hudson and Minooka Junction. Be governed by time table, rules and regulations of D. & H. Railroad.

No. 306 from D. L. & W. R. R. at Taylor interchange will use new connection to D. L. & W. running track, where it will back out on C. R. P. secondary track after first securing permission from operator at Taylor.

Nos. 306 and 301 will change crews at Penobscot Station.

EASTWARD		WESTWARD	
FIRST CLASS	STATIONS	FIRST CLASS	STATIONS
	UPPER LEHIGH JCT.		UPPER LEHIGH JCT.
	FOND CREEK JCT.		FOND CREEK JCT.
	UPPER LEHIGH		UPPER LEHIGH

NESQUEHONING VALLEY BRANCH

WESTWARDEASTWARD

FIRST CLASS		Miles from Nesquehoning Jct	STATIONS	FIRST CLASS	
.....	.....	0.00	NESQUEHONING JCT.....	.....	.....
.....	.....	3.44	NESQUEHONING.....	.....	.....
.....	.....	7.54	HAUTO E. E. S. T. ....	.....	.....
.....	.....	15.46	HAUCKS.....	.....	.....
.....	.....	16.72	TAMANEND W.E.S.T. ....	.....	.....
.....
.....
.....

NANTICOKE BRANCH

WESTWARDEASTWARD

FIRST CLASS		Miles from Ashley.	STATIONS	FIRST CLASS	
.....	.....	0.00	ASHLEY.....	.....	.....
.....	.....	1.89	SUGAR NOTCH.....	.....	.....
.....	.....	3.17	WARRIOR RUN.....	.....	.....
.....	.....	5.05	AUCHINCLOSS.....	.....	.....
.....	.....	5.98	LEEMINE JCT.....	.....	.....
.....	.....	7.74	NANTICOKE.....	.....	.....
.....	.....	8.56	ALDEN.....	.....	.....
.....	.....	7.87	WANAMIE.....	.....	.....
.....	.....	12.07	LEE.....	.....	.....

UPPER LEHIGH BRANCH

WESTWARDEASTWARD

FIRST CLASS		Miles from Upper Lehigh Jct.	STATIONS	FIRST CLASS	
.....	.....	0.00	UPPER LEHIGH JCT.....	.....	.....
.....	.....	4.93	POND CREEK JCT.....	.....	.....
.....	.....	8.92	UPPER LEHIGH.....	.....	.....
.....
.....

Tracks west of Crossing at Sandy Run out of service due to mining operations.

P

СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ	СМ
10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30

GRAWTEN MELMAYO

RECEIVED SPECIAL SERVICE

HERE IS THE NEW EXHIBIT

WESTWARD

PREFERRED FREIGHT SERVICE

WESTWARD

THESE TRAINS RUN EXTRA

	JH 7	JC 5	BC 3	JN 5	JC 3	BC 5	YA 1	JU 1	OA 3	OA 1	BF 1		
	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
PU—PHILLIPSBURG.....	12-01	12-35			6-45		5-00	4-50	9-30	4-40			
JU—BETHLEHEM JCT.....	12-40		2-10			8-20					10-00		
VN—EAST END—ALLENTOWN YARD..	12-55	1-10			7-25	9-30	6-00	5-50	11-00	5-30	10-10		
R — EAST END—ALLENTOWN TERM.			8-00								11-00		
WK—WESTEND—ALLENTOWN TERM.		1-30	8-10								11-10		
D — MAUCH CHUNK.....		2-30	4-10		8-45	11-00		7-15			12-10		
PQ—NESQUEHONING JCT.....		3-20	4-30	4-15	9-45						1-00		
HK—HAUCKS.....				5-15									
CO—PENOBSCOT.....			6-30								8-45		
AY—ASHLEY.....		6-15 6-30	7-30		12-55	2-45					4-30		
WS—WILKES-BARRE.....		7-00	8-15		1-55	3-45							
KF—TAYLOR.....		8-00	9-40		3-00	4-45							
JO—SCRANTON.....		8-30	10-15		3-30	5-30							
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.		

EASTWARD

PREFERRED FREIGHT SERVICE

EASTWARD

THESE TRAINS RUN EXTRA

	AO 4	AJ 2	AY 2	HO 6	CJ 2	CB 6	FB 2	NJ 4	UJ 2	CJ 4	CB 2		
	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
JO — SCRANTON					9.30	2.00				4.45	7.15		
KF — TAYLOR.....					10.45	4.05				5.45	8.40		
WS — WILKES-BARRE					12.05	5.30				7.00	9.45		
AY — ASHLEY					12.30	5.45	4.00			7.15	10.00		
CO — PENOBSCOT					3.15		6.00						
HK — HAUCKS.....								10.00					
PQ — NESQUEHONING JCT.....					5.05			11.00		10.55	12.20		
D — MAUCH CHUNK.....					6.15	8.30	8.45		9.45	12.15	12.25		
WK — WEST END-ALLENTOWN TERM.													
R — EAST END-ALLENTOWN TERM.						9.35	10.30				1.55		
VN — EAST END-ALLENTOWN YARD..	1.50	4.00	6.30	6.45	7.40				11.55	1.25			
JU — BETHLEHEM JCT.....		5.15				10.30	11.00				2.30		
PU — PHILLIPSBURG.....	2.55	6.00	7.30 7.45	7.30	8.25 8.55				12.30 1.10	1.55			
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.		

GENERAL INSTRUCTIONS

A Rule referred to by number or letter is a Rule of the operating department.

1. LETTER AND SYMBOL INDICATIONS

"Daily", "Ex. Sun.", "Sunday Only", etc., at top of a schedule indicate when the train shall run.

L	—Leave
A	—Arrive
S	—Regular Stop
F	—Flag stop to receive or discharge traffic
C	—Conditional stop. See time table footnote.
Z	—Stop to change engines
●	—Will not carry baggage
E.E.S.T.	—East end of single track
W.E.S.T.	—West end of single track
GE	—Gasoline-electric trains
MU	—Multiple Unit electric trains

Holidays: Days celebrated as:

New Year's Day
 Washington's Birthday
 Memorial Day
 Independence Day
 Labor Day
 Election Day
 Thanksgiving Day
 Christmas Day

2. SUPERIORITY OF TRAINS

On single track Eastward trains are superior to Westward trains of the same class unless otherwise specified.

3. MOVEMENT AGAINST THE CURRENT OF TRAFFIC BY PILOT ENGINE OR FLAG PROTECTION

When the train dispatcher cannot secure the track for a move against the current of traffic as prescribed by Rule D-151, movement may be made upon instructions of the train dispatcher in writing to all concerned by use of a pilot engine or under flag protection in accordance with Rule 99.

4. BACKING PASSENGER TRAINS OR EQUIPMENT AND DIESEL ENGINES CONSISTING OF 2 OR MORE UNITS

Back-up hose valve, platform valve or emergency valve must be in operation.

Conductor, trainman or fireman in charge of movement must know that air brake and train air signal equipment are coupled through from front of leading car to engine and are operative. Except where car has back-up valve or Diesel engine has emergency valve, back-up hose must be coupled to front of leading car and angle cock opened. No movement will be made until proper test of brakes is made by opening back-up hose valve, platform valve or emergency valve. After brakes are applied, observe if brake cylinder piston applies to rear car. Engineman must not make back-up move with a train line pressure of less than seventy (70) pounds. If cars are added or detached after test has been made, another test must be made. Conductor, trainman or fireman will then take position at back-up hose valve, platform valve or emergency valve and signal by communicating signal and hand, flag or lamp signal.

Engineman must not move until proper communicating signal is given, followed by hand, flag or lamp signal, except that cars may be switched without use of communicating signal.

Conductor, trainman or fireman in charge of back-up movement must know that back-up hose valve, platform valve or emergency valve is operative by making running test when speed is attained. When approaching crossings and passing through yards, the air whistle signal must be sounded at intervals at such points.

When necessary to use back-up hose valve, platform valve or emergency valve and service stop is desired, gradual reduction of train line pressure must be made by slowly opening the valve. If emergency stop is desired, valve must be immediately operated to full open position and left open until stop is made.

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

Engineman will control speed of train and make all stops, except that conductor, trainman or fireman will control speed and make stops with use of back-up hose valve, platform valve or emergency valve under the following conditions:

A—In an emergency.

B—When communicating signal to stop is not acted on promptly.

C—When movements are made with unoccupied passenger equipment to and from yards and terminals.

Engineman must when final stop is made reduce the brake pipe pressure to sixty (60) pounds so hose can be easily separated. Brake must not be applied in emergency for this purpose.

The back-up hose when not in use must be removed.

Conductor must ride leading platform of a train or passenger equipment making back-up moves and when attaching cars to another train or passenger equipment, except when making back-up moves with unoccupied passenger equipment to and from yards and terminal at Jersey City.

Stop must be made one hundred and fifty (150) feet from bumping block or car that may be on track. Then move back to point where final stop is to be made.

Air Brake Instructions Form 1118 Rev. amplified.

5. CONNECTING STEAM, AIR OR WHISTLE HOSE

The steam, air or whistle hose must not be connected until the cars have been stretched to assure that the coupling has been properly made.

Air Brake Instructions Form 1118 Rev. amplified.

6. TRAIN ORDERS, TRACK CAR ORDERS AND OTHER INSTRUCTIONS HANDLED BY TELEPHONE

Train orders, track car orders and other instructions will be handled over local telephone lines through signalmen or operators at nearest open office. (See time table list of telephones.)

If necessary to use train dispatcher's circuit, it will be permissible to receive instructions direct from the dispatcher, which must be repeated and record made by dispatcher.

Signalmen and operators will receive train orders, track car orders and other instructions from train dispatcher and transmit them to person asking for same. These must be repeated and names and occupations of employes exchanged, as prescribed by Rule 217, paragraphs 4 and 5, and Rule 234, paragraph 2.

Train orders, track car orders and other instructions have preference over all other business.

Conductor, engineman, pilot and drivers of track cars must use telephone when necessary to facilitate movements.

7. UNATTENDED BAGGAGE AND COMBINATION CARS

When baggage cars or combination cars with baggage compartment next to engine are unattended, the forward door must be kept locked and side doors closed and secured while enroute between terminals.

8. FLAGMEN ON PASSENGER TRAINS

Flagmen on passenger trains must confine their duties to the two rear cars in their train, except where locked or sealed baggage cars are hauled on the rear of train the flagman must remain not more than three cars from the rear end. Not more than two locked or sealed baggage cars to be hauled on the rear of occupied passenger trains.

9. HOURS OF SERVICE (See Rule O)

The Hours-of-Service Law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired must report the fact to the proper officer before going on duty.

10. HIGH VOLTAGE WIRES

Employes working along the right-of-way on any structure, bridge or building close to overhead wires must not come within eight feet of high voltage transmission lines, or within three feet of signal power wires or catenary contact systems. If necessary to work closer to these wires than the above prescribed limits, permission must be received from the Power Director or other proper authority of the owner company, who will arrange to de-energize the wires and provide a protection man for the safe conduct of the work.

11. SPEED WHEN ACCEPTING APPROACH SIGNALS

In conforming to the speed requirements when operating under Rules 285, 285-A, 285-B and 285-C, the train should not exceed medium speed (one-half normal speed, not to exceed thirty (30) miles per hour) when passing the signal. When the signal cannot be seen a sufficient distance to reduce to medium speed before passing the signal, the speed should be reduced as soon as proper handling of train will permit.

12. SPEED AT JUNCTIONS AND CROSSOVERS

Movement over diverging routes at junction points and crossovers must be made without shock or jar to the train.

13. THROWING MAIL, NEWSPAPERS, ETC. FROM MOVING TRAINS

Mail, newspapers, or packages must not be thrown from moving trains, except where actually required by train not stopping, and then only after Baggage Master has carefully checked to see that there are no passengers or employes on station platform who might be struck or injured.

14. MOVEMENT MAIN TO YARD TRACKS AT INTERLOCKINGS

While Yardmaster is on duty, Signalman must not initiate a movement from main track to yard track without permission from Yardmaster, who will be responsible for protecting any conflicting movement.

