

[f] **MAXIMUM SPEED**
PRESSWOOD — SUGAR CREEK

Trains or engines must not exceed a speed of 20 miles per hour on Passing Siding between Presswood Interlocking and Sugar Creek Interlocking.

Special Instruction 1157-B, page 105, changed.

[g] **MAXIMUM SPEED**
TURNOUTS
PRESSWOOD
SUGAR CREEK

Presswood — Turnout 20 miles per hour.

Sugar Creek — Turnout 20 miles per hour.

Special Instruction 1157-R, page 117, changed.

[h] **LOCATION OF TELEPHONES**
PRESSWOOD INTERLOCKING

Westward home signal, in service.

Eastward home signal, in service.

[i] **SUGAR CREEK INTERLOCKING**

Home signal governing eastward movements on Single Track 3830 feet east of M.P. 257, aspects changed to display indications in accordance with Fig. J of Rules 281, 283A, 285, 286 and 292.

[j] **TOWANDA**

Trailing hand-operated crossover between Single Track and Passing Siding, 1800 feet west of M.P. 255, abandoned.

[k] **MOVEMENT OF TRAINS BY BLOCK SIGNAL SYSTEM**
RULES
PRESSWOOD

Eastward trains on Single Track, or Passing Siding receiving "Approach", or more restrictive, indication at Sugar Creek Interlocking must be prepared to Stop west of Masonite Road, in event Stop indication, Rule 292, is displayed on home signal governing eastward movements at Presswood Interlocking.

Special Instruction 1285-B1, page 147, renumbered 1285-B3.

EFFECTIVE BETWEEN 9:01 A.M., MONDAY, DECEMBER 8, 1975, AND 9:01 A.M., TUESDAY, DECEMBER 9, 1975.

[l] **TRACK ASSIGNMENTS**
PRESSWOOD — LACEYVILLE

No. 2 track between Presswood Interlocking and Laceyville Interlocking, out of service except for use by Work Trains and Maintenance of Way equipment.

Special Instructions 1151-B and 1250-A, pages 97 and 140, changed.

[m] **MOVEMENT OF TRAINS BY TRAIN ORDER**
PRESSWOOD — LACEYVILLE

Between 9:01 A.M., Monday, December 8, 1975, and 9:01 A.M., Tuesday, December 9, 1975, eastward trains and engines will be operated against the current of traffic on No. 1 track between Presswood Interlocking and Laceyville Interlocking by Train Order authority. Manual Block Signal System Rule 318 will apply.

Westward trains and engines must not pass Laceyville Interlocking without Clearance Card Form C, indicating block is clear of opposing trains.

Automatic block signal system Rules 501 to 516, inclusive, remain in effect for westward movements on No. 1 track between Laceyville Interlocking and Presswood Interlocking.

EFFECTIVE 9:01 A.M., TUESDAY, DECEMBER 9, 1975.

MAIN LINE

[n] STATIONS

ROCKY FORREST

ROCKY FORREST 227.4, location changed to read:
ROCKY FORREST 227.8.

Page 8, changed.

[o] AUTOMATIC BLOCK SIGNAL SYSTEM

ROCKY FORREST

Signal 2271, governing westward movements on No. 1 track, 4020 feet west of M.P. 227, abandoned.

Signal 2272, governing eastward movements on No. 2 track, 1040 feet east of M.P. 228, abandoned.

[p] TRACK ASSIGNMENTS

LACEYVILLE — ROCKY FORREST

No. 1 track between Laceyville Interlocking and Rocky Forrest, M.P. 227.8, redesignated Passing Siding.

No. 2 track between Rocky Forrest, M.P. 227.8, and Laceyville Interlocking, redesignated Single Track.

Special Instructions 1151-A and 1151-B, pages 96 and 97, changed.

[q] ROCKY FORREST INTERLOCKING

REMOTE CONTROLLED

New interlocking designated "ROCKY FORREST", M.P. 227.8, remote controlled from Sayre Block and Interlocking Station, consisting of the following in service:

Trailing interlocked switch for westward movements from Passing Siding to No. 2 track, 4326 feet west of M.P. 227.

Home signal governing westward movements on Single track, 4020 feet west of M.P. 227, displaying indications in accordance with Fig. J of Rules 281, 285, and 292. Signal is equipped with a signal mast bracket marker indicating that one track intervenes between signal and track it governs.

Home signal governing eastward movements on No. 2 track, 1040 feet east of M.P. 228, displaying indications in accordance with Fig. J of Rules 281, 284, 285, 286 and 292.

