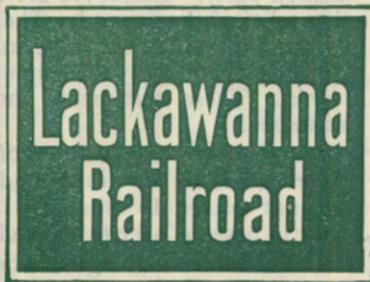
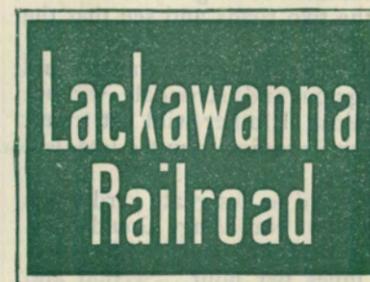


Delaware, Lackawanna & Western R. R.

SCRANTON DIVISION.



TIME TABLE No. 5



Taking Effect at 12:01 a. m., Sunday, July 21, 1901.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

READ CAREFULLY—IMPORTANT CHANGES HAVE BEEN MADE.

DESTROY PREVIOUS TIME TABLES.

GENERAL SUPERINTENDENT.
SCRANTON, PA.

EDWIN M. RINE,
SUPERINTENDENT.
SCRANTON, PA.

DISPATCHERS. M. H. GANILL. J. W. STONE. B. F. STONE. C. F. COLLEY, CHIEF DISPATCHER.

SPECIAL RULES.

1 Each Time Table, from the moment it takes effect, supercedes the preceding Time Table. A Train of the preceding Time Table shall retain its train orders and take the schedule of the train of the same number on the new Time Table. A Train of the new Time Table which has not the same number on the preceding Time Table shall not run until it is due to start from its initial point, after the Time Table takes effect.

2 All trains on double track will keep to the right unless otherwise directed by special order.

3 On single track, east bound trains have absolute right of track over west bound trains of the same or inferior class.

4 East bound passenger trains will use west bound track between Scranton bridge and cross-over at Hyde Park road crossing, Scranton, subject to rules of single track.

5 Helper engines waiting for trains they are to pull must remain in siding until train to be pulled has stopped.

6 Trains on the Main Line and Bloomsburg Division must stop before reaching junction of the two roads and see that the way is clear before proceeding.

7 Mine and yard engines will work between Scranton and West Pittston, and between Kingston and Avondale without orders, and have right of road against all other wild cat trains, and when second or third class trains are five minutes late, will run ahead of them under protection.

8 Yard limit signs have been erected to designate yard limits at Hallstead, Clark's Summit, Cayuga, Nay Aug, Gouldsboro, Taylor, Kingston, Danville and Northumberland. First-class trains must reduce speed to 25 miles per hour. Second and third-class and wild cat trains will approach and run through these yards with trains under perfect control, expecting to find the main track occupied. In Cayuga and Nay Aug yards trainmen must protect their trains.

9 Pusher, helper and summit engines have the right to use cross-overs at Nicholson, Lehigh, Pocono Summit and Stroudsburg against second and third-class and wild cat trains without protection by flag. Approaching trains will be governed accordingly.

10 In Scranton yard, first-class trains must reduce speed to eight miles per hour and other trains to four miles per hour.

11 When a train is behind time speed may be quickened, if conditions of the track, weather, etc., will warrant doing so with safety, but the maximum speed of second-class trains must not exceed 35 miles per hour and other freight trains 20 miles per hour.

Between certain specified points, maximum speed of trains will be as follows:

From	First and Second Class.	Other Freight Trains.
Lehigh to Scranton	Schedule time	15 m. per hour
Clark's Summit to Nicholson	"	"
Clark's Summit to Scranton	"	"
Pocono Summit to Spragueville	"	"

Speed of pusher, helper and Summit engines running light on descending grades must not exceed 25 miles per hour. Bulletins or special instructions issued from time to time, as track work may demand, must be carefully noted and complied with.

12 From Lehigh to Scranton, Clark's Summit to Nicholson, New Milford to Hallstead, Clark's Summit to Scranton, Pocono Summit to Spragueville and Stroudsburg to Water Gap trains must keep at least 10 minutes apart, except that light engines may follow freight trains and each other 5 minutes.

13 First-class trains on Bloomsburg Division approaching "Y" switches of Keyser Valley track connecting with main track near Taylor, will reduce speed to twenty miles per hour; other trains and engines will STOP at proper distances from switches and know the way is clear before proceeding.

14 An engine, or more than one engine coupled, with or without cars, displaying markers, will be considered a train.

15 First-class trains must not leave Binghamton, Scranton, Washington or Northumberland without receiving a train order, or two copies of clearance card on specified form (Blank A), stating over Operator's signature, that he has no orders for it. Conductors must deliver one copy of train orders or clearance card to enginemen before starting. The clearance card will be authority for train to proceed without a train order, provided they can do so on Time Table rights, or on such rights as may have been obtained from previous orders. At registering stations where first-class trains are not required by schedule to stop, the conductor will throw off register card to operators.

16 Third-class and wild cat trains must stop at Clark's Summit, Lehigh and Pocono Summit and test air before starting down the grade. No excuse will be accepted for failure to do so.

17 An engine must not be coupled to the rear car of any train on a descending grade.

18 Summit, pusher and helper engines returning light from Clark's Summit, Lehigh or Pocono Summit must display markers. If running backward at night, their headlight must be concealed and markers displayed on the pilot.

19 Train and yardmen must exercise great care in handling passenger equipment in service. When attaching such cars to a train or coupling with a car on a siding, a stop must be made about ten feet distant from such car and then move slowly.

20 East bound trains must not cross over to west bound track between Factoryville and Clark's Summit, and west bound trains must not cross over to east bound track between Spragueville and Pocono Summit without orders from Train Dispatcher.

21 Cars must not be left on passing sidings without written instructions from Train Dispatcher.

22 Trains must never stand partly on main track and partly on side track, and must never stand on a railroad crossing when possible to avoid it.

23 A trainman must always be on rear platform of a passenger train to be moved backward.

24 Brakemen must be on top of train going in and out of yards, nearing railroad crossings at grade, draw-bridges, water stations, and on descending grades, where, if air brakes fail, the engineman may not be able to control the train. Upon heavy ascending grades trainmen must be careful to prevent detached portion from running back in case of train parting by prompt application of the hand brakes.

25 Before backing a train out of a siding the engineman must sound the whistle signal for flagman to protect rear of train and the flagman must go back a sufficient distance to stop any approaching train. Upon heavy descending grades enginemen must call for signal from rear end at least once in every three miles, which must be given from caboose by trainmen promptly. Failing to receive such signal, engineman will repeat call until answered.

26 There is a gauntlet over Susquehanna Bridge, Pittston. Speed of first-class trains will not exceed 15 miles per hour; other trains 6 miles per hour over this bridge.

27 Hardly any excuse can be accepted for accident to engines when "helpers" cut loose from regular engine to run for siding.

28 As an extra precaution against oversight, conductors will require their brakemen, and enginemen their firemen, to read all train orders they receive. If conductors and enginemen fail to show train orders, brakemen and firemen must ask for them.

29 Trains hauling dining cars must not exceed schedule speed while meals are being served. Enginemen must use great care to steady the train. Conductors will require a brakeman to ride in the dining car while meals are being served, and if notified by the steward that the car is being roughly handled the brakeman will at once sound the whistle signal four times to notify the engineman.

30 Freight trains not scheduled will be dispatched as wild cats from Binghamton, Hallstead, Scranton, Kingston and Washington without running orders. See General Rule No. 36.

31 A red flag by day and a red light by night, displayed at one or both ends of an engine, car or train indicates that workmen are under or about it, and when thus protected it must not be coupled to or moved. Workmen will display the red signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the track so as to intercept the view of the red signals without first notifying workmen.

32 The long side track, west of station, is to be regarded as Catawissa so far as relates to passing of trains.

33 Employees are prohibited from coupling four wheel coal cars to any other kind of cars while in motion.

34 Where automatic signals are in use, torpedoes must not be used except in foggy and stormy weather. Operators must report sudden weather changes to Train Dispatcher.

35 Automatic, interlocking or any other signals in service for the purpose of blocking trains do not relieve trainmen from observing flagging rules.

36 Flagmen, when flagging, must stand on engineman's side of track. Enginemen will report any violation of this rule.

37 The normal position of derail switches on sidings is open.

38 The doors of all freight cars in trains or on sidings, whether open or closed, must be securely fastened to avoid possibility of contact with passing trains.

39 Oil and acid tanks—loaded or empty—must be placed in middle of train.

40 Upon violation of any train rules, conductors and enginemen of all trains interested must make prompt report to the Superintendent, whether accident occurs or not.

41 In no case must a train be backed over a public crossing or highway unless there is a man on the advancing end of the rear car to see that the crossing is clear; nor must a car be cut loose and allowed to run over a public crossing or highway unless there is a man on the car, and in each case only after proper signal has been given. At night, the man on such train or car must have a light.