15. ATTACHING AND DETACHING ENGINES IN HELPER SERVICE

In order to avoid sudden reductions in brake pipe pressure on trains to be assisted with helper locomotives, the procedure to follow in the order shown will govern:

- (a) Attach locomotive, making stretch test.
- (b) Slowly open angle cock on helper locomotive.
- (c) Slowly open angle cock on caboose or rear unit of train.
- (d) When required brake pipe pressure is obtained, helper locomotive whistle to sound one long blast.
- (e) On receiving this signal, engineman of road locomotive make brake pipe reduction as prescribed by air brake instructions.
- (f) On noting brakes have applied on rear of train, engineman of helper will sound two long blasts of whistle for release of brakes.
- (g) On receiving this signal, engineman of road engine, if having necessary signals to proceed, will release brakes, place brake valve in running position and wait until receiving whistle signal from helper to proceed. This waiting period to be by the watch as shown in table below.
- (h) On noting brakes have released, engineman on helper locomotive will observe pressure on brake pipe gage and wait by the watch (as shown in table below) before using throttle, recall the flagman and then sound two long blasts of the whistle to proceed.

TABLE: 5 minutes with trains up to 100 cars

7	"	"	"	101 to 125 cars
10	"	"	"	126 to 150 cars

This procedure to insure locomotives at both head and rear of train starting at same time, particularly with diesel locomotive helper. When throttle of diesel locomotive helper is opened and pointer on ammeter goes to maximum range without causing locomotive to move, throttle must be eased to No. 1 notch, allowing amperage drop to about 150 after which throttle will be moved to idle position to avoid damage to commutators.

Where the rear of the train to which the helper is attached is not equipped with an uncoupling device, train must be stopped to detach the helper.

Air will not be coupled between helper locomotives and trains assisted for short distance such as out of yards.

16. ACKNOWLEDGING RUNNING TEST OF BRAKES

It will not be necessary for trainmen to acknowledge running test of brakes made by enginemen except when leaving a terminal or when running test is made after the consist of a train has been changed.

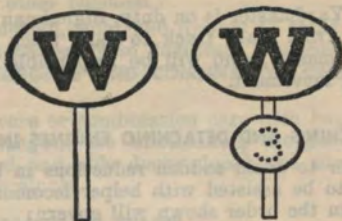
Air Brake Instruction 90 Form 1118 Rev. modified.

17. PASSENGER TRAINS APPROACHING STATIONS AT WHICH THEY ARE TO STOP

A passenger train must not go into a station where it is to stop while a train is standing or moving on track between it and the station platform. When two trains are approaching a station simultaneously at which they are to stop, the train using the track farthest from the station platform must stop clear of the station platform, proceeding only after the other train has cleared the station platform. Rule 107 amplified.

18. GRADE CROSSING APPROACH SIGN

RULE 703



Indication—Approach to grade crossings for which whistle must be sounded or bell rung.

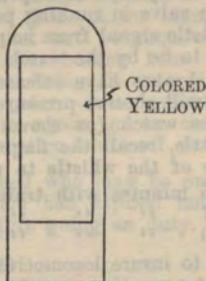
Name—Grade crossing approach sign.

Location—Upon the right of and adjacent to tracks to which it refers.

Note—When this sign indicates approach to more than one crossing it is supplemented with a disc displaying a numeral representing the number of crossings. Rule 703 Amplified.

19. SIDING CLEARANCE SIGN

NEW RULE 710



Indication—Clearance point.

Name—Siding clearance sign.

Location—To the right of and adjacent to siding to which it refers.

(Not used where a derail or switch indicates the fouling point).

20. NEW DEFINITIONS OF SPEEDS

SPEEDS

NORMAL SPEED—The maximum speed permitted by timetable for main track movements.

MEDIUM SPEED—One-half the normal speed, not to exceed thirty miles per hour.

SLOW SPEED—A speed not exceeding fifteen miles per hour.

REDUCED SPEED—Proceed prepared to stop short of train or obstruction.

RESTRICTED SPEED—A speed that will permit stopping short of another train, or obstruction, but not exceeding fifteen miles per hour.

YARD SPEED—A speed that will permit stopping within one-half the range of vision.

“Superseding definitions of speeds shown on page 16, Rules of the Operating Department.”

21. SIGNAL INDICATION SPEEDS MAY BE MODIFIED

The speed prescribed by the indication of a signal may be modified by time-table.

22. NEW RULES 261, 262, 263 AND NEW FORM "B"

261. Block signal indications will supersede the superiority of trains for both opposing and following movements on the same track, on tracks and between points specified in the time-table. A train or engine for which the direction of traffic has been established must not pass an interlocking signal indicating stop on hand signal, unless authorized by train order, except that trains and engines may pass an interlocking signal indicating stop and then proceed with the current of traffic when authorized by hand signal and Form B, after the Signalman has ascertained from Train Dispatcher that track is clear of opposing movements.

Rule 261, Page 79, Rules of the Operating Department annulled.

262. A train for which the direction of traffic has been established must not move in the opposite direction without proper interlocking signal indication or train order.

263. Except as affected by Rule 261, all Operating, Signal and Interlocking Rules remain in force.

NEW FORM:

FORM
"B"

JERSEY CENTRAL LINES
PERMISSIVE CARD

FORM
"B"

_____ M. _____ 19____
(Station) (Time) (Date)

To Conductor and Engineman:

Train _____ Engine _____ on _____ track

Interlocking Signal indicating STOP is inoperative. Proceed from _____ track to _____ track as though Restricting Signal were displayed.

Signalman

NOTE:—This form will be used to authorize a train or engine to pass an interlocking signal indicating STOP and move with current of traffic, only in case of signal failure in two or more track territory where Rule 261 is in effect.

Before issuing this Form, Signalman must ascertain from the Train Dispatcher, and the Signalman at the next interlocking station in advance, that the track is clear of opposing movements, and Signalman must know that traffic has been established for the direction and on the track on which movement is to be made.

In addition, Rules 628 and 663 must be complied with.

NOTE: To be used with double carbon paper and a typewriter or stiff tin.

23. DOUBLE END PASSENGER AND FREIGHT ROAD DIESEL ENGINES

The control cab from which the engine is being operated will be the forward end of the engine on all double end passenger and freight road diesel engines.

Crews will be so governed in initiating, interpreting and acting upon hand, flag and lamp signals, Rule 12 and any other Operating Department rules affecting the direction of movement of an engine.

Engine crews operating these engines must have an understanding with each member of train crew regarding the control cab from which the engine will be operated and must not operate engine from control cab on opposite end without notifying each member of train crew.

**24. FAIRBANKS-MORSE DIESEL ENGINES 1500-1517 INCLUSIVE;
ALCO DIESEL ENGINES 1200-1204 INCLUSIVE,
AND 1540-1547 INCLUSIVE**

When operating these engines, regardless of side from which the engine is operated, the CAB END of the engine will be considered the REAR END and the requirements of Rule 36 will govern the direction of movement, the same as a steam engine. Crews will be so governed in initiating, interpreting, and acting upon hand, flag, lamp and communicating signals, Rule 12, 16, and any other Operating Department rules affecting the direction of movement of these engines.

25. STARTING FREIGHT TRAINS HAVING DIESEL AND STEAM LOCOMOTIVES

Starting freight trains having diesel and steam locomotives on the head end, after coupling with steam on the head end, make a 25 pound reduction and wait required time for brakes to release on entire train. The steam locomotive to pull all slack out gently and leave throttle open. The diesel locomotive must not attempt to apply power until above is completed, then the diesel locomotive slowly notching out on throttle as power is required.

If diesel locomotive does not move and ammeter reading go all the way over in red zone, throttle must be shut off to idle position before lapse of five (5) seconds to prevent damage to traction motors.

Starting freight trains, having diesel locomotive on the head end and steam locomotive on rear end, after coupling helper on the rear, lead locomotive make 25 pound reduction and wait required time for brakes to release, the helper to push all possible slack in and leave throttle open. The helper will then sound two (2) long blasts of whistle to notify head end this has been completed. The diesel locomotive will then start head end of train by notching throttle out as required to start train. Do not permit the head portion of train to move too fast until entire train is under way, as rear portion of train with slack bunched with helper on rear end and diesel locomotive on head end must have slack adjusted gently.

Should ammeter reading go into red zone above continuous rating, notch off on throttle to drop more load on steam helper. When ammeter reading starts out of the red zone due to getting help from rear, throttle will be notched out to get full capacity of diesel locomotive.

26. OPERATING RESTRICTIONS — DIESEL LOCOMOTIVES

(a) A diesel locomotive must not be stopped over any open flame, light or fire, except in case of emergency when immediate action must be taken to prevent damage to the locomotive by fire.

(b) A diesel locomotive must not be run through water when depth has reached above top of rail.

When passing through water reaching top of rail, speed must not exceed three (3) M.P.H.

If a diesel locomotive is inadvertently run in water above the top of rail, or there is reason to believe the motors have become wet, the throttle will be closed as quickly as possible and no attempt made to start again unless an inspection shows they are not wet. If they are wet, advise the dispatcher or engine house and await instructions.

If the throttle is opened while traction motors are wet, serious damage will result.

(c) When necessary to adjust or perform work on the Air or Electrical connections used for coupling Diesel Units, or when a Unit is attached or detached, while it is in charge of an engine crew, a Road Test of air brakes as prescribed by Instruction 154 of the Air Brake Instructions Form 1118 Rev. must be made before proceeding.

27. HEAD TRAINMAN ON FREIGHT DIESEL LOCOMOTIVE

Head trainman assigned to freight trains, operated with a Diesel locomotive, must ride in the control cab from which engine is operated, except when necessary to drop back because of stuck brakes, defects or other causes, or to handle retainers, and must return to engine as soon as possible.

28. DELAYS TO PASSENGER TRAFFIC

When there are unusual delays to passenger traffic, the following will be observed:

Ticket Agents at Stations

Ticket Agents will keep informed as to the cause and probable length of interruption and will make courteous announcements in waiting rooms, on platforms, to passengers purchasing tickets, and to those making telephone inquiries.

Passenger Train Employes on Delayed Trains

Passenger train employes will make courteous announcements in each occupied car of their train (except sleeping cars at night), as to what they have been able to learn about the cause and probable length of delay, what action is being taken, and will express regret that passengers are being inconvenienced. If other means of reaching their destinations earlier is known, passengers should be furnished this information on request.

29. INSTRUCTIONS TO PASSENGER CREWS

Extraordinary precautions should be taken by crew members of passenger trains to see that passengers do not stand on buffer plates over couplers while train is in motion.

30. NEW RULE S-97 (a)

"S-97 (a) on single track extra trains must not be run without Train Orders, except where Rule 261 or Rule S-93 (a) is in effect."

Rule S-97 (a), Page 41, Rules of the Operating Department annulled.

31. RULE 104, FIRST PARAGRAPH AMPLIFIED AS FOLLOWS:

"Conductors are responsible for the position of switches and derails used by them and their trainmen except where switch tenders are stationed. Switches and derails must be properly lined after having been used and where locks are provided they must be securely locked."

32. RULE S-208 MODIFIED

Rule S-208, page 50, Rules of the Operating Department is changed to Rule 208, making the rule applicable to both Single and two or more tracks.

33. RULE D-208 ANNULLED

Rule D-208, page 51, Rules of the Operating Department, ANNULLED.

34. RULE 221 MODIFIED

Fifth paragraph Rule 221, page 56, Rules of the Operating Department, ANNULLED. The paragraph annulled reads as follows:

"A passenger train approaching a station at which the train order signal indicates stop may, after acknowledging same as prescribed in Rule 14 (g), pass the signal to do station work. Train having passed train order signal in this manner must not proceed without Clearance Card Form 'A'."

35. NEW RULE 240:

“On main tracks outside of yard limits:

- (a) ‘Opposing’ extra trains or track cars must not be permitted to enter the section of track occupied by a track car unless notified by train order to protect against such track car.
- (b) ‘Following’ Extra trains or track cars designated in the Form 49, must not be permitted to enter the section of track occupied by a track car before the time shown on the Form 49.
- (c) ‘Following’ Extra trains or track cars not shown on Form 49 must not be permitted to enter a section of track occupied by a track car unless notified by train order to protect against such track car.”

Rule 240, Page 76, Rules of the Operating Department, annulled.