Low home signal governing westward movements on Passing Siding, 4020 feet west of M.P. 227, displaying indications in accordance with Fig. Q of Rules 283, 286 and 292.

Page 8, changed.

[r] MOVEMENT OF TRAINS BY BLOCK SIGNAL SYSTEM RULES

LACEYVILLE — ROCKY FORREST

Rules 261 to 264, inclusive, and Rules 501 to 516, inclusive, in effect on Single Track between Laceyville Interlocking and Rocky Forrest Interlocking.

Rules 261 to 264, inclusive and Rules 501 to 516, inclusive, in effect on Passing Siding between Laceyville Interlocking and Rocky Forrest Interlocking.

Special Instruction 1250-A, page 140, changed.

[s] **MAXIMUM SPEED
LACEYVILLE — ROCKY FORREST**

Trains or engines must not exceed a speed of 20 miles per hour on Passing Siding between Laceyville Interlocking and Rocky Forrest Interlocking.

Special Instruction 1157-B, page 105, changed.

[t] **MAXIMUM SPEED
TURNOUTS**

Laceyville — Turnout from Single Track
to Passing Siding 20 miles per hour.
Rocky Forrest — Turnout 20 miles per hour.

Special Instruction 1157-R, page 117, changed.

[u] **LOCATION OF TELEPHONES
ROCKY FORREST INTERLOCKING**

Westward home signal, in service.

Eastward home signal, in service.

[v] **LACEYVILLE INTERLOCKING**

Low home signal governing eastward movements on Passing Siding, 4666 feet east of M.P. 226, aspects changed to display indications in accordance with Fig. P of Rules 287, 288 and 292.

[w] **TRACK ASSIGNMENTS
ROCKY FORREST, WEST OF**

Portion of No. 1 track between a point 4326 feet west of M.P. 227 and a point 650 feet west of M.P. 228, abandoned.

Permanent track connection between No. 1 and No. 2 tracks, 650 feet west of M.P. 228, in service.

EFFECTIVE BETWEEN 9:01 A.M., TUESDAY, DECEMBER 9, 1975, AND 9:01 A.M., WEDNESDAY, DECEMBER 10, 1975.

[x] **TRACK ASSIGNMENTS
PRESSWOOD — ROCKY FORREST, WEST OF**

No. 2 track between Presswood Interlocking and a point 650 feet west of M.P. 228, out of service except for use by Work Trains and Maintenance of Way Equipment.

Portion of No. 2 track between a point 650 feet west of M.P. 228 and Rocky Forrest Interlocking temporarily redesignated as No. 1 track.

Special Instruction 1151-B, page 97, changed.

[y] **MOVEMENT OF TRAINS BY TRAIN ORDER
PRESSWOOD — ROCKY FORREST**

Between 9:01 A.M., Tuesday, December 9, 1975, and 9:01 A.M., Wednesday, December 10, 1975, eastward trains and engines will be operated against the current of traffic on No. 1 track between Presswood Interlocking and Rocky Forrest Interlocking by Train Order authority. Manual Block Signal System Rule 318 will apply.

Westward trains and engines must not pass Rocky Forrest Interlocking without Clearance Card Form C, indicating block is clear of opposing trains.

Automatic block signal system Rules 501 to 516, inclusive, remain in effect for westward movements on No. 1 track between Rocky Forrest Interlocking and Presswood Interlocking.

EFFECTIVE 9:01 A.M., WEDNESDAY, DECEMBER 10, 1975.

MAIN LINE

**[z] TRACK ASSIGNMENTS
ROCKY FORREST — PRESSWOOD**

Permanent track connection between No. 1 and No. 2 track, 450 feet west of M.P. 235, west of Wyalusing, in service.

Permanent track connection between No. 1 and No. 2 track, 3500 feet west of M.P. 249, west of Standing Stone, in service.

Portions of No. 1 and 2 tracks between Rocky Forrest Interlocking and Presswood Interlocking indicated by solid line on diagram, made part of this General Order, redesignated as Single Track.

Portions of No. 1 and No. 2 tracks between Rocky Forrest Interlocking and Presswood Interlocking indicated by broken line on diagram, made part of this General Order, abandoned.

Special Instructions 1151-A and 1151-B, pages 96 and 97, changed.

EFFECTIVE BETWEEN 9:01 A.M., WEDNESDAY, DECEMBER 10, 1975, AND 2:01 P.M., THURSDAY, DECEMBER 11, 1975.