42 Conductors and enginemen must consult bulletin boards before starting on each trip.

43 No freight train will carry passengers except drovers in charge of live stock or men in charge of perishable freight.

44 Freight train employees must understand that delays to such trains will be closely investigated.

45 Conductors of passenger trains must give particular attention to the safety and comfort of their passengers, and see that ladies, children and infirm persons are assisted in getting on and off their trains; they will note the temperature of their coaches, and see that their brakemen properly attend to the heating apparatus and ventilators.

46 In case of accident, obstructing opposite and enginemen must see that flagman is sent on opposite track.

47 Standard synchronizing clocks are located at the local patcher's office and General Yardmaster's office, Binghamton, Hallstead, Washington and Northumberland. Watches of conductor must be compared before starting on each trip.

48 Conductors must deliver copy of Train Order Book personally before train is started.

49 At Scranton conductors of freight trains must deliver copy of their brakemen to round house to pilot their train.

50 Every possible effort will be made by trainmen to prevent injury to persons or animals on the track. Should a train injure any person it will be stopped and the most favorable disposition possible made for the injured party. Employees are required to make statements for the relief of the injured. The facts will be at once reported to the Superintendent, and, in addition, full written statements will be given both by the conductor and enginemen. These statements should give the names of witnesses.

51 The normal position of switch at end of Avondale, is set for west bound track. Speed of trains will not exceed 15 miles per hour and other trains will not pass over this switch.

The following signs, when placed before a switch, indicate:

- "s" Regular stop.
- "f" Stop on signal to receive or discharge.
- "m" Stop for meals.
- "Lv" Leave.
- "Ar" Arrive.

The words: "Daily," "Ex Saturday," "Ex Monday," etc., at the top and bottom of the columns of the week on which the trains should be run on which they should arrive.

REGISTERING STATIONS.

- Binghamton—Passenger trains only.
- Hallstead—All trains; passenger trains register here.
- Alford—Montrose Branch trains.
- Scranton—Dispatcher's Office for passenger trains; Round House for freight trains except passenger.
- Washington, Kingston, Nanticoke and Northumberland—All trains.

BULLETIN BOARDS.

- Binghamton—Telegraph Office, passenger trains.
- Hallstead—Yard Office and Round House.
- Scranton—Passenger Station, General Yardmaster's Office, Round House, R. R. Y. M. C. A. Building.
- Stroudsburg—Conductors' Room and Round House.
- Washington—Telegraph Office.
- Pittston—Telegraph Office.
- Kingston—Telegraph Office and Round House.
- Northumberland—Telegraph Office.

DISPATCHERS.

R. GILLIGAN,
J. S. GRIFFITH,
M. H. CAHILL,

C. G. FITZSIMMONS,
J. F. STOOKEY.

D. O. HAHN,
J. M. DUCAN,
S. S. STONE.

J. J. McCANN, TRAINMASTER.

C. F. COLLEY, CHIEF DISPATCHER.
J. M. CAREY, NIGHT CHIEF DISPATCHER.

RULES.

As an extra precaution against oversight, conductors will their brakemen, and enginemen their firemen, to read all orders they receive. If conductors and enginemen fail to train orders, brakemen and firemen must ask for them.

Trains hauling dining cars must not exceed schedule while meals are being served. Enginemen must use great steady the train. Conductors will require a brakeman to the dining car while meals are being served, and if notified steward that the car is being roughly handled the brake-hill at once sound the whistle signal four times to notify fireman.

Freight trains not scheduled will be dispatched as wild cats Binghamton, Hallstead, Scranton, Kingston and Washington without running orders. See General Rule No. 36.

A red flag by day and a red light by night, displayed at both ends of an engine, car or train indicates that work is under or about it, and when thus protected it must not be moved. Workmen will display the red signals the same workmen are alone authorized to remove them. Cars must not be placed on the track so as to intercept the red signals without first notifying workmen.

The long side track, west of station, is to be regarded as a pass so far as relates to passing of trains.

Employees are prohibited from coupling four wheel coal cars any other kind of cars while in motion.

Where automatic signals are in use, torpedoes must not be used except in foggy and stormy weather. Operators must read weather changes to Train Dispatcher.

Automatic, interlocking or any other signals in service for the purpose of blocking trains do not relieve trainmen from ob-flagging rules.

Flagmen, when flagging, must stand on engineman's side of track. Enginemen will report any violation of this rule.

The normal position of derail switches on sidings is open. The doors of all freight cars in trains or on sidings, whether open or closed, must be securely fastened to avoid possibility of contact with passing trains.

Oil and acid tanks—loaded or empty—must be placed in the open end of train.

Upon violation of any train rules, conductors and enginemen—all trains interested must make prompt report to the Superintendent, whether accident occurs or not.

In no case must a train be backed over a public crossing away unless there is a man on the advancing end of the train to see that the crossing is clear; nor must a car be cut and allowed to run over a public crossing or highway unless there is a man on the car, and in each case only after proper arrangements have been given. At night, the man on such train or car must have a light.

Conductors and enginemen must consult bulletin boards starting on each trip.

No freight train will carry passengers except drovers in charge of live stock or men in charge of perishable freight.

Freight train employees must understand that delays to passenger trains will be closely investigated.

Conductors of passenger trains must give particular attention to the safety and comfort of their passengers, and see that children and infirm persons are assisted in getting on and off trains; they will note the temperature of their coaches, and see that their brakemen properly attend to the heating apparatus and ventilators.

46 In case of accident, obstructing opposite track, conductors and enginemen must see that flagman is sent out at once to stop trains on opposite track.

47 Standard synchronizing clocks are located in Train Dispatcher's office and General Yardmaster's office, Scranton; Telegraph offices, Binghamton, Hallstead, Washington, Kingston and Northumberland. Watches of conductors and enginemen must be compared before starting on each trip.

48 Conductors must deliver copy of Train Orders to enginemen personally before train is started.

49 At Scranton conductors of freight trains will send one of their brakemen to round house to pilot their engine through the yard.

50 Every possible effort will be made by enginemen and trainmen to prevent injury to persons or animals on or near the track. Should a train injure any person, it will be immediately stopped and the most favorable disposition possible made of the injured party. Employees are required to make every effort for the relief of the injured. The facts will be at once telegraphed to the Superintendent, and, in addition, full written statements will be given both by the conductor and engineman on the proper blanks. These statements should give the names of reliable witnesses.

51 The normal position of switch at end of double track, Avondale, is set for west bound track. Speed of first-class trains will not exceed 15 miles per hour and other trains 6 miles per hour in passing over this switch.

The following signs, when placed before figures on the schedule, indicate:

- "s" Regular stop.
- "f" Stop on signal to receive or discharge passengers.
- "M" Stop for meals.
- "Lv" Leave.
- "Ar" Arrive.

The words: "Daily," "Ex Saturday," "Ex Sunday," "Ex Monday," etc., at the top and bottom of the column indicate the days of the week on which the trains should leave and the days on which they should arrive.

REGISTERING STATIONS.

- Binghamton—Passenger trains only.
- Hallstead—All trains; passenger trains register by card.
- Alford—Montrose Branch trains.
- Scranton—Dispatcher's Office for passenger trains.
Scranton Yard Office, east and west end, all other trains except passenger.
- Washington, Kingston, Nanticoke and Northumberland—All trains.

BULLETIN BOARDS.

- Binghamton—Telegraph Office, passenger station.
- Hallstead—Yard Office and Round House.
- Scranton—Passenger Station.
General Yardmaster's Office.
Round House.
R. R. Y. M. C. A. Building.
- Stroudsburg—Conductors' Room and Round House.
- Washington—Telegraph Office.
- Pittston—Telegraph Office.
- Kingston—Telegraph Office and Round House
- Northumberland—Telegraph Office.

C. F. COLLEY, CHIEF DISPATCHER.
J. M. CAREY, NIGHT CHIEF DISPATCHER.

SCRANTON TO NORTHUMBERLAND.

WEST.