36. RULE "R" FIRST PARAGRAPH, AMPLIFIED, AS FOLLOWS:

Steam engines hauled in a train without supplying any power, must be handled in the forward motion near the head end, separated by at least four cars from the engine or engines pulling the train and not less than four cars between each steam engine hauled. Train hauling steam engines shall not exceed a speed of 25 miles per hour.

Unless otherwise provided, Diesel engines not supplying power moving in a train when:

- (a) hauled by steam engine shall be separated by not less than five cars and not more than 20 cars from engine pulling the train;
- (b) hauled by Diesel engine shall be handled near the head end but not exceeding 20 cars from the engine pulling the train.

Train hauling Diesel engine may operate at normal speed unless restricted by waybill or other instructions.

37. NEW RULE V.

General Orders and General Notices are instructions issued by Superintendent.

General Orders and General Notices will be posted at Bulletin Board locations designated by time-table.

All train service employes before going on duty, must read General Orders and General Notices. General Orders must be signed for on prescribed form showing date and time of signature.

When they go on duty, conductors and enginemen must indicate, in space provided for that purpose on their daily time card, that they have read and signed for all General Orders in effect, the latest General Order number to be shown. Where crew dispatchers or others authorized to sign time cards are on duty they shall examine the General Order number shown on such time cards, and only sign when the General Order number shown is the latest in effect.

Conductors and enginemen, while on duty, must have with them, in a binder provided for that purpose, General Orders in effect in the territory where they are qualified to operate.

Rule V, Page 12, Rules of the Operating Department, annulled.

SPECIAL INSTRUCTIONS

101. TRAIN ORDER BRACKETS

Red flag and red light as required by paragraph (b), Rule 221, will be displayed on bracket at the following interlocking stations, indicating there are train orders to be delivered:

- “HX” —Palmerton
- “PQ” —Nesquehoning Jct.
- “AV” —Penn Haven Jct.
- “UN” —Tunnel
- “FQ” —Mountain Park

102. PUSHER ENGINES AT RITA

When pusher engines are unable to obtain permission at Rita crossover to cross over and return to White Haven without running order, they will proceed to Penobscot station and report for instructions.

103. FREIGHT EQUIPMENT ATTACHED TO PASSENGER TRAINS IN PENNSYLVANIA

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

104. UNATTENDED INTERLOCKING, JUNCTIONS AND CROSSINGS OF RAILROADS AT GRADE

Main Line or Branch	Location	Interlocking, Junction, or Crossing	Normal position of signals when unattended		See Note
			C.R.P.	Other R.R.	
Barb Wire Branch (A.T.R.R.)	Allentown	L.V. Barber Branch Crossing	Stop	Proceed	1-2
Main Line	Palmerton	“HX” Interlocking	Proceed	None	10
Nesquehoning Valley	West End of Hauto Storage Yard	L. & N.E. Crossing	Proceed	None	3-3a
Nesquehoning Valley	West of Hauto	L. & N.E. Junction	Proceed on eastward main track	Stop for eastward trains L&NE to CRP	3-3a-4-5
Tresckow	Andenried (German-town Crossing)	Interlocking (L. V. and Glen-Alden Coal Co. narrow gauge Crossing)	Stop	Proceed	7-8
Tresckow	Andenried (Near Route 29)	Glen-Alden Coal Co. narrow gauge Crossing	Proceed (Green Disc)	Stop (Red Disc)	3-3a

Main Line or Branch	Location	Inter-locking, Junction, or Crossing	Normal position of signals when unattended		See Note
			C.R.P.	Other R.R.	
Nanticoke	Wilkes-Barre (450 ft. west of Blackman Street)	L.V. Franklin Branch Crossing	Proceed (Green Disc)	Stop (Red Disc)	3-3a
Nanticoke	Gardners Switch (3200 ft. east of Gardners Switch)	L.V. Mineral Springs Branch Crossing	None	None	3-3b
Lee Mine	Nanticoke	Susquehanna Colliery (PRR Crossing)	Stop (Red Disc)	Proceed (Green Disc)	3-3a-9
Main Line	Blackman St., Wilkes-Barre	Junction with Academy Street Branch	Stop	Stop on Academy Street Branch	6
Canal	Prospect Colliery (2500 ft. east of M.P. 2)	L.V. Crossing	Proceed	None	3-3a
Canal	Henry Colliery (900 ft. east of M.P. 3)	L.V. Crossing	Proceed	None	3-3a
Main Line	Scranton Steel Mills	Inter-locking (D.L.&W. Crossing)	Proceed	Stop	3-3a

NOTE 1. All trains, engines, and track cars must stop at these signals regardless of the indication displayed. After stopping they may proceed over crossing if signal indicates proceed. Rule 242 amplified.

NOTE 2. Before obstructing the crossing, set the signals on LV RR at stop and clear the signals on CRP.

NOTE 3. Trains, engines and track cars shall approach signal, junction or crossing at reduced speed and proceed only

a Under proper signal indication. Rule 242 amplified.

b After stopping, when it is known that the way is clear.

c After stopping at "stop" sign before accepting signal.

NOTE 4. To make eastward movement from L&NE RR at Hauto to CRP eastward main track:

First, set signal for eastward main track, west of Hauto, at "STOP".

Second, set switch in eastward main track, then set signal on connection with L&NE RR at "PROCEED". After movements are completed, restore signal on L&NE to normal position before restoring switches to normal position. Then restore signal for eastward main track west of Hauto to normal position.

NOTE 5. To make westward movement from CRP westward main track to L&NE RR, trains must stop east of cross-over between westward and eastward tracks; then set signal at "STOP" on eastward CRP main track, west of Hauto;

then set main track switch leading to L&NE RR; and then set the crossover. After movements are completed, restore switches to normal position before restoring signals to normal position.

NOTE 6. At Blackman Street, South Wilkes-Barre, dwarf signal on eastward track governing westward movements to Academy Street Branch, is controlled by Lehigh Valley at South Wilkes-Barre, which is attended 24 hours daily.

Crews desiring to use switch to Academy Street Branch will communicate with Signalman at South Wilkes-Barre, and after permission is received, unlock case of electric lock and operate push button. If indicator clears, hold button in and move lever to the left, which will unlock the switch. Switch may then be set reverse, permitting signal to be cleared for movement over the crossing. After movement is completed, switch must be restored to normal position, lever on electric lock moved to the right, to position in which it was found, and case of electric lock closed and locked.

NOTE 7. Trains, engines and track cars approaching this interlocking shall proceed only under proper signal indication. Rule 242 amplified.

NOTE 8. Unattended weekdays after passage of CRP Audenried Run until 5.30 AM; Sundays and holidays 12.01 AM to 11.59 PM.

NOTE 9. When it is known that the way is clear, CRP must not obstruct the crossing until signals are set so as to indicate "STOP" for PRR and "PROCEED" for CRP after CRP movements over the crossing have been completed signals must be restored to normal.

NOTE 10. Unattended daily from 6.00 AM to 2.00 PM, also from 10.00 PM Sundays to 6.00 AM Mondays.

During the hours this station is unattended, the following arrangement of switches and signals will be in effect

- (a) The Interlocking switches at "HX" will be set for straight movements on the Main Line.
- (b) The interlocking signals for movements referred to in Paragraph (a) governing with the current of traffic, will operate automatically.

(See Rules 635 and 671)

105. SPECIAL PROTECTION AT CROSSINGS

(a) FLAGGING AT PUBLIC CROSSINGS

Train or engine crews must flag all movements over the following crossings. A member of crew with a red flag by day and a red light by night shall precede engine or train to warn highway traffic until crossing is blocked by engine or cars, as prescribed by Rule T, last paragraph:

<u>Location</u>	<u>Track or Branch</u>	<u>Crossings</u>
Easton	Dock Street	Highway Crossing.
Easton	E & W Branch	Center St. (near plant of the American Assembling Machine Co.), also Wilson Road.
Odenwelder	Side Track	Adamson Street (near plant of Ingersoll-Rand Company).
Northampton	Atlas Branch	Main Street.
Northampton	Team Track	Laubach Avenue.
Nesquehoning	Nesquehoning Valley Branch	Highway crossing east end Loaded Breaker Yard. Highway crossing west end Empty Breaker Yard.

<u>Location</u>	<u>Track or Branch</u>	<u>Crossings</u>
West of Silver Brook	Tresckow Branch	Highway 29. Trains or engines must stop 100 feet from crossing.
Wilkes-Barre	Nanticoke Branch Buttonwood Branch	Northampton Street, Blackman Street, and Scott Street. Division St., St. Mary's Road, and Township Rd. at Breaker.
South Wilkes-Barre	Academy Street Branch	South Main, Hanover and Wood Streets.
South Wilkes-Barre	Glen Alden Side Track	Parrish St.
Wilkes-Barre	Yard	Freight House Crossing.
Mile Post 2 and West of Mile Post 3	Canal Branch	Highway 309.
Scranton	Main Line and Running Track	Emmet Street and Coar Place Crossings, between the hours of 11.00 P.M. and 12.30 A.M.
Scranton	Yard	Freight House to Team Track.

(b) FLAGGING AT PRIVATE CROSSINGS

Train or engine switching over the following private road crossing must have a member of the crew with a red flag by day and red light by night stationed on the crossing to warn all highway traffic, as prescribed for public crossings by Rule T, first paragraph:

<u>Location</u>	<u>Track or Branch</u>	<u>Crossings</u>
Hazard	Yard	Lock crossing

(c) SIDING & SIDE TRACKS WITH TRACK CIRCUITS

The following siding and side tracks are protected with approach track circuits for the operation of automatic warning devices at road crossings. (See Rule T, second paragraph, item (c)):

<u>Branch</u>	<u>Location</u>	<u>Name of Crossing</u>	<u>Name of Siding or Side Track</u>	<u>See Note</u>
Main Line	West Easton Boro.	Glendon Road	Westward siding	2
			Eastward siding	1
Main Line	Palmer Twp.	Upper Glendon Rd.	Eastward siding	1
Main Line	Northampton Boro.	West 17th St.	Siding	1-2
Main Line	Palmerton Boro.	N. J. Zinc Co. Private Crossing (855 feet East of Mile Post 109)	Siding	1-2
Main Line	Palmerton Boro.	N. J. Zinc Co. Private Crossing (1,250 feet West of Mile Post 109)	Siding	1-2

NOTE 1. Approach circuit for Eastward moves.

NOTE 2. Approach circuit for Westward moves.

106. AUTOMATIC CROSSING GATES

<u>Location</u>	<u>Track or Branch</u>	<u>Crossings</u>
Scranton	Main Line	Elm Street. See Note 1, 1b, 1d, 1e, 1f, 1g, 1h, under Special Instruction 105(d).

NOTE 1: Road crossing is protected by automatic gates with flashing lights.

(a) IN TWO OR MORE TRACK TERRITORY:

- (1) Automatic gates operate with the current of traffic only, except where otherwise referred to herein.
- (2) AGAINST the current of traffic moves on main tracks over road crossing must be protected per Rule T (last paragraph) except where otherwise provided herein.

(b) IN SINGLE TRACK TERRITORY, also ON TRACKS IN TWO OR MORE TRACK TERRITORY where automatic gates operate for movements with and against the current of traffic, when recrossing the road crossing after a reversal in direction of movement, or when approaching the road crossing while a switching movement is being made on the opposing approach circuit; or when proceeding under STOP and PROCEED signal—Rule 291; STOP signal—Rule 292—at unattended interlocking preceded by flagman; or RESTRICTING cab signal—Rule 290; train, engine, or cars must approach the road crossing carefully and at reduced speed, expecting to find unwarned highway traffic on or approaching the road crossing. Movement must not be made on or over road crossing until it is known that the gates are in the "DOWN" position.

(c) MOVEMENT ON EACH SIDE TRACK which passes over road crossing must be protected by lowering automatic gates by manual control to the "DOWN" position, except where otherwise provided herein.

(d) TO LOWER GATES by manual control, insert and turn switch key in key-hole marked "LOWER" in key-box provided for that purpose.

(e) TO MOVE HIGHWAY TRAFFIC when gates are in the down position because a train, engine, or car is stopped on an approach track section, RAISE the gates by manual control for such track. Train, engine, or cars must not move on or over road crossing until gates are again in the "DOWN" position.