MAIN LINE

**[aa] MOVEMENT OF TRAIN BY BLOCK SIGNAL SYSTEM
RULES
ROCKY FORREST — PRESSWOOD**

Between 9:01 A.M., Wednesday, December 10, 1975, and 2:01 P.M., Thursday, December 11, 1975, automatic block signal system between Rocky Forrest Interlocking and Presswood Interlocking, out of service.

Special Instruction 1250-A, page 140, changed.

**[bb] MOVEMENT OF TRAINS BY TRAIN ORDER
ROCKY FORREST — PRESSWOOD**

Between 9:01 A.M., Wednesday, December 10, 1975, and 2:01 P.M., Thursday, December 11, 1975, eastward and westward trains will be operated on Single Track between Rocky Forrest Interlocking and Presswood Interlocking by Train Order authority.

**[cc] MAXIMUM SPEED
ROCKY FORREST — PRESSWOOD**

Between 9:01 A.M., Wednesday, December 10, 1975, and 2:01 P.M., Thursday, December 11, 1975, trains and engines must not exceed a speed of 30 miles per hour, unless otherwise restricted, on Single Track between Rocky Forrest Interlocking and Presswood Interlocking.

Special Instruction 1157-B, page 105, changed.

EFFECTIVE 2:01 P.M., THURSDAY, DECEMBER 11, 1975.

MAIN LINE

[dd] AUTOMATIC BLOCK SIGNAL SYSTEM
ROCKY FORREST — PRESSWOOD

The following automatic block signals governing westward movements on Single Track, in service.

Signal No.	Location	Indications
2301	528 feet west of M.P. 230	Fig. I of Rules 281, 285 and 291.
2331	4720 feet west of M.P. 233	Fig. I of Rules 281, 285 and 291.
2381	2964 feet west of M.P. 238	Fig. I of Rules 281, 285 and 291.
2431	1190 feet west of M.P. 243	Fig. I of Rules 281, 285 and 291.
2481	1500 feet west of M.P. 248	Fig. K of Rules 281, 282, 285 and 291.

The following automatic block signals governing eastward movements on Single Track, in service:

Signal No.	Location	Indications
2482	3780 feet east of M.P. 249	Fig. I of Rules 281, 285 and 291.
2432	4090 feet east of M.P. 244	Fig. I of Rules 281, 285 and 291.
2382	2316 feet east of M.P. 239	Fig. I of Rules 281, 285 and 291.
2332	560 feet east of M.P. 234	Fig. I of Rules 281, 285 and 291.
2302	4752 feet east of M.P. 231	Fig. K of Rules 281, 282, 285 and 291.

[ee] MOVEMENT OF TRAINS BY BLOCK SIGNAL SYSTEM
RULES
ROCKY FORREST — PRESSWOOD

Rules 261 to 264, inclusive, and Rules 501 to 516, inclusive, in effect on Single track between Rocky Forrest Interlocking and Presswood Interlocking.

Special Instruction 1250-A, page 140, changed.

[ff] HAND-OPERATED SWITCHES EQUIPPED WITH
ELECTRIC LOCKS
WYALUSING — WYSOX

The following hand operated switches equipped with electric switch locks, in service:

Location	Switch	Operator in Charge	Note
Wyalusing	East End Station Track	Sayre	
Wyalusing	West End Station Track	Sayre	
Wysox	East End Station Track	Sayre	
Wysox	West End Station Track	Sayre	

Special Instruction 1104-A, page 92, changed.

[gg] **MOVEMENT OF TRAINS BY BLOCK SIGNAL SYSTEM
RULES
PRESSWOOD**

Westward trains on Single Track receiving "Approach", or more restrictive, indication at signal 2481 must be prepared to stop east of Durrell Road, Wysox, in event Stop indication, Rule 292, is displayed on home signal governing westward movements on Single Track at Presswood Interlocking.

Special Instruction 1285-B2, page 147, added.

[hh] **HIGHWAY CROSSING PROTECTION
MAIN LINE
WYSOX — DURRELL ROAD**

Stop and Start buttons are located in control box at southeast corner of crossing to interrupt the operation of highway crossing protection manually.

Special Instruction 1036-D, page 63, changed.

[ii] **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE — BUFFALO DIVISION
LACEYVILLE — M.P. 255, WEST OF TOWANDA**

Maximum speed of 50 miles per hour in effect on Single Track between Laceyville and M.P. 255, west of Towanda.

Special Instruction 1157-B, page 105, changed.