SECOND-CLASS.				FIRST-CLASS.								St. Num.
739	735	737	733	725	705	721	703	719	729	715		
Local Frt	Local Frt	Fast Frt	Fast Frt	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger		
Ex. Sunday	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday		
AM	AM	PM	AM	PM	PM	PM	PM	AM	AM	AM		
	7.00	1.00	5.15	9.05	6.10	3.40	1.55	10.05	8.10	6.45		
	7.10	1.07	5.25	9.10	6.14	3.45	1.59	10.10	8.15	6.50		
	7.30	1.14	5.35	9.15	6.19	3.50	2.03	10.15	8.20	6.55		
	7.55	1.24	5.45	9.21	6.26	3.56	2.10	10.23	8.26	7.01		
	8.10	1.29	5.50	9.23	6.29	3.58	2.13	10.26	8.28	7.03		
	(8.20 9.15	1.35	5.58	9.28	6.33	4.03	2.17	10.31	8.33	7.07		
	9.25	1.40	6.03	9.31	6.36	4.05	2.19	10.33	8.35	7.10		
	9.40	1.45	6.07	9.34	6.39	4.08	2.23	10.35	8.38	7.13		
	9.55	1.51	6.15	9.38	6.44	4.12	2.27	10.40	8.42	7.17		
	10.10	1.56	6.25	9.41	6.47	4.15	2.31	10.45	8.45	7.21		
	10.20	2.00	6.30	9.43	6.50	4.17	2.34	10.49	8.47	7.24		
AM	10.30	2.15	6.40	9.49	6.55	4.22	2.40	10.54	8.52	7.30		
8.30	AM	2.25	6.47	9.55	7.00	4.28	2.45	10.58	8.56	7.34		
8.40		2.49	6.51	10.00	7.03	4.32	2.49	11.03	9.01	7.38		
(8.50 9.15		3.02	6.56	PM	7.07	PM	2.54	11.07	AM	7.42		
9.30		3.10	7.08		7.12		2.58	11.11		7.45		
9.47		3.31	7.14		7.17		3.06	11.17		7.51		
10.05		3.50	7.32		7.31		3.20	11.29		8.01		
10.40		4.05	7.47		7.41		3.30	11.43		8.12		
11.15		4.12	8.02		7.48		3.37	11.48		8.18		
11.30		4.20	8.11		7.53		3.44	11.54		8.23		
11.54		4.27	8.28		8.00		3.50	12.01		8.28		
PM	12.25	4.32	8.45		8.03		3.54	12.05		8.31		
	12.35	4.37	8.55		8.07		3.58	12.09		8.34		
	12.45	4.48	9.10		8.12		4.06	12.15		8.39		
	1.05	4.57	9.25		8.17		4.12	12.22		8.44		
	1.40	5.03	9.35		8.21		4.17	12.27		8.49		
	2.05	5.10	9.50		8.25		4.22	12.32		8.54		
	2.24	5.35	10.19		8.40		4.35	12.47		9.09		
	3.15	5.45	10.30		8.47		4.42	12.52		9.15		
	3.30	6.03	10.40		8.52		4.48	12.57		9.21		
	3.40	6.30	11.05		9.05		5.00	1.10		9.35		
	4.10	PM	AM		PM	AM	PM	AM		AM		
PM	Ex. Sunday	Ex. Sunday	Daily	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday		
	739	735	737	733	725	705	721	703	719	729	715	

WEST.

FIRST-CLASS.

	757	755	753	751	Station Numbers
	Pass'ger	Mixed	Pass'ger	Mixed	
	Daily	Ex. Sunday	Daily	Ex. Sunday	
	PM	PM	AM	AM	
	6.50	2.18	10.22	8.45	A 0
	7.04	2.35	10.40	9.00	A 6
	7.12	2.44	10.48	9.06	A 8
	7.20	3.00	11.00	9.15	A 11
	PM	PM	AM	AM	
	Daily	Ex. Sunday	Daily	Ex. Sunday	
	757	755	753	751	

D. O. HAHN,
J. M. DUGAN,
S. S. STONE.

SCRANTON TO NORTHUMBERLAND.

NORTHUMBERLAND TO SCRANTON.

WEST.											TIME TABLE No. 5. Taking Effect SUNDAY, JULY 21, 1901.		EAST.											
SS.		FIRST-CLASS.									STATIONS	Distance from Northumberland	FIRST-CLASS.								SECOND-CLASS.			
737	733	725	705	721	703	719	729	715	726	702			704	706	718	730	710	734	738	736	740			
Fast Frt.	Fast Frt.	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger			Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Fast Frt.	Fast Frt.	Local Frt.	Local Frt.			
Daily	Ex. Sunday	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Daily	Daily	Ex. Monday	Ex. Sunday	Ex. Sunday					
PM 1.00	AM 5.15	PM 9.05	PM 6.10	PM 3.40	PM 1.55	AM 10.05	AM 8.10	AM 6.45	B 0	144.8	Lv. SCRANTON	Ar 79.9	AM 7.45	AM 9.42	PM 12.35	PM 3.15	PM 4.50	PM 5.35	PM 8.45	AM 11.40	AM 1.30	AM 10.00	PM	
1.07	5.25	9.10	6.14	3.45	1.59	10.10	8.15	6.50	B 2	146.2	BELLEVUE	78.5	7.40	9.37	12.32	3.10	4.45	5.30	8.40	11.30	1.20	9.50		
1.14	5.35	9.15	6.19	3.50	2.03	10.15	8.20	6.55	B 4	147.9	TAYLOR	76.8	7.35	9.32	12.28	3.05	4.40	5.25	8.35	11.20	1.10	9.32		
1.24	5.45	9.21	6.26	3.56	2.10	10.23	8.26	7.01	B 7	151.2	LACKAWANNA	73.5	7.30	9.26	12.22	2.58	4.32	5.20	8.27	11.10	12.54	9.05		
1.29	5.50	9.23	6.29	3.58	2.13	10.26	8.28	7.03	B 8	152.2	DURVEA	72.5	7.27	9.23	12.20	2.54	4.29	5.17	8.25	11.05	12.49	8.35		
1.35	5.58	9.28	6.33	4.03	2.17	10.31	8.33	7.07	B 10	153.9	PITTSTON	70.8	7.25	9.19	12.17	2.50	4.24	5.12	8.21	10.58	12.40	8.20	7.10	
1.40	6.03	9.31	6.36	4.05	2.19	10.33	8.35	7.10	Bx10	154.5	SUSQUEHANNA AVE.	70.2	7.22	9.16	12.14	2.47	4.20	5.09	8.18	10.53	12.37	7.05		
1.45	6.07	9.34	6.39	4.08	2.23	10.35	8.38	7.13	B 11	155.2	WEST PITTSTON	69.5	7.19	9.13	12.12	2.44	4.17	5.06	8.16	10.50	12.32	7.00		
1.51	6.15	9.38	6.44	4.12	2.27	10.40	8.42	7.17	B 13	157.2	WYOMING	67.5	7.15	9.09	12.08	2.40	4.12	5.01	8.12	10.42	12.28	6.40		
1.56	6.25	9.41	6.47	4.15	2.31	10.45	8.45	7.21	B 15	159.8	FORTY FORT	64.9	7.11	9.04	12.04	2.35	4.07	4.55	8.07	10.30	12.09	6.25		
2.00	6.30	9.43	6.50	4.17	2.34	10.49	8.47	7.24	B 16	160.7	BENNETT	64.0	7.08	9.01	12.02	2.33	4.03	4.52	8.04	10.25	12.05	6.15		
2.15	6.40	9.49	6.55	4.22	2.40	10.54	8.52	7.30	B 18	161.9	KINGSTON	62.8	7.05	8.58	11.59	2.29	4.00	4.49	8.02	10.20	12.01	6.00	3.10	
2.25	6.47	9.55	7.00	4.28	2.45	10.58	8.56	7.34	B 20	164.0	PLYMOUTH JCT	60.7	6.58	8.51	11.54	2.24	3.52	4.44	7.56	10.05	11.47		3.00	
2.49	6.51	10.00	7.03	4.32	2.49	11.03	9.01	7.38	B 21	165.1	PLYMOUTH	59.6	6.55	8.47	11.51	2.20	3.47	4.40	7.53	10.02	11.40		2.45	
3.02	6.56	PM 7.07	PM 7.07	PM 2.54	11.07	AM 7.42	B 23	167.0	AVONDALE	57.7	57.7	AM 7.42	AM 8.42	PM 11.45	PM 2.35	PM 3.42	PM 4.40	PM 7.49	9.55	11.28		2.20		
3.10	7.03	7.12	7.12	2.58	11.11	7.45	B 24	168.6	NANTICOKE	56.1	56.1	8.38	11.43	3.38	7.46	9.47	11.19	2.05						
3.31	7.14	7.17	7.17	3.06	11.17	7.51	B 28	172.0	HUNLOCKS CREEK	52.7	52.7	8.32	11.38	3.31	7.41	9.37	10.59	1.30						
3.50	7.32	7.31	7.31	3.20	11.29	8.01	B 33	177.6	SHICKSHINNY	47.1	47.1	8.22	11.29	3.20	7.31	9.20	10.30	1.00						
4.05	7.47	7.41	7.41	3.30	11.43	8.12	B 39	183.2	HICKS FERRY	41.5	41.5	8.12	11.15	3.09	7.21	9.00	10.08	12.30						
4.12	8.02	7.48	7.48	3.37	11.48	8.18	B 41	185.6	BEACH HAVEN	39.1	39.1	8.02	11.10	3.03	7.12	8.50	9.57	12.15						
4.20	8.11	7.53	7.53	3.44	11.54	8.23	B 44	188.6	BERWICK	36.1	36.1	7.55	11.05	2.58	7.05	8.40	9.47	11.54	11.25					
4.27	8.28	8.00	8.00	3.50	12.01	8.28	B 47	191.6	BRIAR CREEK	33.1	33.1	7.49	10.59	2.53	6.58	8.28	9.35	10.59						
4.32	8.45	8.03	8.03	3.54	12.05	8.31	B 49	193.3	WILLOW GROVE	31.4	31.4	7.44	10.57	2.50	6.54	8.08	9.28	10.40						
4.37	8.55	8.07	8.07	3.58	12.09	8.34	B 51	195.2	LIME RIDGE	29.5	29.5	7.39	10.54	2.46	6.50	8.00	9.20	10.28						
4.48	9.10	8.12	8.12	4.06	12.15	8.39	B 54	198.7	ESPY	26.0	26.0	7.32	10.48	2.40	6.44	7.50	9.05	10.15						
4.57	9.25	8.17	8.17	4.12	12.22	8.44	B 57	201.2	BLOOMSBURG	23.5	23.5	7.24	10.43	2.34	6.38	7.40	8.55	10.05						
5.03	9.35	8.21	8.21	4.17	12.27	8.49	B 59	202.9	RUPERT	21.8	21.8	7.17	10.37	2.29	6.32	7.17	8.21	9.35	8.49					
5.10	9.50	8.25	8.25	4.22	12.32	8.54	B 60	204.5	CATAWISSA	20.2	20.2	7.12	10.34	2.24	6.27	6.40	8.00	8.35						
5.35	10.19	8.40	8.40	4.35	12.47	9.09	B 69	212.9	DANVILLE	11.8	11.8	6.58	10.19	2.11	6.12	6.15	7.32	8.05						
5.45	10.30	8.47	8.47	4.42	12.52	9.15	B 72	216.2	CHULASKY	8.5	8.5	6.51	10.13	2.05	6.07	5.57	7.18	7.35						
6.03	10.40	8.52	8.52	4.48	12.57	9.21	B 74	218.4	CAMERON	6.3	6.3	6.47	10.10	2.01	6.03	5.50	7.08	7.25						
6.30	11.05	9.05	9.05	5.00	1.10	9.35	B 80	224.7	Ar NORTHUMBERL'D L.V.			6.35	10.00	1.50	5.50	5.30	6.50	7.00						
PM Daily	AM Ex. Sunday	PM Ex. Sunday	PM Daily	PM Ex. Sunday	PM Ex. Sunday	PM Daily	AM Ex. Sunday	AM Ex. Sunday				AM Ex. Sunday	AM Daily	AM Ex. Sunday	AM Ex. Sunday	AM Daily	AM Ex. Sunday	AM Ex. Sunday	AM Daily	AM Ex. Sunday	AM Ex. Sunday	AM Ex. Sunday	AM Ex. Sunday	
737	733	725	705	721	703	719	729	715				726	702	704	706	718	730	710			734	738	736	740