(f) TO RAISE GATES by manual control, insert and turn switch key in key-hole marked "RAISE" in key-box provided for that purpose and marked for the particular track for which it is desired to raise the gates.

(g) SWITCH KEY MUST NOT BE REMOVED after being inserted and turned in key-hole in key-box, until it is again desired to restore gates to automatic operation.

(h) REPORTING GATES IN DOWN POSITION: Should an automatic crossing gate remain in down position when there are no trains, engines or cars on the approach sections, the Train Dispatcher must be notified of this fact immediately by any employee observing or learning of this condition. The Train Dispatcher (who will maintain an up-to-date list of nearby signal maintainers and other qualified employees), will arrange to have such a qualified employee operate the gates until conditions are again normal. Employee handling gates should furnish same protection as that furnished by a regular crossing watchman.

107. LOCATIONS WHERE BLOCK SIGNAL AND INTERLOCKING RULES NOS. 251-261 AND 505 TO 515 ARE EFFECTIVE

(a) Block Signal and Interlocking Rule 251 effective between "R" Interlocking and Phillipsburg for movement of eastward trains.

(b) Block Signal and Interlocking Rule 261 effective:
Between "VN" Interlocking and "JU" Interlocking on track 2.

Between Union Street Interlocking, "J" Interlocking and "R" Interlocking on eastward and westward tracks.

(c) Automatic Block System Rules 505 to 515, inclusive, effective between Phillipsburg and Hudson, between Union Street Interlocking and "WK" Interlocking on Allentown Terminal Railroad, Nesquehoning Junction and 1600 feet east of Mile Post 2, Nesquehoning Valley Branch.

108. CURRENT OF TRAFFIC

The current of traffic is as follows:

Between "JU" Interlocking and "VN" Interlocking, track 1 for eastward trains and tracks 2 and 4 for westward trains.

Between "VN" Interlocking and "R" Interlocking, track 1 for eastward trains and tracks 2 and 4 for westward trains.

109. TONNAGE SIGNALS

The following signals are supplemented with a disc bearing the letter "P". (See Rule 291 (b)):

WESTWARD

Nos. 1431, 1451, 1471, 1481, 1491, 1501 and 1511 between White Haven and Rita crossover.

110. SPRING SWITCHES (See Rule 800)

Location	Switch to Which Attached	Normal Position	Location of Spring Switch Signal	See Note
Lockport	East End Eastward Siding	Eastward Main Track	2,110 ft. East of Spring Switch	—
Hazard	West End of Siding	Westward Main Track	2,448 ft. West of Spring Switch	—
Penn Haven Jct.	West End of Siding	Westward Main Track	2,340 ft. West of Spring Switch	—
Rockport	East End of Siding	Eastward Main Track	1,956 ft. East of Spring Switch	—
Rockport	West End of Siding	Westward Main Track	1,177 ft. West of Spring Switch	—
Tunnel	West End Westward Siding	Westward Main Track	2,288 ft. West of Spring Switch	—
Penobscot	West End Westward Siding	Main (Single) Track	Protected by Automatic Block Signal 1562	1
Gardners Switch	West End Single Track	Westward Main Track	Protected by Automatic Block Signal 1743	1-2

Location	Switch to Which Attached	Normal Position	Location of Spring Switch Signal	See Note
Taylor	West End Yard Track	Secondary Track	210 ft. West of Spring Switch	3-4-5
Hauto	East End Single Track	Eastward Main Track	2,985 ft. West of Spring Switch	—

NOTE 1. When a train is stopped by the automatic block signal, it may proceed in accordance with Rule 509, but must see that the switch points of the switch are in proper position.

NOTE 2. Westward one-arm automatic block signal No. 1745 governing westward movements from Nanticoke Branch located on Nanticoke Branch two hundred forty-three (243) feet east of the west and single track, Gardners Switch, indicates track conditions when the Nanticoke Branch Switch is set to lead to the main line. When a train is stopped by this signal, after switch from Nanticoke Branch has been reversed, it may proceed in accordance with Rule No. 509, but must see that the points of the switch are in proper position.

NOTE 3. One-arm upper quadrant signal located two hundred and ten (210) feet west of spring switch, will indicate position of switch only. This signal does not indicate condition of track east or west of spring switch.

NOTE 4. A yellow light or arm in forty-five (45) degree position will indicate switch is set for an eastward movement.

NOTE 5. A red light, or arm in horizontal position, will indicate switch is set for westward movement or points held open by an obstruction. If an eastward move is to be made points of spring switch must be closed before passing over it.

111. HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCKS

Location	Switch	Controlled By	See Note
Catasauqua Interlocking	Trailing point switch leading from General Ribbon Mill to westward main track 3574 ft. west of L. & N. E. crossing	Catasauqua	—
Catasauqua Interlocking	Trailing point crossover between westward and eastward main track 719 ft. west of L.&N.E. crossing	Catasauqua	1
Catasauqua Interlocking	Facing point switch leading from station side track to eastward main track 702 ft. west of L.&N.E. crossing	Catasauqua	—
Catasauqua Interlocking	Trailing point switch leading from west side yard to westward main track 855 ft. east of L.&N.E. crossing	Catasauqua	—

Location	Switch	Controlled By	See Note
Catasauqua Interlocking	Trailing point switch leading from east side yard to eastward main track 2542 ft. east of L.&N.E. crossing	Catasauqua	—
Catasauqua Interlocking	Trailing point crossover between westward and eastward main track 3209 ft. east of L.&N.E. crossing	Catasauqua	1
Catasauqua Interlocking	Facing point switch leading from Davies & Thomas to westward main track 3211 ft. east of L.&N.E. crossing	Catasauqua	—
Blackman St., So. Wilkes-Barre	Switch from eastward main track to Academy Street Branch	Lehigh Valley RR So. Wilkes-Barre Interlocking	2

The following instructions will govern the operation of electrically locked switch:

To REVERSE, unlock and open electric lock box and when small semaphore assumes 90° position, throw small lever from "N" to "R". The switch may then be thrown in usual manner.

To RESTORE to normal position, close the switch in usual manner, throw small lever in electric lock box from "R" to "N", then close and lock electric lock box.

NOTE 1. End of crossover switch equipped with electric lock must be operated before the switch on the other end of crossover is operated. When restoring switch to normal, the end of crossover equipped with electric lock must be closed last.

NOTE 2. For further instructions See Note 6 Special Instructions 104.

112. NORMAL POSITION OF HAND SWITCHES ON MAIN TRACKS AT JUNCTIONS

Location	Switch	Normal Position
Gardners Switch	End of two or more tracks	For westward trains
Hanto	End of two or more tracks	For eastward trains
Penobscot	End of two or more tracks	For eastward trains
Wilkes-Barre	End of two or more tracks	For eastward trains
Taylor	End of two or more tracks	For eastward trains

AT PENOBSCOT

Train crews of Westward trains (except Regular and Extra Passenger trains), will set crossover switches for movement from Westward track to single track.

Operators will set crossover switches for movement of Regular and Extra Passenger trains from Westward track to single track, and will be responsible for normal position of switches after departure of all Westward trains.

AT TAYLOR

Train crews of Westward trains (except Regular and Extra Passenger trains), will set crossover switches for movement from Westward track to secondary track.

Operators will set crossover switches for movement of Regular and Extra Passenger trains from Westward track to secondary track, and will be responsible for normal position of switches after departure of all Westward trains.

113. TAKING COAL OR WATER

Except at following locations, freight trains must stop and detach engine from train before taking coal or water:

WESTWARD: Nesquehoning Junction, Rockport, Penobscot.

114. WATER COLUMNS WITH INSUFFICIENT CLEARANCE FOR 21,000 GALLON TENDERS

Water must not be taken by engines equipped with 21,000 gallon capacity tenders at water columns at Treichler, Rockport (east of station), Bergers, and Ashley (eastward track).

115. BLOCK STATIONS

Location of Block Stations (See Rules 400 to 406, inclusive)

<u>Main Line or Branch</u>	<u>Station</u>	<u>Hours Open</u>	
		<u>Weekdays</u>	<u>Sundays</u>
Main Line	Taylor	Continuously	Continuously
Main Line	Minooka Jet.	Continuously	Continuously

116. L AND H CONNECTION, PHILLIPSBURG

The L&H RR connection, single track, extends from connection with main line at L&H Junction to connection with Penna. RR at Phillipsburg and will be operated under L&H RR rules, under the jurisdiction of Penna. RR Signalman at Belvidere.

117. SOUTH BETHLEHEM BRANCH

South Bethlehem Branch, single track, extends from connection with main line at Bethlehem Junction to connection with Reading Company at their Bethlehem Station and will be operated under yard rules under the jurisdiction of the CRP Yard Master at Bethlehem Junction.

Trains, engines and track cars from CRP tracks to Reading Company tracks must stop at signal governing movements over LV RR crossing, regardless of the indication displayed. After stopping, they may proceed over the crossing if signal indicates proceed.

Eastward trains enroute to Reading Company at South Bethlehem which have short trains, finding signal at Lehigh Valley crossing in stop position, will stop with rear end of train clear of bridge to avoid Flagman getting off on bridge.

118. RESTRICTIONS ON ENGINES

Engines 151-182, 270-324, 677-683, 750-789, 810-814, 821-835, 860-935, 50A51-58E59, 70K71-78S79, 1200-1204, 1500-1547 and 2000-2005 must not be operated from yard tracks at Northampton to Atlas Cement Branch.

Engines 810-814, 821-835, 860-935, 50A51-58E59, 70K71-78S79 and 2000-2005 are not permitted west of Lackawanna Avenue overhead bridge on hill at Scranton.

119. WHITE HAVEN TUNNEL

Movement of trains through White Haven Tunnel will be governed by interlocking signals under the control of Signalman at Tunnel.

120. CHESTNUT RIDGE RAILWAY—PALMERTON

Crews of engines using Chestnut Ridge Railway main track east of Palmerton Yard switch, must do so under proper protection.

121. HAUCKS AND TAMANEND

Trains having cars for delivery in Reading Company yard at Haucks must not enter that yard until instructions are received from Yard Master as to what track is to be used.

Crews having trains to back in Reading Company yard at Haucks, at which point it is difficult to pass signals due to length of train or weather conditions, will use back-up hose for such movements.

Before back-up movement is started, a sufficient number of hand brakes must be applied on leading cars in order to keep the slack bunched as cars pass beyond the apex of the grade.

Speed limit of 8 miles per hour must not be exceeded in making such movements.

Stop will be made by use of back-up hose, and except in cases of emergency the brakes will be applied gradually by Conductor or Trainman in sufficient time to stop train with service application at the desired point.

Except in cases of emergency, Engineman will leave the automatic brake valve handle in running position until stop is completed.

Back-up hose will be kept in box near switch leading to Reading Company yard at Tamanend. Back-up hose must be returned to this point after use by crew using same.

Under no circumstances will angle cock be used to control speed or stop train.

122. OVERHEAD WIRE CROSSINGS

Employees are forbidden to ride or work on top of box cars, engines or other high equipment while movement is being made under overhead wire crossings at the following locations:

MAIN LINE TERRITORY OR BRANCH

Location	Main Line Branch or Yard Tracks	Tracks Involved	Remarks
Freemansburg	Main Line	Side Track	Station Side Track
Allentown	A.T.R.R.	Main Tracks	Hamilton St.
Catasauqua	Main Line	Main Tracks	Race St.
Siegfried	Main Line	Side Track	PP&L Co. Sub-Station
Palmerton	Main Line	Main Tracks Siding No. 1 Side track	} West End of Yard
Bowmanstown	Main Line	Main Tracks		800 ft. west of station
Ashley	Main Line	Main Tracks and Team Track	Main St.
Ashley	Yard Track	Yard Track	Main St. and Cemetery St.
Ashley	Yard Tracks	Side Track	Scale track, Shop tracks A, B, C and D, West End Shop Yard
Wilkes-Barre	Yard Tracks	Freight yard	Black Diamond Warehouse
Wilkes-Barre	Main Line	Main Tracks	East Market St.
Wilkes-Barre	Main Line	All Tracks	Scott St.
Wilkes-Barre	Main Line	Main Tracks	Hazle St.
Parsons	Main Line	Main Tracks	George Ave.
Wilkes-Barre	Buttonwood Brch.	Main Tracks	Lee Park Ave.
Wilkes-Barre	Nanticoke Brch.	Main track	Northampton St.
Parsons	Nanticoke Brch.	Main track	Scott St.
Wilkes-Barre	Canal Branch	Main track	River St.
So. Wilkes-Barre	Academy St. Brch.	Main track	Hanover St.