[jj] **MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED
MAIN LINE — BUFFALO DIVISION**

That part of Timetable Special Instruction 1157-B, pages 105 and 106, has been revised to reflect speed restrictions placed in effect, by Buffalo Division Bulletin No. 1002, dated October 7, 1975, and this General Order, between:

Division Post, M.P. 191 (New York Division) and State Line.
State Line and Tiffit Jct.

Special Instruction 1157-B, pages 105 and 106, changed.

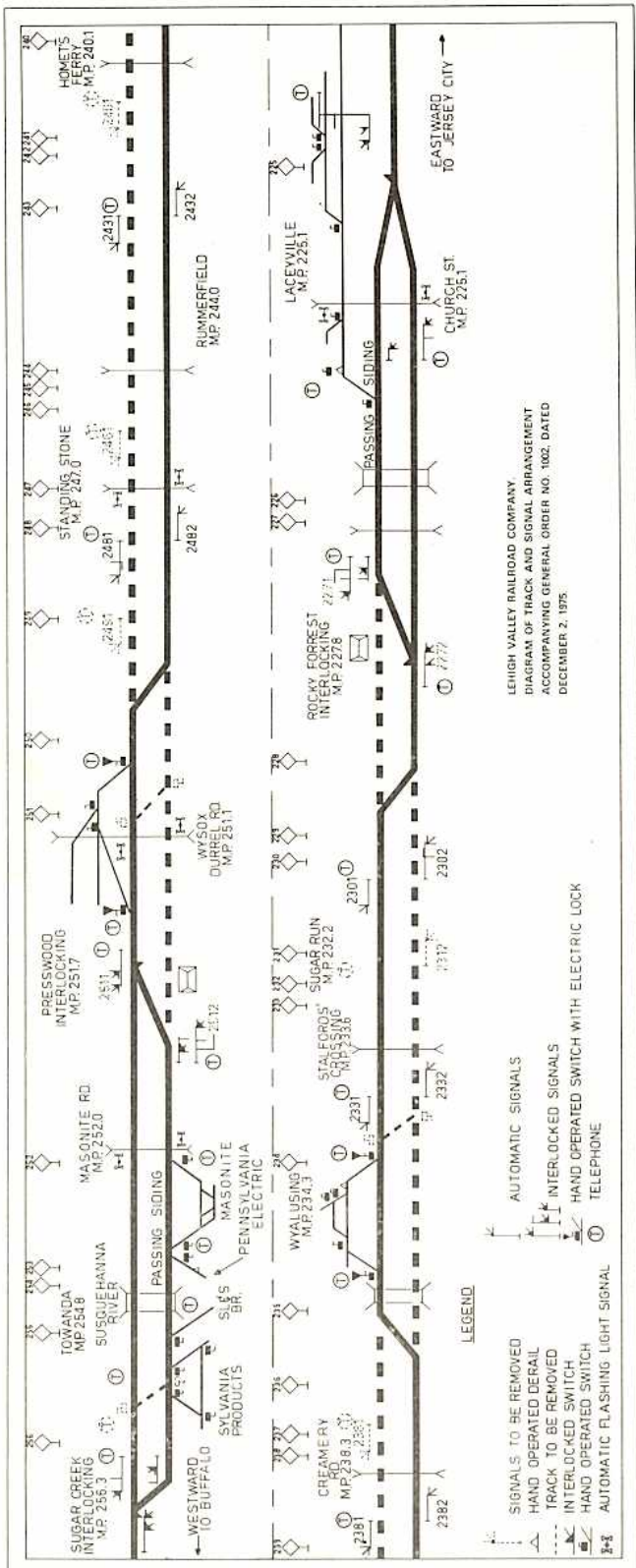
[kk] **GENERAL ORDER**

This General Order contains a diagram showing track and signal arrangement between Laceyville Interlocking and Sugar Creek Interlocking that must be inserted in the Timetable with General Order.

Pages 8, 63, 92, 96, 97, 105, 106, 117, 140 and 147 revised and made part of General Order No. 1002. Employees must remove obsolete pages from Timetable No. 10.

This General Order must be inserted in Timetable No. 10 following General Order No. 1001.

A. G. Lageman, III
Superintendent, Buffalo Division



LEHIGH VALLEY RAILROAD COMPANY
 DIAGRAM OF TRACK AND SIGNAL ARRANGEMENT
 ACCOMPANYING GENERAL ORDER NO. 1002, DATED
 DECEMBER 2, 1975