MONTROSE BRANCH.

WEST.					TIME TABLE No. 5. Taking Effect SUNDAY, JULY 21, 1901.		EAST.				
FIRST-CLASS.					STATIONS	Distance from Montrose.	FIRST-CLASS.				
757	755	753	751	750			752	754	756		
Pass'ger	Mixed	Pass'ger	Mixed	Pass'ger			Pass'ger	Pass'ger	Mixed		
Daily	Ex. Sunday	Daily	Ex. Sunday	Daily	Daily	Daily	Daily				
6.50	2.18	10.22	8.45	A 0	179.6	Lv. ALFORD	Ar 10.8	8.30	10.15	1.00	6.30
7.04	2.35	10.40	9.00	A 6	185.1	HEART LAKE	5.3	8.16	9.59	12.40	6.16
7.12	2.44	10.48	9.06	A 8	187.4	TIFFANYS	3.0	8.08	9.53	12.30	6.08
7.20	3.00	11.00	9.15	A 11	190.4	Ar MONTROSE	Lv. 8.00	9.45	12.20	6.00	
PM Daily	PM Ex. Sunday	PM Daily	PM Ex. Sunday					AM Ex. Sunday	AM Daily	AM Daily	AM Daily
757	755	753	751					750	752	754	756

		SECOND-CLASS.				THIRD-CLASS.			FIRST-CLASS.											
9	11	53	55	57	51	61	81	83												
Pass'ger	Express	Fast Frt.	Fast Frt.	Fast Frt.	Fast Frt.	Freight	Local Frt.	Local Frt.												
Daily	Ex. Sunday	Daily	Daily	Ex. Sunday	Daily	Daily	Ex. Sunday	Ex. Sunday												
PM	PM	AM	AM	PM	PM	AM	AM	AM												
10.55	11.35	12.30	2.40		10.20	7.00	7.20													
10.57	11.37	12.34	2.44		10.24	7.05	7.25													
11.03	11.44	12.42	2.52		10.38	7.20	7.50													
11.08	11.51	12.52	3.02		10.44	7.35	8.20													
11.14	11.54	12.57	3.07		10.50	7.45	8.40													
11.18	11.58	1.04	3.12		10.55	7.55	9.00													
11.22	12.03	1.11	3.19		11.03	8.05	9.30													
11.28	12.10	1.28	3.30		11.12	8.20	9.55													
11.37	12.20	1.40	3.40		11.21	8.35	10.15													
11.44	12.27	1.55	3.55		11.44	9.05	11.25													
11.50	12.32	2.07	4.07		12.01	9.25	12.01													
12.02	12.42	2.28	4.27		12.20	10.00	12.40													
12.08	12.48	2.38	4.37		12.30	10.20	1.02													
12.15	12.53	2.53	4.50		12.40	10.35	1.55													
12.20	12.58	3.03	5.00		12.58	10.55	2.17													
12.28	1.08	3.15	5.10		1.18	11.15	2.45													
12.36	1.13	3.27	5.21		1.30	11.30	3.20													
12.38	1.15	3.30	5.24		1.33	11.35	3.37													
12.48	1.25	3.44	5.38		1.48	11.58	4.02													
12.53	1.29	3.51	5.45		1.56	12.10	4.15													
12.59	1.36	3.59	5.53		2.05	12.22	4.30													
1.10	1.45	4.15	6.10	10.00	2.20	12.40	5.00	7.30												
1.15	1.50	4.35	6.45		2.35	1.20														
1.27	2.01	4.52	7.02	10.17	2.52	1.40		7.50												
1.32	2.05	5.05	7.15	10.25	3.00	2.09		8.30												
1.37	2.11	5.17	7.27	10.32	3.08	2.30		8.45												
1.39	2.13	5.22	7.32	10.36	3.12	2.35		9.00												
1.42	2.16	5.27	7.37	10.40	3.17	2.45		9.20												
1.46	2.19	5.33	7.43	10.47	3.23	2.55		9.38												
1.49	2.22	5.40	7.50	10.55	3.31	3.05		10.00												
1.55	2.27	5.50	8.00	11.05	3.40	3.20		10.30												
2.08	2.36	6.05	8.15	11.21	3.54	3.45		10.55												
2.12	2.41	6.20	8.30	11.31	4.05	4.00		11.10												
2.18	2.46	6.30	8.40	11.41	4.15	4.12		11.30												
2.27	2.56	6.45	8.55	11.59	4.33	4.30		11.50												
2.35	3.04	7.00	9.10	12.15	4.48	5.01		1.30												
2.41	3.10	7.10	9.20	12.26	5.00	5.25		1.50												
2.46	3.14	7.18	9.28	12.32	5.10	5.40		2.00												
2.55	3.22	7.35	9.45	12.45	5.30	6.00		2.30												
Daily	Ex. Monday	Daily	Daily	Ex. Monday	Daily	Daily	Ex. Sunday	Ex. Sunday												
9	11	53	55	57	51	61	81	83												