123. SPEED RESTRICTIONS

A. MAXIMUM SPEED.

The speeds shown in the following tables are maximum speeds and must not be exceeded.

When rules, signals, instructions or any conditions require lower speed, such lower speed must not be exceeded.

B. MAXIMUM SPEED OF TRAINS.

	MILES PER HOUR		
	Pas- senger	Freight	Work and Service
Phillipsburg and Mauch Chunk	50	40	30
Mauch Chunk and Penobscot	50	30	30
Penobscot and Hudson	40	30	30
Minooka Jet. and Scranton Station— All Trains—Yard Speed.....			
Nesquehoning Junction and Tamanend....	30	30	30
Treskow Branch	15	15	15
Allentown Terminal RE	30	15	15
Nanticoke Branch	15	15	15
Franklin Branch	10	10	10
Buttonwood Branch	10	10	10
E. & W. Branch	15	15	15
Canal Branch	10	10	10
Leemine Branch	10	10	10
Lee Branch	10	10	10
Everhart Branch	15	15	15
Upper Lehigh Branch	15	15	15
Sandy Run Branch	15	15	15

C. MAXIMUM SPEED OF ENGINES.

Loco. No.	RUNNING FORWARD		RUNNING BACKWARD	
	Light	With Train	Light	With Train
4—139	20	20	20	20
151—182	30	35	30	30
270—324	20	20	20	20
624—	30	35	30	30
677—683	25	25	25	25
750—789	30	35	30	30
810—835	40	35	30	30
840—	15	15	15	15
860—935	30	25	25	25
1000—	25	25	25	25
1005—1012	35	35	35	35
1020—1025	30	30	30	30
1040—1066	35	35	35	35
1067—1071	30	30	30	30
1072—1074	35	35	35	35
1080—1083	35	35	35	35
1200—1204	40		40	
1500—1547	40		40	
2000—2005	40			
50-A-51—58-E-59	30	30	30	30
70-K-71—78-S-79	30	30	30	30
Reading Co.	40		30	
B and O Co.	40		30	

D. MAXIMUM SPEED WHEN HANDLING ENGINES, LOCOMOTIVE CRANES AND SCALE CARS.

Trains handling engines and locomotive cranes, 25 miles per hour.

Scale cars to be handled next to cabooses, 40 miles per hour.

E. MAXIMUM SPEEDS AT INTERLOCKING PLANTS.

MAIN LINE	MILES PER HOUR		
	Normal Speed Route	Medium Speed Route	Slow Speed Route
Phillipsburg—"PU" Interlocking	40	—	15
Bethlehem Junction—"JU" Interlocking	50	20	15
To and from South Bethlehem Br.	15	15	15
Allentown—"VN" Interlocking			
Tracks 1, 2 and 4	40	15	15
Track 3 to track 1	15	—	15
Allentown—"R" Interlocking	30	—	15
Allentown—"WK" Interlocking	35	—	15
Palmerton—"HX" Interlocking	35	20	15
Nesquehoning Jct.—"PQ" Interlocking	20	20	15
Penn Haven Jct.—"AV" Interlocking	30	—	15
White Haven Tunnel—"UN" Interlocking:			
Over Switches at east end	25	25	15
Through Tunnel	25	—	—
Over Switches at west end	25	15	15
Mountain Park—"FQ" Interlocking:			
Eastward Trains	40	—	15
Westward Trains	25	—	—
Franklin Junction Interlocking:			
Eastward and westward main tracks	40	10	10
Mineral Springs—"MO" Interlocking	40	—	15
Hudson—"SX" Interlocking	10	10	10
Minooka Junction—"MJ" Interlocking	10	10	10
ALLENTOWN TERMINAL RAILROAD			
Allentown—"R" Interlocking	30	—	15
East Penn Jct.—"J" Interlocking ..	30	15	15
Allentown—Union St. Interlocking ..	25	15	15
Allentown—"WK" Interlocking	—	—	15
NESQUEHONING VALLEY BRANCH			
Nesquehoning Junction—"PQ" Interlocking	20	20	15
NANTICOKE BRANCH			
Sugar Notch Interlocking	10	—	10

F. MAXIMUM SPEEDS AT SPECIAL LOCATIONS. (See Rule 701).

Restrictions covering two or more curves will be indicated by one sign located at the beginning of these curves.

MAIN LINE		MILES PER HOUR
Easton—Curve at Easton Station.....		25
Bethlehem Station—"VN" Interlocking		35
"VN" Interlocking to "R" Interlocking.....		30
Siegfried—Siding		15
Glen Onoko—Mile Post 120 to a point 3210 feet west thereof— account slides		20
Curves between Easton and Penobscot:		
8 curves between M.P. 73 plus 2380 ft. and M.P. 74 plus 640 ft.		40
1 " " " " 74 " 2850 " " " 74 " 3430 "		45
8 " " " " 80 " 1110 " " " 82 " 1060 "		35
1 " " " " 83 " 8010 " " " 83 " 3280 "		45
7 " " " " 88 " 1270 " " " 90 " 690 "		85
1 " " " " 92 " 2320 " " " 92 " 2430 "		45
1 " " " " 92 " 4800 " " " 93 " 50 "		45
1 " " " " 99 " 4280 " " " 99 " 4970 "		45
1 " " " " 102 " 8060 " " " 102 " 3750 "		45
3 " " " " 107 " 4070 " " " 108 " 1690 "		35
2 " " " " 112 " 3700 " " " 112 " 4810 "		30
8 " " " " 116 " 2910 " " " 116 " 4330 "		45
2 " " " " 117 " 2750 " " " 118 " 850 "		35
1 " " " " 119 " 1270 " " " 119 " 2640 "		30
6 " " " " 119 " 2910 " " " 120 " 2750 "		35
1 " " " " 121 " 320 " " " 121 " 1800 "		45
1 " " " " 121 " 5180 " " " 122 " 690 "		85
1 " " " " 122 " 8640 " " " 122 " 4810 "		30
1 " " " " 123 " 1530 " " " 123 " 2540 "		35
1 " " " " 126 " 3060 " " " 126 " 3540 "		35
1 " " " " 128 " 4650 " " " 129 " 640 "		30
1 " " " " 180 " 2270 " " " 130 " 4380 "		45
1 " " " " 131 " 3170 " " " 131 " 3590 "		45
4 " " " " 132 " — " " " 132 " 4960 "		30
2 " " " " 135 " 1370 " " " 135 " 4700 "		30
1 " " " " 136 " 2640 " " " 136 " 3330 "		45
3 " " " " 138 " 1270 " " " 138 " 4280 "		35
1 " " " " 139 " 1320 " " " 139 " 1800 "		35
1 " " " " 140 " 110 " " " 140 " 1010 "		35
1 " " " " 141 " 3220 " " " 141 " 3750 "		45
1 " " " " 142 " 1530 " " " 142 " 2170 "		40
2 " " " " 144 " 2110 " " " 145 " 1320 "		45
2 " " " " 146 " 3120 " " " 147 " 640 "		35
3 " " " " 149 " 3860 " " " 150 " 1220 "		45
1 " " " " 155 " 530 " " " 155 " 2010 "		45
Between crossover at M.P. 152 plus 850 ft. and White Haven— Eastward freight trains		30
Penobscot:		
East end single track, crossover switches, westward trains....		15
Spring Switch:		
Westward trains from siding.....		15
Eastward trains		25
Between Penobscot and Ashley—light engines backing down- grade on curves		10
1 curve between M.P. 157 plus 2,640 ft. and M.P. 157 plus 3,590 ft.		35
2 curves between M.P. 159 plus 1,270 ft. and M.P. 159 plus 4,230 ft.		35
3 curves between M.P. 163 plus 2,640 ft. and M.P. 164 plus 210 ft.		25
Between 2,640 ft. east of M.P. 167, and Bridge 169/12 account mining operations		15
Empire Lead Track—leading from Back Track M.P. 169 to Hartford Street		10
2 curves between M.P. 169 plus 1,900 ft. and M.P. 169 plus 4,330 ft.		25
1 curve between M.P. 171 plus 850 ft. and M.P. 171 plus 1,430 ft.		30
Wilkes-Barre—East end of single track—hand crossover switch—Eastward trains		15
Gardners Switch—West end of single track:		
Spring Switch:		
Eastward and westward trains		15
From Gardners Switch to Hudson account mining operations—Eastward and Westward trains.....		15
1 curve between M.P. 187 plus 1,370 ft. and M.P. 187 plus 1,740 ft.		20

	MILES PER HOUR
Taylor:	
Between West End of Coal Cut Side Track, west of Taylor and 800 ft. west of DL&W RR Steel Mill Crossing, west of Mile Post 189 account mining operations	10
Scranton:	
1100 feet east of M.P. 191 and Scranton Station	10
ALLENTOWN TERMINAL RAILROAD:	
Union Street LV RR Crossing	25
Bridges 2/34 and 2/70 west of Allentown—Engines 810 to 814, 820 to 835	15
NESQUEHONING VALLEY BRANCH:	
Nesquehoning—Allen Street Crossing just west of station	20
Hauto—East end single track—Spring Switch:	
Westward trains	15
Eastward trains	25
Hometown Viaduct	30
TRESCOW BRANCH:	
Between a point 500 ft. east of new track and a point 4,056 ft. west of Germantown interlocking station account mining operations	10
Trains operating over this track other than daylight hours must be preceded by flagman to make sure that track is in safe operating condition.	
SANDY RUN BRANCH:	
Between a point 200 feet east of Bridge 0/43 to a point 300 feet west of Bridge 0/43 account mining operations	10
NANTICOKE BRANCH:	
During Daylight hours trains must not exceed a speed of ten (10) miles per hour between a point 1,040 feet east of Mile Post 7 and a point 4,700 feet west of Mile Post 8.	
Trains operating over this track during other than daylight hours, must be preceded by flagman to make sure the track is in safe operating condition.	
From a point 2,000 feet east of Mile Post 10 to Mile Post 11 account mining operations	10
During other than daylight hours, trains must be preceded by flagman from a point 500 feet east of the westerly end of Leemine Side Track to Leemine crossing.	
LEE BRANCH:	
Between a point 500 feet west and a point 3,073 feet west of Mile Post 13	
Between a point 150 feet east and a point 3,000 feet west of Mile Post 14	
Between a point 1,500 feet east of Mile Post 15 and Mile Post 16	
Between easterly switch of Wye at Lee and a point 600 feet east thereof	
Trains must be preceded by flagman over these portions of track to make sure that track is in safe operating condition account mining operations.	