		TIME TABLE No. 5.													
		Taking Effect SUNDAY, JULY 21, 1901.													
		FIRST-CLASS.													
Station Numbers	Distance from Buffalo	STATIONS	8	24	12	32	38	26	2	4	40	42	6	44	
			Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Milk	Limited	Milk
			Daily	Monday Only	Daily	Ex. Sunday	Monday Only	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Daily	Daily	
67	342.9	WASHINGTON	5.20		8.20			10.20	12.45	3.00		6.55	5.35	7.00	
68	342.0	PORT WASHINGTON	5.18		8.18			10.18	12.43	2.57		6.50	5.33	7.00	
71	338.5	OXFORD FURNACE	5.11		8.11			10.10	12.36	2.51		6.40	5.26	7.00	
76	333.9	BRIDGEVILLE	5.02		8.03			10.00	12.26	2.45		6.28	5.19	7.00	
78	332.0	MANUNKA CHUNK	4.58		7.59			9.25	12.20	2.40		5.05	6.22	7.10	
80	329.7	DELAWARE	4.54		7.53			9.18	12.14	2.34		4.58	6.15	7.10	
83	326.8	PORTLAND	4.50		7.47			9.12	12.09	2.29		4.50	6.05	7.00	
88	321.7	WATER GAP	4.42		7.37			9.02	12.01	2.21		4.40	5.55	6.50	
93	317.3	STROUDSBURG	4.34		7.28			8.50	11.52	2.13		4.31	5.45	6.40	
97	313.1	SPRAGUEVILLE	4.25		7.16			8.40	11.43	2.06		4.22	5.36	6.30	
100	309.7	HENRYVILLE	4.20		7.11			8.32	11.35	2.01		4.15	5.28	6.20	
106	304.2	CRESCO	4.12		7.02			8.22	11.26	1.53		4.05	5.17	6.10	
109	300.9	PARADISE	4.07		6.57			8.16	11.20	1.48		4.00	5.11	6.00	
111	298.4	MOUNT POGONO	4.03		6.53			8.10	11.15	1.43		3.56	5.04	6.00	
114	296.3	POCONO SUMMIT	3.58		6.48			8.03	11.08	1.38		3.50	4.58	5.50	
119	291.2	TOBYHANNA	3.53		6.42			7.55	10.58	1.32		3.40	4.50	5.40	
124	285.9	GOULDSBORO	3.44		6.34			7.45	10.50	1.24		3.30	4.40	5.30	
126	284.0	LEHIGH	3.42		6.32			7.43	10.47	1.22		3.28	4.35	5.25	
132	277.8	MOSCOW	3.30		6.21			7.32	10.34	1.12		3.15	4.25	5.15	
135	274.6	ELMHURST	3.23		6.15			7.25	10.27	1.06		3.05	4.15	5.05	
139	270.6	NAY AUG	3.15		6.08			7.18	10.19	1.01		2.95	4.05	4.95	
145	264.7	SCRANTON	3.00		5.55			7.10	10.05	0.95		2.85	3.95	4.85	
150	259.6	CHINCHILLA	2.44		5.41			6.50	9.51	12.24		3.05	4.15	5.05	
152	257.5	CLARKS SUMMIT	2.40		5.37			6.46	9.47	12.20		3.00	4.10	5.00	
155	254.5	GLENBURN	2.33		5.30			6.39	9.37	12.15		2.49	3.59	4.49	
156	253.5	DALTON	2.31		5.28			6.37	9.33	12.13		2.45	3.55	4.45	
158	251.6	LA PLUME	2.27		5.25			6.34	9.28	12.11		2.40	3.50	4.40	
160	249.8	FACTORYVILLE	2.23		5.22			6.31	9.23	12.08		2.33	3.43	4.33	
162	247.2	TUNNEL	2.19		5.18			6.27	9.17	12.05		2.25	3.35	4.25	
167	243.3	NICHOLSON	2.10		5.11			6.20	9.09	11.57		2.15	3.25	4.15	
172	237.4	FOSTER	2.00		5.02			6.11	8.56	11.48		1.47	2.50	3.40	
177	233.3	KINGSLEYS	1.55		4.56			6.04	8.49	11.43		1.38	2.45	3.35	
180	229.9	ALFORD	1.50		4.51			6.00	8.42	11.38		1.22	2.41	3.31	
187	223.1	NEW MILFORD	1.40		4.42			5.51	8.30	11.28		1.15	2.32	3.22	
193	216.9	HALLSTEAD	1.31		4.34			5.42	8.18	11.18		1.08	2.25	3.15	
198	212.0	CONKLIN	1.24		4.27			5.35	8.10	11.12		1.01	2.19	3.09	
201	209.0	CONKLIN CENTRE	1.18		4.22			5.29	8.04	11.08		0.94	2.15	3.05	
207	203.1	BINGHAMTON	1.10		4.15			5.22	7.55	11.00		0.87	2.08	2.98	
			Daily	Monday Only	Daily	Ex. Sunday	Monday Only	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Daily	Daily	
			8	24	12	32	38	26	2	4	40	42	6	44	

No. 4 will stop at Nicholson, Factoryville, Cresco and Henryville on flag or New York for Philadelphia passengers.
 No. 42 will carry passengers.
 No. 28 will run daily between Binghamton and Scranton and daily except Sunday between Scranton and W.
 No. 12 will stop at Mt. Pocono and Henryville on flag for New York passengers.
 No. 17 has right of track over other trains; other trains must clear time of No. 17, 10 minutes. Note carefully.

BINGHAMTON TO WASHINGTON.

EAST.

TIME TABLE
No. 5.

Taking Effect
July 21, 1901.

STATIONS	FIRST-CLASS.																SECOND-CLASS.			THIRD-CLASS.				
	8	24	12	32	38	26	2	4	40	42	6	44	46	34	30	28	10	56	52	54	62	82	84	
	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Milk	Limited	Milk	Milk	Pass'ger	Pass'ger	Pass'ger	Pass'ger	Fast Frt.	Fast Frt.	Fast Frt.	Freight	Local Frt.	Local Frt.	
	Daily	Monday Only	Daily	Ex. Sunday	Monday Only	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Daily	Daily	Daily	Ex. Sunday	Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sunday	Ex. Sunday	
BINGHAMTON	5.20	7.45	8.20			10.20	12.45	3.00		6.55	5.35	7.45	7.55			11.15	4.20							
WASHINGTON	5.18	7.43	8.18			10.18	12.43	2.57		6.50	5.33	7.42	7.52			11.13	4.18				6.00	5.00		
RD FURNACE	5.11	7.36	8.11			10.10	12.36	2.51		6.40	5.26	7.35	7.45			11.07	4.10				5.55	4.50		
FRYVILLE	5.02	7.28	8.03			10.00	12.26	2.45		6.28	5.19	7.24	7.34			10.57	4.00				5.00	3.20		
NKA CHUNG	4.58	7.23	7.59			9.25	9.55	12.20	2.40	5.05	6.22	5.14	7.19	7.29		10.52	3.56				4.53	3.00		
WARE	4.54	7.18	7.53			9.18	9.50	12.14	2.34	4.58	6.15	5.08	7.13	7.23		10.45	3.51				4.45	2.34		
LAND	4.50	7.13	7.47			9.12	9.44	12.09	2.29	4.50	6.05	5.03	7.05	7.15		10.38	3.45				4.37	2.00		
R GAP	4.42	7.04	7.37			9.02	9.34	12.01	2.21	4.40	5.55	4.56	6.55	7.05		10.28	3.36				4.22	1.20		
DSBURG	4.34	6.55	7.28			8.50	9.24	11.52	2.13	4.31	5.45	4.51	6.45	6.55		10.18	3.27				4.10	1.00		
UEVILLE	4.25	6.45	7.16			8.40	9.14	11.43	2.06	4.22	5.36	4.44	6.36	6.46		10.08	3.17				4.00	11.55		
YVILLE	4.20	6.39	7.11			8.32	9.08	11.35	2.01	4.15	5.28	4.39	6.27	6.37		10.02	3.12				3.50	11.35		
PO	4.12	6.30	7.02			8.22	8.58	11.26	1.53	4.05	5.17	4.32	6.15	6.25		9.52	3.03				3.35	11.00		
DISE	4.07	6.25	6.57			8.16	8.53	11.20	1.48	4.00	5.11	4.28	6.08	6.18		9.46	2.58				3.25	10.45		
POCONO	4.03	6.20	6.53			8.10	8.48	11.15	1.43	3.56	5.04	4.24	6.03	6.13		9.40	2.53				3.17	10.35		
NO SUMMIT	3.58	6.16	6.48			8.03	8.43	11.08	1.38	3.50	4.58	4.21	5.58	6.08		9.33	2.49				3.07	10.20		
ANNA	3.53	6.10	6.42			7.55	8.37	10.58	1.32	3.40	4.50	4.15	5.48	5.58		9.25	2.43				2.55	9.55		
OSBORO	3.44		6.34			8.28	10.50	1.24		4.40	4.08	5.40	5.50		7.03	9.15	2.33				2.35	9.25		
SH	3.42		6.32			8.26	10.47	1.22		4.35	4.06	5.37	5.47		6.55	9.13	2.30				2.30	9.05		
WV	3.30		6.21			8.16	10.34	1.12		4.15	3.56	5.22	5.32		6.40	9.00	2.14				2.00	8.16		
ERST	3.23		6.15			8.09	10.27	1.06		4.05	3.51	5.13	5.23		6.33	8.53	2.06				1.45	7.45		
UG	3.15		6.08			8.03	10.19	1.01		3.55	3.45	5.00	5.10		6.25	8.45	1.57				1.30	7.25		
TON	3.00		5.55			10.05	12.49			3.40	3.33	4.40	4.50		6.00	6.10	8.30	1.40				1.00	7.00	4.20
HILLA	2.44		5.41			9.51	12.24			3.20	3.30	4.35	4.45		5.49	7.58	1.15				12.10	4.00		
KS SUMMIT	2.40		5.37			9.47	12.20			3.00	3.20	4.18	4.28		5.45	7.53	1.11				11.59	3.45	2.50	
BURN	2.33		5.30			9.37	12.15			2.49	3.14	4.11	4.21		5.36	7.42	1.04				11.48	2.15		
ON	2.31		5.28			9.33	12.13			2.45	3.12	4.08	4.18		5.33	7.37	1.01				11.37	2.05		
UME	2.27		5.25			9.28	12.11			2.40	3.09	4.05	4.15		5.30	7.31	12.58				11.28	1.50		
RYVILLE	2.23		5.22			9.23	12.08			2.33	3.06	4.02	4.12		5.25	7.27	12.55				11.20	1.30		
EL	2.19		5.18			9.17	12.05			2.25	3.03	3.57	4.07		5.20	7.22	12.51				11.12	1.05		
OLSON	2.10		5.11			9.09	11.57			2.15	2.57	3.43	3.58		5.10	7.14	12.44				10.55	12.45		
R	2.00		5.02			8.56	11.48			1.47	2.50	3.36	3.46		7.02	12.34				10.40	11.48			
LEYS	1.55		4.56			8.49	11.43			1.38	2.45	3.29	3.39		6.53	12.29				10.28	11.05			
LD	1.50		4.51			8.42	11.38			1.22	2.41	3.23	3.33		6.44	12.24				10.18	10.45			
MILFORD	1.40		4.42			8.30	11.28			12.55	2.32	3.11	3.21		6.29	12.15				10.00	10.00			
STAD	1.31		4.34			8.18	11.18			12.37	2.25	3.01	3.11		6.17	12.05				9.40	9.05			
LIN	1.24		4.27			8.10	11.12			12.25	2.19	2.53	3.03		6.09	11.58				9.23	8.35			
LIN CENTRE	1.18		4.22			8.04	11.08			12.05	2.15	2.45	2.55		6.04	11.53				9.15	8.20			
TAMTON	1.10		4.15			7.55	11.00			11.50	2.08	2.35	2.45		5.55	11.45				9.00	8.05			
	Daily	Monday Only	Daily	Ex. Sunday	Monday Only	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Daily	Daily	Daily	Ex. Sunday	Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sunday	Ex. Sunday	

Nicholson, Factoryville, Cresco and Henryville on flag or New York for Philadelphia passengers.
 passengers.
 Daily between Binghamton and Scranton and daily except Sunday between Scranton and Washington.
 at Mt. Pocono and Henryville on flag for New York passengers.
 of track over other trains; other trains must clear time of No. 17, 10 minutes. Note carefully time of No. 15 and 17.