**124. SPEED RESTRICTIONS, UNLESS OTHERWISE STATED,
APPLY TO ENTIRE TRAIN**

SPEED TABLE

Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.39	92.31	1.16	47.37	1.53	31.86	2.30	24.00
0.40	90.00	1.17	46.75	1.54	31.58	2.31	23.84
0.41	87.80	1.18	46.15	1.55	31.30	2.32	23.63
0.42	85.71	1.19	45.57	1.56	31.03	2.33	23.53
0.43	83.72	1.20	45.00	1.57	30.77	2.34	23.88
0.44	81.82	1.21	44.44	1.58	30.51	2.35	23.23
0.45	80.00	1.22	43.90	1.59	30.25	2.36	23.08
0.46	78.26	1.23	43.37	2.00	30.00	2.37	22.93
0.47	76.60	1.24	42.86	2.01	29.75	2.38	22.73
0.48	75.00	1.25	42.85	2.02	29.51	2.39	22.64
0.49	73.47	1.26	41.86	2.03	29.27	2.40	22.50
0.50	72.00	1.27	41.88	2.04	29.03	2.41	22.36
0.51	70.59	1.28	40.91	2.05	28.80	2.42	22.22
0.52	69.23	1.29	40.45	2.06	28.57	2.43	22.08
0.53	67.92	1.30	40.00	2.07	28.35	2.44	21.95
0.54	66.67	1.31	39.56	2.08	28.12	2.45	21.82
0.55	65.45	1.32	39.13	2.09	27.91	2.46	21.69
0.56	64.29	1.33	38.71	2.10	27.69	2.47	21.56
0.57	63.16	1.34	38.30	2.11	27.48	2.48	21.43
0.58	62.07	1.35	37.89	2.12	27.27	2.49	21.30
0.59	61.02	1.36	37.50	2.13	27.07	2.50	21.18
1.00	60.00	1.37	37.11	2.14	26.87	2.51	21.05
1.01	59.02	1.38	36.73	2.15	26.67	2.52	20.93
1.02	58.06	1.39	36.36	2.16	26.47	2.53	20.81
1.03	57.14	1.40	36.00	2.17	26.28	2.54	20.69
1.04	56.25	1.41	35.64	2.18	26.09	2.55	20.57
1.05	55.38	1.42	35.29	2.19	25.90	2.56	20.45
1.06	54.55	1.43	34.95	2.20	25.71	2.57	20.34
1.07	53.73	1.44	34.62	2.21	25.53	2.58	20.22
1.08	52.94	1.45	34.29	2.22	25.35	2.59	20.11
1.09	52.17	1.46	33.96	2.23	25.17	3.00	20.00
1.10	51.43	1.47	33.64	2.24	25.00	3.15	18.46
1.11	50.70	1.48	33.33	2.25	24.83	3.30	17.14
1.12	50.00	1.49	33.08	2.26	24.66	3.45	16.00
1.13	49.31	1.50	32.73	2.27	24.49	4.00	15.00
1.14	48.65	1.51	32.43	2.28	24.82	5.00	12.00
1.15	48.00	1.52	32.14	2.29	24.16	6.00	10.00

**125. FREIGHT SERVICE. AIR BRAKE PIPE PRESSURE AND
RETAINERS**

A. Engines, steam or Diesel, in road freight service will carry 80 lbs. train line pressure. Instruction 13, 151, 155, 157 and 295, Form 1118 Rev., modified.

B. That portion of Instruction 151, 155, 157, 181 and 196, Form 1118 Rev., reading "Reduce brake pipe pressure to 45 pounds," modified to read, "Reduce brake pipe pressure to 25 pounds below feed valve setting."

C. To insure release of air brakes, after full application has been made, the Engineman will wait the period of time indicated below before starting train after brake valve has been placed in running position:

1 to 60 cars — 3 minutes

61 to 100 cars — 5 minutes

101 to 125 cars — 7 minutes

126 to 150 cars — 10 minutes

Instruction 194, Form 1118 Rev., modified.

D. Retainers will be used between Penobscot and Ashley; Penobscot and White Haven; Haucks and Nesquehoning Junction; Upper Lehigh—Sandy Run and Upper Lehigh Junction; Lee and Wanamic; on trains operated by steam or Diesel engines.

E. To determine the number of cars on which retainer valve handles are to be turned up, divide the gross actual tonnage of train by the maximum tonnage per effective brake (see Column (d)). When *Dynamic Brake On Diesel Engine is to be used* deduct from the gross actual tonnage the figures shown in column (e), (f), or (g).

Direction (a)	Territory		Maximum Ton- nage per Effec- tive Brake (d)	Deduction When Dynamic Brake Is To Be Used On Diesel Engine			Additional Instruc- tions See Paragraph Below
	From (b)	To (c)		One Unit (e)	Two Unit (f)	Three Unit (g)	
West	Penobscot	Ashley	95	600	1200	1800	F
East	Penobscot	White Haven	110	1500	3000	4400	—
East	Haucks	Nesquehon- ing Jct.	110	1500	3000	4400	—
East	Upper Lehigh and Sandy Run	Upper Lehigh Jct.					I
East	Lee	Wanamie					J

Example 1: If train Penobscot to White Haven with steam engine or Diesel with dynamic brake not in use consists of 7,700 gross actual tons with 110 tons per effective brake, it would be necessary to turn up 70 retainer valve handles. (7,700 divided by 110 equals 70.)

Example 2: If train Penobscot to White Haven, with 3-unit Diesel on which dynamic brake is to be used, has 12,100 gross actual tons, with 110 tons per effective brake, it would be necessary to turn up 70 retainer valve handles. (12,100 minus 4,400 equals 7,700, divided by 110 equals 70.)

Retainers required are to have retainer valve handles turned up on head end of train at point shown in column (b). Retainer valve handles must not be turned down until train arrives at point shown in column (c).

F. Train consisting of 50% or more of loaded coal, ore, cement, or similar heavy commodity cars, moving between Penobscot and Ashley, must have the retainer valve handles turned up on all cars in the train, in high pressure position on the loaded cars, and low pressure position on the empty cars. Train of this character will consume twenty (20) minutes running time between Penobscot and Laurel Run, sixteen (16) minutes Laurel Run to Mountain Park, and sixteen (16) minutes Mountain Park to Ashley.

G. When the average gross actual tonnage of train destined to Ashley or points west exceeds 95 tons per effective brake, with the air brake equipment operative on all cars in the train, the make-up of the train must be changed at Mauch Chunk, unless otherwise directed, and a sufficient number of cars of lower capacity added to reduce the tonnage per effective brake to 95 tons or less.

H. Westward trains must stop at Penobscot and make test of brakes before leaving.

I. Upper Lehigh and Sandy Run to Upper Lehigh Junction. Train must not exceed thirty-five cars. Retainer valve handles must be turned up on all cars in the train, in high pressure position on loaded cars and low pressure position on empty cars.

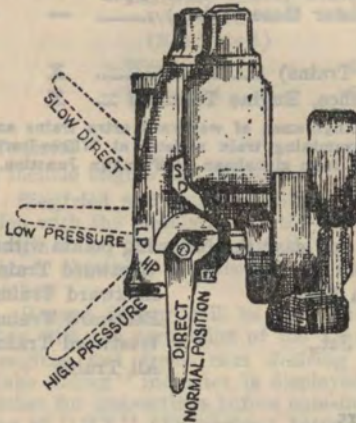
J. Lee to Wanamie. Retainer valve handles must be turned up on all cars in the train, in high pressure position on loaded cars and low pressure position on empty cars.

K. Where two men are required to handle retainers, Conductor or Flagman will assist the Head Trainman. When this work is delegated to the Flagman, the Conductor will protect the rear of train.

L. When retainers are to be used retainer valve handles will be placed in low pressure position except where high pressure is specifically called for in time-table special instructions.

M. Both the Conductor and the Engineman are responsible for the observance of these instructions.

N. **DIAGRAM**
POSITIONS OF RETAINER VALVE HANDLE ON
FOUR-POSITION RELEASE CONTROL RETAINER



Use of slow direct position not authorized.

Paragraphs D, E and F modify Instructions 15 and 277, Form 1118 Rev.

Paragraphs G to N, inclusive, amplify Instruction 277, Form 1118 Rev.

126. **STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS LOCATED AS INDICATED BY "X"**

	Stand- ard Clock	Bul- letin Board	Train Regis- ter
Phillipsburg—			
Interlocking Station	X	X	—
Foreman's Office, Engine Terminal ...	X	X	—
Bethlehem Junction—Yard Master's Of- fice	X	X	—
Bethlehem Engine Terminal—Foreman's Office	X	X	—
Allentown Yard—General Yard Office ...	X	X	—
Allentown Station—Yard Master's Office	X	X	—
Mauch Chunk—			
Station	X	X	—
Foreman's Office, Engine Terminal ...	X	X	—
White Haven—Telegraph Office	X	X	—

	Stand- ard Clock	Bul- letin Board	Train Regis- ter
Penobscot Station (All Trains. Operator will register these trains.)	X	X	X
Mountain Park—Interlocking Station (All Trains. Signalmen will register these trains.)	—	—	X
Ashley—			
Trainmaster's Office	X	X	—
Foreman's Office, Engine Terminal	X	X	—
Wanamie—Station (All Trains)	—	—	X
*Wilkes-Barre—Station (Regular Trains)	—	—	X
Hudson—Telegraph Off. (Regular Trains. Operator will register these trains.)	—	—	X
Taylor—Yard Office (All Trains. Operator will register these trains.)	—	—	X
Scranton—			
Station (All Trains)	X	X	X
Foreman's Office, Engine Terminal	X	X	—

* Conductors or Enginemen of westward extra trains and engines are relieved from examining train register at Wilkes-Barre when Form "A" is obtained from signalman at Franklin Junction.

127. FORM A

Trains must not leave the following points without Form A:

Penobscot,	Westward Trains
Mountain Park,	Eastward Trains
Hudson,	Eastward Trains
Minooka Jct.,	Westward Trains
Taylor,	All Trains

128. YARD LIMITS

Indicated by Yard Limit signs, as follows:

PHILLIPSBURG: From a point 1,340 feet east of Greens Bridge, No. 70/44, to Odenwelder.

BETHLEHEM—ALLENTOWN: From a point 1,480 feet west of Mile Post 82 to a point 1,550 feet west of "WK" Interlocking, including the South Bethlehem Branch and all tracks of the Allentown Terminal RR.

MAUCH CHUNK—MAIN LINE: From a point 10,305 feet east of Mauch Chunk to a point 7,460 feet west of Nesquehoning Jct. **NESQUEHONING VALLEY BRANCH:** From Nesquehoning Jct. to a point 9,900 feet west thereof.

HAUCKS—TAMANEND: From a point 2,632 feet east of water tank at Haucks to connection with Reading Co. at Tamanend.

PENOBSCOT: From a point 2,870 feet west of Mile Post 153 to Mile Post 157.

ASHLEY—WILKES-BARRE: From a point 948 feet west of Mile Post 168 to a point 300 feet west of Gardner's Switch, and to a point 1,280 feet east of Mile Post 8 on Nanticoke Branch.

WANAMIE: From a point 811 feet east of Wanamie Station to a point 1,084 feet west of M. P. 13 on Nanticoke Branch.

MINOOKA JUNCTION—TAYLOR: From D. & H. R.R. connection at Minooka Jct. to a point 2,277 feet west of Mile Post 188.

SCRANTON: From a point 1,500 feet east of Mile Post 190 to connection with N. Y. O. & W. Ry. at Mulberry St.

129. SIDINGS

		CAPACITY	
		40 Ft. Cars	36 Ft. Cars
Glendon	—Westward	106	124
	Eastward	197	230
Siegfried	—Eastward and Westward (See Note 1)	117	137
	—Eastward	111	129
Lockport	Westward	199	230
	—Eastward and Westward (See Note 2)	203	237
Penn Haven Jct.	—Eastward and Westward (See Note 3)	130	151
	—Eastward and Westward (See Note 1)	149	174
Tunnel	—Westward	152	180
Penobscot	—Westward	121	141
Laurel Run		70	82
Laurel Run Transfer		32	38

Does not include engine and caboose.

NOTE 1: Siegfried and Rockport Sidings will be used in either direction with the permission of the Train Dispatcher.

Trains, engines or Track cars shall not enter or leave Sidings without obtaining permission or instructions from Train Dispatcher.

NOTE 2: Hazard Siding will be used for movements in either direction with the permission of the Train Dispatcher.

Trains, engines and track cars desiring to use Siding, or when "Take Siding" indicator is displayed, will report to Train Dispatcher for instructions before entering Siding, except when entering at "HX" (Palmerton) Interlocking.

Westward trains, engines or track cars shall not enter or leave Siding at hand-operated switches without obtaining permission or instructions from Train Dispatcher.

NOTE 3: Penn Haven Jct. siding will be used for movements in either direction with the permission of the Train Dispatcher.

Trains, engines or track cars desiring to use siding will report to Train Dispatcher for instructions before entering siding, except westward trains, when entering at "AV" (Penn Haven Jct.) Interlocking.

130. SECONDARY TRACKS (See Rules 105(a) and 105(b))

SECONDARY TRACKS OF NO ASSIGNED DIRECTION				See Note
Track	Between	And	Controlled By	
Easton & Western Branch	E & W Jct.	Taylor St.	Signalman, Phillipsburg	—
Upper Lehigh Branch	Upper Lehigh Jct.	Upper Lehigh	Operator, White Haven	—
Nanticoke Branch	Gardners Switch	Ashley	Yard Master, Ashley	—
Buttonwood Branch	Franklin Jct. Inter- locking	Connection with P.R.R.	Signalman, Franklin Jct.	1
Canal Branch	Miner's Mills	No. 14 Jct. Erie Connection	Yard Master, Ashley	—
Tresckow Branch	Silver Brook Junction	Audenried	Operator, Audenried	—
Old Main (Single)	First Cross- over West of Taylor Yard Office	Scranton Station	Operator, Taylor	2

NOTE 1. Trains and engines may enter this track on signal indication at Franklin Jet. Interlocking.

NOTE 2. Crews will obtain permission from Operator at Taylor Yard Office before using this Secondary Track, and will report clear after leaving the track.

Yard speeds must not be exceeded on the Secondary Track.

SECONDARY TRACKS OF ASSIGNED DIRECTION

Track	From	To	Assigned Direction	Controlled By	Movements Against Assigned Direction on Permission From
6	Crossover Bethlehem Engine Term.	"VN" Interlocking	Westward	Signalman "VN" Interlocking	Yard Master Allentown
8	"VN" Interlocking	Crossover Engine Term.	Eastward	Signalman "VN" Interlocking	Yard Master Allentown

Yardmasters, signalmen and operators must keep a record for secondary tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place and time track is occupied or cleared.

131. BLOCK SIGNALS 1691 AND 1694 ASHLEY

Train or engine after stopping at automatic block signal 1691 or signal 1694 must not proceed while "stop and proceed" (Rule 291 B) is displayed by signal aspect, until authorized by Yardmaster at Ashley, and then only at restricted speed, in accordance with Rule 509(b). These two signals are located as follows:

Westward automatic block signal 1691 located 300 feet east of Ashley Station, controlling block 4,517 feet to automatic block signal 1701.

Eastward automatic block signal 1694 located 1,500 feet west of Ashley Station, controlling block 2,225 feet to automatic block signal 1692.

Hand-operated main track switches in blocks of automatic block signals 1691 and 1694 will be operated in accordance with Rules 97, 511 and 513 under authority of Yardmaster at Ashley.

Within the limits of these blocks, the main tracks may be used, clearing first and second class trains as prescribed by the rules, or protecting as per Rule 99, but not protecting against other trains or engines. First and second class trains and passenger extras are not relieved from protecting as prescribed by Rule 99.

132. SINGLE TRACK WITHIN YARD LIMITS WILKES-BARRE TO GARDNERS SWITCH

Extra trains and engines may enter and use this single track, after ascertaining if yardmaster at Ashley has any instructions. Rules S-93(a), Block Signal, Interlocking and other operating rules which are applicable remain in force.

133. ERIE RAILROAD TRAIN MARKERS

Erie Railroad trains will display green where yellow lights are required as Markers by Rule 19.

TELEPHONES.

MAIN LINE

STATION	LOCATION	CONNECTS WITH
Phillipsburg.....	General Yardmasters Office.....	D & PU
	Westward Home Signal.	PU
	PU.....	D
L. & H. Junction ...	Signal Bridge.....	PU
Easton.....	Signal pole, 3rd St.....	PU
	Station.....	PU
	Dock St. Cabin.....	PU
Odenwelder.....	Cabin.....	D & PU
Glendon.....	Cabin.....	D & PU
E. & W. Junction...	Booth.....	D & PU
Freemansburg	Box on Pole West of Station	D & ALLENTOWN EX.
Minsi Trail.....	Booth.....	D
Bethlehem.....	*Station.....	JU
Bethlehem Jct.....	On Pole East of JU....	JU
	JU.....	D
	Yard Office.....	D & JU
	Box West End of Yard..	JU
Bethlehem Engine Terminal.....	Entrance East End.....	VN & JU
	Engine Terminal.....	D, VN & JU
VN.....	East of westward Home Signal bridge	VN
		D
Allentown Yard...	General Yard Office.....	D
	Lower Yard	VN, XN & R
	Yard Office, W. E. Field.	VN, XN & R
	Upper Yard.....	VN, XN & R
Allentown.....	R	D
	Box on Pole, East Allentown	VN, XN & R
	Box on Battery House.	D
Allentown Terminal R. R.....	Switchtender Cabin, W. E. Yard.....	XN, R & J
	Box on Pole East of Signal Bridge 0/64.....	J
	Box, Signal Bridge 0/19	J
	Auburn St.....	J
	J.....	D
	Box on Pole West of Signal Bridge 0/77.....	J
	Union Street.....	D, J & YARD OFFICE
	Allentown Station	D
	Box, outside	
	Gateman's Cabin, Linden Street	J & YARD OFFICE
Box, outside	OFFICE	
Gateman's Cabin, Gordon Street	J & YARD OFFICE	
	OFFICE	

* Accessible when office is closed.

STATION	LOCATION	CONNECTS WITH
Lower Catasauqua .	Crossover	D
Catasauqua.....	L. & N.E., Interlocking..	D
Northampton.....	Pole 600 feet West of Old Scale	D
	*Yard Office	D
	Station.....	D
Siegfried.....	*Station.....	D
	Yard.....	D
Treichler.....	*Station.....	D
Lockport.....	Booth.....	D
	West End Siding.....	D
Walnutport.....	*Station.....	D
Palmerton.....	HX	D
Hazard.....	Booth, East of Road Crossing	D
	Box at HD.....	D
Bowmanstown.....	*Station.....	D
Parryville.....	*Station.....	D
Weissport.....	*Station.....	D
Lehighton.....	*Station.....	D
Packerton Junction.	Booth.....	D
Mauch Chunk.....	Gas House Box.....	YARD OFFICE
	Station Booth.....	YARD OFFICE
	Station.....	D
	Signal Bridge West of Station Booth.....	YARD OFFICE & PQ
	Yard Office.....	D & PQ
Nesquehoning Jet...	Signal Bridge East of PQ.....	PQ
	PQ.....	D
Coalport.....	Box.....	PQ & YARD OFFICE
Glen Onoko	Booth	PQ & D
Ox Bow Curve.....	Booth.....	D
Penn Haven Jct....	AV.....	D
	West End Siding Booth	D
Stoney Creek Curve	Booth.....	D
Mile Post 131	Box.....	D
Rockport.....	Booth.....	D
	East End Siding.....	D
	West End Siding Booth	D
Leslie Run.....	Booth.....	D
Drifton Junction...	Box.....	D
Upper Lehigh Jct...	Booth	D
White Haven.....	Telegraph Office.....	D
White Haven.....	Turntable—Booth.....	SW
Mile Post 144.....	Booth	D
Mile Post 145.....	Crossover Booth.....	D
Tunnel.....	East End.....	D & UN
	Operator's Cabin.....	D
	West End Siding.....	D
Rita.....	Crossover Booth.....	D
Penobscoot.....	East End Lead.....	D
	Station.....	D
	West End No. 1 Siding .	D
Laurel Run.....	East End Siding.....	D
	Booth.....	D
Mountain Park.....	FQ.....	D
Mile Post 168.....	Watchman's Cabin.....	D

* Accessible when office is closed.

MAIN LINE—Continued

STATION	LOCATION	CONNECTS WITH
Ashley	East End Back Track Booth	D
	West End Back Track Booth	YARD OFFICE
	Telegraph Office	D
	Yard Office	D
Franklin Junction.	Interlocking Station	D, ASHLEY YARD & ASHLEY EX.
South Wilkes-Barre	Box	ASHLEY YARD & ASHLEY EX.
Wilkes-Barre	Yard Office	D
Mineral Springs ..	MO	D
Gardner's Switch..	Booth	D
Signal 1752.....	Pole 175/8.....	D
Miner's Mills	*Station	D
Hudson	Telegraph Office	D
Minooka Junction.	MJ	D
Taylor	Interchange Office	D
Scranton	Engine House	M. CHUNK- SCRANTON EX.
	Passenger Station	D M. CHUNK EX.

NESQUEHONING VALLEY BRANCH

Nesquehoning Jet..	Booth Entrance to West End Loaded Yard.....	PQ
	Box — West End West Bound Yard	PQ
Nesquehoning	*Station	M. CHUNK EX.
	Crossover West of Breaker	M. CHUNK EX.
Hauto	East End Scale Yard....	M. CHUNK EX.
	East End Storage Yard..	M. CHUNK EX.
	*Station	M. CHUNK EX.
Haucks	Booth opposite water tank	HK
	HK	M. CHUNK EX.

NANTICOKE BRANCH

Ashley	Yard Scale House.....	ASHLEY YARD & ASHLEY EX.
Sugar Notch	Interlocking Station	ASHLEY YARD & M. CHUNK EX.
Leemine Jet.	Box	M. CHUNK EX.
Nanticoke	Box on Pole	M. CHUNK EX.
Wanamie	E. End Breaker Yard....	M. CHUNK EX.
Wanamie	*Station	M. CHUNK EX.

*Accessible when office is closed.

CREWS REQUIRING TRAIN ORDERS OR INSTRUCTIONS FROM TRAIN DISPATCHER WILL BE GOVERNED BY GENERAL INSTRUCTIONS 6.

Restrictions on Operating Locomotives and Cranes Over C.R.P. and Maximum Weights Allowed For All Freight Cars.

[See Pages 46 to 51]

- B**—Not permitted on L. V. R. R. track 6 at Wilkes-Barre.
- C**—Must have storm shields closed on L. V. R. R. track 6 Wilkes-Barre.
- D**—Speed limited to 15 miles per hour over Bridge 191/43 Love Road Scranton.
- E**—Heavier loads up to 210,000 pounds permitted only if cars are separated by empties.
- G**—Not permitted on main track of Bridge 191/43 Love Road Scranton and speed limited to 10 miles per hour over north bound interchange track.
- P**—Speed limited to 15 miles per hour and a empty car must be between engine and loaded cars.
- Q**—(A.T.R.R.) Not permitted over easterly side track of Bridge No. $\frac{1}{17}$ on West leg of wye track.
- S**—Not permitted on track 4 of Delaware River Bridge, L.V.R.R.
- X**—Indicates that equipment shown is not permitted to operate over that portion of the road.
- Y**—Information for detouring to be secured from L. V. R. R.
- Z**—Permitted to operate between Bethlehem, Allentown, and Catasaqua only.
- a**—Not to be used in double head movements except with engines in columns marked.★.
- d**—Not permitted on bridge $\frac{3}{4}$ or $\frac{2}{70}$ at west end of A. T. R. R.
- e**—Speed limited to 15 miles per hour over bridges $\frac{3}{4}$ and $\frac{2}{70}$ west end A.T.R.R. No double heading.

★—Refers to Note a.

LOCOMOTIVE NUMBERS

	4 to 23	25 to 49	101 to 110	111 to 115
Main Line:—Phillipsburg to Scranton Station..				
Easton & Western Branch.....				
South Bethlehem Branch.....				
Allentown Term'l R.R.—East of Allentown...				
—West of Allentown...	★	★		a
Barb Wire Branch.....			X	X
Catasauqua Branch.....			X	X
Coplay Branch (double heading not permitted)		P	X	X
Nesquehoning Jct. to Tamanend.....				
Treskow Branch.....				
Upper Lehigh Branch.....				
Sandy Run Branch.....				
Hole Track at White Haven.....			X	X
Powder Mill.....				
General Crushed Stone Co. M.P. 145.....				
Nanticoke Br.—Gardners Switch to Lee Mine..				
—Lee Mine to Wanamie.....				
—Wanamie to Lee.....				
—Lee Mine to Nanticoke.....				
Buttonwood Branch.....				
Franklin Branch.....				
Canal Branch.....				
Everhart Branch.....				
Scranton Station to O. & W. Connection.....				D

LEHIGH VALLEY R. R. DETOURS

	S	S	S	S
Phillipsburg to Easton.....	S	S	S	S
Easton to Allentown.....				
Allentown to Packerton Jct.....				
Packerton Jct. to Glen Onoko.....				
Glen Onoko to Laurel Run.....				X
Laurel Run to Pittston Jct.....				
Glen Onoko to Franklin Jct. and Wilkes-Barre.				X
Glen Onoko to Quakake.....				X
Wilkes-Barre to Pittston Jct.....				