Rules Governing the Movement of Trains.

1. The safety, comfort and convenience of passengers, and the safety and regularity of Passenger Trains, is of the first importance, and all operations of working or repairing this road must be subservient thereto.

2. All employes of the Company are expected and required, in all cases, to exercise the greatest care and watchfulness to prevent injury or damage to person or property. VIGILANCE AND WATCHFULNESS INSURE SAFETY. IN ALL CASES OF DOUBT, ADOPT THE SAFE COURSE.

3. When a Train is required to stop between Stations from any cause, or is compelled to proceed at a slow rate of speed, or is required to stand at a station longer than the usual time for any purpose, the Flagman must immediately go back one-half mile with Danger Signals (Red Flag and Torpedoes by day, Red Lamp and Torpedoes by night), to stop any Train or Engine which may be following.

4. At a distance of Seven hundred feet, or five Telegraph Poles from the rear of the train, he must place a Torpedo on the rail, and then proceed to Twelve hundred feet, or ten Telegraph Poles from the rear of the train, and place another Torpedo on the rail and then continue to proceed until a point of one-half mile, or eighteen Telegraph Poles from the rear of train, is reached, when he must place another Torpedo on the rail and display the Red Signal, while the detention continues.

5. The Baggage-master of a first-class Train, or the head Brakeman of other trains, must go forward a like distance and use the same signals to stop any Train or Engine coming in an opposite direction. If from any cause the Baggage-master or Brakeman cannot leave his Train, or is unable to go forward promptly, then the Fireman must go in his place. This must always be done whether another Train is expected or not. In carrying out this rule the utmost promptness is necessary, not a moment must be lost in inquiry as to the cause of the delay or its probable duration.

6. Conductors and Enginemen will be held strictly responsible for the prompt enforcement of this rule, and are required to carry out these instructions whenever and wherever their Trains are stopped or delayed on the Main Track day or night. They have no right to presume that other Trains are not closely following or approaching.

7. Under no circumstances must a Flagman of a Passenger Train be called in, but must remain to flag, stop and get on board the following train.

8. In foggy or stormy weather extraordinary care must be exercised to insure perfect safety. This order is imperative. Conductors may command the services of any employe of the Company to fully and promptly carry out this rule.

9. Enginemen of all Trains when running over Torpedoes must come to a full stop, and then proceed very slowly, and have the Train under full control until they learn the cause of the Danger Signals, or the obstruction is reached and passed.

10. When it becomes necessary for the Flagman to go back to protect the rear of the Train, the next Brakeman shall immediately take the Flagman's position on the Train, and remain there until relieved. On Passenger Trains the Baggage-master shall take the place of a Brakeman whenever necessary.

11. Trains of the first class are superior to those of second; trains of the second class are superior to those of third; and so on. Wild cat trains are inferior to regular trains of whatever class. On single track, all trains in the direction specified in

the time table are superior to trains of same class in the opposite direction. An inferior train must keep out of the way of a superior train.

12. East-bound trains shall have the right to the road indefinitely against all West-bound trains of the same class; but no East-bound train must leave any station or passing-place where it should pass a train of the same class till FIVE minutes after its own time; and this five minutes, to be allowed for variation of watches, must be observed at every succeeding station till it shall have passed the expected train. This rule is not intended to give any rights to a train of an inferior class against a train of a superior class, but it is only to affect the trains of the same class in regard to each other. No portion of this five minutes must be used by trains running in either direction.

13. A train failing to clear the main track by the time required by rule, must be protected as provided by rules.

14. At meeting points between trains of the same class the inferior train must clear the main track before the leaving time of the superior train, and must pull into siding when practicable. If necessary to back in, the train must first be protected, as per Rules, unless otherwise provided.

15. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least five minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as per Rules, unless otherwise provided. An inferior train must keep at least ten minutes off the time of a superior train in the same direction.

15 (a) Trains must stop at schedule meeting or passing points, if the train to be met or passed is of the same class, unless the switches are right and the track clear. Trains should stop clear of the switch used by the train to be met or passed in going on the siding. When the expected train of the same class is not found at the schedule meeting or passing point, the superior train must approach all sidings prepared to stop, until the expected train is met or passed.

15 (b) Passenger trains in the same direction will keep at least ten minutes apart, unless some form of block signal is used. Other trains will keep at least five minutes apart except in closing up at stations and at meeting and passing points.

16. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The prescribed signals must be given and (except as provided in Rule 16 (a)), the front portion of the train kept in motion until the detached portion is stopped. The front portion will then go back to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion comes back.

16 (a) On trains fully or partially controlled with air brakes should the engineman feel the brakes go on suddenly, which is an indication that the train has parted, he must immediately shut off steam to allow the rear portion to close in against the engine, and not attempt to pull away from the detached portion.

17. The engine-bell must be rung when an engine is about to move.

18. SPECIAL ORDERS—When an order is given to run as against a particular train named in the order, it is always to be understood to apply only to the train named, and that it confers no right as against any other train

19. No train has a right to assume the time or rights of any other train. It must run upon its own rights. Extras have the same general rights as the regular train, but a special order to the Regular will confer no rights upon the Extra, and unless it receives special orders it must keep within the table rights of the regular train, and they must never run within less than ten (10) minutes of the time of the leading train.

20. Regular trains twelve hours behind their schedule time lose both right and class, and can therefore proceed only by train order.

21. Not more than two times are given for a train at any point; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time. Schedule meeting or passing points are indicated by figures in FULL FACED TYPE. Both the arriving and leaving time of a train are in full faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

22. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switch-tenders are stationed. A switch must not be left open for a following train unless in charge of a trainman of such train.

23. IRREGULAR TRAINS—Construction and other irregular trains must never be on main track within fifteen minutes of the time of Passenger Trains. They may work until trains of second and third class arrive, but must keep flagmen in both directions at least one mile from their train, and get out of the way as soon as possible. They must never run without the protection of flags, or a special order.

24. The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

25. The engine bell must be rung for at least 80 rods before reaching every public road crossing at grade, and until it is passed, and the whistle must be sounded at all whistling posts.

26. A train must not leave its initial station on any division, or a junction, or pass from double to single track, until it is ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

26 (a) A train leaving its initial station on each division, or leaving a junction, when a train of the same class in the same direction is overdue, will proceed on its schedule, and the overdue train will run as provided in Rules.

26 (b) A train must not start until the proper signal is given.

27. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

28. A train must not arrive at a station in advance of its schedule arriving time. A train must not leave a station in advance of its schedule leaving time.

29. A regular train which is delayed, and falls back on the time of another train of the same class, will proceed on its own schedule.

30. In case of serious delay or difficulty at night, conductor will send a brakeman to nearest telegraph office to communicate with Superintendent's office. If not a night office, brakeman will call operator.

31. WHISTLE must never be used in the any purpose except in starting the train or in

32. ROAD CROSSINGS—Conductors must see that they do not let them to become obstructed. If in any case on the road crossing it must be cut apart without delay. No excuse will be received for this rule.

33. BRAKES—Conductors must so arrange the brakes to avoid the sliding or heating of wheels. Brakes must not be permitted to remain on any car for any length of time. Those of other cars must be released, and those of other cars must be released.

34. FIRES must never be hauled, raked or extinguished while the engine is in motion. Trackmen will report fires to the engine, giving number of engine. In no case shall any coal of any kind along the track be allowed to accumulate.

35. No train or engine will run into or past a standing train, unless signalled by the flagman of the standing train to do so.

36. A train must not display signals for a following train on a wild cat train be run on single track without the permission of the Superintendent.

37. BRIDGEVILLE—No train West bound must leave this station within less than fifteen minutes of the time of a preceding passenger train. Unless the train has left Manunka Chunk, they must sound the whistle before entering the Tunnel and so run until they stop immediately. This rule does not in any way relieve a flagman from carefully performing his duty for the additional safety.