LOCOMOTIVE NUMBERS

	679 to 683	750 to 789	810 to 814	821 to 825	826 to 830
Main Line:—Phillipsburg to Scranton Station..					
Easton & Western Branch.....					
South Bethlehem Branch.....					
Allentown Term'l R.R.—East of Allentown....					
—West of Allentown....	a	a	e	e	e
—Barb Wire Branch....	X	X	X	X	X
Catasauqua Branch.....	X	X	X	X	X
Coplay Branch (double heading not permitted)	X	X	X	X	X
Nesquehoning Jct. to Tamanend.....					
Treskow Branch.....					
Upper Lehigh Branch.....			X	X	X
Sandy Run Branch.....			X	X	X
Hole Track at White Haven.....	X	X	X	X	X
Powder Mill.....			X	X	X
General Crushed Stone Co. M.P. 145.....			X	X	X
Nanticoke Br.—Gardners Switch to Lee Mine..					
—Lee Mine to Wanamie.....			X	X	X
—Wanamie to Lee.....			X	X	X
—Lee Mine to Nanticoke.....			X	X	X
Buttonwood Branch.....					
Franklin Branch.....					
Canal Branch.....					
Everhart Branch.....			X		
Scranton Station to O. & W. Connection.....			D		D

LEHIGH VALLEY R. R. DETOURS

	S	S	S	S	S
Phillipsburg to Easton.....	S	S	S	S	S
Easton to Allentown.....					
Allentown to Packerton Jct.....					
Packerton Jct. to Glen Onoko.....					
Glen Onoko to Laurel Run.....		X			
Laurel Run to Pittston Jct.....					
Glen Onoko to Franklin Jct. and Wilkes-Barre.		C		C	B
Glen Onoko to Quakake.....		X			
Wilkes-Barre to Pittston Jct.....		C		C	B

LOCOMOTIVE NUMBERS

READING CO.

Main Line:—Phillipsburg to Scranton Station					
South Bethlehem Branch.....					
Allentown Term'l R.R.—East of Allentown.					
—West of Allentown.	a	a	a	a	
—Barb Wire Branch.	X	X	X	X	X
Catasauqua Branch.....	X	X	X	X	X
Nesquehoning Jct. to Tamanend.....					
Treskow Branch.....					
Scranton Station to O. & W. Connections...				G	G

105 to 134	175 to 179	200 to 204	210 to 219	250 to 265	800 to 805
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LEHIGH VALLEY R. R. DETOURS

Phillipsburg to Easton.....	S	S	S	X	Y	Y
Easton to Allentown.....				X	Y	Y
Allentown to Packerton Jct.....				X	Y	Y
Packerton Jct. to Glen Onoko.....				X	Y	Y
Glen Onoko to Laurel Run.....				X	Y	Y
Laurel Run to Pittston Jct.....				X	Y	Y
Glen Onoko to Franklin Jct. and Wilkes-Barre				X	Y	Y
Glen Onoko to Quakake.....				X	Y	Y
Wilkes-Barre to Pittston Jct.....				X	Y	Y

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LEHIGH & HUDSON RIVER R. R.

LOCOMOTIVE NUMBERS

Main Line—Phillipsburg to W.K. Interlocking					
South Bethlehem Branch.....					
Allentown Terminal R.R.—East of Allentown					
—West of Allentown	X				

1 to 12					
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Hours—Stations Are Open for Sale of Tickets

Easton	Daily	10:15 A.M. to 7:15 P.M.
Bethlehem	{ Daily except Sundays and Holidays	7:00 A.M. to 8:00 P.M.
	Sundays and Holidays	10:00 A.M. to 8:00 P.M.
Allentown	Daily	5:00 A.M. to 8:30 P.M.
Catasauqua	{ Daily except Sat., Sun. and Holidays	7:50 A.M. to 4:50 P.M.
Northampton ...	{ Daily except Sundays and Holidays	7:45 A.M. to 4:45 P.M.
Siegfried	{ Daily except Sundays and Holidays	7:30 A.M. to 5:00 P.M.
Treichler	{ Daily except Sat., Sun. and Holidays	7:35 A.M. to 5:05 P.M.
Walnutport	{ Daily except Sat., Sun. and Holidays	8:15 A.M. to 5:15 P.M.
Palmerton	{ Daily except Sat., Sun. and Holidays	7:00 A.M. to 5:30 P.M.
	Saturday	7:00 A.M. to 4:00 P.M.
	Holidays	7:00 A.M. to 10:00 A.M.
Bowmanstown ..	{ Daily except Sat., Sun. and Holidays	7:00 A.M. to 4:00 P.M.
Weissport	{ Daily except Sat., Sun. and Holidays	7:00 A.M. to 4:00 P.M.
Lehighton	{ Daily except Sat., Sun. and Holidays	6:55 A.M. to 3:55 P.M.
Mauch Chunk ...	Open 24 hours daily	

Central Railroad Company of Pennsylvania COMPANY DOCTORS

Jersey City Medical Dept.	IRA GOLDOWSKY, M.D., Medical Director Del. 3-1122—Ext. 256
Allentown	R. L. SCHAEFFER, M.D., 30 N. Eighth Street Allentown 3-4780
Ashley	J. P. DOUGHERTY, M.D., 41 N. Main Street Ashley 3-2422
Bethlehem	GEO. A. DOBOSH, M.D., 1622 W. Broad Street Bethlehem 7-5435 D. P. WALKER, M.D., 401 Union Bank Bldg., Bethlehem 6-0345
Easton	G. H. BLOOM, M.D., 202 Buskill Street Easton 2-4751
Mauch Chunk	J. J. DOUGHERTY, M.D., 5 W. Broadway Mauch Chunk 270
Palmerton	R. P. BATCHELOR, M.D., 117 Columbia Avenue Palmerton 3223
Scranton	J. O. MACLEAN, M.D., Suite 808 Med. Art. Bldg. Scranton 5924

Central Railroad Company of New Jersey COMPANY DOCTORS

Jersey City Medical Dept.	IRA GOLDOWSKY, M.D., Medical Director HARRY HANDLER, M.D., Asst. to Medical Director Del. 3-1122—Ext. 256
Atlantic Highlands	ROBT. S. McTAGUE, M.D. Cor. E. Washington and 7th Avenue Atlantic Highlands 1-0018
Asbury Park	L. E. DESIMONE, M.D., 1110 Grand Avenue Asbury Park 2-7265
Bayonne	SYDNEY CHAYES, M.D., 980 Avenue C Bayonne 3-0043
Bound Brook	BENJAMIN BOROW, M.D., 507 Church Street Bound Brook 9-0420
Bridgeton	A. B. KUMP, M.D., 31 Commerce Street Bridgeton 630
Brielle	W. F. DONOVAN, M.D., Ashley Avenue Manasquan 7-0893
Cranford	ED. M. COE, M.D., 217 Holly Street Cranford 6-1912
Dover	A. L. BAKER, M.D., 389 W. Blackwell Street Dover 6-0333
Elizabeth	T. F. HIGGINS, M.D., 224 Monmouth Road Elizabeth 2-1787 If no answer call Eliz. 3-2000
Hoboken	*W. C. STUART, M.D., 1 Newark Street Hoboken 3-0351
Lakewood	E. G. HERBENER, M.D., 423 Third Street Lakewood 6-0123
Long Branch	
Matawan	S. MANLIUS LAZOW, M.D., 199 Main Street Matawan 1-1771
Newark	EMANUEL LICCESE, M.D., 84 Jefferson Street Market 3-1166
Perth Amboy	
Plainfield	*C. E. LUFBURROW, M.D., 441 W. Front Street Plainfield 6-1591
Point Pleasant	J. B. HENRIKSEN, M.D., 422 River Avenue Point Pleasant 5-0164
Red Bank	J. B. BOYD, M.D., 31 Oakland Street Red Bank 6-1825
Somerville	J. L. SPALDO, M.D., 32 Grove Street Somerville 8-1536

*Do Not conduct physical examinations for Employment or Periodicals.

HOSPITALS

1. In case of an Emergency when the Company Doctor is not available, First-Aid may be obtained at the following hospitals.

2. After First-Aid treatment, if any further treatment is needed it must be had from a Company Doctor.

3. If it is necessary to be admitted to the Hospital, notify the Hospital to contact the Company Doctor.

PENNSYLVANIA

Allentown:
Allentown General Hospital
1627 Chew Street
Allentown 7161

Ashley:
See Wilkes-Barre
or
Palmerton

Bethlehem:
St. Lukes Hospital
Ostrum Street
Bethlehem 7-3991

Wilkes-Barre:
Mercy Hospital
196 Hanover Street
Wilkes-Barre 2-8101

Easton:
Easton General Hospital
20th and Lehigh
Easton 6221

Palmerton and Mauch Chunk:
Palmerton Hospital
First and Lafayette Ave.
Palmerton 2222

Scranton:
Moses-Taylor Hospital
Quincy Avenue
Scranton 4-7251

NEW JERSEY

Jersey City:
Christ Hospital
176 Palisade Avenue
Jo. Sq. 2-1220

J. C. Medical Center
Cor. Baldwin & Montgomery
Street
Bergen 3-7000

Asbury Park:
Fitkin Memorial Hospital
Corlies Ave. (Neptune, N.J.)
Asbury Park 2-8800

Bayonne:
Bayonne General Hospital
30th Street
Bayonne 3-6300

Bound Brook:
Bound Brook Hospital
507 Church Street
Bound Brook 9-0421

Bridgeton:
Bridgeton Hospital
Irving Avenue
Bridgeton 115

Dover:
Dover General Hospital
Jardine Street
Dover 6-1600

Elizabeth:
Alexian Brothers Hospital
655 E. Jersey Street
Elizabeth 2-9040
Elizabeth General Hospital
925 E. Jersey Street
Elizabeth 2-3400

Lakewood:
Paul Kimball Hospital
The River Avenue
Lakewood 6-1100

Long Branch:
Monmouth Memorial Hospital
Third Avenue
Long Branch 6-5200

Newark:
St. James Hospital
142 Jefferson Street
Market 2-6437

Perth Amboy:
Perth Amboy General Hospital
530 New Brunswick Avenue
Perth Amboy 4-3700

Phillipsburg:
Warren Hospital
Wilbur Ave.
Phillipsburg 5-1131

Plainfield:
Muhlenberg Hospital
Park Avenue
Plainfield 6-1750

Point Pleasant:
Point Pleasant Hospital
Pine Bluff Avenue
Point Pleasant 5-1100

Red Bank:
Riverview Hospital
35 Union Street
Red Bank 6-2700

Somerville:
Somerset Hospital
Rehill Avenue
Somerville 8-4000

Vineland:
Newcomb Hospital
States Street
Vineland 7-0510

CENTRAL RAILROAD COMPANY
OF PENNSYLVANIA

Staff

Superintendent

F. J. CASSIDY

Assistant Superintendent

T. P. PHILLIPS

Train Master

T. G. LYNN

Terminal Train Master

J. D. GALUPPO

Road Foreman of Engines

G. F. LEASER

Assistant Road Foreman of Engines

W. L. KLINGLER

Chief Train Dispatcher

E. H. ANTHONY

Assistant Chief Train Dispatchers

D. J. DEVER

J. K. ZAENGLE

H. B. BOYLE

Train Dispatchers

J. J. BOYLE

A. W. GERSBACH

H. P. O'NEILL

A. J. ZAVATSKI

B. C. JONES

Division Master Mechanic

R. P. GLOSE

5A

WHO ARE RAILROAD PATRONS?

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They are the people most important to the Jersey Central Lines — in person, on the telephone or by mail.

They are not dependent on us — we are dependent on *them*.

They are not an interruption of our work — they are *the purpose* of it. We are not doing them a favor by serving them — they are doing *us* a favor by giving us an opportunity to serve them.

They are not outsiders to our business — they are *part* of it.

They are not cold statistics — they are flesh-and-blood human beings with feelings and emotions like our own.

They are people who bring us their business. It is our job to see that their business and requests are handled promptly and courteously.