38. TUNNELS—No train must enter the Tunnel at Manunka Chunk or Factoryville Tunnels within less than five minutes of the time that the leading train enters. The whistle must be sounded at that time, and report all violations.

39. The use of intoxicating drinks on the premises of the company is strictly forbidden. No employe employed nor continued in employment who is known to have the habit of drinking intoxicating liquor.

40. Torpedoes should be used only when necessary for the proper protection of trains and under no circumstances should they be placed within yard limits, at stations, on bridges or on bridges where they are liable to cause personal injury.

41. Enginemen must be particular to see that the ash-pans, nettings and dampers of their engines are in perfect order before starting on each trip. Every engine must be taken to prevent fires, especially on bridges.

42. The regular compensation of employes must be paid in full liability to accidents. If an employe is disabled by any other cause the right to claim compensation is not affected; allowances when made in such cases will be justified by the circumstances of the case and the amount of the loss.

43. TRACKMEN must take every precaution to keep the rails and storms to prevent accidents. Section men must be on duty and every part of the road closely watched.

44. Enginemen will allow no person to ride on a train without permission from an officer of the Company. No employe whose duties require them on the engine

45. Whenever trains cross over, all switches must be set right for main tracks and left so until train for which the switch has crossed over has passed.

ovement of Trains.

No train has a right to assume the time or rights of another train. It must run upon its own rights. Extras have the same general rights as the regular train, but a special order may be made. Regular will confer no rights upon the Extra, and unless it receives special orders it must keep within the table rights of the regular train, and they must never run within less than ten minutes of the time of the leading train.

Regular trains twelve hours behind their schedule time of both right and class, and can therefore proceed only by special order.

Not more than two times are given for a train at any one place; where one is given, it is, unless otherwise indicated, the full time; where two, they are the arriving and the leaving times. Schedule meeting or passing points are indicated by figures in FULL FACED TYPE. Both the arriving and leaving times of a train are in full faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchmen are stationed. A switch must not be left open for a following train unless in charge of a trainman of such train.

IRREGULAR TRAINS—Construction and other irregular trains must never be on main track within fifteen minutes of the time of Passenger Trains. They may work until the arrival of second and third class arrive, but must keep flagmen in the direction at least one mile from their train, and get out of the way as soon as possible. They must never run without the protection of flags, or a special order.

The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule for that train. When it is necessary to stop a train at a point which is not a flag station for that train, a red signal must be used.

The engine bell must be rung for at least 80 rods before crossing every public road crossing at grade, and until it is clear, and the whistle must be sounded at all whistling posts.

A train must not leave its initial station on any division, or pass from double to single track, until it is ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

(a) A train leaving its initial station on each division, or approaching a junction, when a train of the same class in the same direction is overdue, will proceed on its schedule, and the over-train will run as provided in Rules.

(b) A train must not start until the proper signal is given.

Trains must approach the end of double track, junctions, road crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

A train must not arrive at a station in advance of its schedule arriving time. A train must not leave a station in advance of its schedule leaving time.

A regular train which is delayed, and falls back on the schedule of another train of the same class, will proceed on its own schedule.

In case of serious delay or difficulty at night, conductor must send a brakeman to nearest telegraph office to communicate with Superintendent's office. If not a night office, brakeman must call operator.

31. WHISTLE must never be used in the Scranton Yard for any purpose except in starting the train or in case of danger.

32. ROAD CROSSINGS—Conductors must never allow them to become obstructed. If in any case a train is detained on the road crossing it must be cut apart, so teams can pass, without delay. No excuse will be received for any violation of this rule.

33. BRAKES—Conductors must so arrange the applying of brakes to avoid the sliding or heating of wheels. They must not be permitted to remain on any car for any great distance, but should be released, and those of other cars applied.

34. FIRES must never be hauled, raked or dropped while the engine is in motion. Trackmen will report any violation of this rule, giving number of engine. In no case will the throwing of coal of any kind along the track be allowed.

35. No train or engine will run into or pass a station at which a passenger train is standing, unless signalled by the conductor of the standing train to do so.

36. A train must not display signals for a following extra, nor a wild cat train be run on single track without orders from the Superintendent.

37. BRIDGEVILLE—No train West bound must ever leave this station within less than fifteen minutes of the leaving time of a preceding passenger train. Unless they know such preceding train has left Manunka Chunk, they must sound the whistle before entering the Tunnel and so run as to be able to stop immediately. This rule does not in any way relieve the flagman from carefully performing his duty but is only for additional safety.

38. TUNNELS—No train must enter the Oxford, Manunka Chunk or Factoryville Tunnels within less than ten minutes of the time that the leading train enters. The watchmen must see that this rule is observed, and report all violations thereof.

39. The use of intoxicating drinks on the road or about the premises of the company is strictly forbidden. No one will be employed nor continued in employment who is known to be in the habit of drinking intoxicating liquor.

40. Torpedoes should be used only when necessary for the proper protection of trains and under no circumstances must they be placed within yard limits, at stations, near road crossings or on bridges where they are liable to cause personal injury.

41. Enginemen must be particular to see and KNOW that the ash-pans, nettings and dampers of their engines are in perfect order before starting on each trip. Every precaution possible must be taken to prevent fires, especially in passing over bridges.

42. The regular compensation of employes covers all risk or liability to accidents. If an employe is disabled by sickness or any other cause the right to claim compensation is not recognized; allowances when made in such cases will be as a gratuity justified by the circumstances of the case and previous good conduct.

43. TRACKMEN must take every precaution during heavy rains and storms to prevent accidents. Sectionmen must be on duty and every part of the road closely watched night or day.

44. Enginemen will allow no person to ride on the engine without permission from an officer of the Company, except employes whose duties require them on the engine.

45. Whenever trains cross over, all switches must be set right for main tracks and left so until train for which they have crossed over has passed.

47. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

48. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

49. The headlight will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track or at junction points.

49 (a) Yard engines will display the head light to the front and rear by night. When not provided with a headlight at the rear two white lights must be displayed. Yard engines will not display markers.

49 (b) COLOR SIGNALS.

COLOR.	INDICATION.
Red	Stop.
Green	Proceed, and for other uses prescribed by the Rules.
Yellow	Proceed with caution.
Green and White	Flag stop.

49 (c) A fusee on or near the track burning red must not be passed until burned out. When burning green it is a caution signal.

50. WHISTLE SIGNALS.

- (A) ———— Approaching stations, railroad crossings and junctions.
- (B) — Stop. Apply brakes.
- (C) ———— Release brakes.
- (D) ———— Answer to any signal not otherwise provided for.
- (E) ———— When running, train parted; to be repeated until answered by signal.
- (F) ———— } When train is standing, back.
 } Answer to signal to back.
- (G) ———— Rear flagman return from west.
- (H) ———— Rear flagman return from east.
- (I) ———— Call for signals.
- (J) ———— Flagman go back and protect rear of train.
- (K) ———— To call attention to signals displayed for a following section. To be answered by two short blasts.
 - (1) Should any train on single track fail to answer whistle signal as above, the train displaying the signals will stop at once and not proceed until the signals are acknowledged.
 - (2) Trains on double track will not call attention to signals except when passing trains going in same direction, to be answered as required by Rule K, and in case of failure to be governed by Rule K, (1).
- (L) ———— Approaching public highway crossings at grade.

A succession of short sounds of the whistle is an alarm for persons or stock on the track and calls attention of trainmen to danger ahead.

AIR WHISTLES OR BELL-CORD SIGNALS.

- (A) One. When train is standing, start.
- (B) Two. When train is running, stop at once.

- (C) Two. When train is standing, call in flagman.
- (D) Three. When train is running, stop at once.
- (E) Three. When train is standing, back to engine.
- (F) Four. When train is running, reduce speed.
- (G) Four. When train is standing, and brakeman apply brakes.

(H) Four. When train is standing and brakeman release brakes.

(I) Five. When running, air brakes sticking. When signal (A) One is heard while train is running, engineman must immediately ascertain who is parted.

Signals of the same number of sounds shall have the same significance when given by other appliances, such as hand and signal-bells.

HAND AND LAMP SIGNALS.

A lamp swung across the track is the signal to stop.

A lamp swung vertically in a circle across the track, when the train is standing, is the signal to move back.

A lamp swung horizontally in a circle, when the train is standing, is the signal to apply air brakes.

A lamp raised and lowered vertically in a circle is the signal to stop.

A lamp swung vertically in a circle at the end of the track, when the train is running, is the signal to stop.

A lamp held at arm's length above the head of the train, when standing, is the signal to release air brakes.

A flag, or the hand, moved in any of the above, will indicate the same signal as given by the lamp.

Any object waved violently by any one of the above is a signal to stop.

51. When trains running in contrary directions meet, they shall be moved towards each other by special order, the train on the right to the road shall first receive the order, and before an order shall be given to move the other train, the right to run shall be made certain, positive, and without regard to time.

52. All special orders affecting the movement of trains must contain the number of train, or number of engines.

53. Two white flags by day and in addition two white lights by night displayed in places provided for that purpose in front of an engine denote that the train is standing. These signals must be displayed by all wild cat trains and by yard engines.

54. Two red flags by day and in addition two red lights by night displayed in places provided for that purpose in front of an engine denote train is followed by an extra.

54 (a) One flag or light displayed where two are prescribed will indicate the same as two; but where two are prescribed of all train signals is required.

55. When signals displayed for an extra train are not answered at any point before that extra arrives, the conductor, in the absence of any other provision, arrange with the operator, or with the switchtender, or in the absence of either, with a flagman left there for the purpose, to stop the extra trains of the same or inferior class leaving the station for which the signals were displayed has

whose duties may require them to give signals, themselves with the proper appliances, keep them ready for immediate use. Flags of the prescribed be used by day, and lamps of the prescribed

als are to be displayed from sunset to sunrise. other conditions obscure day signals, night ed in addition.

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R SIGNALS.

	INDICATION.
.....	Stop.
.....	Proceed, and for other uses prescribed by the Rules.
.....	Proceed with caution.
.....	Flag stop.

e on or near the track burning red must not rned out. When burning green it is a caution

E SIGNALS.

roaching stations, railroad crossings and junctions.

Apply brakes.

Release brakes.
er to any signal not otherwise provided for.
When running, train parted; to be repeated until answered by signal.

When train is standing, back.
Answer to signal to back.

..... Rear flagman return from west.

..... Rear flagman return from east.

Call for signals.
Flagman go back and protect rear of train.

To call attention to signals displayed for a following section. To be answered by two short blasts.

(1) Should any train on single track fail to answer whistle signal as above, the train displaying the signals will stop at once and not proceed until the signals are acknowledged.

(2) Trains on double track will not call attention to signals except when passing trains going in same direction, to be answered as required by Rule K, and in case of failure to be governed by Rule K, (1).

Approaching public highway crossings at grade.

of short sounds of the whistle is an alarm for on the track and calls attention of trainmen to

WHISTLES OR BELL-CORD SIGNALS.

train is standing, start.
train is running, stop at once.

- (C) Two. When train is standing, call in flagman.
- (D) Three. When train is running, stop at next station.
- (E) Three. When train is standing, back the train.
- (F) Four. When train is running, reduce speed.
- (G) Four. When train is standing, and brakes NOT applied, engineman apply brakes.
- (H) Four. When train is standing and brakes APPLIED Engineman release brakes.
- (I) Five. When running, air brakes sticking, wheels sliding.

When signal (A) One is heard while train is running, the engineman must immediately ascertain whether the train is parted.

Signals of the same number of sounds shall have the same significance when given by other appliances than air whistles and signal-bells.

HAND AND LAMP SIGNALS.

A lamp swung across the track is the signal to stop.

A lamp swung vertically in a circle across the track, when the train is standing, is the signal to move back.

A lamp swung horizontally in a circle, when the train is standing, is the signal to apply air brakes.

A lamp raised and lowered vertically is the signal to move ahead.

A lamp swung vertically in a circle at arm's length across the track, when the train is running, is the signal that the train has parted.

A lamp held at arm's length above the head, when train is standing, is the signal to release air brakes.

A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by a lamp.

Any object waved violently by any one on or near the track is a signal to stop.

51. When trains running in contrary directions are to be moved towards each other by special order, the trains having the right to the road shall first receive the order, and the "Correct" before an order shall be given to move the opposing train, and the right to run shall be made certain, positive, and definite, without regard to time.

52. All special orders affecting the movement of trains shall contain the number of train, or number of engine.

53 Two white flags by day and in addition two white lights by night displayed in places provided for that purpose on the front of an engine denote that the train is a wild cat train. These signals must be displayed by all wild cat trains, but not by yard engines.

54 Two red flags by day and in addition two red lights by night displayed in places provided for that purpose on the front of an engine denote train is followed by an extra.

54 (a) One flag or light displayed where in Rules two are prescribed will indicate the same as two; but the proper display of all train signals is required.

55 When signals displayed for an extra are taken down at any point before that extra arrives, the conductor will, if there be no other provision, arrange with the operator, or if there be no operator, with the switchtender, or in the absence of both, with a flagman left there for the purpose, to notify all opposing trains of the same or inferior class leaving such point that the extra for which the signals were displayed has not arrived.

56 The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, a green flag. By night, a green light to the front and side and a red light to the rear, except when the train turns out to be passed by another and is clear of main track, when a green light must be displayed to the rear.

56 (a) Passenger trains are also equipped with platform lamps showing red to the rear, except when the train turns out to be passed by another and is clear of the main track, when the red light must be concealed.

56 (b) Freight trains are also equipped with cupola lamps showing red to the rear and green to the front, except when the train turns out to be passed by another and is clear of main track, when the light must be changed to show green to the rear and white to the front.

57 When on the main track of any connecting road, always observe carefully the time tables and rules, and obey all orders you may receive from officers of said roads.

60. Engineers must not sound the whistle while passenger trains are passing.

61. Trackmen must make every effort to extinguish any and all fires along their sections.

62. Conductors must see that they have upon their trains signal flags, red lanterns, a sufficient number of ordinary lanterns, fuses, torpedoes, oil, etc.

63. Flagmen, when left to protect the rear end of their train, have the right to ride free on such subsequent train as may pick them up, till they overtake their own trains.

64. Trains are to run under the direction of the Conductors, except when their directions conflict with these rules, or involve risk or hazard, in which case the Enginemen will be held alike accountable, and in case of difficulty, or uncertainty as to right of road, they must consult with each other, and always take the safe course.

66. It is the duty of Conductors to check Enginemen when they run unsafely, and to prescribe to them, when they see fit, the regular rates allowed on the time table, or slower rates if in their judgment it is necessary.

67. Enginemen must pass all stations cautiously, whether they are to stop or not.

68 Each car on a passenger train must be connected with the engine by a communicating signal appliance.

69. No one will be allowed to absent himself from his duty without permission from proper authority.

70 Both conductors and enginemen are responsible for the safety of their trains and, under conditions not provided for by the rules, must take every precaution for their protection.

71 In all case of doubt or uncertainty, take the safe course and run no risks.

FIXED SIGNALS.

Fixed signals are placed at junctions, railroad crossings, stations and other points requiring such protection. Special instructions indicate their position in use. A signal imperfectly displayed or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent.

Except at railroad crossings and junctions where interlocking plants are in use, all trains and engines must STOP not less

than 200 nor more than 800 feet from such railroad crossing or junction, and not proceed until the signal indicates the right to do so, or, where there is no such signal, until the way is known to be clear.

N. Y., O. & W. Crossing on Winton Branch—When a red ball by day or a red light by night is displayed from signal pole at Dixson's Mill, D., L. & W. trains have the right to cross.

D. & H. Crossing at Diamond and National Mines—The red ball or red light indicates that D., L. & W. trains have the right to cross.

Oxford Tunnel—East bound home signal 550 feet west of signal cabin, west end of tunnel; west bound home signal 150 feet east of signal cabin at east end of tunnel.

West bound distant signal 1,400 feet east of home signal.

East bound distant signal 1,800 feet west of home signal.

Derails at each home signal.

Cayuga Yard—Banjo signals.

Junction of Keyser Valley, near Taylor—Banjo signal, west bound track.

Semaphore signals at Telegraph Offices.

Binghamton Tower—Interlocking signal plant, governing crossing of Erie Railroad.

Diamond Crossing, N. Y., O. & W., Scranton—Interlocking plant.

Pittston Junction—Interlocking plant governing crossing of the Lehigh Valley Railroad.

Susquehanna Bridge—Banjo signals governing the movement of trains over the bridge.

Plymouth Junction—The crossing with the D. & H. Railroad at this point is governed by red ball by day and a red light by night. When these signals are displayed on the pole at the crossing, the way is clear for trains on the D. & H. road. All trains of the D., L. & W. must stop before reaching this crossing; then, if no signal is displayed, they may proceed.

RULES GOVERNING MOVEMENT OF TRAINS THROUGH OXFORD TUNNEL.

There is a gauntlet through this tunnel. Trains must approach under perfect control and be governed by fixed signals.

Speed of first-class trains through this tunnel is limited to 20 miles per hour; second and third-class and irregular trains, 10 miles per hour.

Should a train be disabled in the tunnel, a flagman must immediately go back with torpedoes and signals to notify signalman at the end of the tunnel to stop and warn a following train.

One or more red lights must be displayed on the rear of every train between the signal stations, and must not be removed until after passing the second signal station.

The movement of all trains will be controlled by the signalmen, and under no circumstances will the signalmen let more than one train in the tunnel at one time.

The following bell signals will govern:
2 Long Bells—TRAIN APPROACHING; IS TUNNEL CLEAR?

2 Short Bells—TUNNEL CLEAR.

3 Short Bells—TUNNEL NOT CLEAR.

4 Short Bells—TRAIN HAS CLEARED TUNNEL.

6 Short Bells—TEST CALL (To be answered in same manner.)
One signal bell is not to be considered a signal of any kind.

NICHOLSON TUNNEL.

One or more red lights must be displayed on the rear of every train between the signal stations, and must not be removed until after passing the second signal station.

Operators will permit but one train in the same direction in this tunnel at the same time.

Speed of first-class trains through Manunka Chunk and Factoryville tunnels will not exceed 25 miles per hour, and of second and third-class and irregular trains, 10 miles per hour.